

Docket Item #9 A&B
Development Special Use Permit #2004-0048
Street Name Case #2006-0001

Planning Commission Meeting
October 3, 2006

ISSUE: Consideration of a request for approval of a development special use permit, with site plan, for the construction of residential, retail and office uses on Landbay H and part of Landbay I and approval of new street names.

APPLICANT: Potomac Yard Development, LLC
by Duncan Blair and M. Catharine Puskar, attorneys

LOCATION: 2501 Jefferson Davis Highway

ZONE: CDD #10/Coordinated Development District

**POTOMAC YARD
LANDBAY H & PARTIAL I - DSUP #2004-0048
STREET NAME - CASE #2006-0001
2501 JEFFERSON DAVIS HIGHWAY**

**Site Graphic
Available in the Planning and Zoning Office**

I. IMPACT/BENEFIT

IMPACT/BENEFIT	COMMENTS
Consistency with Strategic Plan	<ul style="list-style-type: none"> The proposal is a mixed-use project, with ground floor retail, office and residential uses, public parks, provides underground parking, with high quality building design all of which will help to provide an active and vibrant development for Potomac Yard.
Use	<ul style="list-style-type: none"> Neighborhood retail uses (approx. 4,851 s.f.). 65 residential multi-family uses (approx. 1700 sq.ft./unit). Stacked Townhouses/Townhouses (approx. 2500 sq.ft./unit). Office (approx. 51,616 sq.ft).
OpenSpace/Streetscape	<ul style="list-style-type: none"> A 0.42 acre Swann Finger Park to be dedicated to the City. A 0.27 acre publicly accessible neighborhood park. Approximately 6 % of site area is ground level open space.
Pedestrian	<ul style="list-style-type: none"> Landscaped midblock connections, benches, additional landscaping; pedestrian crosswalks, bulb-outs, and countdown signals; pedestrian-scale lighting, trash receptacles and bicycle parking.
Building Compatibility	<ul style="list-style-type: none"> The taller buildings will be located on Route 1 (50 ft.) and Potomac Avenue (45 ft) and the units within the central portion of the Landbay are generally 35-40 ft. The new buildings consists of high quality materials.
Affordable Housing	<ul style="list-style-type: none"> The applicant will make a total voluntary contribution of \$10.5M for Potomac Yard. Four units will be provided in Landbay H.
Parking	<ul style="list-style-type: none"> Most parking is located below-grade or accessed from alleys. 2.00 spaces/unit for townhouses, 1.75 spaces/unit for 2-Bedroom multi-family, 2.25 spaces/unit for 3-Bedroom multi-family. 1 space/450 sq.ft. office. 1.1 space/210 sq.ft. retail. Approximately 125 on-street parking spaces.
Environment	<ul style="list-style-type: none"> The proposed building will use green building elements such as recycled building materials, energy-efficient appliances, low emission paints, and high-efficiency mechanical equipment.
Fiscal	<ul style="list-style-type: none"> Total revenues projected for the redevelopment of Potomac Yard is approximately \$16M - \$17M at full build-out.

II. EXECUTIVE SUMMARY:

A. Overview:

The applicant is requesting approval of a development special use permit (DSUP) with site plan, subdivision, and new public streets for construction of a residential, retail and office development for Landbays H¹ within Potomac Yard. This proposal is for the third of the eight development landbays within the Potomac Yard CDD- Coordinated Development District to be redeveloped. Potomac Greens (Landbay A) is currently under construction and Potomac Plaza (Landbay C) has been completed and is occupied by retail uses.

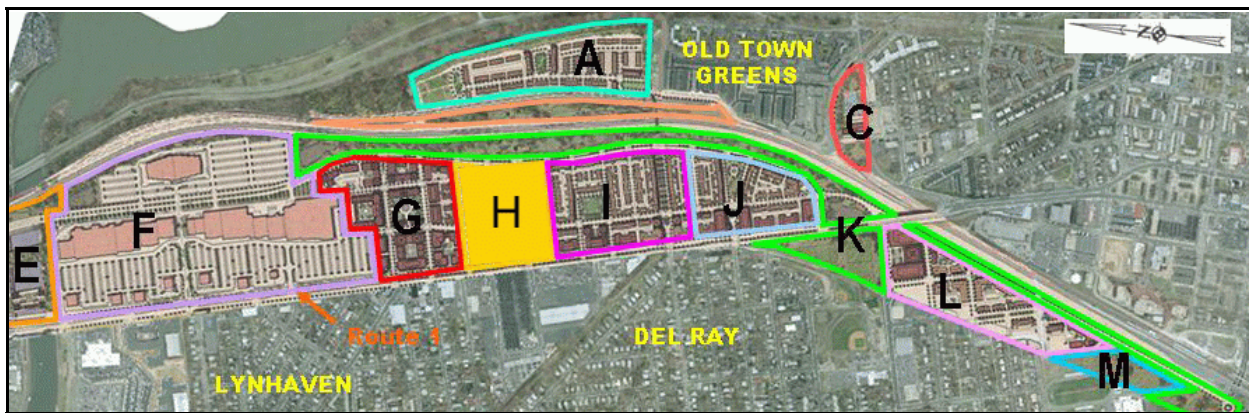


Figure 1: Illustrative Plan



Figure 2: Landbay H Site Plan

The proposal consists of the following:

- 16 acre site (Landbay H: 13.3 acres, Landbay I: 2.7 acres)
- 216 units (131 townhomes, 85 multi-family units);
- 51,616 sq.ft. office;
- 4,851 sq.ft. retail;
- 4 on-site affordable units;
- underground parking for the apartment and office buildings;
- alley access for residential garages;
- 3 publicly accessible parks; mid-block pedestrian connections; and
- 5 new blocks and 6 new public streets.

¹The proposal also includes a small amount of land, approximately 20 feet wide and a total of two and a half acres, from the adjacent Landbay I.

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The plan has evolved to address comments from the Planning Commission, PYDAC, other community stakeholders, and staff, and is now generally compliant with the Potomac Yard CDD Concept Plan and Design Guidelines. Staff is therefore recommending approval of the proposed site plan and subdivision plat for Landbay H. The Potomac Yard Design Advisory Committee (PYDAC), which was created to ensure compliance with the Guidelines, is also recommending approval of the project, formalized in their letter to the Planning Commission.

This proposal is significant because it is the first development within the main body of Potomac Yard. As such, it sets a precedent for the quality of future developments in the Yard. The review process for Landbay H was complex and involved balancing the high standards set by the Concept Plan and Design Guidelines with a realistic and workable development plan. In addressing the Concept Plan and Design Guidelines, the applicant had to revise some of the elements of the initial design in consideration of other elements that PYDAC, the Planning Commission, or staff found to be more important. While this may mean fewer townhouses to create more openness, it is the synergistic relationship of all these elements that ultimately lead to the creation of successful urban neighborhoods for Alexandria.



Figure 3: Neighborhoods

The proposal generally addresses all of the fundamental principles of the Potomac Yard plan, including a hierarchy of streets, parking accessed from alleyways, neighborhood parks and open spaces, distinct neighborhoods, a mix of uses, and walkability/connectivity. In addition, the proposal features the following:

- The location of the blocks and open spaces creates three distinct neighborhoods, with the public open space/parks serving as the center of each neighborhood.
- A variety of building materials and building types are used to create identity for the “neighborhoods” in the landbay.
- A north-south mid-block pedestrian connection bisects the landbay, providing additional pedestrian connectivity within the neighborhood, and to the other landbays north and south.



Figure 4: Route 1 Buildings- looking South

- Larger scale buildings (multi-family buildings, stacked townhouses) are located on the bigger streets of Route 1 and Potomac Avenue; smaller townhouse buildings are found on the smaller, interior streets.
- Retail uses are located in two corner buildings at the intersection of Swann Avenue and Main Street, strategically located to be accessible to pedestrians who live nearby and those using the adjacent local transit stops on Main Street.
- Edge treatments, detached garages, and front yards are introduced to add variety to the street environment.

The applicant has worked with staff to provide those elements required for the Potomac Yard development approval: a street grid, improved design and amenities for the open space and parks, a variety in building materials and building types, and other development features such as detached garages and front yards.. These improvements to the initial site plan have reduced the number of units by 16 from the applicant's initial plan.

B. Staff Conditions to Refine the Plan:

While the proposal is a generally good plan that is consistent with the intent of the Design Guidelines and the Potomac Yard Concept Plan, there remain elements of the proposal, such as open space, streetscape, building design and fire safety access, which need further refinement. These are addressed by the staff recommendations. Especially because this is the first of several future development plans for the Yard, it is essential that the details of these features be designed to be of the highest quality, appropriate for a visually prominent site such as this one. Therefore, staff has included a considerable number of conditions to ensure that the quality environment anticipated by the Plan and expected by the Council and Planning Commission is achieved. The primary elements addressed by the staff recommendations include:

- *Fire Station*
- *Character of Route 1*
- *Urban Design*

Fire Station

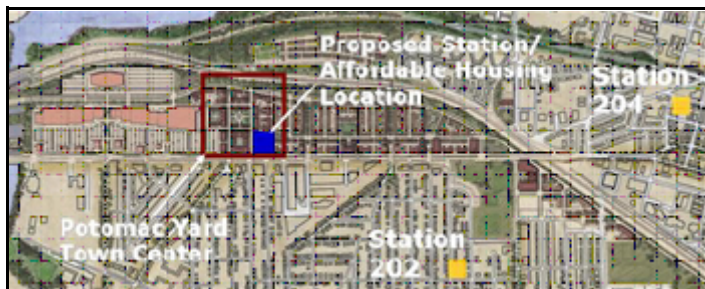


Figure 5. Location of Proposed Fire Station and Existing Fire Station locations

Fire Safety Access

An issue that continues to be discussed is fire for Landbay H and the potential construction of a three-bay fire station within Landbay G. Subsequent to the January 2006 submission of the Landbay H plan and in response to City requirements for fire, the applicant proposed construction of a fire station within

Landbay G. Staff then initiated an analysis of the technical feasibility of a Potomac Yard fire station, including an evaluation of response times, other nearby stations, the City's Capital Improvement Plan, including needed fire station renovations, and fire safety service city wide. One result of the analysis was the potential merger of the Windsor Avenue Station (Station 202) fire and emergency functions with a new Potomac Yard Station.

With the need for the proposal to be discussed in an open public process, a Fire Station Task Force was appointed, consisting of representatives from the different civic groups in the neighborhoods immediately surrounding the Windsor Fire Station. The Task Force met once a week from the middle of July to early September of 2006 to facilitate community meetings, gather community input, and determine the viability of a new fire station at Potomac Yard. The Task Force completed its findings and recommended approval of the Potomac Yard Fire Station to the Planning Commission and the City Council.

A thorough analysis of response times (discussed in more detail in the main body of this report), has led staff to recommend that the fire suppression units from the Windsor Avenue Station (Station 202) be relocated to Potomac Yard. Under this scenario, the ambulance-emergency medical services units and accompanying staff would remain at the Windsor site.

Affordable Housing

With the cost of land making new affordable housing a significant challenge for the City, the proposal for a new fire station presents an innovative and rare opportunity to locate affordable units over the new facility in Landbay G. The project would not require any land costs for the housing project and the City will be able to use the developer's affordable housing contribution most efficiently.

The applicant is committed to contributing a total of \$10.5 million towards the provision of affordable or workforce housing in Potomac Yard. Approximately \$6M of this contribution will be used by the City to leverage for other federal housing tax credits and affordable housing grants. The package of funding will allow the City to create at least 60 new units over the fire station in Potomac Yard. Given the permitted heights and footprint of the fire station, four levels of residences can be provided above the fire station, with parking provided underground. Assuming the \$6M is used for this proposal, the remaining \$4.5M from the developer contribution would be used to construct additional units in other areas of Potomac Yard.

In addition to the units proposed for the fire station, the applicant is providing 4 affordable units for the mixed-



Figure 6: Affordable Housing Location and Building

use building (Building E) at the intersection of Main and Swann Streets in Landbay H. Details of this proposal are discussed in the Staff Analysis section of this report.

C. Character of Route 1

Route 1 Buildings

The architectural mass, scale, and design of the buildings throughout Landbay H is essential to the success of Potomac Yard. However, the issue as it relates to the urban character on Route 1 has been the subject of extensive discussion and analysis by the Planning Commission, PYDAC, staff and the community. Although the Design Guidelines envision larger buildings for this larger street, similar to streets such as Washington Street, staff found that the buildings proposed along Route 1 were too long. In response, the applicant has reduced the building length and refined the design. While the lengths (162 ft for Building A, 160 for Building B and 198 ft for Building F) of the proposed buildings are still quite considerable, they are in keeping with the Design Guidelines, and are meant to provide a visual transition to the even taller height and larger scale of the future buildings in the Town Center (Landbay G) section of Route 1. For all of these reasons, staff recommends approval of the buildings adjacent to Route 1 as now proposed. While staff finds the design of these buildings to be consistent with the Design Guidelines, future landbays to the south will be required to incorporate a variety of building types, widths and lengths, thus providing a transition from south to north, and a variety of scales creating a high quality urban boulevard along Route 1.



Figure 7. Proposed Height of Route 1 Buildings

Potential Dedicated Transit

Another Route 1 discussion topic has been the possibility of providing dedicated transit lanes on this major north-south arterial. The buildings within Landbay H have been set back approximately 30 feet more than anticipated in the Design Guidelines to accommodate a potential transit corridor.

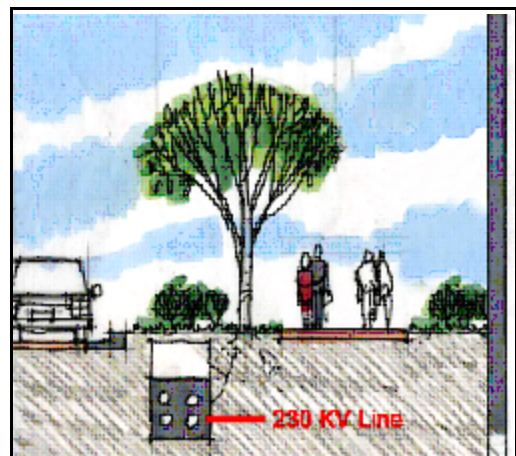


Figure 8. Section Drawing of Route 1 and 230 KV Line

230 KV Line:

The other considerable challenge for the streetscape on Route 1 is the presence of a 230 KV (kilo volt) line that generally parallels the western curb of Potomac Yard. The location of the line has forced the street to be located farther from the curb line anticipated by the Design Guidelines, and reduced the width for landscaping.

D. Urban Design

Buildings

While the buildings in the proposal are generally well-designed and comply with the intent of the Design Guidelines, it is critical that the final design and materials be of the highest quality. To ensure that all final buildings are constructed with the same level of detail and high quality materials, staff has added a recommendation which references a “pattern book” for the proposed buildings. The pattern book, included as an attachment to the staff report, ensures that the buildings of each unit type will feature appropriate architectural details and materials. Because of the size of the development and the number of units within the development, this mechanism is a reasonable way to ensure that the quality of design is preserved through completion of the project. In addition, staff has included recommendations requiring that green building and sustainable development elements be incorporated as part of each building.



