

Docket Item #7 A & B
Development Special Use Permit with Site Plan #2006-0018
Coordinated Sign Program SUP #2008-0089
Potomac Yard – Landbays I & J-2201 & 2301 Main Street
Staff report updated January 23, 2009

Application	General Data	
Project Name: Potomac Yard – Landbays I & J	PC Hearing:	February 3, 2009
	CC Hearing:	February 21, 2009
	If approved, DSUP Expiration:	February 21, 2012 (3 years)
	Plan Acreage:	19.19 acres
Location: 2201 and 2301 Main Street Landbays I & J	Zone:	CDD#10
	Proposed Use:	Residential
	Dwelling Units:	227
Applicant: Potomac Yard Development, Inc. represented by Duncan Blair, attorney	Small Area Plan:	Potomac Yard/Potomac Greens
	Historic District:	N/A
	Green Building:	Achieving 45 points toward LEED for Homes certification

Purpose of Application

Development of 227 townhouse and stacked townhouse units on a portion of Landbay I and on a portion of Landbay J in the Potomac Yard Coordinated Development District (CDD#10).

Special Use Permits and Modifications Requested:

1. Temporary trailers used for model sales offices in conjunction with a construction project.
2. Coordinated signage plan (for temporary marketing signage).

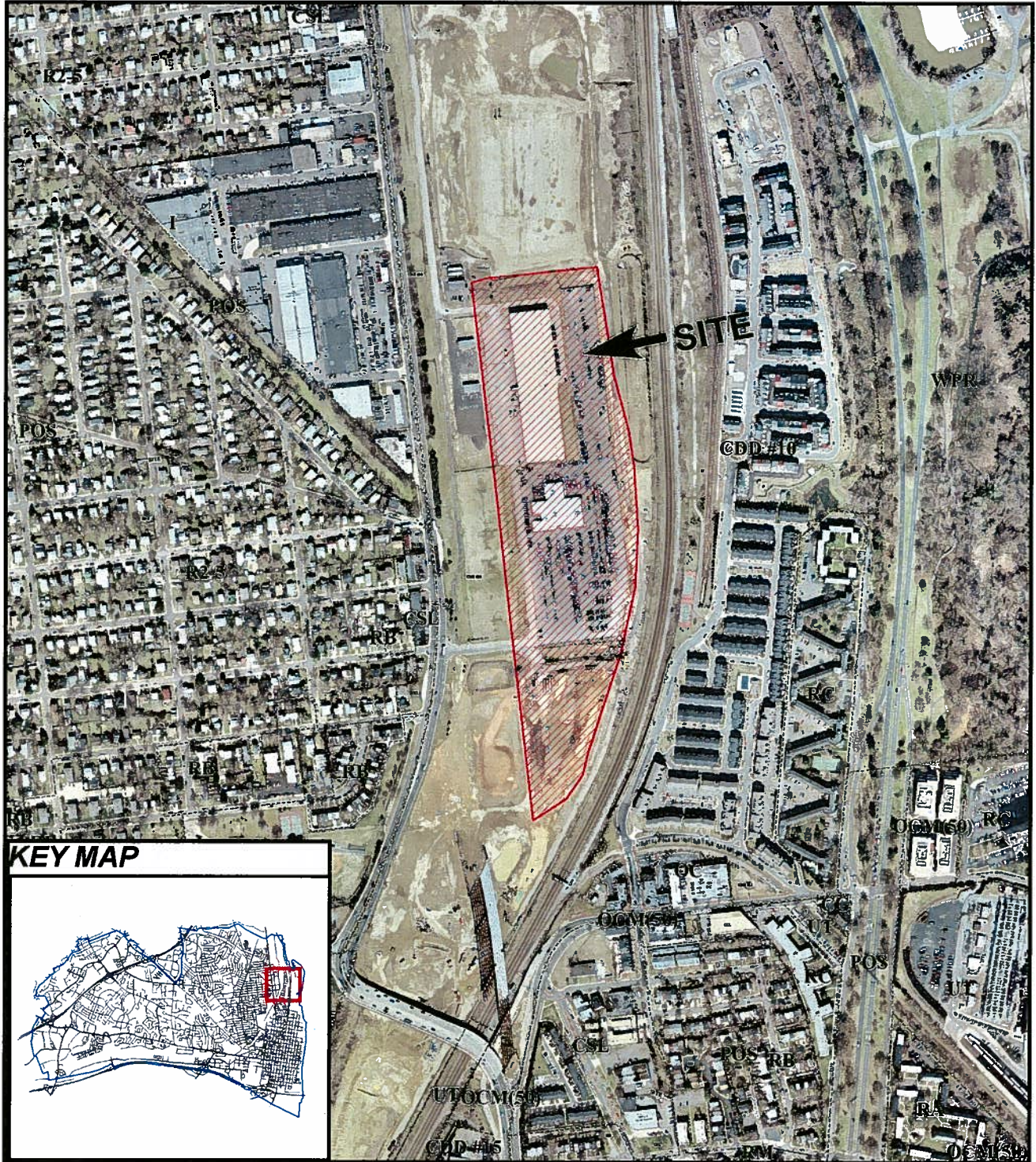
Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers: Terry Russell, Claire Gron, and Matthew North

PLANNING COMMISSION ACTION, JANUARY 6, 2009: The Planning Commission noted the deferral of the item.

Reason: The applicant requested a deferral in advance of the Planning Commission hearing.

CITY COUNCIL ACTION:



DSUP #2006-0018
COORDINATED SIGN PROGRAM 02/03/09
SUP #2008-00089



I. SUMMARY

A. Recommendation

Potomac Yard Development (“PYD” or “the applicant”) has submitted a redevelopment plan for 227 townhouse and stacked townhouse units on a 19.19 acre site in the Potomac Yard Coordinated Development District (CDD#10).

Staff recommends approval of this application with conditions.

Major issues associated with this application are as follows:

- Appropriateness of relatively low-density residential development in the vicinity of a potential Metrorail station;
- Balancing the necessity of providing off-street parking that is sufficient to meet the needs of future residents while ensuring that vehicles do not become a dominating element of the redevelopment plan;
- Providing adequate storm water management and incorporating environmentally sensitive elements into the plan;
- Achieving a healthy balance between open space and development, and providing sufficient usable public and private open space; and
- Ensuring that the redevelopment plan reflects urban and not suburban design.

In terms of this first issue identified above, it is important to note that on October 14, 2008, City Council established (Resolution No. 2298) the Potomac Yard Metrorail Station Feasibility Work Group (“the Work Group”) in order to examine the feasibility of a potential new Metrorail station at Potomac Yard. The Work Group is made up of five individuals, including two City Council members, one representative from the Planning Commission, one representative from the Transportation Commission, and one representative from the Potomac Yard Planning Advisory Group (PYPAG). The work of this group is expected to take much of calendar year 2009 and will be coordinated with the concurrent Potomac Yard Small Area Plan effort.

The challenges of reviewing this current application in light of the ongoing Metrorail study are detailed in the staff report that follows.

B. Summary of Issues

As noted above, PYD has submitted a redevelopment plan for residential dwelling units on a 19.19 acre site in the Potomac Yard CDD. The proposed dwelling units are located on a portion of Landbay I and on a portion of Landbay J. The current redevelopment plan proposes the removal of the existing Avis Rent A Car facility on a portion of the site, which is otherwise vacant, and the construction of 227 new residential dwelling units, including 129 townhouses and 98 stacked townhouses (“urban lofts”). PYD requests that the Planning Commission and City Council take action on the following:

- Approval of a Development Special Use Permit, with Site Plan to construct 227 residential dwelling units within the CDD#10 district;
- Temporary trailers used for model sales offices in conjunction with a construction project, pursuant to §11-512(A) of the Alexandria Zoning Ordinance, 1992, as amended (“the Zoning Ordinance”); and
- Coordinated signage plan (for temporary marketing signage), pursuant to §9-105(F) of the Zoning Ordinance.

