EXHIBIT NO. 1

8
11-13-10

Docket Item #5 A-F
Master Plan Amendment #2010-0004
CDD Concept Plan Amendment #2010-0001
Amendment to the Potomac Yard Urban Design Guidelines
Text Amendment #2010-0004
Development Special Use Permit #2010-0012 (Landbay K)
Special Use Permit #2010-0033 (Pedestrian Bridge)
Special Use Permit #2010-0058 (Landbay D)
Multiple Addresses – Potomac Yard Amendments

Application	**General Data**	
Project Name: Potomac Yard	PC Hearing:	October 5, 2010 and November 4, 2010
	CC Hearing:	November 13, 2010
	If approved, DSUP Expiration:	November 13, 2013 (3 years)
Location: Multiple Addresses	Zone:	CDD#10 with underlying zones of RB, CSL, I, and UT
	Proposed Use:	Mixed Use
Applicant: Potomac Yard Development, LLC, and RP MRP Potomac Yard, LLC; represented by M. Catherine Puskar	Small Area Plan:	Potomac Yard/Potomac Greens
	Historic District:	Old and Historic Alexandria along George Washington Parkway in Potomac Greens (Landbay A)
	Green Building:	As previously approved in the applicable DSUPs.

Purpose of Application

A consideration for requests to perform the following:

1. Amend the Potomac Yard/Potomac Greens Small Area Plan to increase building height limits within Landbay H and in Landbay I/J and to convert and increase density in Landbay G;
2. Amend the CDD concept plan and design guidelines;
3. Amend the CDD table in Section 5-602 of the City's Zoning Ordinance;
4. Amend development special use permit conditions to remove the requirement for construction of the North Trail and other enhancements in Landbay K, and any references to the construction of the pedestrian bridge in lieu of a monetary contributions;
5. Amend special use permit conditions regarding the construction of the pedestrian bridge; and
6. Amend special use permit conditions to modify the timing of and provide an option for a monetary contribution in lieu of requirements for Landbay D.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewer(s): Dirk Geratz, AICP; dirk.geratz@alexandriava.gov
Gary Wagner, RLA; gary.wagner@alexandriava.gov

Maya Contreras; maya.contreras@alexandriava.gov
Colleen Rafferty, AICP, LEED AP BD+C; colleen.rafferty@alexandriava.gov

PLANNING COMMISSION ACTION, NOVEMBER 4, 2010:

MASTER PLAN AMENDMENT #2010-0004:

On a motion by Commissioner Fossum, seconded by Commisioner Robinson, the Planning Commission voted to initiate the Master Plan Amendment. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Robinson, seconded by Commissioner Fossum, the Planning Commission voted to recommend approval of amendments to the Potomac Yard/Potomac Greens Small Area Plan of the City's Master Plan. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission generally supported the proposal and agreed with the staff analysis.

ZONING TEXT AMENDMENT #2010-0004:

On a motion by Commissioner Fossum, seconded by Commisioner Robinson, the Planning Commission voted to initiate the Text Amendment. The motion carried on a vote of 7 to 0.

On a motion by Commissioner Fossum, seconded by Commissioner Robinson, the Planning Commission voted to recommend approval of the Text Amendment relating to the proposed description of CDD #10 in the zoning code. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission generally supported the proposal and agreed with the staff analysis.

CDD CONCEPT PLAN #2010-0001, DEVELOPMENT SPECIAL USE PERMIT #2010-0012, SPECIAL USE PERMIT #2010-0033 and SPECIAL USE PERMIT #2010-0058:

On a motion by Commissioner Fossum, seconded by Commissioner Jennings, the Planning Commission voted to recommend approval with changes to existing conditions 11A, 11B and 15p and added new conditions 11C, 11D, 11E and 42 to the CDD #10 Concept Plan to reflect changes requested by the applicant. Additional conditions were amended by the Planning Commission to reflect changes made to footnote #1 as reflected in the attached CDD conditions (appendix C); approval of Development Special Use Permit #2010-0012; approval of Special Use Permit #2010-0033; and approval of Special Use Permit #2010-0058. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission generally supported the proposal and agreed with the staff analysis.

AMENDMENT TO THE POTOMAC YARD DESIGN GUIDELINES:

On a motion by Commissioner Fossum, seconded by Commissioner Jennings, the Planning Commission voted to recommend approval of the changes proposed to the Potomac Yard Design Guidelines for CDD #10 including amended height map. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission generally supported the proposal and agreed with the staff analysis.

Memo from Planning Commission to City Council Regarding Pedestrian Bridge Funding

On a motion by Commissioner Fossum, seconded by Commissioners Lyman and Robinson, the Planning Commission voted unanimously to recommend approval of a memo to City Council recommending that the City create a line item for funding of the Potomac Yard Pedestrian Bridge.

Speakers

Neal Tomlin, 1817 Potomac Greens Drive, spoke in support of the application. Mr. Tomlin is a part of a 53-member homeowners group in the neighborhood. He agrees 100% with the applicant's request to provide a fee in lieu of building a bridge. He believes the monetary contribution will keep the development moving forward.
Richard Kime, a Potomac Greens resident, spoke in support of the application to allow a monetary contribution.

Jerry Genrich, President of Old Town Greens Condominium Association and a registered architect, voiced several concerns with the application. Mr. Genrich stated his surprise that Potomac Greens residents agree with the cost estimate of the pedestrian bridge. He believes there was no consideration in the estimate for the design of the bridge and thinks the actual cost will be double the estimate. Mr. Genrich's second concern related to the amendments to the Small Area Plan. He believes the previous plan has an adequate mix of uses. However, Mr. Genrich stated that the floor plates are not large enough to accommodate big box users.

Foster Henderson, 1846 Potomac Greens Drive, spoke in regards to two issues: the pedestrian bridge and the possible future school site. Mr. Henderson had no objections to the City receiving a monetary contribution for the bridge as long as the bridge area is fenced. Mr. Henderson believes that a metrorail station would be approved more easily if a school was located near it. He thinks a metrorail station would relieve school bus traffic on Route 1. Mr. Henderson stated that the land in the Potomac Yard area should be used for a school.

Katie Kennedy, 20 East Oak Street, stated that she lives in the neighborhood near Potomac Yard and has been involved with the planning process for many years. Ms. Kennedy attended a Federal Civic Association meeting and recalls only one office building with above-grade

parking being discussed. Ms. Kennedy stated her surprise that the City is reconsidering above-grade parking as it changes the benefits for the property owners in Potomac Yard. She believes the parking has no density attached to it and disagrees with the applicant's definition of economic sustainability.

John Schrader, 1840 Potomac Greens Drive, voiced concerns about the pedestrian bridge. Mr. Schrader believes the cost estimate of $2 million is inaccurate; he thinks the correct amount is closer to $4 million. Mr. Schrader requested that the monetary contribution be paid immediately and the construction deadline be moved in the near term. He believes that if the deadline is long term, the construction of the bridge is unlikely. Mr. Schrader is also concerned with the location of the pedestrian bridge based on potential site constraints. He believes the wetlands, security, and distance are all negative impacts on the locational choices of the bridge. Mr. Schrader requested that the City ask CSX for a third easement across the rail tracks. Additionally, Mr. Schrader spoke in support of bicycle connectivity with the north trail in Landbay K. He also restated his concerns from the October hearing regarding the changes to the Design Guidelines. For instance, he does not believe the wall to glass ratio should be reduced and requested that each revision to the guidelines be reviewed.

Anmy Torres, 1840 Potomac Greens, is concerned with the drastic reduction in retail space. She believes the language in the conditions should be stronger to bind the City to use the applicant's monetary contribution for the pedestrian bridge. Ms. Torres requested that the conditions be revised to ensure the applicant provides the $2 million even if the metrorail station is not built. Finally, Ms. Torres stated that the applicant should build the north trail of Landbay K instead of providing a monetary contribution.

David Fromm, a Del Ray resident, stated that the metrorail station approval has not actually happened yet and the application is based on the metrorail station being built. Mr. Fromm was bothered by the cost estimate for the pedestrian bridge, as he believes the cost is inaccurate. Mr. Fromm voiced his concern about the tot lot text in the Design Guidelines as it seemed to be deleted in the staff report online and not available in the docket version provided at the hearing. He is concerned that some of the additions and deletions of the text in the Design Guidelines may impact the sizes of parks and create oddly sized green spaces. Additionally, Mr. Fromm asked if green roofs will be available as part of the design criteria in the Guidelines. Finally, Mr. Fromm stated his concern about the flexibility proposed with some of the land uses. He questioned what uses will actually be built.

Poul Hortel, 1217 Michigan Court, stated that he believes the overall process of the applications was bad. He voiced his concern with the previous agreement of shifting density and receiving below-grade parking in return. He is concerned with what space the above-grade parking will be replacing. Mr. Hortel requested that the stormwater runoff be tested to determine what pollutants are being deposited into the Potomac River. Mr. Hortel disagrees with the applicant's definition of economic sustainability and argued that the changes will make the property easier to develop. He also stated his concern with the Potomac Yard application creating a precedent for future applications.

Val Hawkins, President and Chief Executive Officer of Alexandria Economic Development

Partnership, spoke in support of the application. Mr. Hawkins believes the City needs to create an equal footing among the developments and developers in Potomac Yard. He stated that there needs to be a balance between the two portions of the Yard (North Potomac Yard, CDD#19, and Potomac Yard, CDD #10) and the changes requested are not significant. He also believes the requested amendments provide an opportunity for each development to be competitive in the market. Mr. Hawkins stated that both developers participated in the planning of the Small Area Plan in North Potomac Yard. He believes the competition for a General Services Administration tenant is close and Alexandria is losing opportunities because sites can't address the needs of federal tenants. Mr. Hawkins stated that the City cannot afford to preclude the largest and most likely tenant in this market because of not being a suitable site for a location. Mr. Hawkins believes the application moves the City along towards the goal for economic sustainability.

M. Catherine Puskar, representing applicant.

PLANNING COMMISSION ACTION, OCTOBER 5, 2010:

Master Plan Amendment #2010-0004
Item deferred.

CDD Concept Plan Amendment #2010-0004
On a motion made by Mr. Wagner, seconded by Ms. Lyman and Ms. Fossum, the Planning Commission voted to **recommend approval** of CDD 2010-0001 condition 15a **only** to revise the timing of construction completion and City acceptance of Potomac Avenue. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission, although it deferred the remaining portions of the proposed amendments to the CDD Concept Plan Amendment, agreed with staff analysis regarding the construction timing of Potomac Avenue.

Amendment to the Potomac Yard Urban Design Guidelines
Item deferred.

Text Amendment #2010-0004
Item deferred.

Development Special Use Permit #2010-0012 (Landbay K)
Item deferred.

Development Special Use Permit #2010-0021 (Landbays I an d J East)
On a motion made by Mr. Wagner, seconded by Ms. Fossum, the Planning Commission voted to **recommend approval** of DSUP 2010-0021 condition 83 to remove the requirement for construction phasing. The motion carried on a vote of 7 to 0.

Reason: The Planning Commission generally supported the proposal and agreed with staff analysis.

Special Use Permit #2010-0033 (Pedestrian Bridge)
Item deferred.

Special Use Permit #2010-0058 (Landbay D)
Item deferred.

Speakers
Jonathan Krall, 6A East Mason Avenue, spoke about his concerns with the North Trail in Landbay K and the Pedestrian Bridge. Mr. Krall would like to see both connectors constructed and would like the proposed monetary contributions earmarked specifically for the two projects.

Poul Hortel, 1217 Michigan Court, declared that residents were unaware of the proposed above-grade parking. Mr. Hortel believes the proposed amendments are being conducted based on the assumption of a metro station and the current economic climate is impacting the City's vision of the development. Mr. Hortel is concerned about the soil and requested that a test of stormwater runoff be conducted to determine the presence of contamination.

Jerry King, 400 East Howell Avenue, President of Bike Walk Alexandria, initially supported the amendments to Landbay D and Landbay F. Mr. King would like some assurance the funding for the North Trail and Pedestrian Bridge will be guaranteed. Mr. King believes the trail connecting the north and south will be an important connection. Additionally, Mr. King stated that the proximity to metro and the density proposed will increase the usership of the trail and promenade.

Shane McCullar, 1848 Potomac Greens Drive, spoke about the need to assign the use of the proposed $2million contribution to the Pedestrian Bridge. Mr. McCullar noted that a special tax was placed on Potomac Greens residents to fund the metro; however he has concerns with the accuracy of the quarter-mile radius of the tax district.

Foster Henderson, 1846 Potomac Greens Drive, spoke about considerations for the American with Disabilities Act during the design process of the Pedestrian Bridge. Mr. Henderson noted that if the bridge is not constructed it is 7/10 a mile to walk to a bus stop. Mr. Henderson also stated that the cost to drive and park one's car is similar to metro, however driving is timelier. Mr. Henderson is also concerned with the $2million being a low amount of money for the

Pedestrian Bridge.

John Schrader, 1840 Potomac Greens Drive, wondered if the $2million will fully fund the Pedestrian Bridge or if more contributions were necessary for its design and construction. Mr. Schrader spoke about his concern with the proposed locations of the landings for the Bridge, saying they seemed a bit restricted. He believes the language on page 14 of the staff report in section H stating that the bridge is "anticipated" is weak. Mr. Schrader is concerned with the revisions to the Potomac Yard Urban Design Guidelines relating to the character and architectural styles being similar to Old Town. Mr. Schrader does not want to see architecture similar to Crystal City; he moved to Alexandria for a certain aesthetic and would like it to remain the same as when he moved to the city. Mr. Schrader agrees with Mr. King that the North Trail will increase traffic through Potomac Yard and contribute to the tax base; he sees both of these as positive impacts. Additionally, Mr. Schrader believes maybe any use of the word "might" ought to be replaced with "shall" or "will".

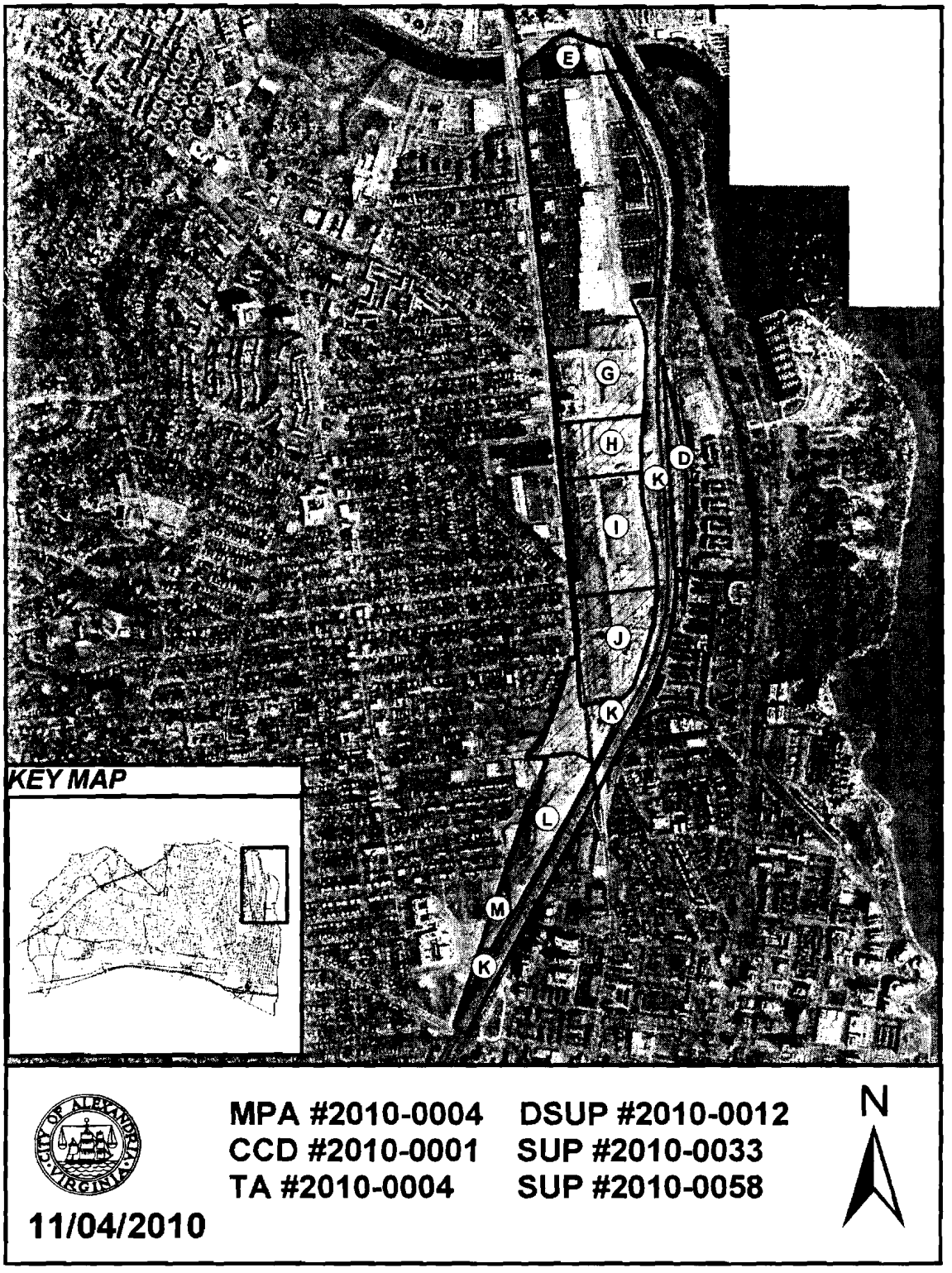
Anmy Torres, 1840 Potomac Greens, is concerned with no commitment that the monies are assigned to the North Trail and Pedestrian Bridge. Ms. Torres would like a commitment in writing in addition to a legally binding document for the metro station.

James Keim, 1820 Carpenter Road, had three concerns: 1) whether the City received a third party estimate for the Pedestrian Bridge, (2) the metro station site of choice, and (3) the Pedestrian Bridge. Mr. Keim suggested a survey of Potomac Greens property owners be conducted to determine whether they would like a Pedestrian Bridge or not.

Kristin Draude, 704 Lyles Lane, spoke about her desire for the monetary contributions to be specifically earmarked for the North Trail and Pedestrian Bridge. Ms. Draude truly would like access to the retail and recreation located on the other side of the tracks.

Greg Bornhoft, 1812 Carpenter Road, provided his thoughts on locating the metro station and Pedestrian Bridge near the most homes and the most people likely to use the amenities. Mr. Bornhoft noted that many residents in Potomac Greens bought their homes under the assumption that a metro station would be located near them. He also declared that if there is not a metro station or Pedestrian Bridge then there should not be a special tax placed on Potomac Greens residents.

M. Catherine Puskar, representing applicant.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I. SUMMARY

A. Recommendation

Staff recommends approval with conditions of the Potomac Yard/Potomac Greens Master Plan Amendment, Coordinated Development District (CDD) Conceptual Design Plan, and all associated applications.

B. Summary of Amendments

The applicants, Potomac Yard Development, LLC and RP MRP Potomac Yard, LLC are requesting approval of a series of amendments to existing development cases concerning all of the area of Potomac Yard that falls within the CDD #10. This case specifically excludes Landbay F, which was recently rezoned to CDD #19. In addition to these amendments, the applicants are seeking a text amendment to the zoning code, a master plan amendment and changes to the design guidelines for Potomac Yard.

The primary impetus for these amendments is to coordinate the planning of Landbays G – L with the recent approval of the North Potomac Small Area Plan for Landbay F. Specifically, the potential relocation of the future Metrorail station farther north, as called for in the Plan, has had an impact on the planning for retail and allocation of densities in CDD#10. The final location of the Metrorail station will be determined through an EIS process. In October the Planning Commission and City Council approved two amendments that will result in an adjustment to certain development triggers that will allow construction on Landbays I and J East to commence as early as the end of this year.

The Planning Commission and City Council are being asked to act on the following specific applications:

- **Master Plan Amendment #2010-0004** – *to amend the Potomac Yard/Potomac Greens Small Area Plan with new text and maps to include new density, use and building height information;*
- **CDD#10 Concept Plan Amendments #2010-0001** – *to amend conditions;*
- **Potomac Yard Urban Design Guidelines** – *creates an addendum of new or revised design standards;*
- **DSUP #2010-0012** – *to amend conditions related to the North Trail in Landbay K;*
- **SUP #2010-0033** – *to amend conditions regarding Landbay D and the pedestrian bridge;*
- **SUP #2010-0058** – *to amend the dedication and remediation of Landbay D;*
- **Text Amendment #2010-0004** – *to reflect use and density changes.*

In combination, these requested approvals address the following issues:

- Reduce the amount of retail square footage in Landbay G to 80,000 square feet, with the uses still concentrated along East Glebe Road;

- Reprogram the retail density noted above to be used for commercial or residential and increase density in Landbay G by an additional 32,000 square feet. The resulting density could be used for either 135,000 square feet of additional office or 120 additional residential units. The density will be used to construct a different type of building on Block F that will be compatible in massing with other buildings in the landbay;
- Concentrate office uses nearer to the potential future Metrorail Station;
- Provide some flexibility in terms of allowing for a mix of uses along Route 1, including retail uses at potential transitway stops;
- Allow for an alternate design of Landbay H/partial I for possible future Federal tenants;
- Adjust trigger timing for the construction of Main Line Boulevard in Landbay G to reflect current and projected construction schedules;
- Allow for a payment-in-lieu of construction of the Pedestrian Bridge that will help to facilitate construction of the Metrorail Station, with a new pedestrian connection included in the station design;
- Allow for options related to the mitigation required for Landbay D (Rail Park) that may include either mitigation and dedication in the near-term, payment-in-lieu and dedication, or mitigation and dedication in the future.

II. BACKGROUND

A. North Potomac Yard (Landbay F) Approval

The North Potomac Yard Small Area Plan was adopted by City Council in May, 2010, to create an environmentally and economically sustainable urban, mixed-use community to include office, residential, hotel, entertainment, retail, restaurant and civic uses.

In June 2010, City Council approved the related rezoning of the North Potomac Yard area from Coordinated Development District #10 to Coordinated Development District #19. This plan envisions the construction of a future metro station and a high-capacity transitway; both of which will be supported by increased development densities located in close proximity to the metro and transitway lines.

The adoption of the new small area plan and rezoning has made it necessary to consider the reallocation of uses and densities in the existing Potomac Yard landbays located to the south. The primary objective of this reallocation is to shift office and retail uses from the most southern landbays to Landbay H, which is nearer to the new urban center and the potential future metro station. In addition, retail planning for CDD #10 needs to be adjusted to reflect the significant retail development planned in CDD #19.

B. CDD History (Overview)

In 1987, the RF&P railroad company was no longer using Potomac Yard. They began exploring development opportunities for the land they owned at the same time that the City was updating the 1974 Master Plan for Potomac Yard/Potomac Greens. The first development proposal was called Alexandria 2020 and included mixed-use neighborhood

development with a metro station centrally located within the yard. The Alexandria 2020 plan also proposed connecting to the existing street grid of the adjacent neighborhoods, replicating typical setbacks, building heights, and architectural styles of the surrounding context, and providing interesting parks and pedestrian gathering spaces. The Alexandria 2020 plan was never formally submitted to the City for approval.

However, the City approved new zoning for the land with the Master Plan update in 1992. The new zoning, a Coordinated Development District (CDD), decreased the density proposed in the Alexandria 2020 plan from 16 million square feet to approximately 8.8 million square feet (see Table 1). After this reduction in permitted buildable area of the land was approved, a proposal to locate the Jack Kent Cook football stadium at Potomac Yard was pursued by the property owner. The proposal was not supported by the City; however, as a result of these discussions, the development program was increased to 11.4 million square feet.

In 1999, the programmatic elements of the land were revised once again with Commonwealth Atlantic Properties purchasing the land and submitting a development proposal. CDD#10 was revised from 11.4 million square feet to 6.4 million square feet.

Table 1. History of Zoning Tabulations for Potomac Yard.

Land Use	Alexandria 2020 Plan	1992 CDD Zoning	CDD Amendment – Jack Kent Cook Stadium	1999 CDD Zoning	2010 Proposed CDD Amendment	2010 CDD10 & CDD19 Combined
Office	5.8 million sf	2.75 million sf	3.75 million sf	1.9 million sf	1.932 million sf*	3.862 million sf OR 7.257 million sf
Retail	440,000 sf	300,000 sf	425,000 sf	735,000 sf (including 600,000 sf from Landbay F)	120,000 sf (Landbay F no longer part of CDD#10)*	1.05 million sf
Hotel	180,000 sf	625 rooms	625 rooms	625 rooms	625 rooms	925 rooms
Residential	6,450 units	3,500 units	4,500 units	2,200 units	2,200 units*	6,695 potential units OR 3,300 units
TOTAL	*16 million sf*	*8.8 million sf*	*11.4 million sf*	*6.4 million sf*	*5.832 million sf*	*13.357 million sf*

*Given additional flexibility proposed, office, retail, and residential uses can be converted so long as the total square footage of CDD#10 is not increased.

Throughout the history of CDD#10, there have been several amendments to the zoning. These amendments have included issues such as the Pedestrian Bridge, Rail Park, Landbay E (Four Mile Run), construction timing mechanisms, and density transfers. These include the following:

1999 – CDD#10 Development Program Adopted (CDD#99-01)
2007 – CDD Amendment (CDD#2007-0001)
1) Pedestrian Bridge construction commencement timing
2) Rail Park construction timing
3) Landbay E scope of improvements and timing
4) Route 1 Improvements construction commencement timing

5) Potomac Avenue construction completion timing

2008 – CDD Amendment (CDD#2008-0001)

1) Density transfer of office space from Landbays J & L to Landbay H
2) Increase height limits in Landbay H
3) Allow office use to be converted to retail with a special use permit
4) Eliminate requirement of residential uses to be 1/3 townhouses, 1/3 multifamily, and 1/3 stacked townhouse

2009 – CDD Amendment (CDD#2008-0004)

1) Permit dedication of Landbay E
2) Permit alterations to Landbay E, specifically demolition of Bridge B
3) Revise timing of construction of pedestrian bridge at Rail Park
4) Either design and construct pedestrian bridge or provide monetary payment

III. ZONING

A. Existing Zoning

The existing zoning of the subject land area is CDD #10 which was approved in 1999 to apply to all of the property related to the Potomac rail yards. As part of the CDD, the rail yard was divided into 14 landbays in order to phase development. The landbays were named alphabetically. It should be noted that Landbay B was originally Old Town Greens; however this development was under separate ownership and was completed prior to the adoption of the CDD. As such, Old Town Greens was not included in the CDD.

Earlier this year, Landbay F was rezoned to CDD #19 to reflect new master planning of the current retail center into an urban town center focused on the relocated Metrorail station. An amended CDD concept plan has been created to show the new boundaries of CDD #10 as part of this review. (Attachment 1)

The underlying zoning of Potomac Yard generally includes RB (townhouse) zone regulations in the area known as Landbay L, Commercial Service Low (CSL) for the first 250 feet east of Route 1, and Industrial (I) for the remainder of the site (Table 2).

B. Proposed Zoning Amendment

The applicant has submitted a request to increase the overall density by 32,000 square feet in Landbay G, as well as to allow for some flexibility between office and residential uses. Because of this, an amendment to the text governing CDD #10 in the Zoning Ordinance is required.

The applicant's request stems from the desire to change the uses and massing of the building proposed for Block F located in Landbay G. As originally approved, Block F was envisioned as a two story retail building. With the increased retail recently approved for Landbay F, this two story retail building is no longer viable. In order to build a residential or office building that is similar in massing to the surrounding planned structures, the applicant proposes to

reprogram 28,000 square feet of retail from Landbay G and add this to the density previously approved for Block F (60, 000 SF). In addition, 32,000 square feet of new density is being requested for a total of 120,000 square feet, to allow for a building that is of a height and mass compatible with the surrounding area.

To this end, the following amendment to Section 5-602, Table 1 of the Zoning Ordinance would be required:

Table 2: Proposed Description of Potomac Yard/Greens CDD

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	*Maximum Height*	*Uses*
10	Potomac Yards/Greens	The RB zone regulations shall apply to the area south of the Monroe Avenue Bridge and east of the Metro Tracks, the CSL zone regulations shall apply on the first 250 feet east of Rte 1, and the I zone regulations shall apply on the remainder of the site; except that the U/T regulations shall apply to an area approximately 120 feet wide located just west of the Metrorail right-of-way (area shown on the plat for Case REZ #95-0005) for the purpose of accommodating the relocated rail Main Line on the yard, and except also that the area known as the "Piggyback Yard" and Slaters Lane portion of Potomac Yard (as shown on the plat for Case REZ #95-0004) may be developed pursuant to the CRMU-L zone provided that the Piggyback Yard: - shall contain no more than 275 dwelling units; - shall contain no more than 60,000 square feet of commercial space, of which no more than 30,000 square feet shall be office; - shall be planned and developed pursuant to a special use permit; - shall have a maximum height of 50 feet; - shall generally be consistent with the goals and the guidelines of the small area plan.	Up to ~~1,900,000~~ **1,932,000** [1,2] square feet of office space, except that office square footage may be converted to retail square footage through the special use permit process **and, in Landbay G, up to a total of 120,000 square feet of office use may be converted to 120 additional residential units.** Up to 625 hotel rooms. Up to ~~735,000~~ **120,000** square feet of retail space.[2] Up to 2,200 residential units. [1] Note 1: **Within Landbay G a total of 120,000 square feet of office use may be converted to up to120 additional residential units.** Note 2: **Office floor area may be converted to ground floor retail use through a special use permit**	Heights shall be as shown on the map entitled "Predominate Height Limits for CDD" (Map No. 24, Potomac Yard/Potomac Greens Small Area Plan Chapter of 1992 Master Plan (2008ed.))	Predominantly residential, with a mix of land uses to include office, retail and service, hotel, parks and open spaces, and community facilities.

IV. STAFF ANALYSIS

RETAIL AND COMMERCIAL LAND USE CHANGES

A. Reduced retail uses in Landbay G

The North Potomac Yard Small Area Plan and Coordinated Development District (CDD #19) calls for a major new retail area along East Reed Avenue, with significantly more retail square footage than the existing 600,000 square feet in Landbay F. As the previously-approved CDD Concept Plan and DSUP envisioned, Landbays G and H were to have been the focus of retail for all of Potomac Yard, with much of it concentrated on East Glebe Road and Main Line Boulevard. Smaller amounts of neighborhood serving retail areas were scattered among Landbays I, J and L.

In keeping with the realigned retail priority created by North Potomac Yard, and in order to continue to have a viable retail presence in Landbay G, the applicants are requesting that the amount of retail, approved in DSUP#2007-0022, be reduced from approximately 183,000 net square feet to 80,000 net square feet. If this is approved, a subsequent amendment to the development special use permit for Landbay G will be necessary. The 80,000 square feet of retail is what was originally envisioned for Landbay G prior to the DSUP approval for this site. The bulk of the remaining retail is still focused around the major public plaza that is planned for this area, with retail connections provided to Landbay F from Block A of Landbay G. Staff is also recommending potential retail connections to Block F from Main Line Boulevard.

B. Density Increase/Reprogrammed commercial uses in Landbay G

As previously discussed, due to the increased density in Landbay F and the enhanced retail focus area along East Reed Avenue, the applicants are asking to convert approximately 103,000 square feet of approved retail in Landbay G to commercial or residential use. Furthermore, with the reduction in retail planned in Landbay G, the applicants propose replacing the two-story retail building planned for Block F with a building that incorporates this increased office and/or residential use to better use this site. However, to allow for a building size more in keeping with those building sizes proposed on adjoining sites, an additional 32,000 square feet in new density is being requested.

This reprogrammed density, and additional density, is intended to be flexible so that it can be used for either office or residential. It would translate to either 120 additional multi-family dwelling units or 120,000 square feet of commercial uses on Block F of Landbay G (Attachment 2). As with the requested retail reduction, the density increase requires an amendment to the Potomac Yard/Potomac Greens Small Area Plan, as well as a zoning text amendment to adjust the allowable densities permitted in CDD #10. For the reasons discussed above, staff supports this density change.

C. Transfer of Retail and Commercial density from Landbays I and J

The applicant originally requested that the 275,000 square feet of commercial-office density and 25,000 square feet of retail density that was planned for the area along Route 1 in Landbays I and J be shifted to Landbay H. The applicants' goal was to concentrate commercial and office uses closer to the proposed Metrorail Station and to have Landbays I, J, and L maintain an almost exclusively residential character.

Upon hearing comments made by PYDAC, staff has encouraged the applicant to maintain flexibility in that area to allow for more mixed-use development in Landbays I and J. Staff feels it is important to include provisions that could allow for some of the office density to still be used in Landbays I and J in order to promote a mix of uses in CDD#10, rather than rigidly segregating uses. The applicant has agreed to revise the Concept Plan to retain at least 5,000 square feet of retail use in each of landbays I, J, and L; and to allow for the flexibility for commercial-office development to occur on Landbays I & J, as an alternative to where multifamily development is proposed. No additional density is being requested as part of this flexibility; it simply allows for a more fine-grained mix of uses to be pursued.

Also, in order to encourage more neighborhood-serving retail in these areas, particularly along Route 1 where future transit stops for the Route 1 Transitway are anticipated, staff is recommending that the CDD Concept Plan allow for non-residential uses on the ground floor of townhouses or stacked townhouses that will be close to future transit stops along Route 1. Details about the specific uses allowed and exact locations of these uses should be determined at the time of DSUP review.

D. Federal Office Tenants

The applicants have proposed to modify the CDD #10 Concept Plan to include alternate scenarios for Federal office uses, should such a tenant be secured. Specifically, the plan would be modified to allow an alternate layout for Landbay H and partial I (Attachment 2). In this layout the northern block of Landbay H would be occupied by Federal office buildings (with one or more structures as determined through a DSUP). For security reasons, parking would not be located under the buildings, as would normally be required by non-Federal office buildings. Under this scenario, the northern block that is split by Landbay H and partial I is proposed to accommodate the parking. The alternate design of this block would place a multi-level parking garage approximately in the center of the block. The parking garage would include, at a minimum, one level of below grade parking and the remainder of the parking would be provided above grade on multiple levels. If a Federal office tenant is proposed in the future, the City and the applicant will determine how the parking would be screened, by either residential liner units or other active uses so the garage would not be visible.

To allow a Federal office use alternative as part of the Concept Plan, revisions are necessary to conditions that govern the original CDD #10 approval as well as to the associated Design Guidelines for Potomac Yard. Staff concurs with all of the necessary revisions. However, a concern that staff did have with the Federal tenant office block and the block for the

associated parking is how the mid-block, north/south pedestrian connection that has been included in the approved designs for Landbays G, I and J would be accommodated. Every block approved in each Landbay from Howell Avenue to E. Glebe Road has provided a mid-block pedestrian connection. This connection was not included in the original design guidelines, so staff is recommending that the revised design guidelines include this design feature as an item to be considered in the review of future development cases. It is anticipated that, if the Federal tenant option is realized, there would need to be more detailed design discussions as part of the DSUP to see how the north/south connection could be achieved. There are also some general concerns about the massing and design of the Federal office block and the parking garage. Staff is recommending that these concerns be addressed by a combination of conditions and design guidelines, including a condition that the City and applicant jointly create design parameters for Federal tenants prior to or during the DSUP process.

E. Building Heights

The applicants are requesting changes to the building heights for Landbays H, I, and J between Main Line Boulevard and Route 1. Over the years, there have been several changes to the heights in this area as densities and land uses have shifted from the south to the north to be in close proximity to the proposed future Metro Station.

Most recently in 2008, the bulk of the office density in Landbay L shifted to Landbay H. Along with that shift, building heights for Landbay H increased from 55-65 feet to 82 feet between Main Line Boulevard and Route 1 and from 35-55 feet to 110 feet between Main Line Boulevard and Potomac Avenue. During this development application, the building heights in Landbay L and J up to Windsor Avenue remained the same at 90 feet for 5 buildings and 60 feet for the remainder. The building heights in Landbays I and partial J from Windsor Avenue to Landbay H also remained the same at 65 feet for 4 buildings and 55 feet for the remainder.

Similar to the office density shift requested and approved in 2008, the applicant is requesting the flexibility to transfer the remaining office density in Landbays I and J to Landbay H. Although, as noted above, staff has encouraged provisions that could allow for some of the office density to still be used in I and J, so as to promote more of a mix of uses in CDD#10, rather than rigidly segregating uses.

In order to accommodate this additional density, the applicant is requesting a Master Plan Amendment to increase building heights in Landbays H, I, and J between Main Line Boulevard and Route 1. The following is requested:

- Increase building height within Landbays H, I, and J between Main Line Boulevard and Route 1 to a 100 foot maximum for commercial in specified locations and to a 75 foot maximum for residential, with appropriate transitions to adjacent uses. (Appendix H, Small Area Plan Map Amendments: Existing and Proposed Height Limits);

Staff agrees with the 100 foot building height for all of Landbay H's Route 1 frontage, but believes that the areas in Landbays I and J between Windsor and the northern boundary of Landbay I should be limited to 75 feet. In fact, the majority of this area is currently being reviewed by staff as a Concept Plan and the development proposed is stacked townhouses – which will easily fit within this height limit. Staff believes that the currently approved height of 90 feet from Windsor Avenue south to the end of Landbay L should be retained. (Appendix H)

In summary, staff does support the requested increase of building height within Landbay H between Main Line Boulevard and Route 1 to a 100-foot maximum for commercial uses with appropriate transitions to adjacent uses. Staff also supports the increase in building height from 65 feet to 75 feet from Windsor Avenue to Landbay H.

As mentioned above, staff and PYDAC have also encouraged the applicant to maintain flexibility in Landbays H, I, and J by allowing for more of a fine-grained, mixed-use development to occur along Route 1, rather than a more homogenous approach. Instead of either an all multifamily development or an all office development on the blocks shown as Office/Multifamily on the Concept Plan, staff is encouraging the applicant to provide more of a true mix of residential, office, and retail on those parcels. This additional flexibility will help to implement PYDAC's desire to allow for more mixed-use development in this part of the Yard.

F. Parking

There are three components related to parking in the proposed amendments:

- permit reduced parking ratios in Landbays G, H, I, and J;
- permit above-grade parking for multi-family residential and office uses; and
- allow interim surface parking in Landbay G, specifically on Blocks A, B, D, E, and/or G.

The first two revisions relate to the parking permitted in the recently adopted CDD#19, or Landbay F. The applicant is proposing to amend the CDD#10 parking provisions to be consistent with those in CDD#19, which have reduced parking ratios based on the proximity to the potential Potomac Yard Metro Station. Additionally, CDD#19 permits above-grade parking for multi-family residential and office uses, so long as there is a minimum of one level of below grade parking and the parking structures are wrapped with active uses and architecturally treated to stimulate the street. The proposed amendments in this application would essentially equal those in CDD#19.

The third request, to allow interim surface parking in Landbay G, is to make temporary use of landbays that are not currently under development instead of leaving them as empty, fenced parcels. This interim parking can also be used for and during construction.

Based on the increased likelihood of a future Metro station, staff supports the decrease in parking ratios. Additionally, staff considers the primarily wrapped, above-grade parking with one level of below-grade parking to be a suitable alternative to entirely below-grade

parking, given the design parameters outlined in the staff recommendations. Similar to other large, phased, developments, staff does not have any objections to allowing interim surface parking.

G. Construction Timing of Main Line Boulevard

An amendments is proposed relating to construction timing for Main Line Boulevard. Staff has worked with the applicant to ensure the development parameters previously agreed upon are completed; however one of these elements has been impacted by the approval of CDD#19, the applicants' construction phasing, of Main Line Boulevard. The proposed changes includes the following:

- **Modify timing of construction of Main Line Boulevard in Landbay G.** The condition requires the construction of Main Line Boulevard to occur in phases with each landbay. Based on the project schedule, the southern landbays and portions of Main Line Boulevard will be constructed prior to Landbay F; essentially creating a gap between the two developments. In order to ensure connectivity within the Yard, staff is recommending the applicant design and construct Main Line Boulevard and associated improvements through Landbay G with the first phase of construction and no later than December 31, 2011.

H. Pedestrian Bridge

A pedestrian bridge connection has been an on-going discussion point throughout the iterations of Potomac Yard. It is ultimately intended to provide a link between the eastern (Potomac Greens and Old Town Greens) and western portions of Potomac Yard; as these two areas are separated by Metro and CSX railroad lines. It was discussed in the original Coordinated Development District (CDD #10) approval, which called for a pedestrian bridge to be constructed after one million square feet of development occurred in Potomac Yard.

In June 2008, SUP#2008-0028 for the pedestrian bridge was brought to hearing, along with SUP#2008-0027 (Rail Park) and SUP2008-0029 (Dog Park). The new requirement called for construction of a pedestrian bridge to the north of Potomac Greens at the area reserved for a future metro station, dedication of the Rail Park to the City, and the design and construction of a 0.91 acre dog park on Monroe Avenue within PYD-owned land and existing right-of-way. In February 2009, CDD Concept Plan #2008-0004 amended the requirement slightly to require either construction of a free-standing pedestrian bridge, or a cash contribution for pedestrian bridge construction integrated into a new Metrorail station.

The construction of the dog park on Monroe Avenue is still moving forward as planned and issues related to the Rail Park (Landbay D) are described below. However, issues related to construction of the pedestrian bridge have changed. The North Potomac Small Area Plan, approved in May 2010, made a strong recommendation to move the location of the proposed Metrorail station further north into Landbay F. The final location of the Metrorail station will be determined after a full Environmental Impact Study is conducted.

Because of all the factors noted above, the applicant is requesting an amendment to allow a cash contribution of $2 million in lieu of construction of the pedestrian bridge. It is anticipated that the contribution would be used towards the design and construction of the Metrorail station. No free-standing pedestrian bridge will be constructed, as the pedestrian bridge is anticipated to be incorporated a as part of the new station.

Staff supports this change, but notes that the City remains committed to the goal of providing a linkage between the east and west sides of the Potomac Yard development.

I. North Trail

The North Trail within Landbay K was envisioned to extend from Four Mile Run to the northernmost stormwater management pond. Under the approval for development of Landbay K, DSUP#2006-0013, the applicant was to design and construct the trail. However, the potential new construction in Landbay F envisioned by the North Potomac Yard Small Area Plan, has affected the design within some sections of Landbay K. In lieu of the North Trail construction and other Landbay K enhancements, the applicant will dedicate the portion of Landbay K beyond the northern stormwater management pond to the City, as well as provide a monetary contribution of $300,000. The northern stormwater management pond will still be constructed by the applicant.

J. Landbay D

Landbay D, also known as Rail Park, is located in the strip of land wedged between the Metrorail tracks and the CSX rail lines. This land will ultimately be dedicated to the City. Preliminary soil testing that was done throughout the entire former rail yard indicated contaminated soils, including on Landbay D. The original CDD approval required that the developer cap the land in Landbay D with a minimum of two feet of soil before the dedication.

As required for all parcels being developed in Potomac Yard, Potomac Yard Development shall complete additional soil testing as part of a site specific characterization report, to determine more definitively the condition of the soil in Landbay D prior to capping and dedication to the City. In addition, the City is recommending that the condition of approval concerning the remediation and dedication be reworded to allow as an option a fee of $102,142 in lieu of the developer completing the remediation. Simply said, the agreement will either require the developer to remediate and dedicate the Rail Park property **or** pay the fee in lieu of remediation noted above and dedicate.

There is also a question of timing for these actions. Currently, the applicant is required to fulfill obligations related to Landbay D prior to the release of the first Certificate of Occupancy for Landbays I and J. The applicant is anxious to resolve this issue so as to not hold up C of Os for this project, which will probably begin construction this winter. The City is interested in maintaining some flexibility in the timing due to the fact that planning for the new Metrorail station is just beginning.

Staff recommends that the condition for Landbay D be revised to set a clear schedule for the City to make a decision on whether or not the City prefers remediation or the fee in lieu. This schedule would include having the applicant do additional soil testing (which is currently underway), then having the City make a decision within 90 days of the acceptance of the additional test results as to whether remediation or fee-in-lieu is preferable. If the fee-in-lieu is chosen, it would be payable to the City within an additional 90 days. If remediation is chosen, it would be done at the City's discretion and the City would notify PYD, at the latest, prior to commencement of construction on the final phase of Landbays I and J. The work would need to be done prior to the issuance of C of Os for the final phase of any development on Landbays I and J. The language about undertaking the remediation prior to the release of the first C of O will be changed.

K. Intersection of Aqua and Wesmond

Prior to the approval of CDD #19 for Landbay F, the most eastern new street (Aqua Street) parallel to Potomac Avenue in Landbay G curves around the proposed office Block A before intersecting with Potomac Avenue. This design solution was created prior to the approval of Landbay F which shows Aqua Street continuing north through all of North Potomac Yard. To acknowledge this roadway change, the applicants are suggesting that the approved concept plan for Landbay G be modified to show Aqua Street intersecting at a "T" with future extended Wesmond Drive in the event Wesmond Drive is installed prior construction of Landbay G.

L. Urban Design Guidelines

A number of text changes are being proposed to various sections of the Potomac Yard Urban Design Guidelines as they relate to the amendments being requested by the applicant. As discussed above, the increased density in Landbay F and the enhanced retail focus area along East Reed Avenue have resulted in the need to make amendments to the design guidelines for most of the landbays in the southern part of the yard. Additionally, some new design guidelines have been created to allow for new uses on certain parcels; to account for a future Federal tenant; and some have been deleted that are no longer applicable or in response to comments from PYDAC. The following are some of the guidelines that have changed. For a complete list of the changes to the design guidelines, see Attachment D:

- Changes made to the block sizes in Landbays G and H to correspond the block sizes approved in the DSUP;
- Changes to the building heights to be consistent with the master plan amendment;
- Revision to the townhouses to allow for a 5 ft maximum between the finished floor elevation and the adjacent sidewalk (consistent with the DSUP for Landbays I&J);
- Changes to accommodate a possible future Federal tenant such as; to allow for a ¼ acre plaza on block versus a ¼ acre park; prohibit median breaks on Potomac Avenue between Swann Ave and Custis Ave; and prohibit access into the parking garage from Bluemont Ave for office uses.
- Delete a number of guidelines as requested by PYDAC such as; color palette of buildings required to be consistent with that of Old Town; window to wall ratio

maximum of 50 percent; and to allow for more contemporary styles and materials in the proportion of glass to wall.

V. COMMUNITY

The proposed amendments were presented by the applicant at the June, July and October 2010 Potomac Yard Design Advisory Committee (PYDAC) meetings. The memos provided to PYDAC, which detailed the proposed amendments, were also sent to the Del Ray Citizens Association, the Del Ray Business Association, the Northeast Citizens Association, the Old Town Greens Townhome Owners Association, and the Potomac Greens Homeowners Association.

Additional information and background was requested by Steve Crime, president of the Potomac Greens Homeowners Association. In a phone call with staff, Mr. Crime expressed a concern that, if a fee-in-lieu was paid in the near future, it increased the potential that a decision to eliminate the pedestrian bridge portion of the project could be made, due of budgetary concerns when the Metrorail station is actually designed.

Based on this concern, staff is recommending Condition 15p in the CDD for the fee-in-lieu payment, stating that this payment is being made to assist with planning and design of a Metrorail station which will include a pedestrian connection between the east and west sides of the Potomac Yard development. Staff will be meeting with Potomac Greens on November 2.

VI. CONCLUSION

Staff recommends **approval** of the Potomac Yard/Potomac Greens Master Plan Amendment, Coordinated Development District (CDD) Conceptual Design Plan, and associated applications subject to compliance with all applicable codes and the following recommended conditions.

Staff: Faroll Hamer, Director of Planning and Zoning;
Gwen Wright, Division Chief, Development;
Dirk Geratz, AICP, Principal Planner;
Gary, Wagner, RLA, Principal Planner;
Maya Contreras, Urban Planner; and
Colleen Rafferty, AICP, LEED AP BD+C, Urban Planner.

VII. STAFF RECOMMENDATIONS

Staff recommendations for conditions of approval are compiled by case. See Section 2: Conditions within the Appendix.

VIII. APPENDIX

1. **Attachments**
   Attachment 1: Amended CDD concept plan showing boundaries of CDD #10
   Attachment 2: CDD Concept Plan showing commercial/residential uses on Block F of Landbay G and alternate layout for Federal tenant in Landbay H and partial I

2. **Conditions**

   A. Potomac Yard/Potomac Greens Master Plan Amendments (MPA#2010-0004) **pg. 21**

   B. Zoning Ordinance Text Amendment (TA #2010-0004) **pg. 25**

   C. CDD Concept Plan Amendments (CDD#2010-0001) **pg. 26**

   D. Design Guidelines Amendments **pg. 62**

   E. DSUP #2010-0012 Conditions Amending DSUP #2006-0013 (Landbay K) **pg. 76**

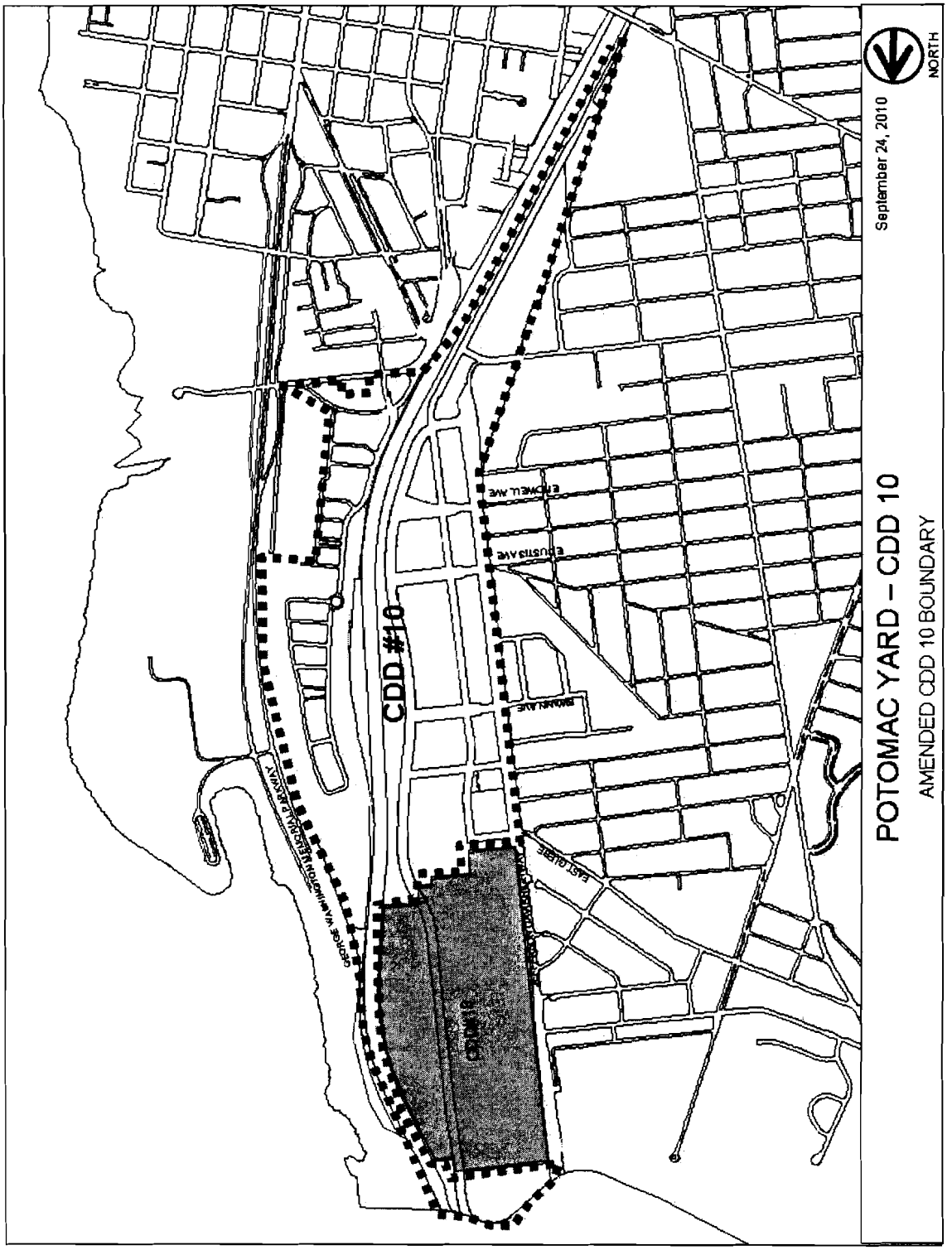
   F. SUP #2010-0033 & SUP #2010-0058 Conditions Amending SUP #2008-0027, 0028, 0029 (Rail Park/ Landbay D, Pedestrian Bridge, Dog Park) **pg. 129**

3. **Maps**

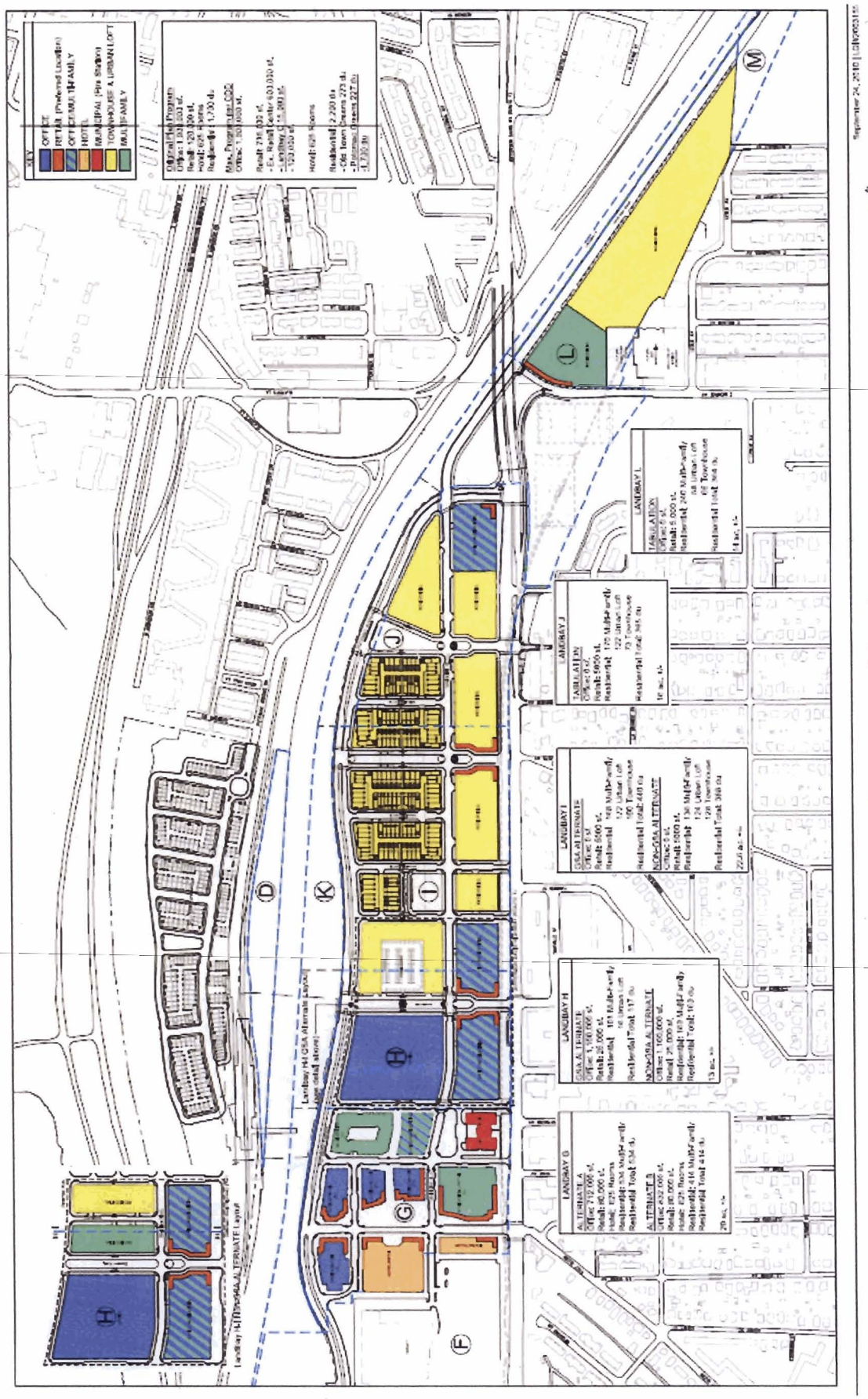
   G. Potomac Yard/Potomac Greens Small Area Plan Map Amendments
      i) Existing Height Map **pg. 143**
      ii) Proposed Height Map **pg. 144**

IX. ATTACHMENT 1:

Amended CDD concept plan showing boundaries of CDD #10



X. ATTACHMENT 2: Concept plan with commercial uses on Block F of Landbay G and alternate layout for Federal tenant in Landbay H and partial I



APPENDIX A
Conditions Master Plan Amendment #2010-0004 for Potomac Yard/Potomac Greens

The following staff recommendations are amendments to the MPA#2008-0003. Specific recommendations that are no longer applicable or have been amended, added, deleted, or satisfied, include the following:

Condition 1: Amended
Existing Condition 5: Deleted
New Condition 5: Added

Master Plan Amendment #2010-0004 for Potomac Yard/Potomac Greens, amending MPA#2008-0003

Development under the Master Plan procedures within the Master Plan Amendment shall be in accord with the following principles

Land Use

1. The maximum amount of development permitted in this CDD shall be
   a. 625 hotel rooms,
   b. ~~735,000~~ 120,000 net square feet of retail space [2],
   c. 2,200 residential units [1], and
   d. ~~1.9 million~~ 1,932,000 net square feet of office space [1, 2]

   Note 1: Within Landbay G a total of 120,000 square feet of office use may be converted to up to120 additional residential units.
   Note 2: Office floor area ~~within Landbay G and/or Landbay H~~ may be converted to ground floor retail use through a special use permit

2. The CDD shall be predominantly residential and mixed use with the highest densities of commercial uses adjacent to the existing Potomac Yard shopping center near the location where a future Metro station could be located. Uses shall be consistent with the concept plan shown on Map 1.

