



DOCKET ITEM #17

**Development Special Use Permit #2007-0027**

**4880 Mark Center Drive–Institute for Defense Analysis(IDA)**

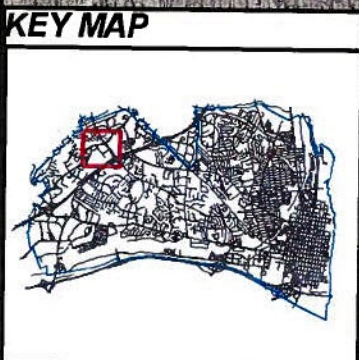
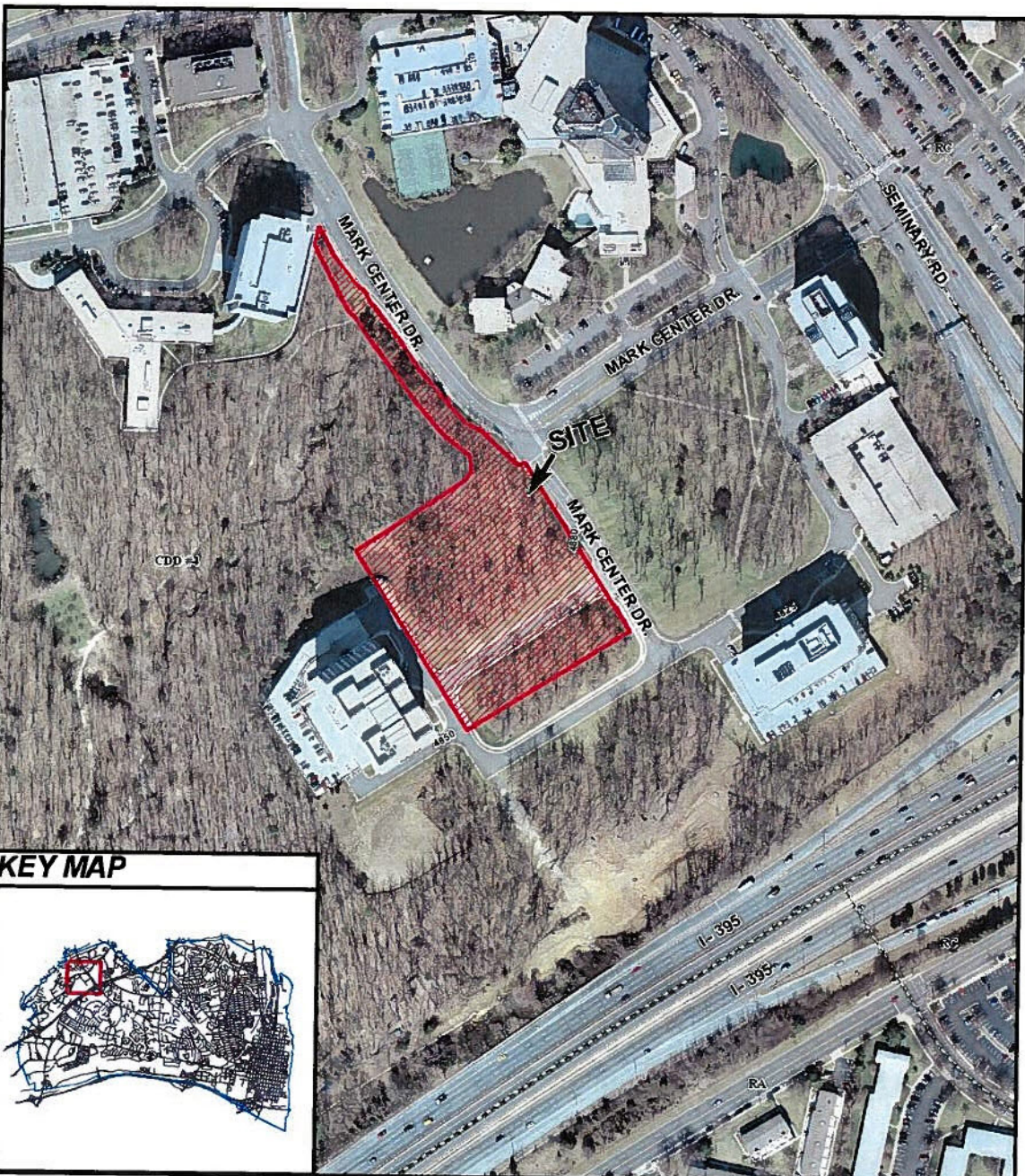
<b>Application</b>	<b>General Data</b>	
<b>Project Name:</b> Mark Center Plaza IA - Building 5	PC Hearing:	June 2, 2009
	CC Hearing:	June 13, 2009
	If approved, DSUP Expiration:	March 1, 2015 per SUP 97-0164
	Plan Acreage:	7.24 acres
<b>Location:</b> 4880 Mark Center Drive	Zone:	CDD#4
	Proposed Use:	Office
	Dwelling Units:	Not Applicable
	Gross Floor Area:	629,537 square feet in total 368,400 square feet in this application
<b>Applicant:</b> Institute for Defense Analyses (IDA)	Small Area Plan:	Seminary Hill
	Historic District:	Not Applicable
	Green Building:	LEED Silver

<b>Purpose of Application</b>
The applicant is proposing to amend the approved preliminary development plan for the Winkler Tract Coordinated Development District (CDD#4) to gain permission to proceed by sections of the district instead of the entire district; and amend the approved development special use permit with site plan to construct approximately 368,400 square feet of office space in two buildings instead of one, provide approximately 790 parking spaces, and approximately 100,000 square feet of open space.
<b>Special Use Permits and Modifications Requested:</b>
<ol style="list-style-type: none"> <li>1. A Special Use Permit to amend the Mark Center Plaza I Preliminary Plan (DSUP#2002-0038) to construct two buildings instead of one, as originally approved.</li> <li>2. A Special Use Permit to proceed by sections or phases of a district instead of the entire district per Sections 5-603(A)(2) and 5-605(C).</li> <li>3. A Special Use Permit per Section 6-403(B)(2)(b) to increase the penthouse height from 15 feet to 26 feet.</li> <li>4. A modification to Section 6-403(A) for the 2:1 setback ratio requirement.</li> </ol>

<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>
<b>Staff Reviewers: Dirk H. Geratz, AICP</b> Colleen Rafferty

**PLANNING COMMISSION ACTION:**





**DSUP #2007-0027**

**06/02/09**





## **I. EXECUTIVE SUMMARY**

### ***A. Requested Action***

The Planning Commission and City Council are being asked to take action on the following requests:

- Special Use Permit to amend DSUP case #2002-0038 to construct two office buildings instead of one, as originally approved;
- Special Use Permit to submit plans for the district in sections or phases instead of as an entire CDD district plan per Sections 5-603(A)(2) and 5-605(C);
- Special Use Permit request to allow penthouses to exceed 15 feet; and
- Zoning modification to the setback ratio required in Section 6-403(A).

### ***B. Project Description***

The Institute for Defense Analyses (IDA) has submitted an amendment to their previously approved plan to construct two office buildings in lieu of one building. IDA currently occupies a single building in Plaza I, known as Building 4. The original approval called for a second office building, known as Building 5, to be built opposite Building 4. Specifically, the applicant requests to construct the previously approved 368,119 square foot building into two smaller buildings, totaling approximately 368,400 square feet. Thus, the ultimate build-out for this site will be a total of three buildings. All three buildings would be connected via a single, underground, parking garage with two points of access and up to 1,600 parking spaces.

Staff finds that the proposal, with the recommended conditions, is consistent with the Coordinated Development District (CDD) #4, which allows for the proposed square feet of office space and provision of below grade parking. Overall the plan is improved over the original approval which creates a more successful campus environment for the IDA office. Particular issues analyzed in this staff report include the following:

- Improved architectural design;
- Creation of a more unified campus setting for the three IDA buildings through the addition of a central open space;
- Parking and Traffic circulation improvements in relation to the Department of Defense project;
- An updated transportation management plan.



### ***C. Recommendation***

Staff recommends approval with conditions of this project. This request represents a carefully thought through solution that is consistent with the original master plan for Mark Center and has been refined to address the unique security and traffic considerations associated with this project.

## **II. BACKGROUND**

### ***A. Site Context – Mark Center CDD***

The Winkler tract was designated as a Coordinated Development District (CDD) with the adoption of the 1992 Master Plan. The CDD zoning was established for large development parcels with the intention of promoting coordinated development in a master planning approach through the use of specific guidelines tailored to each CDD. Major components of the CDD zoning are the desire to provide for a mixture of uses and the preservation of open space.