Staff finds that the proposal, with the recommended conditions, is generally consistent with the Strategic Plan, the Potomac Yard/Potomac Greens Small Area Plan, and the Alternative Concept Plan and associated Urban Design Guidelines. The proposed redevelopment plan offers several public benefits:

- Providing livable neighborhoods by incorporating distinctive quality architecture and materials, pedestrian-oriented streetscapes, and convenient and attractive open space;
- Fulfilling the vision established for Potomac Yard and implementing construction of the residential units that were anticipated for this site;
- Incorporating environmentally sensitive elements consistent with Eco-City Alexandria’s goal of sustainability; and
- Expanding the City’s tax base: the site currently produces tax revenue of approximately \$190,000, based on the 2008 City Tax Rate. The anticipated net gain from the development of the site, as proposed, would be approximately \$0.6 million.

However, as noted above, there are a number of challenges associated with the redevelopment plan, including:

- Balancing the appropriateness of approving relatively low-density townhouse development in close proximity to a potential Metrorail station with the desirability of implementing the vision that was approved in the original CDD for Potomac Yard;
- Balancing the necessity of providing off-street parking that is sufficient to meet the needs of future residents while ensuring that vehicles do not become a dominating element of the redevelopment plan;
- Providing adequate storm water management and incorporating environmentally sensitive elements into the plan;
- Achieving a healthy balance between open space and development, and providing sufficient usable public and private open space; and
- Ensuring that the redevelopment plan reflects urban and not suburban design.

II. BACKGROUND

A. *Site Context*

The subject development site, Partial Landbay I and Partial Landbay J, make up roughly 19 acres of property in the main body of Potomac Yard. Partial Landbay I abuts Partial Landbay J on its northern side. These Landbays are adjacent to each other and are bounded by Potomac Avenue to the east and Main Street to the west. Farther east, on the eastern side of Potomac Avenue is Potomac Yard Linear Park (Landbay K). Farther west, on the western side of Main Street lies the remaining acres of Landbay I and Landbay J. Landbay H abuts the subject development site to the north; Landbay K abuts the property to the south.

B. *Site History*

The CDD Concept Plan, which governs the Potomac Yard/Potomac Greens development, was approved by City Council in 1999. The CDD Concept 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 Monroe Avenue bridge, but did allow for it. With the Council decision and approval of the realignment of Monroe Avenue bridge in 1999 the Alternative Concept Plan (“the Concept Plan”) became the operative plan for Potomac Yard.

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 the existing 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

Use	Density
Office	1,900,000 sq. ft.
Hotel	625 rooms
Retail	732,000 sq. ft.
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 the Potomac Yard Urban Design Guidelines (“the 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 Design 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.

III. PROJECT DESCRIPTION

The site is approximately 19.19 acres in size and is located on part of Landbay I (14.29 acres) and on part of Landbay J (4.90 acres). The redevelopment proposal calls for the construction of 227 townhouse and stacked townhouse (“urban lofts”) (Attachment #1). The proposed units are distributed between Landbays I and J as follows:

	Townhouse	Stacked Townhouse	Total
Landbay I	97	70	167
Landbay J	32	28	60
Total	129	98	227

A variety of townhouse configurations are proposed. Townhouse units are either three or four stories tall and range in size from 1,726 sq. ft. to 3,456 sq. ft. Vehicular access is via private alley at the rear of the units. A minimum of two parking spaces are provided for each unit in attached garages, detached garages, and/or tandem parking spaces. Private open space is provided for all townhouse units in the form of fenced front yards, fenced rear yards, and/or rooftop terraces.

All urban loft buildings are four stories tall (two-story unit over a two-story unit) and are 2,640 sq. ft. in size. Vehicular access for urban loft units is via private alley at the rear of the units. Two parking spaces are provided for each urban loft units: one space in an attached garage, and one tandem parking space. A private recessed porch, located within the building envelope, is provided at the rear of every urban loft unit.

In addition to the townhouse and urban loft units, the applicant proposes three parks, including:

- Neighborhood Open Space, a 0.61 acre passive open space area in the northern portion of the site in Block B, which would remain in private ownership;
- Custis Finger Park, a 0.53 acre passive finger park at the center of the site, in between Blocks D and E, which would be dedicated to the City; and
- Howell Finger Park, a 0.82 acre passive finger park at the southern end of the site, adjacent to Block F, which would also be dedicated to the City.

Finally, a mid-block pedestrian connection runs north-south for the length of the project, and terminates at Howell Finger Park at the southern end of the site.

IV. ZONING

The property is located within the Potomac Yard/Greens Coordinated Development District (CDD#10). Section 5-602 of the Alexandria Zoning Ordinance outlines zoning requirements in the CDD#10 district as follows:

CDD No.	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum F.A.R. and/or Development Levels	Maximum Height	Uses
10	Potomac Yard/Greens	<p>The RB zone regulations shall apply to the area south of the Monroe Avenue Bridge and east of the Metro Tracks, the CSL zone regulations shall apply on the first 250 feet east of Rte 1. and the I zone regulations shall apply on the remainder of the site; except that the U/T regulations shall apply to an area approximately 120 feet wide located just west of the Metrorail right-of-way (area shown on the plat for Case REZ #95-0005) for the purpose of accommodating the relocated rail mainline on the yard, and except also that the area known as the "Piggyback Yard" and Slaters Lane portion of Potomac Yard (as shown on the plat for Case REZ #95-0004) may be developed pursuant to the CRMU-L zone provided that the Piggyback Yard:</p> <ul style="list-style-type: none"> - shall contain no more than 275 dwelling units; - shall contain no more than 60,000 square feet of commercial space, of which no more than 30,000 square feet shall be office; - shall be planned and developed pursuant to a special use permit; - shall have a maximum height of 50 feet; and - shall generally be consistent with the goals and the guidelines of the small area plan 	<p>Up to 1,900,000 square feet of office space. Up to 625 hotel rooms. Up to 735,000 square feet of retail space. Up to 2,200 residential units.</p>	<p>Heights shall be as shown on the map entitled "Predominant Height Limits for CDD" (Map No. 24, Potomac Yard/Potomac Greens Small area Plan Chapter of 1992 Master Plan (1998 ed.)).</p>	<p>Predominately residential with a mix of land uses to include office, retail and service, hotel, parks and open spaces, and community facilities</p>

The following table details how the proposal complies with the zoning requirements of the CDD #10 district:

Total Site Area: 19.19 acres Landbay I: 14.29 acres (of 22.66 acres) Landbay J: 4.90 acres (or 16.26 acres) Current Use: Avis Rent A Car/Vacant Proposed Use: Residential		
	Permitted/Required	Proposed
Density	<i>Landbay I:</i> 407 residential units <i>Landbay J:</i> 272 residential units	<i>Landbay I (part in current application):</i> 97 townhouse units 70 stacked townhouse units 167 total residential units <i>Landbay J (part in current application):</i> 32 townhouse units <u>28</u> stacked townhouse units 60 total residential units
F.A.R.	N/A	0.76 or 633,744 sq. ft.
Height	Generally 35 to 55 ft. (buildings)	Approx. 33-48 ft. (buildings) Approx. 32-56 ft. (individual units)
Parking	454 spaces (522 spaces with 15% visitor)	512 spaces (off-street) <u>156</u> spaces (on-street) 668 spaces total
Open Space	<i>Landbay I:</i> 7% or 69,095 sq. ft. <i>Landbay J:</i> 4% or 28,334 sq. ft.	<i>Landbay I (part in current application):</i> 11.7% or 73,050 sq. ft. <i>Landbay J (part in current application):</i> 5% or 36,000 sq. ft.

