

**Docket Item #9A-G**  
**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)**  
**Development Special Use Permit #2010-0021 (Landbays I&J East)**  
**Special Use Permit #2010-0033 (Pedestrian Bridge)**  
**Special Use Permit #2010-0058 (Landbay D)**  
**Multiple Addresses – Potomac Yard Amendments**

<b>Application</b>	<b>General Data</b>	
<b>Project Name:</b> Potomac Yard	PC Hearing:	October 5, 2010
	CC Hearing:	October 16, 2010
	If approved, DSUP Expiration:	October 16, 2013 (3 years)
<b>Location:</b> Multiple Addresses	Zone:	CDD#10 with underlying zones of RB, CSL, I, and UT
	Proposed Use:	Mixed Use
<b>Applicant:</b> 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.

<b>Purpose of Application</b>
<p>A consideration for requests to perform the following:</p> <ol style="list-style-type: none"> <li>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;</li> <li>2. Amend the CDD concept plan and design guidelines;</li> <li>3. Amend the CDD table in Section 5-602 of the City's Zoning Ordinance;</li> <li>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;</li> <li>5. Amend development special use permit conditions for Landbays I &amp; J to remove the requirement for construction phasing;</li> <li>6. Amend special use permit conditions regarding the construction of the pedestrian bridge; and</li> <li>7. 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.</li> </ol>

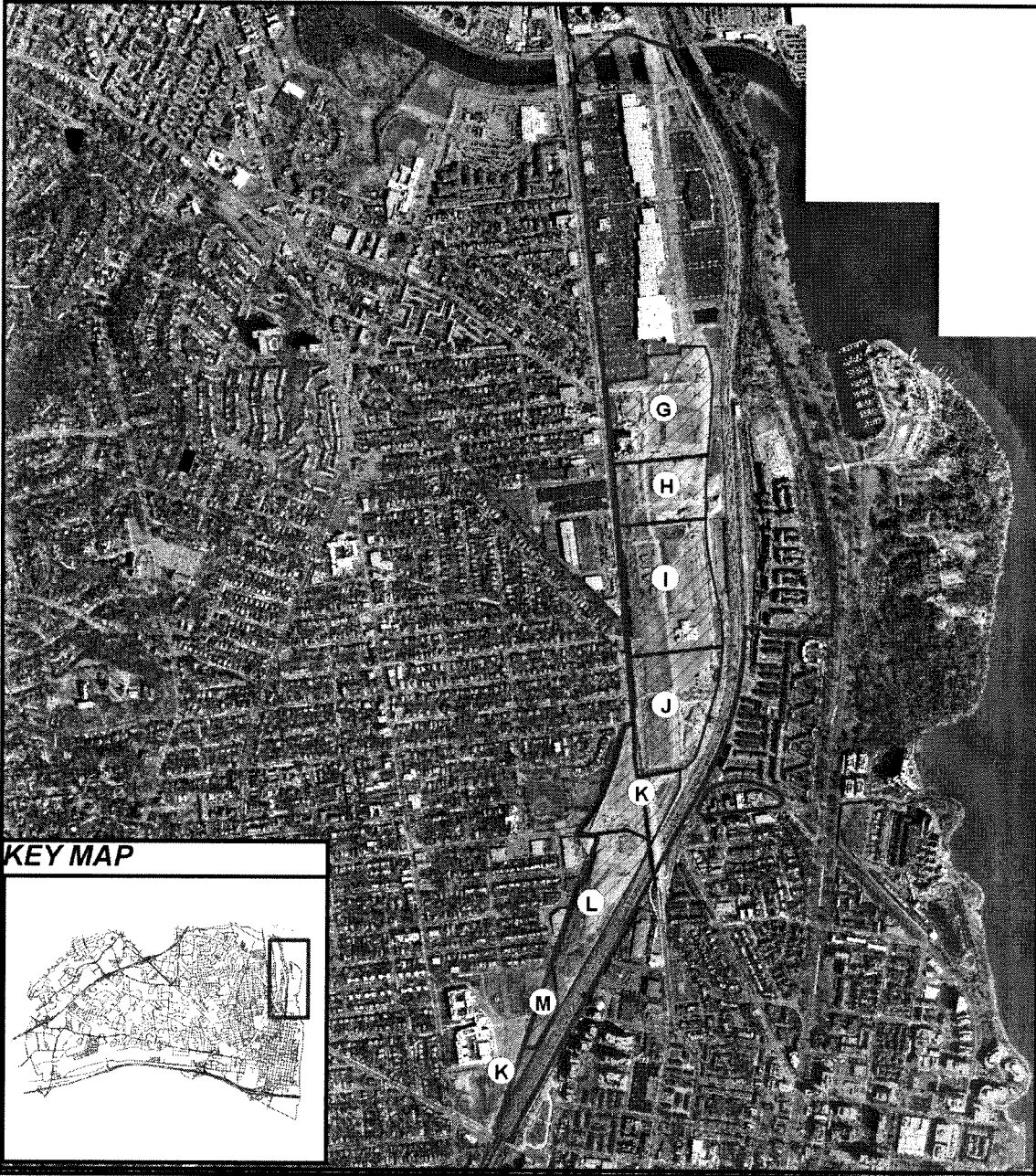
**Staff Recommendation:** APPROVAL WITH CONDITIONS

**Staff Reviewer(s):** Dirk Geratz, AICP; dirk.geratz@alexandriava.gov

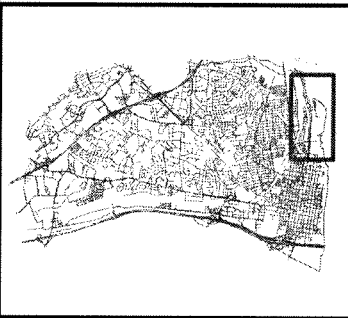
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**KEY MAP**



10/05/10

**MPA #2010-0004  
CCD #2010-0001  
TA #2010-0004**

**DSUP #2010-0021  
DSUP #2010-0012  
SUP #2010-0033  
SUP #2010-0058**



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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 addition, the amendments 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;*
- **DSUP #2010-0021** – *to amend a single condition concerning construction phasing;*
- **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 various trigger dates 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
<b>TOTAL</b>	<b>16 million sf</b>	<b>8.8 million sf</b>	<b>11.4 million sf</b>	<b>6.4 million sf</b>	<b>5.832 million sf</b>	<b>13.357 million sf</b>

\*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**

CD D #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		Uses
			Maximum FAR and/or Development Levels	Maximum Height	
10	Potomac Yards/Greens	<p>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:</p> <ul style="list-style-type: none"> <li>- shall contain no more than 275 dwelling units;</li> <li>- shall contain no more than 60,000 square feet of commercial space, of which no more than 30,000 square feet shall be office;</li> <li>- shall be planned and developed pursuant to a special use permit;</li> <li>- shall have a maximum height of 50 feet;</li> <li>- shall generally be consistent with the goals and the guidelines of the small area plan.</li> </ul>	<p>Up to 4,900,000 <u>1,932,000</u><sup>1,2</sup> square feet of office space, except that office square footage may be converted to retail square footage through the special use permit process <b><u>and, in Landbay G, up to a total of 120,000 square feet of office use may be converted to 120 additional residential units.</u></b> Up to 625 hotel rooms. Up to 735,000 <u>120,000</u> square feet of retail space.<sup>2</sup> Up to 2,200 residential units.<sup>1</sup></p> <p>Note 1: <b><u>Within Landbay G a total of 120,000 square feet of office use may be converted to up to 120 additional residential units.</u></b></p> <p>Note 2: <b><u>Office floor area may be converted to ground floor retail use through a special use permit</u></b></p>	<p>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.))</p>	<p>Pre-dominantly residential, with a mix of land uses to include office, retail and service, hotel, parks and open spaces, and community facilities.</p>

## **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 and Monetary Contributions***

There are several proposed amendments relating to construction timing and monetary contributions. Staff has worked with the applicant to ensure the development parameters previously agreed upon are completed; however some of these elements have been impacted by the approval of CDD#19, the applicants' construction phasing, and the evolution of the design and development parameters of the overall project itself. The proposed changes include 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.
- **Modify timing of completion and acceptance of Potomac Avenue.** This timing trigger is no longer realistic. The condition requires Potomac Avenue to be completed and accepted by the City prior to the release of the final site plan for any development. Staff and the applicant have worked together to complete the final site plan for Landbays I and J East, which is currently very near being released. However, there is a portion of Potomac Avenue that is yet to be completed. Staff understands the applicants' desire to begin construction in Landbays I and J East and does not find it necessary to delay the construction due to the incomplete portion of Potomac Avenue which is actively being built. Staff is recommending the street be completed and accepted by the City by the first certificate of occupancy of Landbays I and J to allow more time to finish constructing the street.
- **Revise one condition in the DSUP approval of I and J East that required construction on these landbays to begin in the south and progress towards the north.** This condition is unrealistic at this time because the interim soccer fields on I and J would need to be removed to accomplish this requirement. It is essential for these fields to remain open until the new Simpson Fields are accepted by the City, which may take up to one year. This condition is also not necessary now that the location of the proposed Metrorail station will likely **not** be moved further to the south. The condition had attempted to provide flexibility for reconsidering the development on the northern portions of Landbay I if the Metrorail station might possibly be located further to the south.

## ***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 as a 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 and July 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.

## **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. DSUP #2010-0021 Conditions Amending DSUP #2006-0018 (Landbays I & J East) **pg. 129**

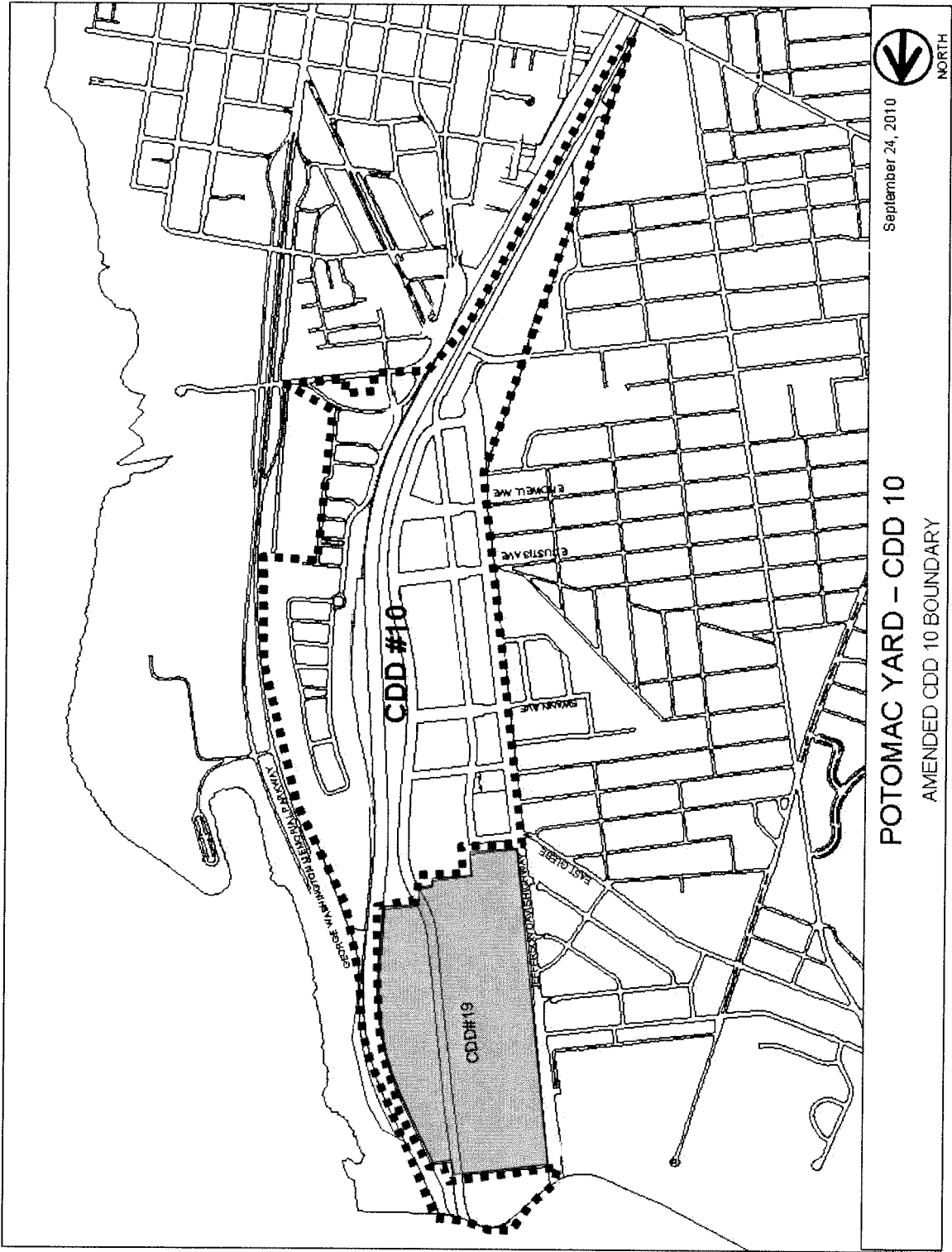
G. SUP #2010-0033 & SUP #2010-0058 Conditions Amending SUP #2008-0027, 0028, 0029 (Rail Park/ Landbay D, Pedestrian Bridge, Dog Park)  
**pg. 179**

### **3. Maps**

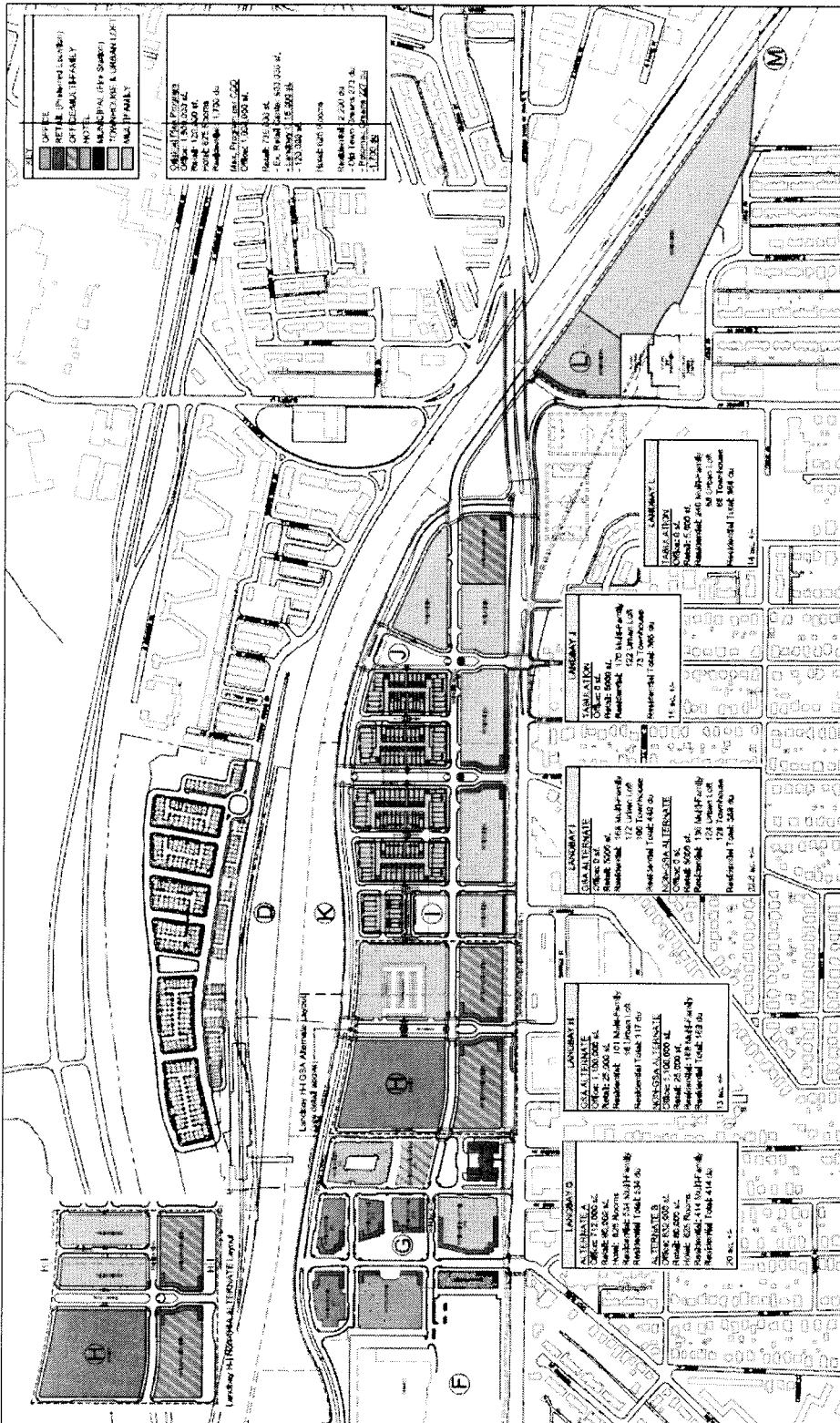
H. Potomac Yard/Potomac Greens Small Area Plan Map Amendments  
i) Existing Height Map  
ii) Proposed Height Map

**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



September 24, 2014 | LDR0001010



**Potomac Yard**  
Concept Plan

**LandDesign**  
NOTE:  
GRAPHIC FOR ILLUSTRATIVE PURPOSES ONLY.  
SITE PLAN SUBJECT TO CHANGE.

## **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 4: Deleted  
Existing Condition 5: Deleted  
New Condition 4: 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<sup>2</sup>,
  - c. 2,200 residential units<sup>1</sup>, and
  - d. ~~1.9 million~~ 1,932,000 net square feet of office space<sup>1, 2</sup>

Note 1: Within Landbay G a total of 120,000 square feet of office use may be converted to up to 120 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. ~~[CONDITION DELETED BY STAFF At least one third of the residential units shall be townhouses; no more than one third shall be multifamily units; no more than one third shall be stacked townhouse 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. 4. [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 or by which vehicles can access 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 2.

**APPENDIX B: TEXT AMENDMENT #2010-0004:**

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

CD D #	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	<p>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:</p> <ul style="list-style-type: none"> <li>- shall contain no more than 275 dwelling units;</li> <li>- shall contain no more than 60,000 square feet of commercial space, of which no more than 30,000 square feet shall be office;</li> <li>- shall be planned and developed pursuant to a special use permit;</li> <li>- shall have a maximum height of 50 feet;</li> <li>- shall generally be consistent with the goals and the guidelines of the small area plan.</li> </ul>	<p>Up to <del>4,900,000</del> <b>1,932,000</b><sup>1,2</sup> square feet of office space, except that office square footage may be converted to retail square footage through the special use permit process <b>and, in Landbay G, up to a total of 120,000 square feet of office use may be converted to 120 additional residential units.</b> Up to <del>735,000</del> <b>120,000</b> square feet of retail space.<sup>2</sup> Up to 2,200 residential units.<sup>1</sup></p> <p>Note 1: <b><u>Within Landbay G a total of 120,000 square feet of office use may be converted to up to 120 additional residential units.</u></b></p> <p>Note 2: <b><u>Office floor area may be converted to ground floor retail use through a special use permit</u></b></p>	<p>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.))</p>	<p>Pre-dominantly residential, with a mix of land uses to include office, retail and service, hotel, parks and open spaces, and community facilities.</p>

\* In Land Bay G, up to 88,000 square feet of commercial floor area may be converted to up to 88 residential units, increasing the density within Land Bay G to either an additional 32,000 square feet of commercial floor area or an additional 32 residential units

## 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.	4: Amended.	15p: Amended.
F-2: NA	4A: Amended.	15q: Amended.
F-2a: NA	4B: Deleted.	15r: Amended.
F-2b: NA	4C: Satisfied.	17: Satisfied.
F-2c: NA	5A: Added.	17a: Satisfied.
F-4: NA	7: Amended.	17b: Satisfied.
F-5: Added.	7a: Amended.	17c: Satisfied.
1: Satisfied.	7e: Amended.	17d: Satisfied.
1a: Satisfied.	7h: Amended.	17e: Satisfied.
1b: Satisfied.	8A: Amended.	22: Amended.
1c: Satisfied.	8B: Amended.	24: Amended.
1ci: Satisfied.	10: Amended.	25a: Amended.
1cii: Satisfied.	11A: Amended.	29: Amended.
1ciii: Satisfied.	11Aa: Added.	30: Amended.
1civ: Satisfied.	11Ab: Added.	31: Amended.
1cv: Satisfied.	11Ac: Added.	32: Amended.
1d: Satisfied.	11Ad: Added.	34: Amended.
1e: Satisfied.	11Ae: Added.	35: Amended.
1f: Satisfied.	11B: Added.	36: Amended.
1g: Satisfied.	12a: Amended.	37: Amended.
2: Amended.	12bi: Amended.	38: Amended.
3A: Satisfied.	15: Amended.	41: Added.
3: Amended.	15a: Amended.	41a: Added.
3a: Amended.	15aa: Added.	41b: Added.
3d: Amended.	15aai: Added.	41c: Added.
3di: Amended.	15aaii: Added.	41d: Added.
3dii: Amended.	15bi: Added.	
3diii: Deleted.	15m: Amended.	