3. The Potomac Greens site shall be developed entirely in residential use except for a possible Metro station.

4. The residential buildings within Potomac Yard consist of a variety of building types and heights which should include townhouses, stacked townhomes and multi-family units.

~~5.~~ **[CONDITION DELETED BY STAFF]** ~~At least one third of the area of the CDD excluding streets, Four Mile Run, and the operating rail corridor shall be public open space or common private open space. The City may utilize a portion of this land private land for institutional uses.~~

~~5.~~ 5. **[CONDITION ADDED BY STAFF]** Flexibility for the locations of residential or commercial uses within Landbays H, I, and J may be allowed in specified locations, provided that the total number of residential units or the total amount of commercial floor area does not exceed what is permitted in the overall CDD.

Transportation

~~6.~~5. Development within the CDD shall not preclude the possible future construction of a Metro Station; nor shall development within any right of way or dedicated

open space within the CDD preclude the future construction of a light rail or other similar transit system.

~~7.~~6. A comprehensive transportation management plan shall be implemented to encourage residents and employees to travel by modes other than single-occupancy-vehicles.

~~8.~~7. A road with a minimum of four travel lanes shall be provided in Potomac Yard to connect Route 1 at its intersection with Slater's Lane to the area north of Four Mile Run in Arlington County. Construction on this road shall occur at a time or level of development as determined in the Concept Plan.

~~9.~~8. The street system within the CDD shall be designed to minimize use of existing residential streets to the east, west and south of the district by traffic heading to or from the district. Through vehicular connections between the Potomac West area and the Potomac Yard tract shall only occur at E. Glebe Road and Swann Avenue, unless other connections are approved by the Director of Transportation and Environmental Services after consultation with the neighborhoods.

~~10.~~9. A system of pedestrian and bicycle trails shall be provided throughout the CDD, connecting to existing trails outside the district and connecting open spaces and neighborhoods within the district.

~~11.~~10. There shall be no intersection or connection between the George Washington Memorial Parkway and the Potomac Greens site by which motor vehicles can access that site from the Parkway directly from the site.

~~12.~~11. In the event projected development results in traffic spillover onto residential streets, the City shall implement traffic control mechanisms to mitigate such spillover and protect local neighborhoods. These measures shall include the neighborhood protection measures discussed on pages 31-33 of the City's Master Transportation Plan.

Urban Design

~~13.~~12. Buildings on the Potomac Greens site shall be designed and sited so as to minimize the visual impact on the Parkway.

~~14.~~13. Required parking in the CDD shall be underground or embedded within the block, to the maximum extent possible. Required parking for individual townhouses and other single family units shall be served by alleys to the maximum extent feasible.

~~15.~~14. In general, a grid system with moderate block sizes shall be favored.

~~16.~~15. A process shall be established whereby a Design Review Board established by City Council for the District shall review and comment upon each building within the district.

~~17.~~16. Heights shall be limited as shown on Map 24.

RESOLUTION NO. **MPA 2010-0004**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendment to the Potomac Yard/Potomac Greens Small Area Plan section of the 1992 Master Plan was filed with the Department of Planning and Zoning on May 28, 2010 for changes in the density, land use, and building height restrictions to the parcel(s) located at 1401, 1801, 2401, 2403, 2405, 2901, 3901 POTOMAC AVENUE; 2301, 2801, 3951 JEFFERSON DAVIS HIGHWAY; 800, 1000, 1400, 1600, 1800, 1801, 2000, 2001, 2300, 2301, 2600, 2601, 2800, 2801, 2802, 2900 MAINLINE BOULEVARD; 650 MASKELL STREET; 600 EAST MONROE; 1702, 1880 POTOMAC GREENS DRIVE (Properties within the boundaries of CDD #10 and the Potomac Yard/Potomac Greens Small Area Plan); and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on October 5, 2010 and November 4, 2010 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is in keeping with the character of the Potomac Yard/Potomac Greens Small Area Plan;

2. The proposed amendment is generally consistent with Planning Commission's long-range recommendations for the general development of the Potomac Yard/Potomac Greens Small Area Plan.

Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendment to the Potomac Yard/Potomac Greens Small Area Plan section of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the Potomac Yard/Potomac Greens Small Area Plan section of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

   Amend the Predominant Height Limits Map to increase allowable building heights from 82 feet to 100 feet within Landbay H between Route 1 and Main Line Boulevard, and to increase allowable building heights from 65 feet to 75 feet between Route 1 and Main Line Boulevard from Windsor Avenue to Landbay H.

   Amend the maximum amount of development permitted in the CDD to decrease the amount of net square feet of retail space from 735,000 square feet to 120,000 square feet, to increase the amount of net square feet of office space from 1,900,000 to 1,932,000, to allow a total of 120,000 square feet of office use the flexibility to be converted to up to 120 additional residential units, and to allow office floor area the flexibility to be converted to ground floor retail use through a special use permit.

   Provide flexibility for the locations of residential or commercial uses within Landbays H, I, and J to be allowed in specified locations, provided that the total number of residential units or the total amount of commercial floor area does not exceed what is permitted in the overall CDD.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the 4th day of November, 2010.

John Komoroske, Chairman

ATTEST: Faroll Hamer by KMS
Faroll Hamer, Secretary

24 b

APPENDIX B

TEXT AMENDMENT #2010-0004:

Table #1: Proposed Description of Potomac Yard/Greens CDD

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	*Maximum Height*	*Uses*
10	Potomac Yards/Greens	The RB zone regulations shall apply to the area south of the Monroe Avenue Bridge and east of the Metro Tracks, the CSL zone regulations shall apply on the first 250 feet east of Rte 1, and the I zone regulations shall apply on the remainder of the site; except that the U/T regulations shall apply to an area approximately 120 feet wide located just west of the Metrorail right-of-way (area shown on the plat for Case REZ #95-0005) for the purpose of accommodating the relocated rail mainline on the yard, and except also that the area known as the "Piggyback Yard" and Slaters Lane portion of Potomac Yard (as shown on the plat for Case REZ #95-0004) may be developed pursuant to the CRMU-L zone provided that the Piggyback Yard: - shall contain no more than 275 dwelling units; - shall contain no more than 60,000 square feet of commercial space, of which no more than 30,000 square feet shall be office; - shall be planned and developed pursuant to a special use permit; - shall have a maximum height of 50 feet; - shall generally be consistent with the goals and the guidelines of the small area plan.	Up to ~~1,900,000~~ **1,932,000** [1,2] square feet of office space, except that office square footage may be converted to retail square footage through the special use permit process **and, in Landbay G, up to a total of 120,000 square feet of office use may be converted to 120 additional residential units.** Up to 625 hotel rooms. Up to ~~735,000~~ **120,000** square feet of retail space.[2] Up to 2,200 residential units.[1] Note 1: **Within Landbay G a total of 120,000 square feet of office use may be converted to up to120 additional residential units.** Note 2: **Office floor area may be converted to ground floor retail use through a special use permit**	Heights shall be as shown on the map entitled "Predominate Height Limits for CDD" (Map No. 24, Potomac Yard/Potomac Greens Small Area Plan Chapter of 1992 Master Plan (2008ed.))	Predominantly residential, with a mix of land uses to include office, retail and service, hotel, parks and open spaces, and community facilities.

APPENDIX C
CDD Conditions
CDD#2010-0001

The following staff recommendations are amendments to the CDD#99-01 and all the amendments through CDD#2008-0004 conditions of approval for CDD#10. Specific recommendations that are no longer applicable or have been amended, added, deleted, or satisfied, include the following:

F-1: Amended.
F-2: NA
F-2a: NA
F-2b: NA
F-2c: NA
F-4: NA
F-5: Added.
1: Satisfied and Amended.
1a: Satisfied and Amended.
1b: Satisfied and Amended.
1c: Satisfied.
1ci: Satisfied.
1cii: Satisfied.
1ciii: Satisfied.
1civ: Satisfied.
1cv: Satisfied.
1d: Satisfied and Amended.
1e: Satisfied and Amended.
1f: Satisfied.
1g: Satisfied and Amended.
2: Amended.
3A: Satisfied and Amended.
3: Amended.
3a: Amended.
3d: Amended.
3di: Amended.
3dii: Amended.
3diii: Deleted.
4: Amended.
4A: Amended.
4B: Deleted.
4C: Satisfied and Amended.
5A: Added.
7: Amended.
7a: Amended.
7e: Amended.
7h: Amended.
8A: Amended.
8Aa: Amended.
8Ab: Amended.
8B: Amended.
8Bb: Amended.
8Be: Amended.
8F: Amended.
8G: Amended.
10: Amended.
11A: Amended.
11Aa: Amended.
11Ab: Amended.
11Ac: Amended.
11Ad: Amended.
11Ae: Amended.
11Af: Amended.
11Ag: Amended.
11B: Added.
11Ba: Added.
11Bb: Added.
11Bc: Added.
11C: Added.
11Ca: Added.
11Cb: Added.
11Cc: Added.
11Cd: Added.
11D: Added.
11E: Added.
12a: Amended.
12bi: Amended.
15Ab: Amended.
15: Amended.
15a: Amended.
15aa: Added.
15aai: Added.
15aaii: Added.
15bi: Added.
15m: Amended.
15p: Amended.
15q: Amended.
15r: Amended.
15Ab: Amended
16. Amended.
17: Satisfied.
17a: Satisfied.
17b: Satisfied.
17c: Satisfied.
17d: Satisfied.
17e: Satisfied.
22: Amended.
24: Amended.
25a: Amended.
29: Amended.
30: Amended.
31: Amended.
32: Amended.
34: Amended.
35: Amended.
36: Amended.
37: Amended.
38: Amended.
41: Added.
41a: Added.
41b: Added.
41c: Added.
41d: Added.
42. Added.

Attachments:

1. Attachment A-1: "Concept Plan Sheet" – not included
2. Attachment A-2: "Concept Plan Design Guidelines" – not included
3. **[ATTACHMENT AMENDED]** Attachment B-1: "Alternative Concept Plan Sheet" – as amended from CDD#99-01 through CDD#2008-0004
4. Attachment B-2: "Replacement Pages" – not included
5. Attachment C: "Route 1/Monrore Avenue Bridge/Potomac Avenue Connection Concept Design" – not included

SECTION 5: CONDITIONS

Introduction -- Findings

F- 1. **[FINDING AMENDED BY STAFF AND PLANNING COMMISSION]** The applicant, and/or its successors and assigns, ~~Commonwealth Atlantic Properties ("CAP"),~~[1] has submitted various documents related to its application for approval of a concept plan for the Potomac Yard/Potomac Greens Coordinated Development District,[2] less the portion of the district known as Old Town Greens, which is located on the east side of the Metro rail tracks, between Slater's Lane and the Potomac Greens site.[3] Two of these documents are considered to constitute the applicant's Proposed Concept Plan for this CDD: (1) the plan sheet entitled "Conceptual Design Plan, Overall Plan, Potomac Yard/Potomac Greens Coordinated Development District," dated 05/99", and as amended September 24, 2010 (hereinafter referred to as the "Proposed Overall Plan Sheet"); and (2) the document entitled "Potomac Yard Urban Design Guidelines," dated March 12, 1999, ~~and~~ reissued April 28, 1999 and February 6, 2007, and as amended with addendum dated September 24, 2010 (referred to as the "Proposed Design Guidelines").[4] (CDD#99-01, F-1) (CDD#2010-01) (PC)

F- 2. **[FINDING NO LONGER APPLICABLE]** ~~The concept plan that is being recommended for approval for the Potomac Yard/Potomac Greens Coordinated Development District (the "Concept Plan") consists of the following~~ (CDD#99-01, F-2) (CDD#2010-0001):

a. **[FINDING NO LONGER APPLICABLE]** ~~the Proposed Overall Plan Sheet, as modified by staff to reflect the changes which staff is recommending to the applicant's proposal (this modified sheet is referred to as the "Concept Plan~~

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[1] **[AMENDED BY PLANNING COMMISSION]** Unless the context plainly indicates otherwise, the term ~~"CAP"~~ "applicant" includes Potomac Yard Development, LLC (PYD) and RP MRP Potomac Yard, LLC (MRP) and any predecessors, successors, assigns or transferees of the ~~to the applicant~~ ~~CAP's~~ interest in any of the property which makes up the Potomac Yard/Potomac Greens Coordinated Development District #10. Thus, obligations imposed on ~~CAP~~ the applicant by these conditions are also imposed on those to whom ~~CAP~~ the applicant has conveyed or conveys in the future property within ~~the~~ Coordinated Development District #10.

[2] Other documents submitted by ~~CAP~~ the applicant in conjunction with its application, including the application itself, the illustrative concept plan, and responses to issues raised by the City are considered background and information materials, and are not included in any concept plan that is being recommended for approval. ~~CAP's entire concept plan application is contained in a separate three-ring binder.~~

[3] Hereinafter, the terms "Potomac Yard/Potomac Greens Coordinated Development District" and the "CDD" shall refer to the portion of this coordinated development district that is covered by ~~CAP's~~ the applicant's concept plan application.

[4] ~~The Proposed Overall Plan Sheet and the Proposed Design Guidelines are set out following tab 2 and tab 3, respectively, in the separate three-ring binder that contains CAP's concept plan application.~~

~~Sheet" and is attached as Attachment A-1);~~ (CDD#99-01, F-2a) (CDD#2010-0001)

b. **[FINDING NO LONGER APPLICABLE]** ~~the Proposed Design Guidelines, as modified by staff to reflect the changes which staff is recommending to the applicant's proposal (these modified guidelines are referred to as the "Concept Plan Design Guidelines" and are attached as Attachment A-2);~~ (CDD#99-01, F-2b) (CDD#2010-0001) and

c. **[FINDING NO LONGER APPLICABLE]** ~~the conditions set out below under the heading, "Plan Conditions" (the "Concept Plan Conditions").~~ (CDD#99-01, F-2c) (CDD#2010-0001)

F- 3. In addition, an alternative to the Concept Plan is also being recommended for approval, although this recommendation, as explained below in paragraph 4, is conditioned upon the occurrence of certain events in the future. This alternative concept plan is referred to as the "Alternative Concept Plan." The Alternative Concept Plan consists of the following (CDD#99-01, F-3):

a. the Concept Plan Sheet, as modified by staff to reflect the changes which this conditional plan makes to the Concept Plan (this modified sheet is referred to as the "Alternative Concept Plan Sheet" and is attached as Attachment B-1); (CDD#99-01, F-3a)

b. the Concept Plan Design Guidelines, as modified by staff to reflect the changes which the conditional plan makes to the Concept Plan (these modified guidelines are referred to as the "Alternative Concept Plan Design Guidelines" and consist of the Concept Plan Design Guidelines less the pages of these guidelines which need to be revised to incorporate changes called for by the conditional plan, plus replacement pages for the removed pages that contain these changes) (the "Replacement Pages" which are attached as Attachment B-2); (CDD#99-01, F-3b) and

c. the conditions set out below under the heading, "Plan Conditions" (the "Alternative Concept Plan Conditions").[5] (CDD#99-01, F-3c)

F- 4. **[FINDING NO LONGER APPLICABLE]** ~~The major land use distinction between the Concept Plan and the Alternative Concept Plan involves the portion of the CDD that lies west of the relocated rail lines and generally to the south of Howell Avenue (extended into the CDD). In this area, the Alternative Concept Plan primarily differs from the Concept Plan in that it provides: (i) for the elimination of the current Monroe Avenue bridge and of the current Route 1 roadway between Monroe Avenue and Howell Avenue; (ii) for the construction of~~

[5] The Alternative Concept Plan Conditions differ primarily from the Concept Plan Conditions in that they contain additional provisions that address the construction of the New Route 1 Connector (a term defined in paragraph 4), the demolition of the Monroe Avenue Bridge and the realignment of Monroe Avenue.

~~a new road structure that provides a direct and relatively straight connection between the intersection of Route 1 and Slater's Lane, at the east end of the current Monroe Avenue bridge, and Route 1 in the vicinity of Howell Avenue (the "New Route 1 Connector"); (iii) for the realignment of certain streets, including Monroe Avenue and its tie-in to the New Route 1 Connector; and (iv) for changes in proposed land uses and proposed areas of open space largely in this portion of the CDD.~~ (CDD#99-01, F-4) (CDD#2010-0001)

F- 5. **[FINDING ADDED BY STAFF]** Development shall comply with the requirements of Article XIII and all erosion and sediment control laws. Any increase in impervious area may require additional BMPs. (CDD#2010-0001)

Plan Conditions[6]

The Alternative Concept Plan Trigger

1. **[CONDITION SATISFIED AND AMENDED BY PLANNING COMMISSION]** The Concept Plan shall be the operative concept plan for the CDD, under §5-604 of the Zoning Ordinance, unless and until the condition set forth in this paragraph (the "Trigger") is timely satisfied and written notice of its satisfaction is provided by the City Manager to ~~CAP~~ the applicant, in which case the Alternative Concept Plan shall become and remain the operative concept plan for the CDD until amended or rescinded by City Council. The Trigger is as follows (CDD#99-01, 1) (CDD#2010-0001) (PC):

    a. **[CONDITION SATISFIED AND AMENDED BY PLANNING COMMISSION]** On or before October 1, 2000, ~~CAP~~ the applicant shall prepare, and submit to the City for its review and its approval or disapproval (which review shall not exceed 120 days), construction documents, in sufficient detail to obtain construction bids, for both the infrastructure to be constructed and the related work to be undertaken pursuant to the "Route 1/Monroe Avenue Bridge/Potomac Avenue Connection Design -- Concept Plan," (the "Concept Plan Connection Design") and the infrastructure to be constructed and the related work to be undertaken pursuant to the "Route 1/Monroe Avenue Bridge/Potomac Avenue Connection Design -- Alternative Concept Plan" (the "Alternative Concept Plan Connection Design.") (These two "Connection Designs," which show alternative ways of connecting the new "spine road," or Potomac Avenue, with Route 1 and, more generally, the different infrastructure schemes for the portion of the CDD that lies, generally, between the northern side of Howell Avenue (extended into the CDD) and the southern side of the Monroe Avenue bridge, are shown in the

[6] These conditions are applicable to, and are a part of, both the Concept Plan and the Alternative Concept Plan, except where otherwise expressly provided in the paragraphs below or where it is obvious from a condition that it applies only to one plan.

document entitled "Route 1/Monroe Avenue Bridge/Potomac Avenue Connection Concept Design --Two Options," which is attached as Attachment C.) (CDD#99-01, 1a) (CDD#2010-0001) (PC)

b. **[CONDITION SATISFIED AND AMENDED BY PLANNING COMMISSION]** After receiving the City's approval of the construction documents, ~~CAP~~ the applicant shall obtain from construction and engineering (and any other appropriate professional) firms, which are acceptable to the City, estimates of the construction cost for each of these two Connection Designs. The cost estimate for the Concept Plan Connection Design shall be known as the "Concept Plan Cost Estimate," and the cost estimate for the Alternative Concept Plan Connection Design shall be known as the "Alternative Concept Plan Cost Estimate." No later than 120 days after receiving the City's approval of the construction documents, ~~CAP~~ the applicant shall submit the Concept Plan Cost Estimate and the Alternative Concept Plan Cost Estimate, along with detailed information showing the basis for each estimate, to the City for its review and approval. The City shall have 150 days from its receipt of the Concept Plan Cost Estimate and the Alternative Concept Plan Cost Estimate to review and determine whether or not to approve them. (CDD#99-01, 1b) (CDD#2010-0001) (PC)

c. **[CONDITION SATISFIED]** No later than 90 days after its approval of the Concept Plan Cost Estimate and the Alternative Concept Plan Cost Estimate (the "Trigger Deadline"), and based on these estimates, the City shall determine whether it will assume responsibility for the difference between (i) the actual cost for constructing the Alternative Concept Plan Connection Design generally in accordance with the construction documents approved by the City pursuant to subparagraph (a) (the "Alternative Concept Plan Actual Cost") and (ii) the projected "actual" cost for constructing the Concept Plan Connection Design (the "Concept Plan Projected Actual Cost"), such difference to be known as the "Plan Cost Difference."

The Concept Plan Projected Actual Cost shall be the sum of (i) an amount equal to the Concept Plan Cost Estimate less the Concept Plan Estimated Special Cost -- Total (as defined below), multiplied by the fraction which has as its numerator an amount equal to the Alternative Concept Plan Actual Cost less the Alternative Concept Plan Actual Special Cost -- Total (as defined below), and as its denominator an amount equal to the Alternative Concept Plan Cost Estimate less the Alternative Concept Plan Estimated Special Cost -- Total (as defined below), and (ii) an amount equal to the sum of five individual amounts calculated separately on the basis of the following formula for each Special Cost (as defined below): the Concept Plan Estimated Special Cost (as defined below), multiplied by the fraction which has as its numerator the Alternative Concept Plan

Actual Special Cost (as defined below) and as its denominator the Alternative Concept Plan Estimated Special Cost (as defined below).

For each Special Cost, the Concept Plan Estimated Special Cost shall be defined as the portion of the Concept Plan Cost Estimate that is estimated for the particular Special Cost; the Alternative Concept Plan Actual Special Cost shall be defined as the portion of the Alternative Concept Plan Actual Cost that consists of the particular Special Cost; and the Alternative Concept Plan Estimated Special Cost shall be defined as the portion of the Alternative Concept Plan Cost Estimate that is estimated for the particular Special Cost. The Concept Plan Estimated Special Cost -- Total shall equal the sum of the Concept Plan Estimated Special Cost for all Special Costs. The Alternative Concept Plan Actual Special Cost -- Total shall equal the sum of the Alternative Concept Plan Actual Special Cost for all Special Costs. The Alternative Concept Plan Estimated Special Cost -- Total shall equal the sum of the Alternative Concept Plan Estimated Special Cost for all Special Costs.

A Special Cost shall be defined to be the cost to accomplish, or the cost otherwise associated with, each of the following matters which relate to activities that will be undertaken in the course of implementing the Concept Plan Connection Design, the Alternative Concept Plan Connection Design, or both. (CDD#99-01, 1c) (CDD#2010-0001)

i. **[CONDITION SATISFIED]** Special Cost -- Demolition: the cost to remove the existing Monroe Avenue bridge, including removal of bridge abutments, approach lanes to the bridge, and subsurface structures supporting the bridge, and disposal of waste materials, but excluding any cost premium or cost saving under subparagraph (c)(5). It is anticipated that this cost, for the most part, would be incurred in the implementation of the Alternative Concept Plan Connection Design, but not in the implementation of the Concept Plan Connection Design; (CDD#99-01, 1c1) (CDD#2010-0001)

ii. **[CONDITION SATISFIED]** Special Cost -- Maintenance of Traffic: the cost of activities required to maintain acceptable traffic conditions on Route 1 (e.g., placement or construction of temporary structures) and of the consequences that such activities or other traffic maintenance requirements will have on other construction activities (e.g., increased cost due to construction activities having to be performed outside of normal hours, or due to limitations being placed on the hours in a period during which construction activities may take place), but excluding any cost premium or cost saving under subparagraph (c)(5). It is anticipated that this cost would be incurred in the implementation of both the Concept Plan Connection Design and the Alternative Concept Plan Connection Design, but that the cost would be higher

under the latter plan; (CDD#99-01, 1c2) (CDD#2010-0001)

iii. **[CONDITION SATISFIED]** Special Cost -- Relocation of Utilities: the cost to relocate existing underground utilities, but excluding any cost premium or cost saving under subparagraph (c)(5). It is anticipated that this cost would be incurred in the implementation of both the Concept Plan Connection Design and the Alternative Concept Plan Connection Design, but that the cost would be higher under the latter plan; (CDD#99-01, 1c3) (CDD#2010-0001)

iv. **[CONDITION SATISFIED]** Special Cost -- Soils: the cost of activities associated with the foundation systems of the bridge or bridge system connecting Route 1, at its intersection with Slater's Lane, with a roadway within the presently-defined Potomac Yard, which activities are required by actual soil conditions within the Yard that differ from the conditions that were used in preparing the cost estimates under subparagraph (b) above, but excluding any cost premium or cost saving under subparagraph (c)(5). It is anticipated that this cost would be incurred in the implementation of both the Concept Plan Connection Design and the Alternative Concept Plan Connection Design, but that the cost would be higher under the latter plan; (CDD#99-01, 1c4) (CDD#2010-0001) and

v. **[CONDITION SATISFIED]** Special Cost -- City Construction: the cost premium or the cost saving, regardless of the cost item, due to the City itself undertaking the construction of a portion of the Alternative Concept Plan Connection Design pursuant to subparagraph (e) below. This cost premium or cost saving, if any, would be incurred only if the Alternative Concept Connection Design were constructed and the City were to decide to construct a portion of this connection design. (CDD#99-01, 1c5) (CDD#2010-0001)

d. **[CONDITION SATISFIED AND AMENDED BY PLANNING COMMISSION]** If the City determines that it will assume responsibility for the Plan Cost Difference, and if it conveys this determination in writing to ~~CAP~~ the applicant on or before the Trigger Deadline, then the Concept Plan shall no longer be of any force or effect, and shall be replaced by the Alternative Concept Plan as the operative concept plan, under § 5-604 of the Zoning Ordinance, for the CDD. If the City determines that it will not assume responsibility for the amount of the Plan Cost Difference, or if it conveys no determination to ~~CAP~~ the applicant before the Trigger Deadline, then the Concept Plan shall remain the operative concept plan, under § 5-604 of the Zoning Ordinance, for the CDD. (CDD#99-01, 1d) (CDD#2010-0001) (PC)

e. **[CONDITION SATISFIED AND AMENDED BY PLANNING COMMISSION]** If the City determines that it will assume responsibility for the Plan Cost Difference, then it shall exercise that responsibility either by constructing a portion of the Alternative Concept Plan Connection Design that has a construction cost equal to the amount of the Plan Cost Difference, by contributing the amount of the Plan Cost Difference toward ~~CAP's~~ the applicant's construction of the Alternative Concept Plan Connection Design, or by otherwise making funds equal in amount to the Plan Cost Difference available for the construction of the Alternative Concept Plan Connection Design. Whether the City constructs a portion of the Alternative Concept Plan Connection Design, contributes toward the construction of the Alternative Concept Plan Connection Design or otherwise makes funds available toward such construction is a determination to be made by the City in its sole discretion. (CDD#99-01, 1e) (CDD#2010-0001) (PC)

f. **[CONDITION SATISFIED]** In the event that the Alternative Concept Plan becomes the operative concept plan pursuant to subparagraph (d) above, within 90 days of submission by the Applicant to the City of the preliminary development plan for a development consisting of 250,000 square feet or less or, if larger, for a development consisting of a single building, which development, upon completion, would require, in order to secure a certificate of occupancy for all its square footage, completion of the infrastructure improvements described in subparagraphs 15(a) and 15(d) below (the "Trigger Plan"), the City shall provide the Applicant with evidence that funds for the Plan Cost Difference will be available for the purpose of constructing the Alternative Concept Plan Connection Design within one year of the date such evidence is provided. In the event that such evidence cannot be provided by the City within the required time period, then the Alternative Concept Plan shall no longer be of any force or effect, and shall be replaced by the Concept Plan as the operative concept plan, under § 5-604 of the Zoning Ordinance, for the CDD. (CDD#99-01, 1f) (CDD#2010-0001)

g. **[CONDITION SATISFIED AND AMENDED BY PLANNING COMMISSION]** In the event the City disapproves construction documents submitted to it by ~~CAP~~ the applicant under subparagraph (a), or disapproves the Concept Plan Cost Estimate or Alternative Plan Cost Estimate submitted to it by ~~CAP~~ the applicant under subparagraph (b), the City shall, at the same time it notifies ~~CAP~~ the applicant of its disapproval, inform ~~CAP~~ the applicant of the basis for its disapproval. Thereafter, and within a reasonable period of time, ~~CAP~~ the applicant shall revise the construction documents or adjust the cost estimates to address the basis for the City's disapproval, and submit the revised documents or adjusted estimates to the City for its approval or disapproval, which the City shall provide within 60 days of its receipt of the ~~CAP~~ the applicant submission. This process shall continue until City approval of the construction

documents or cost estimates has been obtained. Notwithstanding any other provision of this paragraph, the City shall not unreasonably withhold its approval of any construction documents or any costs estimates submitted to it by ~~CAP~~ the applicant. (CDD#99-01, 1g) (CDD#2010-0001) (PC)

General

2. **[CONDITION AMENDED BY PLANNING COMMISSION]** Any preliminary development plan for the CDD, filed or pursued under § 5-605 of the Zoning Ordinance, shall be consistent with, and shall meet all requirements which are part of, the Concept Plan or, if in effect, the Alternative Concept Plan, including the design guidelines. which are part of the operative concept plan; provided, that no preliminary development plan for any portion of the CDD to the west of the relocated rail lines and to the south of Howell Avenue (extended into the CDD), and no site plan proposing a permitted or special use in this portion of the CDD, may be filed or pursued by ~~CAP~~ the applicant prior to the Trigger Deadline. (CDD#99-01, 2) (PC)

3A. **[CONDITION SATISFIED AND AMENDED BY PLANNING COMMISSION]** A preliminary development plan and/or any associated development and/or zoning applications for Landbay L shall not be submitted for review to the City prior to a comprehensive analysis by the City of Potomac Yard including but not limited to Landbay L and all associated and applicable Master Plan and/or zoning approvals have been approved by the City. In the event the City has not approved all necessary Master Plan and/or zoning approvals as part of the comprehensive review of Potomac Yard including but not limited to Landbay L by June 1, 2010, ~~PYD~~ the applicant shall be permitted to file a development plan for Landbay L which shall be subject to all applicable provisions of the CDD Concept Plan, transportation management plan, Potomac Yard Design Guidelines and Zoning Ordinance. In no event shall the comprehensive analysis of Landbay L reduce the approved development levels below those resulting from the transfer of density in CDD Concept Plan Amendment #2008-0001. (CDD#2008-0001, 3A) (CDD#2010-0001) (PC)

3. **[CONDITION AMENDED BY PLANNING COMMISSION]** ~~CAP~~ The applicant may transfer square footage that is approved in the Concept Plan or, if in effect, the Alternative Concept Plan from one to another landbay, with the approval of the Director of P&Z, subject to the following limitations (PC):

   a. **[CONDITION AMENDED BY STAFF]** no transfer shall cause the net square footage of retail use or office use, or the number of dwelling units, in a landbay (i.e., whether the transferor or transferee landbay) to increase or decrease by 15% or more from the net retail square footage or the net office square footage, or the number of dwelling units, approved for that landbay except that, through a DSUP, multifamily and office uses within Landbays H, I, and J may be relocated consistent with the CDD Concept

Plan dated September 24, 2010; ~~or, if in effect, the Alternative Concept Plan;~~ (CDD#99-01, 3a) (CDD#2010-0001)

b. no transfer shall cause or result in the transfer of any square footage of retail use from landbay "G" (the "Town Center"); (CDD#99-01, 3b) and

c. no transfer shall cause or result in a change to any element in or part of the Concept Plan or, if in effect, the Alternative Concept Plan other than an increase or decrease in the amount of retail or office use, or in the number of dwelling units, that is consistent with subparagraph (a). (CDD#99-01, 3c)

d. **[CONDITION AMENDED BY STAFF]** ~~office floor area within Landbay G and/or Landbay H may be converted to ground floor retail use through a special use permit provided that the conversion occurs as part of the development plan for each Landbay (s) and shall also be subject to the following, unless otherwise determined by the City retail study~~ Uses within Landbay G may be reprogrammed through the DSUP process so long as the mix of uses is consistent with the amended CDD Concept Plan dated September 24, 2010 (CDD#2008-0001, 3Bd) (CDD#2010-0001):

i. **[CONDITION AMENDED BY STAFF]** Any conversion of uses as noted above ~~office floor area to retail floor area~~ shall occur on a one for one net ~~gross~~ floor area. ~~for the office and retail uses.~~ (CDD#2008-0001, 3Bdi) (CDD#2008-0004, 3Bdi) (CDD#2010-0001)

ii. **[CONDITION AMENDED BY STAFF]** ~~For Landbay G,~~ The conversion shall not decrease the amount of ground floor retail floor area below 80,000 sq. ft. and the conversion shall not allow an overall retail floor area above 195,000 sq. ft. (CDD#2008-0001, 3Bdii) (CDD#2008-004, 3Bdii) (CDD#2010-0001)

iii. **[CONDITION DELETED BY STAFF]** ~~For Landbay H, the conversion shall not decrease the amount of ground floor retail floor area below 5,000 sq. ft. and the conversion shall not allow an overall retail floor area above 20,000 sq. ft.~~ (CDD#2008-0001, 3Bdiii) (CDD#2008-004, 3Bdiii) (CDD#2010-0001)

4. **[CONDITION AMENDED BY STAFF]** For purposes of these concept plan conditions, "retail" is defined to include retail shopping establishments, restaurants, personal service establishments, banks, amusement enterprises, health clubs and any other activity that involves a significant degree of pedestrian activity, as determined by the Director of P&Z. ~~Within landbay "G," space approved for "retail" use shall only be occupied by retail use~~ (CDD#99-01, 4) (CDD#2008-004, 4) (CDD#2010-0001)

4A. **[CONDITION AMENDED BY STAFF AND PLANNING COMMISSION]** ~~Potomac Yard Development LLC ("PYD"), or its successors,~~ The applicant shall hire a LEED accredited professional as a member of the design and construction team for each landbay (s) and/or building(s). The accredited professional(s) shall incorporate sustainable design elements and innovative technologies into the project. The office/commercial building(s) ~~with the exception of Landbay F~~ shall achieve LEED certification under the U.S. Green Building Council's System and incorporate sustainable design elements and innovative technologies into the project unless otherwise approved in a DSUP. The residential buildings, ~~with the exception of Landbay F~~, shall explore the possibility of LEED certification under the U.S. Green Building council's System or comparable program including but not limited to Earthcraft. ~~PYD~~ The applicant, or its successors, shall also work with the City for reuse of the existing buildings materials as part of the demolition process. (CDD#2008-0001, 4A) (CDD#2010-0001) (PC)

4B. **[CONDITION DELETED BY STAFF]** ~~The Potomac Yard Design Guidelines for Landbay H shall be amended to reflect the additional office floor area permitted through CDD Concept Plan Amendment 2008-0001 and shall be consistent with the Design Guidelines for the Town Center. At a minimum, the Design Guidelines for Landbay H shall require all parking for the office buildings and multifamily buildings to be entirely below grade and provide for a pedestrian friendly, barrier free streetscape with active sues along a majority of the street frontage. The revised Design Guidelines shall be approved by the Planning Commission and City Council prior to or concurrent with the approval of a development special use permit for Landbay H.~~ (CDD#2008-0001, 4B) (CDD#2010-0001)

4C. **[CONDITION SATISFIED AND AMENDED BY PLANNING COMMISSION]** ~~Potomac Yard Development LLC ("PYD"), or its successors,~~ The applicant shall increase the provided ground level open space as part of the approval of the preliminary development plan(s) for Landbay J and Landbay L. If a revised plan is approved for Landbay L as required in condition 3, the open space requirements of the comprehensive plan shall govern for Landbay L. (CDD#2008-0001, 4C) (CDD#2010-0001) (PC)

5. In addition to the preliminary development plan approval that is required for every building constructed within the CDD pursuant to an approved concept plan, any use locating within such a building, which is a "special use" under the regulations in effect at the time of this concept plan approval for the CD, CG or CL zone in the City's Zoning Ordinance, shall obtain a separate special use permit, pursuant to section 11-500 of the Zoning Ordinance. (CDD#99-01, 5)

5A. **[CONDITION ADDED BY STAFF]** In an effort to encourage a mix of uses, non-residential uses shall be considered on the ground floor of individual townhouse units located on or adjacent to E. Custis Avenue and E. Howell Avenue between Route 1 and Main Line Boulevard if a future transit stop is provided at those locations. (CDD#2010-0001)

6. Accessory residential units (e.g. Granny Flats) may be constructed within the CDD only if they are counted as residential units and all required parking is provided. (CDD#99-01, 6)

Open Space

7. **[CONDITION AMENDED BY PLANNING COMMISSION]** The following open spaces within the CDD shall, upon the completion of their improvements, be dedicated by ~~CAP~~ the applicant to the City (PC):

   a. **[CONDITION AMENDED BY PLANNING COMMISSION]** the portion of Braddock Field, which is within Potomac Yard Park, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines (this portion of the field lies within the CDD and will be combined with public land adjacent to the CDD to form the field that is to be improved by ~~CAP~~ the applicant); (CDD#99-01, 7a) (PC)

   b. Monroe Field No. 1, which is within Potomac Yard Park, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines;(CDD#99-01, 7b)

   c. Monroe Field No. 2, which is within Potomac Yard Park (a playfield that staff has relocated from Potomac Greens to the Yard), as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7c)

   d. the remainder of Potomac Yard Park (i.e., Potomac Yard Park, less the three fields identified in subparagraphs (a) through (c); also referred to below as the "Potomac Yard Linear Park"), as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7d)

   e. **[CONDITION AMENDED BY PLANNING COMMISSION]** the southern portion of ~~CAP's~~ the applicant proposed Rail Park (i.e. all of the proposed park except the northern most approximately 1.2 acres) that is described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7e) (PC)

   f. Howell Park, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7f)

   g. the finger parks along Custis Avenue and Swann Avenue, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7g) and

h. **[CONDITION AMENDED BY PLANNING COMMISSION]** the portion of Potomac Greens Park that consists of approximately 16 acres of environmentally-protected land located in the northern and eastern portions of landbay A, and an additional parcel of approximately one acre located immediately adjacent to said portion of the park at the north end of the landbay A development, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines. (CDD#99-01, 7h) (PC)

All improvements to these and to the other open spaces within the CDD that are described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines, including the portion of the improvements to Braddock Field that will occur on the public property which is currently part of George Washington Middle School, shall be designed and constructed, including with respect to infrastructure and uses, in conformance with the Concept Plan Design Guidelines or, if in effect, the Alternative Concept Plan Design Guidelines, and shall be completed in accordance with the schedule in paragraph 15 below. The improvements to the open spaces identified in subparagraphs (a) through (h) above shall be completed by ~~CAP~~ the applicant, and accepted by the City, prior to the space being dedicated to the City. All dedicated open space, following its acceptance by the City, shall be maintained by the City. The remainder of the open spaces in the CDD shall not be owned by the City, and shall be privately maintained. However, a public access easement shall be conveyed by ~~CAP~~ the applicant to the City for all such non-dedicated open spaces (except the non-dedicated northern portion of Rail Park) which will provide access to these open spaces to members of the public (including, where appropriate, access for bicycle purposes); provided, that access to and use of one of such spaces, the Town Green on landbay G, may occasionally be limited to the owners and tenants of adjacent or nearby buildings, and their invitees, with the consent of the Director of Recreation, Parks and Cultural Affairs, which consent may not be unreasonably withheld. (CDD#99-01, 7a-h) (PC)

8A. **[CONDITION AMENDED BY STAFF AND PLANNING COMMISSION]** ~~Potomac Yard Development, LLC (PYD) and/or all successors and assigns~~ The applicant shall provide the following information to the City regarding the portion of Landbay E (Four Mile Run) located outside of the existing channel easement. The scope of these studies shall be approved by the City prior to submittal: (CDD#2008-0004, 8A) (PC)

a. **[CONDITION AMENDED BY PLANNING COMMISSION]** ~~PYD~~ The applicant shall submit a Phase I Environmental Site Assessment with the understanding that the City will be responsible for conducting a Phase II assessment, if necessary. If contaminants are found as part of the Environmental Site Assessment, ~~PYD~~ the applicant shall submit the following (PC):

i. A Site Characterization Report detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site. (CDD#2008-0004, 8Aai)

ii. A Risk Assessment indicating any risks associated with the contamination. (CDD#2008-0004, 8Aaii)

iii. A Remediation Plan, if applicable, detailing how any contaminated soils and/or groundwater will be dealt with including plans to remediate utility corridors. Proposed or relocated utility corridors in contaminated soil shall be over-excavated by 2 feet and backfilled with clean soil. (CDD#2008-0004, 8Aaiii)

iv. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. (CDD#2008-0004, 8Aaiv)

v. Confirmatory sampling between the depths of 0 and 2 feet shall be completed after final grading for all areas with exposed surficial soils from on-site sources. Areas covered by an imported 2 foot certified clean fill cap or impervious barrier do not require confirmatory sampling. (CDD#2008-0004, 8Aav)

b. **[CONDITION AMENDED BY PLANNING COMMISSION]** The structural integrity of "Bridge C" shall be evaluated by a professional engineer and a Bridge Condition Survey shall be submitted to the satisfaction of the Director of T&ES. Any structural deficiencies identified in the survey shall be repaired by ~~PYD~~ the applicant to the satisfaction of the Director of T&ES. (CDD#2008-0004, 8Ab) (PC)

c. Provide an updated ALTA survey, including all existing utilities and easements. (CDD#2008-0004, 8Ac)

d. The Applicant shall satisfy the requirements contained in this condition within three (3) years of the date of City Council approval or before the trigger in Condition #8H below is met - whichever occurs earlier. (CDD#2008-0004, 8Ad)

8B. **[CONDITION AMENDED BY STAFF AND PLANNING COMMISSION]** ~~PYD and/or all successors and assigns~~ The applicant shall demolish the bridge "B" deck and related structural supports, to the satisfaction of the Director of T&ES. ~~PYD~~ The applicant shall also demolish a portion of the abutments, if requested by the City and permitted by the applicable state and federal authorities. All work shall be subject to the following (CDD#2008-0004, 8B) (PC):

a. The principal point of contact for all construction/demolition-related activities will be the Director of T&ES, who will consult as appropriate with the Directors of RP&CA, P&Z, Code Administration, and any other necessary City agencies. (CDD#2008-0004, 8Ba)

b. **[CONDITION AMENDED BY PLANNING COMMISSION]** If necessary due to the removal of the bridge deck, related structural supports, and any portion of the abutments, ~~PYD~~ the applicant shall develop, provide, install, and maintain a slope stabilization to restore and stabilize all disturbed areas in accordance with the erosion and sediment control requirements set forth in the Virginia State Code. Rip rap only is not acceptable. (CDD#2008-0004, 8Bb) (PC)

c. If necessary, due to the removal of the bridge deck, related structural supports, and any portion of the abutments, all banks adjacent to bridge "B" shall be restored to match the slope of the adjacent banks. (CDD#2008-0004, 8Bc)

d. Bridge "B", including any portion of the abutments and related structural supports, shall be demolished and disposed of in compliance with all state and federal regulations All demolition material and construction debris shall be removed from the project site including the Four Mile Run channel, embankments, and resource protection area, upon completion of construction activities. (CDD#2008-0004, 8Bd)

e. **[CONDITION AMENDED BY PLANNING COMMISSION]** Prior to commencement of demolition, ~~PYD~~ the applicant shall prepare and submit a construction management plan of the demolition for review and approval by the Director of Transportation and Environmental Services. (CDD#2008-0004, 8Be) (PC)

f. All necessary hauling permits shall be obtained prior to release of the demolition permit by the City of Alexandria. (CDD#2008-0004, 8Bf)

8C. The applicant shall identify and remove/relocate any existing utilities location or associated with Bridge "B". (CDD#2008-0004, 8C)

8D. The applicant shall identify the tie-in location for water and electric service to the Landbay. (CDD#2008-0004, 8D)

8E. The applicant shall install security fencing on the north and south ends of Bridge "C" to prevent vehicular and pedestrian access to the bridge to the satisfaction of the Director of Recreation, Parks, & Cultural Activities. (CDD#2008-0004, 8E)

8F. **[CONDITION AMENDED BY PLANNING COMMISSION]** At its expense, and with the assistance of the City in coordinating and obtaining the necessary

approvals from the applicable local, state, and federal entities, ~~PYD~~ the applicant shall be responsible for submitting, obtaining, and/or maintaining all federal, state, and local construction permits, dedication plats, and documentation. (CDD#2008-0004, 8F) (PC)

8G. **[CONDITION AMENDED BY PLANNING COMMISSION]** ~~PYD~~ The applicant shall meet with Transportation and Environmental Services to discuss construction staging activities prior to release of ground disturbing activities. No construction staging activities shall occur on Route 1. (CDD#2008-0004, 8G) (PC)

8H. The applicant shall demolish the bridge in accordance with the conditions and dedicate Landbay E to the City prior to the issuance of a building permit for any development in excess of 1,000,000 square feet for Landbays H, I, J, or L collectively. (CDD#2008-0004, 8H)

Grading

9. The portion of the CDD to the west of the relocated rail lines and to the south of Howell Avenue (extended into the CDD), to the district's southern boundary, shall be graded so that the grades in this part of the CDD are designed in accordance with good engineering practices and blend gradually, without any abrupt changes, into the existing grades of the adjacent neighborhoods and the George Washington Middle School. (CDD#99-01, 9)

Parking

10. **[CONDITION AMENDED BY STAFF]** ~~No parking reductions shall be requested for any residential uses within the CDD, except for "Granny Flats" where the requirement may only be reduced to one space per flat and where a limited number of on-street parking spaces may be used to meet the parking requirement. A parking reduction may be approved as part of a development special use permit for any on-site affordable residential units provided that the units comply with all applicable requirements and standards of Section 7-700 of the Zoning Ordinance and/or the applicable provisions of the City's affordable housing policy. A parking reduction may be permitted as part of a comprehensive shared parking plan if approved as part of the development special use permit for each Landbay(s).~~ If the WMATA board awards a contract for the construction of a Metrorail station adjacent to Potomac Yard, reduced parking ratios lower than the Zoning Ordinance requirements shall be permitted through a Development Special Use Permit. (CDD#99-01, 10) (CDD#2008-0001, 10) (CDD#2010-0001)

11. A minimum of 15% visitor parking, which may be on- or off-street, shall be provided for all residential uses. (CDD#99-01, 11)

11A. **[CONDITION AMENDED BY PLANNING COMMISSION]** ~~Parking for all office, and residential multi-family building(s) and/or Landbay(s) shall be located~~

~~underground with the exception of Landbay F, and with the exception of one above-grade parking structure within Landbay G which shall be entirely screened with active and/or architectural screening. Required parking for individual townhomes and other single-family units such as stacked and duplex units shall from rear alleys.~~ (CDD#2008-0001, 11A) All parking must be underground, except that above-grade parking structures may be permitted in any subsequent Development Special Use Permits in the following locations, subject to the criteria in 11B, C and D:

a. Landbay G, Block D;
b. Landbay G, Block H;
c. Landbay H, Block bounded by Route 1, Maskell Street, Main Line Boulevard and Swann Avenue;
d. Landbay H/I, Block bounded by Route 1, Swann Avenue, Main Line Boulevard and Bluemont Avenue;
e. Landbay J, Block adjacent to Route 1, Main Line Boulevard and Potomac Avenue;
f. Landbay L, Block adjacent to Monroe Avenue and Main Line Boulevard; and
g. Landbay H/I, Block bounded by Main Line Boulevard, Swann Avenue, Potomac Avenue and Bluemont Avenue. (CDD#2010-0001) (PC)

11B. **[CONDITION AMENDED BY PLANNING COMMISSION]** With the exception of the above-grade parking structure in Landbay G, Block D, which is already approved, any exception in any subsequent Development Special Use Permit for above-grade parking structures is permitted, subject to the following:

a. Each multifamily or office building and block shall provide a minimum of one level of underground parking;
b. Above-grade structured parking may be located within the central portion of the block at grade, provided that a minimum of one level of parking is provided below grade and each level of the entire street and/or park/open space frontage is devoted to active uses (residential, office, and/or retail) with a minimum depth of 35 feet; and
c. If above-grade structured parking is provided above the ground floor uses, the parking is required to be screened with active uses (residential, office, and/or retail) with a minimum depth of 35 feet for the entire street and/or park/open space frontage.(CDD#2010-0001) (PC)

11C. **[CONDITION ADDED BY PLANNING COMMISSION]** The final design of the federal tenant above-grade parking structure in Landbay H/I shall be determined during the Development Special Use Permit ("DSUP") process, but shall be generally consistent with the following criteria:

a. Active uses shall screen all above-grade parking structure levels along the Potomac Avenue, Bluemont Avenue and Main Line Boulevard frontages;
b. Ground floor active uses shall screen the first level of the above-grade parking structure along Swann Avenue frontage.
c. An architectural façade consisting of masonry and glazed openings shall screen the upper levels of the above-ground parking structure along Swann Avenue frontage.
d. The upper level façade masonry elements shall shield the headlights of cars located within the above-grade parking structure. (CDD#2010-0001) (PC)

11D. **[CONDITION ADDED BY PLANNING COMMISSION]** Surface parking lots may be permitted on an interim basis on land that has yet to be developed. These parking lots shall be approved as an administrative Special Use Permit and the parking lot shall conform to screening and landscaping standards for parking lots. (CDD#2010-0001) (PC)

11E. **[CONDITION ADDED BY PLANNING COMMISSION]** Required parking for individual townhomes and other single family units such as stacked and duplex units shall be from rear alleys. (CDD#2010-0001) (PC)

Phasing and Preliminary Development Plan Processing

12. The CDD Landbay, Infrastructure and Open Space Phasing Plan

a. **[CONDITION AMENDED BY PLANNING COMMISSION]** The very first preliminary development plan application (excluding the preliminary development plan for Braddock Field) that is filed for the CDD shall be accompanied by a "CDD Landbay, Infrastructure and Open Space Phasing Plan" (the "CDD Phasing Plan"), which shall be updated and submitted with each subsequent preliminary development plan application that seeks approval of one or more buildings or structures within the CDD. No such preliminary development plan shall be approved unless the Director of P&Z and the Director of T&ES have approved the CDD Phasing Plan which accompanies the development plan application. The initial and each updated CDD Phasing Plan is intended to inform the City of ~~CAP's~~ the applicant projections regarding the timing and nature of landbay, infrastructure and open space construction activities, and to ensure that the construction of the infrastructure systems identified below in subparagraph (b)(ii) is pursuant to a comprehensive plan, covering the entire CDD, that has been approved by the City. Notwithstanding the above, ~~CAP~~ the applicant may, at its discretion, submit an updated CDD Phasing Plan from time to time for review and approval by the Director of P&Z and the Director of T&ES; provided, that no such submission shall relieve ~~CAP~~ the applicant of the requirement that it submit an updated CDD Phasing Plan with each preliminary

development plan application that seeks approval of one or more buildings or structures within the CDD. (CDD#99-01, 12a) (PC)

b. The initial and each subsequent CDD Phasing Plan shall satisfy the following conditions and requirements. (CDD#99-01, 12b)

i. **[CONDITION AMENDED BY PLANNING COMMISSION]** As to landbays, the plan shall provide, for each landbay within the CDD, a general outline of the landbay and ~~CAP's~~ the applicant's most up-to-date projection of the times when construction of the different land uses (i.e., office, retail, hotel and residential) described in the operative concept plan for the landbay is likely to commence. (CDD#99-01, 12bi) (PC)

ii. As to infrastructure, the plan shall provide, for each of the systems of infrastructure identified below in this subparagraph, (x) the general location and layout of the major components, or the backbone, of the system (such components to be determined by the Director of T&ES), and (y) the times when construction of these major system components is expected to commence (provided, that the projected times for the commencement of construction of these components shall be consistent with the schedule in paragraph 15 below). The systems of infrastructure to be addressed are (CDD#99-01, 12bii):

A. the system of major streets to be constructed within the CDD, which shall consist of the streets identified below in paragraph 15 and the four major east-west streets to be constructed within the CDD (East Glebe, Swann, Custis and Howell); (CDD#99-01, 12biiA)

B. the sanitary sewer system to be constructed within the CDD, including the Trunk Sewer (as defined below in paragraph 22); (CDD#99-01, 12biiB)

C. the stormwater sewer system to be constructed within the CDD; (CDD#99-01, 12biiC) and

D. the utility systems to be constructed within the CDD (e.g., electricity, water, gas, phone/communications and cable). (CDD#99-01, 12biiD)

iii. As to open spaces, the plan shall provide, as to each open space area identified in the design guidelines (except neighborhood open spaces) for the operative concept plan, (x) the general location of the open space, and (y) the time when construction of the improvements to the open space is expected to commence (provided, that the projected times for the commencement of

construction of the improvements shall be consistent with the schedule in paragraph 15 below). (CDD#99-01, 12biii)

13. The Landbay Preliminary Infrastructure, Open Space and Use Plan

a. The first preliminary development plan that proposes the construction of a building or structure within a landbay in the CDD shall be accompanied by a "Landbay Preliminary Infrastructure, Open Space and Use Plan" (the "Landbay Preliminary Plan"). This plan shall (i) show, at a level of detail defined by the Director of T&ES, all streets and sidewalks, sanitary sewers, storm sewers, and utilities (e.g., electricity, water, gas, phone/communications and cable), and any other infrastructure items identified by the Director, that will be constructed within or otherwise to serve the landbay, (ii) show all the open spaces within the landbay, whether public or private, that are described in the operative concept plan, and (iii) show the general locations within the landbay of the other uses identified for the landbay in the operative concept plan. It is anticipated that the Director of T&ES will require the Landbay Preliminary Plan at least to contain preliminary plans and profiles for the streets and sidewalks, sanitary sewers, storm sewers and utilities to be constructed within or otherwise to serve the landbay. The Landbay Preliminary Plan that accompanies the first preliminary development plan for a landbay shall be submitted to City Council along with the development plan, and shall be approved by Council in conjunction with its approval of the development plan. (CDD#99-01, 13a)

b. Any subsequent preliminary development plan for the same landbay that requires or involves modifications (including additions) to the previously approved Landbay Preliminary Plan shall be accompanied by a new Landbay Preliminary Plan which includes all such modifications and complies with subparagraph (a). This new plan shall be submitted to City Council along with the preliminary development plan, and shall be approved by Council in conjunction with its approval of the development plan. (CDD#99-01, 13b)

c. Within 60 days of the approval of the first preliminary development plan for a landbay, and within 20 days of the approval of all subsequent preliminary development plans for such landbay, the Director of T&ES shall identify the components of the landbay's streets and sidewalks, sanitary sewers, storm sewers and utilities (and other infrastructure items identified by the Director under subparagraph (a)) that are shown in the approved Landbay Preliminary Plan, and the components of the landbay's open spaces that are shown in that Landbay Preliminary Plan, for which final engineering plans, profiles and, where applicable, calculations shall be submitted along with the final site plan for the landbay development that has just received development plan approval. No final site plan for a building or structure within a landbay shall be released unless the Director

of T&ES has received as part of the final site plan submission, and has approved, the engineering plans, profiles and calculations for the infrastructure and open space components which the Director had identified. (CDD#99-01, 13c)

14. The Directors of T&ES and P&Z may require that infrastructure, open spaces, land uses and other matters located outside of the landbay that is the subject of a preliminary development plan application also be shown and addressed in the application, if they deemed it necessary to properly assess the proposed development plan. (CDD#99-01, 14)

Infrastructure and Open Space Improvements -- Commencement or Completion Date/Event

15. **[CONDITION AMENDED BY PLANNING COMMISSION]** Construction of the infrastructure and open space improvements identified in the schedule below shall be commenced or completed in accordance with the dates or events in the schedule, unless a variation from the schedule is approved by City Council in conjunction with the approval of a preliminary development plan for the CDD. Following the completion of their construction, the new streets and the improvements to existing streets, which are identified in the schedule, shall be dedicated by ~~CAP~~ the applicant to the City. (CDD#99-01, 15) (PC)

Streets

a. **[CONDITION AMENDED BY STAFF] Potomac Avenue (Spine Road)**[7] ---Construction of this road from its tie-in with South Glebe Road or Crystal Drive in Arlington, to a tie-in with the New Route 1 Connector (see paragraph 15(d)), shall be completed and accepted prior to ~~release of the final site plan for any development~~ issuance of the first certificate of occupancy in Landbay I or J, ~~except for the 10 units in Landbay I already approved pursuant to DSUP#2004-0048~~. Notwithstanding anything in this subparagraph (a) to the contrary, unless construction of this road has already occurred pursuant to this subparagraph, construction of the Spine Road from its tie-in with either South Glebe Road or Crystal Drive in Arlington to a tie-in, at grade, with current Route 1 in the vicinity of Windsor Avenue (or another location determined by the Director of T&ES) shall be completed before the issuance of a certificate of occupancy for 2,000,000 square feet of any new

[7]In the event the Alternative Concept Plan is in effect, and the City elects, under paragraph 1(e) above, to construct all or a portion of Potomac Avenue (the Spine Road), then the Applicant's ability to develop and receive certificates of occupancy within the CDD shall be affected by the date on which the construction of Potomac Avenue is completed only (i) if the City commences construction at or before the time that the construction would have been commenced by Applicant in order to have the construction completed within the deadlines in this subparagraph (a), and (ii) if the City thereafter diligently pursues the construction to completion.

development in this portion of the CDD for which final site plan approval is given after the date of concept plan approval. (CDD#99-01, 15a) (CDD#2007-0001, 15a) (CDD#2010-0001)

aa. **[CONDITION ADDED BY STAFF] Street A** --- Construction shall occur as set forth below:

i. If the east/west roadway north of Block D (Wesmond Drive) is constructed by others and dedicated to the city prior to construction of Public Street "A", the applicant shall redesign and construct Public Street "A" in Landbay G to intersect with Wesmond Drive in a "T" intersection configuration.

ii. The applicant shall design and construct Private Street "A" in Landbay G to intersect Potomac Avenue in a "T" intersection configuration. If the east/west roadway north of Block D (Wesmond Drive) is constructed by others and dedicated to the City prior to construction of Private Street "A", the applicant shall redesign Private Street "A" to form a linear extension of Wesmond Drive extending east to Potomac Avenue. The redesign of Private Street "A" shall be based on the design standards for Wesmond Drive contained within the North Potomac Yard Urban Design Standards. (CDD#2010-0001)

b. **Main Street and South Main Street (Main Line Boulevard ST#2008-0001)**---Construction shall occur in phases with each landbay, and such construction shall be completed by the date or event described in the initial preliminary development plan approval for the landbay (CDD#99-01, 15b)

i. **[CONDITION ADDED BY STAFF]** The applicant shall design and construct Main Line Boulevard (Main Street) and other associated improvements such as street lights, curbing and temporary asphalt sidewalks within Landbay G to enable the connection between Landbay G and CDD#19 to occur with the first phase of construction but starting no later than December 31, 2011 provided that the Main Line Boulevard (Main Street) connection along the western face of Block D within North Potomac Yard has been constructed by others. (CDD#2010-0001)

c. **Route 1 Improvements**[8]---Construction of the Route 1/transitway

[8] The Route 1 Improvements under the Concept Plan differ from those under the Alternative Concept Plan. The primary difference is that, under the Concept Plan, the improvements run from Monroe Avenue to East Glebe Road. Under the Alternative Concept Plan, which calls for the removal of the Monroe Avenue bridge and the realignment of Monroe Avenue, the improvements run, generally, from Howell Avenue to East Glebe Road.

improvements from Howell Avenue to East Glebe Road shall commence within 90 days of infrastructure plan approval for the Route 1 Corridor Improvement Plan, including the transitway, and shall thereafter be diligently pursued to completion, subject to an agreement between the City and the Applicant for shared financial responsibility for the improvements. (CDD#99-01, 15c) (CDD#2007-0001, 15c)

d. **Monroe Avenue bridge removal**---Demolition of the current bridge, construction New Route 1 Connector and of the new connector and realignment of Monroe Avenue realignment[9] Monroe Avenue shall be completed before the issuance of a certificate of occupancy for the earliest of the following: (i) for 800,000 square feet of new office development in the portion of the CDD west of the relocated rail lines (including office development consisting of interim, permitted and special uses), for which final site plan approval is given after the date of concept plan approval; (ii) for 1,750,000 square feet of any new development in this portion of the CDD (including development consisting of interim, permitted and special uses, but excluding hotel uses), for which final site plan approval is given after the date of concept plan approval; or (iii) for 3,250,000 square feet of any new development in this portion of the CDD and/or in the Arlington County portion of the Potomac Yard (including development consisting of interim, permitted and special uses, but excluding hotel uses), for which final site plan approval is given after the date of concept plan approval (CDD#99-01, 15d)

e. **East Glebe Road**[10] ---Construction shall be completed by the date or event described in the initial preliminary development plan approval for landbay G (CDD#99-01, 15e)

f. **Swann Avenue**---Construction shall be completed by the date or event described in the initial preliminary development plan approval for landbay H (CDD#99-01, 15f)

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[9] These infrastructure items are only required under the Alternative Concept Plan. See paragraph 4 above. Realignment of Monroe Avenue shall include tying the avenue into the street system within the CDD in a manner approved by the Director of T&ES. In addition, in the event the Alternative Concept Plan is in effect, and the City elects, under paragraph 1(e) above, to undertake all or a portion of the Monroe Avenue bridge removal, or of the construction of the New Route 1 Connector or the Monroe Avenue realignment, then the Applicant's ability to develop and receive certificates of occupancy within the CDD shall be affected by the date on which the construction of the New Route 1 Connector or of the Monroe Avenue realignment is completed only (i) if the City commences the removal or construction, or if applicable both the removal and construction, at or before the time that it would have been commenced by Applicant in order to have the removal and construction completed within the deadlines in this subparagraph (d), and (ii) if the City thereafter diligently pursues the removal and construction to completion.