V. STAFF ANALYSIS:

A. *Adopted Plans and Policies*

The City has adopted various plans and policies that help to guide staff when reviewing development proposals submitted to the City. Some of these plans are general plans that apply globally, while other plans are more specific to the designated planning area. These plans set forth goals and principles for smart, sustainable development. Staff looks for consistency with these plans to aid with the review process.

The City's Economic Sustainability Plan and Strategic Plan offer broad base guidelines such as:

- Develop land use plans for transit oriented development;
- Residents enjoy convenient access to walkways, trails and public transit;
- Residents have easy access to neighborhoods, public and open spaces;
- Ensure that new development and redevelopment along major corridors have high quality design;

While the City's Potomac Yard/Potomac Greens Small Area Plan provides some additional criteria for residential development, the 1999 rezoning of the Potomac Yard to a CDD, with the Alternate Concept Plan is the most current guiding document for the redevelopment of the Yard. The Alternate Plan designates that these landbays should be a mixture of uses with predominantly residential uses along the Potomac Avenue and a greater variety of uses along Route 1. This proposal has separated the landbays into east and west segments and is moving forward with the fully residential component.

As the development is designed as system of attractive, pedestrian-oriented neighborhoods with convenient access to parks and open spaces, this proposal conforms with the guidelines of the Economic Sustainability Plan and Strategic Plan. The development further complies with the Potomac Yard/Potomac Greens Small Area Plan in terms of the location of uses within the landbays, with residential units proposed along Potomac Avenue.

Another guideline of the Economic Sustainability Plan and Strategic Plan is the pursuance of transit-oriented development. As previously mentioned, the Work Group will examine the feasibility of a potential new Metrorail station at Potomac Yard throughout much of calendar year 2009. However, as the applicant has pursued this application in good faith since 2006, staff recommends approval of this application for low-density townhouses. Staff has included a condition that the applicant submit a phasing plan, and that generally construction on the site will take place from south to north (because the Metrorail station dedication area is located in the vicinity of the northern portion of the site). This provides additional flexibility for additional density in the northern portion of the site pending the findings of the Work Group.

B. Consistency with the Design Guidelines

The purpose of the Design Guidelines as stated the document's introduction is:

To ensure a standard of high quality urban and architectural design within the new urban fabric of Potomac Yard. These guidelines are meant to assist members of the community, project developers, city boards and staff, through building an understanding of the important urban design principles that shaped the plan.

The applicant, staff, and the Potomac Yard Design Advisory Committee (PYDAC) have applied the Design Guidelines extensively in the design and review of Landbays I and J throughout the development process. Staff believes that the current application is consistent with the Design Guidelines.

A City-created design guidelines checklist is issued to the applicant and used by staff as a tool for creating a high quality urban place. The main components on the design and review process include blocks, streets, open space, townhouses, landscape and general design principals.

Blocks

The Design Guidelines specify that block sizes in Landbays I and J shall be no more than 1,450 feet in total perimeter frontage and no longer than 500 feet in any direction for Landbay I and no longer than 450 feet in any direction for Landbay J. The elongated block sizes in Potomac Yard emulate a typical block size in the adjacent neighborhood of Del Ray. The framework streets in Landbays I and J meet the criteria outlined in the Design Guidelines. Block size perimeters do not exceed 1,300 feet. Block lengths in I and J do not exceed 440 feet.

Streets

The framework streets such as Main Street and Potomac Avenue were reviewed and approved administratively by staff as infrastructure site plans over the course of the past few years.

The Design Guidelines specify that the centerline of Main Street can be no closer than 250 feet from the RTE 1 property line. The Developer has achieved this in their design of Main Street in both Landbays I and J.

An alley system in both Landbays I and J was created by the developer for rear unit access to tandem parking in the rear in some cases and covered parking in the remaining townhouses. No alley curb cuts are proposed along Custis Avenue and no alleys in this development are dead-ends as required in the Design Guidelines.

The Neighborhood Open Space along Main Street, in Landbay I and the finger park along Howell Avenue, in Landbay J are focal points of the overall design in Landbays I and J. The Design Guidelines recommend that neighborhood parks be bordered by one-way streets. Custis and Howell Finger Parks are bordered on the north and the south by one-way streets.

Open Space

Minimum dimensions and square footage of the parks in Landbays I and J are specified in the Design Guidelines. The Neighborhood Open Space in Landbay I is approximately 26,000 square feet, exceeding the minimum requirement of 22,000 square feet. The open space is approximately 145 feet x 180 feet and meets the minimum dimensions of 120 feet x 120 feet.

The Design Guidelines give minimum figures for the finger parks of Custis and Howell. At minimum, the park on Custis should be 42 feet wide, the park meets this dimension. Howell Park is required to be $\frac{3}{4}$ of an acre. It is approximately 35,000 square feet including a portion of the park on the west side of Main Street.

Townhouses/General Design Principals

The Design Guidelines set forth numerous design standards for structures in Landbays I and J. Such regulations include finishing materials, color, fenestration, building height, encroachments, trash receptacles, garden walls, windows, entrances, HVAC equipment and utilities.

Materials, fenestration, encroachments, windows, paint color, building heights and architecture with some exceptions, emulate features of old and historic townhouses in Old Town Alexandria. Original materials are encouraged to be used in Potomac Yard such as wood, metal, brick and stone. Synthetic materials are discouraged and the use of these materials is limited in this application. Staff will continue to work with the applicant 1.) to encourage construction of wood elements such as decks, balconies, dormers and porches, 2.) to assure that chimneys are clad in brick, 3.) to assure that bay windows are wood or metal, and 4.) to encourage brick ornamentation, special entry and window detail features.

Heights do not exceed 55 feet and a variety of architectural styles are proposed. Porches and stoops do not encroach more than 4.5 feet. Front building facades are parallel to the front property lines. Skylights are not visible from the front of the building. Garden walls are 6 feet high and used to screen rear alleys and private back yards. Mechanical HVAC and garbage receptacles will not be visible from the street and utilities will be located in the alleys.

As with all Development cases in Potomac Yard, the application presented to the Planning Commission does not meet all design criteria outlined in the Design Guidelines. Most often, inconsistencies with the guidelines are a result of staff requesting something in the proposal that is not detailed in the Design Guidelines or conflicts with the Design Guidelines. For example, the Design Guidelines state that the width of any projection cannot exceed 60% of the width of the building. Staff believes it is more architecturally appropriate in some cases for porches and bays to extend to wider limits than the 60% minimum. The Design Guidelines specify that the cornice line for stacked townhouses in Landbays I and J should not exceed 45 feet in height and 35 feet in height for regular townhouses. Staff has relaxed this regulation to allow higher cornices to mitigate the height transition from Landbay H to Landbay I and create a more prominent street wall along Howell Avenue.

Landscape

Final landscaping features include a brick sidewalk on all core streets such as Main Street, E. Howell Avenue and E. Custis Avenue. Street trees will be approximately 35 feet on center and Red Maple trees in 4' x 10' tree pits will line Main Street, E. Custis and E. Howell Avenue.