In 1995 City Council formally adopted CDD #4 for the Winkler tract and adopted a series of principles and guidelines for development within the CDD. The Winkler tract consists of the Millbrook residential development, the Shops at Mark Center shopping center, the Hilton hotel, and several office developments located along both the north and south sides of North Beauregard Street. A major component of this CDD was the preservation of 44 acres in what is known as the Winkler Botanical Preserve. 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.

To better manage the planning and design of the tract the property was divided into a series of phases or plazas each with different intended uses. The subject application concerns the area known as Plaza 1-A which was originally approved for four office buildings by City Council in 1998.

### ***B. Mark Center Evolution***

Over the years the Mark Center CDD has been modified and amended several times to reflect changing conditions and to further refine the quality of the development (see Table 2). An early amendment increased the boundary of Plaza 1-A to include a fifth building. Of these five buildings, two have been completed and occupied; the Center for Naval Analysis Corporation (CNAC), known as Building 1, and IDA's existing building, known as Building 4. In early 2004, City Council approved an amendment that reconfigured the square footage of two unbuilt buildings into three smaller buildings. The site of these three buildings has now become the site of the future World Headquarters Service (WHS) of the United States Army leaving just one



remaining office building, known as Building 5, to be built. This proposal involves Building 5 which is to be divided into two smaller buildings.

### ***C. Department of Defense Project***

In the fall of 2008, the United States Department of Defense (DoD) announced that it was relocating its World Headquarters Service to the Mark Center along with over 6,000 workers. This decision is part of a larger base realignment plan announced by the Pentagon in 2005. This plan calls for moving nearly 20,000 Washington area defense jobs, most of them from Arlington County, to more secure-locations. A large majority of these jobs will be relocated to Fort Belvoir and the nearby Engineer Proving Grounds.

The relocation of WHS to Mark Center involves the construction of an approximately 1.3 million square foot (net) building and 4,000 parking spaces divided between two parking garages, one under the new building and one, free-standing, above-grade garage. The above-grade parking garage will also incorporate a bus transit facility. This facility will create several bus bays at the perimeter of the garage for Metro and DASH buses as well as shuttle busses operated by several of the existing businesses, including IDA, as part of their TMP commitments.

### ***D. IDA Project Description***

The IDA is a private defense contractor that currently employs 600 workers at Mark Center. This agency currently owns their office building, known as Building 4, which contains approximately 261,137 square feet in addition to below-grade parking. The IDA also has approval for a second office building, known as Building 5, comprised of approximately 360,000 square feet of office space. Both buildings were approved as part of the original CDD #4 for the Mark Center. The IDA owns the land on which their existing building and future building sites are located. The applicant now wishes to amend the original approval to construct Building 5 as two smaller buildings in lieu of a single building. The proposed square footage will be consistent with the total square footage originally approved for the entire IDA campus.

The construction of the two smaller buildings would be phased, with the building proposed adjacent to the Winkler Preserve being the first phase and an expected completion date within approximately 3 – 5 years. The second phase refers to the building abutting Mark Center Drive and is planned to be built as future space needs would dictate. The goal for the final build out is to create a campus setting of three buildings surrounding a central courtyard. Each of the two new buildings would accommodate approximately 300 employees; doubling the current number of employees. The existing structured parking would be expanded to extend below the two new buildings, creating one interconnected garage.

As the IDA has not fully determined their immediate spatial needs, they have proposed three alternatives for the size of the two new buildings. The base option will include a Phase 1 building with eight (8) stories and a Phase 2 building with ten (10) stories. The first alternative



would provide a Phase 1 building of seven (7) stories and a Phase 2 building of eleven (11) stories. The second alternative would be to build both buildings with nine (9) stories. Staff recommends the base proposal or the first alternative in order to create variation in the height among the IDA buildings.

**III. ZONING**

The site is part of the larger Mark Center campus within the Winkler Tract. This area is the fourth Coordinated Development District (CDD#4) in the City. The underlying zoning is Office Commercial (OC). The OC zone is designed to allow areas for primarily office use of moderate density and relatively low heights. Uses compatible with small scale offices such as retail, hotel, residential, commercial, and service uses are also allowed (Section 4-801). CDD#4 permits similar uses, such as office, retail service, and residential (Section 5-602). Per Section 5-602 (D), any proposed development within a CDD constitutes a special use, which requires a special use permit. This application includes several requests for special use permits, which are discussed in more detail in the staff analysis section of this report.

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

**Table 1. Zoning Information**

Property Address:	4850 Mark Center Drive – IDA Campus	
Total Site Area:	7.24 acres (315,355 square feet)	
Zone:	CDD#4	
Current Use:	Vacant	
Proposed Use:	Office	
	Permitted/Required	Proposed
<b>FAR</b>	2.0**	2.0**
<b>Setbacks*</b>		
<u>Phase 1</u>		
Front	None	30 feet
Side	None	38 feet and Varies between 1 and 210 feet
Rear	8 feet	Varies between 1 and 16 feet
<u>Phase 2</u>		
Front	None	30 feet
Side	None	24 feet and 74 feet
Rear	8 feet	Varies between 56 and 63 feet
<b>Parking</b>		
Accessible:	16 (Min. 2%)	17
Standard:	196 (Min. 25%)	214



Compact:	588 (Max. 75%)	586
Total:	1,340-2,228	1,634 (includes 817 existing spaces from Bldg. 4)
Loading spaces:	N/A	4
Tandem spaces:	N/A	73

\* Application includes a request for a modification to the setback requirements.  
\*\* FAR shown is for Building 5, phase 1 and 2. A maximum FAR of 1.0 is permitted for the entire Mark Center tract.

**IV. STAFF ANALYSIS**

***A. Requested Special Use Permits***

As part of this amendment, the applicant is requesting the approval of several special use permits (SUP).

***Special Use Permit to Amend Previously Approved Plan***

The first SUP request is to amend the number of footprints on the site from one to two. This request is comparable to that of the previous DSUP case (#2002-0038), which similarly amended the site plan (DSUP#99-0032) to convert one building into two.

The originally approved scheme depicts one, tall, office building adjacent to the existing Building 4, which is 140 feet in height. The proposal of two buildings breaks up the massing and produces better variety in height among the buildings located in the Mark Center campus. Additionally, the buildings are better oriented on site with views of the Winkler Preserve. The buildings are sited to surround a central courtyard, defining the space and creating an intimate pedestrian experience.

The proposed square footage of about 368,400 square feet is an increase from the original amount of square footage approved for Building 5, approximately 368,120 square feet. However, the proposal remains compliant with the permitted 2.0 FAR and is below the maximum square footage permitted on the parcels, which is approximately 630,710 square feet.

Due to the improvement in the massing and orientation of the buildings, the resulting central courtyard atmosphere, and the compliance with FAR and square footage allotments for the development, staff supports dividing the square footage into two buildings.

***Special Use Permit for Approval of Land Development Controlled by the Applicant***

Per Section 5-607 of the city’s Zoning Ordinance, the applicant may request relief from the requirement of Sections 5-603(A)(2) and 5-605(C) to show the entire CDD plan as part of their application. As approved in the CDD, the IDA buildings were part of what was described as Plaza IA. The Department of Defense (DOD) is now building on this plaza, which was

originally approved to contain four smaller office buildings. The DOD involvement effectively removed this part of the project from Plaza IA. The IDA will retain ownership of the remaining portion of the plaza and will divide it into three parcels, one for each of their buildings. Since the IDA does not have the ability to obtain the building plans for the DOD project, the applicant proposes to show only the proposed improvements for which they are responsible and those that occur on the three parcels comprising the new IDA campus. Based on these circumstances, staff supports the request.

***Special Use Permit Request for an Increase in Penthouse Height***

Per Section 6-403 (B)(2)(b), “the penthouse height shall not exceed 15 feet unless increased by a special use permit”. The applicant is requesting an SUP to increase the height of the penthouses from 15 feet to 26 feet tall based on the dimensions of the mechanical units they house. The penthouses are fully integrated into the design of the building by appearing as an additional detailed story, as opposed to a screening device. This design effectively provides screening of the mechanical equipment from public view. Additionally, the increased height will not negatively impact adjoining properties. The distance from neighboring buildings and the integrated design of the penthouses subdue the height. For these reasons, staff recommends approval the height increase for the penthouses.