[10] The streets addressed in subparagraphs (e) through (h) are east-west streets that are to be constructed within the CDD.

g. **Custis Avenue**---Construction shall be completed by the date or event described in the initial preliminary development plan approval for landbay I (CDD#99-01, 15g)

h. **Howell Avenue**---Construction shall be completed by the date or event described in the initial preliminary development plan approval for landbay J (CDD#99-01, 15h)

Sewers

i. **Trunk Sewer**[11] to the wastewater---See paragraphs 22 and 23 below treatment plant operated by the Alexandria Sanitation Authority. (CDD#99-01, 15i)

j. **Collection System**[12]---See paragraph 24 below. (CDD#99-01, 15j)

k. **Stormwater sewers**---See paragraph 26 below. (CDD#99-01, 15k)

Stormwater Treatment

l. (l) **Master stormwater quality concept**---See paragraph 27 below plan (CDD#99-01, 15l)

Open Space

m. **[CONDITION AMENDED BY PLANNING COMMISSION] Braddock Field**[13]---A preliminary development plan for the construction of this field shall be submitted to the City within four months of ~~CAP's~~ the applicant' receipt of all necessary City and School Board consents to use public property on the site of the George Washington Middle School (see note 14); a final development plan shall be submitted to the City within two months of preliminary development plan approval; construction shall commence within three months of City approval of such final development plan, and shall thereafter be diligently pursued to completion. (CDD#99-01, 15m) (PC)

n. **Monroe Fields (final fields)**---In the event the City determines not to

[11] The Trunk Sewer is defined in paragraph 22 below.

[12] The Collection System is defined in paragraph 24 below.

[13] Braddock Field includes public land that is currently part of George Washington Middle School. The improvement of Braddock Field, therefore, requires the cooperation and consent of the City and the School Board.

assume responsibility for the Plan Cost Difference under paragraph 1 above, a preliminary development plan shall be submitted to the City within three months of such determination, a final development plan shall be submitted to the City within two months of the approval of the preliminary development plan, and construction shall be commenced within three months of the approval of the final development plan and thereafter diligently pursued to completion; in the event the City determines to assume responsibility for the Plan Cost Difference under paragraph 1 above, construction shall commence within three months of completion of construction of the New Route 1 Connector and there-after be diligently pursued to completion. (CDD#99-01, 15n)

o. **Monroe Fields (interim fields)**[14]---A plan for the construction of these fields shall be submitted to the City within four months of concept plan approval; construction shall commence within three months of City approval of such plan, and shall thereafter be diligently pursued to completion (CDD#99-01, 15o)

p. **[CONDITION AMENDED BY STAFF AND PLANNING COMMISSION] Pedestrian Bridge across rail tracks**---~~Potomac Yard Development LLC (PYD), or its successors, shall design and construct the pedestrian bridge across the WMATA and CSX rail tracks fro future dedication to the City in compliance with SUP#2008-0028. Design and construction activities shall be deferred until the finding of the Potomac Yard Metrorail Station Feasibility Work Group are complete and a determination is made by the City whether to proceed with a Metrorail station. PYD, or its successors, shall initiate design within 90 days of the City's determination.~~

~~PYD, or its successors, shall initiate design within 90 days of the City's determination with the following understanding:~~

~~In the event that the determination is made to not proceed with a Metrorail station on the proposed site, or to proceed with a Metrorail station on the site that does not include pedestrian access as an integrated design elements, then PYD or its successors shall commence construction of the pedestrian bridge on the location proposed in SUP#2008-0028 within 12 months of the City's determination.~~

~~In the event that a Metrorail station will be constructed on the site, PYD or~~

[14] The final Monroe Fields are unlikely to be constructed for many years. Therefore, CAP shall construct two fence-enclosed, regulation-size interim soccer fields, with parking for 65 vehicles and vehicular access to Route 1, at a location within the portion of the CDD west of the relocated rail lines which is approved by the Director of P&Z. Once the construction of these fields has been accepted by the City, the fields shall be operated and maintained by the City. These interim fields shall remain in use until construction of the final Monroe Fields is completed or, if earlier, the City determines no longer to utilize the interim fields.

~~its successors shall coordinate with the City to design and build the bridge as part of the station design and construction or shall make a monetary payment including a reasonable cost escalation clause to the City equivalent to the design, construction, and all applicable costs of the pedestrian bridge that would have been constructed pursuant to SUP#2008-0028.~~ (CDD#99-01, 15p) (CDD#2007-0001, 15p)

The applicant shall make a monetary contribution to be utilized by the City for design, permitting, and other hard and soft costs associated with the construction of a Metrorail station at Potomac Yard that will include a pedestrian connection between the west and east sides of the tracks. The contribution shall be made to the City as follows (CDD#2010-0001):

i. $750,000 within 30 days of final unappealable approval of the amendments to CDD #10. (CDD#2010-0001) (PC)

ii. $750,000 within 30 days of final unappealable approval of a DSUP with preliminary site plan for the remaining townhouse/urban loft parcels in Landbay I & J. (CDD#2010-0001) (PC)

iii. $750,000 within 30 days of final unappealable approval of a DSUP with preliminary site plan for the townhouse/urban loft parcels in Landbay L. (CDD#2010-0001) (PC)

iv. Notwithstanding provisions ii and iii above regarding the timing of payments, the $1.5 million set for therein shall be paid to the City no later than December 31, 2013. (CDD#2010-0001) (PC)

v. $750,000 within 30 days of the bond being issued for funding of the Metrorail station. If the bond is not issued for a Metrorail station, no additional contribution will be made. (CDD#2010-0001) (PC)

q. **[CONDITION AMENDED BY STAFF] Potomac Yard Linear Park**[15]---~~Construction shall occur in conjunction with the development of each landbay which is adjacent to the Linear Park, and shall be completed by the date or event described in the initial preliminary development plan approval for the landbay; provided, that construction of the entire park shall be completed before the approval by final site plan of 2.5 million square feet of new development within the CDD.~~ Construction and/or monetary contributions shall occur as set forth in the Landbay K DSUP. (CDD#99-01, 15q) (CDD#2010-0001)

[15] Potomac Yard Linear Park is the portion of Potomac Yard Park that lies along the rail lines on the east side of the Yard. It does not include Braddock Park, Monroe Field No. 1 or Monroe Field No. 2, all of which are also part of Potomac Yard Park.

r. **[CONDITION AMENDED BY STAFF] Rail Park**---~~Potomac Yard Development LLC ("PYD"), shall construct or dedicate Rail Park, at the City's option prior to the issuance of a certificate of occupancy for any future development in Landbay I or J,, except for the site area in Landbay I already approved pursuant to DSUP#2004-0048. PYD, or its successors, shall design and construct submit a proposal for Rail Park or an alternative off-site dog park plan in another landbay consistent with the intent of the Potomac Yard Urban Design Guidelines., with all applicable documentation prior to March 1, 2008. The proposal shall require review and approval by the Planning Commission and City Council. Construction of the approved plan shall commence prior to preliminary site plan approval for any future development in Landbay I or J, except for the site area already approved pursuant to DSUP#2004-0048. If the city has not approved the proposal prior to October 31, 2008, PYD, or its successors, shall make a monetary payment including a reasonable cost escalation clause to the City equivalent to the design, construction, and all applicable costs of the improvements to Rail Park as described in the Potomac Yard Urban Design Guidelines, such cost shall be mutually agreed upon by the City and PYD. The monetary payment shall be made prior to preliminary site plan approval for any future development in Landbay I or J, except for the site area already approved in Landbay I pursuant to DSUP#2004-0048.~~ Construction and/or monetary contributions shall occur as set forth in the Rail Park SUP. (CDD#99-01, 15r) (CDD#2007-0001, 15r) (CDD#2008-0001, 15r) (CDD#2010-0001)

s. **Potomac Greens Park**---Construction shall occur in conjunction with the development of landbay "A," and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15s)

t. **Howell Park**---Construction shall occur in conjunction with the development of landbay "J," and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15t)

u. **Swann Finger Park**---Construction shall occur in conjunction with the development of landbay "H," and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15u)

v. **Custis Finger Park**---Construction shall occur in conjunction with the development of landbay "I," and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15v)

w. **Neighborhood Parks**---Construction shall occur in conjunction with

the development of the landbay in which the particular neighborhood park is located, and shall be completed by the date or event described in the initial preliminary development plan approval for the landbay (CDD#99-01, 15w)

x. **Landbay "C" landscaping**---Construction shall occur in conjunction with the development of landbay "A," and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15x)

y. **Landbay N**---The approximately 2.78 acre Landbay N shall be dedicated to the City for passive open space purposes prior to preliminary development special use permit approval of Landbay H, I, J, and/or L. Alternatively, a perpetual open space access easement shall be granted to the City for Landbay N prior to the preliminary development special use permit approval of Landbay H, I, J, and/or L. (CDD#2008-0001, 15y)

15A. Possible Future School Site

a. A portion of the component of Potomac Yard Park consisting of Monroe Fields No. 1 and No. 2 — the portion to be identified by the Director of P&Z and the Superintendent of the Alexandria Public Schools ("ACPS"), and not to exceed three acres — shall be reserved and made available for the construction of a new ACPS school if, in the future, it is jointly determined by the city council and the school board to locate a new school at this site. If such a determination is made, and it is further determined by the council and board that more than the reserved land is needed for construction of the new school, then up to an additional two acres of adjacent land will be made available for the new school. Notwithstanding the prior provisions of this paragraph, the area that is identified by the Director and Superintendent shall be improved in accordance with the operative concept plan and paragraphs 15(n) and 15(o) above, and shall thereafter be both maintained as public open space and utilized for active recreation purposes until such time as it is determined to utilize the area for a new ACPS school. (CDD#99-01, 15Aa)

b. **[CONDITION AMENDED BY PLANNING COMMISSION]** In recognition of the possibility that, in the future, a portion of Potomac Yard Park may be removed from active recreational use and placed in school use, ~~CAP~~ the applicant shall improve an area of approximately three acres, for active recreational use, in the Potomac Yard linear Park (see note 15), in the general vicinity of land bays "H" and "I," and at a specific location to be determined by the Director of P&Z. The size of this area and the precise nature of these recreational improvements shall be determined by the Director of P&Z , after consultation with the City's Parks and Recreation Commission, the Director of Recreation, Parks and Cultural

Affairs, and ~~CAP~~ the applicant. Construction of these improvements shall occur at the time that development in this portion of the Linear Park is to occur under paragraph 15(q), and shall comply with applicable design guidelines. (CDD#99-01, 15Ab) (PC)

16. **[CONDITION AMENDED BY PLANNING COMMISSION]** A separate preliminary development plan shall be submitted by ~~CAP~~ the applicant for each of the open space areas that are to be dedicated to the City (see paragraph 7 above). The plan shall be considered by the Planning Commission and City Council, pursuant to the provisions of section 5-600 of the Zoning Ordinance. (CDD#99-01, 16) (PC)

17. **[CONDITION SATISFIED]** A Potomac Yard Design Advisory Committee (the "PYDAC") shall be established to assist the city in reviewing applications for preliminary development plan approval. (CDD#2010-0001)

    a. **[CONDITION SATISFIED]** The PYDAC shall consist of nine members to be appointed by City Council, pursuant to title 2, chapter 4 of the Code of the City of Alexandria, Virginia, as amended, for staggered terms of no more than two years. The Committee shall include two members representing the Potomac East area; two members representing the Potomac West area; one member representing the business community, and two qualified professionals skilled in architecture or urban design. (CDD#99-01, 17a) (CDD#2008-0001, 17a) (CDD#2010-0001)

    b. **[CONDITION SATISFIED]** The purpose of the Potomac Yard Design Advisory Committee is to review applications for preliminary development plan special use permit approval under this ordinance, within CDD No. 10 Potomac Yard/Potomac Greens for compliance with the urban design guidelines standards applicable therein, and make recommendation on such applications to the Planning Commission and City Council through the Director. (CDD#99-01, 17b) (CDD#2008-0001, 17b) (CDD#2010-0001)

    c. **[CONDITION SATISFIED]** The Director shall send a copy of any proposed preliminary development plan for the CDD to the Committee, and the Committee shall send its comments to the Director in time to be sent to the Planning Commission together with the staff report on the proposed plan. Each applicant for a preliminary development plan approval shall be encouraged to discuss its proposal with the Committee, including prior to the filing of an application for approval of a preliminary development plan. (CDD#99-01, 17c) (CDD#2008-0001, 17c) (CDD#2010-0001)

    d. **[CONDITION SATISFIED]** The Committee shall establish a regular schedule which provides for meetings once per calendar quarter. Additional meetings may be scheduled by the chair of the Committee, in

consultation with the Director. (CDD#99-01, 17d) (CDD#2008-0001, 17e) (CDD#2010-0001)

e. **[CONDITION SATISFIED]** Section 2-4-7(f) of the City Code, which prohibits a person from serving on more than one standing committee, shall not apply to service on the Potomac Yard Design Advisory Committee; provided, however, that this subsection shall expire on December 18, 2007. (CDD#2008-0001, 17f) (CDD#2010-0001)

Permitted/Special/Interim Use

18. The Avis and GSA facilities presently located within the Potomac Yard are acknowledged to be, and shall be treated as, existing permitted uses. Nonetheless, in the event that compliance with the schedule in paragraph 15 above requires the construction of an infrastructure or open space improvement in the area occupied by one or both of these existing uses, then whatever modifications to these uses are required to accommodate the required improvement shall be made; if such modifications are not made, no further development in the CDD pursuant to the Concept Plan or, if in effect, the Alternative Concept Plan may proceed. Further, unless approved as interim uses as part of the approval of the first preliminary development plan for the landbay in which they are located, the Avis and GSA facilities shall cease operation within 180 days of the date of approval for that preliminary plan. (CDD#99-01, 18)

19. Land uses not approved in the Concept Plan or, if in effect, the Alternative Concept Plan, which are proposed for a landbay in the CDD for which no preliminary development plan (other than a development plan addressing only the development of open space) has been approved, shall be evaluated under the provisions in the Zoning Ordinance for the underlying zone applicable to the landbay. If defined as a special use under those provisions, such uses shall require a special use permit and, if defined as a permitted use, shall only require site plan approval; provided, that no such uses may proceed if they would "preclude development consistent with the conceptual design plan" (section 5-603(A)(1) of the Zoning Ordinance). A proposed permitted or special use shall be determined to "preclude development consistent with the conceptual design plan" if:

a. development pursuant to the Concept Plan or, if in effect, the Alternative Concept Plan, and in the landbay where the proposed use is to be located, is expected to commence before the expiration of the period during which the proposed use will be permitted to, or is reasonably expected to, continue; (CDD#99-01, 19a)

b. the use is proposed for a landbay that is adjacent to a landbay for which a preliminary development plan has been approved by City Council, and the Director of P&Z determines that the proposed use is incompatible with

one or more of the uses identified in that approved development plan; (CDD#99-01, 19b) or

c. the use, if undertaken, would preclude the delivery of an infrastructure improvement identified in paragraph 15 above by the time set out in that paragraph. (CDD#99-01, 19c)

20. Any land use that is lawfully existing in a landbay within the CDD, whether as a permitted or special use, at the time the first preliminary development plan for the landbay (other than a development plan addressing only the development of open space) is submitted to the City shall be eligible to be approved as an interim use, as part of City Council's approval of the preliminary development plan. No other land uses shall be eligible for approval as interim uses within the landbay. (CDD#99-01, 20)

Affordable Housing

21. Every preliminary development plan shall meet the requirements of the city-wide affordable housing policy that is in effect at the time the plan is submitted. (CDD#99-01, 21)

Sanitary and Storm Sewer

22. **[CONDITION AMENDED BY PLANNING COMMISSION]** No preliminary development plan for any landbay west of the relocated rail lines, or for any portion of a landbay, which proposes the construction of a building or buildings pursuant to the Concept Plan or, if in effect, the Alternative Concept Plan, shall be approved by City Council until (i) a new sanitary sewer line (the "Trunk Sewer") from Potomac Yard to the Alexandria Sanitation Authority ("ASA") wastewater treatment plant has been designed by ~~CAP~~ the applicant to the satisfaction of the Director of T&ES and the Engineer/Director of ASA, and (ii) construction of the sewer has commenced. No Certificates of Occupancy shall be issued for any building, structure or facility within any landbay west of the relocated rail lines until the Trunk Sewer has been completed, has been accepted by the City, and is in service; provided, that, notwithstanding the status of the Trunk Sewer, certificates may be issued for buildings, structures or facility within landbay "F" (the Retail Center at the north end of the Yard), and within the warehouse complex in the Yard located generally to the east of the intersection of Route 1 Howell Avenue, which are buildings, structures or facilities that the City understood, at the time the sewage retention tank at the Four Mile Run Pump Station was constructed, were to be served by that retention tank. (CDD#99-01, 22) (PC)

23. At a minimum, the Trunk Sewer shall be designed and constructed in conformance with the following: (i) the length of the forced main and associated

facilities (such as pump stations) shall be minimized; (ii) the Trunk Sewer shall be a gravity sewer for the maximum distance possible within the limits of current technology; (iii) the Trunk Sewer shall accept all the sewage now flowing to the ASA River Road Pump Station; (iv) the Trunk Sewer shall be capable of accepting a portion (to be determined by the Director of T&ES) of wet-weather flows from ASA's Four Mile Run Pump Station; (v) the Trunk Sewer shall be capable of accepting all flows from the Slater's Village/Potomac Greens Pump Station (Slater's Village is also known as Old Town Greens); and (vi) the Trunk Sewer shall be capable of accepting all the sewage from the Retail Center in landbay "F" in the event any portion of the retail center continues in operation beyond January 1, 2018. Further, the Trunk Sewer shall be built on an alignment designated by the Director of T&ES and the Engineer/Director of ASA. The closure of travel lanes on City streets and the disruption of neighborhood activities shall be minimized during construction of the Trunk Sewer. (CDD#99-01, 23)

24. **[CONDITION AMENDED BY PLANNING COMMISSION]** No preliminary development plan for any landbay west of the relocated rail lines, or for any portion of a landbay, which proposes development pursuant to the Concept Plan or, if in effect, the Alternative Concept Plan, shall be approved by City Council until a gravity/forced main sanitary sewer collection system (the "Collection System") has been designed by ~~CAP~~ the applicant to the satisfaction of the Director of T&ES and the Engineer/ Director of ASA, and construction of the system has commenced. At a minimum, the Collection System shall be designed to: (i) minimize the amount of forced mains and associated facilities, such as pump stations; (ii) redirect sewage flows from the ASA River Road Pump Station, and a portion (to be determined by the Director of T&ES) of wet-weather flows from the Four Mile Run Pump Station, to the Trunk Sewer; and (iii) redirect flows from the Retail Center in landbay "F" to the Trunk Sewer, in the event any portion of the Retail Center continues in operation beyond January 1, 2018. (CDD#99-01, 24) (PC)

25. No final site plan for any development within the CDD east of the relocated rail lines, shall be approved by the City, unless one of the following events has occurred:[16] (CDD#99-01, 25)

    a. **[CONDITION AMENDED BY PLANNING COMMISSION]** a new gravity sanitary sewer has been constructed by ~~CAP~~ the applicant from the termination point of the forced main in Slater's Lane to the existing City sewer in Lee Street, and this new sewer has been accepted by the City and is in service; (CDD#99-01, 25a) (PC) or

    b. the forced main from the Slater's Village/Potomac Greens Pump Station

[16] This paragraph is a restatement of condition # 47 of SUP 97-0010. That SUP approved the Old Town Greens residential development now under construction between Slater's Lane and Potomac Greens, and it remains in effect.

has been redirected to connect with the Trunk Sewer, and the Trunk Sewer has been accepted by the City and is in service. (CDD#99-01, 25b)

26. All storm drainage systems within the CDD shall conform to the Potomac Yard Master Drainage Plan approved by the City on October 25, 1996. (CDD#99-01, 26)

27. Prior to the submission of the first preliminary development plan for any landbay within the CDD west of the relocated rail lines, a master stormwater quality concept plan for the CDD, which includes stormwater quality calculations, a description of the best management practices ("BMPs") proposed to be employed and the location of those BMPs, shall be submitted to and approved by the Director of T&ES. (CDD#99-01, 27)

28. Prior to the removal or abandonment of any existing storm or sanitary sewer that is located within the CDD, a replacement sewer shall be in place and in service, and all necessary dedications and easements relating to the replacement sewer shall have been granted and recorded. (CDD#99-01, 28)

Transportation[17]

29. **[CONDITION AMENDED BY PLANNING COMMISSION]** Shuttle bus service to and from the Braddock Road Metro station and/or the Metro station in Crystal City shall be provided. The nature and extent of this service, the time when it shall commence, the time when it may terminate and similar issues shall be assessed and determined by the City in conjunction with its review of transportation management plan amendments which ~~CAP~~ the applicant must file along with its applications for preliminary development plan approvals. (CDD#99-01, 29) (PC)

30. **[CONDITION AMENDED BY PLANNING COMMISSION]** Unless and until otherwise authorized by the City as an amendment to the operative concept plan, ~~CAP~~ the applicant shall reserve, and shall undertake no activities (except those reasonably required for maintenance and others approved by the Director of T&ES) in, an area in the CDD, between Potomac Greens and the Potomac Yard, that would be suitable for the location of a WMATA rail station (the "Metro Site"). In order to reserve the Metro Site in this manner, ~~CAP~~ the applicant shall convey a deed of easement to the City, or any other party identified by the City, which entitles the grantee to use or to authorize the use of the site for a WMATA rail station and for any ancillary purposes. The deed of easement shall also provide for reasonable access to the Metro site, by users of a rail station on the site, from both the adjacent Potomac Greens site and the adjacent Potomac Yard. Within 60 days of the approval of the concept plan for this CDD, ~~CAP~~ the

[17] Most transportation conditions for the CDD have been recommended for inclusion in the Transportation Management Plan special use permit.

applicant shall submit to WMATA a drawing which shows, and a statement which describes the boundaries of the Metro Site, and conveys ~~CAP's~~ the applicant's view that the Metro Site contains sufficient land for the construction of a WMATA rail station and for reasonable bus, pedestrian and bicycle access to the station. ~~CAP~~ The applicant shall thereafter request, and diligently pursue, from WMATA a certification that the Metro Site contains sufficient land for the construction of a WMATA rail station and for reasonable bus, pedestrian and bicycle access to the station; provided that, with respect to this requirement for a WMATA certification, ~~CAP~~ the applicant shall be considered to have not satisfied the requirement only if WMATA affirmatively states that the Metro Site does not contain sufficient land for the construction of a WMATA rail station and for reasonable bus, pedestrian and bicycle access to the station. (CDD#99-01, 30a) (PC)

31. **[CONDITION AMENDED BY PLANNING COMMISSION]** In the event funding from sources other than ~~CAP~~ the applicant becomes available in the future for the construction of a WMATA rail station at the Metro Site, and the City concurs in the decision to proceed with such construction, ~~CAP~~ the applicant shall: (i) convey the Metro Site to WMATA, or another entity identified by WMATA, at no cost to the grantee party, for construction of a rail station (the "WMATA Conveyance"); (ii) if requested by the City, cooperate in the establishment of a special service tax district, or another district or area having a comparable purpose, within the CDD, or a portion thereof, to assist in financing the construction of the rail station, in accordance with the requirements of law; and (iii) to the maximum extent feasible, re-locate the uses in landbays G and H, as shown in the Concept Plan and the Alternative Concept Plan, in order to increase the utilization of the WMATA station by persons residing and working in these landbays. In the event that ~~CAP~~ the applicant, other than in a WMATA Conveyance, conveys any of the Metro Site property to another party, it shall ensure that the reservation required, and the other obligations imposed upon it, by this paragraph 30 shall continue and shall be binding upon the grantee party. (CDD#99-01, 30b) (PC)

32. **[CONDITION AMENDED BY PLANNING COMMISSION]** In the event that funding from sources other than ~~CAP~~ the applicant becomes available in the future for a light rail or another similar transit system (apart from a heavy rail system that is addressed by paragraph 30 above) within the CDD, and the City concurs in a decision to proceed with the implementation of such a system, ~~CAP~~ the applicant shall, if requested by the City, cooperate in the establishment of a special service tax district, or another district or area having a comparable purpose, to assist in financing the system's implementation, in accordance with the requirements of law. In addition, at no time shall ~~CAP~~ the applicant undertake any activities within any of the rights-of-way that are shown in the operative concept plan, or within any of the open spaces shown in such plan that are to be dedicated to the City, that would preclude the construction or operation of a light rail or another similar transit system; provided, that in the event of such

an activity, every effort shall be made to accommodate the intent of the design guidelines. Nothing in this paragraph shall affect activities undertaken pursuant to the operative concept plan outside of the rights-of-way and open spaces identified above. (CDD#99-01, 30A) (PC)

33. The New Route 1 Connector, between its intersection with Slater's Lane and with the existing Route 1 (in the vicinity of Howell Avenue), shall provide, on both sides of the roadway, a minimum 8-foot walkway for use by pedestrians and bicycles. (CDD#99-01, 31)

34. **[CONDITION AMENDED BY PLANNING COMMISSION]** Any traffic signalization proposed by ~~CAP~~ the applicant and approved by the Director of T&ES, or required by the Director, shall be shown on the final site plan for the portion of CDD in which or adjacent to which the signalization is to be installed. The costs to acquire and install all traffic signalization equipment that is approved or required by the Director shall be the responsibility of ~~CAP~~ the applicant, and payment of such costs shall be made to the City prior to the release of the site plan showing the signalization. Any signalization approved or required by the Director shall be installed and properly operating prior to the issuance of a certificate of occupancy for any building which is to be served by the signalization. (CDD#99-01, 32) (PC)

Miscellaneous

35. **[CONDITION AMENDED BY PLANNING COMMISSION]** All utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground, and the cost of doing so shall be the responsibility of ~~CAP~~ the applicant. (CDD#99-01, 33) (PC)

36. **[CONDITION AMENDED BY PLANNING COMMISSION]** A permanent storage area within the CDD, no smaller than 20 feet by 20 feet, shall be made available by ~~CAP~~ the applicant for use by the City to place, on a short-term basis, sweeper debris. The area shall be acceptable to the Director of T&ES, and shall be made available to the City at the time a certificate of occupancy for 1.5 million square feet of new development within the CDD has been issued. The storage area shall be easily accessible by street sweeping and debris removal equipment, and may be incorporated in the waste disposal area of a building within the CDD. (CDD#99-01, 34) (PC)

37. **[CONDITION AMENDED BY PLANNING COMMISSION]** If the Alternative Concept Plan becomes the operative concept plan for the CDD, ~~CAP~~ the applicant shall work with the City in the relocation of the Virginia Power substation, presently located at the west end of the Monroe Avenue bridge, to a new location along the existing Virginia Power underground transmission corridor, in order that pedestrian-oriented buildings may be constructed along the entire Monroe Avenue frontage facing Simpson Fields. The substation shall be architecturally integrated into the surrounding CDD development to the

satisfaction of the Director of P&Z. (CDD#99-01, 35) (PC)

38. **[CONDITION AMENDED BY PLANNING COMMISSION]** ~~CAP~~ The applicant shall be responsible for updating the Concept Plan Sheet and Concept Plan Design Guidelines, and the Alternative Concept Plan Sheet and the Replacement Pages (see paragraphs 2 and 3 above), so that these documents are current at all times. Before the very first preliminary development plan is filed with the City pursuant to this concept plan approval, ~~CAP~~ the applicant shall provide the City with two copies of the Concept Plan Sheet and Concept Plan Design Guidelines, and the Alternative Concept Plan Sheet and the Replacement Pages, which reflect the Concept Plan and Alternative Concept Plan approved by City Council. Thereafter, within 30 days of any modifications being approved to the Concept Plan and/or the Alternative Concept Plan, whether approved by City Council or approved pursuant to a concept plan condition, ~~CAP~~ the applicant shall file with the City two updated copies of the Concept Plan Sheet and the Concept Plan Design Guidelines, and if appropriate two updated copies of the Alternative Concept Plan Sheet and the Replacement Pages, which reflect the approved modifications. ~~CAP~~ the applicant shall not be able to file any application for preliminary development plan approval within the CDD unless fully updated and current concept plan documents have been previously provided to the City. (CDD#99-01, 36) (PC)

39. Any inconsistencies in the approved concept plan design guidelines shall be resolved by the Director of P&Z. (CDD#99-01, 37)

40. Notwithstanding any contrary provisions in the Zoning Ordinance, both the approved Concept Plan and, in the event it becomes the operative concept plan for the CDD pursuant to paragraph 1 above, the approved Alternative Concept Plan shall remain valid for 25 years from the date of City Council approval of the Concept Plan. (CDD#99-01, 38)

41. **[CONDITION ADDED BY STAFF]** The applicant shall coordinate and work cooperatively with the owner of CDD#19 to provide necessary reciprocal construction access for projects along the southern property line of CDD#19 that are adjoining Landbay G, provided the following (CDD#2010-0001):

    a. The applicant bears no costs of constructing, maintaining, repairing, or replacing any improvements in CDD#19; (CDD#2010-0001)

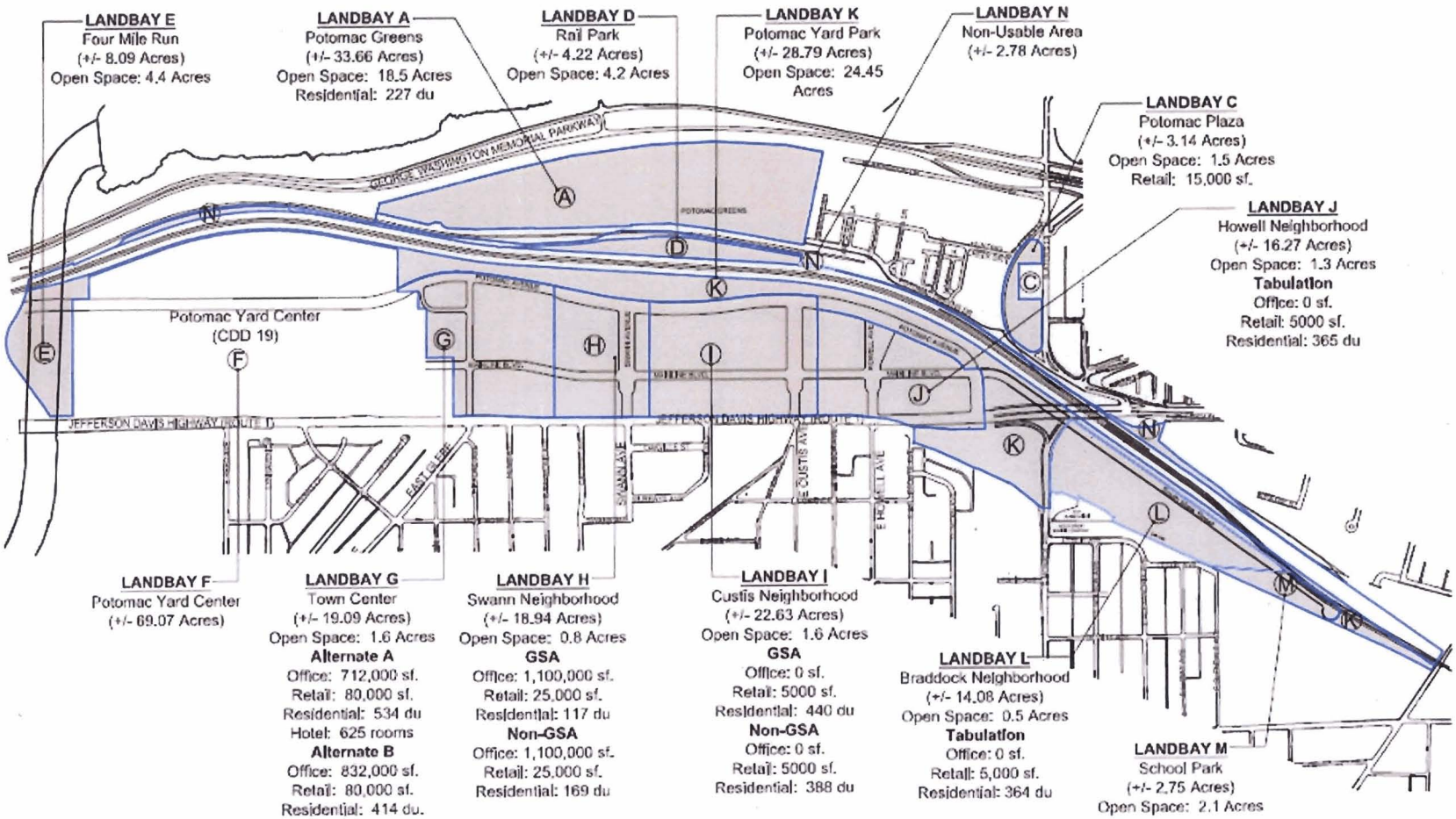
    b. The applicant incurs no expense or liability associated with such reciprocal access; (CDD#2010-0001)

    c. The applicant is not required to pay any sum to the owner of CDD#19 for such reciprocal access; and (CDD#2010-0001)

    d. In no way, shall such reciprocal construction access materially interfere with the applicant's development, use, or operation of its property.

(CDD#2010-0001)

42. **[CONDITION ADDED BY PLANNING COMMISSION]** The final design of buildings accommodating federal tenants shall be determined through the DSUP process. Additional criteria for buildings accommodating federal tenants will be developed in conjunction with the DSUP process. At a minimum, in developing security design solutions for the block perimeter, jersey barriers, chainlink fences, or other unsightly barriers shall not be permitted. Security design elements may include architecturally pleasing elements that enhance the streetscape consistent with the National Capital Planning Commission document entitled "Designing and Testing of Perimeter Security Elements."(CDD#2010-0001) (PC)



September 24, 2010

Potomac Yard - CDD 10

Revised B-1 Alternative Concept Plan Sheet

Appendix D

Addendum A - Modifications to
Potomac Yard Urban Design Guidelines
September 24, 2010

Statement of Purpose

The modifications listed within Addendum A reflect the Amendments approved by City Council on _____

PARCEL	PG.	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
Framework Streets - Potomac Avenue (Section A-A looking north)			
NA	27	There shall be no curb cuts from Potomac Avenue into individual properties.	There shall be no curb cuts from Potomac Avenue into individual properties, except for alleys or access to parking garages for mixed use development between Swann Avenue and Bluemont Avenue.
The Street and Block Plan			
G	46	The south boundary of this parcel shall be the southern right-of-way line of a residential street.	The south boundary of this parcel shall be the southern right-of-way line of a residential street. The mid-block, publicly accessible pedestrian connection extending from Howell Avenue to East Glebe Road in the blocks between Main Line Boulevard and Potomac Avenue shall be maintained.
The Buildings			
G	46	Buildings adjacent to the existing retail center shall be no less than three stories in height, and shall use their massing to conceal the blank wall of the existing retail center or the open view of the parking lot.	Delete text.
The Neighborhood			
H	47	It is a primarily residential neighborhood.	It is a primarily office neighborhood with some residential. Land uses may be adjusted to accommodate the flexibility specified in the Master Plan CDD Guidelines and the amended CDD Concept Plan dated September 24, 2010.
The Street and Block Plan			
H	47	Alleys shall not be accessed from Swann Avenue, nor shall they be dead-ends.	Alleys shall not be accessed from Swann Avenue, nor shall they be dead-ends. No median breaks along Potomac Avenue shall be allowed between Swann Avenue and Custis Avenue. No median breaks along Swann Avenue between Main Line Blvd. and Potomac Avenue shall be allowed. No curb-cuts along Swann Avenue shall be allowed.
H	47	Each block shall be no more than 1450 ft in total perimeter frontage, and no more than 500 ft in any one direction.	Each block shall be no more than 1750 ft in total perimeter frontage, and no more than 500 ft in any one direction.
H	**47**	In the blocks fronting Route 1, there shall be at least one pedestrian through block connection from Main Street to Route 1.	In the blocks fronting Route 1, there shall be at least one pedestrian through block connection from Main Street to Route 1. The mid-block, publicly accessible pedestrian connection extending from Howell Avenue to East Glebe Road in the blocks between Mainline Boulevard and Potomac Avenue shall be maintained.

NOTE: ILLUSTRATIVE GRAPHIC SHOWN ON PAGE 47 OF THE DESIGN GUIDELINES IS SUPERSEDED BY THIS ADDENDUM.

3

Modification Summary

PARCEL	PG.	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
H	47	The north boundary of this parcel abuts a residential street in Parcel G and the south boundary is an alley.	The north boundary of this parcel abuts a residential street in Parcel G.
The Neighborhood Parks			
H	47	There shall be a minimum of 10,900 sf (1/4 acre) of park space in addition to the Swann Finger Park within the parcel.	There shall be a minimum 10,900 sf (1/4 acre) of park/plaza space(s) in addition to the Swann Finger Park within the parcel.
H	47	The main purpose of these parks is to provide passive recreation space for the neighborhood residents.	The main purpose of the park(s)/plaza(s) is to provide passive recreation space.
H	47	The minimum dimension of such spaces is 60 ft by 100 ft.	Delete text.
The Buildings			
H	47	The typical building types in this parcel are townhouses, stacked townhouses, and apartment buildings.	The typical building types in this parcel are office with ground floor retail, multi-family residential, townhouses, and stacked townhouses.
H	47	Buildings shall range in height from 35 ft to 55 ft, with at least some of the townhouses no more than 35 ft in height.	Buildings shall range in height from 45 ft to 110 ft. Buildings between Mainline Blvd and Route 1 shall have a maximum height of 100 ft with appropriate transitions to adjacent uses and Route 1 frontage.
H	47	Taller buildings such as stacked townhouses or apartment buildings, shall be located either on Potomac Avenue, Main Street, or along Route 1.	Delete text.
Federal Tenants			
H	47	None.	Additional design and parking flexibility to accommodate Federal tenants shall be permitted in Landbay H and partial I with design paramenters to be developed prior to or concurrent with the DSUP process.

NOTE: ILLUSTRATIVE GRAPHIC SHOWN ON PAGE 47 OF THE DESIGN GUIDELINES IS SUPERSEDED BY THIS ADDENDUM.

3

Modification Summary

PARCEL	PG	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
The Neighborhood			
I	48	The blocks between Main Street and Route 1 shall be mixed in use and building type.	The blocks between Mainline Boulevard and Route 1 shall be primarily residential in use with accessory retail permitted. Land uses may be adjusted to accommodate the flexibility specified in the Master Plan CDD Guidelines and the amended CDD Concept Plan dated September 24, 2010.
The Street and Block Plan			
I	48	All of the street and block guidelines for Parcel H apply to this parcel with the exception that in the blocks on Route 1 there shall be at least two pedestrian through block connections, at least 400 ft from each other connecting Main Street to Route 1.	All of the street and block guidelines for Parcel H apply to this parcel with the exception that in the blocks on Route 1, there shall be at least one pedestrian through block connection in addition to the street connections, connecting Main Street to Route 1. No median breaks along Potomac Avenue shall be allowed between Swann Avenue and Custis Avenue. No parking garage access for office uses shall be allowed on Bluemont Avenue. The mid-block, publicly accessible pedestrian connection extending from Howell Avenue to East Glebe Road in the blocks between Main Line Boulevard and Potomac Avenue shall be maintained.
I	48	The north boundary of this parcel abuts Parcel H at the southern right-of-way of an alley in Parcel H and shall be developed to that boundary line.	Delete text.
The Buildings			
I	48	The typical building types in this parcel are townhouses, stacked townhouses, and small apartment buildings.	It is a residential neighborhood with accessory retail permitted. The typical building types in this parcel include townhouses, stacked townhouses, and multi-family buildings.
I	48	Small office buildings are permitted on Route 1.	Delete text. (Applicant)
I	48	Buildings shall range in height from 35 ft to 55 ft, with at least some of the townhouses 35 ft or less in height. Three buildings on Route 1 are permitted to go up to 65 ft in height.	Multi-family and office buildings on Route 1 may be a maximum 90 ft in height. Townhouses and stacked townhouses will range between 35 ft and 55 ft in height.
I	48	Taller buildings such as stacked townhouses or apartment buildings shall be located either on Potomac Avenue, Main Street, or Route 1.	Delete text.
Federal Tenants			
I	48	None.	Additional design and parking flexibility to accommodate Federal tenants shall be permitted in Landbay H and partial I with design paramenters to be developed prior to or concurrent with the DSUP process.

3

Modification Summary

PARCEL	PG	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
The Neighborhood			
J	49	It is a mixed use neighborhood with offices along most of the Route 1 frontage and primarily residential east of Main Street.	It is a residential neighborhood with accessory retail permitted. Land uses may be adjusted to accommodate the flexibility specified in the Master Plan CDD Guidelines and the amended CDD Concept Plan dated September 24, 2010.
The Street and Block Plan			
J	49	Each block shall have no more than 1400 ft in total perimeter frontage, and no more than 450 ft in any one direction.	Each block shall have no more than 1700 ft in total perimeter frontage, and no more than 657 ft in any one direction. (Applicant)
J	49	In the blocks fronting Route 1, there shall be at least two pedestrian through block connections in addition to the street connections at least 400 ft from each other connecting Main Street to Route 1.	There shall be at least one pedestrian through block connection in addition to the street connections connecting Mainline boulevard to Route 1.
J	49	The north boundary of this parcel abuts Parcel I and the southern right-of-way of an alley in Pacel I and shall be developed up to that line.	Delete text.
The Buildings			
J	49	Along Route 1 and fronting the Potomac Yard Park and Monroe soccer field, aparment and office buildings up to 65 ft and five mid-sized office buildings with a variety of heights up to 82 ft are permitted.	Multi-family and office buildings on Route 1 may be a maximum 90 ft in height. Townhouses and stacked townhouses will range between 35 ft and 55 ft in height.

3

Modification Summary

PARCEL	PG.	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
The Neighborhood			
L	50	It is of higher density than the other parcels due to its proximity to the Braddock Road Metro Station.	Delete text.
L	50	Parking for this parcel shall be primarily underground. Since this parcel borders existing properties on multiple ownerships, street linkage and block integration to the existing neighborhood is particularly important.	Since this parcel borders existing properties with multiple ownerships, street and pedestrian linkages to the existing neighborhood are particularly important.
The Street and Block Plan			
L	50	The streets in this parcel shall be orthogonal to the newly extended Monroe Avenue providing the potential for future connections to the Monroe Avenue and other local street such as Nelson, Alexandria, Luray, and Glendale Avenues through other properties.	The streets in this parcel shall provide a reservation for two potential future connections to the adjoining neighborhood streets through off site properties.
L	50	Blocks shall be no more than 1250 ft in total perimeter frontage, and no more than 350 ft in any one directions. At least 50% of the block perimeter shall abut a street.	Blocks shall be no more than 1500 ft in total perimeter frontage, and no more than 550 ft in any one direction. Approximately 50% of the block perimeter shall abut a street.
The Neighborhood Parks			
L	50	There shall be a minimum of 22,000 sf (1/2 acre) of park space located in this parcel.	A total of 20% of the parcel area shall be set aside as open space.
L	50	The primary purpose of these parks is to provide an attractive address for the development in this parcel.	The primary purpose of the open space is to provide passive recreation for the residents of this parcel and the public.
The Buildings			
L	50	The typical building types in this parcel are apartment buildings and medium office buildings.	The typical building types in this parcel are townhouses, stacked townhouses, and multi-family townhouses.
L	50	Two buildings up to 82 ft in height are permitted and the remaining buildings shall not exceed 60 ft in height with a variety of heights provided.	Multi-family buildings up to 90 ft in height are permitted and the remaining buildings shall not exceed 55 ft in height.

3

Modification Summary

PG. Revised Summary of Parcel Development Criteria

51

	Parcel A Potomac Greens	Parcel C Potomac Plaza	Parcel G Town Center	Parcel H	Parcel I	Parcel J	Parcel L
General Land Use	Residential	Primarily open space	Mixed-use office, retail, residential and hotel	Mixed-use office, retail and residential*	Residential*	Residential with accessory retail*	Residential with accessory retail
Total Area	33.6 Acres	3.1 Acres	19 acres	18.9 acres	22.6 Acres	16 acres	14 acres
Min. % Open Space Required	56%	50% (app. 1.5 acres)	7% [including Town Green (app. 1.5 acres)]	6% [including Finger Park (app. 0.25 acres)]	7% [including Finger Park (app. 0.5 acres)]	4% [including Howell Finger Park (app. 0.75 acres)]	20% (app. 2.8 acres)
Max. Block Perimeter	n/a	n/a	1250ft	1750ft	1750ft	1700ft	1500ft
Max. Block Dimension in one direction	n/a	n/a	400ft	500ft	500ft	675ft	550ft
General Building Height	45ft within 500ft of GWP 56ft max variety of heights 35'-55'	50ft max	45ft-110ft variety of heights	110ft Max.	35-55ft for Townhouse and Stacked Townhouse 90ft for Multifamily Buildings	35-55ft for Townhouse and Stacked Townhouse 90ft for Multifamily Buildings	35-55ft for Townhouse and Stacked townhouse 90ft for Multifamily Buildings
General Building Type	Tonwhouses and stacked townhouses	Small office	Office, hotel, and various residential	Office with ground floor retail and some residential	Townhouse, Stacked townhouse (urban loft), and Multifamily	Townhouse, Stacked townhouse (urban loft), and Multifamily	Townhouse, Stacked townhouse (urban loft), and Multifamily
NOTE: Revisions shaded in yellow.							
*** The criteria in this chart may be adjusted to accommodate the flexibility specified in the Master Plan CDD Guidelines and the amended CDD Concept Plan dated September 24, 2010.**							

4

Modification Summary

PG.	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
Building Standards and Illustrative Building Types - Townhouses and Stacked Townhouses		
55	Single family townhouses, serving as the primary buildings fabric of the development, line the east-west residential streets and form the main character and image of the neighborhoods.	Single family townhouses serve as the primary building fabric of the development and form the main character and image of the neighborhoods.
55	Stacked townhouses, having similar exterior appearances and adding variety in housing product, price range and overall density are proposed on Potomac Yard Park and on Main Street.	Stacked townhouses, having similar exterior appearances and adding variety in housing product, price range, and overall density are proposed on Potomac Yard Park, Mainline Boulevard, and along Route 1.
Urban Standards - Height and Massing		
55	The ground floor of single family units may be raised 18-24 inches above the sidewalk level.	The ground floor of single family untis may be raised a maximum of 5 ft above the sidewalk level.
55	Upper floor exterior terraces or balconies are only permitted at the rear facade of the building.	Upper floor exterior terraces or balconies are permitted at the rear facade of the building. These may also be permitted on the front facade of a building at the discretion of the Director of Planning and Zoning.
55	An optional fourth floor within the roof structure with dormers is allowed provided the building does not exceed 45 ft.	An optional partial fourth-fifth floor with dormers is allowed provided the building does not exceed 45 ft.
55	A fifth floor may be incorporated into the roof structure with dormers.	An optional partial fourth/fifth floor may be incorporated with dormers.
Parking and Garages		
56	The maximum floor area for "Granny Flats" is 400 sf, and may not be more than one level on top of the garage.	The maximum floor area for "Granny Flats" is 450 sf and may not be more than one level on top of the garage.
Architectural Standards - Fenestration and Roofscape		
56	Windows should be primarily double-hung with muntins.	Windows should be primarily double-hung with muntins. Casement windows or other types appropriate to a particular building style are allowed.
56	The main roof ridge should be parallel to the street.	Most roof ridges should be parallel to the street. OR Delete text.

4

Modification Summary

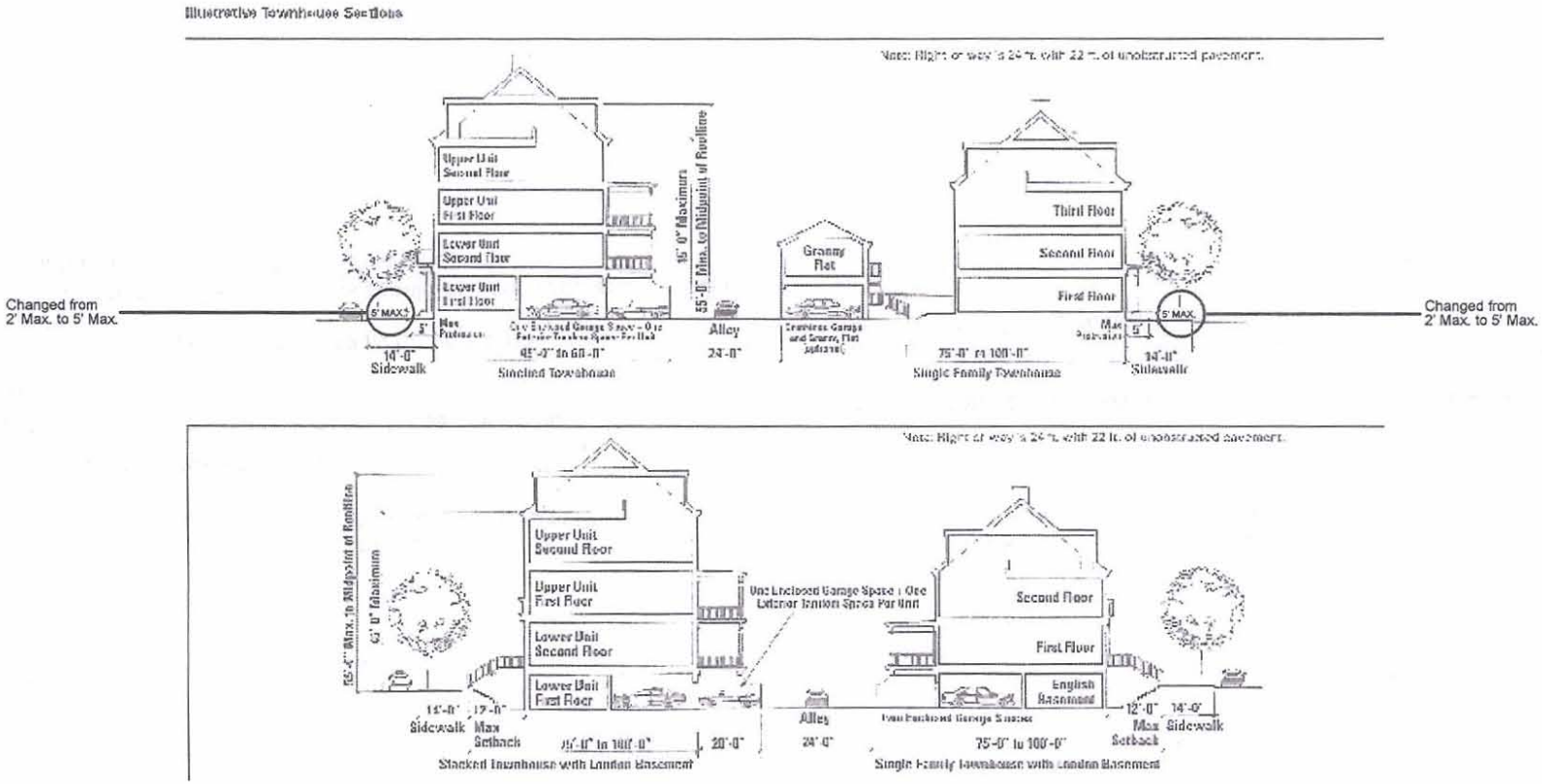
PG.	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
	Materials and Architectural Elements	
56	Dormers and porches may be in wood, and bay windows may be in wood or metal.	Dormers, porches, and bay windows may be in wood, metal, and brick.
56	The maximum height of a bay window is two stories.	Maximum height of building bays and bay windows is to be determined at the discretion of the Director of Planning and Zoning.
56	The color palette of these buildings should be consistent and harmonious to similar buildings in the Old Town Alexandria area.	Delete text.