All residential sidewalks in Landbays I and J are required to be 14 feet wide with concrete or bricks. However, due to the secondary nature of the east/west streets excluding Howell and Custis Avenue, staff is recommending that these sidewalks be reduced to 6 feet in width.

C. *Pedestrian Environment and Streetscape Design*

Pedestrian improvements reflect the street hierarchy established by the Design Guidelines. A 14-foot wide concrete sidewalk with tree pits has been provided along Potomac Avenue, and 14-foot wide brick sidewalks with tree pits have been provided along the framework streets, including Main Street, Custis Avenue, and Howell Avenue. Six-foot wide concrete sidewalks with landscaping strips have been provided along the smaller, neighborhood streets. Other pedestrian improvements include street trees, decorative street lights, trash cans, and bus shelters. Crosswalks are provided at every street intersection, and in all locations where the mid-block pedestrian connection crosses east/west streets. In addition, a maximum of two curb cuts are provided per block so as to minimize conflicts between pedestrian and vehicular traffic.

Staff has worked with the applicant to improve the pedestrian environment. The proposed townhouse and stacked townhouse units have been pulled up to the street and form a street wall enlivened by porches, decorative fences, garden walls, and pedestrian-scaled architectural elements. In order to further enhance the pedestrian environment, and to ensure the safety of pedestrians, staff is recommending conditions related to the removal of on-street parking spaces and the extension of landscaping strip to provide additional open space, and a condition requiring bulb-outs where the mid-block pedestrian connection meets east/west streets to provide an enhanced pedestrian crossing.

D. *Open Space*

Neighborhood Open Space

The applicant is proposing a 0.61 acre (26,700 sq. ft.) privately maintained Neighborhood Open Space in the northern portion of the site along Main Street (Attachment #2). The open space is subject to a public access easement and is designed for passive recreational uses. The rectangular open space includes a large lawn, shade trees, benches, and a focal point that may relate to the history of the Potomac Yard area. Because of the formal nature of the Neighborhood Open Space, staff does not support locating a "tot lot" in this particular open space.

Staff has been working with the applicant on the massing and architecture of the buildings surrounding the Neighborhood Open Space such that they enclose and appropriately reflect the prominence of the open space.

Custis Finger Park

The applicant is proposing a 0.53 acre (22,900 sq. ft.) linear finger park, to be dedicated to the City, at the center of the site. Custis Finger Park is nearly 600 ft. in length, and consists of lawn with shade trees and benches at street intersections and where the mid-block pedestrian connection crosses the park. Staff is recommending conditions requiring the provision of additional shade and ornamental trees in Custis Finger Park to reflect the design previously approved for Swann Finger Park in DSUP #2004-48.

Howell Finger Park

The applicant is proposing a 0.82 acre (35,700 sq. ft.) triangular finger park, to be dedicated to the City, at the southern end of the site (Attachment #3). Howell Finger Park consists of lawns, shade trees, and benches. Staff is recommending a condition that the “tot lot” be removed from the park and relocated elsewhere within Landbay J, possibly in the phase II development for this landbay – the area between Main Street and Route 1. In addition, staff is recommending conditions requiring the provision of additional shade and ornamental trees in Howell Finger Park.

Mid-block pedestrian connection

A mid-block pedestrian connection is provided which runs north-south for the length of the project, and terminates at Howell Finger Park at the southern end of the site. This connection is intended to serve as a pedestrian thoroughfare for the residents of Potomac Yard, leading through and past the many neighborhoods and parks, and will ultimately end in Landbay G at the Town Center Green. Staff is recommending conditions to improve the safety and aesthetics of the mid-block pedestrian connection, such as requesting the relocation of utilities, the use of quality fence materials, and the widening of the public access easement, and the provision of bulb-outs where the mid-block pedestrian connection meets east/west streets to provide an enhanced pedestrian crossing.

Private open space areas

In addition to the major parks, private open space is provided for all townhouse units in front yards, rear yards, and/or rooftop terraces. Of the 129 proposed townhouses, 44 units (34%) have private rear yards. Each stacked townhouse unit is equipped with a private recessed porch located within the building envelope at the rear of the unit.

E. Environment/sustainability

Storm water management

The applicant has been working closely with the Office of Environmental Quality (OEQ) in order to address the problem of inadequate storm water Best Management Practices (BMPs) for the proposal. In essence, the impervious surface proposed for Landbays I and J is greater than that which was taken into consideration in the planning of infrastructure. The applicant must

upsized the sandfilter which serves Landbays I and J in order to absorb the increase in impervious surface. Staff is recommending a condition in order to address this issue.

Sustainability

The applicant has agreed to achieve the points necessary to qualify the site for LEED for Homes certification, although they will not go through the formal certification process. LEED for Homes is a U.S. Green Building Council initiative with the goal of promoting sustainable design, construction, and operations practices in homes nationwide. In addition the applicant has agreed to incorporate porous pavers in the tandem parking spaces in the alleys, which could potentially address some portion of the storm water management concerns on the site.

F. Parking

The Zoning Ordinance requires that 454 off-street parking spaces must be provided on-site, plus an additional 15% (68 spaces) for visitor parking. The total number of parking spaces required for the proposed development is 522. The applicant proposes to provide 512 dedicated off-street parking spaces for the townhouse and stacked townhouse units, plus an additional 156 unreserved on-street parking spaces.

A total of 296 off-street parking spaces are proposed to serve the townhouse units, and are accessible via private alley at the rear of all units. The applicant proposes to provide between two and four off-street parking spaces for each townhouse unit in attached garages, detached garages, and/or tandem parking spaces as follows:

	Number of townhouse units	Percentage of townhouse units
2-car detached garage only	40	31%
2-car attached garage only	62	48%
2-car attached garage + 2 tandem spaces	19	15%
1-car attached garage + 1 tandem space	4	3%
2 tandem spaces only	4	3%
Total	129	100%

A total of 196 off-street parking spaces are proposed to serve the stacked townhouse units, and these spaces will be accessible via private alley at the rear of all units. The applicant proposes a 1-car attached garage and one tandem space for each stacked townhouse unit. Stacked townhouses have sometimes been interpreted to be multi-family housing, from a zoning perspective, and would require more parking spaces under this categorization. In this application, staff is recommending that the stacked townhouses be categorized as duplexes rather than as multi-family units. The Zoning Ordinance requires that two off-street parking spaces be provided for each two-family (duplex) dwelling unit. Interpretation of the stacked townhouses as duplexes

requires that they be configured and the associated lots subdivided to conform with the Zoning Ordinance definition of “two-family dwelling units”. Staff is recommending this as a condition of approval.

The applicant is providing more parking than is required by the Zoning Ordinance. The majority of additional parking spaces provided are on-street parking spaces required on both sides of residential streets per the Design Guidelines. Staff has worked with the applicant to minimize on-street parking spaces, especially around the Neighborhood Open Space and Custis and Howell Finger Parks. Separately, in Blocks C, D, and E, for example, a total of four parking spaces (two spaces in attached garages, and two tandem spaces) have been provided for some of the townhouse units. In reviewing the proposal, staff weighed the Design Guidelines requirement that parking for the proposed units be embedded within the block against the necessity of providing a strong streetwall, and further considering block dimensions which prohibited the provision of rear yards and detached garages for all townhouse units. Per staff’s request, the townhouses were pulled forward towards the street, creating room for tandem parking spaces at the rear of the units, and easing turning movements for detached garages across the alley.

G. Urban Design

The applicant has incorporated urban design principles into the proposal. Blocks are scaled small to favor the pedestrian (roughly 180 ft. x 420 ft.), and are organized along an orderly grid system. In addition, the neighborhood streets are narrow, with on-street parking and curb extensions to slow traffic and sidewalks are provided on both sides of the street. Townhouse and stacked townhouse unit setbacks have been minimized, and in conjunction with porches, decorative fences, garden walls, and pedestrian-scaled architectural elements, create a strong street wall.