### 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]** The applicant, Potomac Yard Development, LLC, (PYD), and/or its successors and assigns, Commonwealth Atlantic Properties (“CAP”),<sup>1</sup> has submitted various documents related to its application for approval of a concept plan for the Potomac Yard/Potomac Greens Coordinated Development District,<sup>2</sup> 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.<sup>3</sup> 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”).<sup>4</sup>-(CDD#99-01, F-1) (CDD#2010-01)
- 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 Sheet” and is attached as Attachment A-1);~~ (CDD#99-01, F-2a) (CDD#2010-0001)

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<sup>1</sup> Unless the context plainly indicates otherwise, the term “CAP” “PYD” includes any successor to the applicant ~~CAP's~~ PYD's interest in any of the property which makes up the Potomac Yard/Potomac Greens Coordinated Development District. Thus, obligations imposed on ~~CAP~~ PYD by these conditions are also imposed on those to whom ~~CAP~~ PYD conveys property within the Coordinated Development District.

<sup>2</sup> Other documents submitted by ~~CAP~~ PYD 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.~~

<sup>3</sup> 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~~ PYD's concept plan application.

<sup>4</sup> ~~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.~~

- 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").<sup>5</sup> (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 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~~

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<sup>5</sup> 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.

~~“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<sup>6</sup>***

### **The Alternative Concept Plan Trigger**

1. **[CONDITION SATISFIED]** 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 PYD~~, 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):
  - a. **[CONDITION SATISFIED]** On or before October 1, 2000, ~~CAP PYD~~ 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 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)
  - b. **[CONDITION SATISFIED]** After receiving the City's approval of the

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<sup>6</sup> 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.

construction documents, ~~CAP~~ PYD 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~~ PYD 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):

- 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]** If the City determines that it will assume responsibility for the Plan Cost Difference, and if it conveys this determination in writing to CAP PYD 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 PYD 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)
- e. **[CONDITION SATISFIED]** 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 PYD'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)

- 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]** In the event the City disapproves construction documents submitted to it by CAP PYD under subparagraph (a), or disapproves the Concept Plan Cost Estimate or Alternative Plan Cost Estimate submitted to it by CAP PYD under subparagraph (b), the City shall, at the same time it notifies CAP PYD of its disapproval, inform CAP PYD of the basis for its disapproval. Thereafter, and within a reasonable period of time, CAP PYD 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 PYD 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 PYD. (CDD#99-01, 1g) (CDD#2010-0001)

## General

2. **[CONDITION AMENDED BY STAFF]** 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~~ PYD prior to the Trigger Deadline. (CDD#99-01, 2)

- 3A. **[CONDITION SATISFIED]** 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 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)
3. **[CONDITION AMENDED BY STAFF]** ~~CAP~~ PYD 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:
- 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]** ~~Potomac Yard Development LLC (“PYD”), or its successors,~~ PYD 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, 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)

- 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 uses 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] Potomac Yard Development LLC (“PYD”), or its successors, PYD 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)~~
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 STAFF] The following open spaces within the CDD shall, upon the completion of their improvements, be dedicated by CAP PYD to the City:~~

- a. **[CONDITION AMENDED BY STAFF]** 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~~ PYD); (CDD#99-01, 7a)
- 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 STAFF]** the southern portion of ~~CAP's~~ PYD 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)
- 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 STAFF]** 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)

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~~ PYD, 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~~ PYD 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)

- 8A. **[CONDITION AMENDED BY STAFF]** ~~Potomac Yard Development, LLC (PYD) and/or all successors and assigns~~ PYD 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)
- a. PYD 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 shall submit the following:
    - 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. 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 to the satisfaction of the Director of T&ES. (CDD#2008-0004, 8Ab)
  - 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]** ~~PYD and/or all successors and assigns~~ PYD shall demolish the bridge “B” deck and related structural supports, to the satisfaction of the Director of T&ES. PYD 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):
- 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. If necessary due to the removal of the bridge deck, related structural supports, and any portion of the abutments, PYD 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)
  - 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. Prior to commencement of demolition, PYD 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)
- 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. 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 shall be responsible for submitting, obtaining, and/or maintaining all federal, state, and local construction permits, dedication plats, and documentation. (CDD#2008-0004, 8F)
- 8G. PYD 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)
- 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 STAFF] 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) Above grade parking for each multifamily and office building and block shall be permitted subject to the following (CDD#2010-0001):
  - a. Each multifamily or office building and block shall provide a minimum of one level of underground parking; (CDD#2010-0001)
  - 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); (CDD#2010-0001)
  - 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; (CDD#2010-0001)

- d. This shall not impact the approved parking in Landbay G, Block D. (CDD#2010-0001)
  - e. Additional design and parking flexibility to accommodate Federal tenants shall be permitted in Landbay H and Partial I with design parameters to be developed prior to or concurrent with the DSUP process. (CDD#2010-0001)
- 11B. **[CONDITION ADDED BY STAFF]** 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)

### **Phasing and Preliminary Development Plan Processing**

12. The CDD Landbay, Infrastructure and Open Space Phasing Plan
- a. **[CONDITION AMENDED BY STAFF]** 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~~ PYD 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~~ PYD 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~~ PYD 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)
  - b. The initial and each subsequent CDD Phasing Plan shall satisfy the following conditions and requirements. (CDD#99-01, 12b)
    - i. **[CONDITION AMENDED BY STAFF]** As to landbays, the

plan shall provide, for each landbay within the CDD, a general outline of the landbay and CAP's PYD'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)

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 STAFF]** 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~~ PYD to the City. (CDD#99-01, 15)

**Streets**

- a. **[CONDITION AMENDED BY STAFF] Potomac Avenue (Spine Road)**<sup>7</sup> ---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 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:

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<sup>7</sup>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.

- 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**<sup>8</sup>---Construction of the Route 1/transitway 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)

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<sup>8</sup> 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.

- 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<sup>9</sup> 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**<sup>10</sup> ---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)
- 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

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<sup>9</sup> 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.

<sup>10</sup> The streets addressed in subparagraphs (e) through (h) are east-west streets that are to be constructed within the CDD.



J (CDD#99-01, 15h)

## Sewers

- i. **Trunk Sewer**<sup>11</sup> to the wastewater---See paragraphs 22 and 23 below treatment plant operated by the Alexandria Sanitation Authority. (CDD#99-01, 15i)
- j. **Collection System**<sup>12</sup>---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 STAFF] Braddock Field**<sup>13</sup>---  
A preliminary development plan for the construction of this field shall be submitted to the City within four months of ~~CAP's~~ PYD's 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)
- n. **Monroe Fields (final fields)**---In the event the City determines not to 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

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<sup>11</sup> The Trunk Sewer is defined in paragraph 22 below.

<sup>12</sup> The Collection System is defined in paragraph 24 below.

<sup>13</sup> 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.

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)**<sup>14</sup>---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] 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 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)~~

PYD shall make a monetary contribution to be utilized by the City for design, permitting, and other hard and soft costs associated with the

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<sup>14</sup> 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.

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. \$500,000 within 30 days of final unappealable approval of the amendments to CDD #10. (CDD#2010-0001)
- ii. \$500,000 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)
- iii. \$500,000 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)
- iv. Notwithstanding provisions ii and iii above regarding the timing of payments, the \$1 million set for therein shall be paid to the City no later than December 31, 2013. (CDD#2010-0001)
- v. \$500,000 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)
- q. **[CONDITION AMENDED BY STAFF] Potomac Yard Linear Park<sup>15</sup>** ~~---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)~~
- 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~~

<sup>15</sup> 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.

~~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 STAFF]** 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 PYD~~ 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 PYD~~. 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)
16. **[CONDITION AMENDED BY STAFF]** A separate preliminary development plan shall be submitted by ~~CAP PYD~~ 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)

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 STAFF]** 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~~ PYD 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)
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 STAFF]** 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 PYD 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)
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:<sup>16</sup> (CDD#99-01, 25)
  - a. **[CONDITION AMENDED BY STAFF]** a new gravity sanitary sewer has been constructed by CAP PYD 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)or
  - b. the forced main from the Slater's Village/Potomac Greens Pump Station 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

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<sup>16</sup> 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.

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<sup>17</sup>

29. **[CONDITION AMENDED BY STAFF]** 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~~ PYD must file along with its applications for preliminary development plan approvals. (CDD#99-01, 29)
30. **[CONDITION AMENDED BY STAFF]** Unless and until otherwise authorized by the City as an amendment to the operative concept plan, ~~CAP~~ PYD 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~~ PYD 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~~ PYD shall submit to WMATA a drawing which shows, and a statement which describes the boundaries of the Metro Site, and conveys ~~CAP's~~ PYD'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~~ PYD 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~~ PYD 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)

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<sup>17</sup> Most transportation conditions for the CDD have been recommended for inclusion in the Transportation Management Plan special use permit.

31. **[CONDITION AMENDED BY STAFF]** In the event funding from sources other than CAP PYD 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 PYD 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 PYD, 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)
32. **[CONDITION AMENDED BY STAFF]** In the event that funding from sources other than CAP PYD 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 PYD 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 PYD 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)
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 STAFF]** Any traffic signalization proposed by CAP PYD 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 PYD, 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)

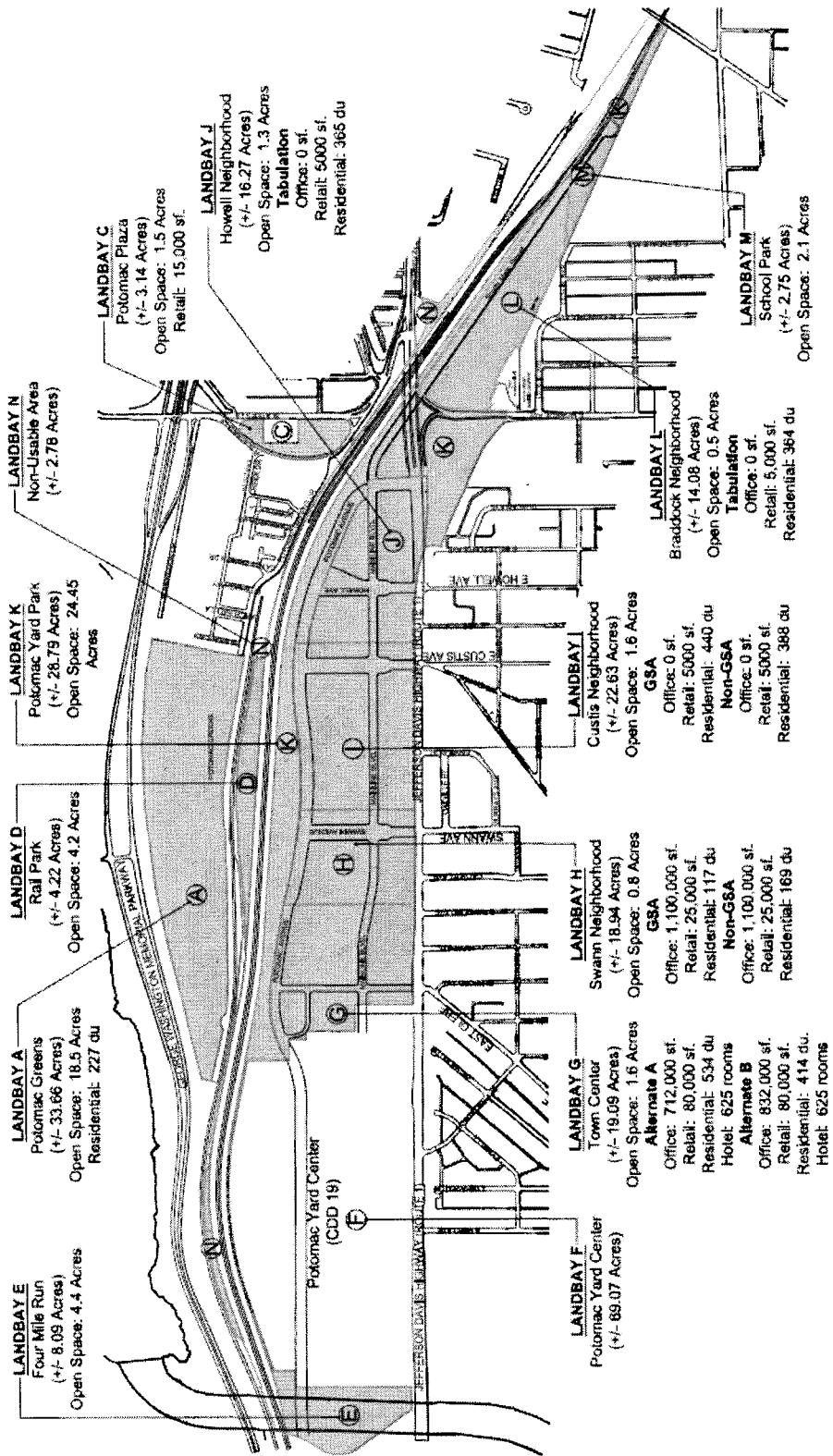
### **Miscellaneous**

35. **[CONDITION AMENDED BY STAFF]** 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 €AP PYD. (CDD#99-01, 33)
36. **[CONDITION AMENDED BY STAFF]** A permanent storage area within the CDD, no smaller than 20 feet by 20 feet, shall be made available by €AP PYD 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)
37. **[CONDITION AMENDED BY STAFF]** If the Alternative Concept Plan becomes the operative concept plan for the CDD, €AP PYD 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)
38. **[CONDITION AMENDED BY STAFF]** €AP PYD 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, €AP PYD 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, €AP PYD 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. €AP PYD 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)

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)

Attachment B-1



September 24, 2010



**Potomac Yard - CDD I0**  
 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 \_\_\_\_\_*

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**PARCEL PG.**

**ORIGINAL TEXT**

**PROPOSED TEXT and/or GRAPHIC REVISION**

February 6, 2007 Potomac Yard Urban Design Guidelines  
**Framework Streets - Potomac Avenue (Section A-A looking north)**

May 28, 2010 Potomac Yard Urban Design Guidelines Addendum

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.**

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Modification Summary

<b>PARCEL</b>	<b>PG.</b>	<b>ORIGINAL TEXT</b>	<b>PROPOSED TEXT and/or GRAPHIC REVISION</b>
		February 6, 2007 Potomac Yard Urban Design Guidelines	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.
<b>The Neighborhood Parks</b>			
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.
<b>The Buildings</b>			
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.
<b>Federal Tenants</b>			
H	47	None.	Additional design and parking flexibility to accommodate Federal tenants shall be permitted in Landbay H and partial I with design parameters 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.

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 parameters to be developed prior to or concurrent with the DSUP process.

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Modification Summary

<b>PARCEL PG</b>	<b>ORIGINAL TEXT</b>	<b>PROPOSED TEXT and/or GRAPHIC REVISION</b>
<b>The Neighborhood</b>	February 6, 2007 Potomac Yard Urban Design Guidelines	May 28, 2010 Potomac Yard Urban Design Guidelines Addendum
<b>J 49</b>	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.
<b>The Street and Block Plan</b>		
<b>J 49</b>	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)
<b>J 49</b>	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.
<b>J 49</b>	The north boundary of this parcel abuts Parcel I and the southern right-of-way of an alley in Parcel I and shall be developed up to that line.	Delete text.
<b>The Buildings</b>		
<b>J 49</b>	Along Route 1 and fronting the Potomac Yard Park and Monroe soccer field, apartment 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.

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.
- 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.

Delete text.

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.
- 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 about a street.

The streets in this parcel shall provide a reservation for two potential future connections to the adjoining neighborhood streets through off site properties.

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 about 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.
- L 50** The primary purpose of these parks is to provide an attractive address for the development in this parcel.

A total of 20% of the parcel area shall be set aside as open space.

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.
- 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.

The typical building types in this parcel are townhouses, stacked townhouses, and multi-family townhouses.

Multi-family buildings up to 90 ft in height are permitted and the remaining buildings shall not exceed 55 ft in height.

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Modification Summary

PG. Revised Summary of Parcel Development Criteria

	Parcel A Potomac Greens	Parcel C Potomac Plaza	Parcel G Town Center	Parcel H	Parcel I	Parcel J	Parcel L
<b>General Land Use</b>	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
<b>Total Area</b>	33.6 Acres	3.1 Acres	19 acres	18.9 acres	22.6 Acres	16 acres	14 acres
<b>Min. % Open Space Required</b>	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)
<b>Max. Block Perimeter</b>	n/a	n/a	1250ft	1750ft	1750ft	1700ft	1500ft
<b>Max. Block Dimension in one direction</b>	n/a	n/a	400ft	500ft	500ft	675ft	550ft
<b>General Building Height</b>	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
<b>General Building Type</b>	Townhouses 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.

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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 units 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.  
**Parking and Garages**

An optional partial fourth/fifth floor may be incorporated with dormers.

**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 Rooftscape**

**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.

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Modification Summary

PG.

ORIGINAL TEXT

PROPOSED TEXT and/or GRAPHIC REVISION

February 6, 2007 Potomac Yard Urban Design Guidelines

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.
- 56 The maximum height of a bay window is two stories.
- 56 The color palette of these buildings should be consistent and harmonious to similar buildings in the Old Town Alexandria area.

- Dormers, porches, and bay windows may be in wood, metal, and brick.
- Maximum height of building bays and bay windows is to be determined at the discretion of the Director of Planning and Zoning.
- Delete text.

