



**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      c/o MRP Realty  
Fairfax, VA 22030      1310 N. Courthouse Road, #1100  
Arlington, VA 22201

**PROPERTY OWNER NAME:** Same as above

**ADDRESS:** \_\_\_\_\_

**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  
Walsh, Colucci, Lubeley, Emrich & Walsh, PC  
2200 Clarendon Boulevard, 13<sup>th</sup> Floor  
Mailing/Street Address  
Arlington, VA 22201  
City and State

M Catharine Puskar  
Signature  
703.528.4700      703.525.3197  
Telephone #      Fax #  
May 28, 2010  
Date  
Zip Code

**DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY**

Application Received: \_\_\_\_\_ Date and Fee Paid: \_\_\_\_\_ \$ \_\_\_\_\_

ACTION - PLANNING COMMISSION: \_\_\_\_\_ ACTION - CITY COUNCIL \_\_\_\_\_

CSD # 200-0001

**TAX MAP CHART**

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<b>Land Bay</b>	<b>Tax Map - Block - Lot</b>
G	025.01-05-01, -03, -06
H	025.03-03-01, -02 and Partial -03, -04
I	Partial 025.01-03-03, -04, Partial 035.02-02-01 and Partial 035.01-12-01
J	Partial 035.01-12-01, Partial 035.02-02-01, 035.04-05-01 and 035.03-10-01
L	044.03-07-01

**Ownership Attachment**  
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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 21<sup>st</sup> Street, NW, Suite 720, Washington, DC 20036

**PROPOSED AMENDMENTS**

*May 28, 2010*

Master Plan Amendment

- Increase building height within Land Bay H between Mainline Blvd. and Route 1 from a 65' maximum up to a 100' maximum and increase the height in Land Bays I/J from a 55' maximum up to a 75' maximum, with appropriate transitions to adjacent uses.
- Increase density in Land Bay G to accommodate an additional 32,000 square feet office density or additional 120 residential units.

Zoning Ordinance Text Amendment

- Increase density in Land Bay G to accommodate an additional 32,000 square feet office density or additional 120 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.
- 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.

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- Revise Urban Design Guidelines as necessary to reflect the Amendments.

#### DSUP Amendments

- 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.

#### 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.

**STATEMENT OF SUPPORT**  
CDD Concept Plan, Conditions and Urban Design Guidelines Amendment  
*May 28, 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.

Lastly, 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 100<sup>th</sup> residential unit associated with DSUP 2006-0018 (Land Bay I/J East).

In conjunction with these requests, the Applicant has submitted under separate cover a Master Plan Amendment and Zoning Ordinance Text Amendment and two DSUP amendments. Additional detail is provided in those applications.