The Potomac Yard/Potomac Greens Small Area Plan specifies that required parking must be underground or embedded within the block, and that required parking for individual townhouses and other single family units to be served by alleys to the maximum extent feasible. In accordance with the Potomac Yard/Potomac Greens Small Area Plan and the Design Guidelines, the proposed units will be rear-loaded and accessed via private alley.

Staff has worked with the applicant to revise the design of units 248-259 such that the units appear as one prominent building framing the Neighborhood Open Space. Similarly, special detailing and roofing materials have been provided for the townhouse units facing the northern and southern ends of the Neighborhood Open Space. Upon submission of the Phase II portion of Landbay J, staff will work with the applicant on the design of proposed buildings on the parcel adjacent to the Neighborhood Open Space on the west side of Main Street to fully enclose the space.

H. Architecture

Landbays I and J are conceived as a series of neighborhoods based on traditional styles found in Alexandria and surrounding communities. The four new residential neighborhoods are flanked

by two single rows of transitional styles at the north and south. These neighborhoods run from Watson at the north end and past Custis Avenue to Howell Avenue at the south end, and include four additional new east/west streets. (Attachment #4)

Contemporary

The northern group of transitional townhouses fronting Watson Street and what will be higher density mixed-use development in Landbay H has been designed in a contemporary style to be compatible with future development, incorporating brick facades and flat roofs. This northern group features two-story projecting metal bays and are expressed as four-story buildings to help address the larger scale of projected development in Landbay H.

Mansion

Turning the corner and continuing south, the style transitions from contemporary to eclectic mansion style, representative of late 19th century grand townhouse styles. This first neighborhood features the large (approximately ½ acre) Neighborhood Open Space, and the houses facing it have been intentionally designed to incorporate quality materials and decorative elements. The importance of the space is further reinforced by the design of the units to the east of the Neighborhood Open Space. This combination of townhouse and stacked townhouse units are designed to resemble an elegant turn-of-the-century Washington-style apartment building. It is expected that the future building (to the west) that will complete this urban space will address the Neighborhood Open Space in a formal way as well.

Main Street

As development proceeds south on Main Street, the expression and architectural style of units is intentionally grand, reflecting the higher-end townhouses that would be found on major streets and avenues. These units continue the highly detailed expression and materials that are found around the Neighborhood Open Space. As Main Street approaches the more contemporary houses along Howell Avenue, the facades transition gradually to more contemporary styles including industrial and art deco motifs.

Potomac Avenue (Attachment #5)

The units facing Potomac Avenue are treated consistently to create a sense of continuity using a variety of styles including mansion/large townhouses and units groups to resemble small apartment buildings. Although high-style, the Potomac Avenue units are intentionally slightly less grand than those on Main Street to create a clear hierarchy. Similar to Main Street, as Potomac Avenue approaches the more contemporary houses along Howell Avenue, the facades transition gradually to more contemporary styles including industrial and art deco motifs.

Wood Frame

The neighborhood centered on Street 7 is predominantly reflective of simple wood frame style typical of Alexandria neighborhoods like Parker-Gray: flat walls with repetitive window

openings, wood clapboard siding down to a low brick water table, and either stoops or simple front porches where setbacks allow. Roof forms are gambrel or pent (mansard) roofs with occasional use of mostly shed dormers. Expression is a mix of two-and three-story facades.

Victorian

The neighborhood flanking Custis Finger Park is defined by a typically Victorian style of townhouse, incorporating brick facades, a variety of painted and unpainted brick colors, two-story brick bays, gable dormers, and some degree of façade articulation. As characteristic of the style, entries are typically raised stoops, although a few units have engaged porches. Brickwork is simple but with some detailing, particularly window head and sills characteristic of Victorian townhouse styles.

Craftsman

The next neighborhood to the south is centered on Street 8, and is characterized by Craftsman style houses featuring a mixture of brick and siding cantilevered two-story bays, ornamental porches, rail and gable trim recalling Craftsman style houses of the early 20th Century. The roofs are a mixture of standing seam metal and composite shingle.

Contemporary

The final row of townhouses facing Howell Finger Park returns to the contemporary style seen on the north end along Waston Street, repeating the red brick and two-story metal bay style. Here though, there is an additional row of loft/warehouse style units featuring a one-story rusticated based topped with a two-story punched masonry wall of blond brick with standing seam metal roofs.

General Design Strategies

Throughout Landbays I and J, as was typical in traditional Alexandria row houses, the custom of terminating the front face brick at alley walls and changing to a simpler, less expensive brick has been followed. As is typical with historic houses found in Alexandria, the side walls also include fewer and less orderly placement of windows.

Where site plan conditions permit, houses have been scaled down by locating the garage in a small, separate structure which solves the functional problem of alley layout and which has several added benefits including: scale and style transition at the end of blocks, private rear yards, and an increased sense of openness into the block.

Finally, all blocks have been designed to promote the pedestrian mid-block connection which runs north/south through Landbays I and J. For example, the mid-block pedestrian connection connects with the sidewalk in front of the townhouse and stacked townhouse units which resemble an apartment building, with a view of the Neighborhood Open Space.

I. Special Use Permit requests

As part of the development special use permit, the applicant is requesting approval of the following:

Sales Trailers

Section 11-512(A) of the Zoning Ordinance permits temporary trailers used for model sales offices in conjunction with a construction project, when the location, size, and design is included as part of a site plan or special use permit approval. The applicant proposes two 60 ft. x 40 ft. (2,400 sq. ft.) temporary sales trailers, 26 parking spaces, and associated landscaping and signage. The temporary sales trailers will be located adjacent to the Neighborhood Open Space, west of Main Street. Staff is recommending a condition that the applicant work with staff to finalize the site layout of the temporary sales trailers.

Comprehensive marketing signage plan

Section 9-105(F) of the Zoning Ordinance permits the development of a coordinated sign program in a CDD by special use permit. The applicant proposes a coordinated sign program for the purposes of temporary marketing signage which includes 11 different types of signs ranging in size from 2 sq. ft. to 60 sq. ft. Staff is recommending a condition that the applicant work with staff to finalize the coordinated signage plan for temporary marketing signage in conjunction with the final site plan review.

J. Fiscal

Based on information provided to the City by the applicant concerning the anticipated values of the proposed units, the project is expected to generate additional real estate taxes as follows:

- The total estimated real estate taxes from the residential development of Land Bays I & J is projected at \$1.2 million using the following assumptions. It should be noted that the cost of delivery of public and school services to the residential development would reduce this \$1.2 million by 50% to a net gain of approximately \$0.6 million.¹
- All calculations are in 2008 dollars, and as such are neither inflated in future years, nor discounted to present value.
- All calculations should be viewed as conservative “order of magnitude” calculations, which provide a ballpark estimate of the long-term net new tax generation impact to the City.
- Tax rates used in these calculations are 2008 tax rates, and with the assumption of no changes in tax policy or tax rates.
- The development would include 97 townhouses in Landbay I and 32 townhouses in Landbay J for a total of 129 townhouses. The development would include 70 urban lofts in Landbay I and 28 urban lofts in Landbay J for a total of 98 urban lofts.

¹ Public cost 50% share derives from applying the residential cost ratios contained in *Economic and Fiscal Impact Studies of PTO Development at Carlyle* (1999) Delta Associates and Dr. Stephen S. Fuller

- Projected real estate assessments are based on an anticipated value of \$550,000 per urban loft and \$700,000 per townhouse.