Figure 9. Architectural Details

Pedestrian – Streetscape

As discussed in more detail in the body of this report, a significant number of recommendations have been added to ensure pedestrian connectivity and a high quality pedestrian environment. Mid-block pedestrian connections, alley-loaded garages, street trees and furniture, pedestrian-scaled lighting, bus shelters and pedestrian bulb-outs are provided throughout the site, the details of which will contribute to the urban experience at Potomac Yard. In addition, refinements in the building design for the purpose of enhancing the pedestrian experience include blank wall treatments, varying the building setbacks, and providing buildings with stoops, balconies, porches and other features meant to engage the pedestrian.

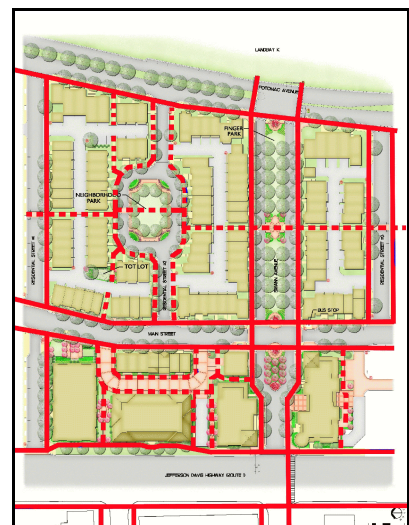


Figure 10. Pedestrian Connections

Open Space

The development provides approximately six percent (6%) open space, the minimum required by the Plan. The proposal incorporates two vital public parks as part of the proposal, totaling approximately 28,900 sq.ft. The Swann Finger Park will be dedicated to the City and the neighborhood park will have a public access easement and will be maintained by the Homeowners Association.

Recommendation

Staff recommends **approval** with each of the conditions outlined within the report.

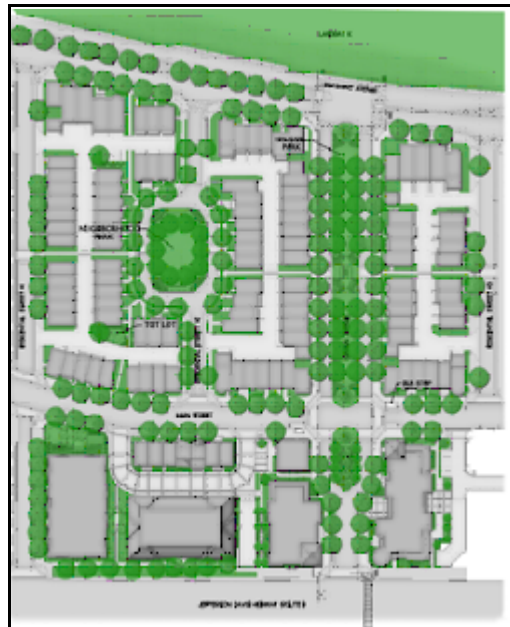


Figure 11: Open Space with Street Trees

III. BACKGROUND

A. Potomac Yard Development Approval

The Coordinated Development District Concept Plan (CDD #10, file number CDD #99-0001) which governs the Potomac Yard/Potomac Greens development, was approved by City Council in 1999. The CDD Concept Plan

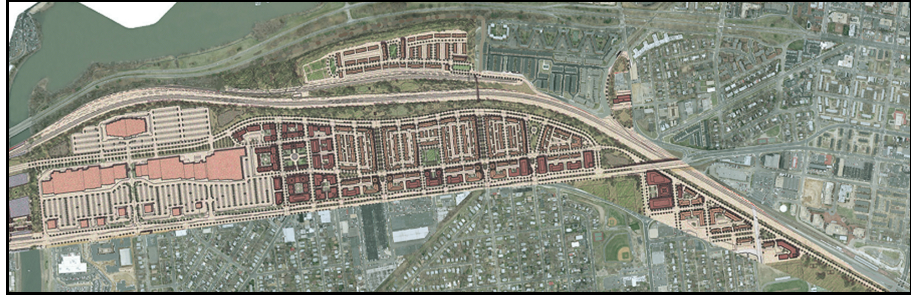


Figure 12. Illustrative Plan

was the culmination of almost 10 years of planning and development efforts for one of the most important redevelopment sites within the City. As originally approved, the Concept Plan did not include a new, straightened bridge, but did allow for it. With the Council decision and approval of a realigned Monroe Street Bridge, the Alternative Concept Plan became the operative plan for Potomac Yard. (For purposes of this staff report, any references to the Potomac Yard Plan is synonymous to the Alternative Concept Plan.).

The Concept Plan provides for a relatively moderate overall development density for Potomac Yard, with higher densities of mixed-use development concentrated within a new town center south of Potomac Yard Shopping Center. The following is a breakdown of approved building square footage for the Potomac Yard/Potomac Greens CDD.

Table 1. Maximum Development Approved For Potomac Yard/Potomac Greens Concept Plan, 1999

Office	1,900,000 sq.ft
Hotel	625 rooms
Retail	735,000 sq.ft.
Multi-Family	734 units
Stacked Townhouse	605 units
Townhouse	528 units
Residential	1,927 units

In addition to establishing development levels and uses for each parcel within the Potomac Yard, the Concept Plan governs the design and timing of open spaces, streets, utilities and other elements of the future development of the entire tract. The requirements of the Concept Plan

are set forth in two documents: the Concept Plan Conditions and Design Guidelines. The conditions include trigger events for required construction of infrastructure with, for example, specified levels of development on the site. The conditions also prescribe land required to be dedicated to the City as public parks, and require that other parkland be privately maintained yet publicly accessible through public access easements.

The Design Guidelines govern the type, amount, location and manner of redevelopment for the entire Potomac Yard site. They provide the general framework, principles and a vision for the new Potomac Yard development to be utilized in evaluating specific proposals. The Guidelines also prescribe detailed design criteria for critical aspects of the plan, including each major open space, each landbay and each development type (e.g., townhouses) and are discussed throughout this report.

B. Project Description

Existing Site Conditions

Potomac Yard is an unusually long and narrow site that slopes gently towards its southern tip. The site is relatively flat, with grade variation of 20 feet, and is currently vacant. Given its former use as an industrial site, there is no significant vegetation worthy of preserving. The soil is contaminated and the remediation plan for contamination was addressed in 1999 as part of the CDD review of the project. The 120-foot wide METRO train tracks divide the land parcel into two major areas, with Potomac Greens on the eastern half and the main body of Potomac Yard to the west of the tracks. Landbay H is the third landbay to be developed in CDD#10, and the first to be developed in the main body Potomac Yard.



Figure 13. Existing Site Conditions (Top: View south with new Route 1 Bridge in the foreground; Bottom: Views west of Route 1)

The site is approximately 16 acres and consists of 13.28 acres of Landbay H and 2.67 acres of Landbay I. The site is located approximately 1200 feet to the south of the existing 600,000 sq.ft. retail center which includes the Shoppers Food Warehouse and Target. The site is bounded immediately to the north by Landbay G (the Town Center) and to the south by the remainder of

Landbay I (a primarily residential but mixed-use development). To the east of the site, across Potomac Avenue, is Landbay K (Potomac Yard Park). Route 1 borders the site on the west. Across Route 1, to the west, are primarily small commercial or light industrial uses.

Overall Development Proposal

The proposed project includes a mix of uses and building types:

- 103 residential townhouses
- 113 multi-family condominiums
- 51,616 square feet of commercial space
- 4,851 square feet of ground floor retail
- 32,400 square feet of parkland
- 8,700 square feet of useable open space

In conjunction with the buildings to be developed within this landbay, the applicant has proposed a fire station with sixty (60) units of affordable housing in Landbay G (Town Center) to meet fire requirements for Landbay H. The section of Landbay K, Potomac Park, that is immediately east of the project area.



Figure 14. Landbay H Site Plan

Streets – Street Grid

Street Hierarchy

The site is defined by a hierarchy of streets based on function. Potomac Avenue and Route 1 are the major north-south streets, serving as entry boulevards connecting the proposed new neighborhoods in Landbay H to the rest of Potomac Yard, Alexandria and Arlington. Main Street the north-south neighborhood street, links Landbay H to all the other neighborhoods in Potomac Yard, and is meant for pedestrian activities. Swann Avenue and what is now called Residential Street 1 are the main east-west spines that link the development site to the existing neighborhoods west of Route 1. Residential streets 1, 2, and 3, provide internal access to the clusters of rowhouses, stacked townhouses, and multi-family buildings proposed, while a system of alleys provides garage access to the residential units. West of Main Street, mixed-use buildings with ground floor retail and office uses or residential uses at the upper floors, flank both sides of Swann Avenue, and line Route 1.



Figure 15. Street Hierarchy

Secondary Accessways

The Concept Plan states expressly that the redevelopment of Potomac Yard must be designed to be compatible with the existing historical context of the neighborhoods west of Route 1. The residential plan is designed to include alleys behind the townhouses to provide access to vehicles for parking and trash services, as exists in several of the adjacent neighborhoods. Staff has worked with the applicant to reduce the size and amount of pavement associated with the alleys, and especially at the openings to the alleys, so that these secondary accessways do not appear or function as the primary residential streets in the development. In this way, the alleys retain the roadway hierarchy as secondary accessways and help ensure that they are similar in scale, function and visibility to the alleys in Del Ray, Lynnhaven and Old Town.

Block Dimensions by Land Uses

The blocks east of Main Street are oriented along an east-west axis, to be consistent with the block patterns of the existing neighborhoods west of Route 1, while the one block west of Main Street is arranged with its length abutting Route 1 to provide a more expressive street wall for that major street. Block dimensions are specified in the CDD Design Guidelines. For Landbay H, the Design Guidelines specify that each block shall be no more than 1,450 feet in total perimeter frontage, and no more than 500 feet in any one direction.



Figure 16: Block Plan

Regional Open Space Network

The Potomac Yard Park (Landbay K), which runs along the eastern edge of Potomac Avenue, is part of the regional park system planned in conjunction with the development of the Swann Neighborhood. This Park will ultimately be linked to other regional parks through Potomac Avenue and the finger parks, including the Swann Finger Park, which provides the pedestrian access to Potomac Park from the existing neighborhoods west of Route 1. The design for Landbay K is still being developed and will be presented to the Planning Commission and City Council for approval later this year.

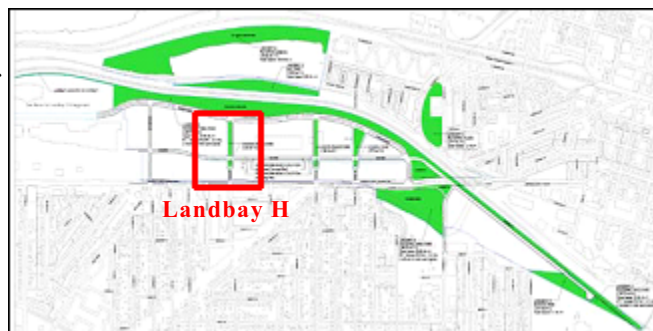


Figure 17: Regional Open Space

Open Space - Parkland

The open spaces are strategically located to serve as organizing elements for the buildings in the development. There are three main parks associated with Landbay H. The Concept Plan and Design Guidelines require a neighborhood park of at least 10,900 square feet or 0.25 acres with minimum dimensions of 60 ft. by 100 ft. for passive recreational use by neighborhood residents, in addition to a 42 foot wide Swann Finger Park. The proposed rectangular neighborhood park, measuring approximately 90 ft. by 135 ft., serves as the main square/open space for the townhouses clustered around it, and is designed to promote wider neighborhood accessibility and use. Swann Finger Park is 42 feet wide, extends east-west through the project site, and provides a place for passive recreation. A tot lot, located amidst the townhouses, play area. These parks are also intended to parks planned for the other landbays pedestrian connections and streets.

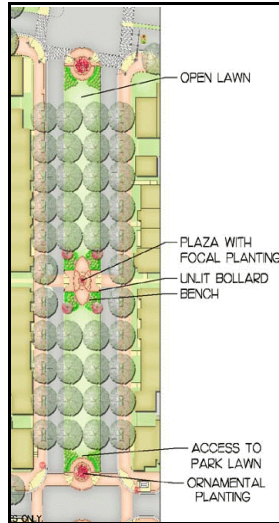


Figure 18. Finger Park

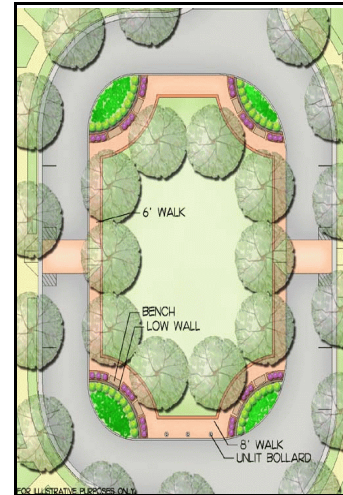


Figure 19. Neighborhood Park

provides an outdoor be connected to the through a system of

Residential Building Types

The development includes two main building types: residential townhouse units and larger, mixed use buildings. There are two types of townhouse units in the project - the traditional townhouse, and the stacked townhouse, where one unit is on top of the other. The proposed rear-loaded townhouse unit types vary in width from 20 ft. to 24 ft., in height from approximately 30 ft. to 45 ft., and range in size from approximately 1,500 to 4,500 sq.ft. In keeping with the Concept Plan and Design Guidelines, the buildings incorporate a variety of architectural styles and a variety of colors, materials and fenestration patterns in order to provide articulation of the street wall and variations among the units. The proposed materials are high quality, such as brick and cementitious siding.



Figure 20. Street Elevations of North End Residential



Figure 21. Street Elevations along Landbay I

The townhouses along the northern edge of the project are designed to resemble the style of warehouses, to smoothly transition from the more traditional style of townhouses in the core of Landbay H to the more contemporary look planned for the Town Center (Landbay G). Along the eastern edge, fronting Potomac Avenue and fronting the Park, the townhouses are designed to look like “grander” homes as are often seen abutting parks or grand boulevards.

The west edge of the neighborhood is characterized by larger mixed-use buildings along Route 1. These buildings (Buildings A, B, D and F) have a greater setback from the street curb than the three other edges, and buffer the residential buildings in the core of Landbay H from the busy street.

Retail Use

The project proposes 4,851 s.f. of retail to be located at the most prominent node in the neighborhood – the intersection of Main Street and Swann Avenue – to serve as a neighborhood retail center catering to the convenience shopping needs of the residents. In addition, the ground floors of the buildings between Route 1 and Main Street, facing Swann Avenue, have been treated with high ceilings so that, should market demand require additional retail in the future, these locations can easily be converted from their current uses to retail uses.



Figure 22: Retail Location (red fill) and Possible Expansion Areas (red cross hatch)

IV. ZONING

The Potomac Yard CDD Concept Plan and Design Guidelines prescribe the standards typically found in the zoning ordinance such as building height, open space allotment, and setbacks. These are discussed in detail under the Staff Analysis portion of this report.