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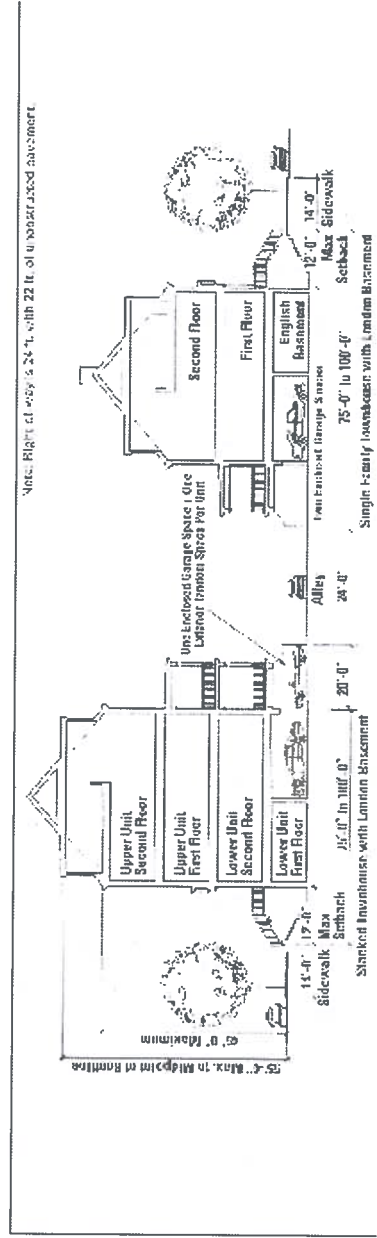
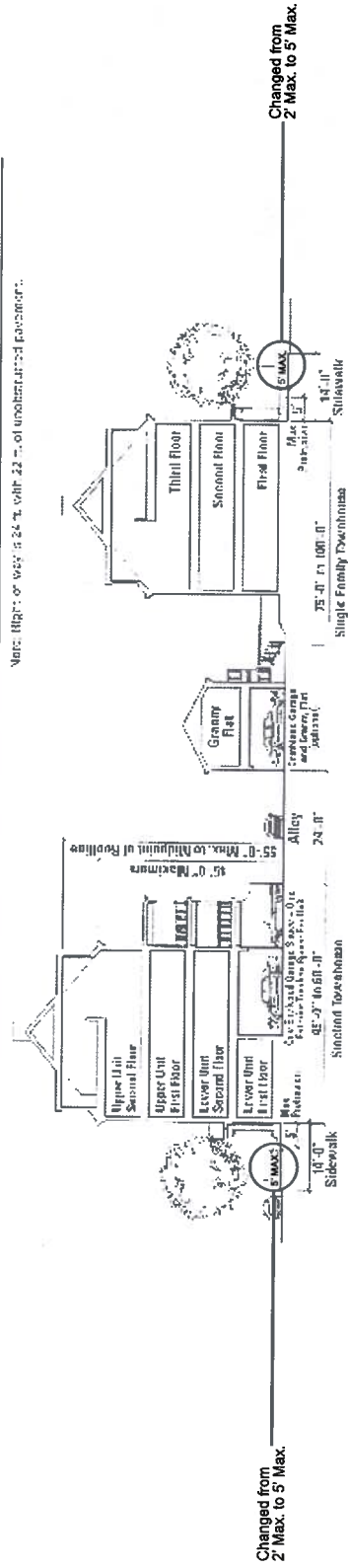
Modification Summary

- PG. February 6, 2007 Potomac Yard Urban Design Guidelines **ORIGINAL TEXT**
- 58 No Change
- 58 Revised Illustrative Townhouse Section

**PROPOSED TEXT and/or GRAPHIC REVISION**  
 May 28, 2010 Potomac Yard Urban Design Guidelines Addendum

Graphic revised to depict 5ft Max. between Finish Floor elevation and adjacent sidewalk.

Illustrative Townhouse Sections

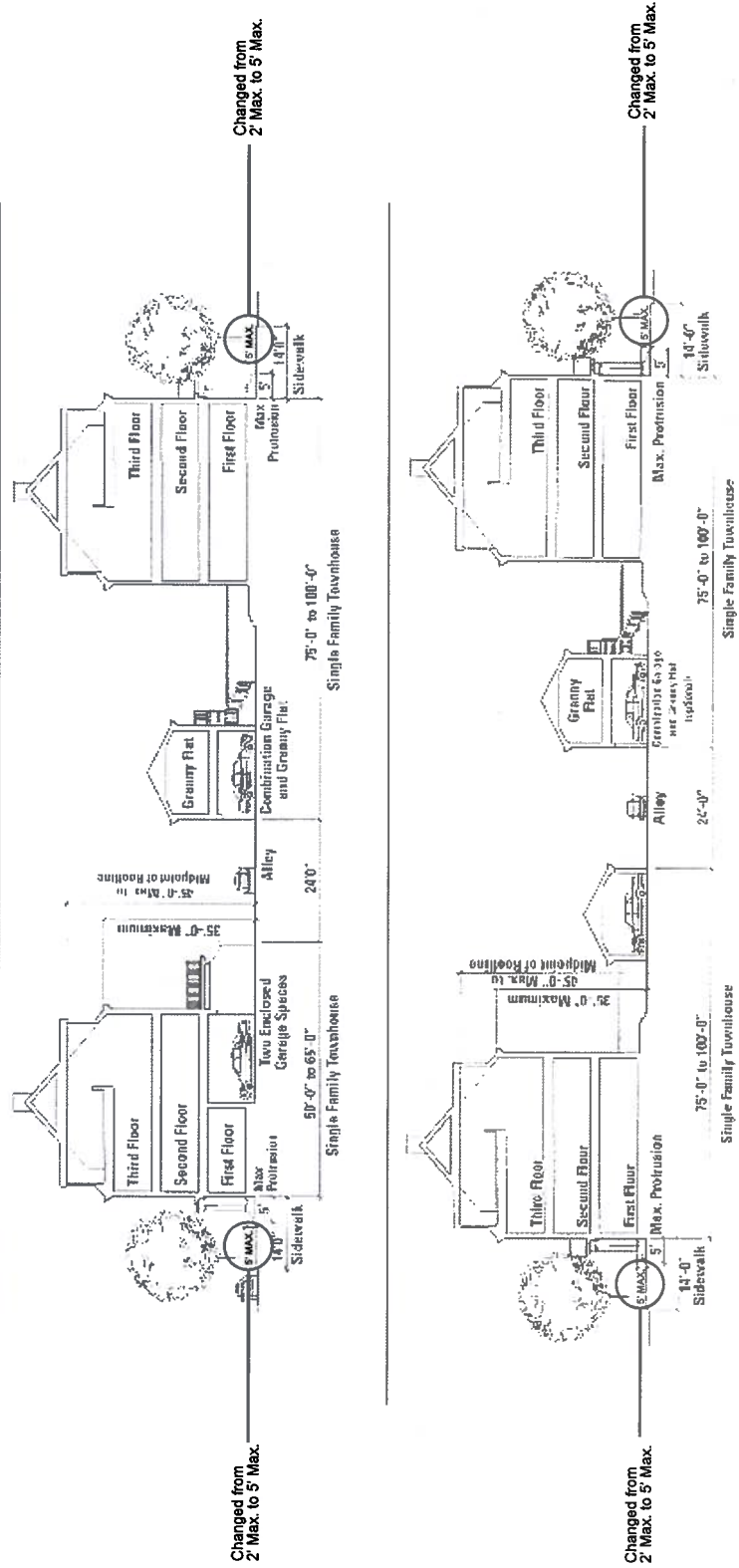




Modification Summary

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

Illustrative Townhouse Sections



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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
<b>60</b>	<b>Small Apartment Buildings - Urban Standards - Height, Massing, and Setback</b> 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.
<b>60</b>	<b>Architectural Standards - Fenestration and Roofscape</b> 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%.
<b>60</b>	<b>Materials and Architectural Elements</b> The color palette of these buildings should be consistent and harmonious to similar buildings in the Old Town Alexandria area.	Delete text.
<b>62</b>	<b>Large Apartment Buildings</b> Multi-family apartment buildings are proposed in this 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).
<b>62</b>	<b>Urban Standards - Height, Massing, and Setback</b> 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.
<b>62</b>	<b>Architectural Standards - Fenestration and Roofscape</b> 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%.
<b>62</b>	<b>Materials and Architectural Elements</b> The color palette of these buildings should be consistent and harmonious to similar buildings in the Old Town Alexandria area.	Delete text.
<b>65</b>	<b>Mixed-Use Apartment Buildings - Urban Standards - Parking and Service</b> 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.

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
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**Small Office Buildings - Architectural Standards - Fenestration and Rooftops**

**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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Modification Summary

PG.

71 Revised Summary of Building Criteria

Lot	Townhouses	Stacked Townhouses	Small Apart. Bldg.	Large Apt. Bldg.	Mixed-use / typ Apart. Bldg.	Small office Bldg.	Medium Office Bldg.	Hotel
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%	45-90%	70%	70%	70%	70%	70%	60%
Front Lot Line Coverage	100%	100%	80%, 60% on Route 1	80%	80%	80%, 60% on Route 1	80%	80%
R.O.W. Protrusion <sup>1</sup>	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'
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	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 <sup>2</sup>	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
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	6-12	6-12	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. Architectural Expression	cornice line	cornice line	cornice line	cornice line	frize band between 1st and 2nd floors, cornice line	cornice line		Rusticated articulation for 1st and 2nd floors

**NOTE: Revisions shaded in yellow.**

<sup>1</sup> 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.

<sup>2</sup> 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.

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## **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 from 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, railing 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. ARCHEAOLGY**

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” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F-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 then 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

1108 Jefferson Street  
Alexandria, Virginia 22314-3999

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

Kirk Kincannon  
Director

### 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

ci.alexandria.va.us

## 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

1708 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:

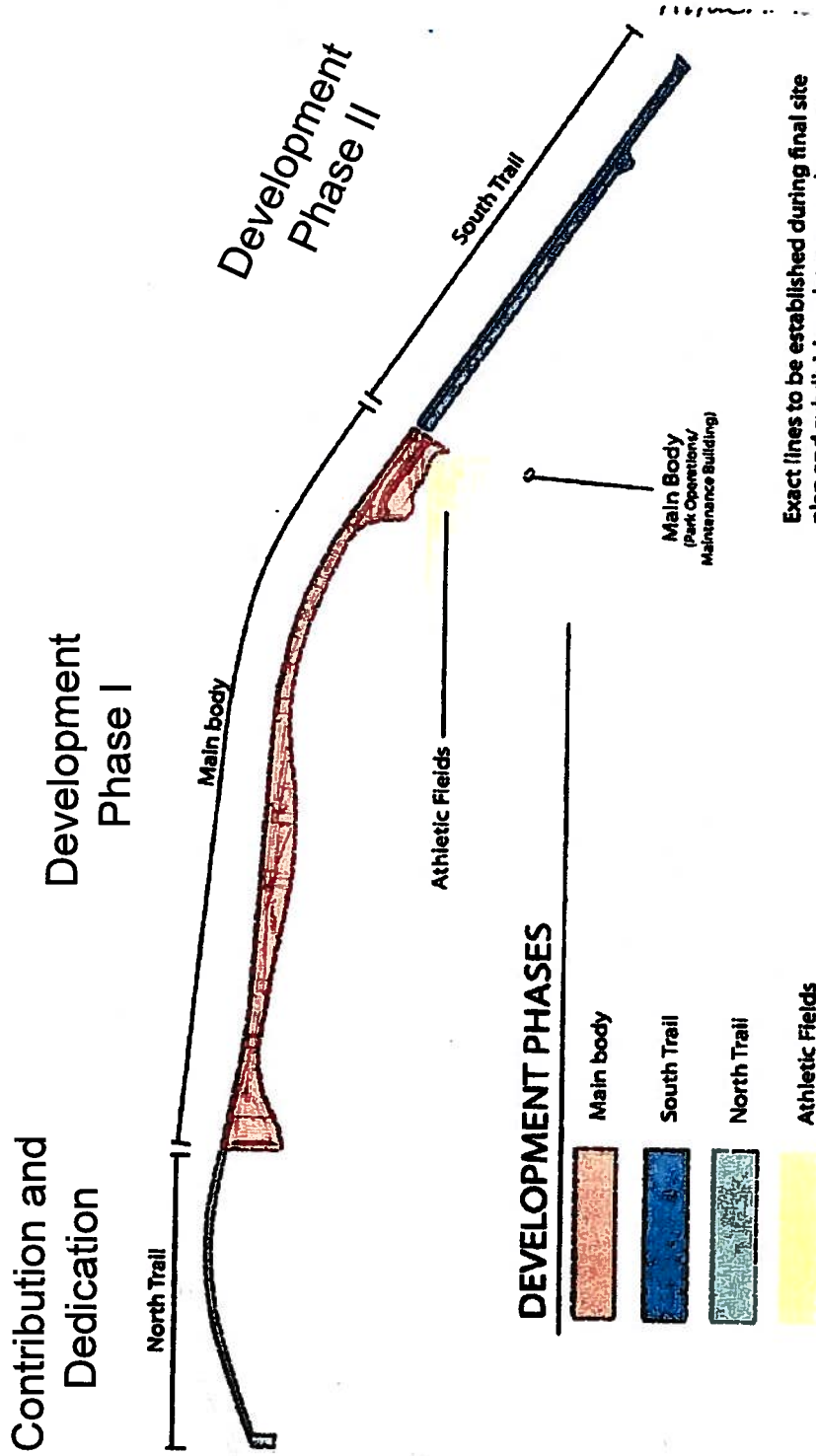
The February meeting of the Park and Recreation Commission opened with a presentation by the developers of the Potomac Yard project (PYD, LLC) about plans for the two new fields that are to be located near the existing Simpson Stadium where Route 1 once ran. This presentation was followed by our own 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



**LANDBAY K**  
PHASING PLAN



# ATTACHMENT #5



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

## Memorandum

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Date: February 18, 2008  
To: Patti Haefeli, Ron Kagawa, Beth Carton  
From: Nathan Imm  
Subject: Landbay K – Plan / Conditional Changes

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Distribution: Dennis Carmichael, Duncan Blair, Steve Collins

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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 703.836.1414 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 703.549.5889 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**

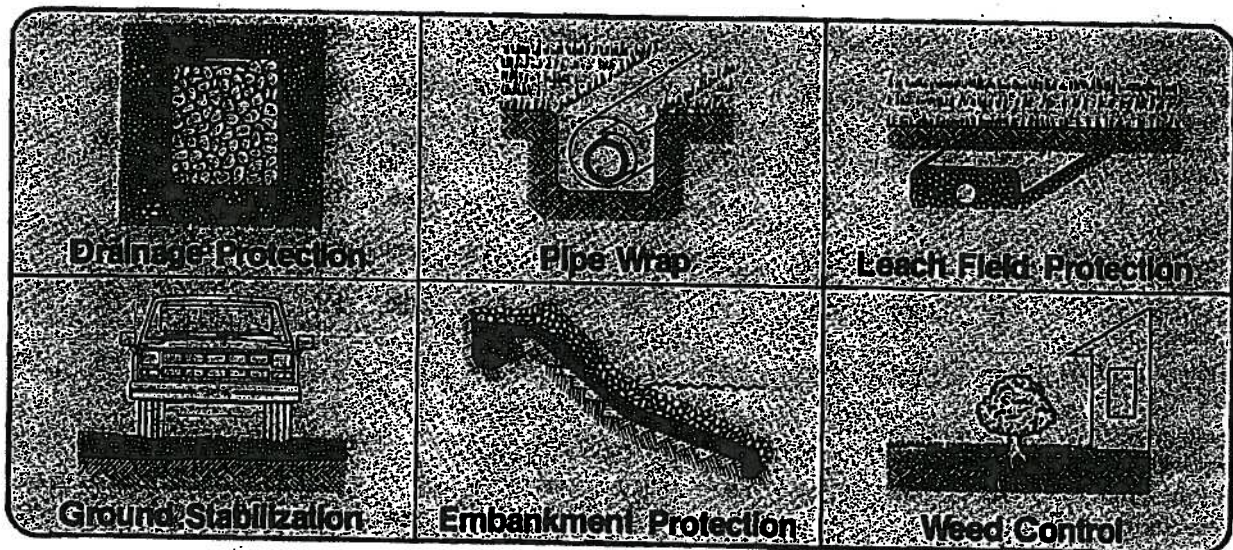
The promenade will be constructed to maintain an H2O loading capacity, with asphalt pavers as the top course. The base construction and materials will be engineered through the Final Site Plan process.

**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	65	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.**

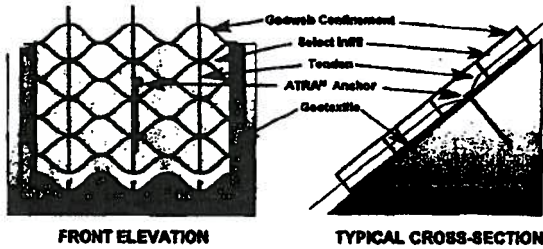
P.O. Box 18729 • Charlotte, NC 28218  
 (800) 438-0027 • NC (704) 398-0354 • FAX (704) 394-7948  
 Website: www.WEBTECgeos.com • e-mail: info@webtecgeos.com

**LOCAL DISTRIBUTOR**

Exhibit A:  
 Potential Slope Reinforcement Material

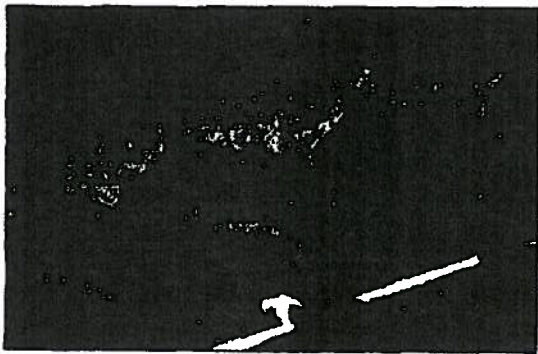
The facts stated and the recommendations made herein are offered free of charge and are accurate to the best of our knowledge. However, no guarantee of their accuracy is made and the products mentioned are distributed without warranty, expressed or implied. Final determination on the use of any information or material, of how it is used, and whether the use infringes any patents is the sole responsibility of the user.

# Geoweb® Slope Protection System - The Key Components



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

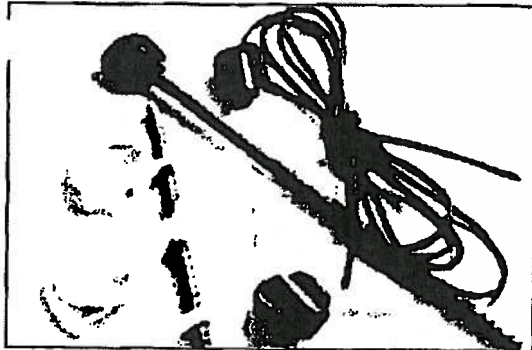
- Geoweb sections
- Cell infill materials
- Integral high-strength polymeric tendons
- ATRA® Anchors
- ATRA® Clips
- Erosion Control Blankets
- Geotextiles
- Geocomposite drainage materials
- Geogrids and geotextile reinforcement
- Geomembrane
- Fasteners



## 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.

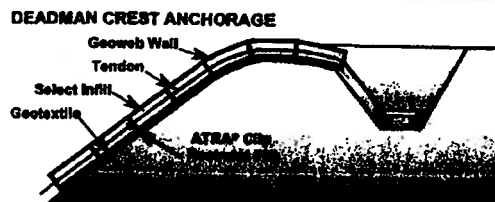
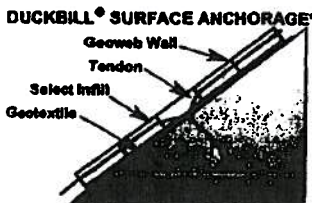
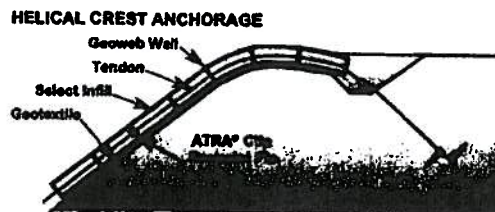
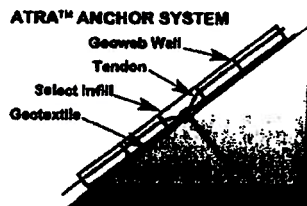
Standard tendons are high-strength polyester and polypropylene, available in various ultimate tensile strengths to meet specific requirements. Polyethylene-coated polyester tendons are available to enhance overall durability. Spacing and quantity of individual tendons within each Geoweb section are determined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



## The ATRA™ Anchoring System

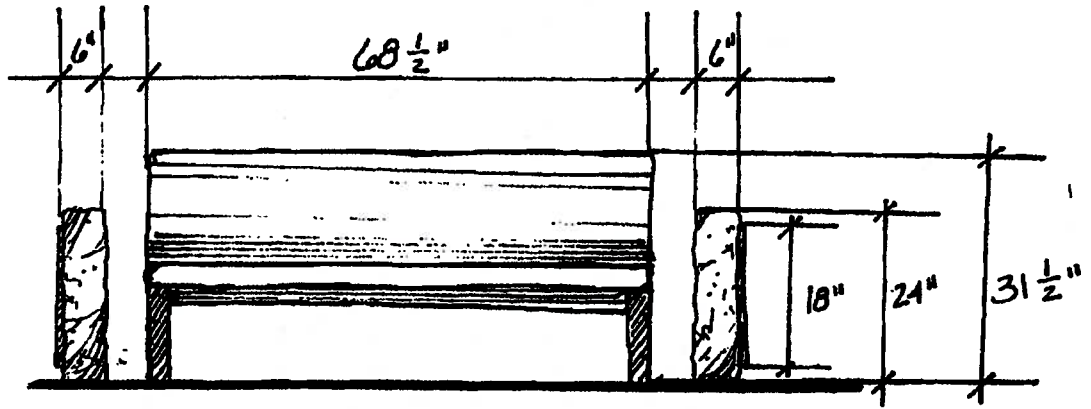
Presto's high-strength polyethylene ATRA® Clip provides time and material cost savings during Geoweb system installation. The ATRA® Clip inserted on the end of a rebar stake forms the ATRA™ Anchor, providing an in-line, easier to drive anchoring system. Tendons and an ATRA™ Anchor array provide anchoring 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.