K. 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 CDD 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 1,900,000 square feet (s.f.) of office space, 625 hotel rooms, 120,000 s.f. of retail space and 1,683 residential dwelling units, the study estimated that at build-out and full occupancy, the project would generate approximately 1,620 AM peak hour vehicle trips and 1,950 PM peak hour vehicle trips. The study found that the travel demand of the proposed development was consistent with the approved CDD. Within the study area, the street network (both internal and improved external streets) would operate at level of service (LOS) D or better, except for the intersection of Route 1 with Glebe Road, which would begin to operate at LOS E during the PM peak hour. The study did not indicate the need for transportation improvements beyond those included in the approved CDD plan.

VI. COMMUNITY

The applicant has worked diligently with staff and the citizenry by participating in an open public meeting process, presenting Landbays I and J a number of times to the community at PYDAC and to the Planning Commission during work sessions. The following is a list of meetings over the past year with various public groups including the Park and Recreation Commission (PRC).

November 8, 2007	Planning Commission Work Session
July 9, 2008	Presentation to PYDAC
September 10, 2008	Updated Presentation to PYDAC
October 8, 2008	Updated Presentation to PYDAC
November 6, 2008	Planning Commission Work Session
November 12, 2008	Updated Presentation to PYDAC
December 9, 2008	City Council Work Session

PYDAC is charged with reviewing and recommending development projects within the Yard by applying and upholding the design principals outlined in the Design Guidelines. PYDAC reviewed the development application over the course of 6 months from July to December 2008. Members heard presentations given by the Applicant and the Applicant's representatives during regularly scheduled PYDAC Meetings. PYDAC Members also reviewed the preliminary development plans and were given an extensive checklist that details all of the applicable design criteria for Landbays I and J outlined in the Design Guidelines. The preliminary site plan and the checklist are the same materials that Staff has reviewed and based this report on.

The main topics discussed by PYDAC Members, Staff and the Applicant at the meetings included the following:

Creating Neighborhoods & Mixing Residential Building Types

PYDAC is committed to helping create a distinct and unique urban neighborhood that is economically sustainable and enjoyable for all inhabitants and visitors of Potomac Yard. The proposal provides an interconnected street grid and parks for each neighborhood as neighborhood amenities. All east west streets terminate their views at Potomac Yard Park, Landbay K. The interior streets are oriented east west as required by the guidelines for smaller scale residential streets.

Three story townhouses and stacked townhouses are proposed with this application, 227 units total. These units have been broken down into distinct neighborhoods within a larger neighborhood characterized by their architecture. The neighborhoods include Contemporary, Victorian, Craftsman, Mansion, Wood Frame and Eclectic. Each neighborhood will be within a 5 minute walk to a neighborhood park.

Neighborhood Open Spaces

Landbays I and J include a series of finger parks and a Neighborhood Open Space that meets the minimum dimensions provided in the Design Guidelines. The finger parks and the sidewalks of east-west streets lead to Potomac Yard Park, Landbay K and provide attractive views for pedestrians. Final designs of the parks will be worked out at the site plan stage. The stick of townhouses on the east side of the park in Landbay I includes four urban lofts and helps to create a more prominent “building” adjacent to the Neighborhood Open Space.

Pedestrian-Friendly Environment

Sidewalks with shade trees are provided on both sides of all streets. A mid-block pedestrian walkway passes through the proposed development from the south and continues northward to the Town Center in Landbay G. PYDAC Members unanimously agreed that more green space is attainable by eliminating some on-street parking. Six hundred (600) spaces for 227 units are provided in this development application. Therefore, the idea of eliminating some of the on-street parking spaces and adding planting islands and or planting strips where on-street parking is proposed has been encouraged. Also, extending the tree pits and creating planting strips adjacent to the street with additional trees is another option to increase green space.

Townhouse Design

The proposed Townhouses meet the guidelines with regard to frontage, orientation and setback. They incorporate a variety of color, material and fenestration and are organized into a series of neighborhoods illustrating several styles of design drawn from older Alexandria neighborhoods.

Finally, PYDAC supported the use of green building materials and LEED Certified Development. The use of PVC and vinyl is discouraged by PYDAC Members while they encouraged the Applicant to use recycled materials and original materials such as metal and wood.

PYDAC has concluded that this proposal meets the intent of the Urban Design Guidelines and has sent a recommendation letter to the Commission (Attachment 6).

VII. CONCLUSION

Staff recommends approval subject to compliance with all applicable codes and ordinances and the conditions attached to this report.

STAFF: Faroll Hamer, Director, Planning & Zoning
 Jeffrey Farner, Deputy Director
 Gwen Wright, Chief, Development
 Tom Canfield, City Architect
 Patricia Escher, Principal Planner
 Terry Russell, Principal Planner
 Claire Gron, Urban Planner
 Matthew North, Urban Planner
 Bethany Carton, RP&CA
 Matt Melkerson, T&ES
 Eric Eisinger, Office of Management and Budget

VIII. STAFF RECOMMENDATIONS

The applicant, and/or its successors and assigns, shall provide all improvements depicted on the Preliminary Plan dated July 2008, revised through September 12, 2008 (“the Preliminary Plan”), and comply with the following conditions of approval:

A. PEDESTRIAN IMPROVEMENTS:

1. The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the preliminary plan and shall also provide the following to the satisfaction of the Director of P&Z and T&ES.
 - a. The sidewalks on Main Street, Custis Avenue, and Howell Avenue, shall be brick, constructed in a running bond pattern, and shall conform to City standards. The brick sidewalks shall return on the concrete sidewalks approximately 35 ft. as depicted in the Design Guidelines.
 - b. The remainder of the sidewalks shall be concrete, shall include “lamp black” color additive, and shall conform to City Standards.
 - c. The sidewalk configuration shall consist of the following:
 - i. Main Street, Custis Avenue and Howell Avenue shall consist of 13.5 ft. wide brick sidewalks with 4 ft. x 10 ft. tree pits and a 9.5 ft. wide unobstructed sidewalk.
 - ii. Potomac Avenue shall consist of a 13.5 ft. wide concrete sidewalks with 4 ft. x 10 ft. tree wells and a 9.5 ft. wide unobstructed sidewalk.
 - iii. All other streets shall consist of 6 ft. wide unobstructed sidewalks and a continual 4 ft. wide landscape strip adjacent to the curb.
 - iv. The applicant shall install and maintain ADA accessible pedestrian crossings serving the site as shown on the preliminary plan.
 - v. The concrete sidewalks shall continue over the proposed alley curb cuts to provide continual uninterrupted concrete sidewalks.
 - vi. The sidewalks for the north-south mid-block pedestrian connections shall be 4 ft. wide brick sidewalks, in a running bond pattern, parallel to the street.
 - vii. The mid-block pedestrian crossing shall be constructed to transition to the grades of the mid-block pedestrian crossing at the grade of the internal private alley.
 - d. The street light for each of the streets shall be black pedestrian scale acorn lights.
 - e. The applicant shall provide bulb-outs at the “hatched” areas as depicted on the preliminary plan for Street # 7 and Street # 8 similar to the remainder of the streets.
 - f. Remove all single (no adjoining parking space) on-street parking spaces on Street 7 and Street 8 and extend adjacent planting strips.
 - g. A bulb-out shall be provided in all locations where the mid-block pedestrian connection meets east/west streets to provide an enhanced pedestrian crossing, as shown on the Preliminary Plan.