POTOMAC YARD LANDBAY H		
Property Address:	2501 Jefferson Davis Highway	
Total Site Area:	15.95 acres (13.28 acres in Landbay H and 2.67 acres in Landbay I)	
Zone:	Coordinated Development District (CDD) #10	
Current Use:	Vacant	
Proposed Uses:	Mixed-Use, Attached Residential (Townhouses and Multi-family)	
	<u>Permitted/Required</u>	<u>Proposed</u>
Height	35' (single family townhouses) 45' (stacked townhouses) 55' max. for Route 1 Bldgs.	Up to 35' for townhouses 45' for stacked townhouses 50' max. for Route 1 buildings except for tower elements
Open Space	Neighborhood Park - .25 acres Swann Finger Park - 0.4 acres Min. 42 ft. wide	Approx. 0.275 acres (90 ft. x 135 ft.) Approx. 0.42 acres (42 ft. x 440 ft.)
Parking	Off-street: 651 spaces (includes 85 spaces (15%) visitor parking)	702 spaces (min. 100 on-street)

V. STAFF ANALYSIS:

Review of the proposal for this landbay has generated significant discussion regarding issues such as scale, compatibility, transit, open space, pedestrian amenities, quality of the buildings, affordable housing and fire. Any good development requires a balance of all of these issues. The issue of balancing becomes very apparent with the issue of fire as discussed in more detail below. Potomac Yard was intended to be a series of urban neighborhoods with a mix of uses and a development that helps tie together the adjoining neighbourhoods of Del Ray, Lynhaven, Northeast and Old Town. All of these great neighborhoods are characterized by good architecture, great pedestrian spaces, a mix of uses, and streets designed not solely for cars but also pedestrians. All of these have been incorporated as the underlying principles of Potomac Yard.

To address these principles, the requirements of the Plan and comments by the Commission, PYDAC, staff, and the community, the plan has been revised to include:

- Right-of-way on Route 1 for possible dedicated transit;
- On-site affordable units;
- Detached garages;
- Variety in unit types and design;
- Changes and refinement to the Route 1 buildings;
- Enhanced design and elements for the parks; and
- Pedestrian improvements.

While the proposal complies with the intent of the Potomac Yard Plan, staff identified a number of issues which had to be addressed further through the recommended conditions. A discussion of the primary issues follows:

A. Fire:

One of the most difficult issues with the development proposal remains unresolved, and relates to the question of the potential for a new fire station in Landbay G (Town Center) of Potomac Yard. The applicant has proposed the new facility to address the City's need for improved fire for many of the townhouse units. The same fire issue will arise in the development of future landbays within the Yard because it relates to urban design principles prescribed by the Concept Plan and Design Guidelines. While the question arose as the solution to a technical site planning issue, it has evolved to encompass larger issues and opportunities for the City, including its overall fire service capabilities, proper fiscal planning, affordable housing, and community needs.

Process - Task Force Recommendation

In response to the applicant's proposal for a fire station in Landbay G, staff analyzed its technical merits and found that the applicant's solution satisfies the City's requirements for adequate fire protection in Landbay H. Staff also scheduled a series of meetings in May and June to discuss the issue, including a work session with the Planning Commission, and meetings with PYDAC and various community groups. In response to community concerns aired at those meetings, two actions were taken. First, City Council created the Potomac Yard Fire Station and Affordable Housing Task Force in June. Second, the scheduled public hearings for consideration of the DSUP for Landbay H were postponed from September to October 2006 in order to allow adequate time for community input on the fire station.

The Task Force was created to facilitate community input, evaluate the benefits and impacts of the proposal, and make a recommendation to the City regarding a new fire station in Potomac Yard, relocating the fire suppression unit from Station 202 (Windsor Avenue) to the new fire station, and provision of 60 units of affordable housing above the fire station. The Task Force met weekly from early July until early September and successfully created both a forum for citizens' concerns and a separate body to scrutinize the fire station proposal for its soundness, merit and potential negative impacts. In order to analyze the many issues raised by citizens,

City staff assisted the Task Force by presenting background information, answering questions, and keeping records of the minutes of the meetings. All Task Force hand-outs, visual presentations, and meeting minutes were posted on the Potomac Yard section of the City's website.

In its September 15, 2006 memo to City Council, the Task Force made the following favorable recommendations regarding the fire station proposal:

- A new fire station should be built in Potomac Yard, as proposed, in Landbay G;
- The developer should pay all the costs to construct a four-bay fire station;
- If the developer does not pay for a fourth bay in the fire station, the City should assume the cost and conduct public meetings to collect community input;
- Only the fire suppression function should be moved from the Windsor Avenue station to the Yard; the emergency medical function should remain at Windsor;
- Engines in Station 209, along with engines and other emergency vehicles in 8 fire stations east of Route 1, should be equipped with "Mobile Infrared Transmitters For Emergency Vehicles"; and
- The City and developer shall ensure that sound and vibrations caused by engines from Fire Station 209 are mitigated for the benefit of the residences above the fire station.

Fire Station Proposal:

The applicant has proposed to construct a three-bay fire station with underground parking and approximately 60 affordable dwelling units on four floors above the fire station within Landbay G. Once construction is completed, the City will own the fire station and transfer ownership of the affordable housing to a qualified non-profit agency that will manage the property going forward.

Analysis:

Origin of the Fire Station Idea

The original fire station idea responded to site planning issues in the Landbay H design as currently proposed. The size and shape of several corners, specifically where alleys meet residential streets, and the fact that townhouse buildings are located close to the street create some difficult and tight turning movements for fire trucks. Although the units are being

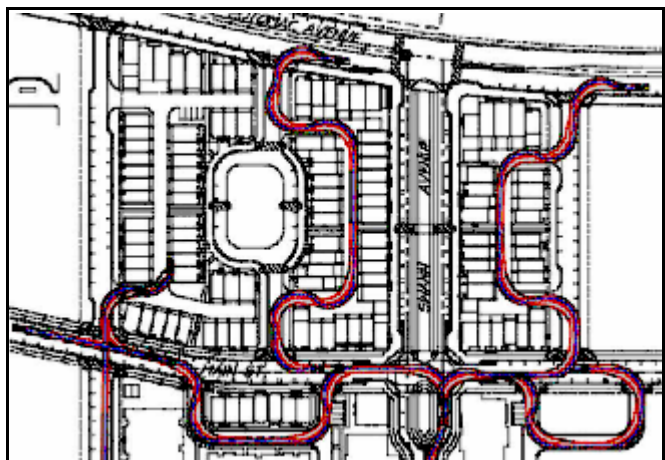


Figure 23: Turning Movements of Fire Trucks traveling South

built with sprinkler systems, the City requires that improved fire to the alleys also be made available.

One solution is for the alleys to be made larger, and to reduce the number of townhouse units. Staff did not support that solution, because the result is a more suburban design solution. The alternative solution to wider alleys is the construction of a new fire station in Landbay G (Town Center) of Potomac Yard to reduce response time to fires within Potomac Yard. Analysis of this proposal showed that a new station in the Yard would not only address the time delays that might come about as a result of the turning radius problem at Potomac Yard, but would also increase fire to Del Ray and the city as a whole, save money long term, and accommodate additional affordable housing units.

Community Concerns

The Del Ray neighborhood has not embraced the fire station proposal. Concerned about the loss of fire suppression equipment currently located in the middle of their neighborhood at 213 East Windsor Avenue, representatives of the neighborhood have been expressed concern about the idea. The assumption that moving the fire fighting function will result in less fire protection is understandable and instinctive. However, the technical analysis of fire shows that, given the practical reality of the existing fire fighting system and response times, the addition of more and better roads for access in Potomac Yard, and especially by retaining the emergency medical function at the Windsor Avenue station, the actual fire protection for the neighborhood still meets the response goals of the City.

Benefits of a New Fire Station

The Fire Department has concluded that a new fire station at Potomac Yard will enhance fire protection services for Del Ray and Potomac Yard, and also for the greater regional area of Alexandria. It will also address several operational challenges in Station 202. The specific proposal is to move the one fire truck now housed at Station 202, with its associated equipment and personnel, to the new fire station at the Yard, and to leave the emergency medical function, with its equipment and personnel at the Windsor Avenue facility. It should be noted that the EMS service will remain at the Windsor Avenue station indefinitely and there is no plan to close the station.

1. Response Time Improvement

The Task Force spent considerable time discussing the effect of a new station in Potomac Yard on the ability of the Fire Department to respond to fire emergencies in Del Ray, a neighborhood with older homes and several schools. Fire Department staff cited several factors which lead to the conclusion that response time will be the same or actually improve for most of the Del Ray homes and schools.

First, as part of its technical analysis, Fire Department personnel used maps to demonstrate areas of emergency coverage within a 4-minute response time (which is better than the national

average) if a new fire station is built. The maps show overlapping fire response for most of the areas in the vicinity of Potomac Yard such as Arlandria, Del Ray, Lynhaven, and Mount Jefferson. In addition, computer-simulated analyses show that the total area of coverage for fire suppression will improve with the relocation of fire apparatus to the new fire station in Potomac Yard. However, the emergency services need to stay in Station 202 because EMT coverage, which is not available in all fire stations in the City, will be negatively impacted if moved to the new fire station. Additionally, the impacts to schools and older homes are negligible, because data showed that school 9-1-1 calls were historically minimal and the age of the homes is not a factor in fire incidences.

Second, the regional mutual aid agreement among the Fire Departments of Alexandria, Arlington and Fairfax Counties makes the specific relationship of the Windsor Avenue station less important to its immediate neighbors than was historically true. Under that agreement, a call for fire assistance is relayed to a central source, and the closest equipment available at that time is sent to address the emergency. Thus, it is common for a fire truck from other parts of Alexandria, Arlington, or Fairfax County to respond first if the fire truck in Station 202 is not available.

2. *Improved Fire Station Facilities*

The current Windsor Avenue station, Station 202, was constructed approximately 100 years ago as a Town Hall for the former Town of Potomac (now the neighborhood of Del Ray), and later retrofitted as a fire station. As such, the bay height clearances are lower, appropriate to the smaller fire engines used when the station was first opened. Today, the bays are not large enough to accommodate modern fire trucks, which are significantly taller and longer than previous models. The existing fire truck in Station 202 is forced to use smaller tires than is typical in order to avoid hitting the opening and the structural ceiling of the fire station.



Figure 24: Windsor Avenue Fire Station

In addition to accommodating modern firefighting apparatus, the new station will be able to house the increasing number of female firefighting personnel. Station 202's sleeping quarters were designed for one-gender use only, in barracks style conditions. A new fire station can meet the needs of fire personnel more adequately by providing individual sleeping quarters and bathroom facilities that are gender specific.

Finally, Station 202 lacks adequate storage space, especially important for hazardous material equipment storage, which is currently stored outside the facility and exposed to extreme weather conditions. The new station will be designed to accommodate indoor HAZMAT storage, to better preserve the life of the equipment.

3. Affordable Housing Benefits

Another potential benefit, though not related to fire protection, is the opportunity to locate 60 units of affordable housing above the fire station. The benefits of any affordable housing as part of the new Potomac Yard neighborhoods is significant – and sixty new units is an especially large addition to the City’s affordable housing supply. However, the most beneficial aspect of the fire station/affordable housing proposal to the City is the fact that the City will not have to pay for the land on which the housing units are built, which is typically the most expensive part of the affordable housing equation, and often the critical impediment for efficient use of developer contributions. Therefore, by coupling the benefit of the fire station with the affordable housing, the City avoids the cost of purchasing land for affordable housing, allowing its housing dollars to produce a larger number of units than would typically be the case.

Further discussion of the affordable housing component of the fire station can be found in the affordable housing section of the staff analysis.

Cost of Operating A New Station

Finally, the Task Force looked at projected revenues from the Potomac Yard development to determine whether the City could build both a new Potomac Yard fire station and retain the existing fire function at Station 202. The total revenues projected to be collected from Potomac Yard are approximately \$16,000,000 to \$17,000,000 over an approximately 10-15 year period. However, revenues from Potomac Yard like other developments in the City, are already planned for capital investments, government services, public education and specifically, the possible construction of a dedicated transit service for Route 1. The Homeland Security Grant that the City received from the federal government was also suggested as an alternative source of funds, but these sources are restricted to anti-terrorism related functions, and cannot be used for fire protection services.

Ultimately, the Task Force determined that the developer’s proposal to build a fire station at Potomac Yard and relocate the fire suppression function from the Windsor Avenue station to the station at Potomac Yard is fiscally beneficial for the following reasons:

- The costs of operating the new station are relatively the same as continuing the function at Station 202.
- Continuing the function at Windsor Avenue will cost additional funds for improvements.
- The cost of constructing a new fire station will not be borne by the City but by the developer, thus preserving funds for other public purposes.

Other Issues Considered by the Task Force

Turning Radius Issue

One of the issues raised has been whether the rights-of-ways are too narrow in Landbay H. The streets in Potomac Yard are 64 ft. (or wider), comparable to the typical 66 ft. right-of-way width in Old Town, which clearly accommodates fire trucks adequately. The area of conflict that leads to the fire issue is the geometry of the curb radii of the blocks in Potomac Yard, in relation to the length of the fire trucks.

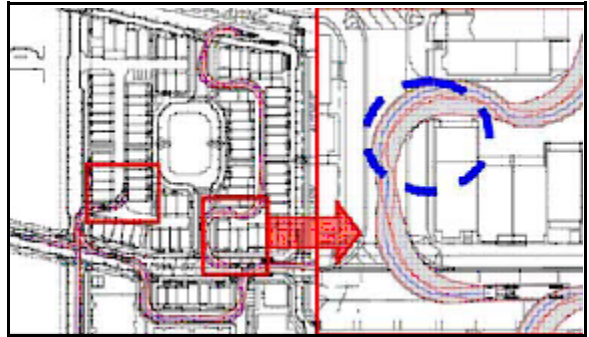


Figure 25. Turning Movements

Computer-simulated models reflecting the conflict show the worst-case scenarios with the largest apparatus owned by Arlington, Fairfax and Alexandria. As such, these models account for the rare times when the conflicts could occur. In part, the turning radius is impacted by the proximity of the buildings at the alley opening and at the turning radii. The purpose of the urban alley dimensions is to have the terminus of the alleys unnoticed or “hidden” by screening the views of the alleys.

City Review Process And Timing Of Proposal

The community questioned what appeared to be the City’s seemingly late determination of a need for a fire station in relation to the Potomac Yard project, and specifically whether the issue should have been addressed during the CDD Concept Plan review in 1999. Staff explained that the 1999 approval did not require the construction of a fire station for two reasons. First, the Concept Plan represents conformance with the Design Guidelines to address urban design principles in a general way, and not to address site specific conditions such as turning radii or fire truck access. This level of detail is reviewed by staff at the site plan review stage (the most recent stage of review). What the then Fire Chief did determine in 1999 was that based on existing stations and response times, fire protection services were adequate to serve Potomac Yard at full build out. And in fact, this remains true today, if the site plan were changed to increase the openings and turning radii of the alleys.

It was during the site plan review stage that the level of detail became available to alert the Fire Department staff to the limited turning radius of the alleys as laid out in this proposal and prompted the investigation into the possibility of a new Potomac Yard fire station. And in turn, it was that proposal which brought into play all the other issues and opportunities – overall fire service capabilities, proper fiscal planning, affordable housing, and community needs – discussed in detail in this analysis.

City Plans For Future Use Of Fire Station 202

People living closest to Station 202 appeared before the Task Force to express their concern over the loss of a community facility that not only serves as a fire suppression and EMS facility, but has been recognized as a civic-cultural asset. Fire Station 202 has intrinsic value to the residents and fire department personnel have established personal relationships with the

families who live nearby. They were concerned that the EMS services may also move and the fire station building will be used as a storage facility, which would mean a loss of its cultural functions. Because of its architectural-historic significance as the town hall for the Town of Potomac, the community wants a commitment from the City to preserve its cultural functions. Staff responded by assuring the community that there is no plan to move the EMS unit from Station 202, since it is necessary to maintain adequate coverage in the area. Staff also informed the community that any proposed alternative uses for the spaces that will be vacated due to the relocation of the fire apparatus and personnel will require additional community input, and eventual approval by the City Council. This will ensure that the community's concerns will be addressed.