***B. Requested Zoning Modification***

Per Section 6-403(A), in all height districts, the allowable height of a building at any point shall not exceed twice the distance from the face of the building at that point to the centerline of the street facing such building. The applicant is requesting a modification to this zoning requirement, due to the height and siting of the two proposed buildings.

As proposed, the buildings are 150 feet tall and are setback approximately 45 and 48 feet from the centerlines of the streets immediately south. In order for the buildings to be in compliance with this requirement and maintain their approved 150-foot building height, the setbacks would need to be approximately 300 feet. This setback requirement would prevent this type of development on this site.

The CDD zoning permits high density and heights of up to 250 feet. Staff supports the height and setbacks of the proposed buildings due to their compatibility with the adjoining buildings (which range from 150 to 300 feet), and because this area was planned for an increase in density and height by the Master Plan.

***C. Building Design***

Much of the improvements of this application over the previous approval were focused on the design of the new buildings. Staff worked closely with the applicant and their architect, Manoj Dalaya of KGD, PC, to design the new buildings that would be more remarkable than those that already exist while still relating to the existing IDA building. Particular attention was given to



the exterior skin of the buildings as well as to create a more interesting skyline. The building skin became lighter, less massive, through more fenestration and application of a distinctive grid pattern. To offer more interest the grid pattern has two contrasting designs, one that is a bit heavier and one that is much narrower in their dimensions. The color, type and quality of materials are the same as the existing IDA building so the three will create a cohesive campus quality.

The increased use of fenestration met the City's goal of increasing the views of the surrounding wooded Winkler Preserve for employees to enjoy. To add interest to the skyline the applicant agreed to vary the heights of the buildings and fully integrate the screening of the roof top HVAC equipment so that it appears as a finished top floor as opposed to utilitarian screening. As proposed in staff's recommended alternative, the Phase 1 building will rise to seven (7) stories and proposed Phase 2 is to rise to eleven (11) stories.

Much of the design process was completed in advance of the Department of Defense project which has compromised the improvements of the skyline as envisioned from Interstate 395 and Seminary Road. However, the IDA buildings will partially screen the DoD building as seen from within Mark Center, the Preserve and from adjoining properties along Beauregard Street.

Staff is pleased with the overall design and has worked closely with the applicant to make refinements throughout the review process. However, staff has continued to have concerns about the compressed appearance of the first floor arcade of both buildings. Staff has recommended a condition requesting the applicant continue to work with staff to refine the arcade design during the final site plan review process.

#### ***D. Green Building and Sustainable Design***

In April of this year, the City Council adopted the Green Building Policy. As such, the applicant has committed to environmentally-sensitive methods of building construction and operation and has registered their project with the United States Green Building Council's (USGBC) Leadership in Energy and Environmental Design (LEED) program. The IDA is considering incorporating the following elements to reduce their impact on the environment as part of design of the two buildings:

- Use of ultra-low flow plumbing fixtures that can reduce potable water by as much as 40% over conventional fixtures;
- Use of gray water irrigation system for the proposed green roof;
- High-efficient glazing, lighting and HVAC systems;
- Exploring the use of regionally produced and recycled building materials;
- Enhancement of the shuttle service to the Pentagon Metro station;
- Use of low-emitting finish materials to improve interior air quality.

It should be noted that the applicant is concerned with the staff recommendation of LEED Silver, as they can not control the USGBC's determination of credits and achieved points. However, per the recently approved Green Building Policy, staff believes this condition is appropriate given the proposal's amount of development, the City's commitment to utilizing sustainable design techniques, and the probability of the project achieving the points necessary to become LEED Silver.

### ***E. 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 and resides off-site in what now is known as Winkler Botanical Preserve. The total volume available for quantity and quality controls was established during the initial design and is directly related to the amount of impervious area that drains to the pond. Each development within the pond's watershed indicates its proposed impervious area, which are then subtracted from the available area. The project is in compliance with the City's Chesapeake Bay Ordinance. A joint BMP maintenance agreement involving all properties who use the pond as a BMP will be required prior to final plan approval.

Staff from the City Office of Environmental Quality (OEQ) has observed that the *streams in the Preserve* are totally blown out by the stormwater entering them. The Staff noted that the stormwater management pond may have been built to solve some erosion problems but it has in fact created many more. OEQ staff is working with the Preserve and Duke Realty to secure a grant to restore the streams. Per previous conditions of approval all properties within Mark Center are required to participate in a joint BMP (Best Management Practices) maintenance agreement in order to maintain and protect the streams.

### ***F. Open Space***

The primary area of open space for the entire Mark Center development is the Botanical Preserve located in the central portion of the site. The Winkler family had decided in the early planning of the Mark Center to set aside a minimum of 40 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 protected forested land.

Staff worked with the applicant to maximize view corridors from the central plaza to what is now called the Winkler Preserve so it may be enjoyed by employees and visitors of the three buildings. The area is open to the public and offers an environmental education program to the Alexandria City Public Schools. The Winkler Preserve partners with Campagna Kids, which provides environmental education to private schools and operates a nature-oriented summer camp. Additionally, the preserve is used as a research facility for conducting studies on urban forest management, native horticulture, and botany, as well as rescuing specimen plants from sites undergoing development.



Although no additional open space is required as part of the subject property, the applicant is providing approximately 100,000 square feet of open space between the three buildings that make up the IDA campus. Part of the open space will consist of existing forested areas that will be preserved while other parts are made up of the central plaza area and newly landscaped areas at the perimeter. Staff is recommending that the IDA maintain tree canopy coverage of at least 25% on their property which may include new and existing trees.

### ***G. Pedestrian and Streetscape***

As part of this amendment the applicant plans to make several pedestrian and streetscape improvements throughout their property. In particular the proposed courtyard not only becomes a focal point for the IDA campus but creates a pedestrian friendly zone connecting the three buildings with sidewalks and walkways. Few cars will enter the courtyard as access to the two parking garage entrances and visitor parking do not require vehicles to travel through the courtyard to enter these parking areas.

Perimeter sidewalk improvements will also be made along the access drives leading to the courtyard from Mark Center Drive and the new bus transit center. Pedestrian connections to the adjoining Department of Defense building as well as to the other office buildings in Mark Center will be possible. Security details are still being fine tuned to allow this access to occur. All sidewalks will comply with the 6-foot minimum width. To enhance the connection between the future transit center and the IDA campus, staff is recommending a condition that the sidewalk linking these two uses be increased in width to better accommodate pedestrians.

### ***H. Parking***

#### ***Automobiles***

The existing IDA building contains 852 parking spaces located entirely within an existing 4-level below grade parking garage. This parking garage will be increased to a total 1,600 spaces to accommodate the two new buildings. This number reflects the 35 parking spaces that will be lost due to the walls that will be punched out to internally connect the existing parking to the expanded below grade parking area. This figure also includes the 41 visitor spaces provided in a surface parking lot adjacent to the Phase 2 building.

A total of 73 tandem parking spaces are provided and will be used primarily as overflow during special events such as conferences. These spaces are dispersed among the four levels of the expanded garage only. Valet parking will be implemented during the times the tandem spaces are used.

Vehicular access will be permitted through two entry points. The existing parking garage access will remain on the South side of the existing building. It includes one ingress lane and one egress lane. The second entry point will occur on the East side of the Phase 1 building. It will provide three lanes – one in each direction and one that switches direction half way to allow two

lanes to enter the base of the garage and two lanes to exit the driveway onto Mark Center Drive. Pedestrian access will only be possible from an elevator bank located at the base of each of the three buildings as well as several stairwells.

The IDA campus will not be a secure facility, meaning that employees can enter the garage without going through a security check point. However, gates will exist at both entrances and can be closed in the rare event that a security alert is issued.

Due to severe grade changes, parts of the below-grade parking will be exposed on the North and West elevations. This exposure will not only allow for some daylight to penetrate the garage but will also allow for some natural ventilation. Natural daylight will also be provided to a portion of the new garage through a light well to be located in the courtyard. The light well will penetrate three levels of the below grade parking garage.

### ***Bicycle Facilities***

The IDA currently provides covered bicycle parking within their existing parking garage and proposes to add additional bicycle parking space in the expanded garage. Shower facilities are currently located in the existing office building and will be available to employees of the future two buildings. No new bicycle paths, lanes, or shared roadways are planned in or near Mark Center. During and after construction of Phase 1, bicyclists will be encouraged to access the bike racks through the existing garage entrance of Building 4. Upon the completion of Phase 2 they will have the option to enter at either the Building 4 garage entrance or the Phase 2 garage entrance. Bicyclists will not be permitted on the Phase 1 ramp for safety reasons.