70

4

Modification Summary

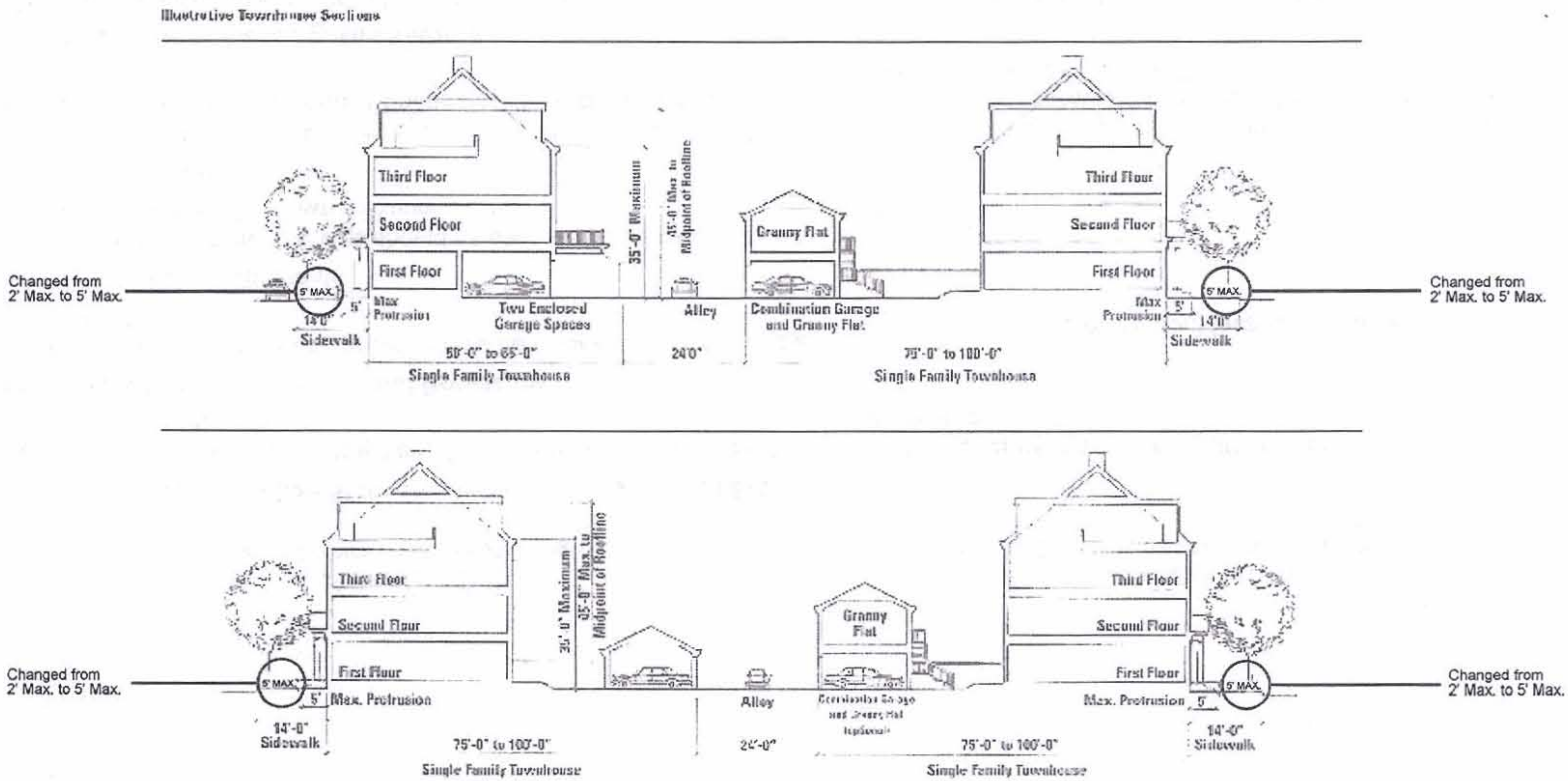
PG.	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
58	No Change	Graphic revised to depict 5ft Max. between Finish Floor elevation and adjacent sidewalk.
58	Revised Illustrative Townhouse Section	



4

Modification Summary

PG.	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
59	No Change	Graphic revised to depict 5ft Max. between Finish Floor elevation and adjacent sidewalk.
59	Revised Illustrative Townhouse Section	



4

Modification Summary

PG.	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
	Small Apartment Buildings - Urban Standards - Height, Massing, and Setback	
60	Single use residential buildings may have their ground floor raised 18-24 inches above the sidewalk.	Single use residential buildings' ground floor may be a maximum of 5 ft above grade.
	Architectural Standards - Fenestration and Roofscape	
60	Window to wall ratio of the front facade should be a minimum of 30% and a maximum of 50%.	Window to wall ratio of the front facade should be a minimum of 30%.
	Materials and Architectural Elements	
60	The color palette of these buildings should be consistent and harmonious to similar buildings in the Old Town Alexandria area.	Delete text.
	Large Apartment Buildings	
62	Multi-family apartment buildings are proposed in thie development in Town Center (Parcel G), near the Route 1 Bridge (Parcel J) and Braddock Metro Station (Parcel L).	Multi-family buildings are proposed in this development in Town Center (Parcel G), along Route 1 near (Parcel H and I), the Route 1 Bridge (Parcel J) and near Monroe Avenue (Parcel L).
	Urban Standards - Height, Massing, and Setback	
62	Single use residential buildings may have their ground floor raised 18-24 inches above the sidewalk.	Single use residential buildings' ground floor may be a maximum of 5 ft above grade.
	Architectural Standards - Fenestration and Roofscape	
62	Window to wall ratio of the front facade should be a minimum of 30% and a maximum of 50%.	Window to wall ratio of the front facade should be a minimum of 30%.
	Materials and Architectural Elements	
62	The color palette of these buildings should be consistent and harmonious to similar buildings in the Old Town Alexandria area.	Delete text.
	Mixed-Use Apartment Buildings - Urban Standards - Parking and Service	
65	Underground parking or embedded above-ground decked facilities may be used for mixed-use buildings.	Underground parking or embedded above-ground decked facilities may be used for mixed-use buildings. Multi-family, retail and office buildings shall provide on-site parking with a minimum of one level below grade. If above-ground parking is necessary it shall be fully screened with active uses, such as retail, residential, or office uses.

4

Modification Summary

PG.	ORIGINAL TEXT February 6, 2007 Potomac Yard Urban Design Guidelines	PROPOSED TEXT and/or GRAPHIC REVISION May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
	Small Office Buildings - Architectural Standards - Fenestration and Roofscape	
66	The proportion of glass to wall shall be balanced to ensure a predominately masonry punched opening facade.	The proportion of glass to wall shall allow for contemporary styles and materials.
	Medium-sized Office Buildings - Urban Standards - Parking and Service	
68	The majority of required parking shall be provided in underground facilities. Surface parking lots are to be at the rear and enclosed with walls.	The majority of required parking shall be provided in underground facilities. Surface parking lots are to be at the rear and enclosed with walls. Any above-ground parking shall be fully screened with active uses, such as retail, residential, or office uses.

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PG.

71 Revised Summary of Building Criteria

		Townhouses	Stacked Townhouses	Small Apart. Bldg.	Large Apt. Bldg.	Mixed-use / typ Apart. Bldg.	Small office Bldg.	Medium Office Bldg.	Hotel
Lot	Typical Lot Sizes	18'-25' by 55'-100'	18'-25' by 55'-100'	150'-200' by 120'-200'	180'-250' by 120-'200'	150'-250' by 120'-200'	150'-200' by 100'-120'	150'-200' by 120'-180'	200'-250' by 250'-350'
	Typical Coverage	45-80%	45-80%	70%	70%	70%	70%	70%	60%
Front Facade	Front Lot Line Coverage	100%	100%	80%, 60% on Route 1	80%	80%	80%, 60% on Route 1	80%	80%
	R.O.W. Protrusion*1	5' max	5' max	5' max	5' max	5' max	5' max	5' max	5' max
	Front facade Max. Setback when steps, stoops, or porches are used	n/a	n/a	12'	15'	15'	n/a	n/a	n/a
	Max. Length before Break	n/a	n/a	150'	200'	200'	150'	250'	300'
	Max. Front Facade Wall Length before Articulation	n/a	n/a	n/a	60'	60'	n/a	n/a	60'
Height	Approximate Number of Stories	3-3 1/2 stories	4-4 1/2 stories	3-4 stories	5 stories or higher	3-5 stories	3-5 stories	5-8 stories	6-8 stories
	Max. Height at Cornice Line	Deleted							
	Max. Height	45', variety required	55', variety required	50'	Typically 60', higher permitted in Parcels G, J, and L	Typically 60', higher permitted in Parcels G, J, and L	65'	80'-100'	110'
Ground Floor	Ground Floor	May be raised 5' or depressed 3-5'	May be raised 5' or depressed 3-5'	may be raised 18-24 in.	may be raised 18-24 in.	must be at sidewalk level	must be at sidewalk level	must be at sidewalk level	16 ft ceiling ht recommended
	Main Entrance	at front facade	at front facade	multiple entrances permitted	at front facade	multiple entrances permitted	multiple entrances permitted	at front facade	at front facade
	Parking*2	attached, detached, or common	attached, detached, or common	underground or at grade	underground or embedded	underground or embedded	underground or at grade	primarily underground with some at grade	underground or embedded
Architecture	Fenestration Proportion	1 horizontal to 2 vertical	1 horizontal to 2 vertical	1 horizontal to 2 vertical	1 horizontal to 2 vertical	oversized at street level	punched openings	punched openings	punched openings and oversized at street level
	Fenestration % to Wall			30% min, 50% max	30% min, 50% max	30% min, 50% max			
	Roof	8:12	8:12	flat or pitched	flat or pitched	flat or pitched	flat or pitched	flat or pitched	flat or pitched
	Materials	brick, wood, stucco	brick, wood, stucco	brick, wood, stucco	brick, wood, stucco	brick, wood, stucco	brick, stone, stucco	brick, stone, stucco	brick, stone, stucco
	Recommended Min. Architectral Expression	cornice line	cornice line	cornice line	cornice line	frieze band between 1st and 2nd floors, cornice line	cornice line		Rusticated articulation for 1st and 2nd floors

NOTE: Revisions shaded in yellow.

***1 All encroachments into the right-of-way shall follow city code 3'-4' encroachments for certain sized stoops and stairs, depending on the width of the R.O.W. are permitted by right. Additional encroachments, up to the 5' maximum permitted by these guidelines, require approval of a city encroachment ordinance. It is recommended that a comprehensive encroachment ordinance for the project be requested by the applicant.**

***2 Embedded parking shall be setback from the building wall a minimum of 20 ft. Where retail use is proposed in the space, a minimum depth of 30 ft shall be provided.**

APPENDIX E
Conditions DSUP#2010-0012, Landbay K

The following staff recommendations are amendments to the DSUP#2006-0013. Specific recommendations that are no longer applicable or have been amended, added, deleted, or satisfied, include the following:

Condition 2: Amended
Condition 4: Amended
Condition 11: Amended
Condition 14n: Deleted
Condition 34b: Deleted
Condition 46a: Deleted
Condition 46d: Amended
Condition 67: Deleted
Finding 1A: Added

Attachments:

1. Parks and Recreation Commission recommendation, prepared by Judy Guse-Noritake, dated February 20, 2007
2. PYCAD recommendation, prepared by PYDAC, dated February 26, 2008,
3. Parks and Recreation Commission recommendation, dated March 20, 2008
4. **[ATTACHMENT AMENDED]** Landbay K Park development phases exhibit, prepared by EDAW, dated June 3, 2008, amended with this application to September 16, 2010
5. Memo with attached exhibits, prepared by EDAW, dated February 16, 2008

A. GENERAL PROCEDURE

1. The applicant shall develop, provide, install and maintain until acceptance by the City an integrated Park and Landscape Plan. (P&Z) (RP&CA)

2. **[CONDITION AMENDED BY STAFF]** All work as outlined in the project DSUP conditions shall be in general compliance with the proposed preliminary plan as provided and dated November 9, 2007 and the Memo with attached exhibits prepared by EDAW and dated February 16, 2008. (Attachment #5) In lieu of designing and constructing the north trail and associated amenities as depicted in the preliminary site plan for Land Bay K, the applicant shall provide a contribution in the amount of $300,000, and dedicate the north portion to the City. The contribution and dedication of the north portion shall occur concurrently with the dedication of the south portion. ~~be paid prior to issuance of a building permit for the 100th residential unit associated with DSUP 2006-0018.~~ Work shall be further developed in design/detail to fix and describe project components such that each can be constructed (and maintained by the Applicant until acceptance by the City) to the satisfaction of the Directors of Recreation, Parks & Cultural Activities, Planning & Zoning, and Transportation & Environmental Services. Review of specifications by Recreation, Parks & cultural Activities is required for work items including materials/manufacture, finishes, joints/connections/fastening methods as noted in the items as outlined below: (T&ES) (P&Z) (RP&CA)

   a. Site paving including concrete, asphalt, specialty paving/pavers, metal decks, ramps and steps. (P&Z) (RP&CA)
   b. Masonry including retaining, seat, decorative, screening, and active recreation related walls.(P&Z) (RP&CA)
   c. Site furnishings including trash receptacles, benches, tables, two (2) drinking fountains and bicycle racks. (P&Z) (RP&CA)
   d. Site lighting including pedestrian and active recreation. (P&Z) (RP&CA)
   e. Metalwork including fences, handrails, bollards, and gates. (P&Z) (RPCA)
   f. Site utilities including landscape irrigation/water management system, water, and site electrical. (P&Z) (RPCA)
   g. Active recreation facilities including lights, surfaces, materials, fences, walls, equipment and other components including their and warranty. (P&Z) (RP&CA)
   h. Site signage including entrance, directional, instructional and informative. (P&Z) (RP&CA)
   i. Plumbing fixtures including decorative fountain and water filtration system, if provided. (RP&CA)
   j. Specialty landscape items including Geoweb/greenwalls, landscape sculptures, site interpretive features/elements. (RP&CA)

3. Prior to release of the Final Plan, the applicant shall provide an anticipated construction schedule for the Park. Applicant shall record and report construction progress to the City in the form of; written reports; construction submittal review and testing services; concrete, retaining wall, geotechnical, soil, etc. reviews; and scheduled project meetings with City staff. The Construction Schedule shall be updated on a regular basis as needed. On site reviews with City staff shall be conducted to monitor progress of all project components. (RP&CA)

4. **[CONDITION AMENDED BY STAFF]** The applicant shall have the right to construct and dedicate to the City the Landbay K Park, in ~~three~~ two development phases, as generally shown on Attachment #4, revised September 16, 2010. As part of the approval of the final site plan, the applicant shall submit a plat of subdivision to re-subdivide Parcels 512 and 513 Potomac Yard into three lots corresponding to the three park portions ~~three development phases~~. Separate final site plans for each phase shall be submitted and approved, bonded and released for construction to permit phased construction, dedication, acceptance, and as-built approval. The Main Body of construction shall be the parcel designated on Attachment #4, revised September 16, 2010. ~~Notwithstanding the provisions of section 5-606 (H) of the AZO the applicant shall have 24 months from City Council approval to commence construction of the first phase before the application shall expire and become null and void.~~ A subsequent second phase, ~~either~~ the ~~north or~~ southern portion shall commence construction 12 month after the acceptance by the City of the first phase. In lieu of designing and constructing the north trail and associated amenities as depicted in the preliminary site plan for Land Bay K, the applicant shall provide a contribution in the amount of $300,000, and dedicate the north portion to the City. The contribution and dedication of the north portion shall occur concurrently with the dedication of the south portion. ~~be paid prior to issuance of a building permit for the 100th residential unit associated with DSUP 2006-0018. A subsequent third phase, (the remaining north or southern portion), shall commence construction 12 months after acceptance by the City of the second phase. The north portion shall be dedicated to the City prior to issuance of a building permit for the 100th residential unit associated with DSUP 2006-0018.~~ For the purpose of this condition, replacement of the interim rectangular athletic fields will be constructed, dedicated and accepted pursuant to the requirements of Condition 70 (e), for acceptance by the City. Upon commencement of construction for each area, work shall be diligently pursued without interruption until completion and City acceptance.

5. Prior to City acceptance of each phase the applicant will post a landscape warranty bond for a minimum of 12 months for each phase.

6. Each phase of the park shall be maintained by the applicant to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation Parks & Cultural Activities until such time that construction of each phase is completed by the applicant, and approved and accepted by the City. Upon

acceptance, each phase shall be conveyed to the City by recordation of a special warranty deed. (P&Z) (T&ES) (RP&CA) (ARCH)

7. Prior to commencement of the construction for each phase, the applicant shall provide a detailed Project Maintenance Plan for the approval by the City. Staff will work jointly with the applicant in program development of the Project Maintenance Plan. The Maintenance Plan shall guide execution of work, labor and materials for maintenance of new and established plantings in a vigorous, flourishing growth and attractive appearance. The approved Maintenance Plan for each phase shall be continuously implemented by the applicant/successor until final acceptance of each phase by the City. The Maintenance Plan shall include scheduling and provision of all labor and materials for the following: (RP&CA)

    a. Daily, weekly and seasonal facilities maintenance for all project components including irrigation system, stormwater management ponds and active recreation features.
    b. Daily, weekly and seasonal grounds maintenance including litter/debris/solid waste/recycling removal and general policing of grounds.
    c. Product warranty and anticipated replacement schedules.

8. As-built drawings for all project components/constructed work shall be submitted by the applicant using a current version of AutoCAD as produced by AutoDesk Inc. and approved by the City. As-built drawings shall clearly identify, fix and describe all variation(s) and changes from approved drawings including location, quantity, and specification of project elements. (P&Z) (RP&CA)

9. Applicant shall provide construction and as-built geotechnical reports, and construction submittal records, operation and maintenance manuals, and communicate specialty procedures to designated City staff for all components, systems, subsystems, equipment and maintenance procedures including active recreation facilities, interpretive elements, structures, fountains, irrigation/water management systems, lighting equipment, electrical systems and winterization procedures. (RP&CA)

10. The applicant shall provide extra materials for lighting system components (bulbs and ballasts) and irrigation system components (heads and valves) equal to 10% of the amount installed for each type and size indicated but no fewer than two units to match products installed (not inclusive of conduits, wiring, poles or footings), that are packaged with protective covering for storage and identified with labels describing items. Materials shall be delivered to a location in coordination with City staff. (RP&CA)

11. **[CONDITION AMENDED BY STAFF]:** Potomac Yard Linear Park shall be coordinated with all ongoing projects on the applicants property known as Potomac

Yard including Potomac Avenue Infrastructure, South Main Line Boulevard ~~Street~~, Route 1/Monroe Avenue Bridge, ~~Pedestrian Bridge~~, Pump Station and On-Site Force Main, East-West Streets including access points at Potomac Avenue and Finger Parks, adjacent landbays owned and controlled by the applicant and Simpson Fields.

12. Temporary structures for construction including a construction trailer shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Directors of Planning and Zoning and Recreation, Parks & Cultural Activities.

B. FINAL LANDSCAPE PLAN/SITE PLAN AND OPEN SPACE

13. Shift the sidewalk at East Monroe Avenue adjacent to the stormwater management pond to the north four (4) feet and provide landscape strip with additional street trees. (P&Z) (RP&CA)

14. **[CONDITION AMENDED BY STAFF]:** The Planting Plan and Planting Index shall be provided as follows to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks & Cultural Activities.
    a. The applicant shall provide an enhanced level of detail plantings throughout the site. 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. Provide detail planting plans of all specialty planting areas, such as the interpretive area plantings.
    c. Provide locations, specification/designation and quantities for all proposed plantings as determined by City staff.
    d. Provide planting details for all proposed conditions including street trees, park trees, multi-trunk trees, evergreen trees, sapling plantings, shrubs, grasses, perennials, bulbs, aquatic plantings, and groundcovers.
    e. Tree canopy coverage of the site shall be 40% at 10 years from the time of installation.
    f. Clearly indicate limits of lawn and planting areas.
    g. Turf grass areas to be maintained by mowing or other mechanical means shall not exceed 4:1 maximum slope, 5:1 slope maximum where possible.
    h. Provide slope retention fabric or other measures for planted slope areas 3:1 or greater as coordinated with staff.
    i. Tree wells shall be planted with a hardy evergreen groundcover as coordinated with staff.
    j. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. Demonstrate that tree wells provide 300 cubic feet of arable soil per tree.

k. Spacing for street trees along Potomac Avenue and South Main Street shall be consistent with the Potomac Yard Urban Design Guidelines and coordinated with the Potomac Avenue Infrastructure Plan. All street trees along the east side of Potomac Avenue shall be no less than 25 feet apart, an average of 35 feet on center and three (3) feet from the back of the curb. Additional street trees shall be planted on the east side of Potomac Avenue where gaps exist on the preliminary plan, where possible. The location of all pole mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of 10 feet from the base of all trees.

l. Street trees and plantings shall be coordinated with above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts. The applicant shall provide fully coordinated final plans of site grading, topography and site utilities throughout the drawing set.

m. Ensure positive drainage in all planting areas.

~~n. Provide additional plantings at the north trail head to create a definitive point at the trail end.~~

o. Provide additional street trees within the planting strip along the perimeter of the Simpson Fields parcel along East Monroe Avenue and Monroe Avenue bridge slip ramp an average of 35' on center. (P&Z) (RP&CA)

p. Planting Index; provide substitutions for the following plants:
   i. Rhododendron maximum
   ii. Rhododendron catawbienses
   iii. Myrica cerasifera
   iv. Ilex glabra

q. Provide additional information and specifications for the following:
   i. Vines and groundcovers
   ii. Grass seed or sod
   iii. Meadow mix
   iv. Slope mix
   i. Ornamental grasses
   v. Aquatic plantings
   vi. Seedling and reforestation plantings
   vii. Ornamental trees as single or multi-trunk
   viii. Specialized planting palette for Geoweb wall (RP&CA)

r. All Street Trees shall be 3"- 3 1/2" in caliper at the time of planting. (RP&CA)

s. Slope planting mix shall include a variety of indigenous evergreen, ornamental and large shade trees. (RP&CA)

t. Amend planting index to include crown coverage allowance and proposed crown coverage. (RP&CA)

u. All plants shall be subject to selection, inspection and approval for conformity to approved drawings (including identification tagging/selection of plants) by the City at the collection growing location,

storage facilities and/or upon delivery to the project site. Such approval and selection shall not impair the right of inspection and/or rejection of plants during progress of the work or throughout the acceptance process. (RP&CA)

15. Drawings shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia. (RP&CA)

16. Provide the following notes on drawings per the City of Alexandria Landscape Guidelines:
    a. "At time of Final Site Plan approval, Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC." (RP&CA)
    b. "The applicant has made suitable arrangements for pre-selection tagging, pre-contract growing, or is currently undertaking specialized planting stock development with a nursery or grower that is conveniently located to the project site, or other procedures that will ensure availability of specified materials. In the event that shortages and/or inability to obtain specified plantings occurs, remedial efforts including species changes, additional plantings and modification to the landscape plan shall be undertaken by the applicant. All remedial efforts shall, with prior approval by the city, be performed to the satisfaction of the Directors of Planning & Zoning, Recreation, Parks & Cultural Activities, and Transportation & Environmental Services."
    c. "In lieu of more strenuous specifications, all landscape related work shall be installed and maintained, until acceptance by the City, in accordance with the current and most up-to-date edition (at time of final site plan approval) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland." (RP&CA)
    d. "Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City's Arborist and Landscape Architects to review plant installation procedures and processes." (RP&CA)
    e. "A certification letter for tree wells, tree trenches, planting soils and plantings above structures will be provided by the applicant's General Contractor. The letter shall certify that all below grade construction is in compliance with approved drawings and specifications. The letter shall be submitted to the City Arborist and approved prior to final acceptance of the project by the City. The letter shall be submitted by the owner/applicant/successor and sealed and dated as approved by the general contractor's Landscape Architect." (RP&CA)

17. Provide the following calculations on the drawings:
    a. Total site open space area/acreage including breakdown of 30% active recreation/70% passive recreation areas. (P&Z) (RP&CA)
    b. Provide a narrative demonstrating compliance with the Open Space requirements of the Potomac Yard Coordinated Development District and Potomac Yard Urban Design Guidelines. (P&Z) (RP&CA)
    c. There shall be a mix of shade trees, understory trees and evergreen trees. Large deciduous parkland trees shall make up 50% to 75% of the total canopy coverage, medium deciduous parkland trees shall make up 5% to 10%, understory parkland trees 5% to 10%, large evergreen parkland trees shall make up 0% to 15% and small evergreen parkland trees 0% to 5%. (P&Z) (RP&CA)
    d. Crown area coverage tabulation in compliance with City of Alexandria Landscape Guidelines. (RP&CA)
    e. Provide pre-development and post development calculations. (RP&CA)

18. Interpretive Landscape Elements:
    a. Applicant shall continue to work with City staff to refine the historic and interpretive design components of the belvederes, plazas and other features and coordinate with the Potomac Yard Interpretive Plan. Interpretive elements shall be as and where shown on the plans and memo referenced in Attachment #5.
    b. The applicant shall coordinate with City staff in the signage for the Landbay K linear park and belvederes. Seating, walls, structures and paving shall be designed to enhance the interpretive message for each identified space in compliance with the Potomac Yard Interpretive Plan. (P&Z) (RP&CA) (ARCH)

C. SITE FEATURES

19. Parking along the east side of Potomac Avenue shall be amended to accommodate a mix of handicap, standard and City use dedicated spaces. The final plan shall supply a number and quantity of each type of parking space provided along Potomac Avenue. Reconfigure the parallel parking spaces on the east side of Potomac Avenue to include two handicapped spaces and one bulb out with appropriate landscaping and street trees. The remaining parking shall be standard parking spaces. (P&Z) (RP&CA) (T&ES)
    a. City use dedicated spaces shall be surfaced with concrete. Up to three 8 x 22 foot spaces shall be provided.

20. The applicant shall provide details on the handicap parking, accessibility, and handicap access on the east side of Potomac Avenue to the park and trail. The complete park design shall comply with all Access Board and Americans with Disabilities Act Accessibility Guidelines (ADAAG). (T&ES)

21. The park operations/maintenance facility building shall comply with the following to the satisfaction of the Director of Planning & Zoning and Recreation, Parks & Cultural Activities:

a. Shall be constructed with the first phase and completed prior to acceptance.
b. The proposed overhead door shall be solid core metal and incorporate an electronic security system. (RP&CA)
c. Final color architectural elevations (front, sides, and rear, including roof, exterior finishes/materials and colors) shall be submitted with Final Site Plan #1. (P&Z) (RP&CA)
d. All floors within the building and the ground plane at the entrance to the restrooms shall be sealed concrete. (RP&CA)
e. All entrances shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities. (P&Z) (RP&CA) (T&ES)
f. The vehicular entrance to the maintenance portion shall include a concrete approach the width of the building and extending out 5 feet from the building face. (RP&CA)
g. Existing conditions sheet shall include a building location and utilities. (P&Z) (RP&CA)
h. Proposed building footprint shall be shown in context with Simpson Fields. (P&Z) (RP&CA)
i. Existing park building shall be demolished and removed from site. The proposed building shall be constructed in the same general location. (P&Z) (RP&CA)
j. Utility service to the building shall include electric, internet and water. (RP&CA)
k. All building hardware, fixtures, and appurtenances shall be metal industrial fittings appropriate for use in high-traffic/volume, heavy use public facilities. (RP&CA)
l. Provide one hose bib on each side of the park maintenance building. (RP&CA)

22. The following items shall be provided to the satisfaction of the Directors of Code Enforcement, Recreation, Parks & Cultural Activities and Transportation & Environmental Services:

a. Install emergency access gates in fencing between parkland and CSX rail corridor.
b. Access gates shall be designed as personnel access gates.
c. Gates shall be located in relation to hydrant spacing along the east side of Potomac Avenue to the greatest extent possible.
d. Where there is a hydrant, an access gate shall be provided along the fence line.

e. Access gates shall be locked and keyed to the Fire Department Knox Box key system.

f. Architecture including park operations/maintenance facility building, and trellises. (P&Z) (RP&CA)

23. 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)

    a. The width of all curb ramps that provide access to the shared-use path, particularly those at spine-roads and trailheads, shall be 10'. The truncated dome shall extend for the width of the ramp. All detectable warnings (truncated domes) that are intended for dual use by shared-use path users and maintenance/emergency vehicles shall be slip resistant. Potential manufacturers of such detectable warnings are available here: http://www.access-board.gov/Adaag/dws/manufacturers.htm

24. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

25. All entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

26. The applicant shall be responsible for construction/installation of missing or upgrading the existing public infrastructure, including but not limited, to streets, alleyways, sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures to the satisfaction of the Director of T&ES. (T&ES)

27. The applicant shall provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, land closures, construction entrances, haul routes, and storage and staging at the time of Building Permit application, to the satisfaction of the Director of T&ES. 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)

28. The applicant shall provide thermoplastic ladder-style pedestrian cross walks at all street crossings at the proposed development, which must be designed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

29. Provide an 18' wide emergency vehicle access along the length of the promenade. The promenade, belvederes and other designated paths and walkways shall conform

to AAHTSO H20 loading standards to accommodate service and emergency vehicles. Turning radii for entering and exiting rated promenade shall be at least R25. Mountable curbing shall be installed at both entry, and departure points and designated access points.(Code) (RP&CA)

30. Trellises shall be constructed of high quality tubular or common dimensional metal members. Scale, character, color, finishes, gauge and materials shall be approved by the City. Provide six (6) trellises. (RP&CA)

31. Access points shall include mountable vehicular curb consistent with VDOT standards and have a minimum width of sixteen (16) feet. (RP&CA)

32. Provide removable decorative bollards at park entrances to discourage unauthorized vehicular access. (RP&CA)

33. Promenade, shared-use paths shall be built according to AASHTO shared-use path standards to accommodate use by bicyclists and pedestrians. A minimum 2-foot wide graded area with a maximum 1:6 slope should be maintained adjacent to both sides of the path; however, 3 feet or more is desirable to provide clearance from trees, poles, walls, fences, guardrails or other lateral obstructions. Where the paths are adjacent to ditches, canals or slopes steeper than 3:1, a wider separation should be considered. A minimum 5-foot separation form the edge of the path pavement to the top of the slope is desirable. Depending on the height of the embankment and condition at the bottom, a physical barrier, such as dense shrubbery, raining or chain link fence may need to be provided. (RP&CA) (T&ES)

34. **[CONDITION AMENDED BY STAFF]** The trail from ~~the North Trail~~ the North Pond to the Braddock Road trail system shall be continuous and implemented with each project phase as required in Condition #4.

    a. The Main Body trail shall include a shared-use path immediately adjacent to Potomac Avenue between East Monroe and East Glebe and shall be revised to include a ten (10) feet in width City-approved continuous flexible surface and base material, with a minimum of exposed surface joints, and a continuous concrete shore-edge restraint. (T&ES) (RP&CA)

    b. ~~The North Trail behind the retail center (excluding trail heads) and extending to the north pond shall be installed by the owners of Landbay 4 in CDD #19. the applicant contingent upon offsite easements being obtained. Trails shall be ten (10) feet in width to accommodate two way bike traffic and loaded to accommodate City maintenance and emergency vehicles. (P&Z) (RP&CA)~~

    c. The South Trail extending from East Monroe to Braddock Road (excluding the trail heads) shall be asphalt pavement. Trails shall be ten

(10) feet in width to accommodate two-way bike traffic and loaded to accommodate City maintenance and emergency vehicles. (P&Z and RP&CA)

d. Identify a clear "through" bicycle route along the entire section of Landbay K from the South Trail Plaza on East Braddock Road to the North ~~Trail~~ Pond on Potomac Avenue. Bicycles shall be encouraged to ride on the shared-use path immediately adjacent to Potomac Avenue by the use of striping and signing, including applications to the trail surface designed to delineate two-way travel areas. (T&ES and RP&CA)

e. The shared-use path shall include a 4-inch wide yellow thermoplastic center line stripe to separate opposite directions of travel. This stripe shall be broken where adequate passing sight distance exists and solid in other locations, or where passing by bicycles may be discouraged. The shared-use path shall include white thermoplastic edge lines on curves with restricted sight distance, particularly north of East Glebe Road. (T&ES) (RP&CA)

35. Configure pathways, retaining walls and topography to ensure that adjacent grade conditions do not drain or over wash pathways with debris, soil, water or other materials. (RP&CA)

36. Configure pathways and topography to ensure immediate positive drainage without ponding, or water collection areas. (RP&CA)

37. Provide information on the final site plan that demonstrates changes in pathway materials, colors and finishes. Stone dust and decomposed fines are not approved materials. (P&Z) (RP&CA)

38. Unless specified otherwise, cast in place concrete sidewalks shall be finished with a light broom finish applied perpendicular to the predominant pedestrian travel direction. Such sidewalks shall comply with the Potomac Yard Urban Design Guidelines and City of Alexandria standards. (RP&CA)

39. Cast in place concrete sidewalks shall incorporate reinforcing and be 3000 psi rated where emergency vehicle access routes are currently shown in the Preliminary Plans to cross over said concrete sidewalks. (RP&CA)

40. Unless specified otherwise asphalt paths shall be in compliance with VDOT standards for pedestrian trails. In areas where adjacent grades exceed 4:1 slope a continuous flush concrete shore shall be provided between asphalt and adjacent grade. (RP&CA)

41. Provide note on the final plans indicating that concrete sidewalks shall conform to the City of Alexandria standards as unreinforced sidewalks and include color additive per

District of Columbia standard sidewalks "lamp black" as specified by the District of Columbia Standard Specifications for Highways and Structures. (P&Z) (RPCA)

42. The applicant shall coordinate with the Potomac Avenue infrastructure development and incorporate the pedestrian crossing comments from the Potomac Avenue plans and provide pedestrian access at the east-west connector roads using appropriate signage. The applicant shall ensure smooth pedestrian access transitions between the Landbays and north-south connections. (T&ES) (P&Z)

    a. All curb ramps on Potomac Avenue that provide access to the shared-use path shall confirm to VDOT and city standards.

43. Include proposed geometry for different Landbays for approved plans along west side of Potomac Avenue. Pedestrian crossings on Potomac Avenue shall be provided at the intersections and shall be signalized. (Transportation)

44. The applicant shall ensure provision of MUTCD and Access Board/Universal Trail Assessment Process-approved pedestrian signage to encourage use by those with mobility impairments. Adequate signage along paths and trails is essential to alert users to potential conflicts (bicycles vs. pedestrian), indicate directions, destinations and location of crossing streets:

    a. Entrance, directional, informational, instructional and security information. (RP&CA)
    b. Coordination with City and regional trail system. (P&Z) (RP&CA) (T&ES)
    c. Footings and connections that are concealed from view when located in pavement. Footings for ground set signs in plantings or turf areas shall be flush to adjacent finish grade. (P&Z) (RP&CA)

45. The applicant shall use slip resistant surfaces for boardwalks. On boardwalks, the overall width should be the same as the approach path. (RP&CA)

46. **[CONDITION AMENDED BY STAFF]** Revise the trailheads to provide the following:

    ~~a. The location of the north trailhead and entrance plaza features, including pedestrian lighting and site utilities shall be coordinated with EVE by the owners of Landbay 4 in CDD #19. (RP&CA)~~
    b. Coordinate the location of the south trailhead and entrance plaza features with improvements and access to Braddock Road. (RP&CA)
    c. Coordinated location and design of seat/entrance walls with park signage. (RP&CA)
    d. Provide two (2) City standard trash receptacles at ~~each~~ the southern trailhead. (RP&CA)

47. The applicant shall coordinate site access and construction with Alexandria City Public Schools, CSX and neighboring property owners to ensure minimal disruption to adjacent uses. (RP&CA)

48. All park entrances shall be coordinated with the approved Potomac Avenue and South Main Street Infrastructure Plan. (RP&CA)

49. Revise sidewalk along South Main Street between Potomac Avenue and East Monroe to show an 8' sidewalk with a 6' planting strip/buffer adjacent to the roadway.

50. Provide information of sufficient detail and development to demonstrate relationships between fitness stations, retaining walls, bike/pedestrian path, site lighting and travel ways with Final Site Plan #1. (RP&CA)

51. Fitness station equipment, mounting, materials, finishes, fall/exercise area, ground surfacing and accessibility shall be approved by the Director of Recreation, Parks & Cultural Activities. (RP&CA)

52. Each fitness station shall include instructional signage. (RP&CA)

53. Decks, handrails, appurtenances and fasteners shall be heavy gauge metal construction. (RP&CA)

54. Deck footings and connections shall be concealed from view when located in pavement. Footings for ground set posts in plantings or turf areas shall be flush to adjacent finish grade. (RP&CA)

55. Provide information of sufficient detail and development to demonstrate relationships between decking, handrails, site lighting, interpretive elements and adjacent pavement and grade conditions. (RP&CA)

56. Provide sections showing water surface elevations, above and below grade conditions including footings and site utilities. (RP&CA)

57. Decks shall possess live/dead load capability to support City gator/Cushman or similar at approved vehicle access. (RP&CA)

58. Provide information that demonstrates the material, finish, character and architectural details of retaining walls, seat walls, decorative walls, screen walls, fencing around the active recreation components and guardrails/fencing. Indicate methods for grade transitions including top of wall and bottom of wall elevations at each directional change, handrails if required by code and above/below grade conditions including coordination with site utilities. Design and construction information shall include: (P&Z) (RPCA)

a. Concrete walls with Formliner facing as depicted on the preliminary plans. Formliner facing and wall cap shall be consistent with the approved plans for the Pump Station and Onsite Forcemain using Chester Drystack 1548 as manufactured by Spec Formliners.
b. Above and below grade conditions for Geoweb wall plantings.
c. Masonry stone walls throughout the project site.
d. Interpretive masonry walls.
e. Seat walls throughout the project site.
f. Site walls associated with active recreation facilities.
g. Handrails and guardrails where required by code.
h. Handrail and fence footings and connections in pavement areas shall be concealed from view. Support posts shall be imbedded and shielded with matching escutcheon plates. Surface mount post/plate connections are not acceptable. Footings for ground set posts in plantings or turf areas shall be flush to adjacent finish grade. Footings shall incorporate positive drainage away from posts.
i. Connections between differing wall construction systems.
j. Drainage for walls shall not be expelled onto adjacent paved areas/surfaces.
k. Wall finishes shall incorporate surfacing or surface treatments that ensures ease of general cleaning, and removal of defacing marks and graffiti.
l. A continuous and uninterrupted 5 foot wide access path shall be provided at the base of the retaining walls and slopes adjacent to the rail corridor. The access path shall be 21B VDOT stone or City approved equal, 8 inches in continuous depth with filter fabric, soil separator between soil and subgrade.

59. Provide information that demonstrates the material, finish, character and architectural details of site security, active recreation and code related barrier fences throughout the project site. Indicate methods for grade transitions, directional changes, above and below grade conditions including coordination with site utilities. Design and construction information shall include: (RP&CA)

a. Site Security (RP&CA)
b. Maintenance access for areas on west side of the rail corridor fence. (RP&CA)
c. Access gates at playgrounds and Simpson Field and approaches shall be sized and designed to accommodate adequate clearances for maintenance vehicles and emergency equipment. (RP&CA)
    i) Double gates shall incorporate six inch diameter posts with full framed diagonally braced gate leaves and center drop post with tamperproof locking mechanisms. (RP&CA)
    ii) Single gates shall incorporate six (6) inch diameter posts with full framed diagonally braced gate leaf and tamperproof locking mechanisms. (RP&CA)

iii) Double and single gates shall incorporate a continuous six (6) foot width (three feet on each side of fence) concrete threshold that extends two (2) feet beyond each gate post and incorporates the gate post footings. (RP&CA)

d. Chain link and wire fabric fences and gates shall incorporate a continuous top and bottom rail between posts. All fabric, gates, posts, rails and appurtenances shall be dark green and vinyl coated. (RP&CA)

e. Multipurpose/tennis and basketball courts shall be fenced with chain link in accordance with the Potomac Yard Urban Design Guidelines. Fence type, material, gauge and finish shall match approved final Pump Station and Onsite Forcemain fencing. (RP&CA)

f. Code related barrier fences including concrete walls along the rail corridor. (RP&CA)

g. Demonstrate compliance with the Potomac Yard Urban Design Guidelines which indicate, "...Fencing required for playgrounds and recreational areas shall be architectural metal fencing similar to Legi fencing, manufactured by OuterSpace Landscape Furnishings. With the exception of active recreation court enclosures, chain link fencing shall be prohibited from public view." (P&Z) (RP&CA)

60. Applicant shall continue to work with staff to develop the location and specification for site furnishings including seating, trash receptacles, frost free drinking fountains, signs, bike racks, fitness course stations, bollards, art and interpretive pieces (by others) that are accommodated within the design of the park as coordinated with the applicant. (P&Z) (RP&CA)

61. Paving, walls, steps, seating and structures shall incorporate design components that discourage skate and skateboard damage. (RP&CA)

62. All site furnishings shall be installed on pavement. (RP&CA)

63. All footings for site furnishings shall be fully concealed from view when located in pavement. Surface mount post/plate connections are not acceptable. (RP&CA)

64. Stored bicycles shall not interfere with adjacent pedestrian or vehicle travel ways. (RP&CA)

65. The preferred bicycle parking detail is the black, double-powder-coated "Bike Circle" available through Creative Metalworks LLC. Racks shall be embedded in concrete. (T&ES)

66. Applicant shall work with staff to design and develop a palette and coordinate the location, and character of site-use related signs or wayfinding graphics as a comprehensive site sign and interpretive plan for the project site that is coordinated

with other portions of the Potomac Yard development and the City's comprehensive overall wayfinding system. (RP&CA)

67. **[CONDITION DELETED BY STAFF]** ~~The pedestrian bridge and approaches shall be fully accessible in compliance with ADA requirements. (RP&CA)~~

D. ACTIVE RECREATION

68. All active recreation courts shall be fully accessible. (RP&CA)

69. Provide materials including paving/play surfacing, vegetation, planters, fencing, standards, netting, and lighting (for tennis courts). (RP&CA)

70. The applicant shall provide a coordinated design palette for the active recreation courts including the following:

a. Tennis Courts:
   i) Court surface material and construction shall comply with the United States Tennis Association standards (RP&CA)
   ii) Court surface, line materials, and colors shall be approved by the City. (RP&CA)
   iii) Court lights shall be equipped with shields, fixtures, internal louvers or other sharp cutoff devices to limit spill into adjacent areas and be fitted with GE, Hubbell or Musco, metal halide 1,000 watt lamp fixtures, or equal as approved by the City. (RP&CA)
   iv) Provide a detailed photometric plan of the tennis courts demonstrating a minimum of 100 foot candles maintained. (RP&CA)
   v) Play surfaces shall have immediate positive drainage. Courts shall be dimensionally constructed and graded consistent with United States Tennis Association standards for slope, pitch and direction. (RP&CA)
   vi) Central court net system shall be vandal resistant, adjustable tension with top and bottom cable stays. (RP&CA)

b. Volleyball:
   i) Net system shall include permanent sleeving for installation of net posts. Sleeves shall be aluminum, steel or brass with screw lock covers set in self draining concrete footings flush to grade. (RP&CA)
   ii) Applicant shall provide two sets of nets, stanchions, and components for City use. Manufacturer shall be BSN & Collegiate Pacific, or equal as approved by the City. (RP&CA)

iii) Play area shall have immediate positive drainage. Court surface shall be natural turf grass with an underlaid sand cap drainage system. (RP&CA)

iv) No surface drains or other impediments shall be placed in the play or runout areas. (RP&CA)

c. Basketball:

i) Court surface material and construction shall comply with the National Federation of State High School Athletic Associations standards. (RP&CA)

ii) Court surface, line materials and colors shall be approved by the City. (RP&CA)

iii) Goals, post, backboard, rim and net assemblies shall be high-use recreation quality and comply with National Federation of State High School Athletic Association Standards, as manufactured by Gametime, Rawlings, Landscape Structures or equal as approved by the City. (RP&CA)

iv) Play surfaces shall have immediate positive drainage. Courts shall be graded consistent with National Federation of State High School Athletic Associations standards for slope, pitch and direction. (RP&CA)

d. Play Area(s):

i) Provide a coordinated design palette of play area related site structures/ equipment. (RP&CA)

ii) Specification, location, finish, color, material, and character of site structures and equipment shall be approved by the City. (RP&CA)

iii) Continue to work with staff to design and develop materials suitable for the maze walls. Maze walls shall be constructed of a high quality material appropriate for outdoor use, vandal resistant, child-safe and finished with a level of detail suitable for its location. (RP&CA)

iv) Work with staff to design a root barrier and curb system for tree wells to the satisfaction of the City Arborist.

v) Playground equipment and site furnishings shall be appropriate for year round outdoor use. (RP&CA)

vi) The play area, play equipment, and playground safety surfacing shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified

playground safety inspector (CPSI professional) with current certification. (RP&CA)

vii) Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Part 1191; Final Rule. (RP&CA)

viii) The final fountain design shall be approved during final site plan review with City staff based on concept provided in Memo dated February 16, 2008 and Exhibit D prepared by EDAW and dated. The jets shall be located in such a way to avoid conflicts with entrances to play areas. (RP&CA)

ix) Provide location, and dimensions for mechanical systems vault(s) related to the fountain. (RPCA, PZ)

1. All mechanical systems shall be located below grade.
2. Vault enclosure/hatch shall be vandal resistant metal, of a color and finish complimentary to adjacent pavement and set flush to adjacent finish grade.

x) Play surface material shall be poured in place unitary rubber safety surface or approved equal to the satisfaction of the Director of Recreation, Parks & Cultural Activities. (RP&CA)

xi) The compacted aggregate subbase used in the poured in place rubber surfacing shall be a consistent depth throughout the playground. The minimum depth shall be six inches. (RP&CA)

xii) Play surface shall be lined/marked as approved by the City and incorporate a continuous 6" wide flush concrete shore in locations where it abuts plantings or other turf areas. (RP&CA)

xiii) Fences shall be architectural metal fencing similar to Legi fencing, manufactured by Outer-Space Landscape Furnishings, in accordance with the Potomac Yard Urban Design Guidelines. Fabric, posts and gates shall be dark green vinyl coated. Fence height shall be 42 inches continuous. Fence shall incorporate 12 foot wide gates with (1) 4 foot wide leaf, and (1) 8 foot wide leaf, as generally depicted in the Preliminary Plan. (RP&CA)

xiv) Play surfaces shall have immediate positive drainage. No surface drains or other impediments shall be placed in the fall zone, play or runout areas. (RP&CA)

e. Rectangular Athletic Fields:

i. In compliance with CDD 99-001, Condition #15(o), City access, use and programming of existing rectangular interim fields shall continue until such time that replacement/final fields are designed, constructed and fully accepted for use by the City. (RP&CA, PZ)

ii. The applicant shall provide playing fields and associated items to include the following:

a. Immediate positive surface and subsurface drainage. No surface drains or other impediments shall be placed in the play field or runout areas.

b. Enclosure by a 6' tall green chain link fence incorporating (2) double leaf 16' wide maintenance gates with a setback from the playing surface in locations as approved by the City.

c. Primary power service and transformer(s) with capacity to power six (6) athletic field lights per athletic field (see iv, as below), each as fitted with GE, Hubbell or Musco, metal halide 1,500 watt lamp fixtures, or equal as approved by the City. Transformer(s) and power source shall be located in coordination with City staff.

d. Water source and service for irrigation, including meter(s), backflow prevention devices, connections and conveyance piping to the field location(s). Static pressure shall be determined in coordination with City staff.

e Playing field surface and subgrade composed of one of the following:

1. Patriot species natural turfgrass sod/overseeded with annual rye, or equal as approved by the City on an engineered field section including turf rotor irrigation system, specialty growing media (3 inches minimum depth), washed/clean sand drainage cap (6 inches minimum depth), and drainage subbase course (8 inches minimum depth), and filter fabric between the sand and subbase.
2. Synthetic infill turf system from the City's prequalified vendor/product list, using an engineered underdrain system, concrete perimeter retainer, perimeter loop irrigation system, and permanent field lining, each as approved by the City.

iii. The applicant shall continue to work with Staff to enter into a Memorandum of Agreement that establishes a cost sharing arrangement and construction schedule to ensure that the City's desire to have synthetic infill turf system fields rather than natural turfgrass fields - at this site is accomplished. The terms of the Memorandum of Agreement shall include, but are not limited to, the following: dimensional design, location and, notwithstanding CDD 99-001, Condition #15(o), a construction schedule that coordinates construction of the synthetic infill turf system fields with the removal from service of the interim fields and the development of Potomac Yard. The field playing surface dimensions including runouts will be approximately 380x200 and

380x230 feet. Field dimensions and runout areas (10 feet minimum continuous) for soccer, lacrosse and field hockey shall be consistent with National Federation of State High School Athletic Association standards. (RP&CA, PZ)

iv. Locate six (6) athletic field lights per field as generally depicted on the plan in coordination with City staff. Lights shall be installed by others in the future and equipped with shields, fixtures, internal louvers or sharp cutoff devices to limit spill into adjacent areas. Fixtures will be fitted with GE, Hubbell or Musco, metal halide 1,500 watt lamp fixtures, or equal as approved by the City. (RP&CA, PZ)

E. SUBDIVISION/EASEMENTS/PROCEDURES

71. Provide location and label for all easements and property boundaries within project. (RP&CA)

72. Applicant shall be solely responsible for submitting obtaining and or maintaining all easements construction access easements, dedication plats, documentation and permissions to work areas that overlap or abut adjacent properties. The applicant shall obtain all required temporary and permanent easements prior to the commencement of any construction activities on the subject property. Such easement shall be submitted for final review and approval by the director of Planning and Zoning and the City Attorney prior to the release of any final site plan for the project.

73. Applicant shall demonstrate acceptance/ratification of all necessary easements and permissions with adjacent property owners prior to City release/approval of Final Site Plan. (RP&CA)

F. STORMWATER MANAGEMENT

74. The applicant must comply with the approved Master Stormwater Quantity Plan and Article XIII of the City of Alexandria Zoning Ordinance.

75. The storm water collection system is located within the Potomac River Watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers. (T&ES)

76. 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. (T&ES)

77. The Storm Flow Screens shall be installed at end-of- the line to treat water quality and remove trash and floatables because in the event of flooding, there is higher possibility of flooding only the stormwater management pond than the public right of way or other structures overlain by the storm sewers. The responsibility of maintenance of the storm water management ponds shall be as per the BMP agreement. (T&ES) (P&Z) (RP&CA)

78. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as 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)

79. 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. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)

80. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

81. If the park design supersedes the Potomac Avenue approved BMP and Pipe Structures, Storm Sewer, and Infrastructure Plan then the applicant shall insure to coordinate with other developments to synchronize various plans in respect to BMP's, storm sewer, and infrastructure, including but not limited to storm water management ponds, and sandfilter, with the proposed design of the Park. The respective applicants for the affected developments shall submit the as-builts drawings by synchronizing various plans with Landbay K for review and approval by the City of Alexandria. (T&ES)

82. Provide BMP narrative and complete pre and post development drainage maps that include areas off site that contribute surface runoff; to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. In addition, drawdown calculation tabulation shall be provided. (T&ES)

83. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond , the design professional shall submit a written certification of the Director of T&ES that the BMPs are: (T&ES)

    a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
    b. Clean and free of debris, soil and litter be either having been installed or brought into service after the site was stabilized.

84. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)

85. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media.

86. 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)

87. Applicant shall continue to work with City staff to refine the design of the stormwater management ponds. (P&Z) (RP&CA) (T&ES)

88. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)

89. In compliance with the Stormwater Quality Master Plan and coordinated with the Departments of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities, applicant shall formalize an agreement of maintenance for systems for each of the stormwater management facilities including the north and south stormwater management ponds and sand filters. (RP&CA) (T&ES)

90. The applicant shall coordinate with the Potomac Avenue Plan to ensure that the sand filter locations are located such that the manholes are flush with adjacent grade and fully enclosed by the paved surface of pathways, trail system, promenade or other hard surface and include:

a. Sand filters shall have sufficient cover to ensure that the pavement elevation is not affected by heaving, subsidence or differential settlement and installed such that only the manhole(s) are visible above grade.
b. Perimeter of manholes shall not be located closer to the edge of pavement than a dimension equal to the diameter of the manhole.
c. Manholes and supporting systems constructed partially in paved/grass/planted areas or not flush to adjacent grade shall be removed and relocated to satisfaction of the City.

91. Boat launches for the North and South Ponds shall include:

a. Non-slip approach and use surfacing such as H-20 load rated ribbed concrete. Concrete shall be ribbed perpendicular to use/travelway. (RP&CA)
b. Applicant to achieve as much vertical and horizontal clearance as possible with 25 foot minimum turning radii for approaches and accessible routes for intended uses. Access from street shall include a drop curb. (RP&CA)
c. Slope and grade transition as approved by the City. (RP&CA)
d. Required maintenance access turns as approved by the City. (RP&CA)

92. North and South Ponds:

a. Provide plant details and species for storm water filtration/wetland plants. (RP&CA)
b. Provide narrative information demonstrating strategies for control of algae formation in pond. (RP&CA)
c. Provide shoreline design/treatment to discourage access by geese. (RP&CA)
d. Drawings shall indicate disposition of storm water structures-headwalls/outfalls and risers to be removed, replaced or remain. (RP&CA)
e. Amend planting and landscape plan to accommodate in-line trash collection vaults. (RP&CA)
f. Storm structures including headwalls, outfalls and risers shall be screened to the maximum extent possible
g. Provide information that demonstrates pond edge stabilization techniques and pond construction. (RP&CA)
h. Provide approved trash collection screen system at each outfall into the pond. (RP&CA)
i. Provide reinforced slopes in lieu of a rip-rap. Slope stabilization methods shall be designed, installed and maintained until acceptance by the City to the satisfaction of the City. (RP&CA)

93. North Pond:

a. The final plans shall demonstrate coordination between deck piers and pond bed. (RP&CA)
b. At the North Pond the final plans shall provide details for water level interpretative masts including material, finish. (RP&CA)
c. Relocate light pole that obstructs the boat launch ramp entrance on the preliminary plan. (RP&CA)

94. South Pond:

a. The ground treatment at storm structures shall be of an appropriate planting and construction material suitable to withstand the water flow and storm conditions. Slope mix shall not be permitted. (RP&CA)
b. Provide sections and other supporting drawings that depict character of the park beneath the Route 1/Monroe Avenue Bridge. (RP&CA)
c. Provide information that demonstrates coordination between pond, site design and new Route 1/Monroe Avenue Bridge including grading, lighting, finishes and materials. (RP&CA)

G. INFRASTRUCTURE

Site Electrical

95. Provide readily accessible two phase 120 volt power at each belvedere, trailhead entrance, play area (2 per side), promontory, deck, active recreation use (tennis, multiuse court, basketball, volleyball, athletic fields) and park entrance. (RPCA, TES)

a. Incorporate power source locations with light fixtures or other electrical systems to the maximum extent possible.
b. Power sources shall be waterproof UL approved enclosures/receptacles.
c. Conduit beneath paved surfaces shall be placed in UL approved sleeving.