Impacts Of Not Providing A New Fire Station In Potomac Yard

The community wanted to know whether Landbay H can move forward without the new fire station. If the fire station is not approved, the applicant will need to revise the site plan for Landbay H to meet emergency vehicle turning radii within the streets and alleys of the project. A preliminary plan revised to show the impacts to the site plan is included in this report. Four residential units will be removed, additional landscaping and screening will be required for the alleys, and approximately 5 to 10 parking spaces on several streets will be lost as part of this site plan revision.

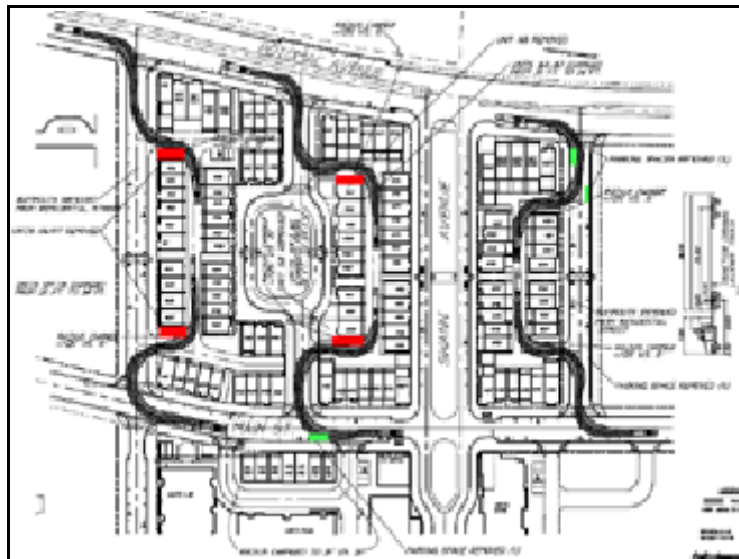


Figure 26. Alternative Solutions (units removed shown in red, parking spaces removed shown in green)

The community also wanted to know what will happen to the affordable housing component of the proposal if the fire station is not approved by Council. In this scenario a smaller percentage of the total funds would be used for the actual production of residential units, resulting in a less efficient use of the City's purchasing power. Whether or not the affordable housing units are built above the fire station, the developer has committed to a voluntary contribution of \$10.5 million towards providing affordable housing units. If the fire station is not approved, staff will continue to work with the developer to find the best way to use the funds to develop affordable housing. However, it would represent a significant lost opportunity. The funds provided by the developer would have to cover both the cost of land and the cost of housing units, whereas in the fire station scenario, the funds would only go towards the cost of the units. Staff has no specific information for alternative forms or locations of affordable units in Potomac Yard at this time. Details about the affordable housing component of the fire station can be found in the Affordable Housing section of this staff report.

B. Pedestrian-Streetscape Improvements:

To ensure that the proposal is a pedestrian-oriented development, staff worked with the applicant to identify sidewalk improvements and pedestrian amenities that will provide a pleasant experience for pedestrians. In addition to the basic amenities such as street trees, continuous sidewalks, decorative pedestrian street lighting, street furniture, bus shelters, ADA ramps, bike racks and bike parking facilities, Landbay H features:

- Continuous mid-block pedestrian connections on north-south and east-west directions, paved with a uniform pattern, color and material that is distinguishable from the roadways, alleys and softscape.
- Bulb-outs are provided where pedestrian midblock connections terminate at a roadway such as Residential Street 1, 2 and 3, to provide a safe haven for pedestrians, slow down traffic, and shorten the crossing of pedestrians on these streets.
- Where alley curb cuts interrupt sidewalks, the same sidewalk paving material is used on the alley curb cuts, to provide a clear path for pedestrians and provide a visual cue to drivers that they are crossing a pedestrian path.
- All the mixed-use buildings along Swann Avenue have sidewalks that abut the buildings, to accommodate potential future retail uses.
- Garden walls and buildings are used to screen views of garages and impervious areas in the alleys.
- Buildings are provided with stoops, porches, balconies, entry canopies and architectural details to ensure a varied and pedestrian-scale environment.
- On-street parking is provided as much as possible so that the pedestrian is buffered from the vehicular traffic by the parked cars, as well as the street trees.
- Utility vaults will be located in alleys and are required to be fully screened from view.

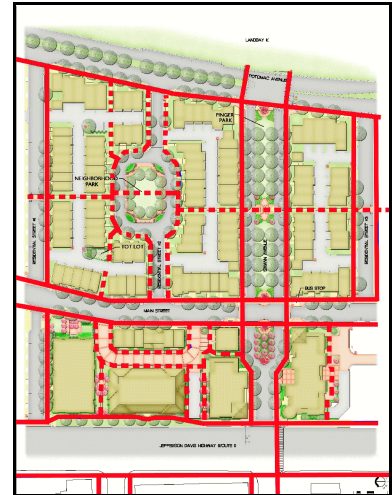


Figure 27. Pedestrian Connections

C. Open Space and Landscaping:

The Concept Plan and Design Guidelines established some of the basic parameters for the Swann Finger Park and the neighborhood park, such as the designated passive use, the minimum size, relative location on site, tree locations, and site furniture, although some of these have to be adjusted for maintenance viability and functionality.

Swann Finger Park

Swann Finger Park will be dedicated to the City after completion of Landbay H. Taking off from the Concept Plan's specific purpose of passive

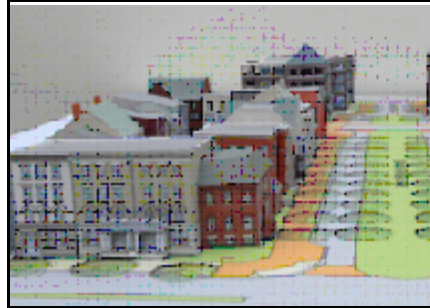


Figure 28. Swann Finger Park view

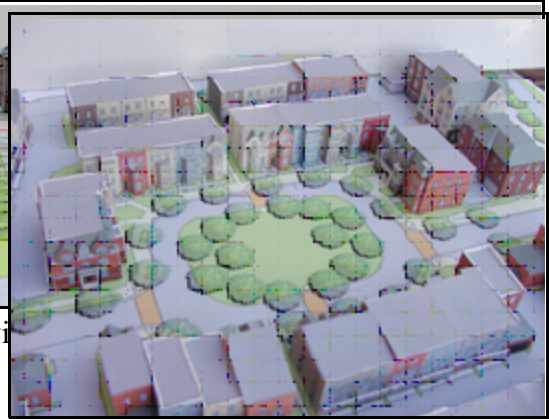


Figure 29. Neighborhood Park

recreation, staff is recommending that the landscaping for Swann Finger Park be a functional and formal linear park with two rows of trees, accent paving and plant materials at the two ends, and at the middle section, where the mid-block pedestrian connection intersects the Park. To ensure planting materials will be easy to maintain, staff is requiring an automatic irrigation system to be installed. The original requirement for four rows of trees specified in the Landscape section of the Design Guidelines is not feasible due to the width of the park, which can only accommodate two trees spaced at 25 to 30 feet on-center. If trees are spaced closer than this, they will eventually crowd each other out and their health will be compromised. Seat walls, bike racks, decorative streetlights, and benches will be provided to support the park's passive recreation function.



Figure 30. Affordable Housing Location and Elevation

Neighborhood Park

The neighborhood park will be privately owned and maintained but provided with an access easement for the enjoyment of the public during typical park hours. The rectangular shape of the neighborhood park is an improvement from the original linear shape proposed in the concept plan. The result is an increase in the size of the park by 0.02 acres, and final dimensions of 90ft by 135 ft. Decorative streetlights, trash receptacles, and benches will be provided to support the park's passive recreation function. A permanent automatic irrigation system is also required for ensuring that the landscaping will be maintained.

D. AFFORDABLE HOUSING

The applicant has committed to making a voluntary affordable housing contribution to the City, through the provision of on-site housing units, up to a value commensurate with a cash contribution consistent with the level contemplated in the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. The applicant estimates that its total voluntary affordable housing contribution for the redevelopment of Potomac Yard will be approximately \$10.5 million, although the full amount of the actual contribution will depend on the total amount and type of development achieved in the project.

To help fulfill applicant’s anticipated voluntary housing contribution at Potomac Yard, in Land Bay H & I the applicant will convey to the City of Alexandria, or its designee, the Alexandria Housing Development Corporation (AHDC), title to four (4), two-bedroom, two-bath condominium dwelling units located on the second and third floors of a mixed-use retail and residential building designated “Building E” on the development plan for the project and parking will be in the below-grade parking facility assigned to the units.

The City will enter into a separate agreement with AHDC, a non profit housing development entity, to ensure that the units in the residential condominium are maintained as affordable housing in perpetuity. The units will be rented to households with incomes at or below 60% of the area median income (AMI). Currently, per the Low Income Housing Tax Credit (LIHTC) rent schedule established by the Virginia Development Housing Authority (VHDA) and adopted by the City for affordable units it helps fund, the maximum rent for such a two-bedroom unit, inclusive of utility costs, is \$1,219 per month. It is anticipated that AHDC will pay condominium fees for the four units. The City and the applicant are exploring strategies, within the parameters of Virginia condominium law, to achieve a fair and equitable discounted assessment structure for the affordable units and related parking.

The units will be approximately 1,000 square feet each, and will have amenities substantially similar to other units in the development, e.g., the finishes are planned to meet “builder grade” specifications as opposed to a “custom” or “luxury” level, however, building materials and techniques will be selected to achieve maximum energy efficiency and sustainability within the planned project budget. Utilities will be sub-metered.

The value of the four units to be constructed in Land Bay H & I will be credited toward the applicant’s overall contribution as follows: The value of the applicant’s contribution in Landbay H, to be subtracted from the overall contribution, shall be the purchase price of the units (\$399,647 x 4 or \$1,598,588) less the amount AHDC pays the developers for the units after financing them to their full mortgage capacity based on anticipated rental revenues in accordance with the Low Income Housing Tax Credit rent schedule as established by VHDA.

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The purchase price assumed above includes a land value estimated at \$70,000 per unit. The Developer has indicated a willingness to credit this amount back to the City to be applied towards additional affordable housing units at Potomac Yard in the event that it is allowed to achieve the maximum number of residential units approved in the Plan in future Land Bays.

On July 27, 2006, the Affordable Housing Advisory Committee (AHAC) held a special meeting to consider the applicant's proposal. Although a quorum was anticipated, only six members attended (one fewer member than necessary for a quorum). Following a presentation by counsel for the applicant and discussion, the six AHAC members present unanimously approved the applicant's affordable housing plan. This decision was ratified by a quorum at AHAC's September meeting.

Staff is recommending that the Affordable Housing Plan presented by Potomac Yard Development for Land Bay H & I be approved by the Planning Commission. The City and the Developer will continue to look opportunities to leverage all resources to maximize affordable housing development and achieve units throughout Potomac Yard.

E. PARKING

The off-street parking proposed complies with the City's Zoning requirements as set in the Zoning Ordinance.

The Concept Plan requires that the residential townhouses proposed in this development provide two off-street parking spaces per unit. The applicant proposes to provide two-car garages for each unit accessed from internal alleys. Additional parking is provided throughout the project on streets. The stacked townhouses, which the applicant is referring to as urban lofts, are two residential units on top of each other. In order to meet the parking ratio without creating townhouses with large garages, these stacked units will each have one garage parking and one driveway or surface lot parking.

The City may at some point in the future provide parking limitations for each of these public streets through the Traffic and Parking Board. Because each unit has parking within each unit, staff has added a



Figure 31. On-Street Parking Locations

recommendation that future residents will not be eligible for district parking permits. This will help to ensure that the garages are used for parking and that spaces will be more accessible to retail uses or patrons to the public parks, including Landbay-K which does not have any parking other than the on-street parking.

F. BUILDING

Variety of Uses and Building Types

To create a dynamic neighborhood and pedestrian-friendly public realm, staff ensured that a variety of building types and land uses more typically found in traditional neighborhoods, are replicated in the project. Three types of residential products are proposed: townhouse, stacked townhouse (labeled as urban loft on the plans) and multi-family flats. While



Figure 32. Roof Height Variation

predominantly residential in use, the Swann Neighborhood will also have an office building, which helps to bring activity during the day in the neighborhood. Retail uses are strategically located at the intersection of Main Street and Swann, the intended “heart” of Landbay H. The mixed-use buildings are concentrated in the area between Main Street and Route 1, and these buildings show the most variation in styles.

In working with staff, the applicant revised its architectural scheme to present a more organic pattern of architectural variation across the development, reflective of neighborhoods which have developed over time. Specifically, the direction has been to group houses of similar style together in groups of two and three, rather than the more random or house-by-house variation of architectural styles as originally shown, to mitigate the impression of either unmodulated randomness or relentless uniformity. The building designs were also revised to create a more varied skyline, while maintaining a consistent street wall. The heights of the townhouses have been adjusted such that some units are less than the maximum height allowed of 35 feet, to provide vertical modulation. Detached garages and backyards have been introduced in the project. Colors and building materials are also used to provide additional variety.

To ensure that the high quality of architecture is preserved in the completion of the project, a pattern book has been prepared that shows details of fenestration treatment, architectural ornamentation, and building materials.

Green Building and Sustainable Building Technology

Buildings A, B, C, D, and E will incorporate sustainable building materials and construction methods identified by the U.S. Green Building Council LEED Certification criteria for commercial and multi-family buildings. Although the project will not acquire LEED certification, the applicant is proposing to achieve a total number of 20 LEED points for the office building (Building C) and the mixed-use multi-family buildings (Buildings A, B, D, and F). The townhouses will also incorporate green building materials and construction technology, which will be reviewed by staff at final site plan and building permit approval.

H. STREET NAMES

The Planning Commission is authorized to name the public streets in the City. Since this is the first set of numerous subsequent streets in the main body of the Yard that will require to be named, Staff has developed a scheme that will make this task more organized and consistent for future landbays. All east-west streets will be named for the general site history, railroad/ transportation history of the Yard and African-American history of City. Any north-south streets will be named for the Native–American or other relevant history of Potomac Yard. Based upon historical references in consultation with Historic Alexandria, staff is recommending the following street names:

Maskell Road: Named after Lieutenant Maskell Ewing of the U.S. Topographical Corps who was the engineer for the Alexandria Canal, this name is being recommended by Staff for Residential Street -1 in fulfillment of the general site history requirement for an east-west street.

McCarty Square: Charles Edward McCarty was appointed as the wartime Manager of Potomac Yard in 1943 and served for 13 years in that position. Five superintendents served under him during that period. He was responsible for the overall supervision of the management and administration of the Yard with the tenant lines. Staff is recommending McCarty Square for the street around the neighborhood park (Residential Street-2) in Landbay H. It fulfils the requirement for a name related to the railroad history of the Yard.



Figure 33. Street Names in Landbay H

Watson Street: Staff is recommending the name Watson Street for Residential Street-3, in honor of Charles and Laura Watson, early African-American landowners in Alexandria. In 1874, Laura Watson and her sons established the Sunnyside community on land bequeathed to her by her husband. Sunnyside, located in the area of what is now West Glebe Road and Mount Vernon Avenue flourished as an African-American housing development.