### ***I. Traffic***

The IDA received a DSUP approval in January 2004 for an additional office building totaling 359,387 square feet of office space. As previously mentioned, this proposal changes the plan to consist of two buildings totaling approximately 368,400 square feet of office space. Although there is a small increase in square footage, there will be no change in the forecast trip generation with the two-building plan compared to the single-building plan.

According to the traffic impact analysis submitted by the applicant, the proposed development will generate approximately 479 AM trips and 433 PM trips upon completion and full occupancy of both phases of building 5. The number of AM and PM peak hour trips that would be generated by the new IDA buildings was estimated based on ITE standard trip generation rates and a 10 percent transportation management plan (TMP) trip reduction.

To mitigate the traffic impact of the IDA and WHS buildings at the Mark Center, the following road way improvements were approved as a part of Special Use Permit 2003-0037 are required:



- Geometric improvements, such as turn lane improvements, at the intersections of Seminary Road at Mark Center Drive, Seminary Road at Beauregard Street, and Beauregard Street at Mark Center Drive.
- Enhanced sidewalks, landscaping and pedestrian crossings at each of these intersections.
- Installation of new a new traffic signal at the Mark Center Drive and Mark Center Drive/IDA Entrance.

The City in concert with the DoD are also investigating the alternative for providing a direct access into Mark Center for the DoD from the I-395 interchange with Seminary Road. This would reduce the traffic impact on the Seminary Road intersections with Mark Center Drive and with Beauregard Street. Discussions with DoD will continue throughout the coming Summer.

The traffic impact analysis also analyzed a series of intersections in the immediate vicinity and drew conclusions based on existing conditions, and future conditions with development. Traffic analysis results are summarized in Table xx below.

**Table 2. Level of Service and delays for key intersections**

Intersection	Existing Conditions		Future with Development	
	Level of Service (delays in seconds/vehicle)			
	AM	PM	AM	PM
N. Beauregard Street and Mark Center Drive	B(11.0)	B(12.2)	C(35.6)	C(27.4)
Seminary Road and N. Beauregard Street	C(29.8)	D(39.3)	D(43.0)	D(42.0)
Seminary Road and Mark Center Drive	C(29.4)	C(20.3)	D(38.6)	C(31.2)
Mark Center Drive and Mark Center Drive/IDA Entrance	STOP control		B(18.5)	B(11.8)

**J. Transportation Management Plan (TMP)**

The intent of the transportation management plan is to ensure that any adverse and disproportionate traffic and related impacts of such uses are reduced to levels consonant with the public health, safety and general welfare. The existing Mark Center TMP has been effective and staff is recommending it remain unaltered, with the exception of one condition which needs to be updated. This condition relates to the cost of the TMP, which is being revised based on inflation rates. It should be noted that the Mark Center TMP consists of several participating business tenants but does not apply to the DoD.

However, the DoD has committed to creating their own TMP with the goal of reducing the use of single occupancy vehicles by 40%. This reduction is planned to be achieved through car and van pooling, flexible work schedules, telecommuting and other methods still under review. Of

particular note is the proposal for a transit center that would allow for DASH and Metro busses to converge at the Mark Center, providing enhanced bus access. Additionally, DoD is planning to operate their own shuttle service to augment the public bus agencies which would provide connections to Metrorail stations. These additional amenities, when implemented by the Army, would greatly encourage the use of mass transit and minimize the use of single occupancy vehicles. A draft of the DoD TMP is expected to be completed this Fall.

Currently, IDA provides a bus shuttle service, flex-time, and telecommuting opportunities for employees. The bus shuttle service takes employees to and from the Pentagon, should they have a meeting there during their work day. This service eliminates approximately 120 to 150 trips on the road each way; a total reduction of roughly 300 trips a day. The use of flex-time and telecommuting is an inherent product of IDA's nature of business. These opportunities result in approximately one-third of the employees not occupying the building, using the roadways, or parking in the garage. These services, including the shuttle service, would be increased as needed to accommodate the additional IDA employees associated with the proposed new buildings.

## **V. COMMUNITY**

On April 13 the IDA made a presentation before the BRAC Advisory Committee. This committee was appointed by City Council to advise the Council on the Department of Defense project currently under way in the Mark Center.

Additionally, the applicant has contacted many of the various civic and home owner associations in the area. To date, not a single group has requested a meeting with the applicant or staff. Staff credits this to the fact that the applicant contacted community groups early about the project and secondly, this request does not change the basic parameters of the original project with regard to total office space and number of employees.



## **VI. CONCLUSION**

Staff recommends **approval** of the Development Special Use Permit with Site Plan to amend the previously approved DSUP#2002-0038 to construct approximately 368,400 square feet of office space in two buildings instead of one, provide approximately 790 parking spaces, and approximately 100,000 square feet of open space, subject to compliance with all applicable codes and the following recommended conditions.

Staff: Faroll Hamer, Director, Planning and Zoning;  
Gwen Wright, Chief, Development;  
Dirk H. Geratz, AICP, Principal Planner, Development;  
Colleen Rafferty, Urban Planner, Development;  
Matt Melkerson, Transportation and Environmental Services; and  
Ravi Raut, Transportation and Environmental Services.

## **VII. STAFF RECOMMENDATIONS:**

*The following conditions apply to this application (DSUP #2007-0027) building 5, phase 1 and phase 2. These conditions either reflect new recommended conditions or amended conditions from the previous case DSUP #2002-0038. The existing conditions (DSUP#2002-0038) continue to be applicable, unless otherwise noted, and are included as attachment #3..*

1. The applicant shall provide all improvements depicted on the preliminary plan dated June, 12, 2008, including updates through May 6, 2009, and comply with the following conditions of approval.
2. This special use permit shall be valid until March 1, 2015. (P&Z) (SUP 97-0164)

### **A. PEDESTRIAN/STREETScape:**

3. The applicant shall provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
  - a. All pedestrian improvements shall be completed prior to the issuance of a certificate of occupancy permit. \*\*\*
  - b. If IDA can use the potential transit center, the proposed sidewalk located between the north side of access driveway to the proposed plaza and south side of building 5, phase 2 to provide an 8-10- foot wide sidewalk connecting building 4 with the future transit center and parking garage. Landscape strip between edge of curb and the above mentioned sidewalk shall be increased to 8-10 feet wide to create a clearly defined link between the IDA campus and the transit center. (P&Z)
4. The applicant shall install and maintain ADA accessible pedestrian crossings serving the site. (T&ES)
5. All sidewalks shall be constructed of concrete to City standards and to the satisfaction of the Director of T&ES. The minimum unobstructed width on newly constructed sidewalks shall be 6 feet. (T&ES)
6. Sidewalks must be flush across all driveway crossings.(T&ES)(P&Z)
7. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to VDOT standards as outlined in a City Memo to Industry (3/07) available on-line: <http://alexandriava.gov/tes/info/default.aspx?id=3522> (T&ES)



**B. OPEN SPACE/LANDSCAPING:**

8. The applicant shall develop, provide, install and maintain an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail sections showing above and below grade conditions for plantings above structure.
  - d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)(RP&CA)
9. The following modifications to the landscape plan and supporting drawings are required:
  - a. Provide planting details in compliance with the City of Alexandria Landscape Guidelines.
  - b. Provide information that demonstrates that proposed grade will meet the required minimum soil depths for each type of planting as specified in the City's Landscape Guidelines. (RPCA)
10. Provide a landscape irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
  - a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one, accessible, water hose bib on all building sides.
  - c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. All lines beneath paved surfaces shall be installed as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (RP&CA)
11. Work with staff to develop a palette of site furnishings and details that is generally consistent with the Preliminary Plan submission. Provide location and specification for site furnishing that depicts the scale, massing, and character of site furnishings. (RPCA)
12. **[Condition Amended by Staff]:** 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 general public.~~ (P&Z) (DSUP 2002-0038)

13. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
14. **[Condition amended by Staff]:** With submission of the final site development plans, for buildings ~~2, 2A, 5 and 6~~ phase one and two the applicant shall submit detailed plans showing the treatment of the open space areas for each building and the central ~~open area~~ plaza. 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) (DSUP 2002-0038)
15. IDA shall work with the Department of Defense and/or WHS with respect to the overall site design along their common property line to create an aesthetically pleasing landscape design that will meet both the Army's need for a secure perimeter and IDA's desire to have a more open campus. IDA will work with DoD to explore alternative security methods other than the traditional perimeter fencing and other measures to the satisfaction of both parties. (P&Z)