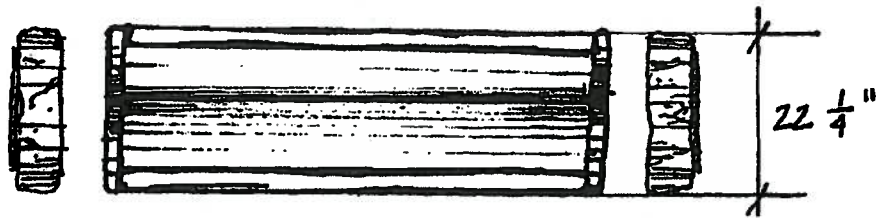


**Presto** Exhibit A:

Potential Slope Reinforcement Material

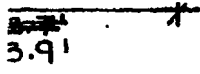


FRONT ELEVATION

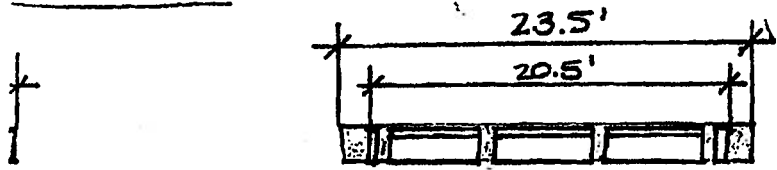


PLAN

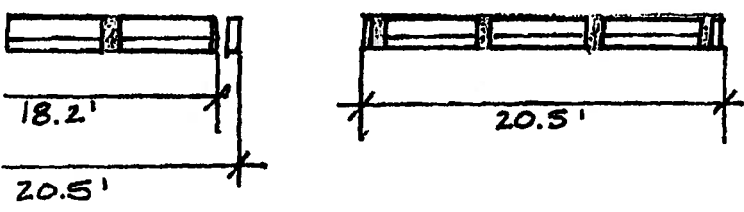
EXHIBIT B:  
SEAT WALL REPLACEMENT  
ENLARGED VIEW



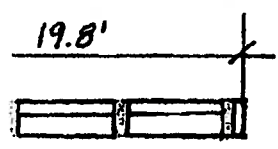
LS102



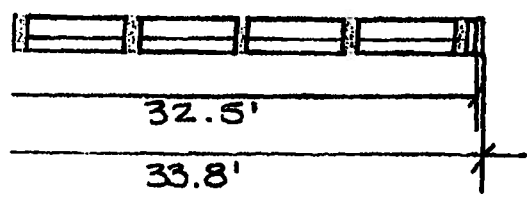
= PAVING



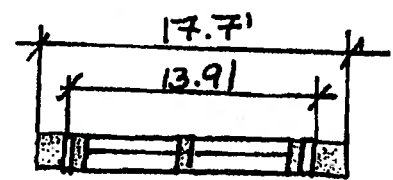
S103 (NORTH)



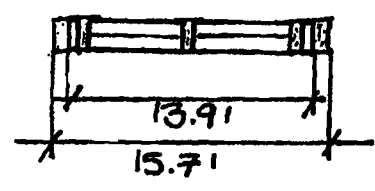
PAVING



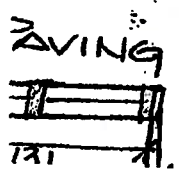
SHEET LS104



PAVING



LS103 (SOUTH)





# Stream Jet Manifold

www.arc4waterplay.com

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The **Stream Jet Manifold** is a ground spray element that emits 7 clear vertical streams of water. The feature 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.

Toll Free Phone:  
1-877-632-0503

Local Phone:  
952-445-5135

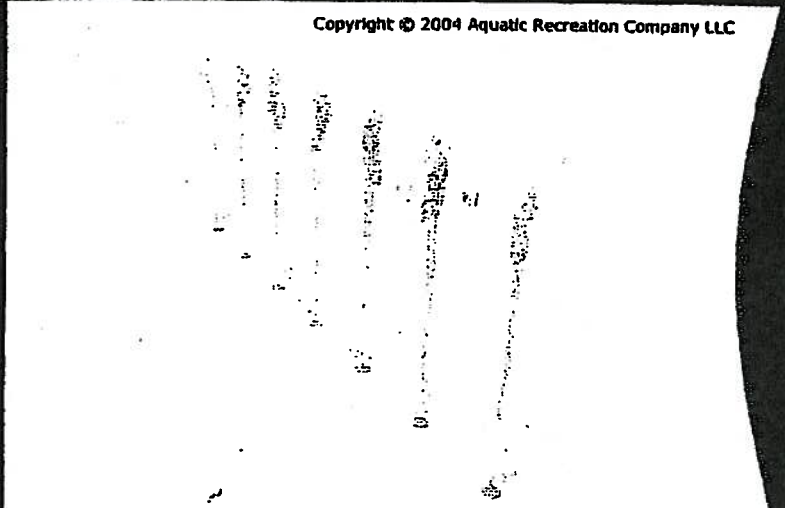
Fax:  
952-345-6444

Mail to:  
5852 Baker Road  
Minnetonka, MN  
55345



Product Profile

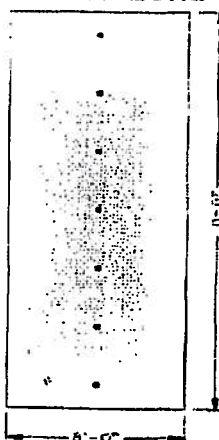
The more water, the more fun



### 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

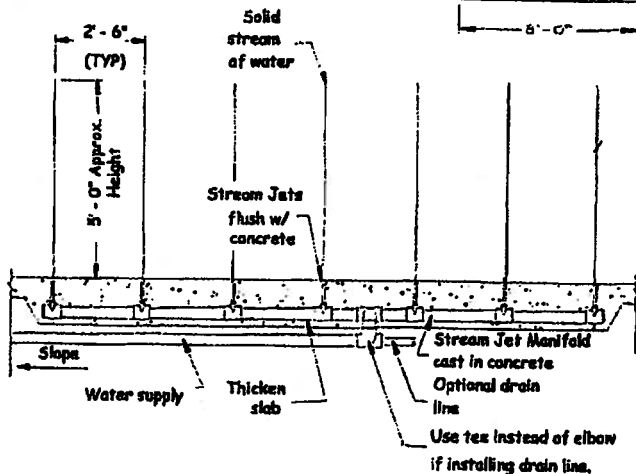


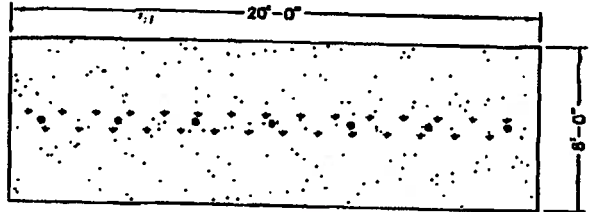
Exhibit D:  
Fountain

124

**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**

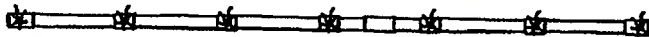


Splash Zone-Not to Scale

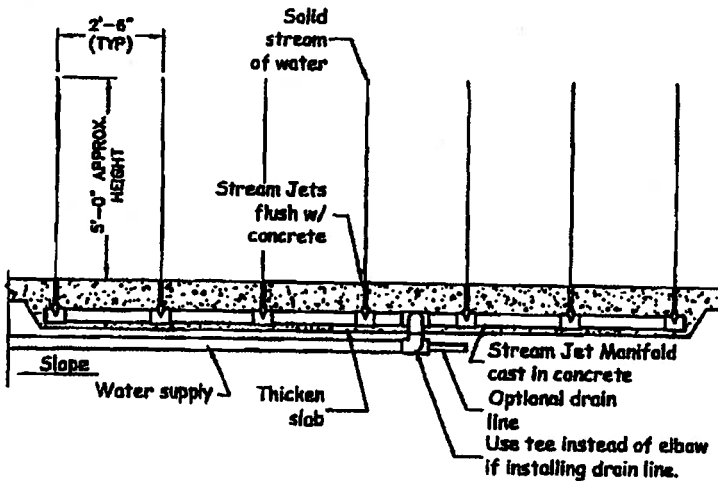
**Splash Zone Notes:**

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



Toll Free: 877-632-6503  
 Local Phone: 852-448-5139  
 Fax: 852-348-6444  
 Website: www.arcwaterplay.com

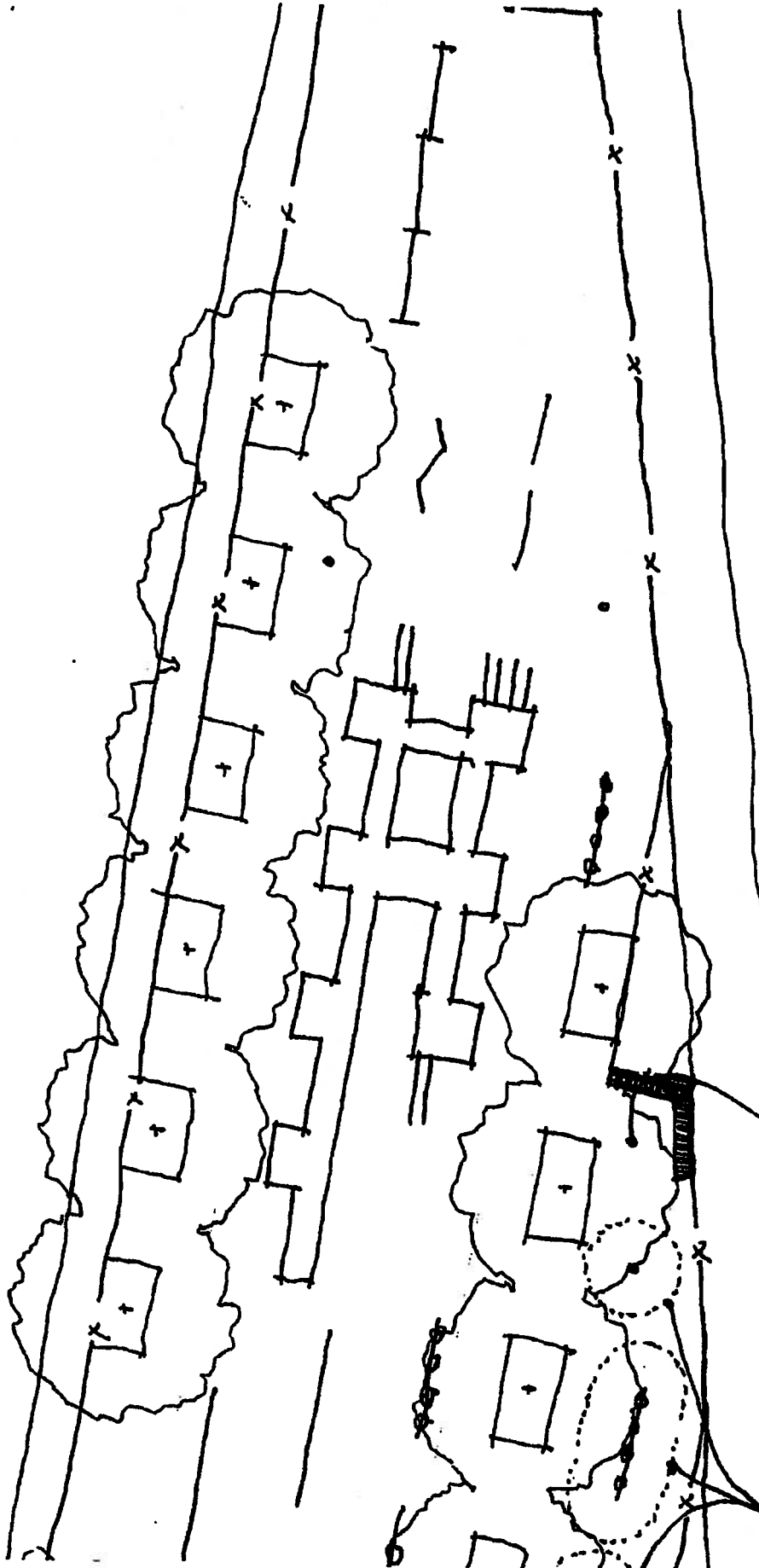
**STREAM JET MANIFOLD**

CJO  
 DRAWN BY

1/4"=1'-0"  
 SCALE

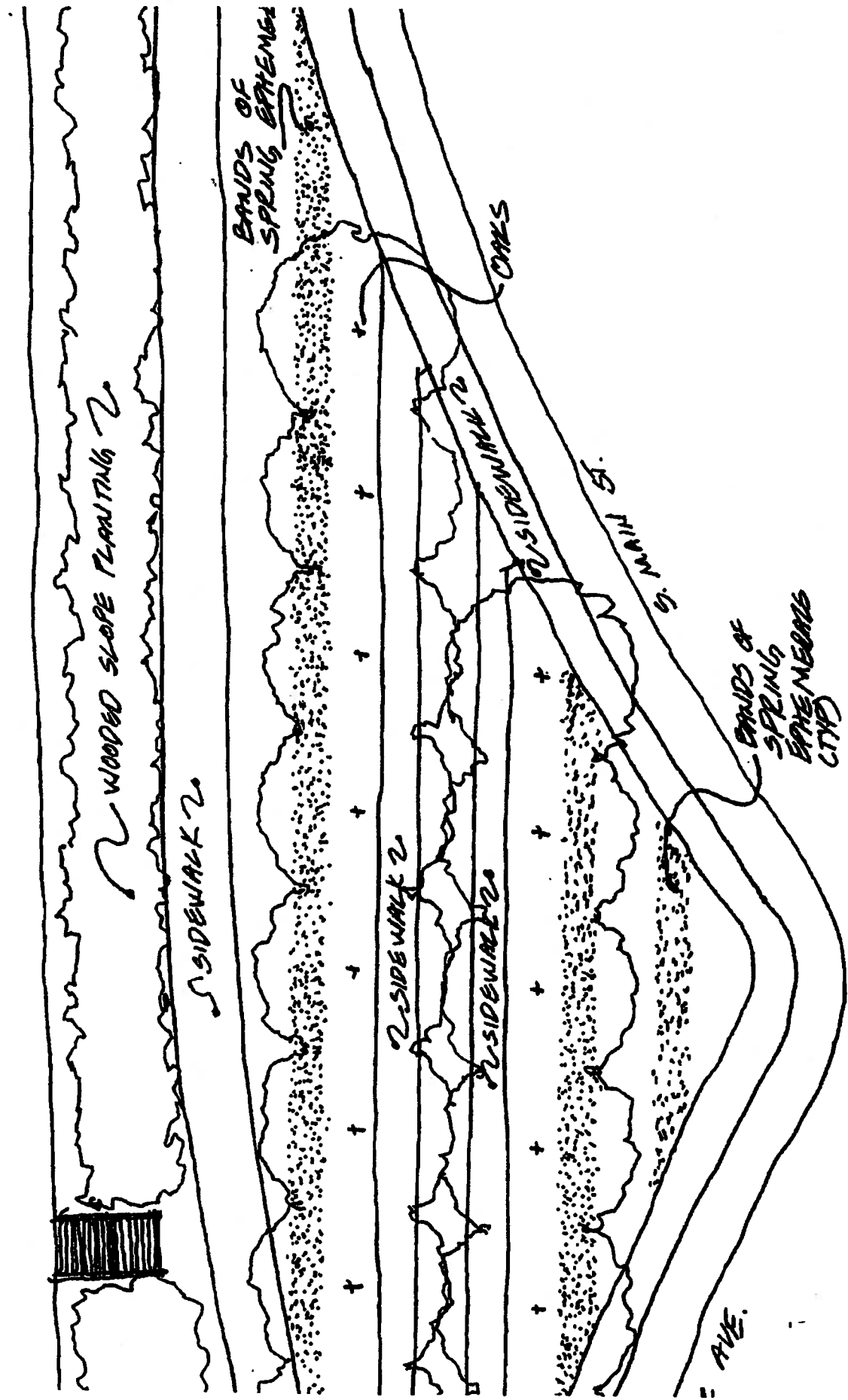
6/1/04  
 DATE

This drawing is issued in confidence for engineering information only. This drawing shall remain the property of Aquatic Recreation Company LLC and may not be reproduced, disclosed to a third party, or used by manufacturers without direct written permission from Aquatic Recreation Company LLC. Unauthorized use shall entitle Aquatic Recreation Company LLC to all damages caused by such use including reputation damage, lost profits, damage to reputation and attorney's fees.

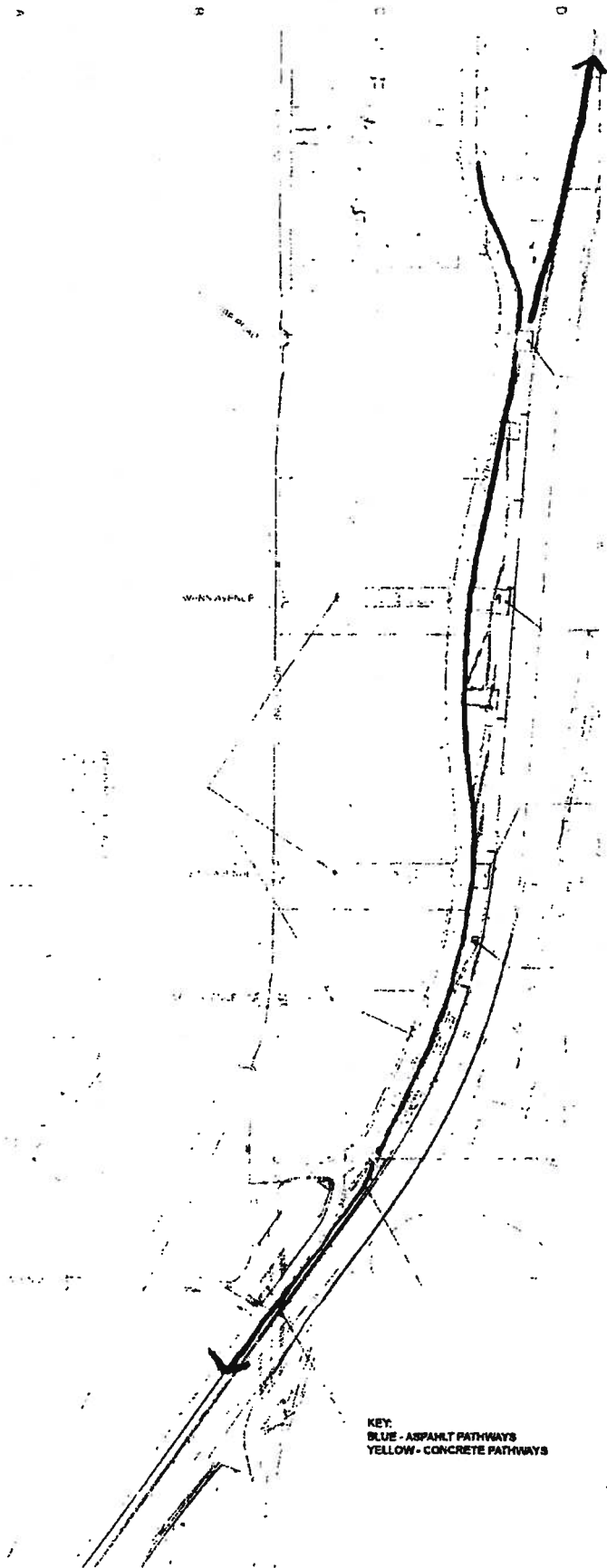


PASSIVE / TREE-CANOPY  
PLAY AREA

SINGLE / STAND-  
ALONE PLAY  
EQUIPMENT







KEY:  
BLUE - ASPHALT PATHWAYS  
YELLOW - CONCRETE PATHWAYS

EXHIBIT G:  
ASPHALT PATHWAYS

## **APPENDIX F**

### **Conditions DSUP#2010-0021, Landbays I and J East**

The following staff recommendations are amendments to DSUP#2006-0018. Specific recommendations that are no longer applicable or have been amended, added, deleted, or satisfied, include the following:

Condition 83: Amended

#### **Attachments:**

1. Site Plan
2. Neighborhood Open Space
3. Elevations – Neighborhoods
4. Howell Finger Park
5. Potomac Avenue
6. PYDAC recommendation, prepared by William Hendrickson, dated November 12, 2008
7. Neighborhood Open Space Design
8. Custis Finger Park Design
9. Howell Finger Park Design
10. SUP#99-0020 Potomac Yard/Potomac Greens

**A. PEDESTRIAN IMPROVEMENTS:**

1. The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the preliminary plan and shall also provide the following to the satisfaction of the Director of P&Z and T&ES.
  - a. The sidewalks on Main Street, Custis Avenue, and Howell Avenue, shall be brick, constructed in a running bond pattern, and shall conform to City standards. The brick sidewalks shall return on the concrete sidewalks approximately 35 ft. as depicted in the Design Guidelines.
  - b. The remainder of the sidewalks shall be concrete, shall include “lamp black” color additive, and shall conform to City Standards.
  - c. The sidewalk configuration shall consist of the following:
    - i. Main Street, Custis Avenue and Howell Avenue shall consist of 13.5 ft. wide brick sidewalks with 4 ft. x 10 ft. tree pits and a 9.5 ft. wide unobstructed sidewalk.
    - ii. Potomac Avenue shall consist of a 13.5 ft. wide concrete sidewalks with 4 ft. x 10 ft. tree wells and a 9.5 ft. wide unobstructed sidewalk.
    - iii. All other streets shall consist of 6 ft. wide unobstructed sidewalks and a continual 4 ft. wide landscape strip adjacent to the curb.
    - iv. The applicant shall install and maintain ADA accessible pedestrian crossings serving the site as shown on the preliminary plan.
    - v. The concrete sidewalks shall continue over the proposed alley curb cuts to provide continual uninterrupted concrete sidewalks.
    - vi. The sidewalks for the north-south mid-block pedestrian connections shall be 4 ft. wide brick sidewalks, in a running bond pattern, parallel to the street.
    - vii. The mid-block pedestrian crossing shall be constructed to transition to the grades of the mid-block pedestrian crossing at the grade of the internal private alley.
  - d. The street light for each of the streets shall be black pedestrian scale acorn lights.
  - e. The applicant shall provide bulb-outs at the “hatched” areas as depicted on the preliminary plan for Street # 7 and Street # 8 similar to the remainder of the streets.
  - f. Remove all single (no adjoining parking space) on-street parking spaces on Street 7 and Street 8 and extend adjacent planting strips.
  - g. A bulb-out shall be provided in all locations where the mid-block pedestrian connection meets east/west streets to provide an enhanced pedestrian crossing, as shown on the Preliminary Plan.
2. Provide thermoplastic crosswalks (Two 6” white lines with 10’ spacing from inside of line to inside of line) at the following intersections to the satisfaction of the Director of T&ES. (T&ES)
  - a. Street 4 & Street 5
  - b. Street 6 & Street 5

- c. Potomac Ave & Street 4
  - d. Potomac Ave & Street 6
  - e. Potomac Ave & Street 7
  - f. Potomac Ave & Street 8
3. Provide thermoplastic laddered crosswalks at the following locations:
    - a. Custis Ave midblock between Main St & Potomac Ave
    - b. Street 7 midblock between Main St & Potomac Ave
    - c. Street 8 midblock between Main St & Potomac Ave
    - d. Howell Ave midblock between Main St & Potomac Ave (T&ES)
  4. Provide two curb ramps per intersection corner at the following locations (See Design Guidelines Sec. 5, Page 83):
    - a. Intersection of Street 4 & Street 5 – SE Corner
    - b. Intersection of Street 5 & Street 6 – NE Corner (T&ES)
  5. The applicant shall provide six (6) bus shelters, street signs, stop signs, mast arms and pedestrian count down signals which shall consist of the following to the satisfaction of the Directors of T&ES and P&Z.
    - a. All bus shelters on Main Street shall be the City approved "Carlyle" designed bus shelters.
    - b. All bus stops and bus shelters shall be ADA compliant.
    - c. The mast arms for each signalized intersection shall be City Standard black mast arms.
    - d. Pedestrian count down signals shall be provided at each signalized intersection. Install PRISMA DAPS accessible buttons on all pedestrian crossings.
    - e. Signposts shall be 2"x2" square tube galvanized posts painted black; signs shall be Highway C aluminum, 0.080 gauge blank, 3M VIP sheeting.
    - f. All appropriate on-street parking signage and any other signage for control of pedestrians and vehicles adjoining the site shall be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES, depicted on the final site plan and installed by the developer and consistent with the Potomac Yard Urban Design Guidelines. (T&ES) (P&Z)
  6. Continual 10 ft. wide public access easements shall be provided for the north-south mid-block pedestrian connections and shall continue from Howell Avenue to Watson Street, including the internal alleys. These easements shall be recorded as part of the subdivision plat, prior to the release of the final site plan. (P&Z)
  7. The applicant shall provide twenty (20) visitor (short-term) bicycle parking racks on the surface, dispersed evenly throughout the site (racks shall be placed to serve the proposed park areas) Locations to be determined at time of final site plan to the satisfaction of the Director of T&ES. (T&ES)

**B. OPEN SPACE AND LANDSCAPING:**

8. The applicant shall develop, provide, install and maintain an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of RP&CA and P&Z, which at a minimum shall provide the following:
  - a. Revise the spacing of street trees on Potomac Avenue lots 295 to 307 to 30 ft. on-center to provide an additional street tree.
  - b. Revise the spacing of the street trees on Main Street to 30 ft. on-center to provide an additional street tree in front of lots 218.223, one additional trees for lots 274-286, one additional tree for lots 363-375 and one additional tree for lots 406-417.
  - c. Revise the street tree spacing on Potomac Avenue in front of lots 385 to 396 and lots 427 to 437 to provide one additional street tree for each block.
  - d. The applicant shall provide landscaping which shall include plantings, shrubs, groundcover for the north-south pedestrian connection.
  - e. Provide typical foundation plantings for each unit type. Locate all above and below grade utilities serving individual units, including lines, meters, valve connections, valve boxes and water crocks, beneath or within 12 inches of pavement to avoid conflicts with plantings.
  - f. Provide location and direction of service openings on above grade utilities such as transformers, telephone, HVAC units and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. These elements shall not be located within the mid-block pedestrian connection or parks except on Block A where, between units 227/228 and 242/243, the location of utilities will be further examined to minimize encroachments into the mid-block pedestrian connection.
  - g. Coordinate site utility locations on all plan sheets, including utilities to be removed.
  - h. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.

***General:***

- i. Ensure positive drainage in all planted areas.
- 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 signage and site utilities.
- k. Provide detail sections showing above and below grade conditions for plantings above structure.
- l. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.

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

9. The Applicant will use its best engineering efforts to not locate below ground site utilities in the Finger Parks or other areas of open space to be dedicated to the City. No above ground utilities shall be located in Finger Parks. Notwithstanding the foregoing, the City acknowledges due to physical constraints it may not be feasible to locate all utilities outside of the Finger Parks or other areas of open space to be dedicated to the City. The City approves as generally shown on the preliminary site plan storm sewer lines in the proposed Custis Avenue finger park.

The Applicant will continue to work with the departments of P&Z, TE&S, Code Administration and RPCA and Virginia American Water Company to locate the domestic water lines shown on the preliminary Site Plan outside of the Custis Avenue Finger Park and to the extent feasible and without undue hardship; including but not limited to: providing water service to the north and south side units from the internal alleys and by locating service lines beneath paved areas.

In the event the domestic water lines shown on the preliminary Site Plan cannot feasibly be outside of the Custis Avenue to Finger Park the applicant shall develop a menu of remedies and implement a combination of the following to remove and/or minimize the impacts of the domestic water lines in the Custis Avenue Finger Park. These shall include:

- a. Clustering water lines beneath paved portions of the park and sleeving them at the midblock crossing and tips.
- b. Providing water lines under pavement on the north and south sides of the park to serve same adjacent units.
- c. Removal of electric lines from the park.
- d. All water lines beneath the park will be sleeved.

Work shall be completed to the satisfaction of the Directors of TES, RPCA PZ and Code Enforcement in consultation with Virginia American Water.

10. ***Neighborhood Open Space:*** The Neighborhood Open Space shall be revised to provide the following to the satisfaction of the Directors of RP&CA and P&Z:
- a. A perpetual public access easement shall be depicted on the subdivision plat and shall be approved and recorded prior to the release of the final site plan.
  - b. The open space shall be fully open to the public following the hours and guidelines established by the Department of Recreation, Parks and Cultural Activities.
  - c. The Neighborhood Open Space shall be privately maintained by the applicant to the satisfaction of the Director of RP&CA, until conveyance to the Homeowners Association (HOA). Conveyance procedures shall be outlined in the HOA documents to the satisfaction of the Director of P&Z and RP&CA.

- d. The design of the open space shall be reconfigured as generally depicted in Attachment # 7.
  - e. Freestanding signage shall be prohibited.
  - f. Two continuous benches or lines of benches shall be provided within the park and constructed of high quality material such as stone, architectural precast or metal,.
  - g. Four City standard trash receptacles shall be provided within the open space.
  - h. Fences shall not be permitted.
  - i. All landscaping shall be maintained in compliance with the City of Alexandria Landscape Guidelines.
  - j. Decorative pedestrian scale acorn street lights shall be incorporated in the open space design.
  - k. Special paving shall be provided in the open space.  
(RP&CA) (P&Z) (City Council)
11. ***Custis Finger Park:*** The park shall be revised to provide the following to the satisfaction of the Directors of RP&CA and P&Z:
- a. The park shall be revised as generally depicted in Attachment # 8.
  - b. Revise the spacing of the park trees to 30 feet on center, as approved in DSUP 2004-0048, and provide an additional four (4) shade trees. Street trees along Custis Avenue shall be parallel the length of the street.
  - c. Provide eleven (11) ornamental trees in the portion of the finger park west of Main Street.
  - d. Freestanding signage shall be prohibited.
  - e. Two City standard trash receptacles shall be provided within the park.
  - f. Fences shall not be permitted.
  - g. All landscaping shall be maintained in compliance with the City of Alexandria Landscape Guidelines.
  - h. Special paving shall be provided at the mid-block pedestrian crossing.
  - i. The mid-block pedestrian crossing shall have pedestrian-scale lighting, the quantity, quality, and location of which will be determined through a photometric study.
  - j. Separate bonds for the park shall be posted prior to site plan release.
  - k. The park shall be maintained by the applicant to the satisfaction of the Director of RP&CA until acceptance by the City. The park shall not be accepted by the City until approved by the City verifying that all park improvements have been completed in accordance with the approved plans to the satisfaction of the Directors of RP&CA, P&Z and T&ES. Upon acceptance the park shall be dedicated to the City and opened to the public.
  - l. The irrigation controller shall be located at the east end of the park, in a dark green or black, waterproof NEMA enclosure on a concrete pad. (RP&CA, P&Z)
12. ***Howell Finger Park:*** The park shall be revised to provide the following to the satisfaction of the Directors of RP&CA and P&Z:
- a. The park shall be revised as generally depicted in Attachment # 9.

- b. Revise the spacing of the park trees to 30 feet on center to provide an additional fourteen (6) shade trees.
  - c. Provide eleven (11) ornamental trees in the portion of the finger park west of Main Street.
  - d. Freestanding signage shall be prohibited.
  - e. Benches shall be provided within the park.
  - f. City standard trash receptacles shall be provided within the park.
  - g. Fences shall not be permitted.
  - h. All landscaping shall be maintained in compliance with the City of Alexandria Landscape Guidelines.
  - i. Special paving shall be provided at the mid-block pedestrian crossing.
  - j. The mid-block pedestrian crossing shall have pedestrian-scale lighting, the quantity, quality, and location of which will be determined through a photometric study.
  - k. Separate bonds for the park shall be posted prior to site plan release.
  - l. The park shall be maintained by the applicant to the satisfaction of the Director of RP&CA until acceptance by the City. The park shall not be accepted by the City until approval by the City verifying that all park improvements have been completed in accordance with the approved plans to the satisfaction of the Directors of RP&CA, P&Z and T&ES. Upon acceptance the park shall be dedicated to the City and opened to the public. (RP&CA, P&Z)
  - m. The irrigation controller shall be located at the east end of the park, in a dark green or black, waterproof NEMA enclosure on a concrete pad.
13. Per the interpretative plan approved as part of DSUP 2006-0013 for Landbay K, the applicant shall provide interpretative signage on the history of the Potomac Yard area in the Custis and Howell Finger Parks. These signs shall be designed to be consistent with the style and character of all the interpretative signage across Potomac Yard. These interpretative signs will address historic themes and information provided in the documentary study, including but not limited to:
- Long-term use of the Potomac Yard area as a transportation corridor from Native American period into the 20th century
  - Native Americans
  - 18th Century plantations, including their residents, and agriculture
  - 19th Century transportation modes including turnpike, canal, rails
  - 19th Century residents and uses
  - 20th Century rail expansion in Potomac Yard including railroad workers, structures, and nearby neighborhoods.

The information on the interpretative signs - including text and photographs - will be prepared by a public historian with expertise in historic interpretation and approved by the Director of the Office of Historic Alexandria, and to the satisfaction of the Directors of RP&CA and P&Z.



14. In lieu of a tot-lot in Landbay I, the Neighborhood Open Space shall include a focal point that will activate the space and promote usage of the space. This focal point shall be additional historic interpretative materials - including signage or three dimensional pieces, consistent with the prior condition and subject to the approval of the Directors of the Office of Historic Alexandria, P&Z, and RP&CA.
15. The applicant shall provide a site irrigation/water management plan developed, installed, and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
  - a. Plan shall demonstrate that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. All open space to be dedicated to the City shall be irrigated.
  - c. Provide at least one accessible external water hose bib on front and rear of all individual units. Provide an exhibit demonstrating accessible water coverage including hose bib locations and 90' hose access radii.
  - d. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - e. All lines beneath streets, or paved surfaces within or servicing open space to be dedicated to the City, shall be installed as sleeved connections.
  - f. Locate water sources and hose bibs in coordination with City Staff.
  - g. Provide one ground set water connection at the tot-lot, if a tot-lot is constructed.
  - h. All irrigation system components, location and specification, for open space to be dedicated to the City shall be approved by the City.
  - i. No galvanized or class 200 components shall be permitted.
  - j. Ensure that the irrigation system for all open space to be dedicated to the City is compatible with City's remote control Maxicom System. (Code) (RP&CA)
16. Provide an exhibit that graphically depicts the open space requirements for Landbays I and J.
  - a. Provide a narrative that demonstrates compliance with the open space intentions of the Potomac Yard Urban Design Guidelines. (RPCA)
17. Continue to work with staff to develop a palette of site furnishings that is generally consistent with the Preliminary Plan submission
  - a. Provide location and specification for site furnishings that depicts the scale, massing and character.
  - b. Site furnishings shall include benches, bicycle racks, and trash receptacles, and other associated features and be developed to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
18. If a tot-lot is constructed, provide material, finishes, and architectural details for all retaining walls, decorative walls, screen walls, and steps. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. The material of retaining walls shall be limited to brick, stone or architectural precast to the

satisfaction of the Directors of RP&CA and P&Z. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA and P&Z. (RP&CA)(P&Z)

19. If a tot-lot is constructed, provide a coordinated design palette of play area related site structures/equipment. Locate and depict the scale, massing and character of play equipment, perimeter fencing, grade conditions, rubberized safety surfacing and associated site furnishings. Play area and site equipment must 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.
20. Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Park 1191; Final Rule. (RP&CA)
21. Continue to work with staff to locate a tot-lot within Landbay J. The tot-lot must be accessible to the public. The tot-lot shall not be located in a Finger Park.
22. Coordinate proposed storm water management system with approved DSUP 2006-0013, Landbay K. All proposed pipes, connections, and sandfilters shall comply with approved conditions for Landbay K. Locations for storm water infrastructure shall not adversely affect approved plantings or hardscape.
23. Coordinate proposed storm water management system with approved DSP 2005-0038, Potomac Avenue and East West Roads, and amend other plans, as needed. Locations for storm water infrastructure shall not adversely affect approved plantings or hardscape.
24. All proposed development that impacts vegetation or other adjacent approved Potomac Yard projects, such as the proposed modifications to Potomac Avenue, will require documentation per the City of Alexandria Landscape Guidelines, and restoration of existing vegetation, irrigation and hardscape materials to the satisfaction of the Directors of P&Z, RP&CA, and the City Arborist. (P&Z) (RP&CA)

**C. PARKING:**

25. The design and allocation of parking shall be subject to the following and to the satisfaction of the Directors of P&Z, T&ES and Code Administration:

- a. The stacked townhouse garages shall contain a minimum unobstructed interior dimension of 18 ft. x 18.5 ft. to enable two adjacent parking spaces, excluding units with tandem parking which may have a dimension of 10 ft. x 18.5 ft in the garage space and 9 x 18.5 ft. for the driveway parking spaces. If the applicant proposes that the area for the storage of a City Standard super can and recycling container is to be located inside a garage, the area must be adequate to accommodate a City Standard super can and recycling container, exclusive of the area required for the parking spaces. The parking space dimensions shall not include columns, walls, or obstructions. Dimension lines for interior garages for each of the unit types shall be provided.
- b. All parked vehicles shall be prohibited from encroaching on the proposed streets, pedestrian walkways or emergency vehicle easements, and all purchasers shall be notified of this prohibition.
- c. Each of the townhouse units shall provide a sufficient area within each unit, garage or in an enclosed area for a City Standard super can and recycling container exclusive of the area required for parking.
- d. The applicant shall provide off-street parking for all construction workers without charge. The location of the parking shall be designated on the final site plan. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the release of the final site plan. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a “stop work order” will be issued, with construction halted until the violation has been corrected.
- e. Individual townhouse garages shall be utilized only for parking; storage which interferes with the use of the garages for vehicle storage is prohibited. (P&Z)

**D. BUILDING:**

26. The final architectural elevations of the townhouses and urban lofts shall be consistent with the level of quality and detail provided in the preliminary architectural elevations with the Potomac Yard Architecture Appendix prepared by Rust | Orling Architecture and dated September 12, 2008. In addition, the applicant shall also provide the following to the satisfaction of the Director of P&Z:
  - a. The materials for each unit shall be limited to masonry, precast, stucco, concrete, wood or cementitious siding as generally depicted on the preliminary building elevations.