96. Provide approved electrical enclosures at the tennis courts that house controls for the active recreation lights. Controls shall incorporate remote access/activation using a City approved system. Incorporate electrical enclosures into adjacent construction. (RPCA)

97. Provide a photometric point grid site lighting plan that includes all existing and proposed light fixtures with lighting calculations. Demonstrate coordination between street lights including ones on the opposite side(s) of all adjacent streets, trail, promenade, active recreation court lights, bridge and building mounted fixtures (such as those located on the Pump Station). Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all the adjacent streets and/or 20 feet beyond the property line on all

adjacent properties, and right-of-way. Show existing and proposed street lights and site lights. Full cut-off lighting shall be used at the development site to prevent light spill over onto adjacent properties. (RPC&A)(T&ES)(P&Z)(Police)

a. Provide a lighting schedule that indicates the manufacturer's specifications for height, light source, strength of fixture in Lumens or Watts, pole type and mounting/footing connection and quantity.
b. Provide detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
c. All proposed street lights and pedestrian scale lights shall be located, at minimum, 3' from the edge of all shared-use paths, pedestrian walkways and promenade to comply with AASHTO, Virginia Department of Transportation and City of Alexandria to provide adequate clear width.)
d. Light fixtures that require separately located ballast box are not permitted.
e. Provide a lighting schedule that specifies the height, light source, strength of fixture in Lumens or Watts, manufacturer, pole type and mounting/footing connection and quality. (RPC&A)(T&ES)(P&Z)(Police)
f. Light fixtures that require separately located ballast box are not permitted. (RP&CA)

98. Provide location of on-site utilities with other site conditions to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services, and Recreation, Parks & Cultural Activities, including:
a. Location and orientation of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes. (P&Z) (RP&CA)
b. Location and orientation shall be field-approved by the City prior to release of Final Site Plan. (RP&CA)
c. Do not locate above grade utilities in open space areas or adjacent to active recreation, playground or interpretive areas, runouts, fall zones, or other areas where they may be impediments to use. Adjust to active recreation use requirements. (P&Z) (RP&CA)
d. Above grade utilities located in planting or turf areas shall have footings flush to adjacent grade and be installed to minimize conflicts with adjacent plantings, pedestrian areas and major view sheds. (RP&CA)
e. All cabinets and enclosures shall be approved by the City and corresponding utility companies and incorporate tamperproof security systems. (RP&CA)
f. Site utilities' structures (except fire hydrants) shall be located in least visual prominent locations. There will be no shrubbery planted around transformers for screening purposes. Where transformers are in visual locations, and if required by the City, the transformers shall be screened using an alternate method to the satisfaction of the Directors of RP&CA and P&Z.
g. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES)

h. Show all existing and proposed public and private utilities and easements and provide a descriptive narration of various utilities. (T&ES)
i. Applicant shall underground all of the utilities serving the site. (T&ES)

99. 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)

100. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

101. Provide approved electrical enclosures at the tennis courts that house controls for the active recreation lights. Controls shall incorporate remote access/activation using a City approved system. Incorporate electrical enclosures into adjacent construction (RP&CA)

Site Irrigation

102. Develop, install and maintain until acceptance by the City, a site irrigation/water management plan as generally as depicted on the preliminary plans. (RPCA)

a. Site irrigation plan, details and specifications shall be prepared by a certified irrigator who is licensed to practice in the Commonwealth of Virginia and possesses demonstrated experience in system design for recreation facilities.
b. Continue to work with staff to develop details and specific design criteria.
c. Provide hose bibs/yard hydrants at 150 feet on-center along the promenade between the north and south stormwater management ponds.
d. Incorporate one hose bib/yard hydrant at each belvedere, play area (per side), deck and active use court.
e. Provide all hardware and software necessary to install a remote station, including sensors, transmitters, and other equipment.
    i) Controllers and water service connections shall be located as approved by the City.
    ii) The system shall incorporate and be fully coordinated with the City's Maxicom Central Control System.
f. All irrigation system components shall be approved by the City.
    i) Valves, splices, meters, hose/yard hydrants, flow devices, pumps and similar components shall be placed in underground boxes.
    ii) Underground boxes shall be Carson, Inc., H-20 load rated with black covers, or equal as approved by the City.
    iii) All irrigation system components shall be Rainbird, Inc., or equal as approved by the City.

iv) Hose bibs, yard hydrants and valves shall be solid brass. Galvanized irrigation components or fittings are not acceptable.

v) System components beneath paved surfaces shall be installed as sleeved connections (schedule 40 minimum gauge-class 200 pipe is not acceptable) extending 24 inches beyond edge of nearest paved surface. Demonstrate, field locate and permanently mark sleeve connections as approved by the City.

103. The applicant shall provide City Standard trash receptacles as generally shown on the Preliminary Plan and in a quantity and location to the satisfaction of the Directors of RP&CA and T&ES. (TES) (RPCA)

H. SITE CHARACTERISTICS

104. The applicant shall provide a geotechnical / hydrogeology report, including recommendations from a geotechnical professional for proposed cut slopes, embankments, and groundwater regime. (T&ES) (RP&CA)

105. Plan does not 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, Division of Environmental Quality. (T&ES)

106. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:

a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site. (T&ES)
b. Submit a Risk Assessment indicating any risks associated with the contamination. (T&ES)
c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors. (T&ES)
d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. (T&ES)
e. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

107. All exterior building mounted loudspeakers are prohibited. (T&ES)

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

109. 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)

110. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owners other agent 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 all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

111. All drainage facilities must be designed the satisfaction of Code. Drainage divide maps and computations must be provided for approval. (T&ES)

112. 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)

113. 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)

114. 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) (RP&CA)

115. Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources permits 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)

116. The Contractor shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to commencing any clearing or grading of the site. The applicant shall hold a meeting with the liaison committee to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z) (T&ES) (CE)

117. The applicant shall identify a person who will serve as 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 Planning & Zoning and Transportation & Environmental Services. (P&Z) (T&ES) (CE)

118. Applicant shall meet with Planning & Zoning, Recreation, Parks & Cultural Activities and T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (P&Z) (T&ES) (RP&CA)

I. ARCHEAOLOGY

119. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance. (Note: The applicant has begun the process of compliance with preparation of a draft Resource Management Plan and draft Documentary Study for Potomac Yard. The conditions below outline the applicant's outstanding obligations to satisfy the code requirements. A complete full study on Potomac Yard shall be submitted prior to January 1, 2009 and revised if needed to the satisfaction of the City Archaeologist by April 1, 2009) (ARCH)

a. To ensure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation of the portions of Landbay K where construction disturbance will penetrate the historical land surfaces, as delineated in the draft Resource Management Plan for the entire project area that was prepared by Thunderbird Archaeology in November 2007. The applicant shall hire a consultant to prepare a scope of work for this investigation. The scope shall be subject to approval by Alexandria Archaeology. If significant resources are discovered, the consultant shall complete a Resource Management Plan specific to Landbay K, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Landbay K Resource Management Plan, as approved by the City Archaeologist, shall be implemented. (ARCH)

b. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling,

vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a specific Resource Management Plan for Landbay K must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399. (ARCH)

c. The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan for Landbay K is in place. (ARCH)

d. The applicant/developer 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. (ARCH)

e. The City will not accept ownership of this property until the final archaeological report and documentary study have been received and approved by the City Archaeologist. (ARCH)

f. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology)

120. The statements in conditions 119b, 119c, 119e above shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Erosion and Sediment Control, Grading, Landscaping, and Sheeting and Shoring) so that on-site contractors are aware of the requirements. (Archaeology)

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

F-1 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-1A **[FINDING ADDED BY STAFF]** OEQ has no objections as long as any resultant change complies with the requirements of Article XIII and all erosion and sediment control laws. Any increase in impervious area may require additional BMPs.

F-2 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-3 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property lines clearly shown. (T&ES)

F-4 Include all symbols, abbreviations, and line types in the legend. (T&ES)

F-5 All storm sewers with in the public ROW shall be constructed to the following 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 and downstream 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 by the property owner). (T&ES)

F-6 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" of "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-7 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-8 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-9 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-10 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-11 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition.

F-12 Provide typical sections of the trails and wherever the width varies.

C-1 Bond for the public improvements must be posted prior to release of the plan.

C-2 All downspouts must be connected to a storm sewer by continuous underground pipe or day lighted within 100 feet to an adequate outfall.

C-3 All easements and/or dedications must be recorded prior to acceptance of the City..

C-4 Plans and profiles of utilities and roads in public easements and/o public Right of Way must be approved prior to release of the plan.

C-5 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.

C-6 All utilities serving this site to be underground.

C-7 Provide site lighting plan.

C-8 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.

C-9 Provide a phased erosion and sediment control plan consistent with grading and construction plan.

C-10 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 NAD83 and NAVD88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (Site Plans)

C-11 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)

Archaeology Findings:

F-1 Undisturbed sections of Potomac Yard have the potential to provide insight into the historical them the background history section.

Code Findings:

F-1 The proposed Preliminary Plan has been verified as complete by Code Enforcement.

DEQ Findings:

F-1 Plan needs a BMP computation for Landbay K as proposed as well as the overall approved drawdown impervious area calculations throughout the development. Onsite pump station shall be included in Landbay K computations.

F-2 BMP Drainage Divide map is unreadable – contours can not be read so it is impossible to verify divides.

F-3 There may be some drainage flowing to the 42 inch pipe that is untreated. Investigate. Applicant is encouraged to carefully explore mechanisms to treat this volume. Should this be impossible applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund.* To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Claudia Hamblin-Katnik, Watershed Program Administrator, 301 King Street, Room 3000, Alexandria, VA 22314 outlining his intent.

ATTACHMENTS

1. Parks and Recreation Commission recommendation, prepared by Judy Guse-Noritake, dated February 20, 2007
2. PYCAD recommendation, prepared by PYDAC, dated February 26, 2008,
3. Parks and Recreation Commission recommendation, dated March 20, 2008
4. **[ATTACHMENT AMENDED]** Landbay K Park development phases exhibit, prepared by EDAW, dated June 3, 2008, amended with this application to September 16, 2010
5. Memo with attached exhibits, prepared by EDAW, dated February 16, 2008

Attachment #1

DEPARTMENT OF RECREATION, PARKS
AND CULTURAL ACTIVITIES

Kirk Kincannon
Director

1108 Jefferson Street
Alexandria, Virginia 22314-3999

Phone (703) 838-4343
Fax (703) 838-6344

Park and Recreation Commission

February 20, 2007

Eric Wagner, Chairman
Alexandria Planning Commission
Alexandria, Va. 22314

Re: Land Bay K, Potomac Yard

Dear Chairman Wagner:

The Park and Recreation Commission recently received an updated briefing on the continued refinements to the design of Land Bay K at Potomac Yard. The update included a discussion about the issues surrounding the pedestrian bridge over the rail lines, changes in the park design associated with this bridge's relocation and other aspects of refinement in the park design.

After discussion we wanted to pass on to you and your fellow commissioners that the members of the Park and Recreation Commission understand the reasons for the changes and refinements and we are in agreement with them.

There was discussion around two aspects of Land Bay K that deserve further mention. The first concerns what we would term the "active recreation" areas in the southern part of the park. The plan calls for tennis, volleyball and basketball courts at this location. Our commission has urged department staff and the design team to design these active "court" areas with maximum flexibility so they may be creatively used for a wide variety of small scale active recreational activities well beyond just those listed. Further development of that notion will occur as the project moves forward and should require no re-designation of use, realignment of the current footprints or changes to the development conditions.

Second, we want to underscore that the two new athletic fields to be located near Simpson Stadium, where Route 1 formerly ran, need to be constructed as soon as possible and done so in partnership between the developer and the City. These fields must be finished and playable before the two temporary fields further north in the heart of the Yard are taken out of use for construction.

The Park and Recreation Commission will shortly hold a public hearing on the specific design aspects of the two new athletic fields and we will forward our comments about their design to you following that meeting. Never the less, we wanted to take the opportunity here to underscore the timing issue associated with these fields, one of the most important aspects of the new recreation facilities at the Potomac Yard development.

If we may be of any further help on the issue of Land Bay K please do not hesitate to contact me.

Warm regards:

Judy Guse-Noritake, AIA, LEED AP
Chair, Park and Recreation Commission

Cc: Director Faroll Hamer
Planning Commissioners
Director Kirk Kincannon
Park and Recreation Commissioners

Attachment #2

To: Alexandria Planning Commission and City Council
From: Potomac Yard Design Advisory Committee (PYDAC)
Re: PYDAC position on land bay K (Potomac Yard Park) at Potomac Yard
Date: February 26, 2008

PYDAC has discussed and reviewed the proposal for a new public park at Potomac Yard and concludes that it meets all of the City Council-approved design guidelines. We commend the developer for hiring a topflight design firm, EDAW, and we applaud the designers, Dennis Carmichael and Nathan Imm, for an exceptional design. We note that an excellent design does not necessarily translate into an excellent park; implementation will be the key. We also thank the staff for their fine work and particularly note the contribution of staff from the Department of Parks, Recreation, and Cultural Activities in working with the park's designers to develop an efficient, cost-effective maintenance plan that doesn't compromise the design.

As part of our review of land bay K, PYDAC held a work session with City staff to address concerns regarding pedestrian safety and access to the park across the new Potomac Avenue. Staff reported that the following steps have been or will be taken to deal with these issues:

1. Park activity centers have been located near signalized intersections.
2. Accessible and safe pedestrian crossings have been planned at each signalized intersection. The crossings include well-marked crosswalks, pedestrian countdown timers, audible pushbuttons, accessible curb ramps, and adequate lighting.
3. The median on Potomac Avenue has been continuously "crowned" in the middle and will be landscaped to discourage midblock crossings.
4. During construction of Potomac Avenue, the developer has been instructed to bury conduit and wiring at 300-foot intervals between each signalized intersection to allow the City to later add pedestrian-activated signals in case additional crossing locations are needed. The City anticipates installation of at least one (between Swann and Custis) and possibly two such signals on Potomac Avenue.
5. The road is posted for a speed of 25 miles per hour.
6. The City will actively monitor Potomac Avenue and initiate actions such as signal optimization and active police enforcement should additional measures be warranted.

PYDAC supports the implementation of these measures and others that may be necessary to ensure that a key principle of the Potomac Yard project—pedestrian-oriented design—is met.

Attachment #3

DEPARTMENT OF RECREATION, PARKS
AND CULTURAL ACTIVITIES

Kirk Kincannon
Director

1108 Jefferson Street
Alexandria, Virginia 22314-3999

Phone (703) 838-4343
Fax (703) 838-6344

Alexandria Park and Recreation Commission

March 20, 2008

Mayor William Euille
Vice Mayor Redella Pepper
Councilman Ludwig Gaines
Councilman K. Rob Krupicka
Councilman Timothy Lovain
Councilman Paul Smedberg
Councilman Justin Wilson

Re: New Potomac Yard Athletic Fields

Dear Mayor and Council Members:

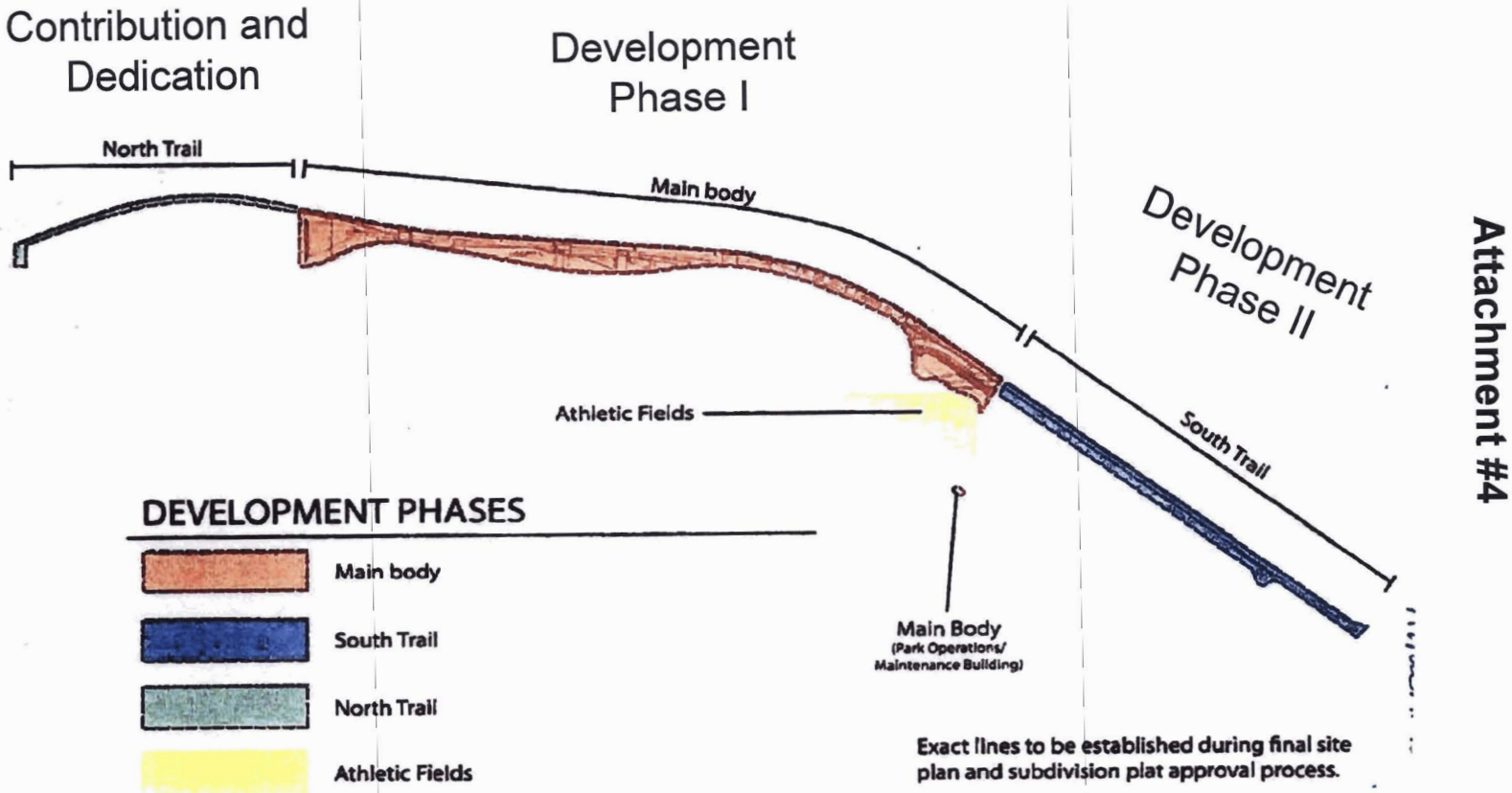
The February meeting of the Park and Recreation Commission opened with a presentation by the developers of the Potomac Yard project (PYD, LLC) about plans for the two new fields that are to be located near the existing Simpson Stadium where Route 1 once ran. This presentation was followed by our own public hearing on the proposal. The intent of the hearing was to help shape the programming and design of the new facility. PYD, LLC has retained professional design services for this site and will be assuming most of the associated costs for the development of these two fields as a part of their development conditions for the larger Potomac Yard project.

As you may recall these two fields were a part of the original consideration for the development of Potomac Yard. While the plan approval also allowed for the eventual placement of an elementary school at this same site, planning and construction of such a school is not contemplated until some point a decade or more into the future. With the rather dire current need for athletic fields at this time the City has moved forward with the developers to begin a process to put two full sized fields in place near Simpson Stadium which will be used until the need for a school is demonstrated.

The two new fields will replace two existing temporary grass fields built in main part of Potomac Yard a number of years ago by the previous owner of the development. As the fields were then seen to be relatively temporary in nature they were built 100 yards long and covered with natural grass. We knew at the time that the City would have greater requirements for the more permanent fields that would replace them. It is our understanding that PYD, LLC believes they are required to supply "replacement fields", which obligate them to provide for two 100 yard long, natural grass fields.

DSUP#2010-0012,
amending DSUP#2006-0013

Attachment #4



Revised 9/16/2010

~~June 03, 2008~~

POTOMAC YARD

LANDBAY K
PHASING PLAN

EDAW

ATTACHMENT #5

EDAW | AECOM

EDAW Inc
601 Prince Street, Alexandria, Virginia 22314
T 703.836.1414 F 703.549.5869 www.edaw.com

Memorandum

Date: February 18, 2008

To: Patti Haefell, Ron Kagawa, Beth Carton

From: Nathan Imm

Subject: Landbay K – Plan / Conditional Changes

Distribution: Dennis Carmichael, Duncan Blair, Steve Collins

Per the discussion of conditional changes to Landbay K (Potomac Yard Park) on February 5, 2008, the following clarifications and sketches are provided to establish an understanding on the approach to each of these items.

1. North Pond rip-rap
   The rip-rap patterning at the north end of the north pond will be removed, and replaced with striations of planting in a similar pattern. The plant materials that will potentially replace the rip-rap are Blue Flag (Iris versicolor), Virgin's Bower (Clematis virginiana), Butterflyweed (Asclepias tuberosa), or Fragrant Sumac (Rhus aromatica 'Gro-Low'). Additionally, attached please find cut sheets of the potential slope reinforcement materials to be utilized on this slope, either the TerraTex N05 or the surface anchorage Geoweb Slope Protection (note: not a Geoweb wall, only a surface treatment), see Exhibit A. The final treatment will be determined based on further investigation of lifespan, maintenance and fit to the situation(s) and will be specified as needed by a Geotechnical engineer during Final Site Plan.
2. Concrete Seat Walls
   The concrete seat walls perpendicular to the promenade will be replaced with a series of benches with end walls of concrete, housing plaques which will contain the interpretive materials as determined by the City and the historic consultants. The attached exhibits B and C show the configurations of the bench areas, keyed to the sheets that the original seat walls appeared on. Dimensions are approximate and will be provided through Final Site Plan.
3. Interpretive
   See number 2 above. The newly added interpretive elements will be manifested through the abovementioned end wall plaques.
4. Trellis at Stage (center)
   The center trellis (of three) located directly to the east of the stage at the "Great Lawn" will be removed from the plans.
5. Fountain
   The fountain between the playgrounds will be a standard manufactured fountain with a ground-mounted switch plate/controller. As an example, two Stream Jet Manifolds as manufactured by

EDAW Inc
601 Prince Street, Alexandria, Virginia 22314
T 703.838.1414 F 703.549.5869 www.edaw.com

Aquatic Recreation Company is shown in the attached materials (resulting in a total of 14 jets), see Exhibit D. The water supply for the fountain may either be recirculating or potable water supply (by City).

6. Maze
   The maze in the school-aged playground will be removed and replaced with single or stand-alone play equipment pieces to complement the other activities of the play experience. A small zone of therapeutic play experiences (such as mirrors) may be housed in the far corner of this area. Refer to Exhibit E.
7. Stone Dust
   The stone dust band originally shown along the eastern edge of the promenade will be removed.
8. Promenade width
   The promenade width will be reduced to 18'. The two foot reduction in width will occur along the eastern side of the promenade – the western edge of the promenade will remain as shown in the plans.
9. Trellis at Tennis Court
   The trellis at the tennis court, roughly at the end of Howell Avenue and overhanging the main pathway, will be removed from the plans.
10. Tennis Court Lights
    The tennis court lights will remain.
11. "Hump Yard"
    The majority of the concrete paths will be removed, with the exception of the surrounding paths and the two central paths, as shown on the attached sketch. The paths to be removed will be replaced with lawn interplanted with spring ephemerals, such as Bloodroot, Scilla, Crocus, and/or Anemones. This will create a seasonal emergence of the track pattern, creating a dynamic but low maintenance (mow-able) landscape interpretation of this feature. Topographical changes within these lawn areas may be considered. Refer to Exhibit F.
12. South Pond rip-rap
    The rip-rap patterning at the eastern side of the south pond will be removed, and replaced with striations of planting in a similar pattern. The plant materials that will replace the rip-rap are to be determined with the Final Site Plan submission. Additionally, attached please find cut sheets of the potential slope reinforcement materials to be utilized on this slope, either the TerraTex N05 or the surface anchorage Geoweb Slope Protection (note: not a Geoweb wall, only a surface treatment), see Exhibit A. The final treatment will be determined based on further investigation of lifespan, maintenance and fit to the situation(s) and will be specified as needed by a Geotechnical engineer during Final Site Plan.
13. Metal Sculpture
    The metal sculpture under the Route 1 Bridge will be removed from the plans.
14. South Plaza
    The plaza at the south end of the South Pond will be removed from the plans, the sidewalk traversing this area will remain.
15. South Pond sidewalk
    The sidewalk around the South Pond will be reduced in size to an 8' width sidewalk, with a 6' wide tree lawn between back-of-curb and sidewalk.

EDAW Inc
601 Prince Street, Alexandria, Virginia 22314
T 703.836.1414 F 703.549.5669 www.edaw.com

16. Potomac Avenue sidewalk

    The Potomac Avenue sidewalk will be designed as an asphalt path with concrete borders. The attached sketch provides a diagram of where the asphalt paths will occur within the main body of the Park. Refer to Exhibit G.

17. Promenade construction

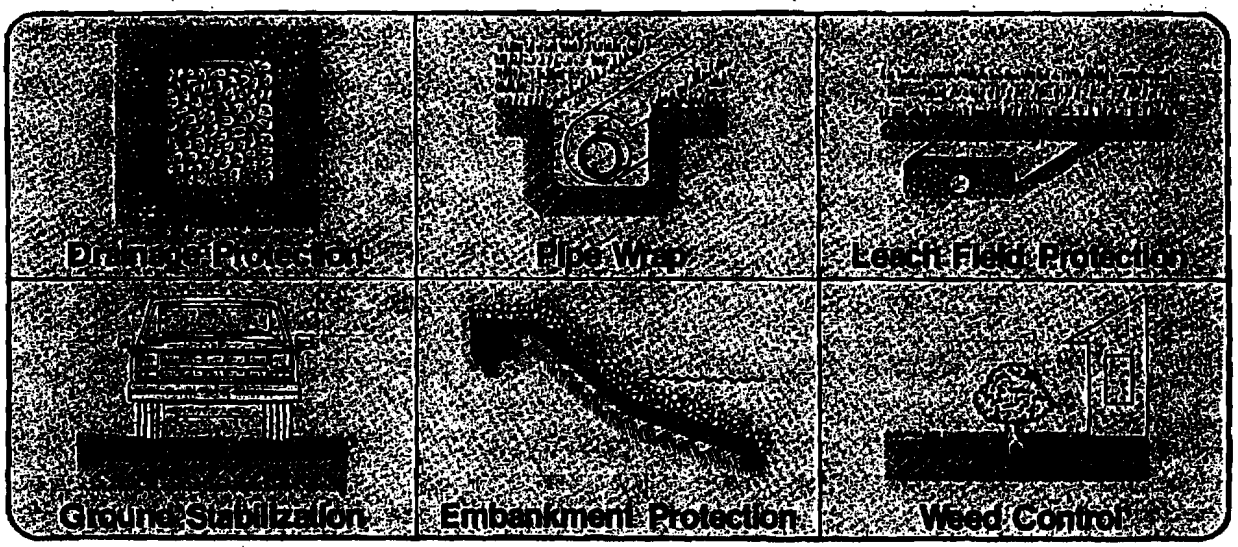
    The promenade will be constructed to maintain an H20 loading capacity, with asphalt pavers as the top course. The base construction and materials will be engineered through the Final Site Plan process.

18. Plant Species and Sizes

    As discussed at the meeting, the plant species may be adjusted during Final Site Plan according to species availability, pricing, and maintenance regime, including the seed mixes for various locations. Further, the woodland plantings along the slopes leading to the CSX corridor may be planted with seedlings versus the currently specified whips.

TerraTex Nonwoven Geotextiles

TerraTex nonwoven geotextiles are designed and manufactured for many construction applications. They perform the three primary functions of a geotextile: *separation*—separating the native subgrade from an aggregate layer, *reinforcement*—reinforcing an area by distributing weight over a wider area, and *filtration*—retaining soil while allowing the passage of water. TerraTex nonwoven geotextiles have a random, three dimensional pore structure and are highly water permeable as is necessary in many geotextile end uses. A range of fabric weights is offered to meet the requirements of various nonwoven applications.



TerraTex N03, TerraTex N04	Standard drainage geotextiles which meet or exceed commonly specified Department of Transportation and commercial drainage protection requirements.
TerraTex SD, TerraTex N04.5	Extra-strength drainage geotextiles designed for applications requiring high water permeability and burst resistance.
TerraTex S04	Spunbond geotextile effective in many drainage protection and separation/stabilization applications. Has high tensile strength.
TerraTex PU1.5, P03	Lightweight *polyester or polypropylene* geotextiles which meet commonly specified requirements for leach field protection and pipe wrap.
TerraTex N05, N06, N07, N08, N10, N12, N16	Heavyweight geotextiles for multiple applications: *embankment protection, erosion control, ground stabilization, geomembrane underliner, railroad bed stabilization, heavy duty drainage protection, separation.*
TerraTex OL	Paving geotextile designed to *retard reflective cracking* and extend the life of asphalt overlays. Meets commonly specified requirements.
TerraTop WC	Water permeable geotextile which *reduces weed growth* while allowing plants to be watered and the soil to breathe. UV resistant.

TerraTex nonwoven geotextiles are made of specially formulated polypropylene to insure resistance to most soil chemicals, rot, mildew, acids and alkalies in a pH range from 3 to 12.

MINIMUM AVERAGE ROLL VALUES are listed below. Contact WEBTEC, Inc. for most current specifications or additional information.

PROPERTY	N03	N04	SD	N04.5	S04	N05	N06	N07	N08	N10	N12	N16	OL
Tensile Strength (lbs) ASTM D-4632	80	90	100	120	130	135	160	180	203	250	300	400	90
Elongation (%) Minimum ASTM D-4632	50	50	50	50	50	50	50	50	50	50	50	50	50
Trapezoid Tear (lbs) ASTM D-4533	35	40	45	50	60	55	65	75	80	100	115	145	35
Mullen Burst (psi) ASTM D-3786	160	185	225	240	140	265	315	350	400	550	650	800	180
Puncture Strength (lbs) ASTM D-4833	45	55	65	70	40	80	90	105	130	165	195	250	60
Permeability (cm/sec) ASTM D-4491	.25	.25	.25	.25	.03	.25	.25	.25	.25	.25	.25	.25	—
Permittivity (1/sec) ASTM D-4491	2.2	2.1	2.0	1.8	.7	1.7	1.5	1.5	1.5	1.2	.9	.7	—
Water Flow Rate (g/m/sf) ASTM D-4491	160	155	145	130	40	120	110	110	110	85	85	50	—
AOS (US Std. Sieve) ASTM D-4751	70	70	70	70	70	70	100	100	100	100	100	120	—
Asphalt Retention (g/sy) TF-25 #8	—	—	—	—	—	—	—	—	—	—	—	—	.2
APPLICATIONS (★★Primary/★Secondary)													
Drainage Protection	★★	★★	★★	★★	★★	★	★						★
Ground Stabilization					★	★	★	★★	★★	★★	★★	★	
Erosion Control			★	★		★	★★	★★	★★	★★	★	★	
Railroad Bed Stabilization									★	★★	★★	★★	
Geomembrane Underliner								★	★★	★★	★★	★★	
Asphalt Overlay		★	★	★		★	★						★★
ROLL DIMENSIONS													
Width (ft)	12.5/15	12.5/15	12.5/15	12.5	14.77	15	15	15	15	15	15	15	12.5
Length (ft)	360	360	360	360	330	360	300	300	300	300	300	150	360
Area (sy)	500/600	500/600	500/600	500	541.5	600	500	500	500	500	500	250	500
Approx. Weight (lbs)	140/170	150/180	160/190	200	155	250	240	275	300	390	440	280	150

DISTRIBUTION

TerraTex geotextiles and a broad line of WEBTEC geosynthetic products are available through a network of local distributors. For further information or local distribution contact:

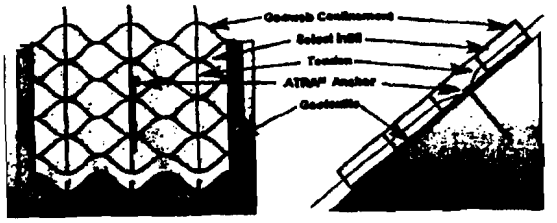
WEBTEC, INC.
P.O. Box 19729 • Charlotte, NC 28219
(800) 438-0027 • NC (704) 399-8354 • FAX (704) 394-7948
Website: www.WEBTECgeos.com • e-mail: info@webtecgeos.com

LOCAL DISTRIBUTOR

Exhibit A:
Potential Slope Reinforcement Material

NWDS 2/99

Geoweb® Slope Protection System - The Key Components



FRONT ELEVATION TYPICAL CROSS-SECTION

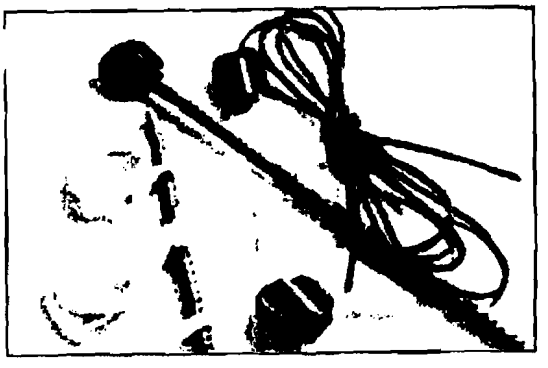
The complete Geoweb® cellular confinement system application will include some or all of the following:

- Geoweb sections
- Cell infill materials
- Integral high-strength polymeric tendons
- ATRA™ Anchors
- ATRA® Clips
- Erosion Control Blankets
- Geotextiles
- Geocomposite drainage materials
- Geogrids and geotextile reinforcement
- Geomembrane
- Fasteners

Integral Polymeric Tendons

Polymeric tendons can be used to anchor Geoweb sections to embankments and slopes, and are incorporated into the Geoweb system through pre-drilled holes. Tendons are particularly useful when a geomembrane underlayer or naturally hard soil/rock prevents anchoring with stakes. In this case, tendons are secured by an anchoring system at the top of the slope.

Standard tendons are high-strength polyester and polypropylene, available in various ultimate tensile strengths to meet specific requirements. Polyethylene-coated polyester tendons are available to enhance overall durability. Spacing and quantity of individual tendons within each Geoweb section are determined through engineering analysis methods available through Presto.

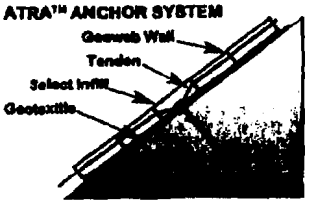


The ATRA™ Anchoring System

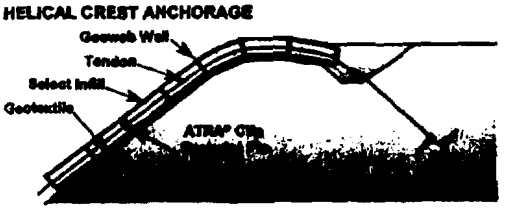
Presto's high-strength polyethylene ATRA® Clip provides time and material cost savings during Geoweb system installation. The ATRA® Clip inserted on the end of a rebar stake forms the ATRA™ Anchor, providing an in-line, easier to drive anchoring system. Tendons and an ATRA™ Anchor array provide anchoring for slope protection systems that resist sliding and/or uplift forces.
The ATRA® Clip used as a restraint pin connects to tendons at specific load-transfer points replacing the need for dowels or other less-secure load-transfer mechanisms.

The Geoweb slope protection system can also be secured with an engineered array of surface anchors designed to meet soil conditions. Anchor details are determined through analysis methods available from Presto or its authorized distributors.

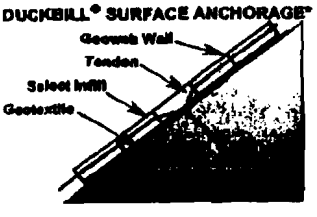
ATRA™ ANCHOR SYSTEM



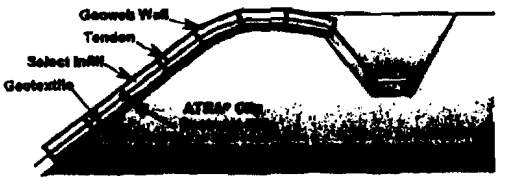
HELICAL CREST ANCHORAGE



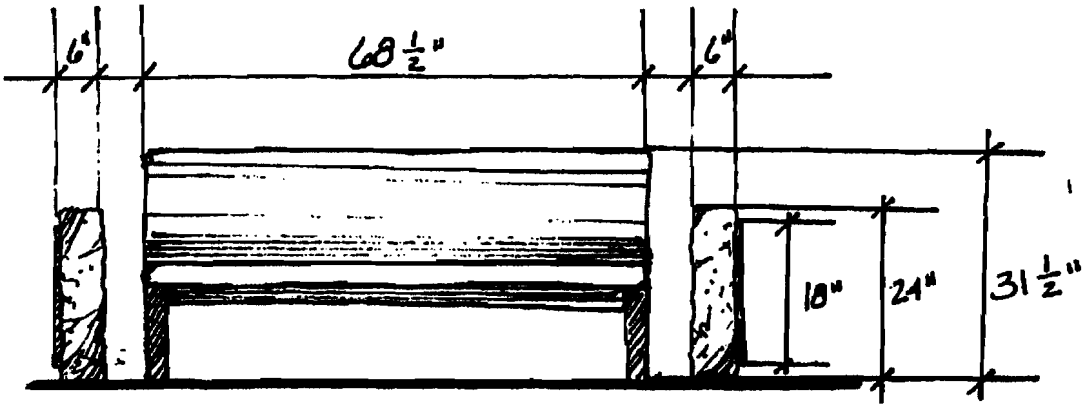
DUCKBILL® SURFACE ANCHORAGE®



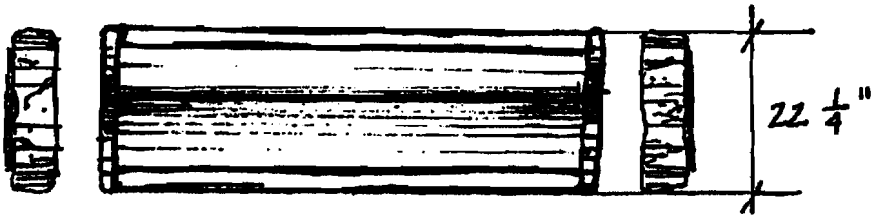
DEADMAN CREST ANCHORAGE



Presto Exhibit A:
Potential Slope Reinforcement Material

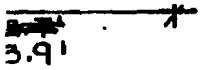


FRONT ELEVATION

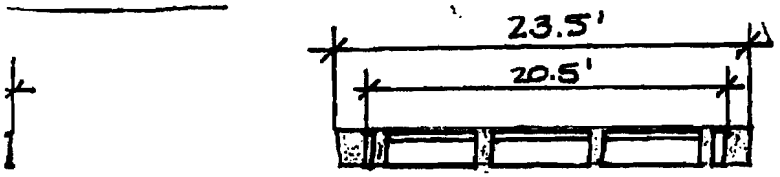


PLAN

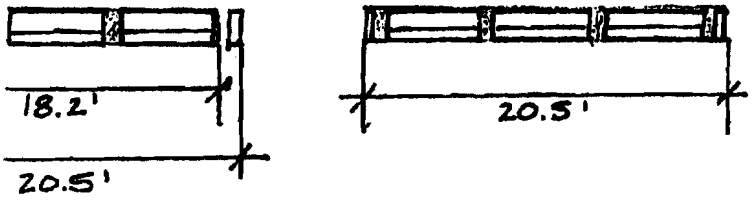
EXHIBIT B:
SEAT WALL REPLACEMENT
ENLARGED VIEW



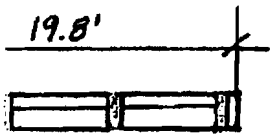
LS102



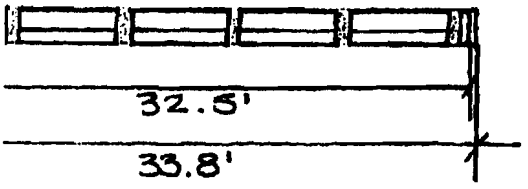
PAVING



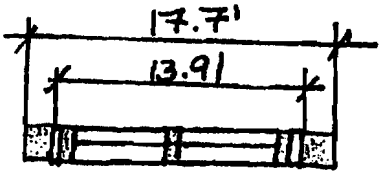
SHEET LS103 (NORTH)



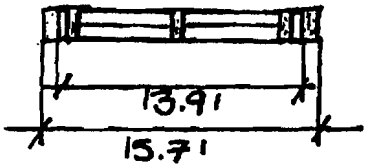
PAVING



SHEET LS104

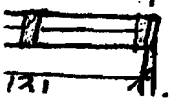


PAVING



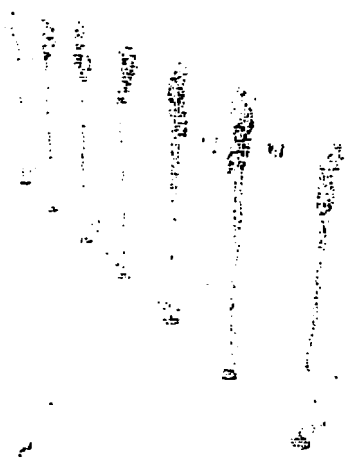
SHEET LS103 (SOUTH)

PAVING



Stream Jet Manifold

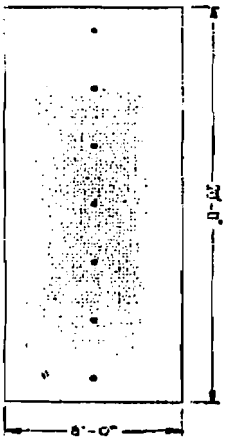
The *Stream Jet Manifold* is a ground spray element that emits 7 clear vertical streams of water. The flow rates can be adjusted to increase or decrease the spray height. The Stream Jet Manifold is designed for wet deck applications with no standing water.



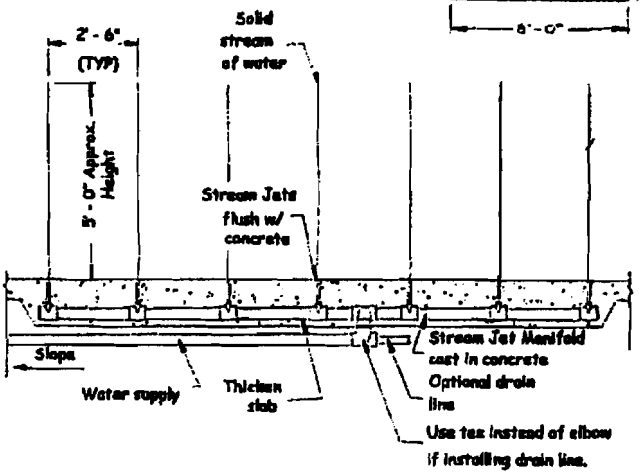
FEATURE DATA

High Flow:	70 GPM
Low Flow:	35 GPM
Supply Line:	1 1/2" to 2" pipe
Structure:	PVC Plastic
Installation:	Cast into Concrete

TOP VIEW SPLASH ZONE



CAD DRAWING



Toll Free Phone:
1-877-632-0503

Local Phone:
952-445-5135

Fax:
952-345-6444

Mail to:
5852 Baker Road
Minnetonka, MN
55345

Product

The more water, the more fun

Exhibit D:
Fountain

NOTES

1. Valve must be installed on supply line to regulate flow.
2. Shut off valve must be installed on drain line.
3. Ground spray is designed to be encapsulated in concrete pad.
4. Supply line size to be based on designed flow rate for structure.
5. Underground plumbing to be designed for winterization.
6. Consult local electrical inspector for grounding.
7. (Product specifications are subject to change.)

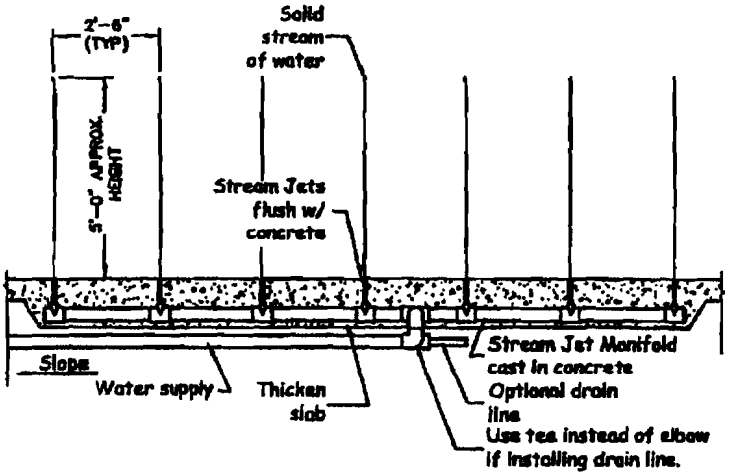
SPLASH ZONE

Splash Zone-Not to Scale

Splash Zone Notes:
Splash zones are approximate, actual splash may vary based on various environmental conditions, flow rates, slope of splash pad and submergence depth.

TOP VIEW

SIDE VIEW



PRODUCT OPTIONS

Flow Rate Design:

☐ High Flow Option Selected.
(see specification for details on this option)

☐ Low Flow Option Selected.
(see specification for details on this option)

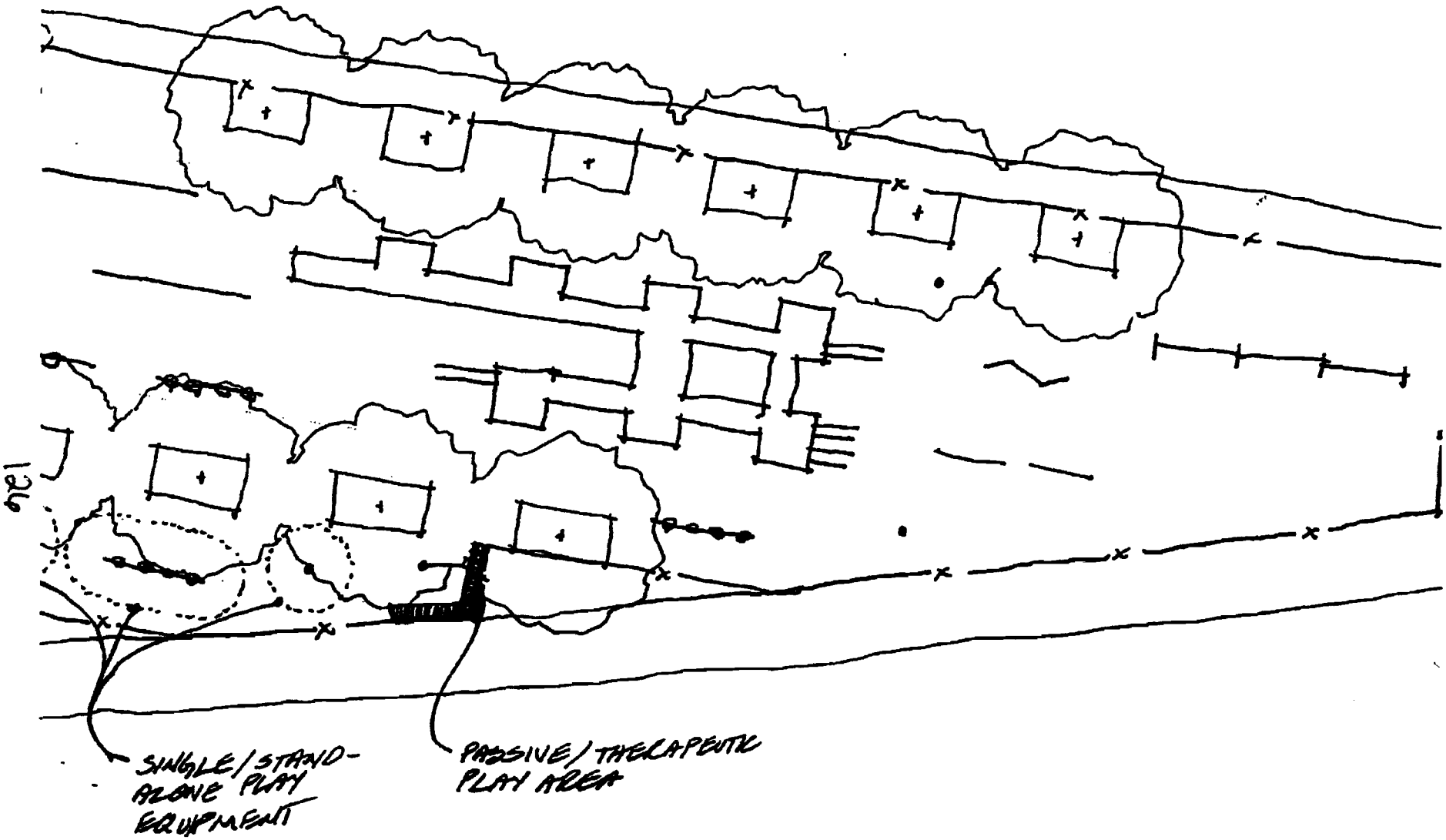
DATA

High Flow:	70 GPM
Low Flow:	35 GPM
Supply Line:	1 1/2" to 2" Pipe
Installation:	Cast in Concrete

Exhibit D:
Fountain

ARC
Aquatic Recreation Company LLC
Toll Free (877-372-0693
Local Phone 858-449-3130
Fax 858-348-8444
Website www.arcfountains.com

STREAM JET MANIFOLD		
CJO	1/4"=1'-0"	6/1/04
DRAWN BY	SCALE	DATE


SINGLE/STAND-ALONE PLAY EQUIPMENT
PASSIVE/THERAPEUTIC PLAY AREA

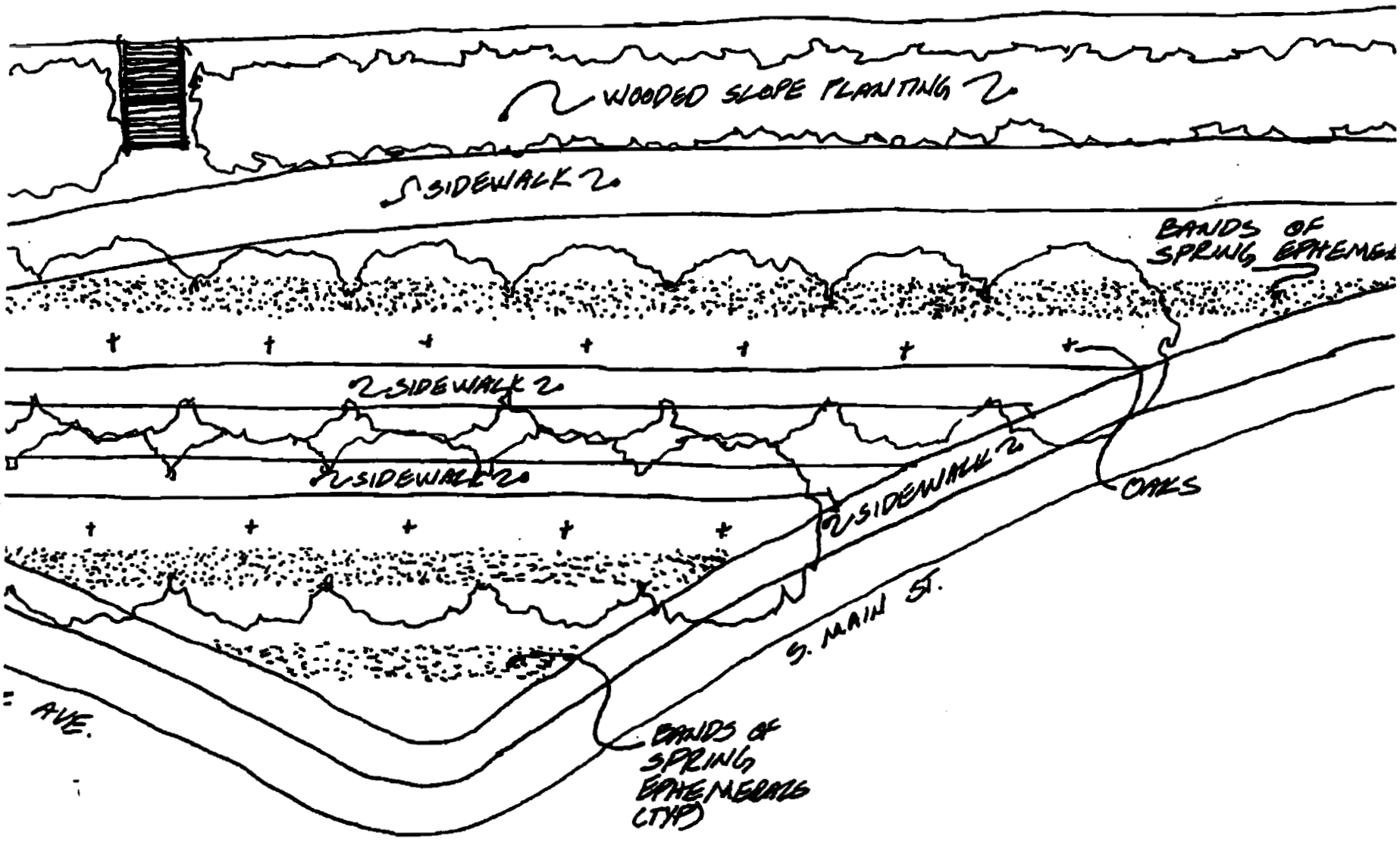

WOODED SLOPE PLANTING
SIDEWALK
BANDS OF SPRING EPHEMER
SIDEWALK
SIDEWALK
SIDEWALK
OAKS
S. MAIN ST.
AVE.
BANDS OF SPRING EPHEMERALS (TYP)

EXHIBIT F:

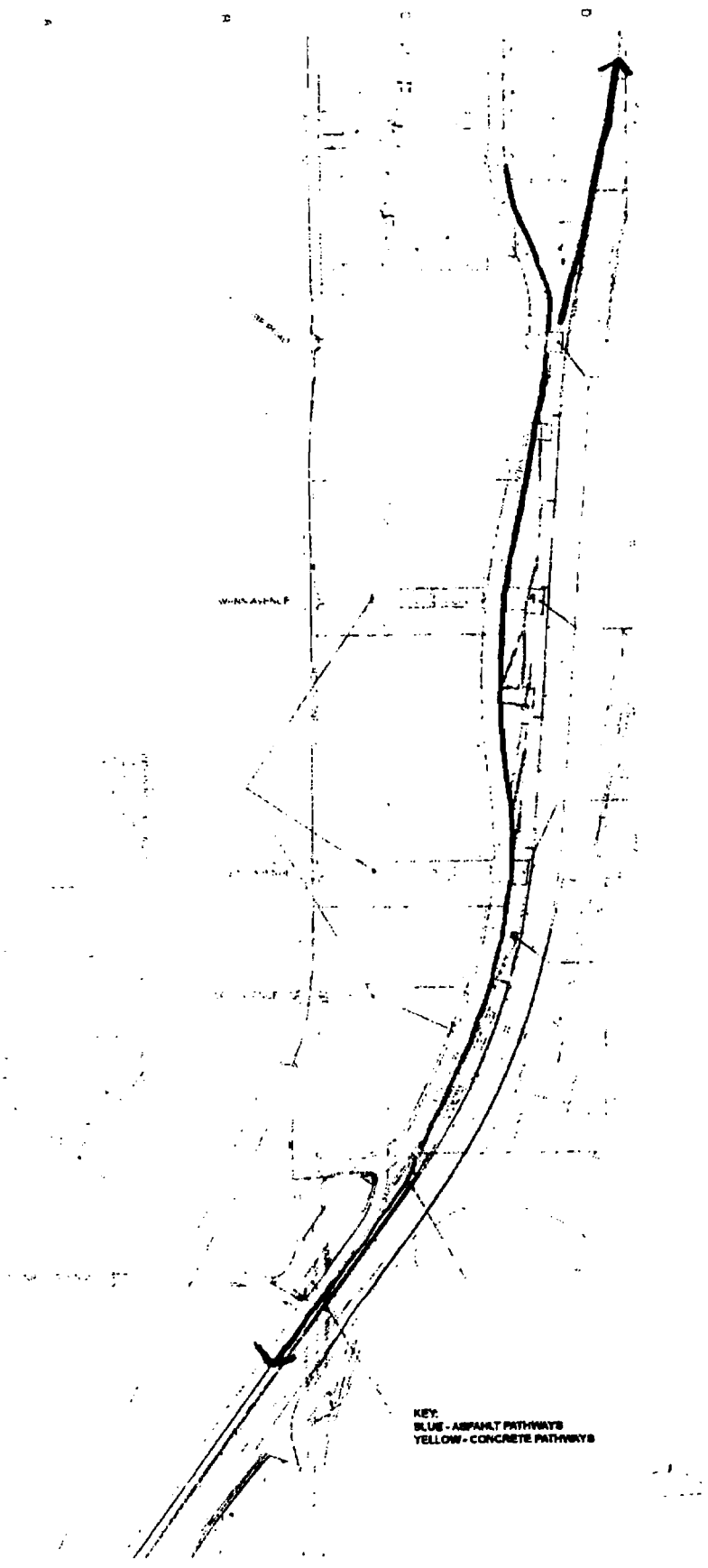


EXHIBIT G:
ASPHALT PATHWAYS

APPENDIX ~~G~~ F
Conditions SUP#2010-0033 & SUP#2010-0058, Rail Park/Landbay D, Pedestrian Bridge, Dog Park

The following staff recommendations are amendments to SUP #2008-0027, 0028, 0029 (Rail Park/ Landbay D, Pedestrian Bridge, Dog Park) in order to delete conditions associated with the pedestrian bridge and to amend conditions to Landbay D. Specific recommendations that are no longer applicable or have been amended, added, deleted, or satisfied, include the following:

Condition 1: Deleted
Condition 2: Deleted
Condition 3: Deleted
Condition 4: Deleted
Condition 5: Deleted
Condition 6: Deleted
Condition 7: Deleted
Condition 8: Deleted
Condition 9: Deleted
Condition 10: Deleted
Condition 11: Revised
Condition 12: Revised
Condition 12a: Added
Condition 12b: Added
Water Quality Section Added
Condition 27: Revised
Condition 27a: Added
Condition 27b: Added

PEDESTRIAN BRIDGE

1. **[CONDITION NO LONGER APPLICABLE]** ~~The design and materials of the bridge and approaches shall:~~
   a. ~~Be designed to recall the historical influence of the railroad through self-weathering steel or non-painted aluminum in a color to be determined with staff and be a full box truss, loaded for Cushman/gater vehicle traffic, subject to the requirements of CSX and WMATA, and approved by the City.~~
   b. ~~Pedestrian Bridge shall be constructed of a premanufactured modular system, such as manufactured by ConTech, Steadfast, Continental or a City approved equal.~~
   c. ~~Include a full frame constructed of self weathering steel or non painted aluminum in a color to be determined with Staff.~~
   d. ~~Include ADA compliant ramps constructed of reinforced concrete deck that possess continuous live/dead load capability to match the bridge deck.~~
   e. ~~Provide stairs on the west side of the pedestrian bridge in addition to the ADA compliant ramps.~~
   f. ~~If concrete, support piers, bulkheads and vertical approach structures shall have a masonry formliner finish with additive color similar to the retaining walls in Landbay K.~~
   g. ~~Limit the visibility of the required CSX and WMATA mesh by using galvanized chain link. It shall be designed to be as transparent as possible, while still conforming to the rail line's requirements.~~
   h. ~~Have steel or non painted aluminum, in a color to be determined with Staff, trusses that extend up to the entire height of the bridge with no portion of the required mesh projecting higher than the trusses.~~
   i. ~~Provide decorative lighting for illumination and pedestrian safety throughout the evening hours. Lighting shall be City approved vandal resistant security lighting for the bridge span and approaches. Lighting details shall be submitted to the City for review and approval subject to the requirements of CSX and WMATA.~~
   j. ~~Be designed to provide required clearances over the CSX rail and Metro corridor.~~
   k. ~~Have ten (10) feet unobstructed continuous travelway with 15 foot turn radii at directional changes, exclusive of handrails, metal fabrications, fences, joints and other appurtenances as approved by the City.~~
   l. ~~Provide removable decorative entrance bollards at ramp/approach entrances.~~
   m. ~~Be designed to accommodate a possible future connection by others to Landbay D.~~
   n. ~~Shall be designed to be in general conformance with "Staff's Recommended Pedestrian Bridge Landing" as it appears within the staff~~

~~report. The applicant will work with staff to ensure that this design does not encroach into the RPA.~~

~~2.~~ **[CONDITION NO LONGER APPLICABLE]** ~~Construction of the bridge shall be coordinated with the construction of the adjacent portion of Landbay K.(P&Z)~~

~~3.~~ **[CONDITION NO LONGER APPLICABLE]** ~~The bridge shall be dedicated to the City via an aerial easement, subject to WMATA and CSX approval, upon completion of the bridge and the first phase of Landbay K. Upon acceptance by the City, the performance bond will be returned and replaced with a maintenance bond which shall run for one year for defects in materials and workmanship. The applicant shall be responsible for maintenance of the bridge until accepted by the City. No public use of the bridge shall be permitted until accepted by the City. (P&Z)~~

~~4.~~ **[CONDITION NO LONGER APPLICABLE]** ~~All work as outlined in the project conditions shall be in general compliance with the Proposal for Rail Park and the Pedestrian Bridge submitted by the applicant and dated January 22, 2008. (RP&CA)~~

~~5.~~ **[CONDITION NO LONGER APPLICABLE]** ~~The applicant is required to provide as built drawings of the bridge and associated construction, indicating its location in Landbays K, D and A. (P&Z) (RP&CA)~~

~~6.~~ **[CONDITION NO LONGER APPLICABLE]** ~~The applicant shall be solely responsible for submitting, obtaining and/or maintaining all easements, construction access permits, dedication plats, documentation and permissions to work in areas associated with the rail corridor.~~

~~7.~~ **[CONDITION NO LONGER APPLICABLE]** ~~The applicant shall provide $1,000 per trash receptacle to the Director of T&ES for purchase and installation of two trash cans at the entrance and exit points to the bridge as approved by the Directors of RP&CA and T&ES. (T&ES)~~

~~8.~~ **[CONDITION NO LONGER APPLICABLE]** ~~To ensure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation of the portions of Landbay K and Landbay L where construction disturbance will penetrate the historical land surfaces, as delineated in the draft Resource Management Plan for the entire project area that was prepared by Thunderbird Archaeology in November 2007. In Landbay D, an archaeological evaluation shall also be required if ground disturbance will penetrate the layers of fill that extend to depths of from 5 to 15 feet below ground surface. The applicant shall hire a consultant to prepare a scope of work for this~~

~~investigation. The scope shall be subject to approval by Alexandria Archaeology. If significant resources are discovered, the consultant shall complete a Resource Management Plan specific to each landbay, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plans specific to each landbay, as approved by the City Archaeologist, shall be implemented.~~

~~9.~~ **[CONDITION NO LONGER APPLICABLE]** ~~All required archaeological preservation measures shall be completed prior to ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a specific Resource Management Plan for each affected portion of the landbays must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399.~~

~~10.~~ **[CONDITION NO LONGER APPLICABLE]** ~~All archaeological preservation measures shall be completed by the developer prior to the transfer of these properties to the City to the satisfaction of the City Archeologist.~~

[PREVIOUS CONDITIONS 11-15 RELOCATED TO WATER QUALITY SECTION]

LANDBAY D - RAIL PARK

~~16.~~ 11. **[CONDITION AMENDED BY STAFF]:** An American and Land Title Association survey of Landbay D will be provided to the City prior to dedication and acceptance of the Landbay~~. The property will be conveyed to the City upon dedication of the first phase of Landbay K. pedestrian bridge~~.