**C. TREE PROTECTION AND PRESERVATION:**

16. Contract with a professional tree save/preservation company and /or contractor to provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, RP&CA and the City Arborist. (P&Z)(RP&CA)
17. A fine will be paid by the applicant in an amount not to exceed \$10,000 for each tree greater than 2 inch in caliper that is destroyed if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit.\*\*\* (P&Z)(RP&CA)
18. The area of the limits of disturbance (LOD) and clearing for the site shall be limited to the areas as generally depicted on the preliminary site plan dated June, 12, 2008, including updates through May 6, 2009, and reduced if possible to retain existing trees and grades. Adjustments to the LOD may be permitted as part of any future joint design solutions proposed along the common property border between IDA and DoD. (P&Z)(RP&CA)
19. Provide documentation of correspondence between applicant and adjacent property owner that demonstrates:



- a. Adjacent property owner is aware of the nature and extent of work to be completed under DSUP 2007-0027.
  - b. Ask for adjacent property owner's agreement to remedial measures that shall occur in the event that vegetation is damaged on adjacent property. Provide a letter confirming request at final site plan.\* (RPCA)
20. Maintain a minimum of 25% crown coverage unless changed by DoD road or security improvements. Provide percentage calculations for required, existing and proposed crown coverage on the final site plan.\*
21. **[Condition Amended by Staff]:** 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) (DSUP 2002-0038)

**C. BUILDING:**

22. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Continue to work with staff to explore revising the first floor arcade design of both the Phase I and Phase II buildings to increase the perception of height and tectonic strength. A suggestion is to move the currently recessed columns outboard of the respective building facades, which would also allow the height of these columns to be extended into the fascia of the façade above, enhancing the expression of structural support, and adding additional detail and shadow lines, as depicted in graphic # 1
  - b. Relocate the parking garage air intake and stone wall screen element at least as far from the curb as the proposed Phase II building façade, in order to accommodate an ample width for pedestrian circulation and landscaping, as depicted in graphic # 2. (P&Z)
23. Provide samples of all major building materials and finishes at the first submission of the final site plan.\* (P&Z)
24. Construct mock-up panels on site prior to vertical construction and approval of wall checks. (P&Z)
25. Achieve a green building certification level of LEED Silver, per the City's Green Building Policy adopted April 18, 2009, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's registration with LEED with the submission of the first final site plan.\*

- b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) prior to issuance of a certificate of occupancy. \*\*\*
- c. Provide evidence of submission of materials for Construction Phase credits to USGBC within six months of obtaining a final certificate of occupancy. \*\*\*\*
- d. Provide documentation of LEED Silver Certification from USGBC within two years of obtaining a final certificate of occupancy. \*\*\*\*
- e. If a certification level of LEED Silver is not obtained, then a public hearing before City Council shall be docketed to review the cause for the applicant's inability to obtain such certification levels and to determine if a monetary fine shall be imposed. (P&Z)(RP&CA)(T&ES)

**D. SIGNAGE:**

- 26. Design business and identification signs to relate in material, color and scale to the building on which the sign is displayed to the satisfaction of the Director of P&Z. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names. (P&Z)
- 27. Install a temporary informational sign on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a contractor or real estate sign. The sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)

**E. HOUSING:**

- 28. A voluntary contribution of \$552,600 (based on a contribution of \$1.50 per square foot of new gross floor area) would be consistent with the conclusions of the "Developer Housing Contribution Work Group Report" dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. The contribution is to be made prior to issuance of Certificate of Occupancy. \*\*\*(Housing)

**F. PARKING:**

- 29. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access to the garage shall be designed to allow convenient access to the underground parking. (P&Z)



30. Provide 49 (long-term) bicycle parking space(s) within the underground garage and 19 visitor (short-term) bicycle parking space(s) on the surface within 50 feet of a building entrance. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). (T&ES)
31. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan. \* (T&ES)
32. 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)(DSUP2002-0038)

**G. TRANSPORTATION MANAGEMENT PLAN**

33. 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. (DSUP2002-0038)
34. 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. (DSUP2002-0038)
35. 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. (DSUP2002-0038)
36. Semiannual reports on the receipts and disbursements of the TMP accounts shall be provided using the City's standardized reporting procedures. (DSUP2002-0038)
37. 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. (DSUP2002-0038)

38. 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. (DSUP2002-0038)
39. The applicant shall monitor and enforce the use of reserved parking spaces for carpools and vanpools for the office development. (DSUP2002-0038)
40. 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. (DSUP2002-0038)
41. 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. (DSUP2002-0038)
42. 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. (DSUP2002-0038)
43. **[Condition Amended by Staff]:** The applicant shall fund at an annual rate of ~~\$0.1267~~ \$0.17 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.  
(DSUP2002-0038)

44. 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. (DSUP2002-0038)
45. 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. (DSUP2002-0038)
46. The owner/landlord of any commercial office building shall provide, at the request of an 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. (DSUP2002-0038)
47. 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. Notwithstanding the preceding, the City may elect to utilize all or any portion of the funds otherwise made available under this condition for design and construction of other transportation improvements in the vicinity of the project. \*\*\* (DSUP2002-0038)

48. 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. (DSUP2002-0038)
49. 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. (DSUP2002-0038)
50. A Guaranteed Ride Home Program shall be established and promoted as part of the ridesharing and transit marketing efforts. (DSUP2002-0038)
51. 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.) (DSUP2002-0038)
52. 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 ride-matching services to the employees. (DSUP2002-0038)
53. 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. (DSUP2002-0038)
54. 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. (DSUP2002-0038)
55. 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. (DSUP2002-0038)

56. Off-street parking for Buildings 2A, 2B, 3, 5 and 6 in Plaza IA and IB shall not exceed the total number of 5,226 spaces in the aggregate; provided that off-street parking for any of such buildings shall not exceed a parking ratio of 3.5 spaces per 1,000 sq. ft. of net office floor area. (DSUP2002-0038)

**H. SITE PLAN:**

57. The plat of subdivision/consolidation and all applicable easements and/or dedications shall be submitted as part of the submission for second final site plan and shall be approved and recorded prior to the release of the final site plan.\* (P&Z)
58. The applicant shall submit a preliminary addressing template and a unit numbering plan for each floor with the first final site plan. The preliminary addressing template shall identify preliminary parcels, buildings, primary entrances and secondary entrances.\* (P&Z)
59. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. These items include:
- a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
  - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
  - c. Do not locate above grade utilities, including transformers, in central plaza. (RP&CA)(P&Z)(T&ES)
60. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all



- adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- e. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
  - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - h. The lighting for the exterior areas not covered by the City of Alexandria standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - j. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
  - k. The lighting for the underground parking garage shall be a minimum of 2.0 foot candles with an average of 5.0 foot candle maintained. The fixtures should not be flush against the ceiling, unless there are no cross beams, but should hang down at least to the crossbeam to provide as much light spread as possible. Internal garage lighting shall be designed and installed to minimize light spill into the Winkler Preserve.
  - l. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties, including the Winkler Preserve. \* (P&Z)(T&ES)(RP&CA)(Police)
61. The final site plan shall be coordinated with and reflect the proposed conditions as presented within the approved Mark Center Roadway Improvement Project (DSP2009-00005).\* (T&ES)
62. Show type, height and a typical section for proposed retaining walls.(T&ES) (DSUP2002-00038)
63. Provide structural details for proposed retaining walls. Provide spot elevations along the top and bottom of the walls. (T&ES) (DSUP2002-00038)
64. Provide City standard pavement for emergency vehicle easements. Label all EVE widths. (T&ES) (DSUP2002-00038)
65. All pavement markings shall be thermoplastic. (T&ES) (DSUP2002-00038)

66. Provide City standard Emergency Vehicle Easement and H.C. parking signs. (T&ES) (SUP 97-0164)

**I. CONSTRUCTION**

67. **[Condition amended by Staff]:** Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the final site plan. In addition, 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) (DSUP2002-00038)
68. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
  - b. Include the overall schedule for construction and the hauling route;
  - c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) business days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \*(P&Z)(T&ES)(Code)
69. Provide off-street parking for all construction workers. The Contractor shall provide on-site parking free of charge to the employees; however, due to any unforeseen circumstances, if the employees have to park on nearby, paid, parking lots/garages then the Contractor shall provide a 50% subsidy to such employees. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to final site plan release. This plan shall:
- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
  - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) business days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)

70. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
71. No major construction staging shall be allowed from Mark Center Drive. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
72. Coordinate with Department of Defense and/or World Headquarters Service with respect the proposed site's internal vehicular and pedestrian circulation to achieve an efficient vehicular flow and safe pedestrian access through out the site. (P&Z)
73. No structural elements shall extend into the Winkler Preserve, including but not limited to footings, foundations, etc. and demonstrated as a part of the Sheeting and Shoring Permit. (P&Z)
74. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
75. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
76. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
77. 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 Administration. All wastes shall be disposed off site



properly in accordance with all applicable federal, state and local laws. (T&ES)  
(DSUP2002-00038)

78. The applicant shall submit a wall check to the Department of P&Z prior to the commencement of framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing.  
\*\*\* (P&Z)
79. As part of the request for a certificate of occupancy permit, the applicant shall submit a height certification and a location survey for all site improvements to the Department of P&Z. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance.  
\*\*\* (P&Z)

**J. STORMWATER**

80. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

**K. WASTEWATER / SANITARY SEWERS**

81. Per the Alexandria Sanitation Authority (ASA) any new flow into the Holmes Run Trunk Sewer during wet weather will cause downstream surcharging and increase overflow at the Holmes Run Junction Chamber. In order to prevent additional overflows at the HRJC, storage of all incremental flow from the proposed project (baseflow and wet weather) will need to be provided at the proposed project facility during precipitation events, unless the City and ASA have implemented a solution to this condition by the time of Final Site Plan approval. Due to the distance of the site from the HRJC, it is recommended that the flow be detained throughout the precipitation event. A standard level of service in the industry is to consider typical precipitation events as 24 hours. However, if the City of Alexandria and ASA develops an alternate solution(s) to this condition prior to release of the approved Final Site Plan (FSP) then the applicant shall implement the adopted alternate solution(s) under the terms and conditions acceptable to the City and ASA. If the alternate solution is adopted by the City and ASA subsequent to release of the FSP but prior to the construction then the applicant shall submit a revision to amend the approved FSP and implement the solution(s) adopted by the City and ASA.

The applicant shall use the ultra low flow fixtures to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on site) and other measures that could possibly reduce the wastewater generation from this site. \*(T&ES)

82. 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 Environmental Quality (VDEQ). Both City and VDEQ approval are required, though City approval may be given conditioned upon the subsequent issuance of VDEQ 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) (DSUP 2002-0038)

**L. SOLID WASTE**

83. The applicant shall provide and install a total of two (2) Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley. The receptacle(s) shall be placed at the exit to the garage and the crosswalk to the potential DoD transit center to the satisfaction of the Director of T&ES. (T&ES)
84. 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) (DSUP 2002-0038)
85. 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) (DSUP 2002-0038)

**M. STREETS / TRAFFIC**

86. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)



87. A pre-construction walk/survey of the site shall occur with T&ES Construction and Inspection (C&I) staff to document the existing conditions prior to any land disturbing activities. (T&ES)
88. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. \*(T&ES)
89. 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) (DSUP2002-00038)
90. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
91. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of standard vehicles in the parking garage and also, of tractor with trailer for loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
92. The slope on parking ramp to garage entrance shall not exceed 12 percent. In case the slope varies between 10% and 12% then the applicant shall provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
93. Provide 12-foot wide lanes (excluding gutter pans) at both site entrances in the vicinity of the security stations. (T&ES)

***N. UTILITIES***

94. Locate all private utilities that do not have franchise agreements outside of the public right-of-way and public utility easements. (T&ES)
95. Underground all secondary utilities serving the site. (T&ES)
96. 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)

**O. SOILS**

97. 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) (DSUP2002-00038)

**P. WATERSHED, WETLANDS, & RPAs**

98. **[Condition amended by Staff]:** The storm water collection system is located within 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) All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES) (DSUP2002-00038)

**Q. BMP FACILITIES**

99. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. The Winkler Botanical Preserve Pond shall serve as the BMP facility for the site. (T&ES)
100. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
101. Submit two originals of the storm water quality BMP and Stormwater Detention Facilities Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. This agreement shall include all parcels under Winkler Control at the time of pond design and upon which the Winkler Pond design calculations were computed. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.\* (T&ES)

102. **[Condition amended by Staff]:** Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. \*\*\*\*(T&ES) (DSUP2002-00038)
103. Proposed drainage design must not adversely affect the performance of any existing drainage structures or Best Management Practice (BMP) facility. (T&ES) (DSUP2002-00038)

**R. CONTAMINATED LAND**

104. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)

**S. NOISE**

105. All exterior loudspeakers other than those for fire safety and security requirements shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

**T. AIR POLLUTION**

106. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

**U. ARCHAEOLOGY:**

107. The applicant shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.

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Asterisks denote the following:

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

**CITY DEPARTMENT CODE COMMENTS**

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

**Transportation and Environmental Services**

- F-1 Sheet 13 of 24: The pollution credit drawdown tabulation chart needs to be updated and information added.
- a. Drawdown #6. Clarify how much impervious area is associated with each development plan?
  - b. Drawdown #6: Assume 85% impervious area for the adjacent WHS site. More accurate information can be substituted at time of Final Site Plan, if available. (T&ES- OEQ)
- F-2 Sheet 12 of 24 contains erroneous information regarding Winkler Pond Maintenance and Operation. Maintenance is the responsibility of upland developed property owners. All land under Winkler Control at the time of pond design and upon which the Winkler Pond design calculations were computed are responsible for the maintenance and upkeep of Winkler Pond as it is the BMP of same. Amend statement to reflect the above naming each parcel owner. (T&ES- OEQ)
- F-3 Provide a narrative with the final site plan describing how the roadway security station will operate. Show gates and proposed gate support locations on the final site plan, if applicable. Provide details on how entering vehicles will be kept from spilling back from the security station onto Mark Center Drive during the AM peak. (T&ES- Transportation)
- F-4 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F-5 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if



- applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F-6 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-7 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-8 All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F-9 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6". The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); however, RCP C-76 Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F-10 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.

- F-11 Maintenance of Vertical Separation for Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete.
- F-12 No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place.
- F-13 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities.
- F-14 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition.
- F-15 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths.
- F-16 The applicant shall provide a transportation study that examines the impacts of proposed development on pedestrian, transit and vehicular traffic.
- F-17 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains.
- F-18 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)



- F-19 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F-20 The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)
- C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C-2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C-3 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-4 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)



- C-5 In the event that Section 5-1-2(12b) of the City Charter and Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as Required User Property [as defined in 5-1-2(12b) of the City Charter and Code], then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
- C-6 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C-7 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)
- C-8 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C-9 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C-10 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-11 Bond for the public improvements must be posted prior to release of the site plan.\*
- C-12 The sewer tap fee must be paid prior to release of the site plan.\*
- C-13 All easements and/or dedications must be recorded prior to release of the site plan.\*
- C-14 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-15 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C-16 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary.
- C-17 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C-18 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C-19 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travel ways unless otherwise permitted by the City Code.
- C-20 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-22 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)



- C-23 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-24 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
- C-25 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. (T&ES)
- C-26 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 state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)

**Code Administration:**

- F-1 Applicant must provide Emergency Vehicle Easement on front and back side of both buildings. Finding resolved, EVE access is provided.
- F-2 Building is over 50 feet in height and as such is required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Finding resolved.
- F-3 Code Enforcement has deemed this plan complete.
- F-4 Please provide the Plaza Level Plan shown on Sheet A.021.
- C-1 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. Code requirement met.

- C-2 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 one 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. Two FDCs must be provided per building. In addition, the existing fire hydrant is located further than 100 feet from the proposed FDCs. The fire hydrant can not be located closer than 40 feet and no further than 100 feet from the proposed FDC. Hydrants shall no be located further than 300 feet from another fire hydrant.
- C-3 Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. Acknowledged by applicant.\*
- C-4 Provide Stairway Identification. A sign shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with USBC 1019.1.7. Acknowledged by applicant and will comply with USBC1019.1.7.
- C-5 Required exits, parking, and facilities shall be accessible for persons with disabilities. Acknowledged by applicant.
- C-6 Building is over 50 feet in height and as such is required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet form the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. Code requirement met, the applicant proposes to comply with the alternative condition requirement listed.
- C-7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Acknowledged by applicant.