- b. Porches shall be wood, brick or cementitious or composite wood, and stoops shall be brick, stone or metal.
  - c. Porch railings (all components) shall, unless required to comply with the building code regulations, be a single material, either wood, composite wood, or metal.
  - d. Chimney enclosures shall be brick or stone. Chimneys shall be provided as generally depicted on the preliminary elevations in the Architecture Appendix referenced above.
  - e. Fireplace vents, flues, vent stacks and other similar protrusions shall not be permitted on any building frontage. Furnace vents shall discharge through the roof, and not into side or rear alleys. Per the Potomac Yard Urban Design Guidelines, mechanical or HVAC vents, units or associated elements may not be visible from the street. Roof penetrations shall be confined to the rear slopes of roofs, and located to minimize their visibility from any public right-of-way. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets.
  - f. Pitched roofs shall be standing or flat seam metal (natural, painted, galvanized, or terne coated), metal simulated tile, synthetic slate, or composite shingles (shall be limited to architectural grade shingles such as CertainTeed Grand Manor or comparable). Composite shingles shall be provided to the satisfaction of the Director of P&Z. The roof materials surrounding the Neighborhood Open Space shall be limited to standing or flat seam metal, tile, or synthetic slate.
  - g. The units shall provide varying roof color.
  - h. Final architectural color elevations (front sides, and rear) shall be submitted with the first final site plan submission. Each elevation shall indicate the average finished grade line along all faces of each building to ensure compliance with all applicable height requirements.
  - i. Fences located within front yards shall be painted metal in accordance with the Potomac Yard Urban Design Guidelines, 30" to 42" high, with a minimum of 50% openness to the satisfaction of the Director of P&Z. Fences within the front or side yards shall be limited to the fences depicted on the preliminary plan. Fence details shall be submitted with the final site plan.
  - j. Fences abutting the pedestrian mid-block connection shall be constructed of wood, brick, metal, stone or other materials as approved by the Director of P&Z.
  - k. The proposed garden walls depicted on the preliminary site plan shall be brick or stone and shall be 6 ft. in height to provide adequate screening. The details of all walls shall be provided on the final site plans.
  - l. Ground-mounted utility boxes shall be screened to full height of the equipment, with the ornamental utility screen fence depicted in the Preliminary Plan.
27. The stacked townhouse units shall be configured and the associated lots subdivided to conform to Section 2-140 of the Zoning Ordinance. (P&Z)

28. Roof-top decks (at the rear of units) and garage-top decks may be permitted for units (218-222, 224-236, 238-247, 250-251, 256-257, 275-276, 296-297, 308-316, 327-328, 330, 334-337, 340, 351-352, 364-365, 386, 397-405, 414-416, 434-444). Roof-top decks may be permitted if the applicant can demonstrate, as part of the final site plan process, that the decks comply with the following to the satisfaction of the Director of P&Z. All other units shall not be permitted to have roof-top decks. The units which comply with the criteria as outlined below shall be depicted on final site plan. (P&Z)
  - a. Roof-top decks and roof-top mechanical equipment shall not be visible from any of the adjoining public street(s), parks and/or sidewalk(s). Cross-sections with sight lines shall be submitted and reviewed prior to release of the final site plan for the applicable units/lots to ensure compliance;
  - b. The railing for the roof-top deck shall be set back or incorporated as part of the parapet so that the railing is not visible from the adjoining streets; and
  - c. The lighting for the roof-top open space shall be pedestrian scale lighting and the fixtures shall not be visible from the adjoining streets.
  
29. All buildings shall be equipped with an approved automatic fire sprinkler system through the approved code modification process. Sprinkler systems shall provide at least the following minimum requirements to the satisfaction of the Director of Code Administration:
  - a. Townhomes - Each unit shall be equipped with an enhanced NFPA 13D sprinkler system through a code modification that above the basic 13D requirements will require garage, closet space, bathroom, backflow protection; water flow switch tied to alarms that will sound throughout the unit. (Code)
  - b. The applicant will work with the Director of Code Administration to determine the appropriate automatic sprinkler system. The applicant has stated within the Building Code Analysis that the buildings will be fully sprinklered.
  
30. All structures requiring automatic fire sprinkler systems shall show location and sizes of all fire lines, where required by Code. (Code)
  
31. Decks, canopies and bays are not permitted to encroach in the Emergency Vehicle Easement. No overhangs (bays, balconies, decks, architectural projections, etc.) shall protrude into the alleys, emergency vehicle easements, or ingress/egress easements. No vertical support posts and other impediments shall impede garage entrances. (Code)
  
32. All roads leading to all structures within the site shall conform to the standards for emergency vehicle access. Alternative methods to meeting the minimum standards for emergency vehicle access shall be considered on a case by case basis and are subject to the approval of the Director of Code Administration. (Code)

**E. GREEN BUILDING – SUSTAINABILITY**

33. The applicant shall hire a LEED accredited professional as a member of the design and construction team. The site shall achieve the points necessary under the U.S. Green Building Council's system for LEED for Homes certification. The applicant shall achieve at least 45 LEED points. The Applicant is not required to obtain USGBC LEED for Homes certification. The following shall be submitted and are subject to the satisfaction of the Directors of P&Z and T&ES:
- a. Include in the final site plan, a Green Building plan with a LEED Scorecard and narrative detailing how each prerequisite and point are proposed to be achieved.
  - b. Prior to the issuance of the last certificate of occupancy for the addition, submit verification that the elements to earn the above specified numbers of LEED points have been achieved. (P&Z) (T&ES)
34. In addition, the applicant shall incorporate the following to the satisfaction of the Directors of P&Z and T&ES:
- a. The applicant shall provide decorative porous pavers in the internal alleys outside the public right-of-way and EVE. Where porous pavers are not feasible the applicant shall provide decorative pavers. A note shall be placed on the plans and in the covenants stating that the porous pavers shall be maintained as pervious.
35. Energy Star labeled appliances shall be installed in all residential units. (T&ES)

**F. STREETS**

36. The setback between the buildings and the drive aisles shall be a minimum of 2' to provide adequate turning movements. The setback shall have a maximum length of 5' or a minimum of 18', if a driveway is provided. (T&ES)
37. If the City's existing public infrastructure, including but not limited, to streets, alleyways, driveway aprons, sanitary and storm sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures are damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. A pre-construction walk/survey of the site shall occur with Construction and Inspection Staff to document existing conditions prior to any land disturbing activity. (T&ES)
38. The existing sidewalks along Jefferson Davis Highway (Route 1) and Potomac Avenue adjacent to the project area shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of

Transportation and Environmental Services throughout the construction of the project. (T&ES)

39. 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)
40. Prior to the release of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purpose; however, an amended Traffic Control Plan, if required by the Director of Transportation and Environmental Services shall be submitted to the Director of T&ES along with the Building Permit Application. (T&ES)
41. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
42. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents that the alleys are private with public access easements and shall not be maintained by the City of Alexandria. (T&ES)

**G. SITE PLAN:**

43. Decorative mailboxes shall be provided at locations as shown on the Preliminary Plan, to the satisfaction of the Director of P&Z. (P&Z)
44. The applicant shall submit a wall check to the Department of P&Z prior to the commencement of framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z)
45. As part of the request for a certificate of occupancy permit, the applicant shall submit a height certification and a location survey for all site improvements to the Department of P&Z. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on the Potomac Yard Design Guidelines. (P&Z)
46. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, RP&CA in consultation with the Chief of Police and shall include the following (T&ES, P&Z, Police, and RP&CA):

- a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
  - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
  - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
  - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all 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.
  - e. Photometric site lighting plan shall be coordinated with site lighting and street lights and minimize light spill into adjacent residential areas.
  - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
  - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - i. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
  - j. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (RPC&A) (T&ES)(P&Z) (Police)
47. A freestanding subdivision or development sign shall be prohibited. The coordinated signage plan for temporary marketing signage shall be reviewed and approved to the satisfaction of the Director of P&Z. (P&Z)
48. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)
49. All public notice signage erected by the applicant prior to the public hearing(s) shall be removed within 10 days of the completion of the public hearing process for the project. (P&Z)
50. The final location of the temporary trailers used for model sales is approved. Details of the site layout will be determined with a separate grading plan. The trailers shall be removed prior to the issuance of the last certificate of occupancy permit for the site.(P&Z)



51. All improvements to the City's infrastructure shall be designed and constructed as per the City of Alexandria standards and specifications. (T&ES)

**H. ARCHAEOLOGY**

52. The applicant shall hire an archaeological consultant complete an Archaeological Evaluation of the portions of Landbay I/J 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 Archaeological Evaluation and Resource Management Plan, if needed, shall be completed prior to final site plan approval, and all archaeological fieldwork in the approved Management Plan shall be completed before any ground disturbance. If significant resources are discovered, the consultant shall complete a Resource Management Plan specific to Landbay I/J, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Landbay I/J Resource Management Plan, as approved by the City Archaeologist, shall be implemented.
53. 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 Resource Management Plan shall be in place to preserve and/or recover significant resources in concert with construction activities.
54. 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.
55. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.
56. 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 to for Landbay I/J is in place.
57. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.
58. The applicant shall develop open space using historical character, architecture, spatial design and images associated with the area and Potomac Yard; develop design and install historic interpretive signs in open spaces with approval by Planning, RP&CA and OHA/Archaeology; and consider using historical images

and features in the interiors of buildings to reinforce the historic character of Potomac Yard.

**I. SPECIAL TAXING DISTRICT:**

59. If the City decides to establish a special service tax district pursuant to Conditions 30(b) and 30A of CDD 99-001, as amended through CDD 2008-0001, the applicant shall participate with the other PY owners/applicants as required in those CDD conditions. (P&Z)

**J. SUBDIVISION/EASEMENTS/PROCEDURAL:**

60. The plat of subdivision and all applicable easements and/or dedications shall be submitted as part of the final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
61. Prior to the release of the first certificate of occupancy for the project, the City Attorney shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to future homeowners the requirements of this development special use permit, including the restrictions listed below and other restrictions deemed necessary by the City Attorney. The applicant shall present a disclosure statement to potential buyers disclosing the following conditions to the satisfaction of the Directors of P&Z, T&ES and the City Attorney. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.
- a. Neighboring uses surrounding the site include the Metro operations and other heavy railway operations, and the nearby Reagan National Airport and its associated flight paths, including a flight path directly over the Potomac Yard site. These uses are located within the immediate vicinity of the project and are permitted to continue indefinitely.
  - b. Prior history of the Potomac Yard has created environmental hazards, conditions, related studies and past or on-going remediation efforts. Past use of the Potomac Yard site includes disposal of fly-ash and dredge spoiling. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services.
  - c. Individual townhouse garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.
  - d. Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, on any emergency vehicle easement, or on any portion of the interior alley. The Homeowner's Association shall maintain a contract with a private towing company to remove any vehicles violating this condition.
  - e. No decks shall be permitted, except those depicted on the approved site plan.
  - f. The applicant, and its successors and assigns, shall have the right to perform ordinary maintenance, including repair and replacements of architectural features, designs and materials (including colors) which are consistent with

the provisions in the Potomac Yard Urban Design Guidelines and specifically set forth as “Architectural Standards” and “Materials and Architectural Elements” for each permitted building type and the typical building facades shown in the Architectural Appendix prepared by Rust | Orling Architecture and dated September 8, 2008. Substantial changes to the approved architectural design of buildings and structures, such as building additions, including decks not show on the final development plans, deletion of architectural details including shutters, cornices or similar exterior architectural elements from the Architectural Appendix and replacement of building materials with ones not approved or compliant with the Potomac Yard Urban Design Guidelines shall require the approval of the City Council or the Director of P & Z, as determined by the Director.

- g. No overhangs (bays, balconies, decks, architectural projections, etc.) shall protrude into the alleys, emergency vehicle easements, or ingress/egress easements. No vertical support posts and other impediments shall impede garage entrances.
- h. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Directors of P&Z and RP&CA, as determined by the Directors.
- i. The Homeowners Association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the internal open space areas not dedicated to the City for public parkland and the mid-block pedestrian connections will be owned and maintained by the HOA, although the spaces are encumbered by public access easements and are accessible to the residents of the community and general public.
- j. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that the townhouse access is a private alley and that storm sewers located within the site are private. (T&ES)
- k. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance transit capital projects or transit operating programs and services which would serve, in part, partial Landbay I and partial Landbay J, in accordance with the TMP for Potomac Yard, all owners of property within this development, including fee-simple owners and the HOA shall be required to participate in the district.
- l. The approved Potomac Yard Alternative Concept Plan permits a range of 810,000-825,000 sq. ft. of office space, a range of 5,000-20,000 sq. ft. of retail space, and a range of 232-266 additional residences in Landbay H, immediately abutting Landbay I to the north. The buildings closest to Landbay I are permitted to be up to 110 ft. in height. (T&ES)(P&Z)

**K. STORMWATER**

- 62. All storm water 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)

63. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents that storm sewers located within the site are private. These private storm sewers located within the site shall be maintained privately. (T&ES)
64. 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. (T&ES)
65. City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
66. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
67. The storm water Best Management Practices (BMPs) required in each drainage area for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to the release of the performance bond, or at the request for the first certificate of occupancy within a drainage area, whichever comes first, the design professional shall submit a written certification to the Director of T&ES that the receiving BMP for that drainage area(s) are:
  - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)
68. 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)

69. The Applicant shall submit a Potomac Yard-wide 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)
70. 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. (T&ES)
71. 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)

**L. SOLID WASTE**

72. In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the development; therefore, all refuse/recycling receptacles shall be placed at the alleys with public access easements. (T&ES)
73. In order for the City to provide solid waste service, the development must meet all the minimum street standards, including all standard cul-de-sac turnarounds, if applicable. The trash truck must be able to pick up solid waste from streets/alleys without backing up. The developer must provide adequate space within each unit, garage or in an enclosed area to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of Transportation and Environmental Services. (T&ES)
74. The applicant shall provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) per block face, not to exceed four (4) per block, Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. (T&ES)

**UTILITIES**

75. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES)
76. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
77. Applicant shall underground all secondary utilities serving the site. (T&ES)

**M. SOILS/CONTAMINATED LANDS**

78. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
79. The plan shall 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)
80. Due to historic uses at the site and potential for contamination, the following condition shall be included:
  - a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
81. 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.
  - 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. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil.

- d. 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.
  - e. 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.
  - f. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)
82. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Potomac Yard site, including previous environmental conditions and on-going remediation measures if applicable. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

**N. CONSTRUCTION/PHASING**

83. **[CONDITION AMENDED BY STAFF]** The applicant shall submit a phasing plan and construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. ~~In general construction will take place on the project site from south to north with infrastructure improvements taking place initially followed by vertical construction.~~ Infrastructure improvements will follow utility installation and will include construction of roads and sidewalks as noted below. Upon completion of infrastructure improvements for each section of the project, roads and sidewalks will be open to the public. Specifically, all pedestrian improvements for each side of a blockface shall be completed prior to the issuance of a certificate of occupancy permit for a dwelling unit on the blockface. If the opposite blockface is not constructed at the same time, the applicant will fence/secure the vacant land. (P&Z)(T&ES)
84. The phasing plan shall include:
- a. Phasing for each block or blockface and for each required public and private infrastructure (streets, sidewalks, parks, utilities shown on the final site plan and required to support the dwelling units on the blockface).
    - ii. The Neighborhood Open Space must be completed prior to the issuance of the last certificate of occupancy for any unit on the blocks fronting the open space.
    - iii. Custis Fingerpark must be completed prior to the issuance of the last certificate of occupancy for any unit fronting the fingerpark.
    - iv. Howell Park must be completed prior to the issuance of the last certificate of occupancy for any unit fronting the fingerpark.
  - b. The phasing plan shall allow review, approval and partial release of the final site plan. In addition, building and construction permits required for site pre-

- construction shall be permitted prior to release of the final site plan to the satisfaction of the Direction of T&ES.
- c. Include a plan for temporary pedestrian and vehicular circulation;
  - d. Include the overall schedule for construction and the hauling route;
  - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - f. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)(Code)
85. Notwithstanding the provisions of Section 11-418 of the Alexandria Zoning Ordinance or any other contrary provision in the Alexandria Zoning Ordinance, the approval of this DSUP with preliminary site plan shall remain valid for three (3) years from the date of City Council Approval.
86. Construction staging of materials shall remain clear of emergency vehicle easements, hydrants and fire department connections at all times. (Code)
87. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
88. 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)
89. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner’s 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 Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
90. No major construction staging shall be allowed along Jefferson Davis Highway (Route 1) or Potomac Avenue. The Applicant shall meet with T&ES to discuss



construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)

91. The applicant shall identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
92. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall:
  - a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
  - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
  - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)
93. A pre-construction walk/survey of the site shall occur with Construction and Inspection Staff to document existing conditions prior to any land disturbing activity. If the curb, gutter, and side walk adjacent to the proposed development are damaged during construction then the applicant shall repair the same to the satisfaction of Director, Transportation and Environmental Services (T&ES). (T&ES)

**O. NOISE**

94. Due to the close proximity of the site to the Metro Rail and Route 1, the following conditions shall be included in the development requirements:
  - a. Applicant shall prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
  - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metro Rail, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation

- of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
- c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)
95. The Applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That Route 1 and the Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate traffic on the public streets surrounding the project. (T&ES)
96. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

#### **AIR POLLUTION**

97. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
98. No unlawful material may be disposed of by venting into the atmosphere. (T&ES)
99. The applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)
100. Contractors shall not cause or permit diesel vehicles to idle for more than 10 minutes when parked. (T&ES)

#### **P. TRANSIT INCENTIVES:**

101. Landbays I and J are subject to the conditions of Special Use Permit No. 99-0020 approved by City Council on September 8, 1999 for Potomac Yard/Potomac Greens Coordinated Development District (copy of this document is included in these conditions as Attachment # 10), with the following modification:
- a. The applicant shall fund, or shall require that individual builders and owners within the project to fund a transportation account, at an annual rate of \$0.12 per net square foot of occupied retail/commercial space and \$77.01 per occupied residential unit, as calculated in accordance with condition #5 of SUP 99-0020. First payment to fund shall be made with the issuance of the initial Certificate of Occupancy (or when first tenant/owner moves in). The rate shall increase annually by an amount equal to the rate of inflation for the previous year.

**Q. AFFORDABLE HOUSING**

102. Potomac Yard Development LLC (PYD) has committed to make a voluntary affordable housing contribution to the City through the provision of on site affordable housing and/or a cash contribution in the amount of approximately \$10.5 million for the Potomac Yard site. To date, \$7.5 million has been provided for the development of affordable and workforce rental housing units at The Station at Potomac Yard. At the City's sole option, the remaining contribution amount (approximately \$3 million) will be applied to either buy down a portion of the cost or to purchase the 16-foot townhouse units to be constructed in Landbays I and J on negotiated and agreed upon terms and conditions, or the developer will pay the balance as a cash contribution to the City's Affordable Housing Trust Fund. If a cash payment is elected by the City, the developer will make payments on a quarterly basis, beginning with the issuance of the first Certificate of Occupancy. The quarterly payment amount will be calculated based on the pro rata number of units receiving Certificates of Occupancy during the preceding quarter. The City shall notify the developer of its selected option no later than the release of the final site plan.

## CITY DEPARTMENT COMMENTS

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

### **Transportation and Environmental Services:**

- F-1 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-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)
- F-4 All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F-5 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-6 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. (T&ES)
- F-7 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. (T&ES)
- F-8 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. (T&ES)
- F-9 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. (T&ES)
- F-10 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F-11 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

- F-12 All pedestrian, traffic, and way finding signage shall be provided in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- F-13 All crosswalk materials previously approved in DSUP# 2005-00038 and DSUP# 2005-00039 shall not be modified by DSUP# 2006-00018.
- C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C-2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. (T&ES)
- C-3 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)
- C-4 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C-5 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C-6 Solid Waste and Recycling Condition: The applicant shall provide storage space and containers for solid waste and recyclable materials as outlined in the City's

*“Solid Waste and Recyclable Materials Storage Space Guidelines”*, or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)

- C-7 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C-8 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-9 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-10 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-11 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-12 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. (T&ES)
- C-13 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)
- C-14 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-15 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 the current PYD coordinate system and as-builts will be submitted using the 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. (T&ES)
- C-16 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be

- determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C-17 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C-18 All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-19 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-20 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-21 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
- C-22 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES)
- C-23 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)

**Code Administration:**

- F-1 The applicant has agreed to grant Emergency Vehicle Access to the rear alleys of the structures.



- F-2 Internal hydrant spacing shall be a maximum of 300 feet from the hydrant to the most remote structure served, as measured along the vehicle travel way. Hydrants must be located no closer than 40 feet from a structure.
- F-3 Additional EVE signage is needed for the project. EVE signage shall be located along the EVE and predominately along travel lanes located adjacent to fire hydrants as well as within the rear alleys. Applicant indicates signage will be shown on the final engineering site plan. The Final #1 submission must provide the additional EVE signage locations within the residential alleys as they are the primary access points for emergency vehicles.
- F-4 The fire hydrant located near the intersection of Potomac Avenue and Street 4 has a parking space in front of it. The parking space shall be removed from in front of the hydrant. A bulb out (as provided at other locations within the site) will be acceptable at this location.
- F-5 Some of the structures are over 50 feet in height. The applicant will be required to comply with the ladder truck access requirements if the heights are not reduced to less than 50 feet in height.
- F-6 by Final #2 submissions, the landscaping plan shall have the locations of the fire hydrants and FDC's. Both fire hydrants and FDC's shall not have any obstructions within 3 feet of their location.
- C-1 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.
- C-3 At completeness submission the developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Administration.
- C-4 The final site plans shall show placement of fire easement signs. See the City Code of Alexandria guidelines for sign details and placement requirements.
- C-5 A soils report must be submitted with the building permit application.