Valkenburgh Lane: The street between Building B and C is named in honor of Lois Van Valkenburgh, an outstanding resident of Alexandria who was active in civic affairs. As a member of the League of Women Voters beginning in the early 1940s, she was instrumental in producing Alexandria's first voter's guide. Ms.Valkenburgh managed several Virginia congressional and General Assembly election campaigns, was always engaged in issues concerning the community and worked in support of education and school desegregation. She was the legislative aide to Delegate Mary Marshall of Arlington in the 1970s. She was an organizer and officer of the Friends of the Alexandria Community Mental Health Center and chairman and legislative liaison for the Alexandria Commission on Aging. Ms.Valkenburgh was founder and chairman of the Alexandria Community Services Board and was honored in 1990 for her 30 years of volunteer work with people who suffered from mental disabilities and substance abuse problems. She also served on the executive board of Alexandria's United Way and received the Outstanding Citizenship Award for her generous community service.

In addition to these names in Landbay H, members of the community have brought up the issue of renaming Main Street, since King Street is really Alexandria's "Main Street". Because of the importance and prominence of this street name, staff will bring this proposal as a separate application to the Planning Commission.

I. TRANSPORTATION

Traffic Analysis

Following its acquisition of the Potomac Yard properties, the applicant submitted a Potomac Yard Infrastructure Traffic Analysis to the City for review. The purpose of this analysis was to update the traffic assessment prepared for the Potomac Yard properties at the time of CCD approval in 1999. The scope of this update was the proposed development of the main body of Potomac Yard, generally bounded by Jefferson Davis Highway (U.S. Route 1) on the west, the CSX railroad on the east, Potomac Yard Centre on the north and Monroe Avenue on the south.

Based on the proposed development of 1,808,075 square feet (s.f.) of office space, 300 hotel rooms, 285,000 s.f. of retail space and 1,973 residential dwelling units, the study estimated that at build-out and full occupancy, the project would generate approximately 1,670 AM peak hour vehicle trips and 2,360 PM peak hour vehicle trips. With substantially the same level of development as the approved CDD plan, the study found that the overall increase in area travel demand was consistent with the approved CDD. Within the study area, the street network (both

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internal and improved external streets) would operate at level of service (LOS) D or better, except for the intersections of Route 1 with Glebe Road and Slater's Lane, which would begin to operate at LOS D during the PM peak hour. The study did not indicate the need for transportation improvements beyond those included in the approved CDD plan.

Transportation Management Plan

TMP/SUP # 99-0020 for Potomac Yard/Potomac Greens was approved by City Council on September 8, 1999. Condition 17 requires the Director of T&ES to review the transportation management plan in conjunction with the submission of the initial preliminary development plan for each land bay and docket the transportation management plan for consideration of the Planning Commission and City Council if the director determines that there are problems with the operation of the TMP and that new or revised conditions are needed. The TMP is not yet operational because the project is still in preparation. This information is only an update on where the Potomac Yard TMP stands as of September 15, 2006.

The plan for Potomac Yard/Potomac Green contains most of the standard TMP conditions and in addition they are required to offer shuttle service to Braddock Road Metro station and to establish a transit store. Monitoring compliance and effectiveness will be done through surveys and a percentage measure of the mode split. As per condition 1, on January 2, 2003, Crescent Resources, the initial applicant for the development, designated a TMP Coordinator. Crescent Resources has sold the property to Pulte Homes and Centex Homes. The Office of Transit Services & Programs (OTS&P) has contacted these companies and will inform them of the TMP requirements at the pertinent time. After the City issues to them their first building permit, they have to designate a TMP coordinator and start the process of unifying the transportation plan for the entire area, to include the existing retail center.

The TMP encourages multi-modal transportation use. Since June 2006 DASH has been providing bus service to the Potomac Yard retail center (Landbay F) through the number AT10 bus. The AT4 provides service from Potomac Yard (Slater's Lane) to Braddock Road Metro station and further to Pentagon Metro station. In addition to new bus routes along Main Street and the Bus Rapid Transit on Route 1, bicycle use and ridesharing programs are required. For Landbay H, staff is requiring bicycle parking facilities and bike racks to be provided for the commercial, retail and multi-family buildings. Showers and lockers are also required for office employees who wish to walk, or bike to work.

For Landbay H, the applicant is also required to contribute to a transportation fund at the rate of twelve cents per net square foot of occupied retail and commercial space, and \$71.96 per occupied residential unit. The retail center, although not owned by the applicant, is part of the Potomac Yard CDD. This landbay is in compliance with their TMP conditions. They spend approximately 86% of their TMP semi-annual contribution in the sale of discounted transit

media. They also conduct an annual transportation fair to promote transit and use the event to entice employees and residents to fill the annual survey.

J. COMMUNITY PROCESS

Planning Commission

Staff has kept the Planning Commission updated about the progress and modifications made to the design for Landbay H from the conceptual design review stage to the formal submittal of the preliminary plan. The concept site plan was first presented to the Planning Commission in a work session on March 6, 2005. Subsequent work sessions were held on May 3, 2005, March 9, 2006 and May 4, 2006 to resolve details and final issues that Staff identified in the preliminary plan. At these meetings, the Planning Commission raised the following issues:

- Quality Materials of Buildings
- Detached Garages
- The Street Grid - Hierarchy of the Streets vs. Alleys
- Alignment of the Grid with respect to the Street Grid in Del Ray
- Edge Conditions
- Open Space-Parks
- Tandem Parking:
- Variation in Height and Scale
- “Openness”
- Urban/Suburban Character
- Route 1 Frontage
- Context
- Affordable Housing
- Transit

The Potomac Yard Design Advisory Committee (PYDAC)

The Potomac Yard Design Advisory Committee (PYDAC) is authorized to review applications for preliminary development plan approval for compliance with the Potomac Yard Urban Design Guidelines, and send its recommendation to Planning Commission and City Council for consideration. PYDAC held eight (8) meetings over the past year to review Landbay H. With staff conditions, PYDAC has recommended approval of the proposal as outlined in the attached correspondence dated September 20, 2006. However, they remain concerned about some issues that were brought up during the review of Landbay H and would like to see these addressed in future reviews of subsequent landbays:

- Planning Commission to expedite its planned Route 1 study;

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- Potomac Yard landscaping standards for Route 1 must be fully complied;
- Subsequent landbays must incorporate creative alley designs, including much more landscaping and (permeable) paving materials;
- More variation in townhouse lay-out, as well as more private spaces, must be required in other landbays to meet the intent of the design guidelines;
- City Council and Planning Commission to see to it that additional pedestrian crosswalks be provided for Route 1, Main Street and Potomac Avenue;
- City Council to provide incentives for more significant sustainable design to be applied in Potomac Yard.

VII. CONCLUSIONS AND RECOMMENDATIONS:

The applicants has worked in the past 11 months to revise the initial site plan to a point where it is generally compliant with the CDD Concept Plan and Design Guidelines. Staff is confident that the remaining issues can be addressed and resolved through collaboration between staff and the applicant. As such, staff is recommending approval for the DSUP, Site Plan and Subdivision Plat with the conditions as outlined below.

STAFF: Richard Josephson, Acting Director, Planning and Zoning;
Jeffrey Farner, Chief, Development;
Tom Culpepper, Deputy Director, T&ES
Helen McIlvaine, Deputy Director, Housing;
Ron Kagawa, Landscape Architect, RP&CA;
Amy Tarce, Principal Planner;
Raka Choudhury, Planner II; and
Colleen Rafferty, Planner I.

VIII. Staff Recommendations:

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

I. 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 Swann Avenue, Main Street, the neighborhood park and Swann Finger Park shall be brick and shall comply with City standards. The brick sidewalks shall be constructed in a basket weave pattern and the brick walks on Swann Avenue and Main Street 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 conform to City Standards and shall include “lamp black” color additive.
 - c. The sidewalk configuration shall consist of the following:
 - i. Residential Street #1 and Residential Street #3 - shall consist of 10 ft. wide concrete sidewalks with 4 ft. x 10 ft. tree wells and a 6 ft. wide unobstructed sidewalk.
 - ii. Residential Street #2 - shall consist of a 6 to 10ft. wide unobstructed sidewalk and a continual 4 ft. wide landscape strip adjacent to the curb.
 - iii. Swann Avenue, Potomac Avenue and Main Street - shall consist of 14 ft. wide sidewalks with 4 ft. x 10 ft. tree wells and a 10 ft. wide unobstructed sidewalk, with the exception of the sidewalk in front of units 87 through 100, which may be 6 ft. wide unobstructed.
 - iv. Route 1- shall consist of a minimum 6 ft. wide sidewalk with street trees, grass and groundcover between the sidewalk and Route 1 and landscaping adjacent to the residential buildings. The sidewalk shall be adjacent to the commercial-mixed use building. Note: Sidewalks shall be approximately 6 ft. wider where bulb-outs are provided.
 - v. ADA ramps shall be provided at all alleys, streets and drive aisles that cross the sidewalks in the public right-of-way. All materials for the ADA ramps shall be brick or concrete in keeping with the adjoining sidewalk. The brick sidewalks on Main Street shall continue over the curb cuts between Building A and unit 99/100 and between Building E and unit 87/88 to provide an uninterrupted brick sidewalk. All ramps shall include detectable

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warnings in the form of truncated domes in accordance with Americans with Disabilities Act (ADA) requirements in the current Americans with Disabilities Act Accessibility Guidelines (ADAAG).

- vi. The concrete sidewalks shall continue over the proposed alley curb cuts to provide continual uninterrupted concrete sidewalks.
- vii. The applicant shall construct a 10 ft. wide temporary asphalt sidewalk on the northern portion of Residential Street # 1(Landbay G) and the southern portion of Residential Street # 3 (Landbay I). The sidewalks shall be temporary until the permanent sidewalks for each of these streets are constructed.
- viii. The sidewalks for the north-south mid-block pedestrian connections shall be 4 ft. wide brick sidewalks, in a running bond perpendicular to the street. Stamped asphalt consistent in color with the brick color of Swann sidewalks shall be provided at the pedestrian crossing with each of the alleys to the satisfaction of the Directors of P&Z, T&ES and Code Enforcement.
- ix. The Swann Avenue sidewalk for Building F east of the central entrance on Swann Avenue shall be extended to the building for future possible ground floor retail uses.
- x. The Swann Avenue sidewalk for Building D (except for the recessed area) and Building E shall be extended to the building for possible future ground floor retail uses.
- xi. The sidewalk on the northern and western portion of Building E shall be brick.
- xii. The sidewalks for the east-west mid-block pedestrian connections shall be a minimum of 4 ft. wide. brick running bond.
The stamped asphalt treatment shall be provided at the pedestrian crossing within the alley next to the tot lot, to the satisfaction of the Directors of P&Z, T&ES, and Code Enforcement.
- d. The internal “street” between Main Street and Route 1 shall provide decorative brick pavers in the same color and basket weave pattern as the Main Street sidewalks. The proposed bollards shall be decorative, black and pedestrian scale. The “street” shall also include the decorative pedestrian scale street lights.
- e. The applicant shall provide brick paver, street print pavers or comparable material for the pedestrian crosswalks at the Swann Avenue and Main Street intersection.
- f. The street light detail for each of the streets shall be black pedestrian scale acorn lights. The streetlights on Route 1 shall be “Carlyle” double acorn black pedestrian scale lights.
- g. A bulb-out shall be provided on Residential Street #1, Residential Street #2, Swann Avenue and Residential Street #3 as generally depicted in

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Attachment #1 to provide an enhanced pedestrian crossing at each street for the mid-block pedestrian connection.

- h. Intake or exhaust vents for the underground parking shall not be located within the sidewalks and shall be of a size and type to minimize the impact on open space.
 - i. All pedestrian improvements for each street shall be completed prior to the issuance of a certificate of occupancy permit for each street. All pedestrian improvements shall be completed prior to the last certificate of occupancy permit (P&Z)(T&ES)
2. The applicant shall provide bus shelters, bicycle racks, 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. The bus shelters on Main Street shall be the “Carlyle” shelters which shall be black with a copper roof.
 - b. The mast arms for each signalized intersection shall be City Standard black mast arms.
 - c. Pedestrian count down signals shall be provided at each signalized intersection. Install PRISMA DAPS accessible buttons on all pedestrian crossings.
 - d. Signposts shall be 2" diameter galvanized poles painted black; signs shall be Highway C aluminum, 0.080 gauge blank, 3M VIP sheeting.
 - e. The applicant shall provide one (1) City standard black decorative street trash can per each intersecting street.
 - 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)
3. A continual pedestrian public access easement shall be provided for the north-south mid-block pedestrian connections. The easement shall be 14 ft. wide (22 ft between lots 110 and 111) and shall be approximately 130 feet in length to connect the adjoining public streets. The lots for the units adjacent to the connection shall be increased to the centerline of the sidewalk to increase the number of windows permitted on the side of each unit. The public access easement shall also be provided for the internal alleys. The easement shall be recorded as part of the subdivision plat, prior to the release of the final site plan. (P&Z)
4. A continual pedestrian public access easement shall be provided for the east-west mid-block pedestrian connections between Main Street and Route 1. The easement between Building A and Building B shall be approximately 30 ft. x 210 ft. to connect the Main

Street right-of-way and the Route-1 right-of-way. The easement shall be recorded as part of the subdivision plat, prior to the release of the final site plan. (P&Z)

5. Curb ramps shall be installed along the walkway at the residential streets. (T&ES)
6. The applicant shall provide bicycle parking in an amount consistent with the approved transportation management plan or an amount as determined by the Director of T&ES. The design of the bicycle parking shall be consistent with the Potomac Yard Urban Design Guidelines. The location shall be to the satisfaction of the Director of T&ES.
 - a. For the retail spaces, the applicant shall provide two visitor/customer space per 10,000 square feet, or portion thereof, of the first 50,000 square feet of retail floor area; one space for every 12,500 square feet, or portion thereof, of additional retail floor area and one employee space for every 25,000 square feet, or portion thereof, of retail floor area on the surface to the satisfaction of the Director of T&ES.
 - b. For the multi-family buildings, the applicant shall provide one space per every 10 residential units, or portion thereof, and one visitor space for every 50 residential units, or portion thereof on the surface to the satisfaction of the Director of T&ES. The applicant shall provide one space per every 10 residential units, or portion thereof, and one visitor space for every 50 residential units, or portion thereof on the surface to the satisfaction of the Director of T&ES. (T&ES)

II. OPEN SPACE AND LANDSCAPING:

7. A revised landscape plan shall be provided with the final plan submission to the satisfaction of the Directors of P&Z and RP&CA. At a minimum the plan shall provide the amount, location and quantity of landscaping depicted on the preliminary landscape plan and shall also provide the following:
 - a. The street trees shall be shade trees (non columnar) and shall consist of the following:
 - i. Main Street - Acer sp. - Maple.
 - ii. Potomac Avenue - Quercus phellos - Willow Oak.
 - iii. Route 1 - Ulmus Parvifolia - Chinese Elm.
 - iv. Residential Street # 1 - Zelkova Serrata Sp. - Japanese Zelkova.
 - v. Residential Street # 2 - Tilia Tomentosa Sp. - Silver Linden.
 - vi. Residential Street # 3 - Zelkova Serrata Sp. - Japanese Zelkova.
 - vii. Swann Avenue - Acer Sp. - Maple.
 - b. Revise the configuration, location and amount of street trees to provide the following in compliance with all applicable site plan requirements.