- C-8 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements.\* Acknowledged by applicant.
- C-9 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan.\* The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
  - b. The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
  - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
  - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.  
**Acknowledged by applicant.**

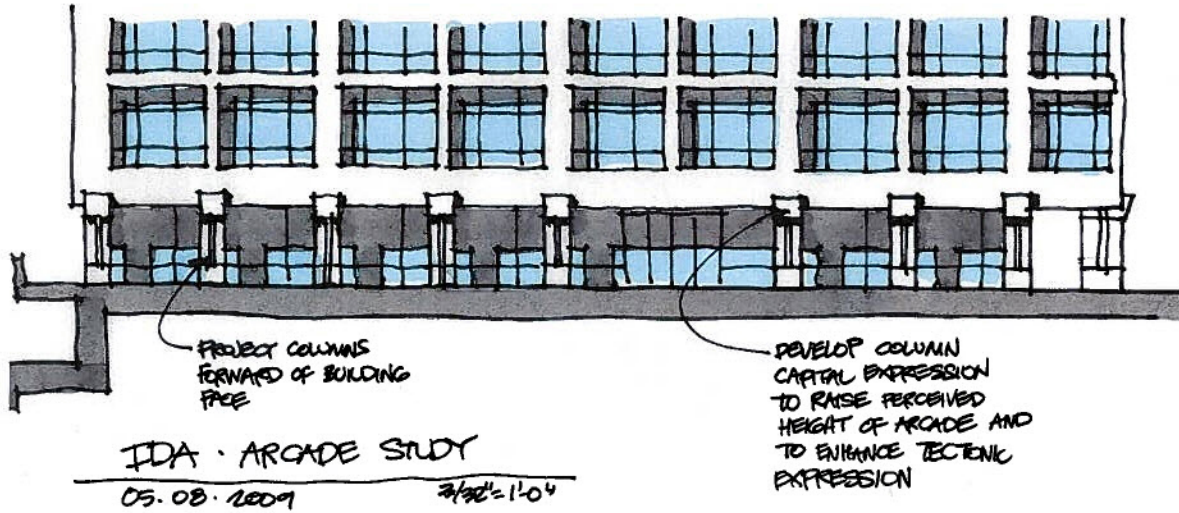
- C-10 A soils report must be submitted with the building permit application. Acknowledged by applicant. \*\*
- C-11 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC). Acknowledged by applicant.
- C-12 A Certificate of Use of Occupancy is required prior to opening (USBC 116.1). Acknowledged by applicant.
- C-13 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. Acknowledged by applicant.

- C-14 The parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.9). Acknowledged by applicant.
- C-15 The public parking garage floor must comply with USBC 406.2.6 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 2901). This parking garage is classified as an S-2, Group 2, public garage. Acknowledged by applicant.
- C-16 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. Acknowledged by applicant.
- C-17 The proposed building shown as “Phase 1” must comply with the requirements of a HIGH-RISE building (USBC 403.1). Acknowledged by applicant.
- C-18 The applicant must obtain a Certificate of Occupancy prior to occupancy (use) of the structure (USBC 116.1). \*\*\*Acknowledged by applicant.
- C-19 A Certificate of Use of Occupancy is required prior to opening (USBC 116.1). Since this space will contain mixed uses, the certificate must state the purpose for which each space is to be used in its several parts (USBC 116.2). Acknowledged by applicant.
- R-1 For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. Acknowledged by applicant. All egress stairs will extend through roof to provide door access to the roof.**
- R-2 In lieu of strict compliance with ladder truck access requirements specified in item C-2, an alternative compliance proposal is recommended. The proposed massing, articulation of the facade and placement on the lot would be acceptable if the following fire protection and fire fighting features were built into the buildings.
- a. A corridor smoke ventilation system.
  - b. Enclose all elevator lobbies in smoke tight construction
  - c. Stair capacity to be designed without taking the sprinklered building exception.
  - d. Fire phones installed on every level in the elevator lobby and the stairs.
  - e. Knock out panels that have an area of 20 feet for every 50 lineal feet of building perimeter.
  - f. Floor drains to allow for quick removal of sprinkler and fire hose water.
  - g. Full automatic sprinkler system designed to NFPA 13. Acknowledged by applicant and will comply pursuant to the letters on Sheet 15 of 23

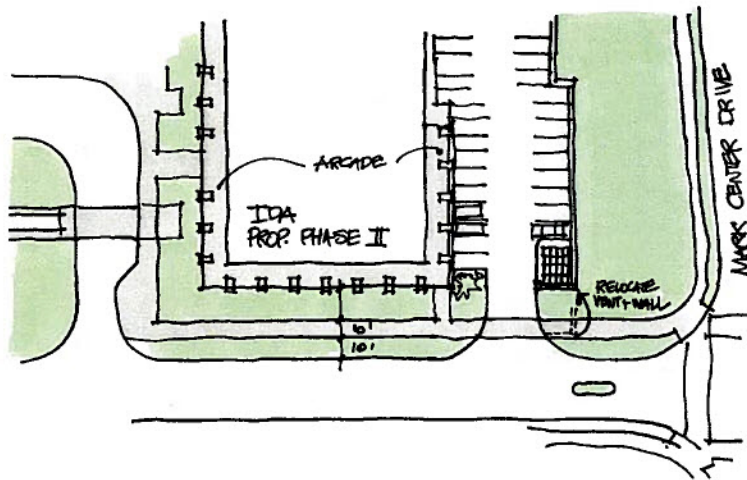


**Police**

- R-1 It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R-2 The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.
- R-3 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.



Graphic #1.



Graphic #2.