2. Provide thermoplastic crosswalks (Two 6" white lines with 10' spacing from inside of line to inside of line) at the following intersections to the satisfaction of the Director of T&ES. (T&ES)
 - a. Street 4 & Street 5
 - b. Street 6 & Street 5
 - c. Potomac Ave & Street 4
 - d. Potomac Ave & Street 6
 - e. Potomac Ave & Street 7
 - f. Potomac Ave & Street 8
3. Provide thermoplastic laddered crosswalks at the following locations:
 - a. Custis Ave midblock between Main St & Potomac Ave
 - b. Street 7 midblock between Main St & Potomac Ave
 - c. Street 8 midblock between Main St & Potomac Ave
 - d. Howell Ave midblock between Main St & Potomac Ave (T&ES)
4. Provide two curb ramps per intersection corner at the following locations (See Design Guidelines Sec. 5, Page 83):
 - a. Intersection of Street 4 & Street 5 – SE Corner
 - b. Intersection of Street 5 & Street 6 – NE Corner (T&ES)
5. The applicant shall provide six (6) bus shelters, street signs, stop signs, mast arms and pedestrian count down signals which shall consist of the following to the satisfaction of the Directors of T&ES and P&Z.
 - a. All bus shelters on Main Street shall be the City approved "Carlyle" designed bus shelters.
 - b. All bus stops and bus shelters shall be ADA compliant.
 - c. The mast arms for each signalized intersection shall be City Standard black mast arms.
 - d. Pedestrian count down signals shall be provided at each signalized intersection. Install PRISMA DAPS accessible buttons on all pedestrian crossings.
 - e. Signposts shall be 2"x2" square tube galvanized posts painted black; signs shall be Highway C aluminum, 0.080 gauge blank, 3M VIP sheeting.
 - f. All appropriate on-street parking signage and any other signage for control of pedestrians and vehicles adjoining the site shall be in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES, depicted on the final site plan and installed by the developer and consistent with the Potomac Yard Urban Design Guidelines. (T&ES) (P&Z)
6. Continual 10 ft. wide public access easements shall be provided for the north-south mid-block pedestrian connections and shall continue from Howell Avenue to Watson Street, including the internal alleys. These easements shall be recorded as part of the subdivision plat, prior to the release of the final site plan. (P&Z)

7. The applicant shall provide twenty (20 visitor (short-term) bicycle parking racks on the surface, dispersed evenly throughout the site (racks shall be placed to serve the proposed park areas) Locations to be determined at time of final site plan to the satisfaction of the Director of T&ES. (T&ES)

B. OPEN SPACE AND LANDSCAPING:

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

General:

- i. Ensure positive drainage in all planted areas.
- j. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with signage and site utilities.
- k. Provide detail sections showing above and below grade conditions for plantings above structure.
- l. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.

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

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

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

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

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

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

10. **Neighborhood Open Space:** The Neighborhood Open Space shall be revised to provide the following to the satisfaction of the Directors of RP&CA and P&Z:
- a. A perpetual public access easement shall be depicted on the subdivision plat and shall be approved and recorded prior to the release of the final site plan.
 - b. The open space shall be fully open to the public following the hours and guidelines established by the Department of Recreation, Parks and Cultural Activities.
 - c. The Neighborhood Open Space shall be privately maintained by the applicant to the satisfaction of the Director of RP&CA, until conveyance to the Homeowners Association (HOA). Conveyance procedures shall be outlined in the HOA documents to the satisfaction of the Director of P&Z and RP&CA.
 - d. The design of the open space shall be reconfigured as generally depicted in Attachment # 7.
 - e. Freestanding signage shall be prohibited.

- f. Two continuous benches or lines of benches shall be provided within the park and constructed of high quality material such as stone, architectural precast or metal,.
 - g. Four City standard trash receptacles shall be provided within the open space.
 - h. Fences shall not be permitted.
 - i. All landscaping shall be maintained in compliance with the City of Alexandria Landscape Guidelines.
 - j. Decorative pedestrian scale acorn street lights shall be incorporated in the open space design.
 - k. Special paving shall be provided in the open space. (RP&CA, P&Z)
11. ***Custis Finger Park:*** The park shall be revised to provide the following to the satisfaction of the Directors of RP&CA and P&Z:
- a. The park shall be revised as generally depicted in Attachment # 8.
 - b. Revise the spacing of the park trees to 30 feet on center, as approved in DSUP 2004-0048, and provide an additional four (4) shade trees. Street trees along Custis Avenue shall be parallel the length of the street.
 - c. Provide eleven (11) ornamental trees in the portion of the finger park west of Main Street.
 - d. Freestanding signage shall be prohibited.
 - e. Two City standard trash receptacles shall be provided within the park.
 - f. Fences shall not be permitted.
 - g. All landscaping shall be maintained in compliance with the City of Alexandria Landscape Guidelines.
 - h. Special paving shall be provided at the mid-block pedestrian crossing.
 - i. The mid-block pedestrian crossing shall have pedestrian-scale lighting, the quantity, quality, and location of which will be determined through a photometric study.
 - j. Separate bonds for the park shall be posted prior to site plan release.
 - k. The park shall be maintained by the applicant to the satisfaction of the Director of RP&CA until acceptance by the City. The park shall not be accepted by the City until approved by the City verifying that all park improvements have been completed in accordance with the approved plans to the satisfaction of the Directors of RP&CA, P&Z and T&ES. Upon acceptance the park shall be dedicated to the City and opened to the public.
 - l. The irrigation controller shall be located at the east end of the park, in a dark green or black, waterproof NEMA enclosure on a concrete pad. (RP&CA, P&Z)
12. ***Howell Finger Park:*** The park shall be revised to provide the following to the satisfaction of the Directors of RP&CA and P&Z:
- a. The park shall be revised as generally depicted in Attachment # 9.
 - b. Revise the spacing of the park trees to 30 feet on center to provide an additional fourteen (6) shade trees.
 - c. Provide eleven (11) ornamental trees in the portion of the finger park west of Main Street.
 - d. Freestanding signage shall be prohibited.
 - e. Benches shall be provided within the park.
 - f. City standard trash receptacles shall be provided within the park.

- g. Fences shall not be permitted.
 - h. All landscaping shall be maintained in compliance with the City of Alexandria Landscape Guidelines.
 - i. Special paving shall be provided at the mid-block pedestrian crossing.
 - j. The mid-block pedestrian crossing shall have pedestrian-scale lighting, the quantity, quality, and location of which will be determined through a photometric study.
 - k. Separate bonds for the park shall be posted prior to site plan release.
 - l. The park shall be maintained by the applicant to the satisfaction of the Director of RP&CA until acceptance by the City. The park shall not be accepted by the City until approval by the City verifying that all park improvements have been completed in accordance with the approved plans to the satisfaction of the Directors of RP&CA, P&Z and T&ES. Upon acceptance the park shall be dedicated to the City and opened to the public. (RP&CA. P&Z)
 - m. The irrigation controller shall be located at the east end of the park, in a dark green or black, waterproof NEMA enclosure on a concrete pad.
13. Per the interpretative plan approved as part of DSUP 2006-0013 for Landbay K, the applicant shall provide interpretative signage on the history of the Potomac Yard area in the Custis and Howell Finger Parks. These signs shall be designed to be consistent with the style and character of all the interpretative signage across Potomac Yard. These interpretative signs will address historic themes and information provided in the documentary study, including but not limited to:
- Long-term use of the Potomac Yard area as a transportation corridor from Native American period into the 20th century
 - Native Americans
 - 18th Century plantations, including their residents, and agriculture
 - 19th Century transportation modes including turnpike, canal, rails
 - 19th Century residents and uses
 - 20th Century rail expansion in Potomac Yard including railroad workers, structures, and nearby neighborhoods.
- The information on the interpretative signs - including text and photographs - will be prepared by a public historian with expertise in historic interpretation and approved by the Director of the Office of Historic Alexandria, and to the satisfaction of the Directors of RP&CA and P&Z.
14. In lieu of a tot-lot in Landbay I, the Neighborhood Open Space shall include a focal point that will activate the space and promote usage of the space. This focal point shall be additional historic interpretative materials - including signage or three dimensional pieces, consistent with the prior condition and subject to the approval of the Directors of the Office of Historic Alexandria, P&Z, and RP&CA.
15. The applicant shall provide a site irrigation/water management plan developed, installed, and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
- a. Plan shall demonstrate that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. All open space to be dedicated to the City shall be irrigated.