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- i. Residential Street # 1 - An additional street tree adjacent to each of the following units 101, 117 and 118.
 - ii. Residential Street # 2 - An additional street tree adjacent to each of the following units 129 and 169.
 - iii. Swann Avenue - An additional street tree adjacent to each of the following units 174, 202, 157 and 187. An additional street tree adjacent to Building D and units 60 -86.
 - iv. Residential Street # 3 - An additional street tree adjacent to each of the following units 192, 210 and 217.
 - v. Potomac Avenue - An additional tree between units 118 and 129. An additional tree adjacent to unit 174. An additional tree adjacent to units 207/208.
 - vi. Main Street - An additional tree adjacent to Building A, units 87-99 and units 60-61.
- c. Foundation plantings for each street and typical foundations plantings for each unit type.
 - d. The applicant shall install shrubs, groundcover and trees in the side yards adjacent to each alley where feasible.
 - e. The areas within the alleys shall provide plantings, shrubs, groundcover and trees to the extent possible. The utilities within the alleys shall be screened to the satisfaction of the Director of P&Z and RP&CA.
 - f. The north-south mid-block pedestrian connection shall include foundation plantings, shrubs and columnar trees to the extent feasible. The landscaping shall be consistent the length of the pedestrian connection.
 - g. The east-west pedestrian connection shall provide landscaping.
 - h. The tree wells shall be 4 ft. x 10 ft. with aeration, and drainage.
 - i. The continual landscape grass strips for trees for Residential Street # 2 shall be 4 ft. wide.
 - j. The tree wells shall be planted with an evergreen ground cover such as liriopse.
 - k. The size of the street trees shall be 3 - 3½ inch caliper at the time of planting.
 - l. The landscape area and streetscape area from the curb to the buildings for the Route 1 frontage of Landbay H, I shall be irrigated.
 - m. The developer shall be responsible for the installation and maintenance of trees adjacent to the public streets through bond release for Landbay H/Partial I. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees.
 - n. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
 - o. The location of all light poles shall be coordinated with the street trees.

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- p. The plan shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
- q. All plantings on top of the parking structure shall provide a minimum continuous depth of 3 ft for shrubs and other plantings and 5 vertical feet of soil depth for trees without the use of raised planters. A typical section drawing that demonstrates the proposed soil depth shall be provided on the final landscape plan.
- r. A detailed section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction-including edge restraint system, dimensions, drainage, metal grates, coordination with site utilities.
- s. Specify turf areas as grass or sod. Indicate limits of grassing operations and limits of work.
- t. Provide specifications for plantings 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.
- u. Provide a note on drawings that indicates: "All landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of construction) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland."
- v. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees. Provide sleeving for conduit beneath paved surfaces.
- w. Provide clarification of requirement for separate ballast or splice box for each light fixture. Ensure that proposed fixture does not require separately located ballast or splice box.
- x. Remove all references to pathways, earthwork, plantings and other items in Landbay K and the Route 1 median.
- y. Provide specifications and details for all site lighting, including landscape lighting, pedestrian area and security lighting.
- z. Coordinate the site locations of utilities for individual buildings and units, including utility service and meter/valve connections, water crocks, valve boxes - so as to minimize conflicts with proposed plantings.
- aa. Locate and specify all site furnishings. Depict the scale, massing and character of each, including benches, trash receptacles, signs and other associated site features.
- bb. Provide note on drawings that indicates: "Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Arborist and Landscape Architects to review plant installation procedures and processes."
- cc. Provide note on drawings demonstrating that the applicant is presently making suitable arrangements for preselection tagging, precontract

- growing or undertaking specialized planting stock development with a nursery or grower that is conveniently located to the project site.
- dd. Trees shall be limbed up to 6 ft as they mature to allow natural surveillance.
 - ee. The proposed shrubs shall be a maximum height of 3 ft to allow natural surveillance. (P&Z) (RP&CA) (Police)
8. The applicant shall provide and implement a landscape irrigation and water management system(s) to the satisfaction of the Director of RP&CA that shall include external water hose bibs on front and rear of individual townhouse units, and at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart for commercial or multi-family buildings. (RP&CA)
9. The “tot-lot” shall be located between units 143 and 144. The tot lot shall include all necessary equipment and materials including play surfaces and other items such as fencing or landscaping as deemed necessary by the Department of RP&CA and P&Z. The maintenance for the on-site recreational equipment shall be the responsibility of the Homeowners Association. All equipment and other improvements shall be installed and approved prior to the release of the last certificate of occupancy permit for the block. The tot-lot shall include an external water hose bib for maintenance to be located as approved by the Directors of P&Z and RP&CA. (P&Z) (RP&CA)

Neighborhood Park:

10. The neighborhood park 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, which shall be depicted on the subdivision plat and shall be approved and recorded prior to the release of the final site plan.
 - b. The neighborhood park shall be privately maintained by the applicant to the satisfaction of the Directors of P&Z, T&ES, and RP&CA, until conveyance to the Homeowners Association (HOA). Conveyance procedures shall be outlined in the HOA documents to the satisfaction of the Directors of P&Z, T&ES, RP&CA, and the City Attorney.
 - c. The design of the park shall be reconfigured as generally depicted in *Attachment #2* to increase the usability of the space and increase the amount of green area.
 - d. Freestanding signage shall be prohibited.
 - e. The caliper of the trees shall be 3.5 to 4.0 inch caliper at the time of planting.
 - f. Seat walls/benches and bike racks shall be provided within the park.
 - g. Decorative trash receptacle(s) shall be provided within the park.
 - h. Fences shall not be permitted.

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- i. The park shall be irrigated. The applicant shall provide and implement a landscape irrigation and water management system(s) to the satisfaction of the Directors of RP&CA that shall include:
 - i. Location and type of heads/emitters, water delivery systems, sleeving beneath pavement/roads/sidewalks, controller(s), backflow preventer(s) and system monitoring device(s).
 - ii. The plan shall be prepared and sealed by an irrigator with certification at a level commensurate to this project and licensed to practice in the Commonwealth of Virginia.
- j. All lawn areas shall be sodded.
- k. All landscaping shall be maintained in good condition and replaced as needed.
- l. The park shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities.
- m. Decorative pedestrian scale acorn streetlights shall be provided on the perimeter of the park, as necessary based on photometric study.
- n. The park and all improvements shall be completed prior to the last certificate of occupancy permit for Residential Street # 2. (RP&CA)(P&Z)

Swann Finger Park:

- 11. The Swann Finger 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 #3* to increase the usability of the space and increase the amount of green area.
 - b. The caliper of the trees shall be 3.5 to 4.0 inch caliper at the time of planting.
 - c. Decorative trash receptacle(s) shall be provided within the park.
 - d. Fences shall not be permitted.
 - e. The park shall be irrigated. The applicant shall provide and implement a landscape irrigation and water management system(s) to the satisfaction of the Directors of RP&CA and T&ES that shall include:
 - i. Location and type of heads/emitters, water delivery systems, sleeving beneath pavement/roads/sidewalks, controller(s), backflow preventer(s) and system monitoring device(s).
 - ii. The plan shall be prepared and sealed by an irrigator with certification at a level commensurate to this project and licensed to practice in the Commonwealth of Virginia.
 - f. All lawn areas shall be sodded.
 - g. All landscaping shall be maintained in good condition and replaced as needed.

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- h. The park shall be fully open to the public following the hours and guidelines established by the Department of Parks, Recreation and Cultural Activities.
- i. Decorative pedestrian-scale acorn streetlights shall be provided in the perimeter of the park, as necessary, based on photometric study and approved lighting plan.
- j. Freestanding signage shall be prohibited.
- k. The park and all improvements shall be completed prior to the last certificate of occupancy permit for Swann Avenue.
- l. A landscape maintenance bond in an amount determined by the City shall be held for 24 months following the release of the performance bond.
- m. The park shall be maintained by the applicant, to the satisfaction of the Directors of P&Z, T&ES and RP&CA, until it is accepted by the City. The park shall not be accepted by the City until issuance of the last certificate of occupancy for the last building in Landbay H, and approval by the City that all park improvements have been completed to the satisfaction of the Directors of P&Z, T&ES and RP&CA. Upon acceptance, the park shall be dedicated to the City by recordation of the subdivision plat. (RP&CA) (P&Z).

III. AFFORDABLE HOUSING:

- 12. The applicant has indicated its willingness to make a voluntary affordable housing contribution to the City, through the provision of onsite housing units, up to a value commensurate with a cash contribution consistent with the level contemplated in the “Developer Housing Contribution Work Group Report” dated May 2005 and accepted by the Alexandria City Council on June 14, 2005. The estimated value of the total voluntary affordable housing contribution for the redevelopment of all the landbays in Potomac Yard is \$10.5 million, although the full amount of the actual contribution will depend on the total amount and type of development achieved in the Project. To fulfill the applicant’s anticipated voluntary affordable housing contribution at Potomac Yard, in Land Bay H & I the applicant shall:
 - a. Convey to the City of Alexandria, or its designee, the Alexandria Housing Development Corporation (AHDC), title to four (4), two-bedroom, two-bath condominium dwelling units located on the second and third floors of a mixed-use retail and residential building designated Building E on the development plan for the Project. The units shall be approximately 1,000 square feet each, and will have amenities that meet “builder grade” specifications. Each unit shall have two underground parking spaces.
The total value of approximately \$1,248,588 for the four affordable housing units with two underground parking spaces to be constructed in Land Bay H & I will be credited towards the applicant’s overall contribution. Alternatively, if the City amends the Zoning Ordinance at a

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subsequent date to permit a parking reduction for affordable units within CDD# 10 to permit one parking space for each unit of the four affordable housing units to be constructed in Land Bay H & I, \$1,080,588 will be credited toward the applicant's overall contribution.

In the event a fire station is constructed as described herein, approximately 60 affordable dwelling units shall be provided as part of the fire station approval. The cost of the affordable units shall be funded through the developers voluntary affordable housing contribution and/or other funds or financing obtained by the City.

The Developer has agreed to credit back to the City, the estimated value of the land for each unit of affordable housing contribution (estimated at \$70,000 per unit), in the event that it is allowed to achieve the maximum number of market rate residential units approved in the CDD Concept Plan in future landbays. The total value of this credit can be applied towards the \$10.5 million voluntary contribution for affordable housing. (Housing)

IV. PARKING:

13. 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 Enforcement:
 - 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. Each of the townhouse garages shall also provide a sufficient area for a City standard trash can and recycling bins exclusive of the area required for the parking space. The parking space dimensions shall not include columns, walls or obstructions. Provide dimension lines for interior garages for each of the unit types.
 - b. All spaces defined as "retail" spaces shall be reserved for retail uses, be provided in convenient locations and be provided at no cost to retail patrons for short-term retail use. Fees may be charged to discourage long-term commuter or visitor parking. The retail parking shall include all applicable signage.
 - c. Parking rates for the office parking within the parking structure shall be consistent with market rates of comparable buildings located in adjoining developments within the City of Alexandria. All employees shall be required to pay market rates for parking. If parking is provided free or at reduced rates for employees with costs reimbursed by the employer, the employer shall be required to provide an equivalent benefit to all employees who utilize transit options to commute; i.e., if an employer

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- provides a \$100 parking space to an employee free of cost, that employer must also offer a pretax benefit for transit of \$100 to all transit users.
- d. Parking spaces shall be made available in the office parking garage evenings and weekends, for potential retail parking if requested by the Directors of P&Z and T&ES.
 - e. The applicant shall provide controlled access into the underground garages. The controlled access to the garage shall be designed to allow convenient access to the underground parking for retail patrons, residents and visitors.
 - f. 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.
 - g. Residents shall be ineligible to apply for or receive any residential parking permits pursuant to City Code Sec. 5-8, Article F.
 - h. Provision shall be made within the underground garage for the adequate storage of refuse and recycling.
 - i. For the multifamily units, a minimum of one space for each unit shall be provided within the underground garage as part of the purchase price for each unit.
 - j. The applicant shall provide on-site 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 issuance of the Excavation/Sheeting, and Shoring Permit. 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.
 - k. Handicap parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces required under the USBC or the Code of Virginia shall remain under common ownership of the apartment management or condominium association

and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.

- l. The lighting for the underground parking garage is to be 5.0 foot-candles minimum maintained. The walls and ceilings in the garage are to be painted white, unless a photometric plan shows that the lighting is sufficient.
- m. The applicant shall demonstrate to the satisfaction of the City Attorney the shared use of the underground parking garage.
- n. In locations where underground garages are proposed, indicate location and design of ventilation shafts, egress stairs and dumpster/service areas. (RP&CA)(P&Z) (T&ES) (Code) (Police)

V. BUILDING:

- 14. 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 Pattern Book prepared by Rust, Orling Architects and dated September 20, 2006. 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 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 Pattern Book 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. Details on the screening methods shall be provided on the final site plan.

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- f. Pitched roofs shall be standing seam metal (painted, galvanized, or terne coated), composite shingles shall be limited to architectural grade shingles such as CertainTeed Grand Manor or comparable.
 - g. The units shall provide varying roof color.
 - h. Decks, canopies and bays are not permitted to encroach in the EVE. 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.
 - i. 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.
 - j. Fences located within the front yards shall be made of 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. Submit fence details with final site plan.
 - k. The proposed screen walls for the alleys as depicted on the preliminary site plan shall be brick or stone and shall be 3.5 ft. tall and shall be a maximum height of 6 ft. tall if necessary to provide adequate screening. The details of all walls shall be provided on the final site plans.
 - l. Ground-mounted HVAC and utility boxes shall be screened to full height of the equipment, with long-lasting, low-maintenance material consistent with the main buildings adjacent to them. Screening not located in alleys shall also be provided with a trellis or horizontal roof covering, to the satisfaction of the Directors of P&Z and RP&CA. Locations of these ground-mounted HVAC and utility boxes shall be determined to the satisfaction of the Directors of P&Z, T&ES and RP&CA. (P&Z)
15. Buildings A, B, D, E and F shall comply with the following to the satisfaction of the Director of P&Z.

Building A

- a. The projecting bays for each facade shall project as shown on the plans.
- b. The projection of the architectural embellishment at the top shall be three dimensional with a return to read as a solid element.
- c. Balconies shall have finished surfaces, i.e. smooth soffit or metal or comparable material.
- d. The windows shall be simulated divided light metal or metal clad casement windows.
- e. The proposed canopy shall be a decorative metal canopy.

- f. The base shall provide low-level lighting as an integral part of the facade design to add nighttime visual interest to the building. Accent lighting is encouraged; however, exterior lighting shall not create glare or spill over to neighboring properties.
- g. Integrate the proposed stair/intake vent pavilion into the building. Eliminate the adjoining freestanding pavilion building.

Building B:

- h. The building shall be revised as generally depicted in the revised architectural drawing dated June 8, 2006 - *Attachment # 4*.

Building D:

- i. The building shall add rustication to the base, add contrasting color in elements such as windows and trim elements.