~~11.~~12. **[CONDITION AMENDED BY STAFF]:** PYD shall complete all environmental testing and reports required as part of the contaminated land conditions and place an additional two foot cap of clean material on the existing grade on the southern portion of Rail Park based on the Summary of Environmental Documents prepared by ECS as developed by the City in conjunction with the Virginia Department of Environmental Quality. Prior to capping, PYD shall place 6 inches of stone (21B) on the existing gravel drive. Upon capping, PYD will seed and mulch the capped area with a mixture approved by the City. Placement of the cap shall be completed prior to release of the final Certificate of Occupancy for Land Bay I/J. The northernmost 1.2 acres of Rail Park will not be capped and shall remain undisturbed.

or

At the City's discretion, PYD shall make a monetary contribution in the amount of $102,142 in lieu of remediation. PYD shall complete and the City shall approve a site characterization and risk assessment report prior to the contribution, acceptance and/or dedication and shall also place 6 inches of stone **(21B)** on the existing gravel road prior to the contribution, acceptance and/or dedication.

a. In the event that PYD or its successors receives written notification from the City within 90 days of the submission of the site characterization and risk assessment report that the City will accept Landbay D "as is" (the "Notification"), PYD shall make the contribution and dedicate Land Bay D and the City shall accept Landbay D within 90 days of the Notification. PYD shall not be required to complete any additional remedial work including preparing a soil management and health and safety plan.

b. In the event that Notification is not received by PYD as set forth in 12a, then PYD will remediate and dedicate Landbay D. The City shall determine the timing of such remediation and shall inform PYD of such timing in writing at the latest prior to commencement of construction on the final phase of Landbays I and J. The remediation shall be completed prior to the issuance of Certificates of Occupancy for the final phase of any development on Landbays I and J. The dedication shall occur upon completion of remediation.

NEW DOG PARK IN LANDBAY L

~~18.~~13. The design and grading of the dog park shall be coordinated with adjacent projects including the Route 1 Infrastructure Plan, Landbay L and the Potomac Yard Virginia Dominion Substation. There will be no public use of the park until it is accepted by the City. The applicant's obligation to construct the dog park is contingent upon the City providing evidence of its ownership and/or applicable easements of the land adjacent to Landbay L to be included in dog park.

~~19.~~ 14. Construction of the dog park shall be completed prior to the City's acceptance of Landbay K. The dog park shall be dedicated to the City upon acceptance by the City. Upon acceptance by the City the performance bond will be returned and replaced with a maintenance bond which shall run for one year to cover defects in materials and workmanship.

~~20.~~ 15. The proposed New Dog Park will count towards but does not fulfill all of the open space/neighborhood park requirements for Landbay L. Additional open space shall be required to meet applicable Potomac Yard Urban Design Guideline open space requirements.

~~21.~~ 16. The applicant shall provide a potable water source, meter, backflow prevention device, and service connections for irrigation, maintenance and water drinking fountain to the site.

~~22.~~ 17. Coordinate location of site utilities with other site conditions on the applicant's property 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.

~~23.~~ 18. Develop, provide, install and maintain until dedicated an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of Recreation, Parks & Cultural Activities, Planning & Zoning and Transportation & Environmental Services. At a minimum the Landscape Plan shall):

a. Be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.

b. Provide plantings throughout the site. 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.

c. Ensure positive drainage in all planted and turf areas.

d. Provide the following notes on drawings:
   i. "Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1 at time of plot plan approval, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC."
   ii. "In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of plot plan approval) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland."
   iii. "Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be

scheduled and held with the City's Arborist and Landscape Architects to review plant installation procedures and processes."

iv. "As-built drawings for this landscape and irrigation/water management system will be provided in compliance with City of Alexandria Landscape Guidelines. As-built drawings shall include clear identification of all variation(s) and changes from approved drawings including location, quantity, and specification of project elements."

~~24.~~19. Site furnishings shall include City standard benches, bicycle racks, trash receptacles, and a drinking fountain.

~~25.~~ 20. Provide an exhibit that demonstrates open space requirements.

a. Provide pre-development and post-development calculations.
b. Provide a narrative that demonstrates compliance with Potomac Yard Urban Design Guidelines.

[SECTION ADDED BY STAFF]: WATER QUALITY

~~11.~~ 21. 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 project. 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)

~~12.~~22. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES.

~~13.~~ 23. 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.

~~14.~~ 24. The Applicant shall provide documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize

and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance.

~~15.~~ 25. Applicant shall comply with Article XIII, Environmental Management Ordinance; Erosion and Sediment Control regulations; and all plot plan requirements. Applicant shall be advised that there are Bond, installation and certification requirements, as well as Maintenance Agreement and signage requirements associated with Best Management Practices and the systems they tie into.

CONTAMINATED LAND

~~16.~~ 26. The plot plan shall not be released, and no construction activity shall take place until the following has been submitted for the subject property and approved by the Director of T&ES:

a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.

b. Submit a Risk Assessment indicating any risks associated with the contamination.

c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.

d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Special care shall be taken to include depths as required by archeological work. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Plot Plan. (T&ES)

~~17.~~27. **[CONDITION AMENDED BY STAFF]:** PYD shall complete all environmental testing and reports required as part of the contaminated land conditions and place an additional two foot cap of clean material on the existing grade on the southern portion of Rail Park based on the Summary of Environmental Documents prepared by ECS as developed by the City in conjunction with the Virginia Department of Environmental Quality. Prior to capping, PYD shall place 6 inches of stone (21B) on the existing gravel drive. Upon capping, PYD will seed and mulch the capped area with a mixture approved by the City. Placement of the cap shall be completed prior to release of the final Certificate of Occupancy for Land Bay I/J. The northernmost 1.2 acres of Rail Park will not be capped and shall remain undisturbed.

or

At the City's discretion, PYD shall make a monetary contribution in the amount of $102,142 in lieu of remediation. PYD shall complete and the City shall approve a site characterization and risk assessment report prior to the contribution, acceptance and/or dedication and shall also place 6 inches of stone **(21B)** on the existing gravel road prior to the contribution, acceptance and/or dedication.

a. In the event that PYD or its successors receives written notification from the City within 90 days of the submission of the site characterization and risk assessment report that the City will accept Land Bay D "as is" (the "Notification"), PYD shall make the contribution and dedicate Land Bay D and the City shall accept Land Bay D within 90 days of the Notification. PYD shall not be required to complete any additional remedial work including preparing a soil management and health and safety plan.

b. In the event that Notification is not received by PYD as set forth in 12a, then PYD will remediate and dedicate Landbay D. The City shall determine the timing of such remediation and shall inform PYD of such timing in writing at the latest prior to commencement of construction on the final phase of Landbays I and J. The remediation shall be completed prior to the issuance of Certificates of Occupancy for the final phase of any development on Landbays I and J. The dedication shall occur upon completion of remediation.

~~18.~~ 28. Plan does not 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 on the applicant's property, the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)

AIR POLLUTION

~~19.~~ 29. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked.

STREETS/TRAFFIC

~~20.~~ 30. A Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be submitted to the Director of T&ES along with the Building Permit application.

~~20.~~ 31. 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)

~~21.~~ 32. Provide all pedestrian and path finding signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

UTILITIES

~~23.~~ 33. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES)

~~24.~~ 34. Show all existing and proposed public and private utilities and easements and provide descriptive narration of the various utilities. (T&ES)

~~25.~~ 35. Applicant shall underground all the utilities serving the applicant's property which are subject to this application. (T&ES)

CONSTRUCTION

~~26.~~ 36. 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 plot plan. (DEQ)

~~26.~~ 37. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owners other agent 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 all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (DEQ)

~~27.~~ 38. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, RP&CA, and Code Enforcement prior to the issuance of a grading/building permit. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with the liaison committee

to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (T&ES)

~~28.~~ 39. The applicant shall identify a person who will serve as 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. (T&ES)

MISCELLANEOUS

~~29.~~ 40. Provide a lighting plan with the plot 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 subject to CSX and WMATA approval and shall include the following: (RP&CA) (P&Z) (T&ES) (Police)

i. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;

ii. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;

iii. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.

iv. 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 the adjacent streets and/or 20 feet beyond the property line on all adjacent properties, and right-of-way. Show existing and proposed street lights and site lights.

v. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.

vi. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.

vii. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.

viii. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.

ix. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.

x. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.

xi. The lighting for the bridge shall remain on throughout the night. (SUP 2008-0027, 28 & 29, #40)

CITY DEPARTMENT COMMENTS

Transportation & Environmental Services

C- 1 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.

C- 2 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.

C- 3 The applicant must comply with the approved Master Stormwater Quantity Plan and Article XIII of the City of Alexandria Zoning Ordinance.

C- 4 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.

C- 5 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 plot plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.

C-6 All downspouts must be connected to a storm sewer by continuous underground pipe or discharge to an adequate outfall.

C-7 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.

C-8 Provide a phased erosion and sediment control plan consistent with grading and construction plan.

C-9 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 Potomac Yard Development, LLC, it has been determined that site survey work and plans will need to be prepared using the current Potomac Yard coordinate system and as-builts will 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. (Site Plans)

C-10 Bond for the public improvements must be posted prior to release of the plan.

C-11 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-12 All easements and/or dedications must be recorded prior to the acceptance of the City.

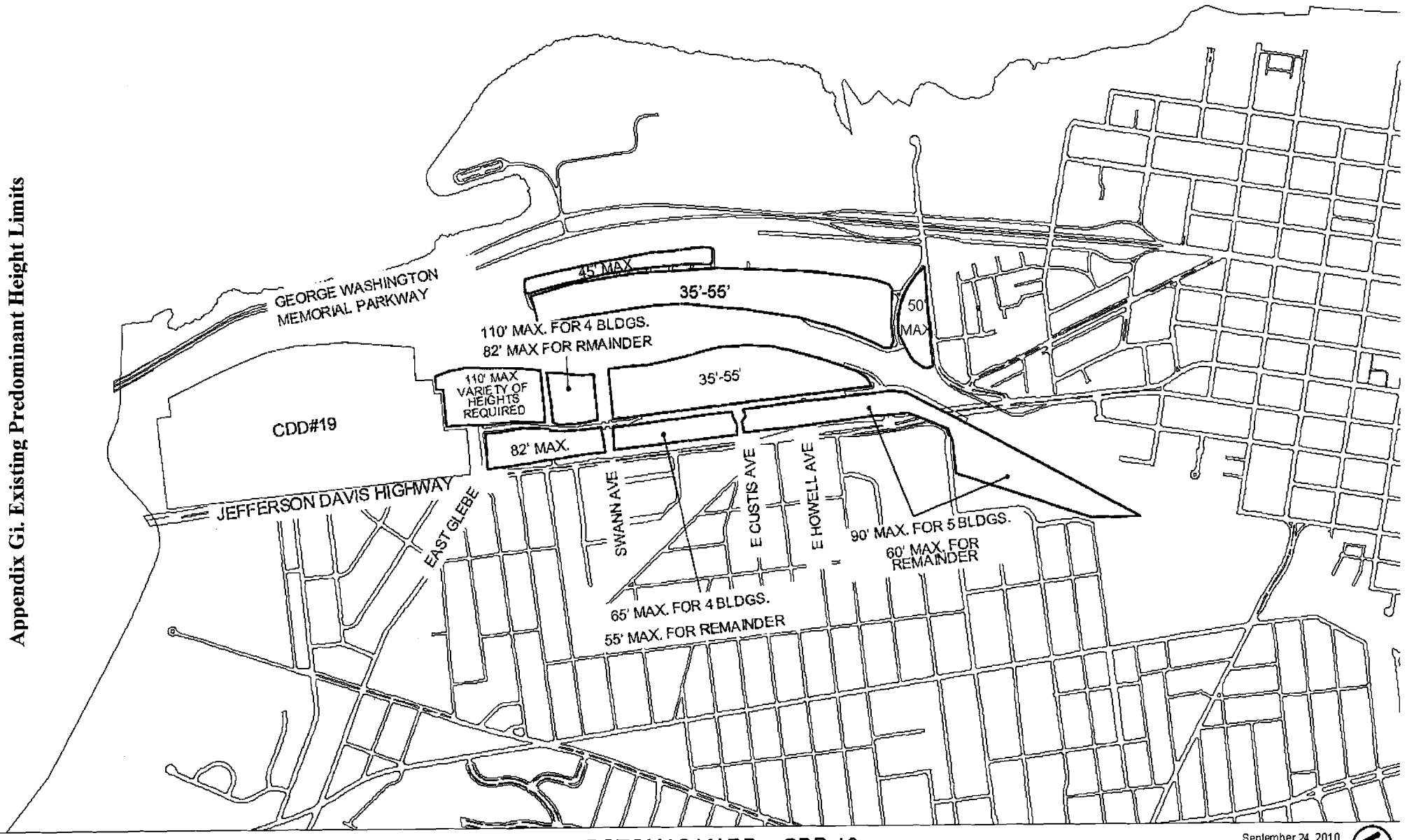
C-13 All utilities serving this site shall be place underground on the subject properties of this application.

F-1 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 plot 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-2 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F-3 Include all symbols, abbreviations, and line types in the legend. (T&ES)

Appendix Gi. Existing Predominant Height Limits



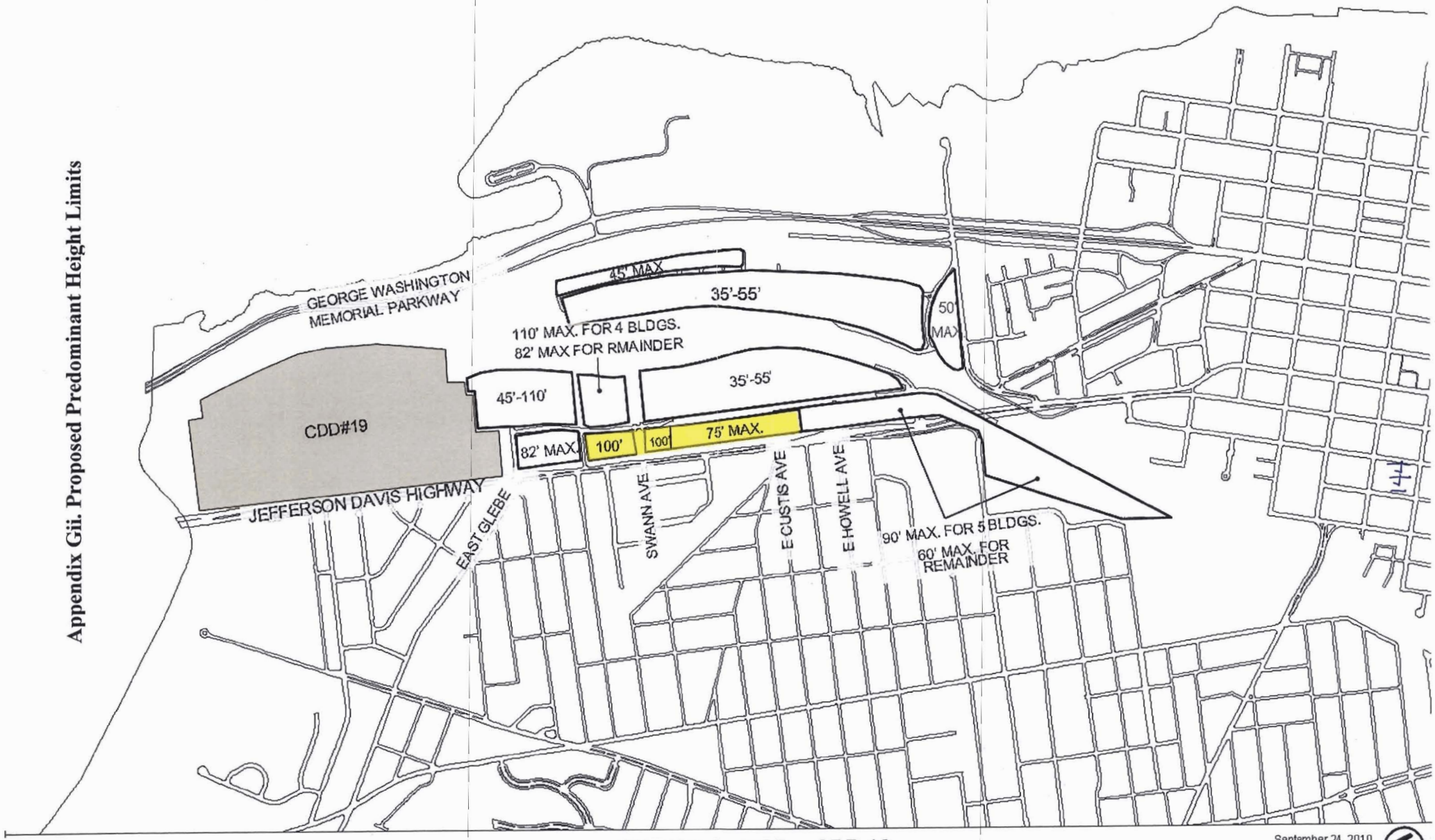
POTOMAC YARD – CDD 10

Existing Predominant Height Limits

September 24, 2010

NORTH

Appendix Gii. Proposed Predominant Height Limits



POTOMAC YARD – CDD 10

Proposed Predominant Height Limits

September 24, 2010

NORTH

MPA#2010-0004

APPLICATION

[ ] Master Plan Amendment MPA#

[ ] Zoning Map Amendment REZ#

PROPERTY LOCATION: Potomac Yard

APPLICANT	Potomac Yard Development, LLC	RP MRP Potomac Yard, LLC
Name:	10500 Arrowhead Drive	c/o MRP Realty
Address:	Suite 225	1310 N. Courthouse Road, #1100
PROPERTY OWNER:	Fairfax, VA 22030	Arlington, VA 22201
Name:	Same as Above	
Address:		

Interest in property:

[X] Owner [ ] Contract Purchaser

[ ] Developer [ ] Lessee [ ] Other _____

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

N/A

[ ] yes: If yes, provide proof of current City business license.

[ ] no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Potomac Yard Development, LLC and RP MRP Potomac Yard, LLC
By: M. Catharine Puskar

Print Name of Applicant or Agent

M C Puskar

Signature

Walsh, Colucci, Lubeley, Emrich & Walsh, PC
2200 Clarendon Boulevard, 13th Floor

Mailing/Street Address

703.528.4700 703.525.3197

Telephone # Fax #

Arlington, VA 22201

City and State Zip Code

Revised September 22, 2010
May 28, 2010

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Fee Paid: $_____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____ ACTION - CITY COUNCIL: _____

MPA # 200-0004

REZ # _____

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Land Bay	Address Tax Map-Block-Lot	Land Use Existing - Proposed		Master Plan Designation Existing-Proposed	Zoning Designation Existing-Proposed		Frontage (ft.) Land Area (acres)
G	025.01-05-01, -03, -06	Mixed Use	Mixed Use	See Maps	CDD #10	CDD #10	Total 57.58 acres
H	025.03-03-01, -02 and Partial -03 and -04	Mixed Use	Mixed Use	See Maps	CDD #10	CDD #10	
I	Partial 025.01-03-03, -04, Partial 035.02-02-01 and Partial 035.01-12-01	Mixed Use	Residential with Accessory Retail	See Maps	CDD #10	CDD #10	
J	Partial 035.01-12-01, Partial 035.02-02-01. 035.04-05-01 and 035.03-10-01	Mixed Use	Residential with Accessory Retail	See Maps	CDD #10	CDD #10	
L	044.03-07-01	Residential and Retail	Residential with Accessory Retail	See Maps	CDD #10	CDD #10	

PROPERTY OWNERSHIP

[ ] Individual Owner [X] Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: See Ownership Attachment Extent of Interest: _____

   Address: _____

2. Name: _____ Extent of Interest: _____

   Address: _____

3. Name: _____ Extent of Interest: _____

   Address: _____

4. Name: _____ Extent of Interest: _____

   Address: _____

MPA # 2010-0001

REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

See Attached Statement of Support

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

See Attached Statement of Support

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

See Attached Statement of Support

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

See Attached Statement of Support

MPA # 2010-0004

STATEMENT OF SUPPORT

Master Plan Amendment and Zoning Ordinance Text Amendment

May 28, 2010

Revised September 22, 2010

The Applicant is proposing a Master Plan Amendment and a Zoning Ordinance Text Amendment to generally respond to the newly approved North Potomac Yard Small Area Plan, which increases the density within Land Bay F from 600,000 square feet to 7,500,000 square feet. It is the Applicant's understanding that, as part of this North Potomac Yard Small Area Plan, the City is evaluating the relocation of the Metrorail station north of the existing reservation into Land Bay F. In consideration of the potential future location of the Potomac Yard Metrorail station to the north of the existing reservation and the potential concentration of density of Land Bay F, the Applicant requests these Amendments.

In 2008, a density transfer was approved that shifted office density to Land Bay H in order to locate that use closer to the Town Center and the proposed Metrorail location at that time, even though Metrorail was not being actively studied. With the proposed location of the Metrorail station shifted north into Land Bay F, the Applicant requests to consolidate all of the office density in Land Bay H, in order to be most proximate to this new proposed Metrorail location and to provide a more attractive location for potential GSA tenants in the future. In addition, the Applicant is requesting to re-allocate residential uses throughout Land Bays H, I, J and L. In order to accommodate this, the Applicant is requesting to increase building heights within Land Bays H, I and J between Mainline Boulevard and Route 1 to a maximum of 100 feet for commercial and up to a maximum of 75 feet for residential, with appropriate transition to adjacent uses.

In addition, Block F in Land Bay G was originally proposed as a two-story retail building. Due to the proposed reduction in retail in Land Bay G, the Applicant is requesting an increase in density for Land Bay G to add 32,000 square feet and to allow up to 88,000 square feet of commercial floor area to be converted to up to 88 residential units to accommodate a five-story, 120,000 square foot office building or 120 unit residential building within Block F. This additional density and re-programming of the building allows for better marketability of that Block.

In conjunction, the Applicant is requesting a Zoning Ordinance Text Amendment to accommodate these requests. This text amendment is consistent with the Master Plan Amendments noted above to increase the density in Land Bay G to accommodate office use or residential units in a five story building on Block F in general conformance with the Potomac Yard Concept Plan dated May 19, 2010.

These proposed changes are consistent with the character of surrounding properties and represent modest modifications to the approved Plan. In addition, these amendments are requested in response to the recently approved North Potomac Yard Small Area Plan and the proposed redevelopment included in that Plan, including the relocation of the proposed Metrorail station.

MPA #2010-0004

As no substantial increase in density or substantial change in use is proposed with this Master Plan Amendment or Zoning Ordinance Text Amendment, the proposed development is adequately served by essential public facilities and services. With no substantial increase or change in use and density, no additional public facilities or services are necessary.

In addition to these requests, the Applicant has submitted under separate cover an amendment to the CDD Concept Plan, conditions, and Potomac Yard Urban Design Guidelines and associated DSUP amendments. Additional detail is provided in those applications.

APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 2010-0001

[must use black ink or type]

PROPERTY LOCATION: Potomac Yard

TAX MAP REFERENCE: See Attached Tax Map Chart **ZONE:** CDD #10

APPLICANT'S NAME:	Potomac Yard Development, LLC	RP MRP Potomac Yard, LLC
ADDRESS:	10500 Arrowhead Drive Suite 225 Fairfax, VA 22030	c/o MRP Realty 1310 N. Courthouse Road, #1100 Arlington, VA 22201

PROPERTY OWNER NAME:

ADDRESS: Same as Above

REQUEST: See Proposed Amendments and Statement of Support

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

Potomac Yard Development, LLC and RP MRP Potomac Yard, LLC
By: M. Catharine Puskar
Print Name of Applicant or Agent

M C Puskar
Signature

Walsh, Colucci, Lubeley, Emrich & Walsh, PC
2200 Clarendon Boulevard, 13th Floor
Mailing/Street Address

703.528.4700 — Telephone #

703.525.3197 — Fax #

Arlington, VA
City and State

22201 — Zip Code

Revised September 22, 2010
May 28, 2010 — Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

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

ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL _____

7 - 2 150

CDD# 2010-0001

TAX MAP CHART

May 28, 2010

Revised September 22, 2010

Land Bay	Tax Map - Block - Lot	Address
D	025.04-01-06	2405 Potomac Avenue
G	025.01-05-01, -03, -06	2801, 2802, and 2900 Main Line Boulevard
H	025.03-03-01, -02 and Partial -03, -04	2300, 2301, 2600, and 2601 Main Line Boulevard
I	Partial 025.01-03-03, -04, Partial 035.02-02-01 and Partial 035.01-12-01	2000, 2001, 2300 and 2301 Main Line Boulevard
J	Partial 035.01-12-01, Partial 035.02-02-01, 035.04-05-01 and 035.03-10-01	1800, 1801, 2000, and 2001 Main Line Boulevard
L	044.03-07-01	1400 Main Line Boulevard

CDD#2010-0001

STATEMENT OF SUPPORT

CDD Concept Plan, Conditions and Urban Design Guidelines Amendment

May 28, 2010

Revised September 22, 2010

The Applicant is proposing this CDD Concept Plan, Conditions and Urban Design Guidelines Amendment to generally respond to the newly approved North Potomac Yard Small Area Plan, which increases the density within Land Bay F from 600,000 square feet to 7,500,000 square feet. It is the Applicant's understanding that, as part of this North Potomac Yard Small Area Plan, the City is evaluating the relocation of the Metrorail station north of the existing reservation into Land Bay F. In consideration of the potential future location of the Potomac Yard Metrorail station to the north of the existing reservation and the potential concentration of density of Land Bay F, the Applicant requests these Amendments.

As originally approved, Land Bays G and H included a concentration of retail along Mainline Boulevard, Glebe Road and strategic locations to connect the Town Center to the proposed Metrorail location at that time. The approved North Potomac Yard Small Area Plan does not extend retail along Mainline Boulevard adjacent to land Bay G and now envisions Reed Avenue as the main retail concentration in Potomac Yard. The reorientation of the retail, in concert with the relocation of the Metrorail station to the north changes the character of Land Bays G and H. In addition, this new concentration of retail in Land Bay F will compete with and hamper the future marketing of the approved retail in Land Bays G and H. The Applicant intends to keep the emphasis of retail along Glebe Road and connect to Land Bay F through Block A. In order to accommodate this, the Applicant is requesting to reallocate the uses and densities within Potomac Yard in general conformance with the Potomac Yard Concept Plan dated May 19, 2010; reconfigure the retail uses in Land Bay G to emphasize the primary retail focus on Glebe Road and retail connections to Land Bay F in Block A; permit flexibility in retail uses in Land Bays G, H, I, J, and L and provide for the construction of the Mainline Boulevard and other associated improvements such as street lights, curbing, etc. to enable the connection within Land Bay G to occur with the first phase of construction but starting no later than December 31, 2011, provided that the Mainline Boulevard connection along the western face of Block D within Land Bay F North Potomac Yard has been constructed by others. Temporary asphalt sidewalks will be provided along the Mainline Boulevard connection within Land Bay G, with permanent sidewalks and streetscape to be constructed concurrently with the buildings on Block D and Block G.

The Applicant is also requesting an amendment to permit design and additional parking flexibility to accommodate GSA tenants in Land Bay H/Partial I. The Applicant believes that with these changes, in conjunction with the new proposed location of the Metrorail station, office use in this location could be very attractive to GSA tenants. The Applicant will work with City Staff to determine appropriate guidelines for this design flexibility.

In addition, the Applicant requests certain modifications that will allow for a reduction in parking and flexibility in parking design. These changes in parking ratios and parking design are consistent with the standards adopted in the North Potomac Yard Small Area Plan and the changes to the parking ratios are requested to provide flexibility with the potential inclusion of a Metrorail station in Potomac Yard. Specifically, the Applicant is requesting to permit reduced parking ratios in Land Bays G, H, I, and J when the WMATA Board issues a Design/Build RFP for the construction of a Metrorail station; permit above grade parking for each multifamily and office building and block, subject to the following: (a) each multifamily or office building and block shall provide a minimum of one level of underground parking, (b) above-grade structured parking may be located within the central portion of the block at grade, provided that a minimum of one level of parking is provided below grade and each level of the entire street and/or park/open space frontage is devoted to active uses (residential, office and/or retail); (c) if above-grade structured parking is provided above the ground floor uses, the parking is required to be screened with active uses (residential, office and/or retail) for the entire street and/or park/open space frontage; and (d) this shall not impact the approved parking in Land Bay G, Block D; and allow interim surface parking to be provided in Land Bay G, Blocks A, B, D, E and /or G.

The original approval required construction of a pedestrian bridge to Potomac Greens, or, if the Metrorail station was built in the previous reservation, a cash contribution to an integrated pedestrian bridge as part of the design of the Metrorail station. As the Metrorail station is now anticipated to be moved into Land Bay F, the Applicant is requesting an amendment to allow a cash contribution in lieu of construction of a pedestrian bridge. The cash contribution will be utilized by the City toward the design, permitting, and other soft and hard costs associated with construction of a Metrorail station at Potomac Yard. The contribution will total $2 million over a specified time period. Given the potential relocation of the Metrorail station to the north, there will likely be impacts on Land Bay K adjacent to Land Bay F. As such, the Applicant is requesting to delete the requirement to construct the "North Trail" and any other Land Bay K enhancements adjacent to Land Bay F beyond the northern stormwater management pond. In lieu of construction, the Applicant will dedicate the portion of Land Bay K beyond the northern stormwater management pond to the City and make a cash contribution of $300,000 in lieu of construction of the "North Trail" and other Land Bay K enhancements. The contribution shall be made prior to issuance of a building permit for the 100th residential unit associated with DSUP 2006-0018 (Land Bay I/J East).

Lastly, the Applicant is requesting to modify the timing of and permit a monetary contribution in lieu of the requirements for Land Bay D. The Applicant agrees to complete the necessary testing and, at the City's discretion, either complete the requirements to cap Land Bay D or provide a monetary contribution in lieu of completing those requirements. If the City elects for a contribution to be made in lieu of remediation, the contribution shall be made and dedication and acceptance of Land Bay D shall occur within 90 days of PYD's receipt in writing that the City will accept Land Bay D "as is."

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If the City elects for PYD to do the remediation, the remediation, dedication and acceptance shall be completed prior to release of last Certificate of Occupancy for Land Bay I/J.

In conjunction with these requests, the Applicant has submitted under separate cover a Master Plan Amendment and Zoning Ordinance Text Amendment and associated DSUP amendments. Additional detail is provided in those applications.

DSUP#2010-0012
DSUP#2010-0021
SUP#2010-0033
SUP#2010-0058

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # _____ **Project Name:** _____

PROPERTY LOCATION: Potomac Yard – Land Bays D, I, J, K and L

TAX MAP REFERENCE: See Attached Tax Map and Address Chart **ZONE:** CDD #10

APPLICANT:

Name: Potomac Yard Development, LLC

Address: 10500 Arrowhead Drive, Suite 225, Fairfax, VA 22030

PROPERTY OWNER:

Name: Same as Applicant

Address: _____

SUMMARY OF PROPOSAL See Proposed Amendments and Statement of Support

MODIFICATIONS REQUESTED N/A

SUPs REQUESTED N/A

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

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

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

Potomac Yard Development, LLC
By: M. Catharine Puskar
Print Name of Applicant or Agent

M C Puskar
Signature

Walsh, Colucci, Lubeley, Emrich & Walsh, PC
2200 Clarendon Boulevard, 13th Floor
Mailing/Street Address

703.528.4700 703.525.3197
Telephone # Fax #

Arlington, VA 22201
City and State Zip Code

cpuskar@arl.thelandlawyers.com
Email address

Revised September 22, 2010
May 28, 2010
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Received Plans for Completeness: _____
Fee Paid and Date: _____ Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

DSUP#2010-0012
DSUP#2010-0031
SUP#2010-0033
SUP#2010-0058

Development SUP # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

[X] the Owner [ ] Contract Purchaser [ ] Lessee or [ ] Other: _____ of the subject property.

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

See Ownership Attachment

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?

N/A [ ] ***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.

DSUP#2010-0012
DSUP#2010-0021
SUP#2010-0033
SUP#2010-0058

Development SUP # _____

2. ***Narrative description.*** 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 6-9. *(Attach additional sheets if necessary.)*

See Attached Proposed Amendments and Statement of Support

DSUP# 2010-0012
DSUP # 2010-0021
SUP # 2010-0033
SUP # 2010-0058

Development SUP # _____

3. *How many patrons, clients, pupils and other such users do you expect?*

Specify time period (i.e., day, hour, or shift).

N/A

4. *How many employees, staff and other personnel do you expect?*

Specify time period (i.e. day, hour, or shift).

N/A

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

Day	Hours	Day	Hours
N/A			

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

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

N/A

B. How will the noise from patrons be controlled?

N/A

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

N/A

DSUP #2010-0012
DSUP # 2010-0021
SUP # 2010-0033
SUP # 2010-0058

Development SUP # _____

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

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

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

C. How often will trash be collected?
N/A

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

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

N/A

[ ] 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?*

N/A

[ ] Yes. **[ ] No.**

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

DSUP#2010-0012
DSUP#2010-0021
SUP# 2010-0083
SUP# 2010-0058

Development SUP # _____

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

N/A

ALCOHOL SALES

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

N/A

[ ] ***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?

N/A

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

_____ Standard spaces
_____ Compact spaces
_____ Handicapped accessible spaces
_____ Other

DSUP #2010-0012
DSUP #2010-0021
SUP #2010-0033
SUP #2010-0058

Development SUP # _____

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:*

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

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

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

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

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

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?* N/A

DSUP#2010-0012
DSUP#2010-0021
SUP#2010-0033
SUP#2010-0058

TAX MAP CHART
May 28, 2010
Revised September 22, 2010

Land Bay	Tax Map - Block - Lot	Address
D	025.04-01-06	2405 Potomac Avenue
G	025.01-05-01, -03, -06	2801, 2802, and 2900 Main Line Boulevard
H	025.03-03-01, -02 and Partial -03, -04	2300, 2301, 2600, and 2601 Main Line Boulevard
I	Partial 025.01-03-03, -04, Partial 035.02-02-01 and Partial 035.01-12-01	2000, 2001, 2300 and 2301 Main Line Boulevard
J	Partial 035.01-12-01, Partial 035.02-02-01, 035.04-05-01 and 035.03-10-01	1800, 1801, 2000, and 2001 Main Line Boulevard
L	044.03-07-01	1400 Main Line Boulevard

DSUP#2010-0012
DSUP#2010-0021
SUP#2010-0033
SUP#2010-0058

STATEMENT OF SUPPORT
DSUP Amendments
May 28, 2010
Revised September 22, 2010

The Applicant is proposing amendments to several DSUP approvals for Potomac Yard in order to generally respond to the newly approved North Potomac Yard Small Area Plan, which increases the density within Land Bay F from 600,000 square feet to 7,500,000 square feet. It is the Applicant's understanding that, as part of this North Potomac Yard Small Area Plan, the City is evaluating the relocation of the Metrorail station north of the existing reservation into Land Bay F. In consideration of the potential future location of the Potomac Yard Metrorail station to the north of the existing reservation and the potential concentration of density of Land Bay F, the Applicant requests these Amendments.

As part of the proposed improvements associated with the relocation of the Metro rail Station, a new pedestrian bridge and other improvements are planned in Land Bay F to connect to Potomac Greens and continue the trail system that is currently approved in Land Bay K. As a pedestrian bridge will be likely be incorporated into the new Metrorail station design, construction of the bridge in the approved location would be duplicative. Therefore, the Applicant requests that Condition #1 through #15 of DSUP #2008-0028 be deleted regarding construction of the pedestrian bridge. The applicable conditions to this request are indicated on the attachment. Pursuant to the associated CDD amendments, the Applicant will provide a contribution in lieu of construction of the pedestrian bridge.

In addition, the Applicant is proposing to delete Condition #16 and amend Condition #17 of DSUP #2008-0027 to allow for the option of providing a monetary contribution in lieu of requirements for Land Bay D. The Applicant agrees to complete the necessary testing and, at the City's discretion, either complete the requirements to cap Land Bay D or provide a monetary contribution in lieu of completing those requirements. If the City elects for a contribution to be made in lieu of remediation, the contribution shall be made and dedication and acceptance of Land Bay D shall occur within 90 days of PYD's receipt in writing that the City will accept Land Bay D "as is." If the City elects for PYD to do the remediation, the remediation, dedication and acceptance shall be completed prior to release of last Certificate of Occupancy for Land Bay I/J

Due to the relocation of the Metrorail station to the north, there will likely be impacts to Land Bay K. As such, the Applicant is requesting the modify or delete conditions of the Land Bay K approval (DSUP #2006-0013) relating to construction of the North Trail and other Land Bay K enhancements adjacent to Land Bay F. The conditions that are being requested for modification or deletion are identified on the attachment. Consistent with the associated CDD amendments, the Applicant will provide a contribution in lieu of construction of these improvements.

Lastly, the Applicant is requesting to delete Condition #81 of DSUP #2006-0018 regarding the requirements on construction phasing of the townhouses in Land Bay I/J.

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DSUP #2010-0012
DSUP #2010-0011
SUP # 2010-0033
SUP # 2010-0058

The current condition requires construction to occur from south to north. In order to allow the necessary flexibility in construction and to allow the soccer fields in the area to remain operational through the Spring 2011 season, the Applicant is proposing to delete this requirement regarding construction phasing.

In conjunction with these requests, the Applicant has submitted under separate cover a Master Plan Amendment, Zoning Ordinance Text Amendment and an amendment to the CDD Concept Plan, conditions and Urban Design Guidelines. Additional detail is provided in those applications.

MPA # 2010-0004

PROPOSED AMENDMENTS
Revised September 9, 2010

Master Plan Amendment

- Increase building height within Land Bays H, I and J between Mainline Blvd. and Route 1 to a 100' maximum for commercial in specified locations and to a 75' maximum for residential, with appropriate transitions to adjacent uses.

- In Land Bay G, allow up to 88,000 square feet of commercial floor area to be converted to up to 88 residential units and increase the density within Land Bay G to allow either an additional 32,000 square feet of commercial floor area or an additional 32 residential units.

- Allow flexibility for the location of residential or commercial uses in specified locations within Land Bays H, I and J so long as the number of residential units or amount of commercial floor area does not exceed what is permitted in the overall CDD.

Zoning Ordinance Text Amendment

- In Land Bay G, allow up to 88,000 square feet of commercial floor area to be converted to up to 88 residential units and increase the density within Land Bay G to allow either an additional 32,000 square feet of commercial floor area or an additional 32 residential units.

CDD Concept Plan, Condition and Design Guideline Amendment

- Reallocate uses and densities within Potomac Yard.

- Reconfigure retail uses in Land Bay G.

- Increase density in Land Bay G, Block F to accommodate office use or residential units.

- Permit flexibility in retail uses in Land Bays G, H, I, J and L.

- Permit reduced parking ratios in Land Bays G, H, I and J.

- Permit above-grade parking for each multifamily and office building.

- Allow interim surface parking in Land Bay G—Blocks A, B, D, E and/or G.

- Modify timing of the construction of Mainline Boulevard in Land Bay G.

- Permit a monetary contribution in lieu of the construction of the pedestrian bridge.

MPA#2010-0004

- Allow for flexibility in building, site design and parking to accommodate GSA tenants in Land Bay H/Partial I.

- Permit a monetary contribution in lieu on the construction of the North Trail and associated enhancements in Land Bay K adjacent to Land Bay F.

- Revise configuration of east/west intersection with Potomac Avenue to construct a "T" intersection within Land Bay G, should Land Bay F install the east-west street prior to Land Bay G construction.

- Revise timing of and permit a monetary contribution in lieu of the requirements for Land Bay D.

- Revise timing of construction of Potomac Avenue.

- Revise Urban Design Guidelines as necessary to reflect the Amendments.

DSUP Amendments

- DSUP #2008-0027: Delete Condition #16 and amend Condition #17 relative to allow option of providing a monetary contribution in lieu of requirements for Land Bay D.

- DSUP #2008-0028: Delete Conditions #1 through #15 regarding the construction of the pedestrian bridge.

- DSUP#2006-0013: Delete and/or revise Conditions to remove the requirement to construct North Trail and other Land Bay K enhancements adjacent to Land Bay F and any references to the construction of the pedestrian bridge.

- DSUP #2006-0018: Delete Condition #81 regarding requirement on construction phasing of townhouses in Land Bay I/J.

City Code (City Application)

- Revise City Code Section 5-6-25.1(c) to extend the timing of sanitary sewer connection fee waiver an additional 7 years.

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DSUP#2010-0012
DSUP#2010-0021
SUP#2010-0033
SUP#2010-0058

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. See Ownership Attachment		
2.		
3.		

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

Name	Address	Percent of Ownership
1. Same as Above		
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

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

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

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

Revised September 22, 2010
May 28, 2010

Date	Printed Name	Signature
	M. Catharine Puskar	M C Puskar

MPA #2010-0004

Ownership Attachment
May 28, 2010

Potomac Yard Development, LLC, a Delaware limited liability company
Pulte Homes Corporation and Centex Homes are the sole members of Potomac Yard Development, LLC. Pulte Homes Corporation and Centex Homes are publicly traded on the New York Stock Exchange.

RP MRP Potomac Yard, LLC
98% Rockpoint Real Estate Fund II, L.P.
500 Boylston Street, Suite 1880, Boston, MA 02116

Sole General Partner:
Rockpoint Real Estate Fund II GP, LLC .1%
Sole Member: Rockpoint Group, LLC (100%)
Managers: Patrick K. Fox
Keith B. Gelb
Jonathan H. Paul
Gregory J. Hartman
William H. Walton

Limited Partners:
Including primarily Pension Funds, Universities
99.9%
and Schools, Foundations and Trusts 2%
MRP Potomac Yard, LLC (MANAGER)
1133 21st Street, NW, Suite 720, Washington, DC 20036

Docket Item #9 A-C
Potomac Yard Development

Fw: October Hearing Dates for Amendments to PYD Plan
Maya Contreras to: Kendra Jacobs 09/30/2010 03:41 PM

—— Forwarded by Maya Contreras/Alex on 09/30/2010 03:40 PM ——

From:	Roland Meisner <meisnerr@comcast.net>
To:	secretary@oldtowngreens.net
Cc:	president@oldtowngreens.net, vicepresident@oldtowngreens.net, treasurer@oldtowngreens.net, "Krem, Alex" <akrem@admiralty.net>, "Farnam, Thomas" <TCFarnam@comcast.net>, "Krupicka, Rob" <Council@Krupicka.com>, "Euille, Mayor William D. " <Alexvamayor@aol.com>, "Blair, Duncan" <dblair@landclark.com>, Maya.Contreras@alexandriava.gov
Date:	09/30/2010 03:14 PM
Subject:	Re: October Hearing Dates for Amendments to PYD Plan

I have attached the staff recommendations regarding the bridge and railpark.

We have been lied to by the City, its staff, the developers, and the developer's attorneys about railpark and the bridge for as long as I have lived here. We have been promised this bridge for the last ten years, but that promise has changed over the years.

The last promise was that if the metro station was actually going to go next to Potomac Greens, as it has been planned for the last 25 years, then the bridge would be incorporated into the station. If the station goes elsewhere, then the bridge was to be built as planned to join Potomac Greens (and OTGs) with the planned community west of the tracks. The east landing would be on an easement reserved by the City on Potomac Greens common property.

There are still fraudulently obtained bridge landing easements encumbering Old Town Greens common property. What is the City's plan for those easements if it is not going to require the developer to build the bridge. We asked that the easements be vacated years ago and the City just blew us off.

Now the plan is to move the metro station north (where, no one knows for certain) beyond the dedicated swamp land north of Potomac Greens where we won't have access and no bridge.

Unbelievable.

What is Old Town Greens Townhome Owners Association's position on this?

Roland D. Meisner
710 Scarburgh Way
Alexandria, VA 22314-6211
703.836.0386

----- Original Message -----
From: secretary@oldtowngreens.net
To: secretary@oldtowngreens.net
Sent: Thursday, September 30, 2010 1:38:07 PM
Subject: Fwd: October Hearing Dates for Amendments to PYD Plan

Steve Alogna,
Secretary, OTGTOA

-----Original Message-----
From: Long, Amie K. [mailto:LongA@SEC.GOV]
Sent: Thursday, September 30, 2010 01:27 PM
To: secretary@oldtowngreens.net, vicepresident@oldtowngreens.net, treasurer@oldtowngreens.net, 'Elizabeth Hanson'
Cc: gsgenrich@comcast.net
Subject: October Hearing Dates for Amendments to PYD Plan

To Be Forwarded to Community

All,

I am forwarding an email I received yesterday concerning proposed changes to the Potomac Yard Development. One issue that probably most directly impacts our residents is the construction of a pedestrian bridge connecting OTG and Potomac Greens with the PYD. The Developer has requested approval from the city to make a $2 million cash contribution in lieu of constructing the pedestrian bridge. This contribution would be used towards the design and construction of the future Metro station, which will incorporate a pedestrian bridge. In the staff report (link below), the staff notes that they support the developer?s request and remain committed to the ?goal of providing a linkage between the east and west sides of the Potomac Yard Development.?

The staff report also notes that Steve Crime, president of the Potomac Greens HOA, expressed concern that this might mean that the pedestrian bridge never gets built, especially if there are budgetary concerns when the Metro station is actually designed. Based on Steve?s concerns, the staff is recommending that one of the conditions in the ?Coordinated Development District (CDD) Concept Plan? explicitly state the $2 million contribution is being made to assist with planning and design of a Metro station which will include a pedestrian connection between the east and west side of the Potomac Yard Development.

There are public hearing scheduled to take place on the proposed amendments to the plan (including the pedestrian bridge as well as other issues). Here is the information on those hearings:

The Planning Commission and City Council meetings are at City Hall (301 King St) in the Council Chambers on the 2nd floor. There is parking available in the lot under the building; it's cash only. There is also metered and non-metered street parking; non-metered is limited to 2 hours.

Planning Commission docket for Tuesday, October 5, 2010. The meeting begins at 7:30PM; there will be items heard before Potomac Yard

City Council meeting for October 16 docket is not yet available, but it will be located here, once it is. The meeting begins at 9:30AM.

info on speaking at a Council meeting
info on speaking at Planning Commission

Maya Contreras with the Department of Planning and Zoning has invited residents to email or call her with questions. Her contact info is below.

Amie

From: Maya.Contreras@alexandriava.gov [mailto:Maya.Contreras@alexandriava.gov]
Sent: Wednesday, September 29, 2010 1:40 PM
To: gsgenrich@comcast.net; president@oldtowngreens.net
Cc: Colleen.Rafferty@alexandriava.gov; Dirk.Geratz@alexandriava.gov; Gary.Wagner@alexandriava.gov; Gwen.Wright@alexandriava.gov
Subject: Potomac Yard Amendments for October hearing - staff report

Hello Mr. Genrich and Ms. Long -

With regards to my earlier email, please see the attached link for an electronic version of the staff report. If you have any questions or concerns, please let us know.

http://dockets.alexandriava.gov/icons/pz/pc/CY10/100510/py1.pdf

Thank you,
Maya

Maya Contreras
Urban Planner, Development
Department of Planning and Zoning
City of Alexandria, VA
301 King Street, Room 2100
Alexandria, VA 22314
(703) 746-3816 (please note new phone number)
Maya.Contreras@alexandriava.gov

From: Maya Contreras/Alex
To: president@oldtowngreens.net, gsgenrich@comcast.net
Cc: Gwen Wright/Alex@ALEX, Gary Wagner/Alex@ALEX, Dirk Geratz/Alex@ALEX, Colleen Rafferty/Alex@ALEX

Date: 09/15/2010 01:05 PM

Subject: Potomac Yard Amendments for October hearing

Hello Mr. Genrich and Ms. Long -

As you may be aware, the developers for Potomac Yard have requested some amendments to the original approvals, which are scheduled for October Planning Commission and Council hearings. The majority of these requests are technical changes to coordinate conditions, with a few additional items, which are called out in the attached memos.

We wanted to formally bring these to the attention of the Old Town Greens Townhome Owners Association and make ourselves available via phone, email, or a special meeting, if any of you or any of your members have questions. Please find attached the staff memos to PYDAC that outline the original amendment request and the updates. Let us know if there is any additional information or clarifications that we can provide.