- C-6 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided.
- C-7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Administration that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-8 Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property.
- C-9 The new stairs must comply with USBC for riser and tread dimensions.
- C-10 Handrails must comply with USBC 1009.11.
- C-11 A wall location plat prepared by a land surveyor is required to be submitted to this office prior to requesting any framing inspection.
- C-12 Fire Department ladder truck access is required for 48% of the perimeter of all buildings over 50 feet in height. This requires a truck to be able to position itself between 15 and 30 feet from the face of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.
- C-13 Building is over 50 feet in height and as such is required to have ladder truck access to a 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis.
- C-14 Rooftop anchorage/installation details must be submitted as part of the construction documents (USBC 109.1).
- C-15 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C-16 Prior to submission of the Final Site Plan #1, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Coordinator of Code Administration, 301 King Street, Suite 4200, Alexandria, VA 22314.

**Archaeology:**

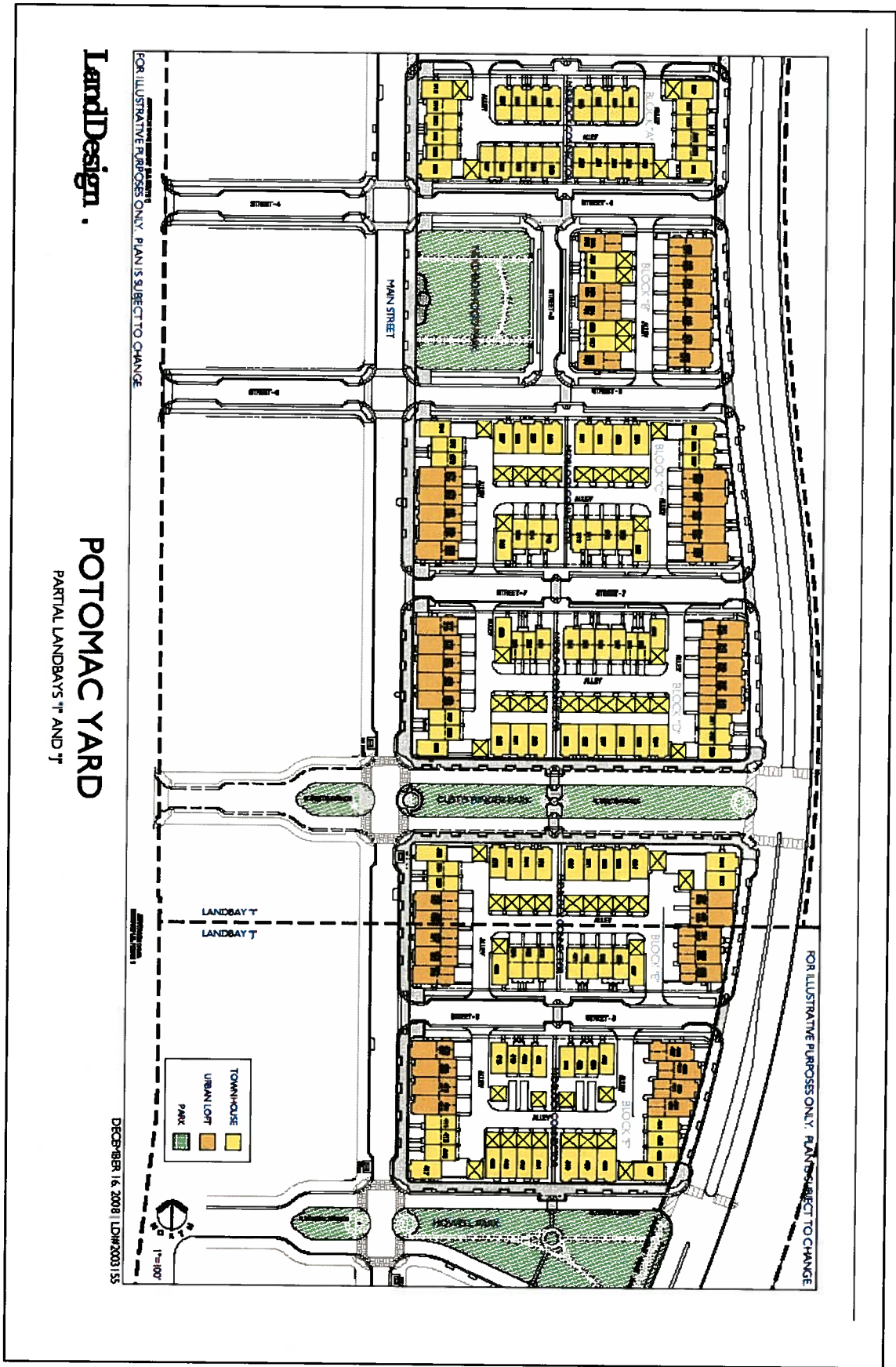
- F-1 The development property is located on terraces of the Potomac River in an environment that would have been conducive to occupation by Native Americans during prehistoric times. Previous archival work has suggested that some of these areas may have been filled, and it is possible that the old buried terraces could contain archaeological resources that could provide insight into Native American activities prior to the arrival of Europeans. Historical resources that were present within this landbay include a section of the Alexandria Canal, and the Alexandria, Loudoun and Hampshire Railroad, but these were situated in a part of the project area where significant grading is thought to have occurred. The Daingerfield estate also extends into this area, but locations of any structures relating to rural activities are not known.
- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

**IV. ATTACHMENTS**

1. Site Plan
2. Neighborhood Open Space
3. Elevations – Neighborhoods
4. Howell Finger Park
5. Potomac Avenue
6. PYDAC recommendation, prepared by William Hendrickson, dated November 12, 2008
7. Neighborhood Open Space Design
8. Custis Finger Park Design
9. Howell Finger Park Design
10. SUP#99-0020 Potomac Yard/Potomac Greens

# Attachment #1

## Site Plan



LandDesign

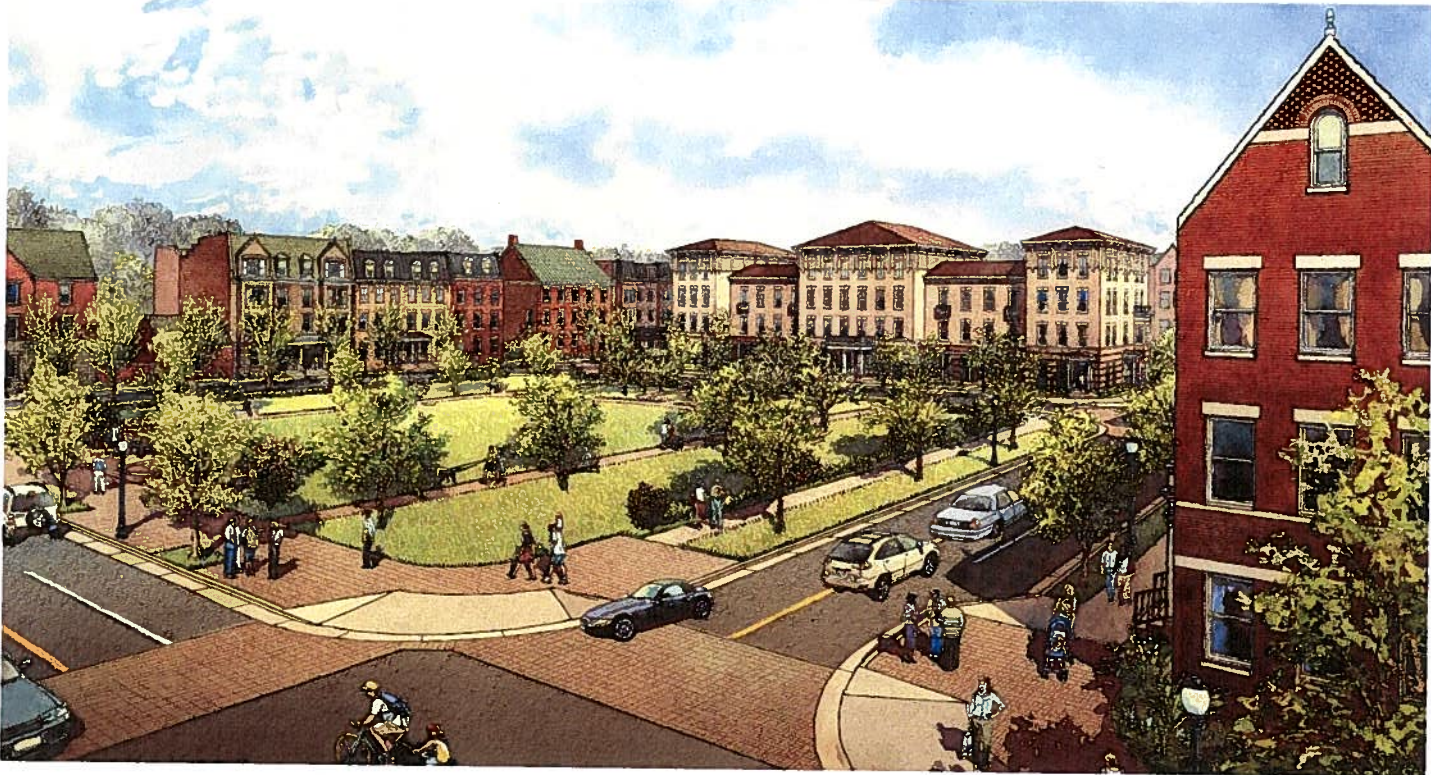
POTOMAC YARD  
PARTIAL LANDBAYS T AND J

DECEMBER 16, 2008 | LDP#2003155

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# Attachment # 2

## Neighborhood Open Space



## Attachment # 3 Elevations - Neighborhoods



### Wood Frame



### Victorian



### Craftsman



### Contemporary





East Main Street Elevations

Potomac Yard - Landbays I & J

October 31, 2008

A-1

RUST | ORLING  
ARCHITECTURE

## Mansion



Potomac Avenue Elevations

Potomac Yard - Landbays I & J

October 31, 2008

A-4a

RUST | ORLING  
ARCHITECTURE

## Eclectic

## Attachment #4 Howell Finger Park



## Attachment #5

### Potomac Avenue



## Attachment #6

**To: Alexandria Planning Commission and City Council**  
**From: Potomac Yard Design Advisory Committee (PYDAC), November 12, 2008**

**Re: Plan for partial landbay I and partial landbay J at Potomac Yard and its compliance with design guidelines**

PYDAC has reviewed the partial landbay I and partial landbay J proposal to ensure that it meets the Potomac Yard Urban Design Guidelines. PYDAC concludes that the proposal complies with the intent of the guidelines, as follows:

**Creating Neighborhoods.** The proposal provides an interconnected street grid and parks for each neighborhood as neighborhood amenities. All east west streets terminate their views at "Potomac Yard Park" landbay K. The interior streets are oriented east west as required by the guidelines for smaller scale residential streets.

**Neighborhood Open Spaces.** A series of finger parks and a town square that meets the minimum dimensions of the guidelines area provided in this proposal. The finger parks and the sidewalks of east-west streets lead to "Potomac Yard Park" landbay K.

**Pedestrian-Friendly Environment.** Sidewalks with shade trees are provided on both sides of all streets. A mid-block pedestrian walkway passes through the proposed development from south to north leading to the Town Center planned for landbay G.

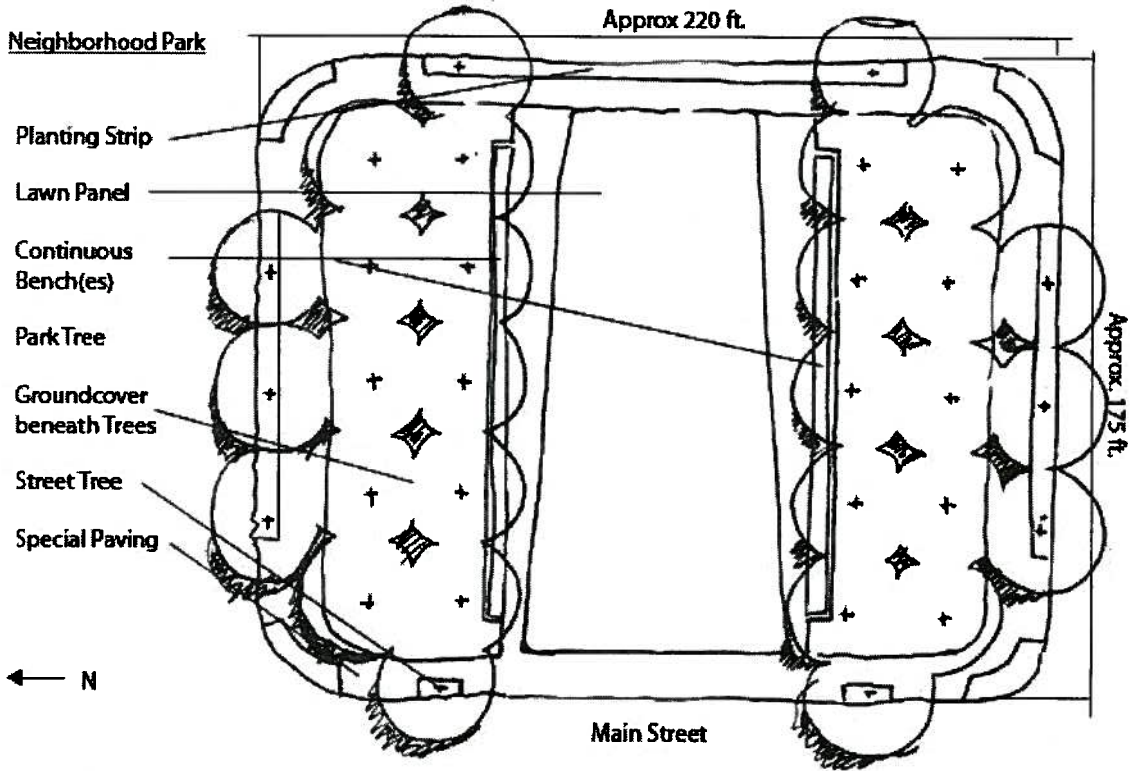
**Mix of Residential Building Types.** The proposal provides a mix of townhouses and stacked townhouses or urban lofts.

**Townhouse Design.** The proposed townhouses and stacked townhouses meet the guidelines with regard to frontage, orientation and setbacks. The heights of the buildings generally comply with the intent of the guidelines. PYDAC agrees with the recommendation that taller buildings should be constructed on the east side of the neighborhood park in the Landbay I portion of the project to frame the park as viewed from Main Street. PYDAC believes that taller buildings in this location is a desirable deviation from the strict application of the guidelines. They incorporate a variety of color, material and fenestration and are organized into a series of neighborhoods illustrating several styles of design drawn from older Alexandria neighborhoods.

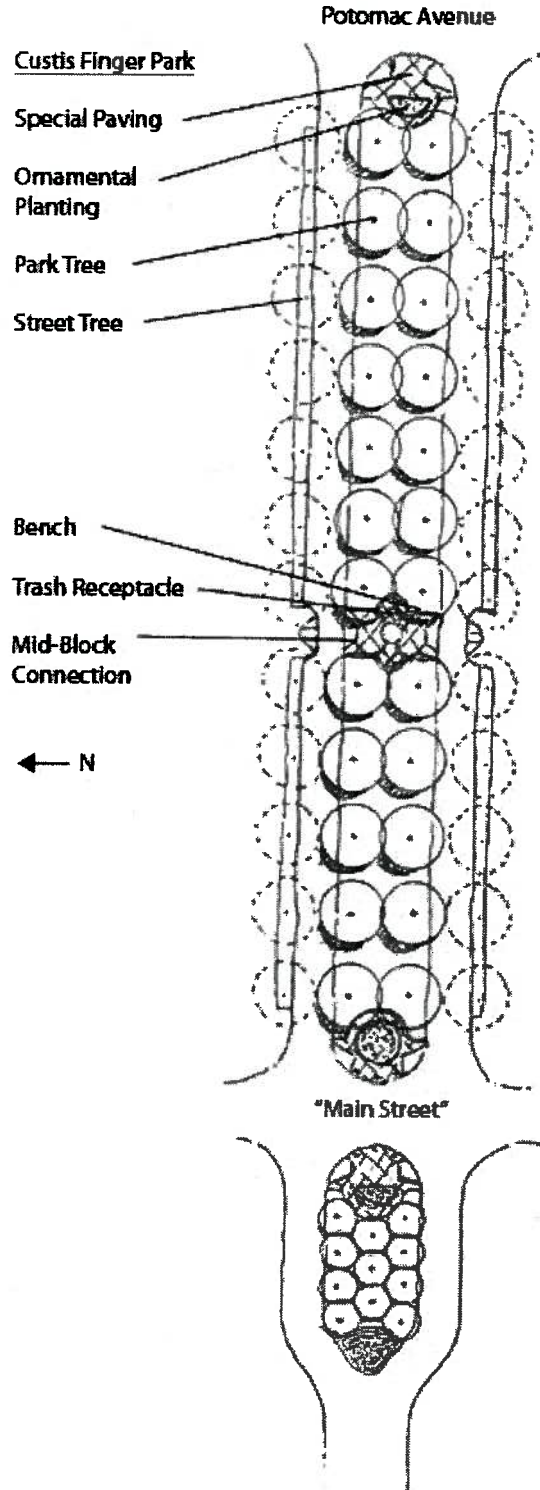
William Hendrickson  
Chair, PYDAC

WHD NE DD 12/29/08

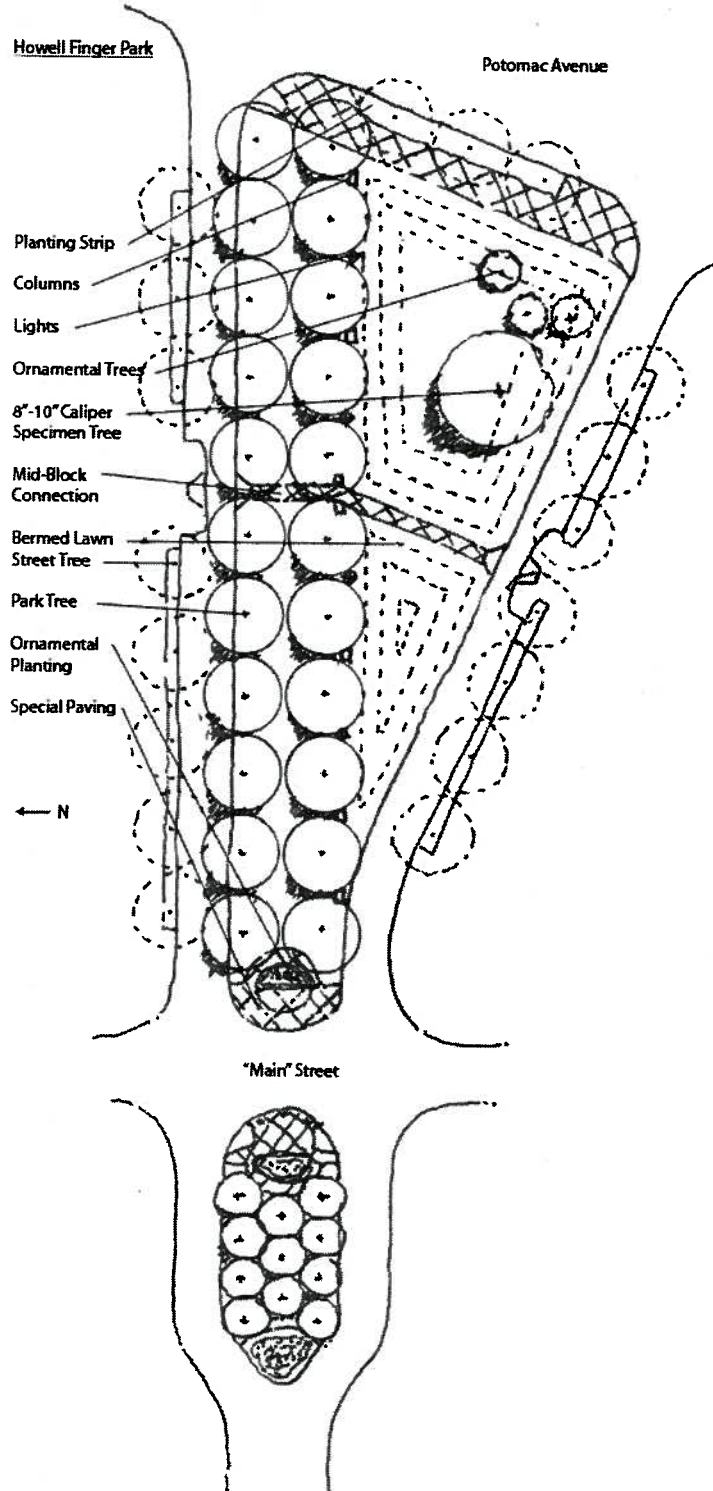
# Attachment #7



# Attachment #8



# Attachment #9



## Attachment #10

Docket Item #2-C  
SPECIAL USE PERMIT #99-0020  
POTOMAC YARD/POTOMAC GREENS

Planning Commission Special Meeting  
June 15, 1999

**ISSUE:** Consideration of a request for a special use permit for a transportation management plan (TMP) for the Potomac Yard/Potomac Greens development site.