Building E:

- j. The building shall be revised as generally depicted in the revised architectural drawing dated August 12, 2006 (*Attachment #5*). In addition, the following changes must be made at the Final Site Plan phase:
 - i. The windows of the second and third floor shall turn the corners with a steel angle corner post instead of brick, as is typical of buildings of this style and period, if permitted by applicable building codes.
 - ii. The casement window panels shall be divided into 4 horizontal sections of glass (or 3 horizontal muntins).
 - iii. Three single brick course rustications (1" in depth) shall be provided in the brick panels of the second and third floors, the centerline of which should align with the horizontal muntins in the windows.
 - iv. The storefront windows of the first floor shall be divided into two horizontal sections. The lower of the two glass sections will be the height of the entrance door.
 - v. A single brick course rustication (1" in depth) shall be provided in the brick panel of the first floor, the centerline of which will align with the horizontal muntins of the storefront window panels.
 - vi. The height of the polished granite base shall be determined at the final site plan phase to the satisfaction of the Director of P&Z.

Buildings A to F:

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- k. Mechanical equipment screening for the multi-family building(s) and the office building shall be designed as an integrated part of the building or roof-forms.
 - l. Ground-mounted HVAC and utility boxes shall be screened to full height of the equipment, with long-lasting, low-maintenance material consistent with the main buildings adjacent to them. Screening not located in alleys shall also be provided with a trellis or horizontal roof covering, to the satisfaction of the Directors of P&Z and RP&CA. Locations of these ground-mounted HVAC and utility boxes shall be determined to the satisfaction of the Directors of P&Z, T&ES and RP&CA. (P&Z)
16. The applicant shall have a LEED certified consultant as a member of the design and construction team. Buildings A, B, D, E and F shall incorporate sustainable design elements and innovative technologies outlined below into the project with the goal of achieving 20 points under the U.S. Green Building Council's System. The architect(s) shall provide a checklist and specific examples prior to the release of a building permit for each building to the satisfaction of the Director of P&Z and T&ES. The scorecard shall indicate the specific items utilized within each building.

The townhouses and stacked townhouses shall incorporate the use of green building and sustainable techniques for the site and building systems to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)

17. Roof decks may be permitted for units (101, 102, 127, 128, 129, 130, 131, 132, 144, 145, 146, 149, 150, 188, 189, 191. 192, 198, 199, 209, 213, 216, and 217) 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 decks. The units which comply with the criteria as outlined below shall be depicted on final site plan. (P&Z)
- a. Rooftop projections shall not be visible from any of the adjoining public street(s), parks and/or sidewalk(s). Cross-sections shall be submitted and reviewed prior to release of the final site plan for the applicable units/lots to ensure compliance;
 - b. Rooftop projections shall not be located at the front of units;
 - c. 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;
 - d. The lighting for the roof-top open space shall be pedestrian scale lighting and shall not be visible from the adjoining streets; and
 - e. The open space shall be designed to function as high-quality usable open space for the residents.
18. The 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

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consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). The applicant shall identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to Route 1 including: triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs 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 Code Enforcement and T&ES. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)

19. All exterior building mounted loudspeakers are prohibited. (T&ES)
20. If fireplaces are utilized in the development, gas fireplaces shall be installed to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
21. All dwelling units shall have a STC rating of at least 60. Alternatives that demonstrate equivalency to this requirement will be considered on a case-by-case basis and are subject to the approval of the Director of Code Enforcement. (Code)
22. The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
 - a. The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 - b. The building or structure design shall support a minimum signal transmission strength of -95 dBm within 90 percent of each floor area.
 - c. The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 - d. The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager, which reports the test findings.

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

amplification systems shall be reviewed and approved by the Radio Communications Manager. (Code)

23. For firefighting reasons it is recommended that all stairs extend thru the roof on structures over 50 feet in height so that door access to the roof is provided. All stair towers must be treated to the satisfaction of the Director of P&Z. (Code) (P&Z)
24. The house numbers shall be placed on the front and back of each home. (Police)

VI. RETAIL USES:

25. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building to the satisfaction of the Director of P&Z and shall comply with the following:
 - a. Sign messages shall be limited to logos, names and street address information.
 - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
 - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - d. Box signs shall be prohibited.
 - e. Any exterior decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
 - f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.
 - g. No freestanding signs, with the exception of traffic signage shall be permitted. (P&Z)
26. The designated retail space shall be solely utilized by retail uses as defined in the Zoning Ordinance and any similar uses deemed by the Director of P&Z to provide an active pedestrian-oriented retail use. Any use locating within one of the buildings which is a special use permit within the underlying zone shall obtain a separate special use permit, pursuant to Sec 11-500 of the Zoning Ordinance. (P&Z)
27. The amount of retail square footage shall consist of the following:
 - a. A minimum of approximately 15 ft. heights.

- b. A minimum depth of 50 ft, exclusive of Building E.
 - c. The retail space shall be designed to not preclude the provision for retail and/or restaurant uses. (P&Z)
28. The ground floor on Building D and Building F on Swann Avenue shall be designed with a approximately 15 ft. heights and in a manner to not preclude the future use of this space for retail uses. The use of this space for retail beyond the maximum square footage permitted by the CDD Concept Plan will require subsequent approval by the Planning Commission and City Council. (P&Z)
29. The applicant shall present a disclosure statement to all renters, and/or condominium owners and office tenants signed prior to signing any lease or contract of purchase. The statement shall disclose the following:
- a. That retail uses including but not limited to restaurants, bakeries, banks bookstores, clothing, clothing accessories, drugstores, dry cleaners, florists, groceries, jewelry, restaurants and any similar use deemed by the Director of Planning & Zoning shall occur within the first floor retail spaces and that outdoor dining will likely be associated with any restaurants and the retail uses will generate noise and truck traffic on the adjoining public and internal streets surrounding the project and may have extended hours of operation.
 - b. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. (P&Z)

VII. STREETS:

30. All streets within the project shall be dedicated to the City as public streets. The east-west streets shall not be accepted until the completion of the landbay and determination by the City that the streets comply with all applicable codes and standards. Potomac Avenue and Main Street shall not be accepted by the City until the completion of construction within Potomac Yard or a date determined by the Director of T&ES. (T&ES)
31. The applicant shall dedicate 85 ft. from the existing centerline of Route 1 to the proposed right-of-way. The right-of-way may in the future be used to accommodate future transit improvements including but not limited to dedicated transit lanes. The right-of-way shall be dedicated to the City prior to the release of the final site plan. (T&ES) (P&Z)
32. All driveway entrances, sidewalks, curbing, etc. in public ROW or abutting public ROW

shall meet City design standards. (T&ES)

33. All private alleys must comply with the Potomac Yard Urban Design Guidelines and/or the City's Minimum Standards for Private Streets and Alleys. (T&ES)
34. All alleys shall provide public access easements to include EVE, to be recorded with the subdivision plat. All alleys shall be privately maintained. (T&ES) (Code Enforcement)
35. Alleys shall be clear of obstructions for the entire 24' width at all times (P&Z) (T&ES)
36. The following street names are recommended for new public streets within the project: Residential Street-1 -Maskell Street; Residential Street-2 - McCarty Square; Residential Street-3 - Watson Street; Street between Buildings B and C- Valkenburgh Lane. These streets shall be shown on the final site plan (*Attachment #6*). (P&Z)

VIII. FIRE

37. If the applicant and the City agree that a fire station is to be constructed within Potomac Yard, a separate development special use permit and all necessary applicable approvals shall be considered by the Planning Commission and Council no later than March 1, 2007 with conditions acceptable by the applicant and the City, the applicant shall dedicate the land and construct a building containing a fire station, affordable housing and accessory uses which shall provide the following to the satisfaction of the Alexandria Fire Chief and Director of Code Enforcement:
 - a. The fire station shall be located within the southwestern portion of Landbay-G and the necessary land area to be dedicated to the City.
 - b. Upon conveyance to the City, the fire station shall be a "turn key" building.
 - c. The building in which the fire station is located shall have a footprint of approximately 25,000 sq.ft., including the accessory uses such as possible community rooms and/or retail uses.
 - d. Parking for the building shall be located below grade.
 - e. The applicant, in conjunction with the City shall prepare all applicable plans and documents necessary for the conveyance of the land, design and construction of the station, underground garage and elements typically associated with a fire station.
 - f. All necessary emergency vehicle easements in Landbay G, as well as constructing access roads for emergency vehicles in Landbay G to allow emergency vehicles to reach Landbay H, Potomac Avenue, Main Street and Route 1 – Jefferson Davis Highway. (Code)(Fire)
38. All buildings shall be equipped with an approved automatic fire sprinkler system, which shall provide at least the following minimum requirements to the satisfaction of the

Director of Code Enforcement. (Code)

39. Townhomes - Each unit shall be equipped with an enhanced NFPA 13D sprinkler system above the basic 13D requirements will require sprinklering the garage, closet space and bathroom; backflow protection; and a water flow switch tied to alarms that will sound throughout the unit. (Code)
40. Multi-family Dwellings - Each building shall be equipped with an enhanced NFPA 13R above the basic 13R requirements will require closet space, and bathroom protection. (Code)
41. Commercial buildings and tenant spaces - An enhanced automatic fire sprinkler system shall be designed to NFPA 13 design standards to include the installation of quick response sprinkler heads in all areas and a system design which proves sufficient fire flow availability calculated for 1500 sqft. in most remote area of coverage. (Code)
42. All structures requiring automatic fire sprinkler systems shall show location and sizes of all fire lines, where required by Code. (Code)
43. Fire Department ladder truck access shall be provided for two sides/ ends of all buildings over 50 feet in height 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. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. (Code)
44. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. (Code)
45. Alternatively, if the applicant or City decides a fire station is not constructed, the applicant shall revise the site plan as generally depicted in the plan prepared by Christopher Consultants dated 9-12-06 and shall comply with the following to the satisfaction of the Directors of P&Z and Code Enforcement:
 - a. The proposal shall include the elimination of four units (lots as generally depicted in the 9-12-06 plan)
 - b. The proposal shall be revised to provide the following:
 - i. Lot 107 and lot 116, Lot 210 and lot 217 shall provide a 3- 5 ft. tall brick and metal garden wall on the side of each unit.
 - ii. Lot 159 and lot 167 shall be shifted approximately 15 ft. to the north.

- iii. The lots for each of the units shall be located closer to the curb to increase the number of windows for the side elevations.
- c. The elevations which changed in width from 20 feet to 24 feet, shall be revised to maintain the original proportions of the fenestrations and window-to-wall ratio, as depicted in the Pattern Book prepared by Rust & Orling Architects and dated September 20, 2006, to the satisfaction of the Director of P&Z.
- d. All buildings shall be subject to the sprinkler requirements as outlined within conditions 38-41 as outlined above. (Code) (P&Z)

IX. SITE PLAN:

- 46. Bulb-outs shall be provided at each street intersection of a street where on-street parking is provided similar to Residential Street # 3 to the satisfaction of the Directors of P&Z, Code and T&ES. (P&Z)
- 47. Decorative mailboxes shall be provided, and locations shown on the final site plan, to the satisfaction of the Directors of P&. (P&Z)
- 48. The applicant shall submit a wall check to the Department of Planning & Zoning prior to the commencement of framing for the townhouses, stacked townhouses, multi-family or office building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab or first floor elevation as part of the wall check. The wall check shall be prepared and sealed by a registered engineer or surveyor. The wall check shall be approved by the City prior to commencement of framing. (P&Z)
- 49. As part of the request for a certificate of occupancy permit, the applicant shall submit a building and site location survey to the Department of Planning & Zoning for all site improvements, including the below grade garage for Buildings A-F. The applicant shall also submit a certification of height for the building as part of the certificate of occupancy for each building and/or unit. The certification shall be prepared and sealed by a registered architect and shall state the height of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z)
- 50. All existing and proposed utility poles and overhead electrical/telephone lines for Landbay H/Partial I shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer. (P&Z)
- 51. Depict and label all utilities and the direction of service openings on above grade

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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. Pursuant to the Potomac Yard Urban Design Guidelines, all utilities including but not limited to transformers, telephone and cable boxes shall be located in alleys. Alternate locations necessitated by utility company requirements must be screened to the satisfaction of the Director of P&Z and RP&CA. As part of the final site plan, the applicant shall coordinate with all applicable utility companies the amount, type and location of all utilities on the final site plan. (P&Z) (RP&CA)

52. A freestanding subdivision or development sign shall be prohibited. Temporary freestanding signs for the purpose of marketing the development shall be allowed to the satisfaction of the Director of P&Z. (P&Z)

53. Provide a lighting plan with the first final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Director of T&ES in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed streetlights 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; and
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties. Show existing and proposed street lights and site lights. Provide manufacturer's specifications for and installation schedule indicating the number of each fixture to be installed. Provide lighting calculations and photometric plan to verify that lighting meets City Standards. Lighting plan to cover site, adjacent right-of-way and properties.
 - e. Lighting fixtures shall be setback two feet from back of curb. Provide detailed information indicating proposed light pole and foundation in relationship to adjacent grade or pavement. Street light foundations shall be concealed from view.
 - f. All exterior light fixtures shall be provided with full cut-offs or refractor lenses to ensure that glare and light spillage do not occur to neighboring properties. (P&Z) (T&ES) (RP&CA)

54. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all a newly created Potomac Yard Construction Outreach Team to

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review the hauling routes, location of construction worker parking, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route, construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the landbays. (P&Z)

55. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)
56. 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)
57. 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)
58. Prior to the release of the final site plan, provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging. (T&ES)
59. Show all existing and proposed easements, both public and private. (T&ES)
60. Provide City standard pavement for emergency vehicle easements. All private street signs that intersect a public street shall be marked with a fluorescent green strip on the street signs to notify the plowing crews, (both City and contractor), that they are not to plow those streets. (T&ES)
61. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
62. Provide turning movements for all streets and alleys, entrances into underground garages, and for the attached and detached garages and adjacent units. Show turning

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movements of standard vehicles in the parking structure and/or parking lots. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

63. At alleys, the setback between the buildings and the drive aisles shall be a minimum of 2 feet to provide adequate turning movements. Garages shall be setback 5 feet or 18 feet, while maintaining the front setback depicted on the preliminary plan for each unit, to the satisfaction of the Directors of T&ES and P&Z. (P&Z) (T&ES)
64. Identify type and location of solid waste collection for multi family buildings. (T&ES)
65. Provide volume of traffic at entrances and exits of Residential Street-1, Residential Street-2 and Residential Street-3 on Sheet 7. (T&ES)
66. Downspouts must be piped to the public storm sewer. (T&ES)
67. All private utilities are to be located outside of public right-of-way and public utility easements. (T&ES)
68. No major construction staging shall be allowed along Route 1. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
69. Provide slopes for all ramps within the garages of multi-family buildings. Note that exterior entrance ramps shall not exceed 10%. (T&ES)
70. In the event that Section 5-1-2(12b) of the City Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as required user property, then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES)
71. Solid waste services shall be provided by the City for townhouse units. The developer must provide adequate space within each unit 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. The proposed development must have adequate curb return radius on all alleys to accommodate City solid waste vehicles within their lanes without running over the curb or solid waste pickup shall be from public streets only. (T&ES)

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72. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Director of P&Z and T&ES. (P&Z)
73. 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 on a letter to the Division Chief of C&I. A note to this effect shall be placed on the Phase I Erosion and Sedimentation Control sheet of the Site Plan. (T&ES)
74. 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 Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
75. 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. (Code)
76. Construction staging of materials shall remain clear of emergency vehicle easements, hydrants and fire department connections at all times. (Code)
77. Historical maps indicate that a turning basin for the Alexandria Canal was present in this location. Archaeological work is required to recover information about his important feature of the City’s past. (Arch)
78. The applicant must hire an archaeological consultant to conduct an Archaeological Evaluation. Contact Alexandria Archaeology to obtain a scope of work for this investigation. If significant resources are discovered, the consultant must complete a Resource Management Plan, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Resource Management Plan, as approved by the City Archaeologist, will be implemented. (Arch)

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79. The General Notes of the Preliminary and Final Site Plans must include the following statements so that on-site contractors are aware of the requirements. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology. (Arch)
 - a. All archaeological preservation measures must 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). To confirm, call Alexandria Archaeology at (703) 838-4399. (Arch)
 - b. 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)
80. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist. (Arch)
81. The developer will design and install an interpretive marker on the property to the satisfaction of the Directors of P&Z, RP&CA and Archaeology. The marker will highlight the historical and archaeological significance of the property. (Arch) (RP&CA) (P&Z)
82. The developer will produce a booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology. (Arch)
83. Historical study and archeological investigations shall occur prior to issuance of the grading permit and shall be carried out in accordance with the City of Alexandria Archaeological Standards, and is subject to the approval of the City Archaeologist. (Arch)(T&ES)
84. The applicant shall consult the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the homes. (Police)
85. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department as soon as the sales trailer is placed on site to complete a security survey for the trailer. (Police)

X. SPECIAL TAXING DISTRICT:

86. If the City establishes a special service tax district for this area to raise funds to finance transit capital projects or transit operating programs and services which would serve, in part, Landbay H (such as but not limited to, assisting the financing of a new BRT system along the Route 1 Corridor between Crystal City and the Braddock Metro, or a new Metrorail, all owners of property within this development, including fee-simple owners, condominium owners and the HOA or other applicable associations shall be required to participate in this district. (P&Z)

XI. SUBDIVISION/EASEMENTS/PROCEDURAL:

87. The subdivision plats, easements and/or dedication may be submitted earlier than, but in no event later than submission for the second final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
88. 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 spoilings.
 - 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.