ATTACHMENT #1

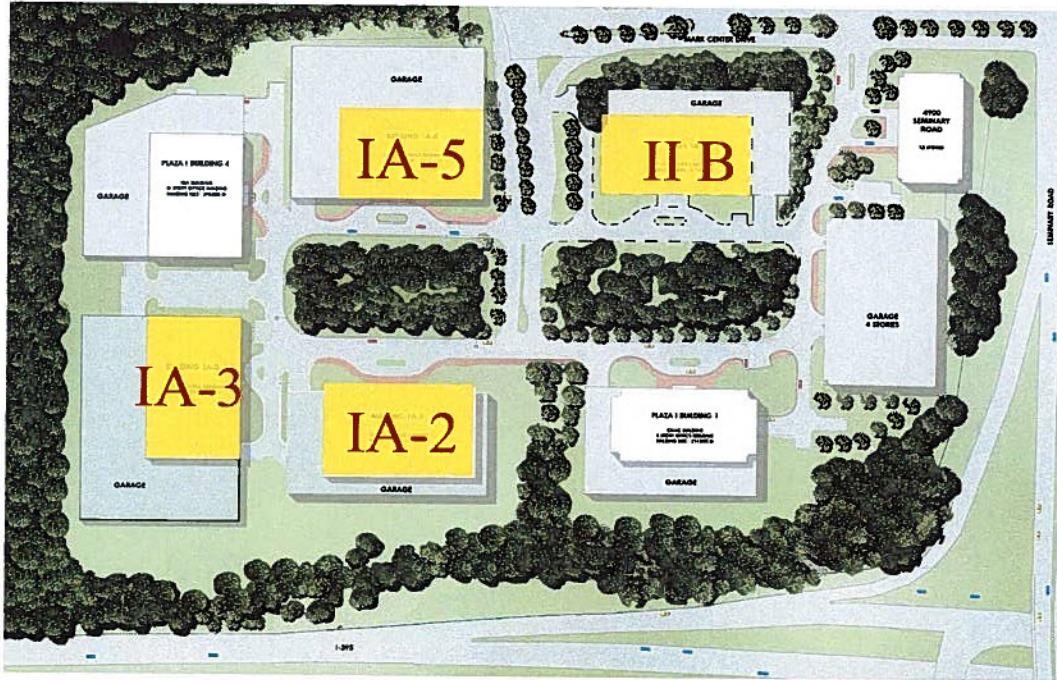


Figure 1. Original Approved Site Design for Plaza I in Mark Center



Figure 2. Amended Site Plan (DSUP2002-0038) to Add a Building



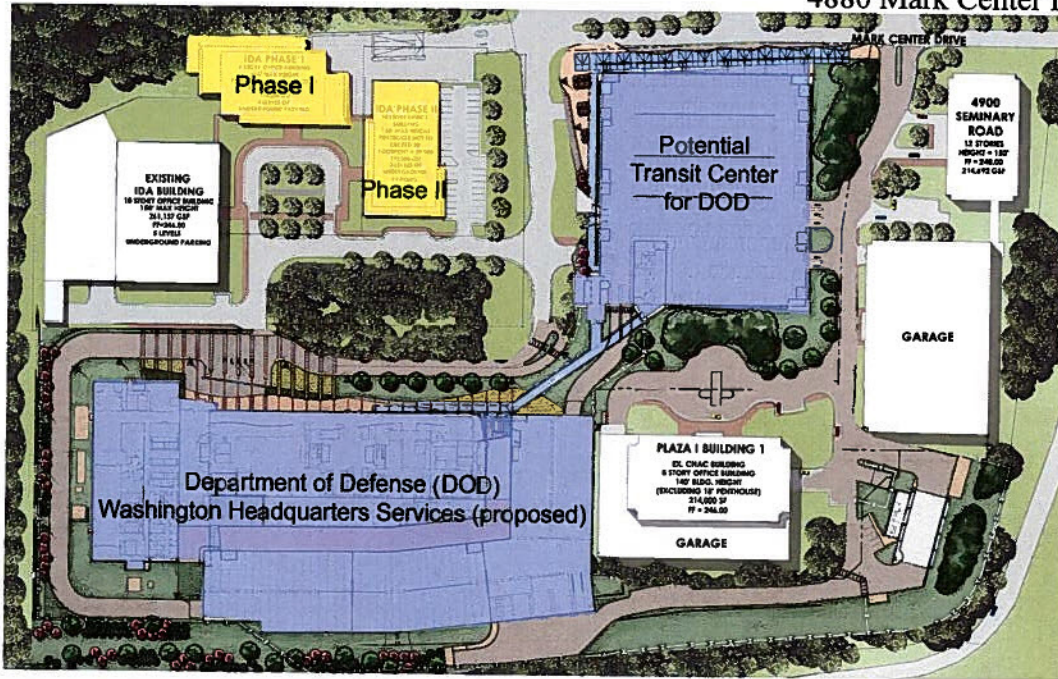


Figure 3. Proposed Amendment for Building 5 Phases I and II (in yellow). DOD proposal shown in purple



Figure 4. Proposed Building 5, Phase 1. Central courtyard in foreground, existing Building 4 on left.





Figure 5. Proposed Building 5 Phases I and II and existing Building 4.

**ATTACHMENT#2**

**Table 3. History of CDD #4**

Date	Action
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).
January 2004	<p>City approves amendment to Concept Design Plan and approves amended Preliminary Development Plan for Plaza I-A and Plaza I-B for the following:</p> <ul style="list-style-type: none"> <li>• Three building footprints, instead of the two building footprints on the current site plan.</li> <li>• Reduction of overall building heights.</li> <li>• Preliminary development plan approval for a 370,000 square feet office building #6.</li> <li>• Construction of roadway, landscape and pedestrian improvements at the intersection of Seminary Road and North Beauregard Street;</li> <li>• Elimination of the possible ingress/egress from I-395.</li> <li>• Amending the approved transportation management plan (TMP).</li> </ul>

\* 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.



**ATTACHMENT #3**

***The following conditions are carried over from DSUP#2002-0038. Conditions deleted from DSUP#2002-0038 include: 6, 8, 11-15, 20, 21, 24, 25, 31-40, 43, 56, 57, 63, 69, 77, 78, 81, 84-86.***

**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*

- b. 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.
- c. 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.
- d. All proposed medians shall be brick or stamped asphalt.
- e. 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.
- f. 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.
- g. Provide all pedestrian and traffic signage in connection with the intersection improvements.
- h. 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.
- i. 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.~~
- ~~s. All lawn areas shall be hydro-seeded.~~
- ~~t. 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.~~
- ~~u. Department of Transportation to plant trees within the highway right-of-way.~~
- ~~v. 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.~~
- ~~w. 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. 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 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. ~~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. 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.~~
  - e. ~~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.
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.

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. Notwithstanding the preceding, the City may elect to utilize all or any portion of the funds otherwise made available under this condition for the design and construction of other transportation improvements in the vicinity of the project. (CC)
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.
132. The applicant shall provide \$40,000 to the City for a traffic study along Seminary Road, from its intersection with North Beauregard Street west to the Fairfax County line. (CC)
133. Off-street parking for Buildings 2A, 2B, 3, 5 and 6 in Plaza IA and IB shall not exceed the total number of 5,226 spaces in the aggregate; provided that off-street parking for any of such buildings shall not exceed a parking ratio of 3.5 spaces per 1,000 sq. ft. of net office floor area.(CC)
134. The applicant shall participate in a workgroup led by City staff and consisting of members of the community in the Seminary Road corridor to discuss traffic issues and possible traffic improvements to the corridor. (CC)

APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP # 2007-0027

PROJECT NAME: Institute for Defense Analyses

PROPERTY LOCATION: 4880 Mark Center Drive

TAX MAP REFERENCE: 019.04-02-16 ZONE: CDD#4

APPLICANT Name: Institute for Defense Analysis

Address: 4850 Mark Center Drive, Alexandria, VA 22311

PROPERTY OWNER Name: Institute for Defense Analysis

Address: 4850 Mark Center Drive, Alexandria, VA 22311

SUMMARY OF PROPOSAL: Request for an amendment to the preliminary development plan for Mark Center, Plaza IA to permit the construction of the previously approved floor area in two phases, and request for an extension of the validity period from 18 months to 60 months.

MODIFICATIONS REQUESTED: Waiver of § 6-403(a) height to setback ratio requirement

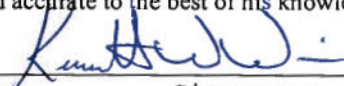
SUP's REQUESTED: Increase in penthouse height

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

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

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

Kenneth W. Wire, Esq., Agent  
Print Name of Applicant or Agent

  
Signature

McGuireWoods LLP  
1750 Tysons Boulevard, Suite 1800  
Mailing/Street Address

703-712-5362  
Telephone # Fax #

McLean, VA 22102  
City and State Zip Code

08/01/08  
Date

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

Application Received: \_\_\_\_\_ Received Plans for Completeness: \_\_\_\_\_  
Fee Paid & Date: \$ \_\_\_\_\_ Received Plans for Preliminary: \_\_\_\_\_

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

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

All applicants must complete this form.

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

1. The applicant is the *(check one)*:

- Owner       Contract Purchaser  
 Lessee       Other: \_\_\_\_\_

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

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

- Yes. Provide proof of current City business license  
 No. The agent shall obtain a business license prior to filing application, if required by the City Code.



**NARRATIVE DESCRIPTION**

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7. (*Attach additional sheets if necessary*)

The applicant is requesting an amendment to DSUP 2003-0038. The amendment proposes constructing the previously approved floor area for building #5 in two buildings constructed in two phases. The amendment also proposes to incorporate the previously approved floor which was not utilized in the existing building on the property in the construction of the two new buildings.

Applicant requests an extension of the period of validity to a total of sixty (60) months pursuant to Section 11-418(A) of the Zoning Ordinance. The extension is requested in order to enable the applicant to coordinate the development of Phase 1 with the anticipated needs of the Federal Government which is the applicant's sole client.

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

Typical for office use of this size  
\_\_\_\_\_  
\_\_\_\_\_

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

Typical for office use of this size  
\_\_\_\_\_  
\_\_\_\_\_

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

Day	Hours	Day	Hours
<u>Typical for office use</u>	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

Typical for office use of this size  
\_\_\_\_\_  
\_\_\_\_\_

B. How will the noise from patrons be controlled?

Typical for office use of this size  
\_\_\_\_\_  
\_\_\_\_\_

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

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

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

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

Typical for office uses  
\_\_\_\_\_

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

Typical for office uses  
\_\_\_\_\_

C. How often will trash be collected?

As needed  
\_\_\_\_\_

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

Monitored by management  
\_\_\_\_\_

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

Yes.       No.

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

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

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

Yes.       No.

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

\_\_\_\_\_



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

Provided by building management

**ALCOHOL SALES**

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

Yes.  No.

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

**PARKING AND ACCESS REQUIREMENTS**

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

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

Same as specified in DSUP 2002-0038

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

<u>@ 258</u>	Standard spaces
<u>@ 509</u>	Compact spaces
<u>@ 16</u>	Handicapped accessible spaces
_____	Other

Development Special Use Permit with Site Plan (DSUP) # 2007-0027

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

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

N/A

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

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

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

As specified in DSUP 2002-0038

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 0

B. How many loading spaces are available for the use? 2

C. Where are off-street loading facilities located? See Plans

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

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

Development Special Use Permit with Site Plan (DSUP) # 2007-0027

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

As specified in DSUP 2002-0038

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