**APPLICANT:** Commonwealth Atlantic Properties Inc.  
by J. Howard Middleton, Jr., attorney

**LOCATION:** 3601 Jefferson Davis Highway  
Potomac Yard/Potomac Greens site

**ZONE:** CDD-10/Coordinated Development District

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**CITY COUNCIL ACTION, SEPTEMBER 8, 1999:** Upon a motion by Councilwoman Pepper, seconded by Councilman Cleveland and carried unanimously, with respect to the application for a Transportation Management Plan special use permit for Potomac Yard/Potomac Greens, Council accepted the recommendation of the Planning Commission and approved this TMP special use permit, subject to all conditions set out in the staff report.

Vice Mayor Euille stated that this Council needs to commit itself to addressing transportation and traffic concerns city-wide, and should seriously consider the formation of a Special Task Force on Transportation.

**PLANNING COMMISSION ACTION, JUNE 15, 1999:** On a motion by Mr. Robinson, seconded by Mr. Dunn, the Planning Commission voted to recommend approval of the proposal, subject to all applicable codes and ordinances and the staff recommendations. The motion carried on a vote of 7 to 0.

**Reason:** The Planning Commission agreed with the staff analysis.

**Speakers:**

(See speakers list on item CDD #99-01, the Concept Plan for Potomac Yard.)



**STAFF RECOMMENDATION:**

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

1. All required TMP activities within the Potomac Yard/Potomac Greens tract, including those of the existing shopping center, shall be coordinated by a single TMP Coordinator (TMPC) for the project. TMPCs for individual projects or buildings within the project are also permitted-- and, in fact, encouraged--but the activities of these sub-area coordinators shall be overseen and coordinated by the TMPC for the project. This TMPC shall be designated for Potomac Yard/Potomac Greens upon application for the initial building permit for the project. The name, address, and telephone number of the TMPC shall be provided to the Office of Transit Services and Programs (OTS&P). The TMPC shall maintain an on-site office at Potomac Yard/Potomac Greens.
2. The TMPC shall promote the use of transit, carpooling/vanpooling, bicycling, telecommuting, the regional Guaranteed Ride Home and other components of the TMP with prospective residents/tenants/employees during marketing/leasing/new employee orientation.
3. The TMPC shall display and distribute information about transit, carpool/vanpool, bicycling, telecommuting and other TMP programs and services to residents/tenants/employees of the project, including maintaining, on site, stocks of appropriate bus schedules (DASH, Metrobus), information on Metrorail and Virginia Railway Express(VRE), Office of Transit Services and Programs' transportation brochure, and applications to the regional rideshare program. The information will be displayed in a central location in all commercial buildings and in common areas for all residential development.
4. The TMPC shall administer a ride-sharing program, including assisting in the formation of two person carpools and car/vanpools of three or more persons. The applicant will coordinate this effort with the City's Office of Transit Services and Programs.
5. The applicant shall fund, or shall require that individual builders and owners within the project fund a transportation fund, at an annual rate equal to \$60 per occupied residential unit and/or \$0.10 per occupied net square foot of commercial/retail space. First payment to fund shall be made with the issuance of initial Certificate of Occupancy (or when first tenant/owner moves in). The rate shall increase annually, beginning January 2000, by an amount equal to the rate of inflation for the previous year (1999), unless a waiver is obtained from the Director of T&ES.

The TMP fund shall be used exclusively for the following approved TMP activities:

- a) discounting the cost of transit fare media for residents/employees at the site;
- b) marketing and promotional materials to promote the TMP;
- c) subsidizing the cost of carpool/vanpool spaces;
- d) installation of bike racks, lockers, and transit displays;
- e) operation of a shuttle bus service;
- f) any other TMP activities as may be proposed by the applicant and approved by the director of T&ES.

The TMPC will provide semi-annual reports to the Office of Transit Services and Programs. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first Certificate of Occupancy.

Any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or may be paid the City for use in TMP support activities which benefit the site. The Director of T&ES may require that the funds be paid to the City upon determination that the applicant has not made reasonable effort to use the funds for TMP Programs.

6. Annual surveys shall be conducted to determine the number of residents/tenants/employees and their place of employment/residence, mode of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will become the basis for the Annual Report.
7. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. Also, this report, and each subsequent report shall identify, as of the end of the reporting period, the number of square feet of leased commercial/retail floor area and/or the number of occupied dwelling units and the number of employees and/or residents occupying such space.
8. Discounted bus and rail fare media shall be sold on-site to employees/residents of the project. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system's fare media requested by employees/residents and/or the Office of Transit Services and Program. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20% on the transit fare media sold to residents/tenants/employees at the project unless otherwise approved by the Director of T&ES.

9. The applicant will implement a parking management program that provides incentives for HOV use as follows:
  - a) Reserved carpool/vanpool spaces will be conveniently located near the building elevators;
  - b) Registered vanpools will be provided free parking;
  - c) Carpools of three (3) or more occupants, also registered, will receive a parking subsidy equal to one-half the single occupant vehicle monthly parking.
  - d) Monthly parking rates for single occupant vehicles will be consistent with comparable office buildings located in the site vicinity.
10. Bicycle racks shall be provided in quantities sufficient to meet demand. The developer will encourage tenants to include personal amenities (showers, lockers etc.) in their suites for those who wish to walk, run, or bike to work
11. 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 Director of T&ES.
13. The applicant will work with the City's OTS&P and the transit companies in the vicinity to encourage bus service in and to the site.
14. The applicant will provide space, of approximately 450 square feet, for a transit store in or near the area designated as the Town Center of the Potomac Yard development.
15. The applicant shall prepare, as part of its sales/leasing agreements, appropriate language to inform prospective buyers/tenants/residents of the TMP conditions.
16. Modifications to the approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.
17. The Director of T&ES shall review the transportation management plan in conjunction with the submission of the initial preliminary development plan for each Landbay and shall docket the transportation management plan for consideration by the Planning Commission and City Council if the director has determined that there are problems with the operation of the TMP and that new or revised conditions are needed.

## **APPENDIX G**

### **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

4. ~~[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)
- ~~24.~~ 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

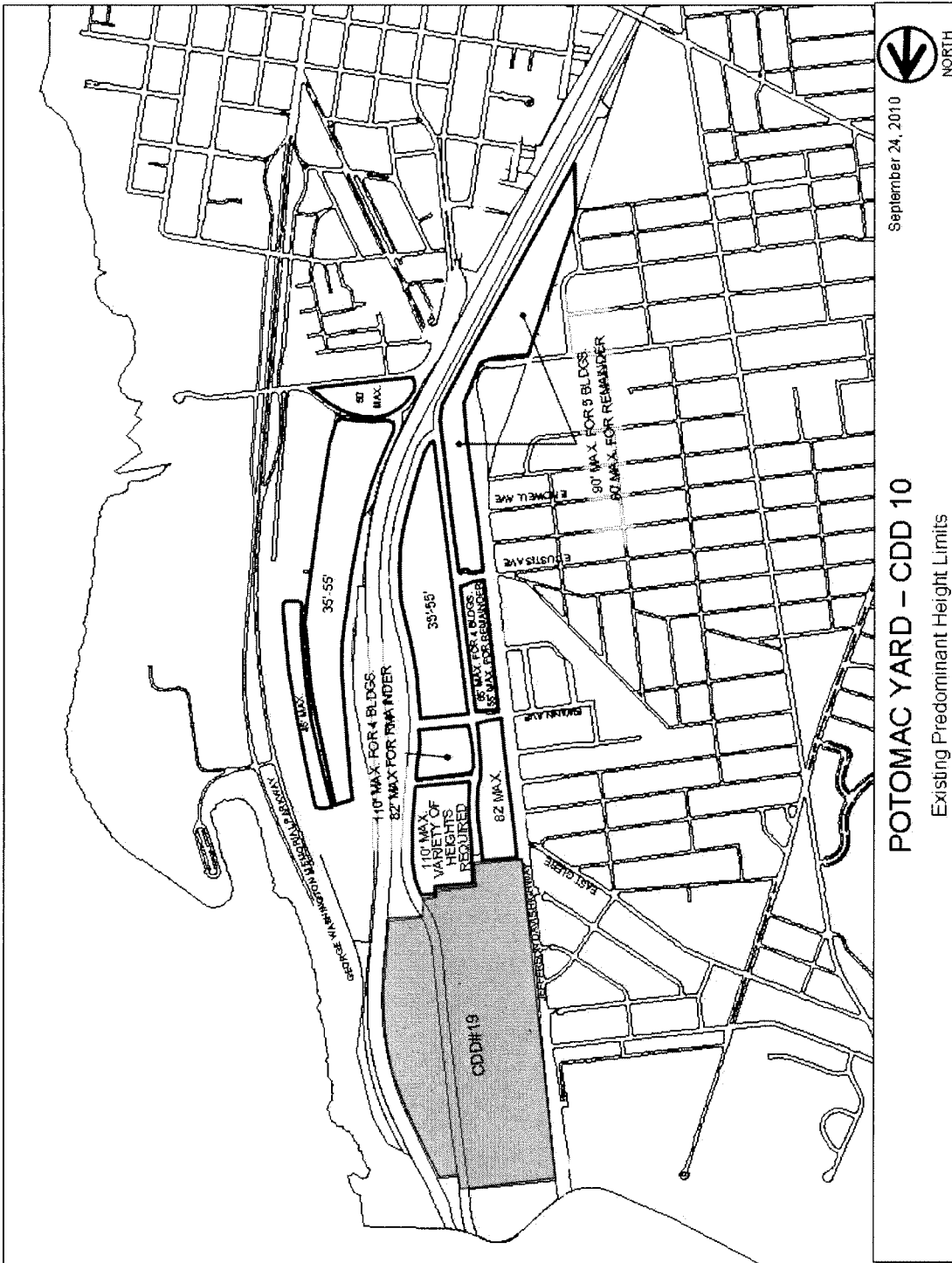
- C- 1 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C- 2 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as 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)

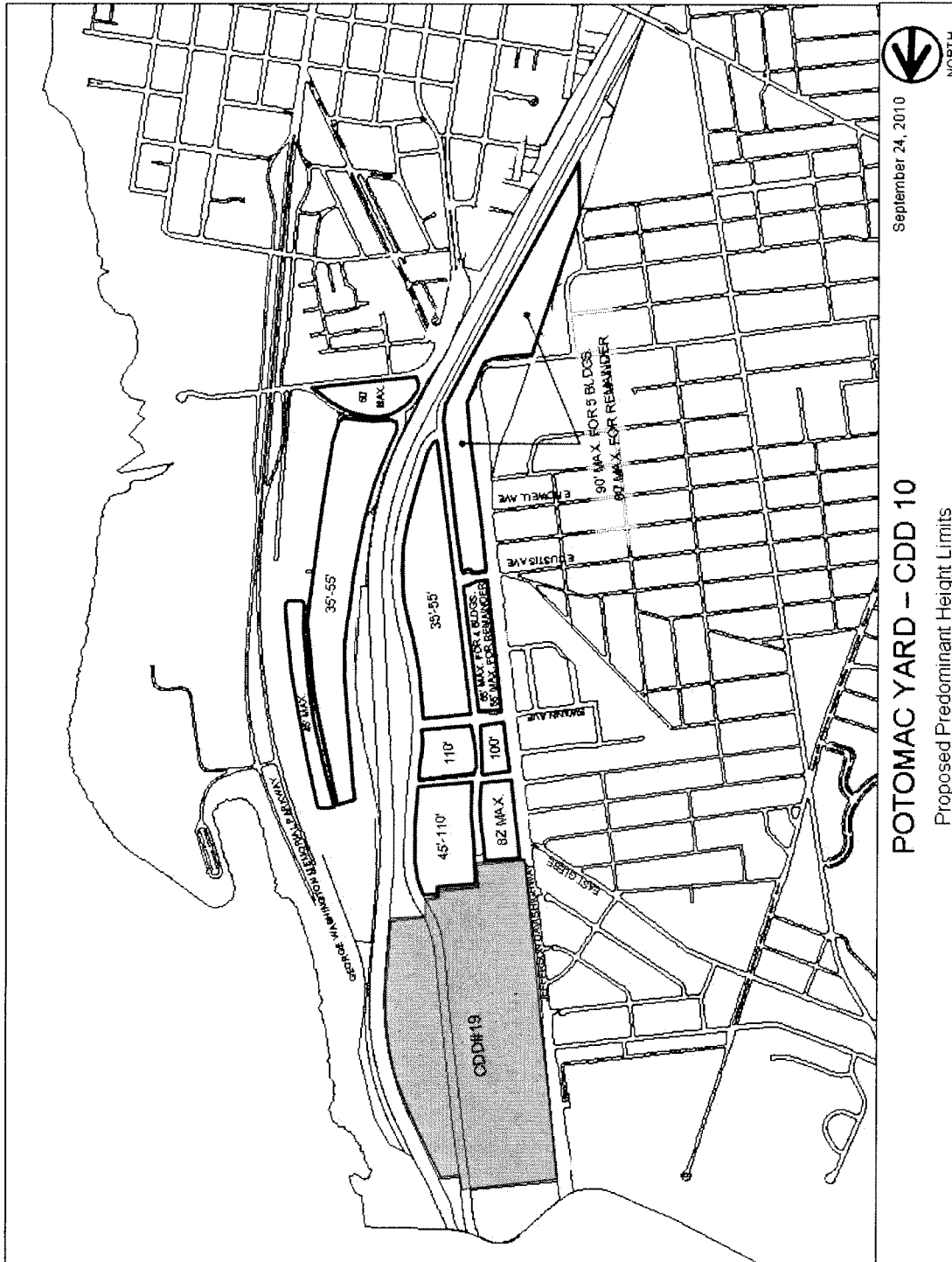
- C-10 Bond for the public improvements must be posted prior to release of the plan.
  - C-11 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.
  - C-12 All easements and/or dedications must be recorded prior to the 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 H i: Existing Predominate Height Limits



**POTOMAC YARD – CDD 10**  
Existing Predominant Height Limits

# Appendix H ii: Proposed Predominate Height Limits





**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  
Fairfax, VA 22030 Arlington, VA 22201  
**PROPERTY OWNER:** Same as Above  
Name: \_\_\_\_\_  
Address: \_\_\_\_\_

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

Signature  
703.528.4700 703.525.3197  
Telephone # Fax #  
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       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: \_\_\_\_\_

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<b>MPA #</b> <u>200-000-1</u>
<b>REZ #</b> _____

**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

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**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

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**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

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**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

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5  
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**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 21<sup>st</sup> Street, NW, Suite 720, Washington, DC 20036

**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.



- 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.

**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.

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.

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**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      c/o MRP Realty  
Suite 225      1310 N. Courthouse Road, #1100  
Fairfax, VA 22030      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  
City and State

*MCPuskar*  
Signature

703.528.4700      703.525.3197  
Telephone #      Fax #

22201      Revised September 22, 2010  
Zip Code      Date  
May 28, 2010

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

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

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

7 203

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

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

**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.

- 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.



**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.

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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 100<sup>th</sup> 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.



**APPLICATION**

**DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN**

DSUP# 2010-0012  
DSUP# 2010-0021  
SUP# 2010-0033  
SUP# 2010-0058

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

City and State \_\_\_\_\_ Zip Code \_\_\_\_\_

*M. C. Puskar*  
Signature  
703.528.4700 703.525.3197  
Telephone # Fax #  
cpuskar@ari.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: \_\_\_\_\_

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DSUP#010-0012  
DSUP#010-0021  
SUP#010-0033  
SUP#010-0058

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)**

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.

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Dsup# 0010-0012  
 Dsup# 0010-0021  
 Sup# 0010-0033  
 Sup# 0010-0058

**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 the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

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

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

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

Revised September 22, 2010  
 May 28, 2010

\_\_\_\_\_  
 Date Printed Name Signature

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**Alexandria City Council**

William Euille, Mayor  
Kerry Donely, Vice Mayor  
Frank Fannon IV  
Alicia Hughes  
Rob Krupicka  
Redella "Del" Pepper  
Paul Smedberg

**Planning Commission**

John Komoroske, Chair  
H. Stewart Dunn, Vice Chair  
Donna Fossum  
J. Lawrence Robinson  
Mary Lyman  
Jesse Jennings  
Eric Wagner

**Board of Zoning Appeals**

Harold Curry, Chair  
Mark Allen, Vice Chair  
Geoffrey Goodale  
David Lantzy  
Jennifer Lewis  
Eric Zander  
John Keegan

**Board of Architectural Review  
Old and Historic District**

Thomas Hulfish, Chair  
Oscar Fitzgerald, Vice Chair  
Arthur Keleher  
Wayne Neale  
Peter Smeallie  
James Spencer  
John Von Senden

**Board of Architectural Review**

**Parker-Gray District**

William Conkey, Chair  
Deborah Rankin, Vice Chair  
Christina Kelley  
H. Richard Lloyd, III  
Robert Duffy  
Douglas Meick  
Philip Moffat

Updated 5/1/2010

**Definition of business and financial relationship.**

Section 11-305 of the Zoning Ordinance defines a business or financial relationship as any of the following:

- (1) a direct one;
- (2) by way of an ownership entity in which the member or a member of his immediate household is a partner, employee, agent or attorney;
- (3) through a partner of the member or a member of his immediate household;
- (4) through a corporation in which any of them is an officer, director, employee, agent or attorney or holds 10 percent or more of the outstanding bonds or shares of stock of a particular class. In the case of a condominium, this threshold shall apply only if the applicant is the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium;
- (5) not as an ordinary customer or depositor relationship with a professional or other service provider, retail establishment, public utility or bank, which relationship shall not be considered a business or financial relationship;
- (6) created by the receipt by the member, or by a person, firm, corporation or committee on behalf of the member, of any gift or donation having a value of more than \$100, singularly or in the aggregate, during the 12-month period prior to the hearing on the application from the applicant.





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

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**4. How many employees, staff and other personnel do you expect?**

Specify time period (i.e. day, hour, or shift).

N/A

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**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

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B. How will the noise from patrons be controlled?

N/A

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

N/A

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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# 2010-0033  
Sup# 2010-0058

Development SUP # \_\_\_\_\_

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

N/A

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**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.

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**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

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

- \_\_\_\_\_ Standard spaces
- \_\_\_\_\_ Compact spaces
- \_\_\_\_\_ Handicapped accessible spaces
- \_\_\_\_\_ Other

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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

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DEUP# 2010-0019  
DEUP# 2010-0021  
SUP# 2010-0033  
SUP# 2010-0058

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May 28, 2010

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Sole General Partner:

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Dwp# 2010-0012  
 Dwp# 2010-0021  
 Syp# 2010-0033  
 Syp# 2010-0058

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 May 28, 2010  
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L	044.03-07-01	1400 Main Line Boulevard

Dsup #2010-0012  
Dsup #2010-0031  
Sup #2010-0033  
Sup #2010-0058

**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.
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Zoning Ordinance Text Amendment

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- 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.

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DSUP# 2010-0012  
DSUP# 2010-0021  
DSUP# 2010-0033  
DSUP# 2010-0058

- 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

## 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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DEP # 2010-0021  
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.

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