Thanks,

Maya

Maya Contreras
Urban Planner, Development
Department of Planning and Zoning
City of Alexandria, VA
301 King Street, Room 2100
Alexandria, VA 22314
(703) 746-3816
Maya.Contreras@alexandriava.gov

PC Staff Recomm Bridge and Railpark.pdf

Re: COA Contact Us: Potomac Yard bike trail /bridge
Cicely Woodrow to: Katherine Lewis 10/12/2010 12:51 PM
Cc: graciela.moreno, Kendra Jacobs

Dear Ms. Lewis,

Thank you for your comments. By copy of this email, I'm forwarding your message to Kendra Jacobs, Administrative staff to the Planning Commission who will make your comments available to the Planning Commission. You are welcome to attend the hearing and express your views also.

Best regards,
Cicely Woodrow

Cicely B. Woodrow, PHR
Management Analyst III
Department of Planning & Zoning
301 King Street, Room 2100
Alexandria, Virginia 22314
Direct: 703-746-3810
Fax: 703-838-6393

Katherine Lewis COA Contact Us: Planning and Zoning General... 10/11/2010 10:08:59 AM

From: Katherine Lewis <Katied1953@aol.com>
To: pnzfeedback@alexandriava.gov, cicely.woodrow@alexandriava.gov, graciela.moreno@alexandriava.gov
Date: 10/11/2010 10:08 AM
Subject: COA Contact Us: Potomac Yard bike trail/bridge

[redacted]

Time: [Mon Oct 11, 2010 10:08:57] Message ID: [24854]

Issue Type: Planning and Zoning General Feedback
First Name: Katherine
Last Name: Lewis
Street Address: 2528 S. Arlington Mill Drive
City: Arlington
State: VA
Zip: 22206

Phone: 703-575-8044

Email Address: Katied1953@aol.com

Subject: Potomac Yard bike trail/bridge

Comments:

Dear Commissioners and/or planners,

Even though I am not currently an Alexandria resident, I want to commend you for holding fast on the issue of the bicycle/pedestrian trail and bridge to Potomac Yard, where I have frequently shopped and done business. I'm using my car less and less, and I now actively seek out businesses that I can get to by bicycle instead. As a resident of the Shirlington area, I am a big user of the Four Mile Run/Mt. Vernon trails, and am very close to the Alexandria line.

Please, please, please hold the developers to their obligations to complete this part of the bike/ped system so that we can all bike or walk to Alexandria businesses more safely and easily! I'm looking forward to the day when I can reach the Braddock Road metro station by bike trail, and enjoy Alexandria even more.

I grew up in Alexandria and have a special affinity for the area. I sincerely hope you will stand fast against any efforts to jeopardize funding or building of this critical connection.

Thank you for your concern about this very important trail and bridge.

Sincerely,

Katherine Lewis

October 5, 2010

Dear Planning Commission Members,

The comments are submitted for BikeWalk Alexandria (BWA), advocates for better pedestrian and bicycling access throughout Alexandria . These comments address portions of Agenda Item 9 A-G. MASTER PLAN AMENDMENT #2010-0004, CDD CONCEPT PLAN #2010-0001, AMENDMENT TO THE DESIGN GUIDELINES, TEXT AMENDMENT #2010-0004, DEVELOPMENT SPECIAL USE PERMIT #2010-0012, DEVELOPMENT SPECIAL USE PERMIT #2010-0021, SPECIAL USE PERMIT #2010-0033, SPECIAL USE PERMIT #2010-0058.

We have reviewed the changes the applicant is requesting that affect the North Trail and the pedestrian bridge. These changes are listed as:

d) an amendment to development special use permit conditions to remove the requirement for construction of the North Trail and other enhancements in Landbay K, and any references to the construction of the pedestrian bridge in lieu of a monetary contribution;

[and]

f) an amendment to remove special use permit conditions regarding the construction of the pedestrian bridge;

In general BWA supports approval of the requested amendments. The applicant will fund the North Trail and will provide more land than currently allocated for the trail location; the additional land will allow a better placement because of the steep embankment. They are providing a temporary trail along Potomac Av. to connect the trail in Potomac Yard Park to Arlington at 4 Mile Run until construction in the North Trail area is done. We are concerned, however, that the "monetary contribution" to the City may be inadequate for the future trail construction since the location may require substantial engineering work because of the soils and slope.

The deletion of the obligation to provide a pedestrian bridge connecting Potomac Greens to Potomac Yard also raises the question of the adequacy of the "monetary contribution" because of the future cost for a connection to the proposed Metro Station area. The connection links two areas and must provide 24 hour multi-use access for pedestrians, bicyclists, baby strollers, dog walkers, and runners as well as Metro patrons. It cannot have restrictions as does the current tunnel access to King St. Metro Station from south of Duke St .

BWA is encouraged to learn that construction of the PotomacYard Park will begin in January of 2011 and be competed in 2012. We look forward to having this long awaited pedestrian and bicycling access and recreational park.

Thank you for considering our comments.

Sincerely,

Dave Levy

Dave Levy
Vice-president BikeWalk Alexandria
309 E. Nelson Av., Alexandria VA 22301-1817
703-549-5289

Docket Item #5
Potomac Yard

R. L. KANE, INC.
REALTORS SINCE 1922
311 SOUTH WASHINGTON STREET
ALEXANDRIA, VIRGINIA 22314
(703) 549-2800

ROBERT L. KANE (1893-1975)
SCOTT C. HUMPHREY
PRESIDENT

SALES
APPRAISALS
MANAGEMENT

November 2, 2010

Mr. John Komorske, Chairman and
Member of the Planning Commission
City of Alexandria
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Potomac Yards

I have had the opportunity to review the Planning Commission Docket Item 5 A-F related to the south section of Potomac Yards before you on November 4, 2010.

It is my understanding the proposed requests are relatively minor changes to the approved plan and are consistent with the already approved north portion of Potomac Yards development.

The applicant has already been delayed so further delay is not appropriate or reasonable since the application has been negotiated with the owner for a staff recommendation.

In light of the City's support for the Economic Sustainability effort and the positive staff recommendation, this application needs your approval without further delay.

Thank you in advance for your support of this application.

Scott C. Humphrey

SCH:bp

Cc: H. Stewart Dunn, Jr.
Donna Fossum
Jesse Jennings
Mary Lyman
J. Lawrence Robinson
Eric Wagner

Simpson.

2331 Mill Road
Suite 150
Alexandria, Virginia 22314
Tel: 703 299-0029
Fax: 703-299-0020

Docket Item # 5 A-F
Potomac Yard Development

November 3, 2010

Chairman and Members of the Alexandria Planning Commission
c/o Department of Planning & Zoning
City Hall Room 2100
Alexandria, Virginia 22314

REF: MASTER PLAN AMENDMENT AND RELATED DOCKET ITEMS 5A-F
POTOMAC YARD DEVELOPMENT

Dear Chairman Komoroske and Members:

It is my understanding the staff and developer have agreed on the terms and conditions of the above referenced Master Plan Amendment and planning staff is recommending Planning Commission approval at your meeting Thursday, November 4, 2010. As a resident and Alexandria business person, I believe it is important for the City's economic growth to keep this southern portion of the Potomac Yard Development moving along and I urge your approval and recommendation of the Master Plan Amendment to City Council for their approval.

Thank you for your consideration.

Sincerely,

Donald Simpson

Donald F. Simpson, Sr.

s/Donald/potomacyards

Docket Item #5 A-F
Potomac Yard Developmen-

November 2, 2010

John Komoroske, Chair
Alexandria Planning Commission
301 King Street
Alexandria, VA 22313

Re: Amendments to the Potomac Yard/Potomac Greens Small Area Plan for Landbays G, H, I, J, K and L; and to the CDD Concept Plan and Design Guidelines

Dear Mr. Komoroske and Members of the Planning Commission:

I am writing to you on behalf of the Potomac Yard Design Advisory Committee (PYDAC), of which I am the Chairperson. PYDAC supports the amendments to CDD #10 noted above and recommends that they be approved.

At the June, July, and October PYDAC meetings, we were thoroughly briefed on the amendments. Although the amendments are not DSPs, they do include elements – such as changes to the Design Guidelines – that will affect future applications. As such, we believe it is appropriate for PYDAC to offer advisory comments on the amendments.

PYDAC reviewed the amendment applications to ensure that they meet the goals and the intent of the Potomac Yard Design Guidelines. Over the course of our review, we made a number of comments and suggestions that were accepted by the applicant and were incorporated into the application. Specifically, PYDAC raised several concerns with regard to the mix of uses throughout CDD #10 – encouraging the retention of retail uses near potential transitway stops and working to assure that no Landbay is segregated with only one type of use. In addition, PYDAC considered the design impacts of a Federal tenant, pedestrian and road connections, the impact of above-ground parking, and details of the design guidelines. The applicant and staff have responded to these issues, including the following:

- Maintaining the possibility of small nodes of retail use at transitway nodes along Route 1 in each of Landbays H, I, J, and L to provide the residential areas with amenities;
- Maintaining flexibility for commercial/office development to occur on Landbays I & J, as an alternative to only multifamily development;
- Emphasizing that additional review on potential above-grade parking structures and the design of a possible Federal tenant would be brought back before PYDAC as a DSUP;
- Minor revisions to the Design Guidelines in order to further permit the Potomac Yard to develop its own distinct character and flavor separate from Old Town.

The Potomac Yard Design Advisory Committee believes that their concerns and questions with regard to the proposed amendments have been satisfied and recommends that the applications be approved.

Thank you for the opportunity to comment on this matter and feel free to contact me if you have any additional questions.

Sincerely,

Maria Wasowski

Maria Wasowski
Chair
Potomac Yard Design Advisory Committee

ALEXANDRIA
ECONOMIC
DEVELOPMENT
PARTNERSHIP

November 4, 2010

Alexandria Planning Commission
John Komoroske, Chairman
City Hall, Room 2100
Alexandria, Virginia 22314

RE: Docket Items 5A-F, Properties within the boundaries of CDD #10 and the Potomac Yard/Potomac Greens Small Area Plan

Dear Chairman Komoroske and Planning Commissioners,

In May of this year, Alexandria approved 7.5 million square feet of new commercial development in Landbay F. This significant rezoning created diminishing value impacts on already approved properties to the South, which now, in all fairness, need to be addressed. The City needs to restore equal footing amongst the properties in Potomac Yard to assure that all are equally viable for the type of planned and desired development.

The City created the new densities on Landbay F to generate enough demand and ridership for a new Metro station. Through that process, though, the plan now marginalizes by several degrees, the previously approved development plans for Landbays G and H. Specifically:

- The site for the Metro station was moved further away from Landbays G and H.
- Landbay F has been programmed as a regional shopping destination, thereby making a smaller adjacent town center on Landbay G not as desirable for regional and national tenants; and
- Disparity was created by allowing above ground parking in Landbay F while requiring below ground parking in Landbays G and H.

The amendments before you tonight are not dramatic but instead are corrections to assure that Landbays G and H remain competitive and on equal footing with Landbay F. The property owners of Landbays G and H negotiated with the City in good faith to develop a plan for their properties a few years ago and participated in the recent North Potomac Small Area Planning process. They did not act as a roadblock, or argue against increased density for their neighboring property owner (Landbay F), recognizing that significant increase in density and a shift of retail to a regional destination is best for the entire "yard." They are now asking for reasonable adjustments to their plan, as the facts and situation have changed, as a result of the new Small Area Plan.

City Council's recently adopted strategic plan specifically identifies federal agencies as desirable tenants in new office space. An initiative of Goal 1 reads:

1729 King Street | Suite 410 | Alexandria, VA 22314 | T 703.739.3820 | F 703.739.1384 | www.alexecon.org

> "Target federal users and associated contractors (with preference for leased versus owned space) as a primary opportunity for economic development in Alexandria."

AEDP and City staff work closely with Alexandria property owners to track and respond to federal requests for space. In the process, run by the General Services Administration (GSA), price is heavily weighted, thereby impacting the competiveness of Alexandria properties. Over the last 120 days, Alexandria has lost 1.2 million square feet of federal leases to Fairfax County because of reduced rental rates, which were achieved by allowed surface and/or low cost parking on-site in that community. A requirement for 550,000 of those square feet was turned away from this ***specific site*** because the plan provided no flexibility to accommodate that particular federal agency.

Unfortunately, this trend will continue as properties near the future Metro Silver Line in Tysons Corner respond to GSA prospectuses with a Metro requirement. Industry estimates in 2010 predict approximately 10 million square feet of additional demand for leased office space inside the Beltway for government agencies. These requirements, though, are price sensitive, as GSA and other agencies heavily weight price over other considerations like access to transit, quality of building, etc. as noted above.

There is also a rate cap in place for all of Northern Virginia office properties, which includes Alexandria, Arlington and Fairfax County, among other localities. The same rate cap applies to all of these jurisdictions. We do not want to preclude the largest and most likely lessee of space in this market because our plan requirements put development at a price disadvantage over our neighbors. While this is of particular importance to federal tenants, their contractor tail has some of the same pricing and design issues. There are many creative and innovative design solutions that mask parking structures and utilize space to meet federal needs.

The sooner we start building income-producing properties in the Yard, the sooner the City begins to recognize increased tax revenues from new commercial development. Tonight, the Planning Commission should take positive action to move this along. Deferral signals business as usual by the Alexandria of the past, and a delay is not in the best interest of economic sustainability.

It appears to us that the property owner has addressed the various requests for information and clarification, as well as fully explained the amendments that are under consideration. This is a good plan, full of very desirable commercial development needed to help us toward the City's goal of achieving economic sustainability and balancing the tax base between commercial and residential properties.

We respectfully urge you to approve this important package of amendments tonight.

Thank you for your consideration,

Val P. Hawkins
President & CEO

cc: Mark Jinks, Deputy City Manager
Faroll Hamer, Director, Department of Planning & Zoning
Gwen Wright, Division Chief, Department of Planning & Zoning

The issue is one of a bad process carrying forth a significant change in reaction to a potential modification that is far from certain to take place. We do not yet know if we are getting a metro station.

What we do know is that the developer did agree to underground all the parking in return for shifting the densities on the yard, and they now wish to rescind their obligation because of the contingent deal on land bay F.

I do thank the Commission for affording us an opportunity to catch up, and Miss Puskar for talking the time to explain the issue.

But here are some problems

- What if the metro is not built and you give them this change then what. Have we not then given up on underground parking in the City? Who is next, Jaguar?

- The above grade garages must take space away from somewhere. Where and what are we taking away? I do not think it wise to expect us to be able to work out the issues in future dsup process because the developer's expectations will be based on what is passed today.

- With the greater coverage comes more impervious surface and water runoff. Given the history of the Yard and were we are sending the runoff; it is incumbent to actually test the run off.

The application suggests and the Staff supports the idea that because the developer has shown benevolence to the City that they ought to be able to put most of the parking above grade irrespective of the fact that it was the price for the density transfers. I respectfully disagree.

I further believe that this is being pushed because of the economic situation in the hopes that the change will make it easier to develop the properties. I respectfully disagree with that premise as well.

We do have a system of maximizing profit but subjected to conditions that are set by the community. If you start gaming the conditions, you will open a Pandora's Box for every ~~developer~~ property owner asking not only the same, but gaming it further. In doing so you will actually increase the insecurity and risk. So why are you giving the applicant this?

Inevitably, everyone else will ask why not us as well; and predictably why are you not giving us even more.

Poul Hertel 1217 Michigan Court 703 684-5375

EXHIBITS

November 4, 2010
Planning Commission Hearing

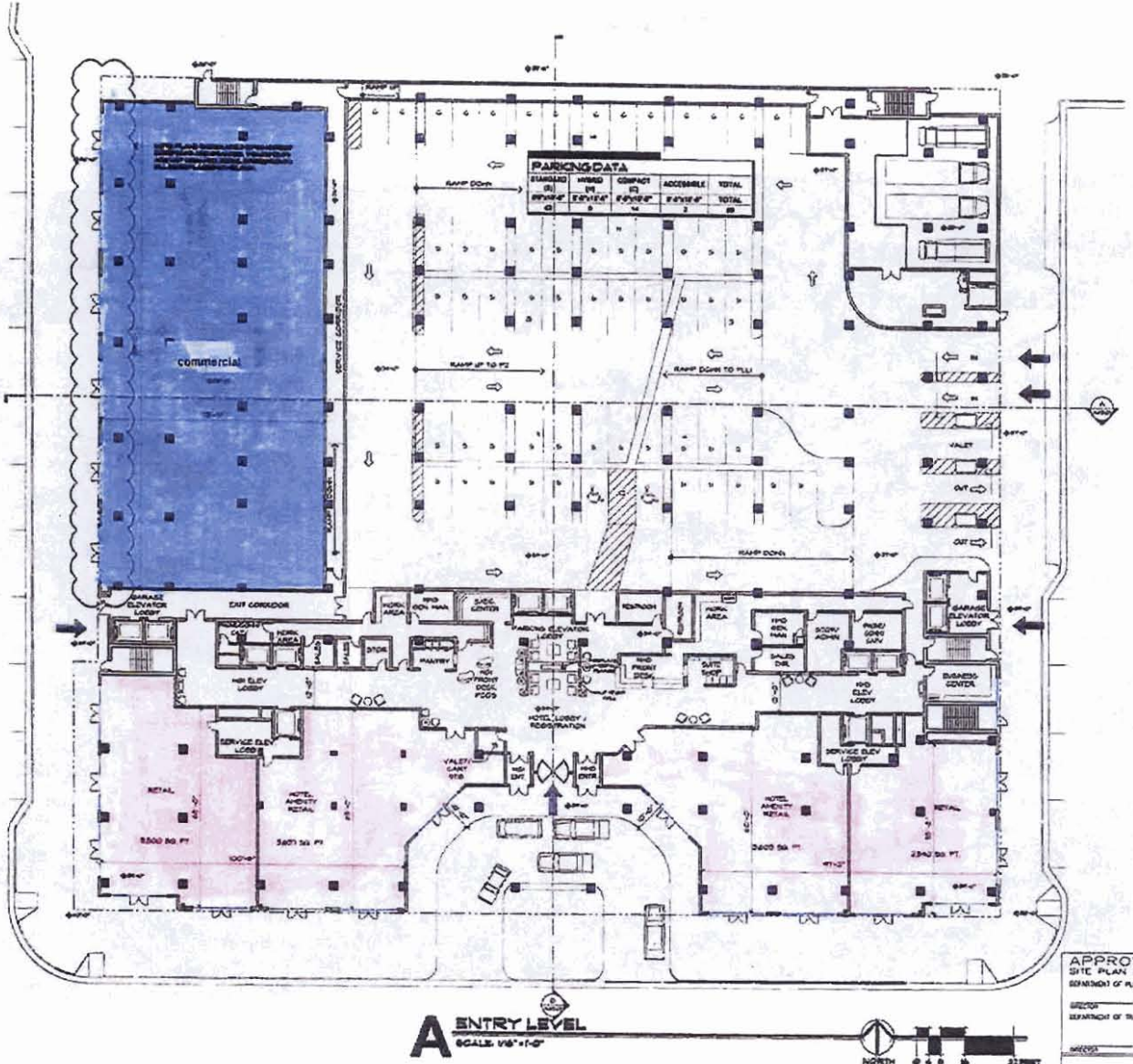
Potomac Yard - Docket items 5A-F

183

Section 1

Above-ground Parking

Location 1 – Exhibit A **Landbay H/Block D Hotel**
Floor plan of approved hotel parking



APPROVED
SITE PLAN APPROVAL
PLANS 2007-0022
DEPARTMENT OF PLANNING & ZONING
DIRECTOR DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
DIRECTOR DATE
CHAIRMAN, PLANNING COMMISSION DATE

DOCUMENT INCOMPLETE. NOT INTENDED FOR PERMITTING, BIDDING, OR CONSTRUCTION

GH2 | ARCHITECTS

DRAWN BY: PRB
CHECKED BY: MICHAEL HALL
ARCHITECT LICENSE #: 20008

INTERIM REVIEW ONLY

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Potomac Yard, Alexandria, VA
Concept Design
Entry Level

20070331

ISSUED / REVISIONS

A41.01

181

Location 1 – Exhibit B **Landbay G/Block D**
Perspective of approved hotel

A EYE LEVEL LOOKING NORTHEAST
SCALE: 1/8"=1'-0"

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GH2 | ARCHITECTS

INTERIM REVIEW ONLY

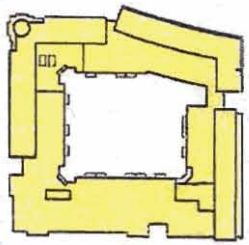
Hilton Garden Inn & Homewood
Potomac Yard, Alexandria, VA
Concept Design
Perspective View

20070331

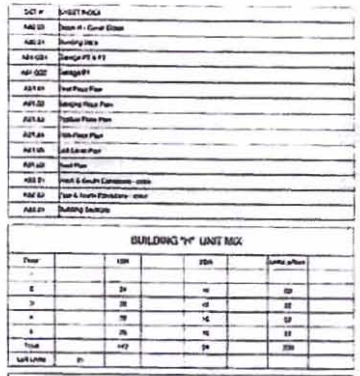
A401

9/8/1

Location 2 – Exhibit A **Landbay G – Block H Multifamily**
Approved/Proposed footprint



187



BUILDING "H" UNIT MIX

BLOCK "H" AREA SCHEDULE

PARKING SCHEDULE AND AREA

BLOCK "H" CODE ANALYSIS

LEGEND

RESIDENTIAL RETAIL DEDUCTIONS TRANSIT

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SITE PLAN APPROVAL DSUP #2007-0022
DEPARTMENT OF PLANNING & ZONING
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
Chairman, Planning Commission

SK&I Architectural Design Group

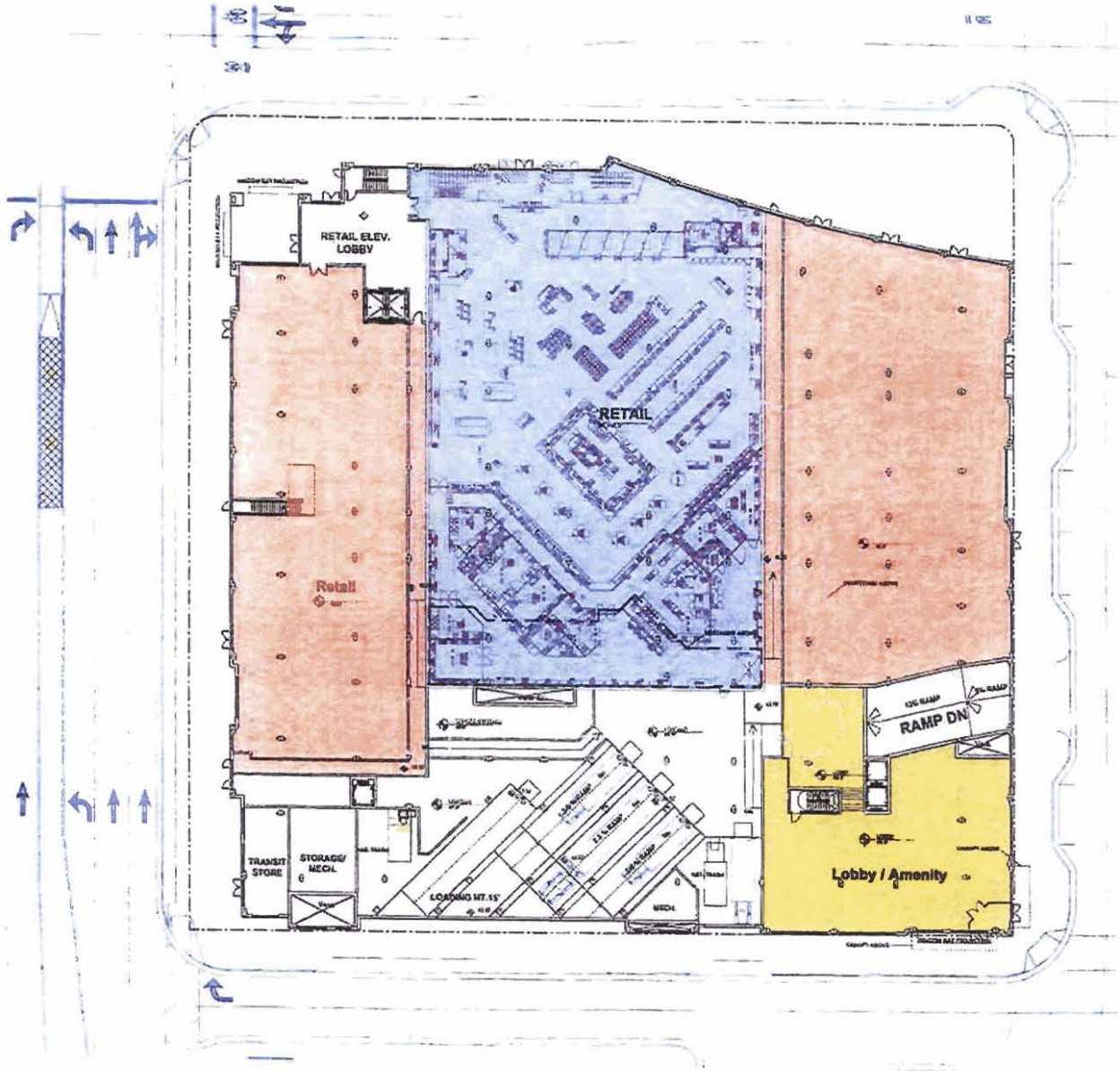
Potomac Yard Town Center

M.R.P. Realty

BLOCK "H" Cover Sheet

A80.00

Location 2 – Exhibit B **Landbay G – Block H**
Approved first floor layout with grocery store



SK&I Architectural Design Group

Potomac Yard Town Center

M.R.P. Realty

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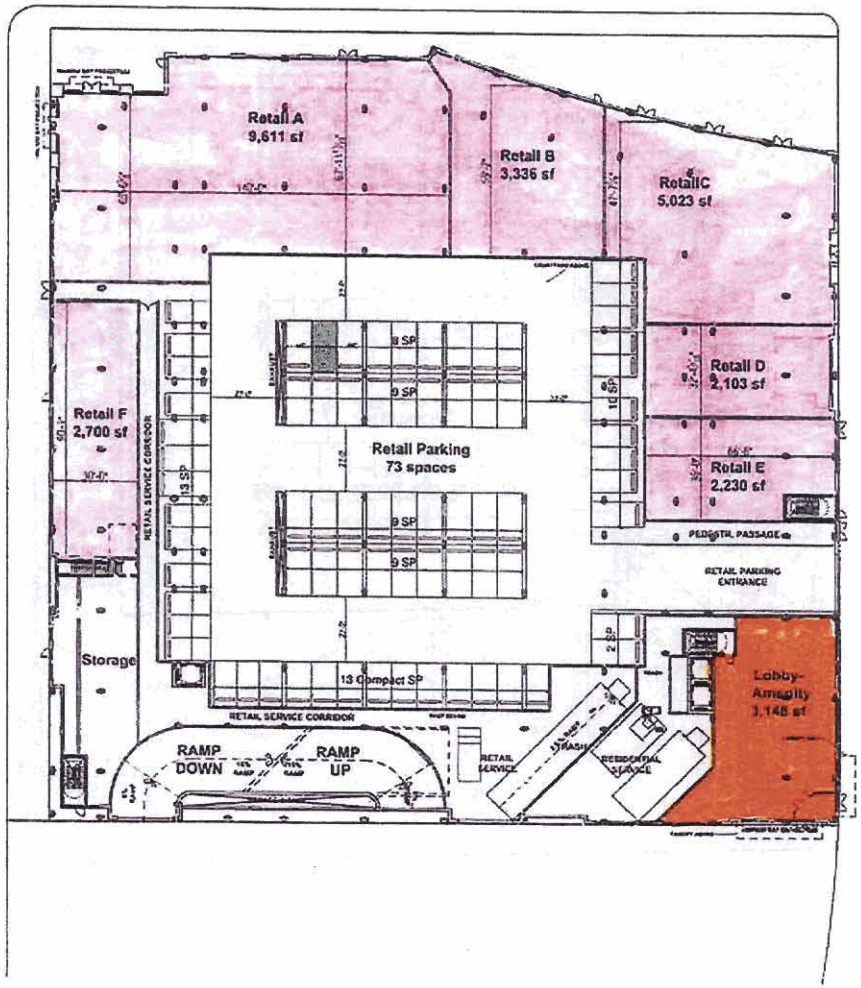
SITE PLAN APPROVAL: DSUP #2007-0022
DEPARTMENT OF PLANNING & ZONING
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

BLOCK "H"
First Floor Plan

A81.01

Location 2 – Exhibit C **Landbay G – Block H**
Proposed first floor layout with parking



for illustrative purposes only

SK&I

Project No. 16P705
Job Name: Potomac Yard
SCALE 1"=40'-0"

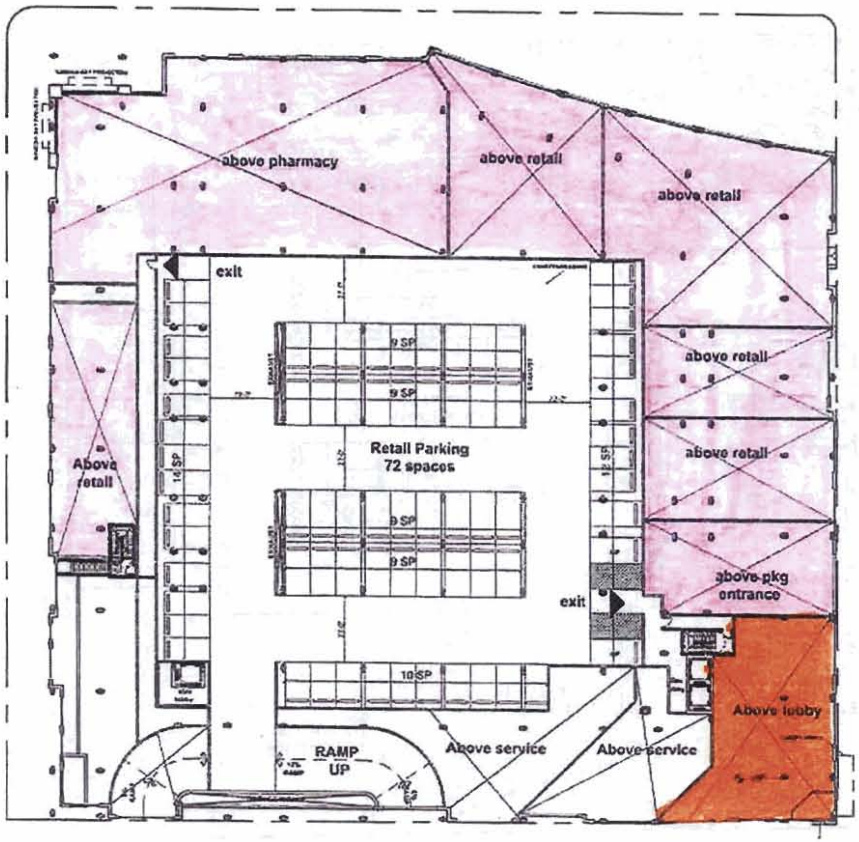
first floor plan
building H
mrp realty

POTOMAC YARD
ALEXANDRIA, VA

0 20 40 80

A 2.01

Location 2 – Exhibit D **Landbay G – Block H**
Proposed mezzanine level with parking



SK&I

Project N°: MRP06
Job Name: Potomac Yard
SCALE 1"=40'-0"

Mezzanine floor plan building H
mrp realty

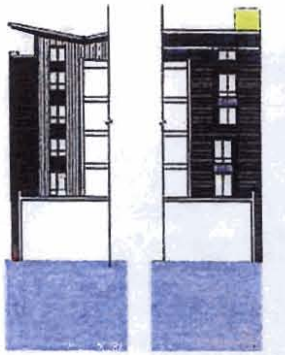
POTOMAC YARD
ALEXANDRIA, VA

A 2.01b

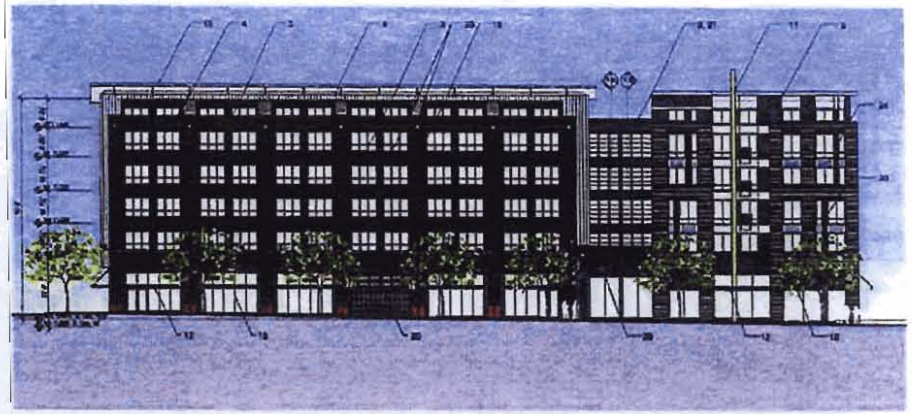
for illustrative purposes only

Location 2 – Exhibit E Landbay G – Block H
Approved elevations

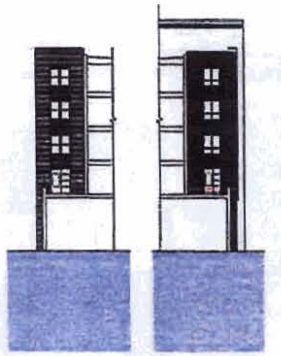
(1)



CONCEALED ELEVATION (1A) CONCEALED ELEVATION (1B)



① MAIN ST ELEVATION - EAST



CONCEALED ELEVATION (2C) CONCEALED ELEVATION (2D)

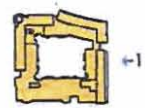
② PUBLIC ST #1 ELEVATION - SOUTH

MATERIAL LEGEND BLOCK "H"		
1 TAN BRICK #1	10 METAL	19 COPPER & DORMERS
2 TAN BRICK #2	11 METAL FIN	20 METAL CORNER
3 TAN BRICK #3	12 CANOPY PAINTED	21 STAIR PAINTED
4 RED BRICK	13 METAL AWNINGS	22 WOOD PAINTED
5 DARK RED BRICK	14 METAL ROLL UP DOOR	23 DARK GRAGE CHARCOAL BRICK
6 ARCHITECTURAL BLOCK #1	15 WINDOW SYSTEM	24 ORANGE TAN BRICK
7 ARCHITECTURAL BLOCK #2	16 STOREFRONT SYSTEM	
8 ARCHITECTURAL BLOCK #3	17 AWNING SIGN	
9 CEMENT BOARD PANEL - PAINTED	18 FABRIC AWNING	

SK&I Architecture Design Group

Potomac Yard Town Center

M.R.P. Realty



2

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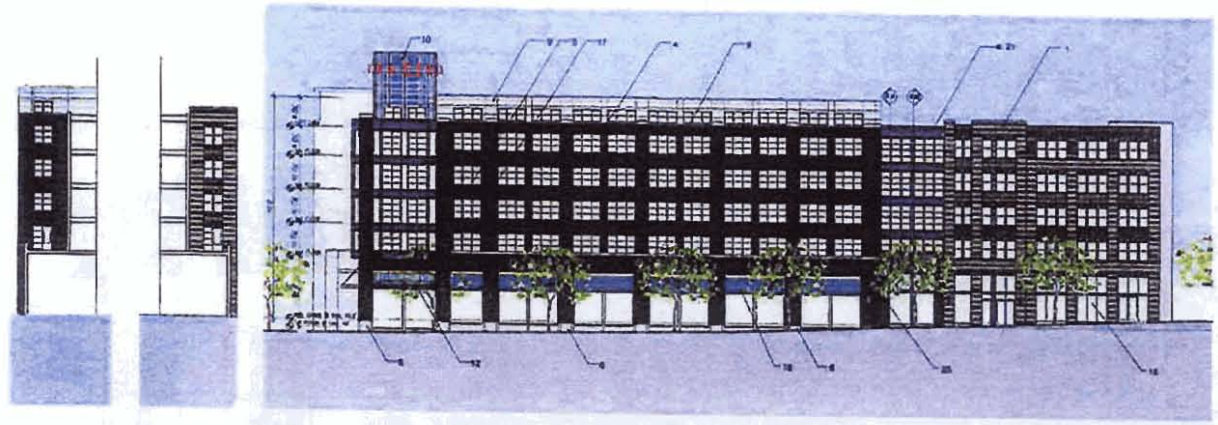
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES

BLOCK "H"
East & South Elevations

A82.01

191

Location 2 – Exhibit F **Landbay G – Block H**
Approved elevations



CONCEALED ELEVATION (2A) CONCEALED ELEVATION (2B) (3) ROUTE ONE ELEVATION - WEST

(4) EAST GLEBE RD ELEVATION - NORTH

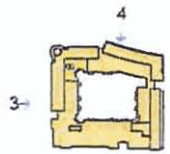
MATERIAL LEGEND BLOCK "H"

1 BRICK #1	10 METAL	19 COPPER & DOWNSPOUT
2 BRICK #2	11 METAL FIN	20 METAL LOUVER
3 BRICK #3	12 CANOPY PAVERS	21 MAU PAINTED
4 RED BRICK	13 METAL SNOWGUARD	22 LOUVERS PAINTED
5 DARK RED BRICK	14 METAL RAILS AT ROOF	23 EMBLEMATIC CHARCOAL BRICK
6 ARCHITECTURAL BLOCK #1	15 WINDOW SYSTEM	24 ORANGE TAN BRICK
7 ARCHITECTURAL BLOCK #2	16 STOREFRONT SYSTEM	
8 ARCHITECTURAL BLOCK #3	17 GRAVEL SIGN	
9 CEMENT BOARD PANEL - FIBERED	18 FABRIC AWNING	

SK&I Architectural Design Group

Potomac Yard Town Center

M.R.P. Realty



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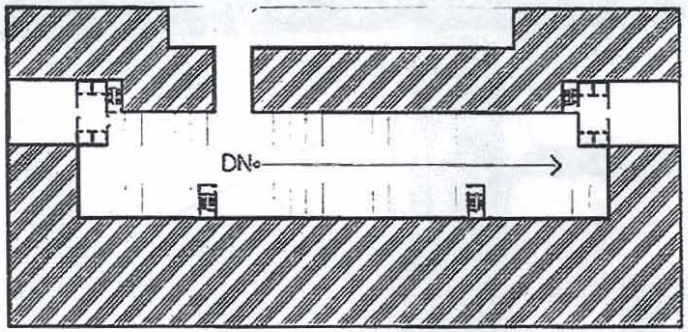
DEPARTMENT OF PLANNING & ZONING
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
CHAIRMAN, PLANNING COMMISSION

BLOCK "H"
West & North Elevations

A82.02

182

Locations 3, 4, and 5 **Office Parking Layout**



Mixed Use Office Building First Floor Plan

Jefferson Davis Highway (Route 1) Mixed Use Office Buiilding

A-1

Potomac Yard Concept Plan Landbay H

RUST ORLING

October 28, 2010

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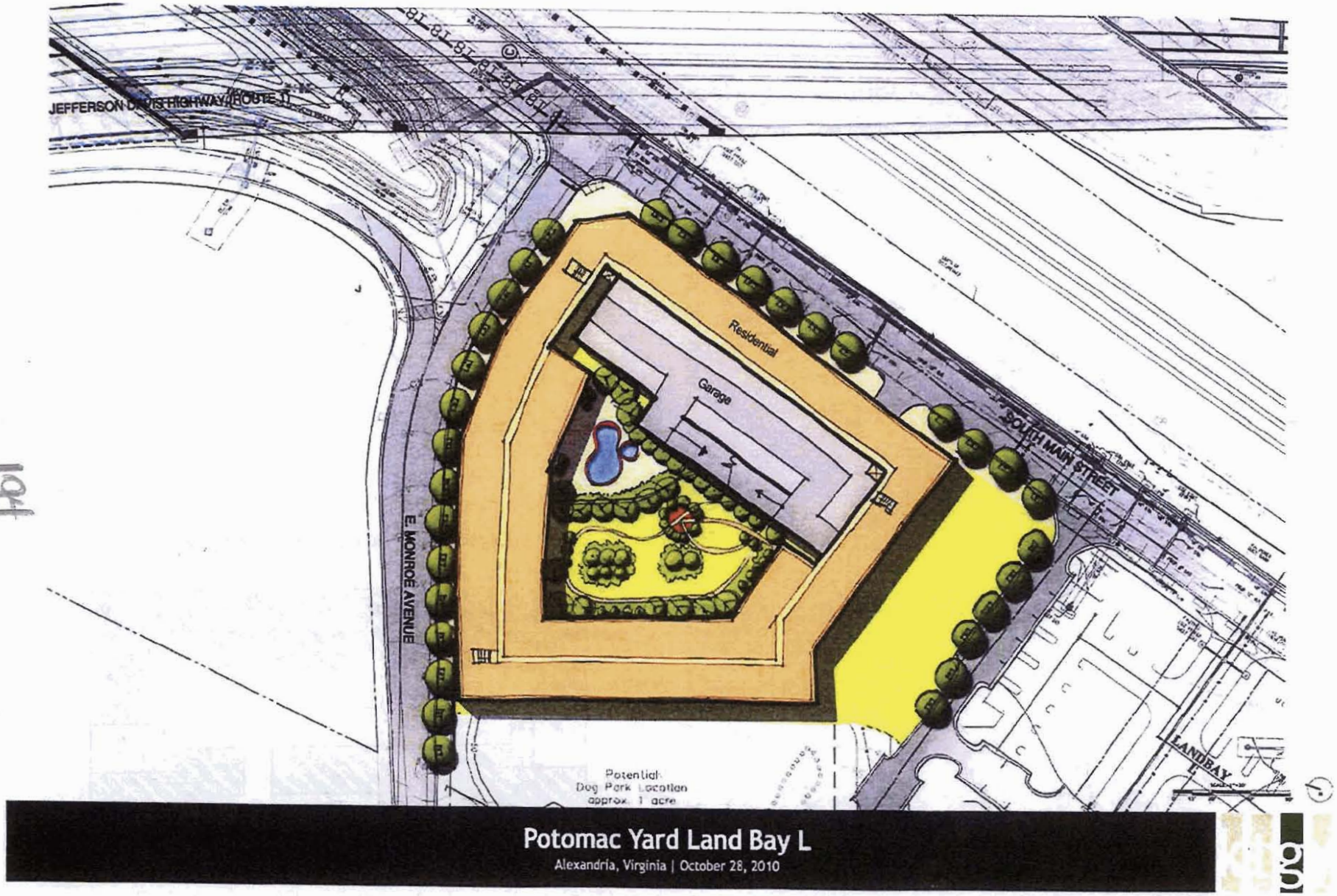
Location 6 – Exhibit A **Landbay L Multifamily Parking**
Plan view



for illustrative purposes only

Location 6 – Exhibit B **Landbay L Multifamily**
Perspective view

for illustrative purposes only

Location 6 – Exhibit C **Landbay L Multifamily Elevation**

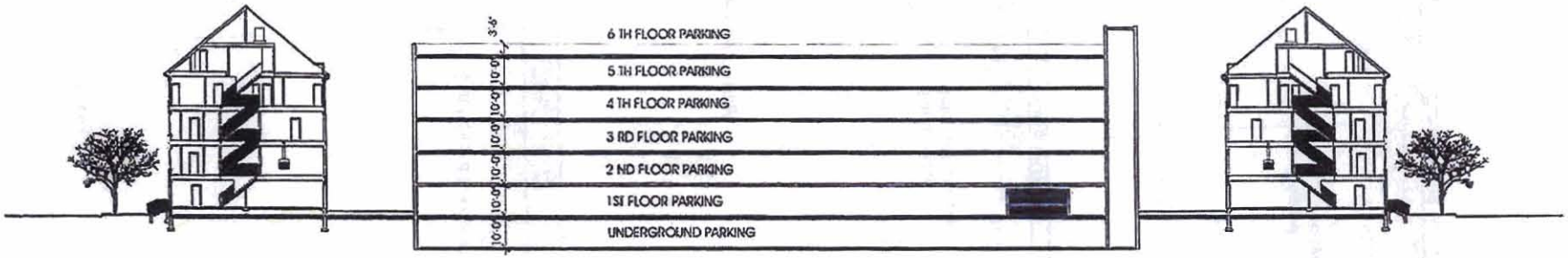
Potomac Yard | Elevation

Alexandria, Virginia | September 16, 2010

ca·x

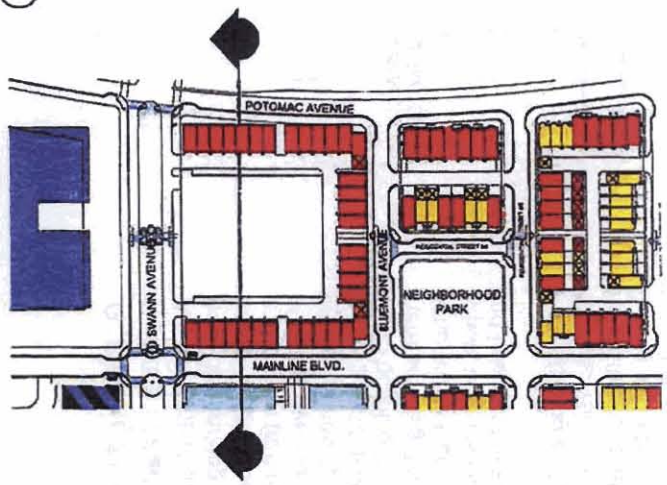
for illustrative purposes only

Location 7 **Federal Tenant Parking on Block H/I**



A

PARKING GARAGE SECTION
1/32"=1'-0"



October 28, 2010

LANDBAY H&I - RESIDENTIAL. GARAGE PLANS AND SECTION

POTOMAC YARD - DENSITY SHIFT STUDY
06007

Sheet A3

RUST | ORLING
ARCHITECTURE

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861

Figure 19. Below-Grade Parking.

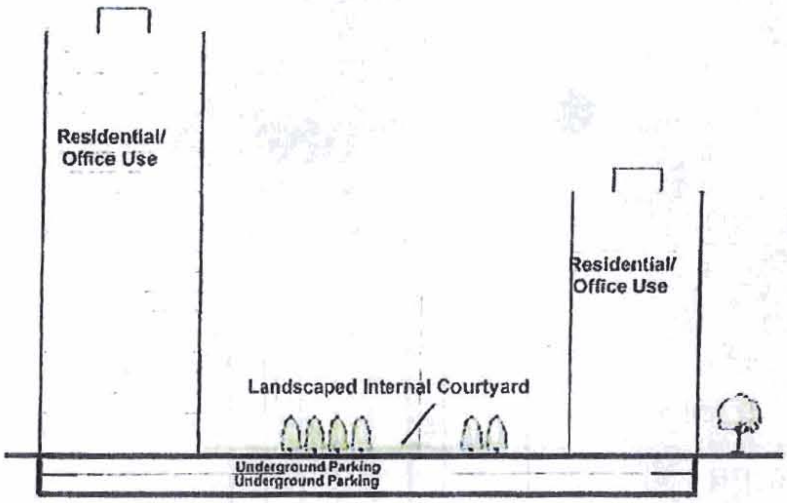


Figure 20 a. Embedded Parking

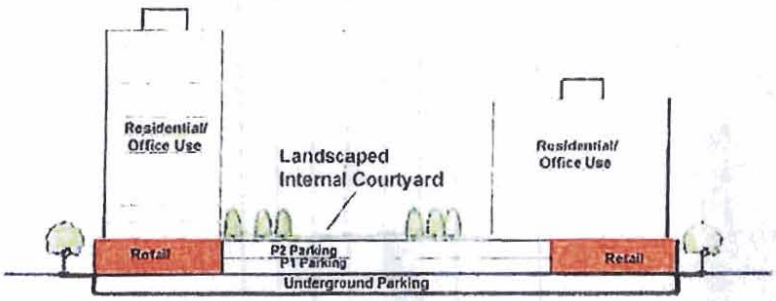
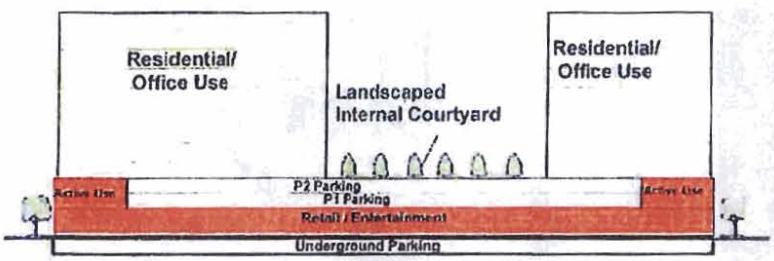


Figure 20 b. Embedded Parking above retail



G. Parking Strategy

Location of Parking

A goal of the Plan is that to the extent possible, parking should be located below-grade Below-grade parking enables uses and people (rather than cars) to be located at and above the street level. Below-grade parking generally reduces the scale of buildings and generally results in a more urban building form. In addition, when there are height limits, above-grade parking generally reduces both density and open space, which is inconsistent with the vision and intent of the Plan.

Each building and block within North Potomac Yard is required to provide a minimum of one level of underground parking. All of the parking for Block 2, Block 3, Block 5 and Block 21 is required to be located below grade regardless of the use to enable the internal ground level open space and possible pedestrian connections planned for these blocks (Figure 19). On-street parallel parking is generally required for all of the streets, excluding the park frontages.

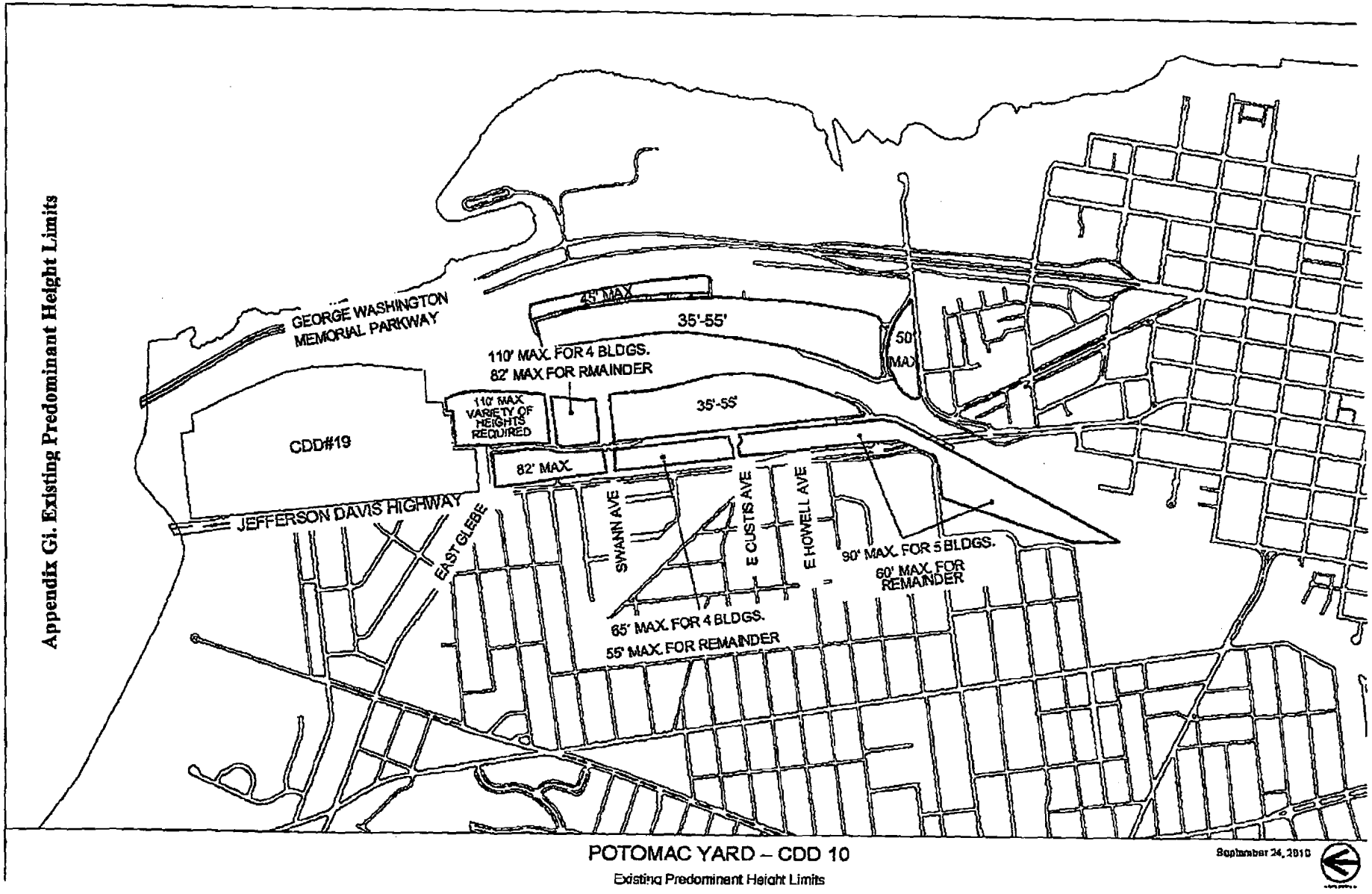
Above-grade structured parking may be located within the central portion of the block at grade, provided that a minimum of one level of parking is provided below grade and each level of the entire street and/or park/open space frontage is devoted to active uses (residential, office and/or retail) (Figure 20 a). If above-grade structured parking is provided above the ground floor uses, the parking is required to be screened with active uses (residential, office and/or retail) (Figure 20 b) for the entire street and/or park/open space frontage. Additional parking and screening requirements will be included in future design guidelines and subsequent zoning conditions.