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- 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 Pattern Book prepared by Rust and Orling Architects dated September 20, 2006. 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 Pattern Book 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 Planning & Zoning, 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. A parcel to the east of the site has been dedicated to the City for a possible WMATA Metrorail station rail station at Potomac Yard in accordance with CDD #99-01.
- l. A future pedestrian bridge may be located to the east of the site. A bridge will be constructed by the current owner of Potomac Yard, or their successors, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval.

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- m. 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, Landbay H, I, in accordance with the TMP for Potomac Yard, all owners of property within this development, including fee-simple owners, condominium owners and the HOA shall be required to participate in the district.
- n. The approved Potomac Yard Concept Plan permits 1,900,000 square feet of office space, a 625 room high-rise hotel, approximately 1,500 additional residences, and 135,000 square feet of retail development, in addition to the existing 600,000 square foot Potomac Yard Shopping Center adjacent to Landbay H, I. The buildings closest to Landbay H are permitted to rise to heights of 110 feet. Additionally, the leases with the Potomac Yard Shopping Center expire around the year 2018. It is anticipated that the shopping center site will redevelop at higher density, similar to Potomac Yard.
- o. On-site affordable dwelling units are located within the Landbay and will be maintained as affordable housing.
- p. 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. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)(P&Z)

XII. STORMWATER - UTILITIES:

- 89. The developer shall comply with the peak flow requirements of Article XIII of the Alexandria Zoning Ordinance. (T&ES)
- 90. All stormwater designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
- 91. Plan must demonstrate to the satisfaction of the Director of T&ES that adequate stormwater outfall is available to the site or the developer is to design and build on-site or off-site improvements to discharge to an adequate outfall. (T&ES)
- 92. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designated by the Director of T&ES. The developer further agrees to stipulate in any future

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lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

93. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the city or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)
94. Provide a narrative describing how the project will comply with the stormwater quantity and quality requirements of Article XIII of the Zoning Ordinance. Provide pre and post development, two and ten year storm water computations for the entire site. (T&ES)
95. 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)
96. The applicant shall maintain a “running log” of impervious surface development within each land bay(s) and subsequently to each BMP to keep the applicant and staff apprized of the remaining capacity of all BMPs as the property develops. The applicant is aware that development of impervious surface above that approved within the master plan will not be grounds for water quality or quantity waivers, exceptions, or grounds for exercising the option to contribute to the water quality improvement fund during the later stages of Potomac Yard development. (T&ES)
97. 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 to the Director of T&ES that the BMPs 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)
98. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-

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- Retention Filters, Vegetated Swales, Stormwater Management Ponds, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
99. 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)
100. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. (T&ES)
101. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMP's) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)

Otherwise the following condition applies:

- a. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance

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- service contract; and a copy of the maintenance agreement with the City.
(T&ES)
102. Prior to release of the performance bond for Landbay H/Partial I, a copy of the Operation and Maintenance Manual shall be submitted to the City on digital media. (T&ES)
103. Performance bond for BMP's shall not be released until all drainage area flowing into the BMP is developed. Prior to release of the performance bond the applicant(s) 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(s) 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)
104. Applicant has submitted and overall risk assessment and soil management plan. It is known that there are contaminated soils on this property and several evaluations have occurred for the Potomac Yards site in general. Applicant shall narrow the focus of the site assessment specifically to the property included in this submission. The applicant shall, prior to final site plan approval:
- 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. The remediation plan must be included in the Final Site Plan
 - 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. Applicant shall submit 5 copies of the above.
 - e. Prior to the issuance of any certificate of occupancy and after development and stabilization, the exposed soil shall be sampled and tested to confirm any fill is deemed suitable for residential use. (T&ES)
105. Hydraulic calculations (computer modeling) will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic conditions. (VAWC)

106. VAWC will require a copy of the Code Enforcement approved needed fire flow calculations for this project. A double detector check backflow prevention device is required on all fire services. If located inside the premise, it must have a remote reading meter in a separate accessible room. (VAWC)
107. Maintain a 10' horizontal separation between water and sewer mains. Provide a 10' water line easement for mains and hydrants out of the public right-of-way. Water mains need to be located at a minimum of 10' from homes. Avoid locating water mains under curbs, gutters, planters, stairs, transformers, etc. There needs to be a minimum of two valves at each tee. Show the proposed domestic services on the site utility plan. There are currently no fire or domestic services shown going to the middle building on sheet 12 of 22. (VAWC)

XIII. TRANSIT INCENTIVES:

Landbay H is subject to the following conditions imposed by TMP SUP#99-0020. The following modifications and additions will apply to Landbay H:

108. The applicant shall fund, or shall require that individual builders and owners within the project fund a transportation fund, at an annual rate of \$0.12 per net square foot of occupied retail/commercial space and \$71.96 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 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 unless a waiver is obtained from the Director of T&ES. First payment to the TMP fund shall be made prior to issuance of the certificate of occupancy for the first building. (P&Z) (T&ES)
109. For the office building, 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. The following accommodations shall be made for bicyclists: (Condition 10 from TMP)
 - a. One employee bicycle parking space shall be provided for every 7,500 sq.ft., or portion thereof, of office floor area, and one visitor space for every 20,000 sq.ft., or portion thereof.
 - b. One shower shall be provided per gender for every 50,000 sq.ft., or fraction thereof, of office gross floor area, up to a maximum of three showers per gender.
 - c. One clothes storage locker per gender shall be installed for every required employee bicycle parking. (P&Z) (T&ES)

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110. Upon application for the initial building permit, the applicant shall designate a TMP Coordinator to implement the conditions of the approved special use permit.

Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

CITY DEPARTMENT COMMENTS

Legend:

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

Transportation and Environmental Services:

- C-1. Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-2. All downspouts must be connected to a storm sewer by continuous underground pipe. (T&ES)
- C-3. All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-4. 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-5. 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-6. All utilities serving this site to be underground. (T&ES)
- C-7. Provide a site lighting plan. (T&ES)
- C-8. 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-9. The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C-10. 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-11. The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES)

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- C-12. All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)
- C-13. The minimum diameter for public storm sewer mains is 18-inches. The minimum size for catch basin leads is 15-inches. (T&ES)
- C-14. The minimum diameter for public sanitary sewer is 10-inches. (T&ES)
- C-15. Sheet 13, BMP Treatment Schedule: BMP Device must explicitly state which approved device the water quality volume is flowing into. "Other BMP Structure" is insufficient detail. (T&ES)
- C-16. Sheet 13, BMP Treatment Schedule: Total Impervious Area Allowed to BMP should match that listed in the Worksheet C: Compliance document under Impervious Area column unless justified through calculations in the stormwater master plan. (T&ES)
- R-1. The applicant shall maintain a "running log" of impervious surface development within each land bay(s) and subsequently to each BMP to keep applicant and staff apprized of the remaining capacity of all BMPs as the property develops. The applicant is aware that development of impervious surface above that approved within the master plan will not be grounds for water quality or quantity waivers, exceptions, or grounds for exercising the option to contribute to the water quality improvement fund during the later stages of Potomac Yard development. (T&ES)
- F-1. Sheet 13, BMP Notes and Computations: Applicant states that all water quality volume is being treated (under miscellaneous). If this is so then the impervious area listed under the project description block (14.2 acres) should be the same as that listed under the Best Management Practice (BMP) Narrative (presently states 13.683 acres). (T&ES)
- F-2. Watershed for this particular land bay(s) is Potomac River Watershed. This should be corrected in the Miscellaneous block. (T&ES)
- F-3. Sheet 13, BMP Treatment Schedule: None of the figures listed in the column "Remaining Impervious Area Capacity in BMP" are correct. Revise as appropriate. NOTE: It is clear that the applicant has made an initial attempt to deal with the BMP sizing issue. However, there is little agreement among the information supplied and that brings the accuracy of the information into question. Because this is the first land bay being developed, it is acceptable for this plan to go to planning commission even given the errors it contains. Final plan approval shall not be given nor further land bay plans forwarded to planning commission prior to accurate data being provided. (T&ES)

- F-4. Revise the parking garage geometry for units 156 and 203/204 to provide more maneuvering room for ingress and egress. With the current configuration, it will be impossible for two cars to use these garages. On sheets 21 & 22, revise the Design Vehicle for the turning paths in the garage to a AASHTO Passenger Car (P) design vehicle (19 foot long). The geometry of the parking garage needs to be revised to provide more maneuvering room for cars accessing the end parking spaces. (T&ES)

Code Enforcement:

- F-1. Building Code Analysis is incomplete. Data is not provided for use group; number of stories; floor area per floor; and fire protection plan.
- F-2. All Building Entrances and Exits are not shown on site plan drawings.
- F-3. All firelines are not shown for structures (mixed use, multifamily, and lofts) that require sprinkler protection.
- F-4. Fire Department Connections are not shown on plans.
- F-5. Hydrants are not provided on site plan. Hydrants are on utility plan, however, they need to be shown on site plan (geometry plan) as well.
- F-6. Sheets 7 & 8 - Emergency Vehicle easements provided to not meet minimum turning radii of R-25. Emergency vehicle easements are show as 24 feet wide but have encroachments. No encroachments shall be located within the emergency vehicle easements.
- F-7. Sheet A-1, Groups 1 and 3: four story units exceed height and area limitations per the USBC. An automatic fire sprinkler system is required for the proposed increase in height. Fire lines and fire department connections must be depicted on site plans.
- F-8. Sheet A-2, Groups 4 and 5: four story units exceed height and area limitations per the USBC. An automatic fire sprinkler system is required for the proposed increase in height. Fire lines and fire department connections must be depicted on site plans.
- F-9. Sheet A-3, Group 6: four story units exceed height and area limitations per the USBC. An automatic fire sprinkler system is required for the proposed increase in height. Fire lines and fire department connections must be depicted on site plans.
- F-10. Sheet A-7, Group 18: four story units exceed height and area limitations per the USBC. An automatic fire sprinkler system is required for the proposed increase in height. Fire lines and fire department connections must be depicted on site plans.

- F-11. Sheet A-8, Group 19: four story units exceed height and area limitations per the USBC. An automatic fire sprinkler system is required for the proposed increase in height. Fire lines and fire department connections must be depicted on site plans.
- F-12. Sheet A-10, Groups 21 and 22: Height of retail, commercial and multi-family dwellings is exceed 50 feet above average grade plan. In several instances, mid line of roof element is between 60 to 65 feet above average grade. Buildings over 50 feet in height shall conform to ladder truck accessibility requirements listed below. 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.
- F-13. Sheet A-20, Detail G, Building C: 1st floor plan is missing details for Units 3, 5 and 11. **Issue resolved.**
- F-14. Building F: Relocate handicap parking next to elevator lobby on same side of travel aisle in Garage. Handicap individuals must cross traffic lanes under current design. **Issue resolved, spaces relocated.**
- F-15. Driving surfaces over underground parking will require H-20 loading. **Issue resolved.**
- F-16. 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 within 100 feet of each FDC as measured along the vehicle travel way and hydrants shall not be located closer than 40 feet to the structure. **Hydrant spacing relating to FDCs does not meet this requirement. Sheet 11 shows a hydrant in the middle of the alley roadway near Potomac Avenue and Residential Street #2. Relocate hydrant.**
- C-1. Provide two Siamese connections located to the satisfaction of the Director of Code Enforcement. **Siamese (FDC) connections are located on same side of each structure. In these instances, one FDC shall be relocated to another side of the structure and shall not exceed the 100-foot distance to a fire hydrant.**
- C-2. A separate tap is required for the building fire service connection. **Applicant refers to Note 2 on Sheet 19. Note 2 not provided. All fire lines have not been provided.**
- C-3. New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).

- C-4. 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. **Fire protection plan incomplete. Design standard(s) not provided.**
- C-5. The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. **EVEs are not labeled on Fire Service Plan. FDC distance to hydrants not compliant.**
- C-6. The final site plans shall show placement of fire easement signs. **Acknowledged.**
- C-7. A soils report must be submitted with the building permit application. **Condition met, shown as Note 16 on Sheet 2.**
- C-8. Prior to submission of the Final Site Plan #1, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. **Acknowledged, not provided.**
- C-9. A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 119.0. **Shown as note 22 on Sheet 2. Condition met.**
- C-10. 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 firewall may be provided. **Applicant indicates a willingness to work with code enforcement on this requirement. Issues shall be resolved prior to preliminary review.**
- C-11. Multi-family and Commercial structures contain mixed-use groups and are subject to the mixed use and occupancy requirements of USBC. **Acknowledged by applicant.**
- C-12. Required exits, parking, and accessibility within the multifamily and commercial buildings for persons with disabilities must comply with USBC Chapter 11. **Acknowledged by applicant.**
- C-13. The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.11). **Acknowledged by applicant.**

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- C-14. The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage.
- C-15. Enclosed parking garages must be ventilated in accordance with USBC 406.4.2. Show vent locations on plans. **Vent locations provided, condition met.**
- C-16. Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. Provide note on plans. **Shown as Note 23 on Sheet 2, condition met.**
- C-17. Roof drainage systems must be installed so as neither to impact upon, nor cause erosion/damage to adjacent property. **Shown as Note 24 on Sheet 2, condition met.**

Police

The following comment was not included as a recommendation because the condition is inconsistent with the Potomac Yard Urban Design Guidelines.

- R-1. It is recommended that the park benches have seat dividers to discourage long-term usage such as sleeping or skateboarding.

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**REPORT ATTACHMENTS
AVAILABLE IN THE PLANNING AND ZONING OFFICE**