Section 2

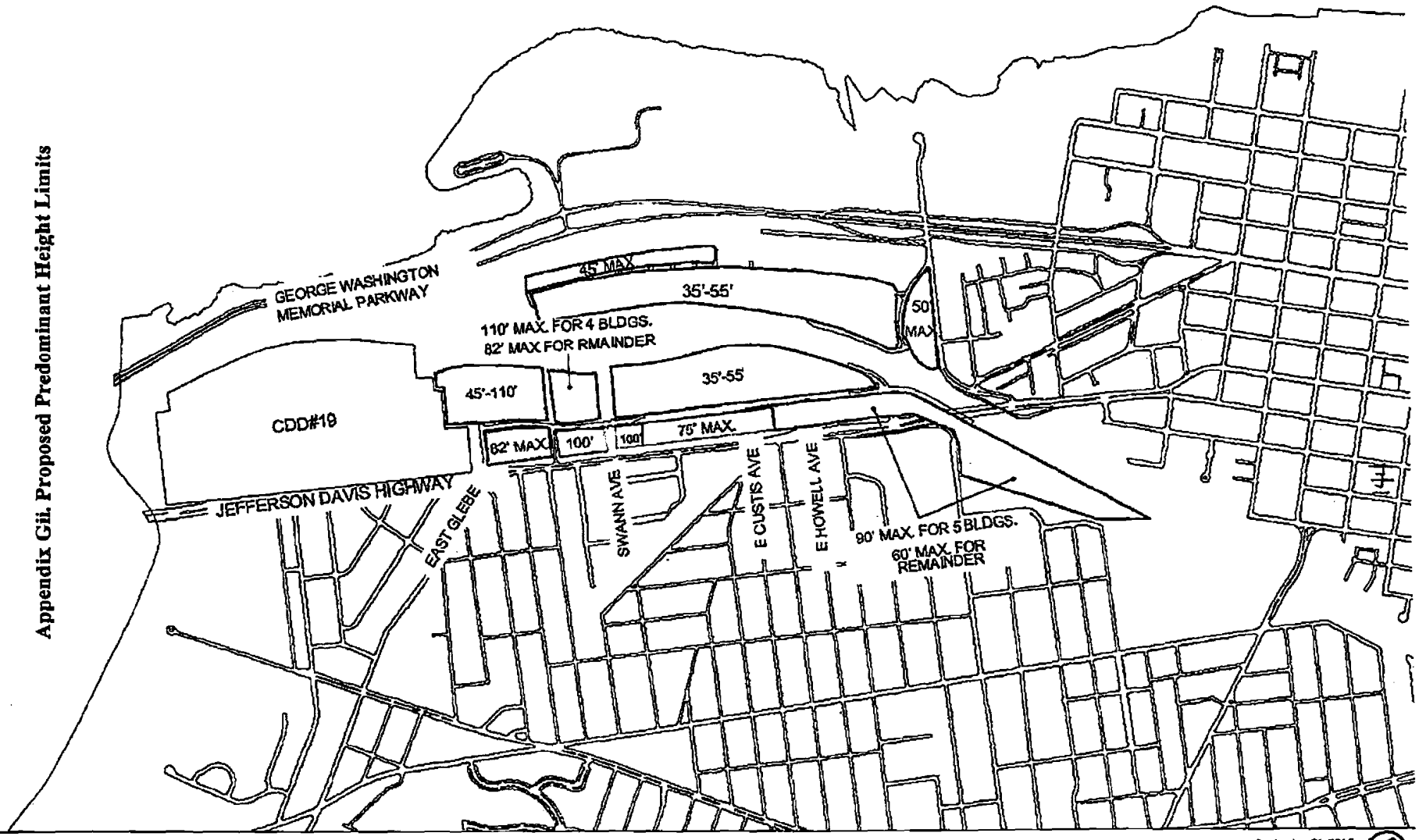
Building Heights

Current Approved Master Plan Height Map

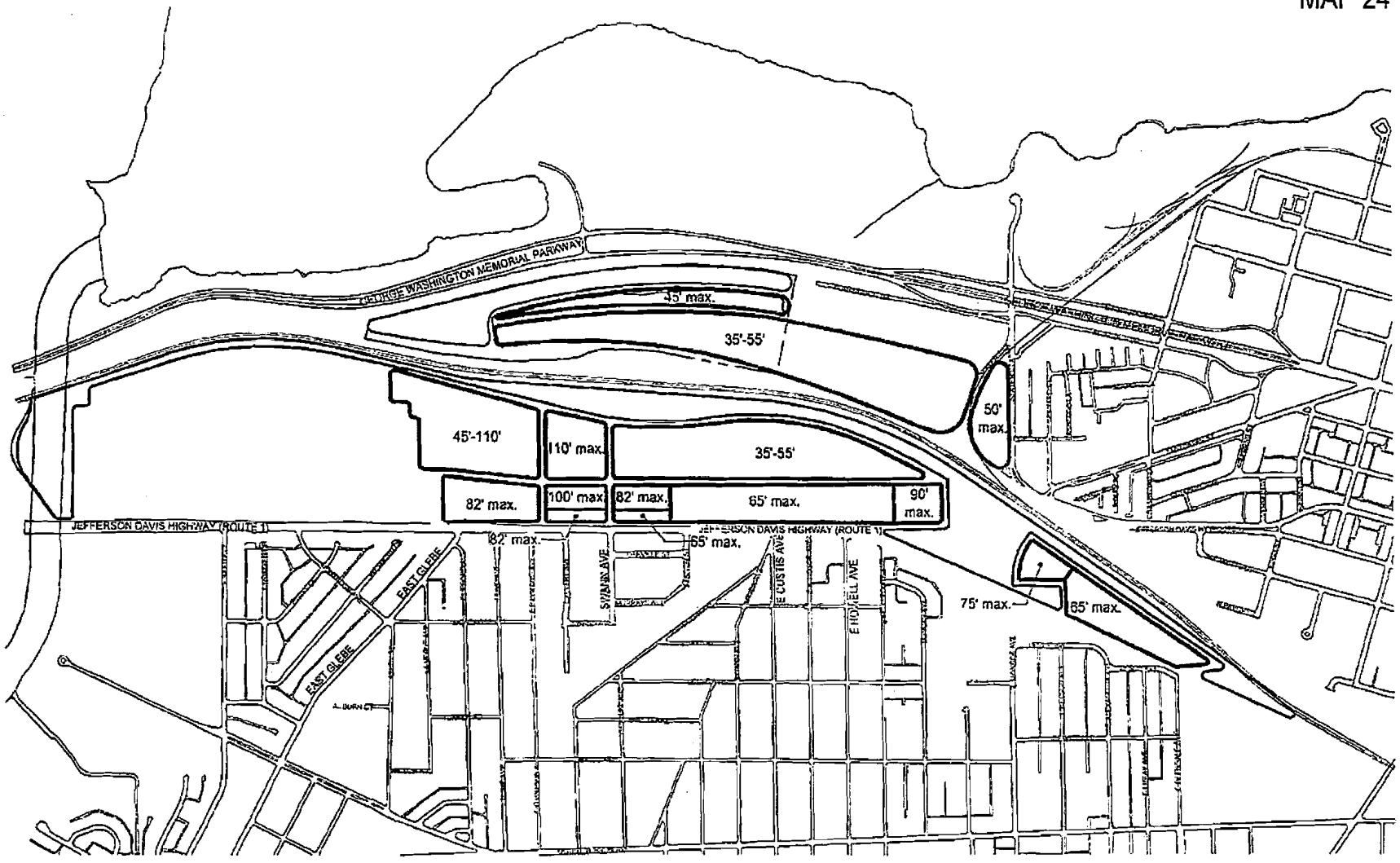
Appendix G1. Existing Predominant Height Limits



Appendix Gii. Proposed Predominant Height Limits



MAP 24



October 27, 2010

Potomac Yard - CDD 10

Predominant Height Limits

NORTH

The Plan recommends maximum heights which range from 50 feet to 250 feet for several taller signature buildings (Figure 17) In addition to maximum heights, the Plan is also recommending minimum heights to ensure an appropriate urban scale and density near the planned transit and Metrorail station (Figure 18)

Figure 17. Maximum Building Heights

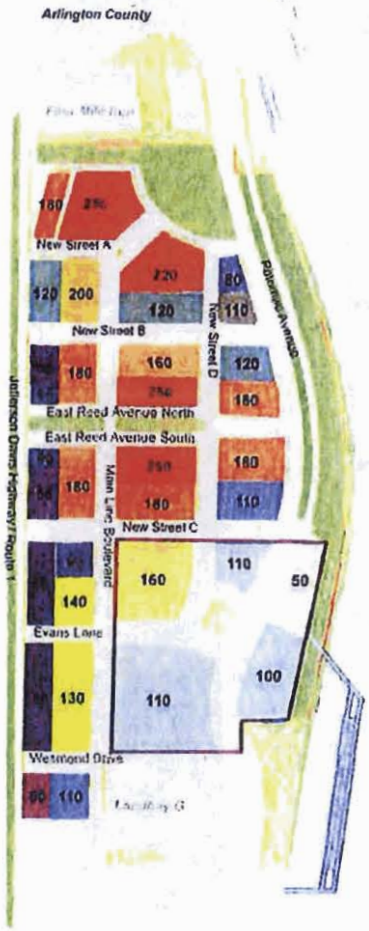


Figure 18. Minimum Building Heights

★ **Design Standards and Guidelines will establish the minimum heights.**

North Potomac Yard Approved height map

Landbays I/J **Proposed height along Route 1**

46 45 50 49

Jefferson Davis Highway (Route 1) Elevations

A-2

RUST | ORLING

October 28, 2010

Landbays H/I **Proposed height along Route 1**

605

34 40 39

Jefferson Davis Highway (Route 1) Elevations

A-1

RUST | ORLING

October 26, 2010

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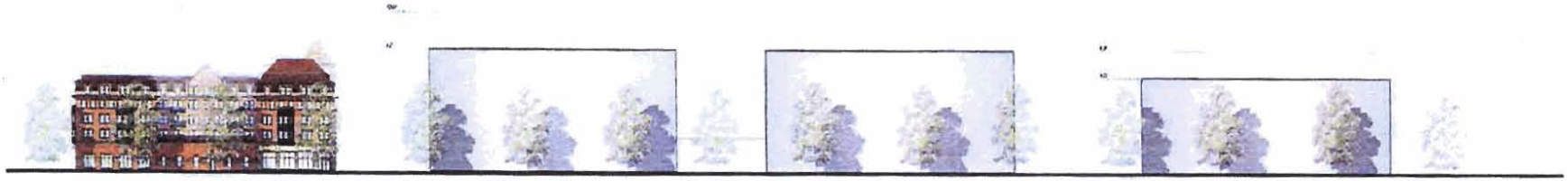
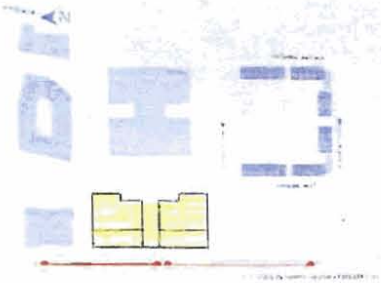
Landbays H/I Proposed height along Route 1





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Jefferson Davis Highway (Route 1) Elevations

A-1

Potomac Yard Concept Plan Landbay H

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October 28, 2010

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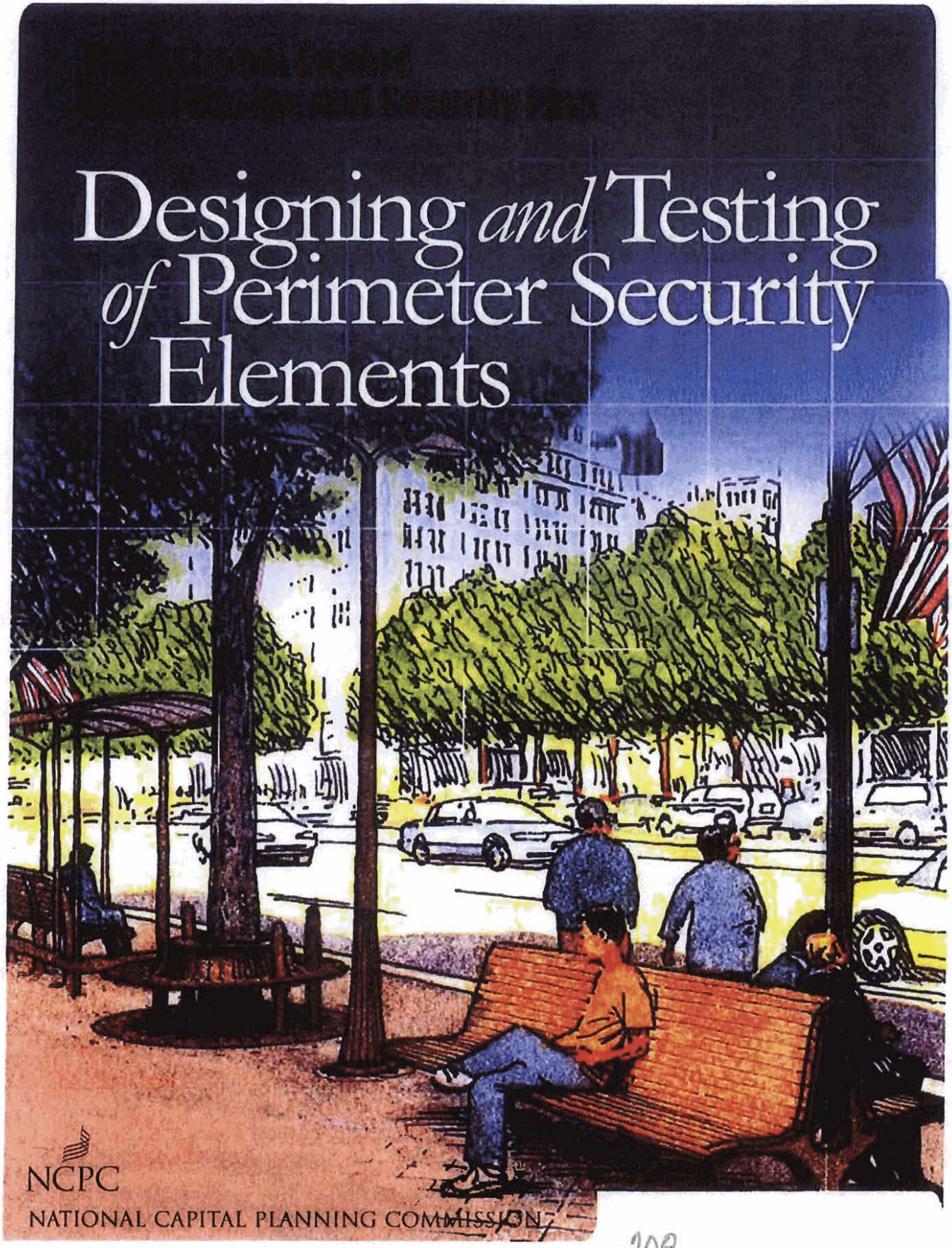
Section 3

Federal Tenant Criteria

Designing *and* Testing *of* Perimeter Security Elements



NCPC

NATIONAL CAPITAL PLANNING COMMISSION

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Poorly designed security measures negatively impact Washington's dramatic views, gracious open spaces, and historic urban design.

NCPC

The **National Capital Planning Commission** is the federal government's planning agency in the District of Columbia and surrounding counties in Maryland and Virginia. The Commission provides overall planning guidance for federal land and buildings in the region. It also reviews the design of federal construction projects, oversees long-range planning for future development, and monitors capital investment by federal agencies.

Designing *and* Testing *of* Perimeter Security Elements

Introduction

The National Capital Planning Commission (NCPC) is the central planning agency for the federal government in the National Capital Region. One of its primary responsibilities is to review federal development projects, including perimeter security designs for federal buildings. Such a project typically involves the installation of barriers around a facility's perimeter in order to prevent vehicles from reaching the structure or a sensitive space on the grounds of the facility.

Within the last decade, security barriers have become common features surrounding federal buildings in Washington, D.C. This was provoked by vehicle bombings in the 1990s at the Alfred P. Murrah Federal Building in Oklahoma City and at U.S. embassies overseas. Further terrorist incidents—the 9/11 attacks on New York and Washington and train bombings in Madrid and London—have intensified the demand for security solutions.

While protecting important public and private buildings is a legitimate need in the United States, that need has too often been dealt with by the placement of unsightly barriers that detract from the public space and create a fortified atmosphere. A major challenge that planners and designers in Washington face today is to develop effective perimeter security measures that respect existing dramatic views, gracious open spaces, and the city's historic urban design.

Designing *and* Testing *of* Perimeter Security Elements

The National Capital Urban Design and Security Plan

The Interagency Security Task Force

The National Capital Planning Commission began to address the issue of security design in March 2001. Through an Interagency Security Task Force, NCPC issued a report in October 2001—*Designing for Security in the Nation's Capital*—to recommend specific urban design strategies for improving aesthetic conditions and access to public space in Washington. One of the key recommendations of this report was to develop a comprehensive plan to guide federal agencies in designing attractive security solutions. The effort was initiated in January 2000, in consultation with more than 75 departments and organizations representing the federal and local governments, civic and business groups, the professional design community, and the public. NCPC released the *National Capital Urban Design and Security Plan* in October 2002.

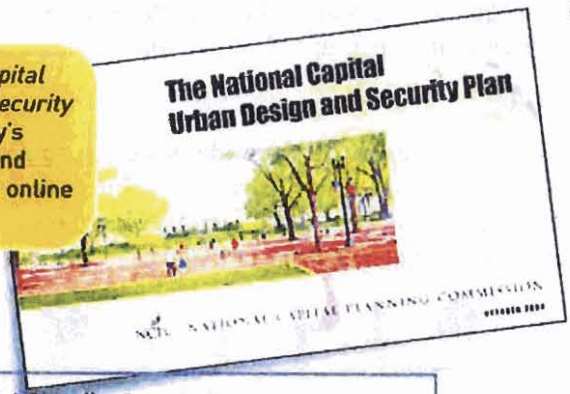
The plan proposes an expanded palette of attractive furnishings and landscape solutions to guard against the threat posed by bomb-laden vehicles while preserving the open space qualities of the capital's urban design. Built on an urban design framework that identifies key areas and streets within Washington's monumental core, the Plan recommends security solutions that respond to the unique conditions and special character of each precinct.

In some cases, the best solution is to harden furniture that would typically be installed along a streetscape. Benches, bus shelters, and newspaper kiosks are just a few of the elements that could also serve as vehicle barriers if properly engineered. In other instances, security elements—such as low plinth walls, planters, and curbside hedges with embedded security—could be custom-designed in accordance with surrounding architecture.

While the plan focuses on security solutions for Washington, D.C., the design philosophy can be adapted to almost any urban environment.

To advance the goals established in the *National Capital Urban Design and Security Plan*, NCPC adopted objectives and policies in May 2005. These policies provide detailed guidance on the placement and design of perimeter security barriers while encouraging a multi-faceted approach to security measures. This approach should consider intelligence information about political threats, operational and procedural measures (such as surveillance and screening), and design strategies (such as structural engineering, window glazing, emergency egress, and physical perimeter barriers). NCPC's security design objectives and policies also reinforce the intent of the agency's security plan to balance the need for perimeter security with the need to make public space open, accessible, and attractive.

NCPC's *National Capital Urban Design and Security Plan*, and the agency's security objectives and polices are available online at www.ncpc.gov



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Security Element Design

In developing security design solutions, the plan recognizes that one size does not fit all. Landscape architects, architects, and urban designers should be consulted during the design development of streetscape elements to ensure that a scheme is appropriate to the setting and security needs of a specific building or site. The physical elements described in this section can be designed to both enhance streetscapes and serve as vehicle barriers.

WALLS, TERRACES, AND RAISED PLANTING BEDS

- Walls prevent vehicles from approaching buildings and can be established at the property line on the building side of the sidewalk.
- Terraces are flat or stepped areas—usually paved—that surround buildings.
- Raised planting beds are generally extensions of the building's first-floor elevation into the building yard.

TREES AND PLANTERS

- Trees can be used as obstacles to block access of an approaching vehicle.
- Barriers can be embedded in a hedge which can be coordinated with other landscape features to form a unified streetscape.

KNEE WALLS AND FENCING

- Mostly found in the building yard as a complement to the structure's architecture, small knee walls are often located in conjunction with planters and gardens.
- Decorative fencing and ironwork can be strengthened to meet security requirements.

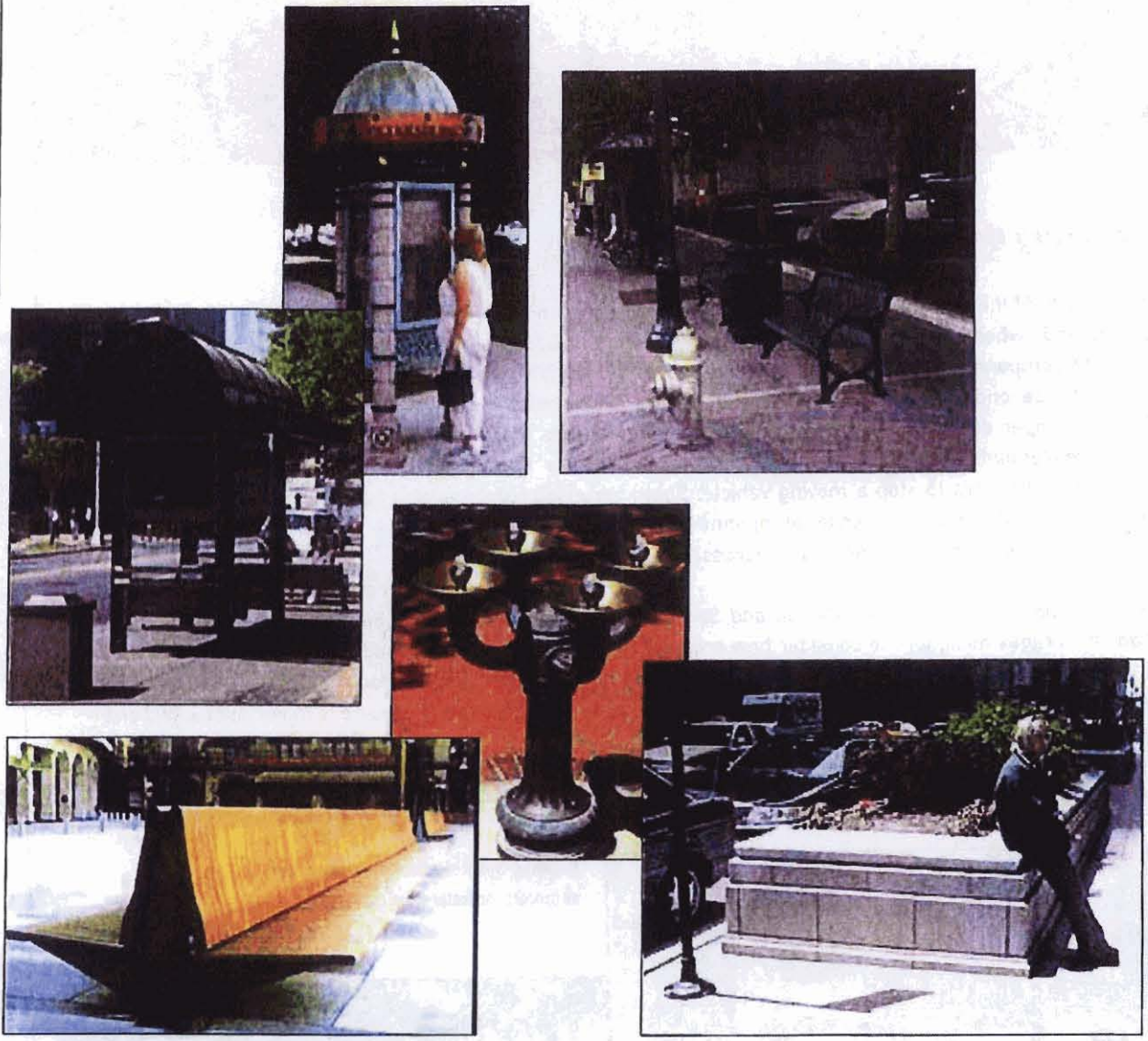
GATEHOUSES

- Gatehouses, which are separate structures located close to buildings, provide shelter for individuals who screen vehicles accessing pick-up, drop-off, or parking areas.

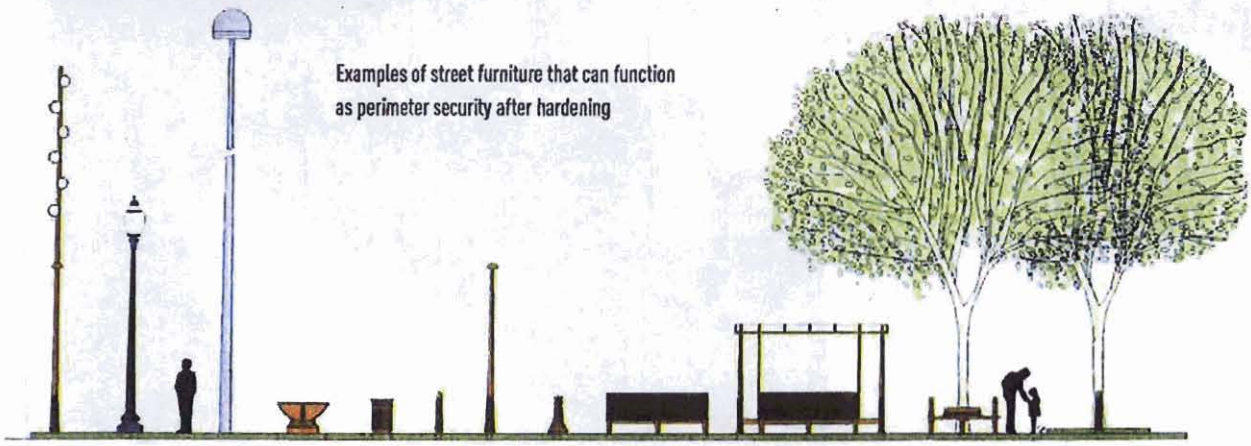
BOLLARDS

- Curbside bollards can provide security against vehicular attacks. Through careful design and placement, bollards can guide pedestrian circulation, meet accessibility requirements, and enhance the character of the streetscape.

Further guidance on appropriate designs for security elements is provided in the *National Capital Urban Design and Security Plan* and in the agency's security objectives and policies.



Examples of street furniture that can function as perimeter security after hardening



Designing *and* Testing *of* Perimeter Security Elements

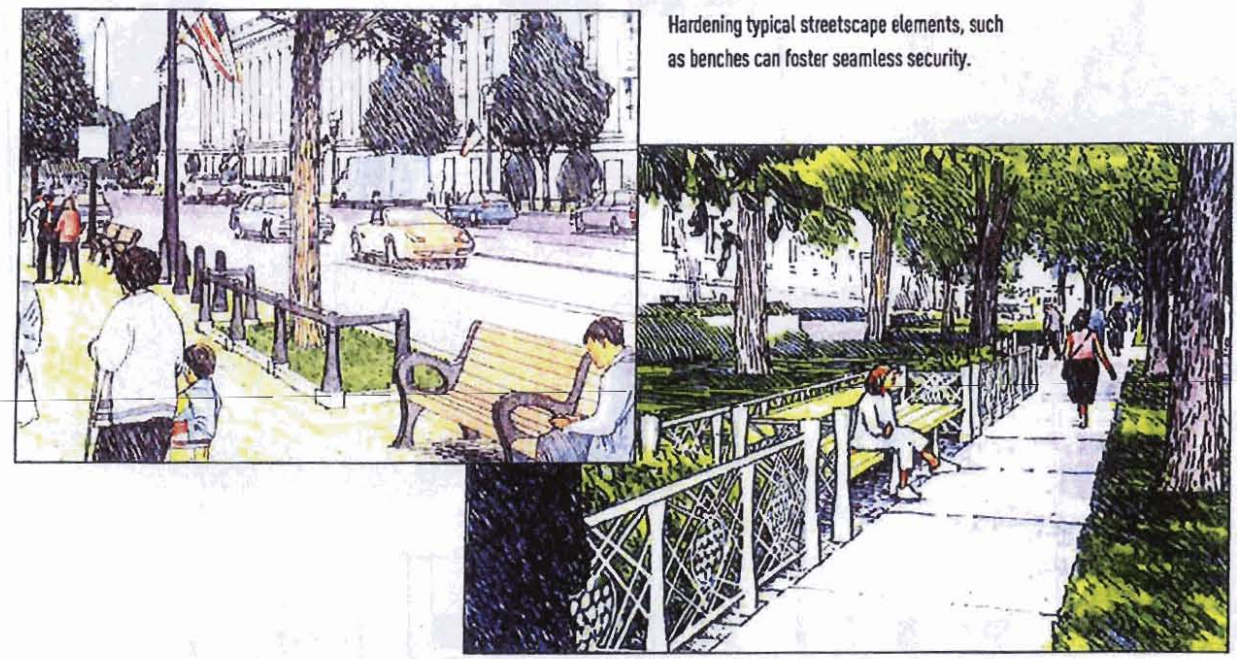
Thinking Contextually

The context of the surrounding streetscape should be considered when designing security measures. Security components can include a wide range of elements beyond walls, planters, and bollards. Through proper design and engineering, a variety of attractive elements and landscape features can serve as anti-ram barriers to stop a moving vehicle. Such elements should foster a sense of openness by allowing for easy pedestrian and bicycle access.

NCPC's *National Capital Urban Design and Security Plan* encourages designers to consider how ordinary street furniture can be hardened to provide effective security. Utilizing elements typically found along a streetscape—e.g., benches, lampposts, drinking fountains—helps to prevent clutter and make security appear seamless.

Hardening these elements can be as simple as incorporating vehicle anti-ram barriers with decorative sleeves. Items such as newspaper stands, bus shelters, and lampposts can all be designed with sleeves that fit over reinforced bollards or posts to stop a moving vehicle. Bike racks, benches, and drinking fountains also have the potential to serve as perimeter security.

Once these streetscape components are designed and tested, designers will be able to develop security schemes from an expanded palette of components. Having more options should help designers balance security needs with the desire to maintain beautiful and accessible streetscapes.



Hardening typical streetscape elements, such as benches can foster seamless security.

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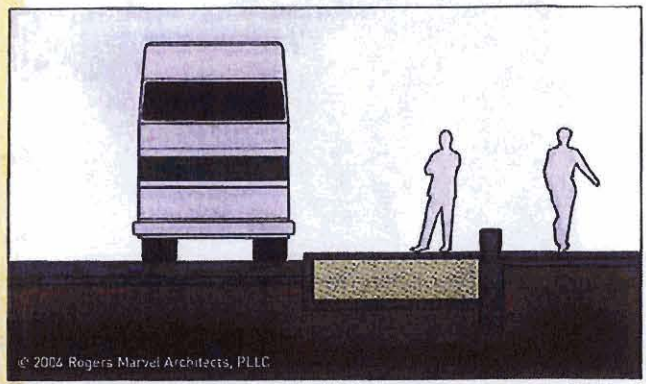
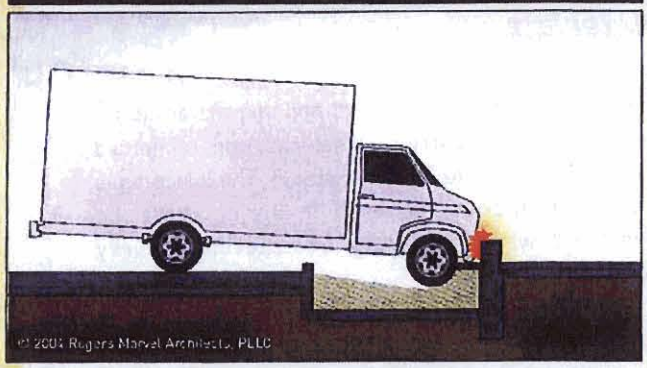
Creative Solution

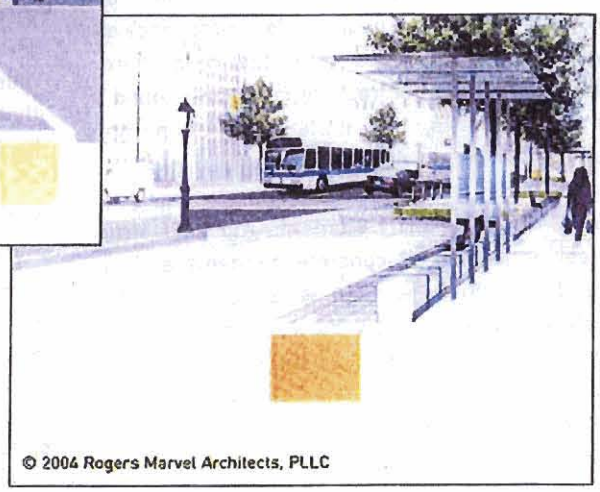
New York City-based Rogers Marvel Architects and Rock Twelve Security Architecture have developed a creative solution for providing security without introducing barriers into the landscape. The solution, called the *Tiger Trap™* system, consists of material placed under the surface of a building's perimeter. The material is strong enough to hold foot traffic, bicycles, and other items that are common to the use of public space. However, if a vehicle were to drive on the surface, it would collapse into the material below and be immobilized. This solution maintains open public space for pedestrian traffic and disguises a barrier that is capable of halting an approaching vehicle. Further, the Tiger Trap™ system was successfully tested at the U.S. Army Corps of Engineers facility in Vicksburg, Mississippi, where the system stopped a 15,000-pound truck traveling at 50 mph. This approach is now being planned for use in New York City's dense urban environment.





A vehicle can be immobilized by the collapsible material of the Tiger Trap™ system.

The Tiger Trap™ system can protect against a vehicle attack without impeding open public spaces.



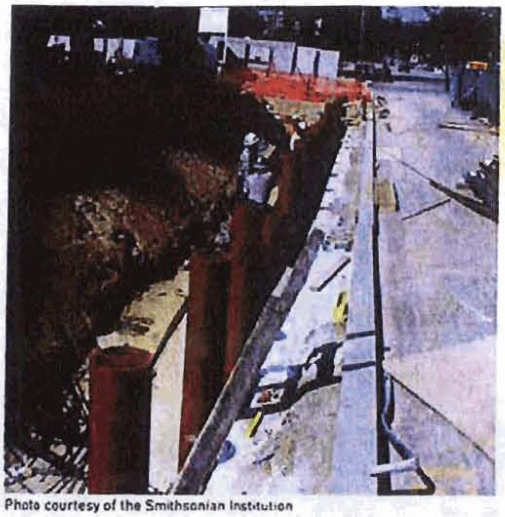


Photo courtesy of the Smithsonian Institution

Effective perimeter security requires a thoughtfully conceived and installed foundation.

Materials

There are four commonly used building materials for perimeter security barriers: steel, cast iron, reinforced concrete, and granite (or other stone). The advantages and disadvantages to each material must be considered when designing site-specific security solutions.

Steel or **cast iron** can be used in almost any design and are usually easier to install than other materials. Steel and cast iron are very strong and will allow for a smaller barrier to stop a vehicle compared to concrete. Steel and cast iron barriers require more maintenance than other materials, such as concrete. For example, routine painting is necessary to prevent rust.

Reinforced concrete barriers take more time and manpower to install, but require little maintenance and are typically less expensive than steel or cast iron. Because concrete structures are commonly found in urban environments, this material is often more compatible with the surrounding context.

Granite or **stone** security elements must be larger than steel or reinforced concrete elements and are often used in enclosed earthen walls (plinth walls) or as benches. Granite is very durable and attractive, complementing the architecture of many buildings. Despite these differences, almost any design can be created with any of these materials.

Foundations

The foundations of perimeter security elements are as important as the above-ground components in stopping a vehicle. Determining the proper foundation for a security barrier is dependent upon strength requirements and site conditions. The barrier foundation must be strong enough to resist a specified vehicle weight at a specific speed.

Perimeter security must often be designed in locations that conflict with subsurface utilities such as electrical, telephone, gas, and water lines. Soil conditions and drainage patterns will also impact the decision of foundation types. Once these conditions are identified, three primary types of footings can be considered.

A **deep continuous foundation** is useful in instances where complicated subsurface utilities are not a concern. All of the elements will be attached to a continuous piece of concrete that is created using steel reinforcement (rebar) to add strength.

Shallow-horizontal foundations are typically used in areas where underground utilities or structures prevent construction of deeper, continuous footings. The structural integrity of a shallow-horizontal foundation is derived from a substantial grid of steel that is close to the surface but extends over a large horizontal plane.

A **pile foundation** involves driving a steel or concrete sleeve deep into the ground for structural support. This type of foundation is not as economical and may only be necessary in certain soil and load requirement situations.

Only certified Professional Engineers should make decisions regarding the choice of foundation.

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Thinking Comprehensively: Building Layout and Site Factors

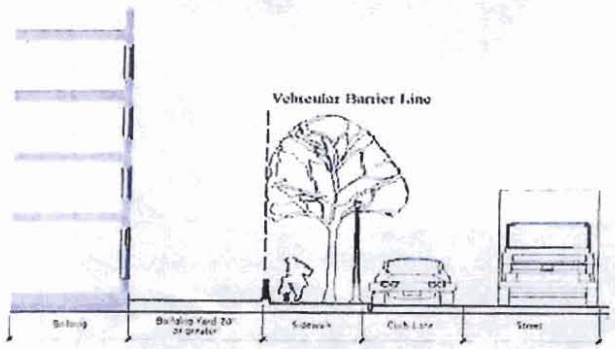
In the design of buildings and perimeter security, consideration must be given to building layout and site planning. Understanding the role of building placement, roadway design, and landscapes is critical to designing effective perimeter security. These aspects play a role in determining the necessary performance level for any security barriers incorporated in a building's perimeter. For example, the placement and configuration of open space and streets can reduce the need for perimeter security elements and lower the required level of performance. Lower required levels of performance can allow for flexibility in design. Designers should take advantage of site characteristics to create successful perimeter security plans.

The layout of buildings on a block and the amount of open space between the building edge and street are important factors in determining permissible penetration levels of vehicles. **Standoff distance** (the distance between a barrier and a protected building) is an important consideration because sufficient distance can preclude the need for large and expensive security measures and allow the use of security elements with decreased performance levels. Smaller standoff distances may require creative design and elements with higher performance standards.

Further guidance on appropriate placement of security elements is provided in the *National Capital Urban Design and Security Plan* and the agency's security objectives and policies.

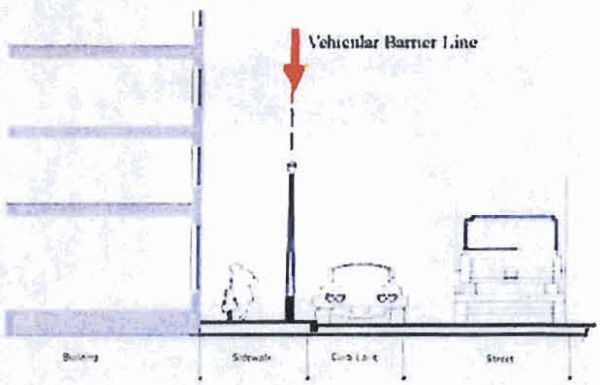
Barrier locations for varying building yards

Building Yard 20' or more



Building Yard Barrier Detail
(Building Yard 20' or greater)

No Building Yard



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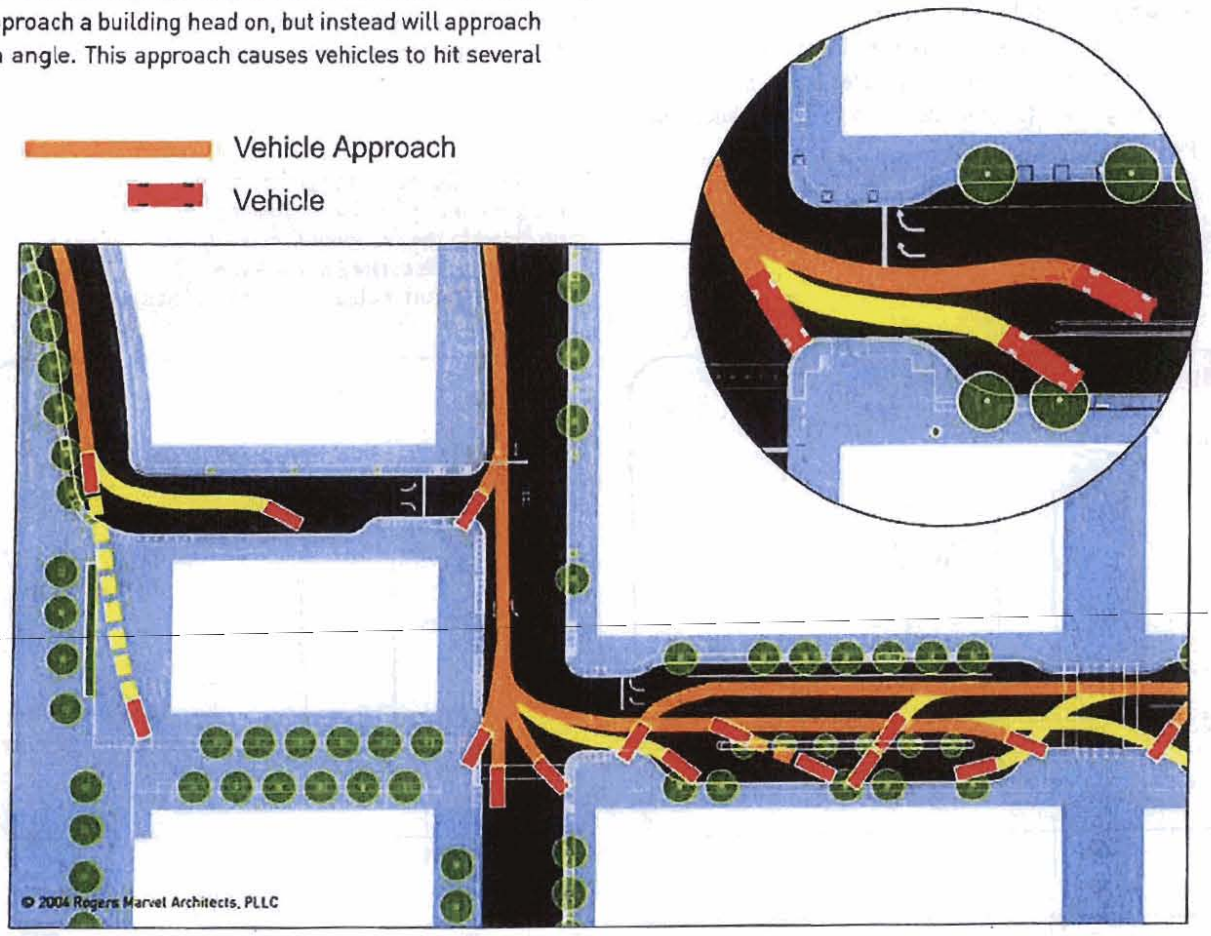
Vehicle Approach Analysis

A careful analysis of the streets surrounding an asset being protected should be done to determine the potential maximum vehicle velocity that the barrier will have to withstand. Straight, perpendicular approaches to buildings allow for the greatest ramming speed for all vehicles. This situation would call for higher performance barriers. Conversely, tight curves in the roadway, narrow streets, and traffic congestion would likely reduce the required performance level for the security element and should therefore be considered during the design phase.

Final design and placement of perimeter security elements is dependent upon a **vector analysis.** This type of analysis seeks to understand the possible angles and speeds of approach around a site for any vehicular threat. Barrier ratings consider a head-on, perpendicular impact to be a worst-case scenario in terms of an attack. More often, vehicles will not be able to approach a building head on, but instead will approach at an angle. This approach causes vehicles to hit several bollards, the curb, and other streetscape obstacles—all of which slow the vehicle down and decrease the amount of energy available to destroy a barrier. Bearing this in mind, designers need not over design security elements; creating monstrous bollards, planters, and other components with performance ratings that will not be necessary. Knowing the context of the site and the level of protection required will save money and allow for aesthetically pleasing streetscapes.

The use of Vehicle Approach Analysis in making perimeter security decisions is policy adopted by the National Capital Planning Commission and reflected in the agency's security objectives and policies.

Vector analysis studies the possible angles and speeds of approach to determine different site vulnerabilities.



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Designing *and* Testing *of* Perimeter Security Elements

During the early stages of the planning process, adequate time and money must be budgeted to appropriately design and test perimeter security elements.

The Challenge of Testing Creative Barrier Design

A critical component of designing perimeter security barriers is ensuring that they are capable of stopping vehicles. Testing must be performed to evaluate a barrier's performance and certify its effectiveness.

The lack of a universally accepted testing and certification process for barriers has hindered the development of components that are uniquely designed and appropriate for well-planned streetscapes. Typical testing methods today include a computer simulation, followed by an actual crash test at a controlled facility. The test vehicle's size, weight, and speed are determined by the level of security that a facility requires. Computer simulations can help refine design details and reduce overall costs. However, live crash tests are generally needed to verify the performance of the barrier.

Oftentimes security projects are designed under tight deadlines with limited budgets; therefore few barriers are readily available. This results in availability of a limited number of "off the shelf" items, such as bollards and concrete barriers that may not be appropriate for every location. To prevent such occurrences, design efforts must include time and money for design and testing of perimeter security elements in the early stages of the planning process.

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Standards for Testing Perimeter Security Elements

When creating new and unique security barriers, it is necessary to ensure that they are capable of stopping a moving vehicle. Testing these barriers is a critical component to designing appropriate perimeter security. A key aspect of testing an element is having a **proper standard** by which to measure its effectiveness. Until recently, the general standard in use was that created by the Department of State (Certification SD-SDT-0201-Specification for Vehicle Crash Test of Perimeter Barriers and Gates). Though this standard was created for use in overseas installations, the standard has been utilized for domestic purposes in the wake of the terrorist attacks using bomb-laden vehicles. However, the standard does not provide for much flexibility in design.

To address this issue, **ASTM International** has developed a new standard **(WK2534 - Standard Test Method for Vehicle Crash Testing of Perimeter Barriers and Gates)** to expand upon the Department of State's crash test standard. The new standard, which is currently under development, will establish performance levels based on a range of vehicles, speed of vehicles, and permissible penetration levels. These standards are an appropriate metric for determining the strength of a barrier.

Standard Test Method for Vehicle Crash Testing of Perimeter Barriers and Gates (work item number WK2534) can be obtained through the ASTM International Website at www.astm.org

Overview of the process for testing an anti-ram barrier at an ASTM-certified facility:

1) Select the type of barrier to be designed.

2) Select vehicle type that the barrier should stop; determine potential approach speeds of vehicle; and determine the desired performance characteristics of the barrier (penetration levels, reusability, etc.)

3) Determine specific site conditions (soil conditions, topography, etc.) where the barrier will be located.

4) Run preliminary tests of the barrier through a computer simulation model. Barrier design specifications should be adjusted until the barrier performs properly in the simulation.

5) Field test the barrier to verify results from the computer simulation.

6) Assign the barrier a pass or fail rating.

Review Process for Public Space

When developing a perimeter security design in any jurisdiction, it is critical to include input from agencies that have jurisdiction over the project. The National Capital Planning Commission has specific design review jurisdiction over federal development projects in the nation's capital, and the District Department of Transportation has jurisdiction over the installation of objects in the city's public space.

National Capital Planning Commission

Congress created the National Capital Planning Commission (NCPC) to serve as the central planning agency for the unique concentration of federal activities in the District of Columbia and surrounding cities and counties in Maryland and Virginia. One of NCPC's principal responsibilities is to coordinate development activities of federal and District of Columbia agencies in the region. Section 5 of the National Capital Planning Act of 1952, as amended (40 U.S.C. 71d), requires each federal and District of Columbia agency—prior to the preparation of construction plans or to commitments for the acquisition of land in the region—to consult with NCPC in its preliminary and successive stages of planning.

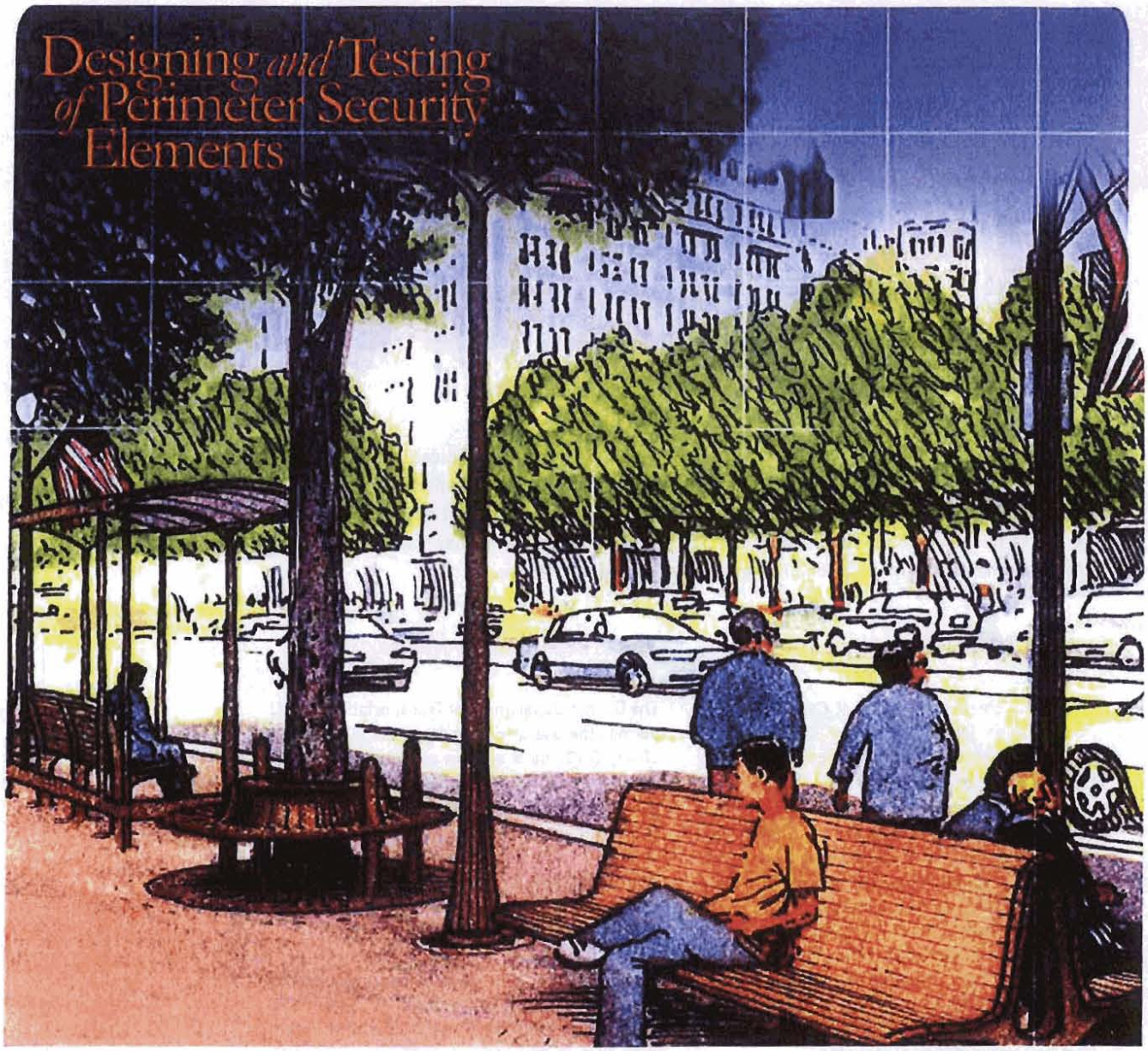
NCPC reviews development proposals at the conceptual, preliminary, and final stages of design. Any physical improvements that will be in place more than 60 days should be submitted for approval. For further information on NCPC's review process, visit **www.ncpc.gov.**

District Department of Transportation

The District Department of Transportation (DDOT) permits the use or occupancy of the public right-of-way. DDOT must approve a streetscape plan for any project in the downtown area in which 50 percent of the adjoining public space (including sidewalks) is planned for construction. Currently, the Public Space Committee (PSC) reviews permit applications for occupancy of the public rights-of-way, including sidewalk cafes, retaining walls, fences, and security bollards.

For more information on DDOT's current public space process and its proposal to reform the composition and function of the PSC, visit **www.ddot.dc.gov** and select "Types of Permit" and "Public Space Permit Reform Proposal," respectively.

Designing *and* Testing *of* Perimeter Security Elements



NCPC

NATIONAL CAPITAL PLANNING COMMISSION

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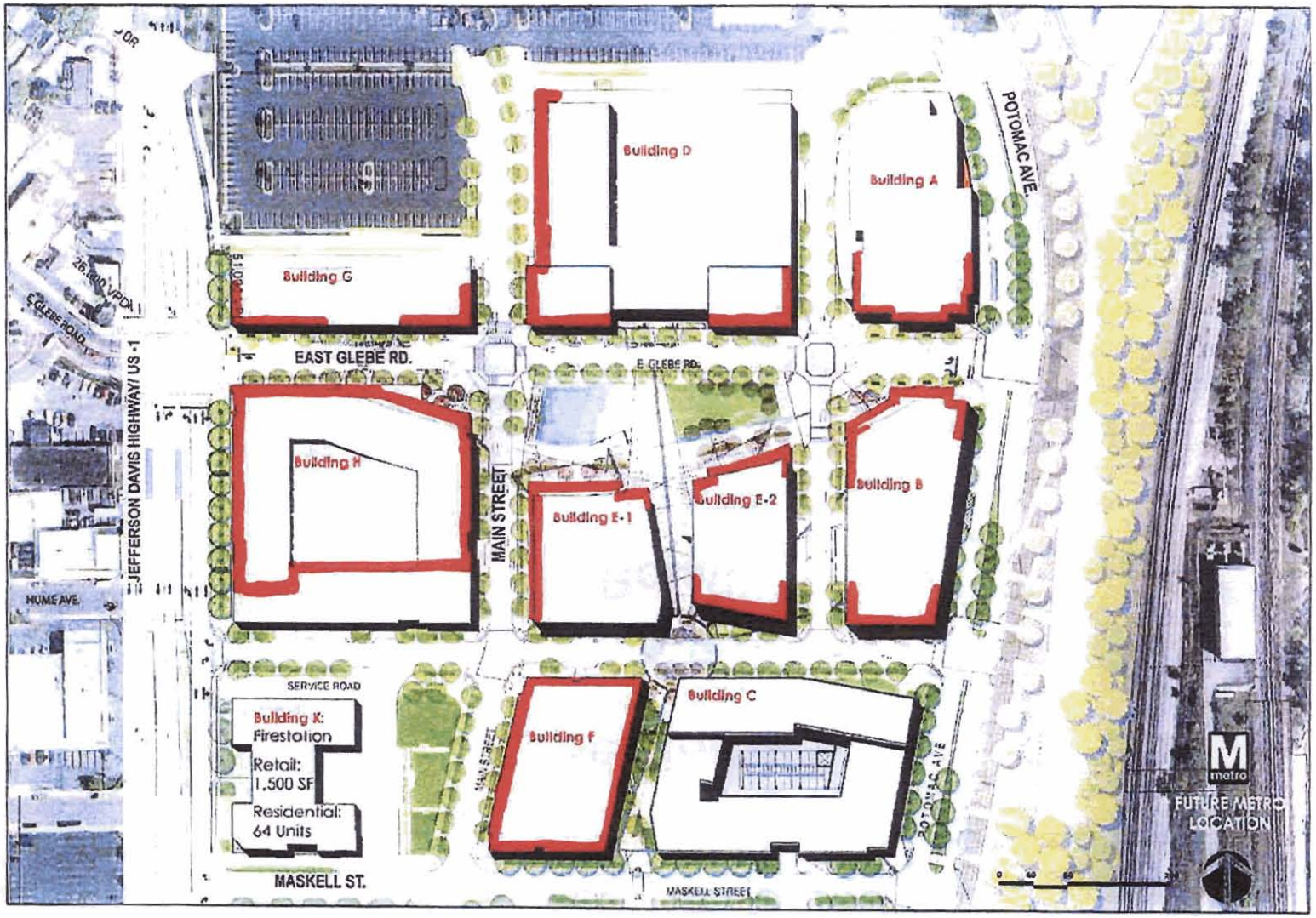
05.001899STANCPC

Section 4

Retail

Landbay G – Approved retail frontages



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Landbay G – Proposed retail frontages

Section 5

CDD # 10

Proffer Contributions

CDD #10 Proffer Contributions

Sheet1

South Potomac Yard CDD#10 Development Conditions

TRANSPORTATION	**$**	**66,629,000**	Status	Midpoint Year
Straightening of the Route 1/Monroe Ave Bridge	$	46,179,000	Completed	2008
Pedestrian Bridge (across Rail tracks) to Potomac Greens	$	2,000,000	On Hold	2012
Route 1 BRT Transitway Construction & Utility Relocation	$	6,250,000	Design	2011
Potomac Avenue from Route 1 to Arlington	$	12,200,000	Under Construction	2010
SANITARY SEWER	**$**	**17,492,500**		
Portion of Sanitary Pump Station in Lbay K (flows above what is needed for CDD#10)	$	5,492,500	Completed	2008
Portion of Off-Site Sanitary Forcemain (for flows above what is needed for CDD#10)		Included in PS	Completed	2008
Offsite 24" Trunksewer to ASA	$	12,000,000	Completed	2002
FOUR MILE RUN IMPROVEMENTS	**$**	**4,500,000**		
Demolition of 4MR Bridge "B" & Environmental Analysis	$	4,500,000	On Hold	2013
OPEN SPACE	**$**	**15,152,142**		
Two (2) Interim Soccer Fields	$	500,000	Completed	2002
Dog Park in Landbay L	$	300,000	On Hold	2013
Braddock Field (GW Field #2)?	$	250,000	Completed	2002
Landbay K Park (Inlcudes final Soccer Fields)	$	14,000,000	Design	2012
Landbay D Improvements	$	102,142	On Hold	2011
OTHER	**$**	**20,737,600**		
Fire Station	$	6,600,000	Completed	2008
Afordable Dwelling Units above Fire Station	$	7,680,000	Completed	2008
Fire Station & ADU pro rata share for infrastructure reimbursement	$	3,457,600	Completed	2008
Remaining Afordable Dwelling Unit Contribution	$	3,000,000	On Hold	2012
DEDICATED LAND (43.31ac)	**$**	**158,538,841**		
Landbay N - Parcels 520, 521 & 522 (5.11ac)	$	3,957,134	Dedicated	2009
Landbay D - Parcel 519 (4.21ac)	$	3,260,185	To be Dedicated	2011
Landbay K - Parcel 512, 513, 514 & 515 (23.66ac)	$	18,322,073	To be Dedicated	2014
Landbay E - Parcel 501 & 523 (7.39ac)	$	5,722,744	To be Dedicated	2013
Landbay M - Parcel 517 (1.93ac)	$	1,494,573	To be Dedicated	2014
Fire Station - Parcel 601A (1.01ac)	$	782,134	Dedicated	2007
Metro Station B2 or B3 Easements	$	125,000,000	To be Dedicated	2013
TOTAL DEVELOPMENT PROFFERS		**283,050,083**		

Notes:

1 - Signed Deed delivered to the City in February 2009. To our knowledge it has not been recorded by the City.

2 - Per the May 29, 2009 draft Metro feasibility report, this amount represents the City's NPV difference between Alt. B3 and A.