- c. Provide at least one accessible external water hose bib on front and rear of all individual units. Provide an exhibit demonstrating accessible water coverage including hose bib locations and 90' hose access radii.
 - d. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - e. All lines beneath streets, or paved surfaces within or servicing open space to be dedicated to the City, shall be installed as sleeved connections.
 - f. Locate water sources and hose bibs in coordination with City Staff.
 - g. Provide one ground set water connection at the tot-lot, if a tot-lot is constructed.
 - h. All irrigation system components, location and specification, for open space to be dedicated to the City shall be approved by the City.
 - i. No galvanized or class 200 components shall be permitted.
 - j. Ensure that the irrigation system for all open space to be dedicated to the City is compatible with City's remote control Maxicom System. (Code) (RP&CA)
16. Provide an exhibit that graphically depicts the open space requirements for Landbays I and J.
- a. Provide a narrative that demonstrates compliance with the open space intentions of the Potomac Yard Urban Design Guidelines. (RPCA)
17. Continue to work with staff to develop a palette of site furnishings that is generally consistent with the Preliminary Plan submission
- a. Provide location and specification for site furnishings that depicts the scale, massing and character.
 - b. Site furnishings shall include benches, bicycle racks, and trash receptacles, and other associated features and be developed to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
18. If a tot-lot is constructed, provide material, finishes, and architectural details for all retaining walls, decorative walls, screen walls, and steps. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. The material of retaining walls shall be limited to brick, stone or architectural precast to the satisfaction of the Directors of RP&CA and P&Z. Design and construction of all walls shall be to the satisfaction of the Directors of RP&CA and P&Z. (RP&CA)(P&Z)
19. If a tot-lot is constructed, provide a coordinated design palette of play area related site structures/equipment. Locate and depict the scale, massing and character of play equipment, perimeter fencing, grade conditions, rubberized safety surfacing and associated site furnishings. Play area and site equipment must comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been

designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification.

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

C. PARKING:

25. The design and allocation of parking shall be subject to the following and to the satisfaction of the Directors of P&Z, T&ES and Code Administration:
 - a. The stacked townhouse garages shall contain a minimum unobstructed interior dimension of 18 ft. x 18.5 ft. to enable two adjacent parking spaces, excluding units with tandem parking which may have a dimension of 10 ft. x 18.5 ft in the garage space and 9 x 18.5 ft. for the driveway parking spaces. If the applicant proposes that the area for the storage of a City Standard super can and recycling container is to be located inside a garage, the area must be adequate to accommodate a City Standard super can and recycling container, exclusive of the area required for the parking spaces. The parking space dimensions shall not include columns, walls, or obstructions. Dimension lines for interior garages for each of the unit types shall be provided.
 - b. All parked vehicles shall be prohibited from encroaching on the proposed streets, pedestrian walkways or emergency vehicle easements, and all purchasers shall be notified of this prohibition.
 - c. Each of the townhouse units shall provide a sufficient area within each unit, garage or in an enclosed area for a City Standard super can and recycling container exclusive of the area required for parking.

- d. The applicant shall provide off-street parking for all construction workers without charge. The location of the parking shall be designated on the final site plan. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the release of the final site plan. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected.
- e. Individual townhouse garages shall be utilized only for parking; storage which interferes with the use of the garages for vehicle storage is prohibited. (P&Z)

D. BUILDING:

26. The final architectural elevations of the townhouses and urban lofts shall be consistent with the level of quality and detail provided in the preliminary architectural elevations with the Potomac Yard Architecture Appendix prepared by Rust | Orling Architecture and dated September 12, 2008. In addition, the applicant shall also provide the following to the satisfaction of the Director of P&Z:
 - a. The materials for each unit shall be limited to masonry, precast, stucco, concrete, wood or cementitious siding as generally depicted on the preliminary building elevations.
 - b. Porches shall be wood, brick or cementitious or composite wood, and stoops shall be brick, stone or metal.
 - c. Porch railings (all components) shall, unless required to comply with the building code regulations, be a single material, either wood, composite wood, or metal.
 - d. Chimney enclosures shall be brick or stone. Chimneys shall be provided as generally depicted on the preliminary elevations in the Architecture Appendix referenced above.
 - e. Fireplace vents, flues, vent stacks and other similar protrusions shall not be permitted on any building frontage. Furnace vents shall discharge through the roof, and not into side or rear alleys. Per the Potomac Yard Urban Design Guidelines, mechanical or HVAC vents, units or associated elements may not be visible from the street. Roof penetrations shall be confined to the rear slopes of roofs, and located to minimize their visibility from any public right-of-way. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets.
 - f. Pitched roofs shall be standing or flat seam metal (natural, painted, galvanized, or terne coated), metal simulated tile, synthetic slate, or composite shingles (shall be limited to architectural grade shingles such as CertainTeed Grand Manor or

- comparable). Composite shingles shall be provided to the satisfaction of the Director of P&Z. The roof materials surrounding the Neighborhood Open Space shall be limited to standing or flat seam metal, tile, or synthetic slate.
- g. The units shall provide varying roof color.
 - h. Final architectural color elevations (front sides, and rear) shall be submitted with the first final site plan submission. Each elevation shall indicate the average finished grade line along all faces of each building to ensure compliance with all applicable height requirements.
 - i. Fences located within front yards shall be painted metal in accordance with the Potomac Yard Urban Design Guidelines, 30" to 42" high, with a minimum of 50% openness to the satisfaction of the Director of P&Z. Fences within the front or side yards shall be limited to the fences depicted on the preliminary plan. Fence details shall be submitted with the final site plan.
 - j. Fences abutting the pedestrian mid-block connection shall be constructed of wood, brick, metal, stone or other materials as approved by the Director of P&Z.
 - k. The proposed garden walls depicted on the preliminary site plan shall be brick or stone and shall be 6 ft. in height to provide adequate screening. The details of all walls shall be provided on the final site plans.
 - l. Ground-mounted utility boxes shall be screened to full height of the equipment, with the ornamental utility screen fence depicted in the Preliminary Plan.
27. The stacked townhouse units shall be configured and the associated lots subdivided to conform to Section 2-140 of the Zoning Ordinance. (P&Z)
28. Roof-top decks (at the rear of units) and garage-top decks may be permitted for units (218-222, 224-236, 238-247, 250-251, 256-257, 275-276, 296-297, 308-316, 327-328, 330, 334-337, 340, 351-352, 364-365, 386, 397-405, 414-416, 434-444). Roof-top decks may be permitted if the applicant can demonstrate, as part of the final site plan process, that the decks comply with the following to the satisfaction of the Director of P&Z. All other units shall not be permitted to have roof-top decks. The units which comply with the criteria as outlined below shall be depicted on final site plan. (P&Z)
- a. Roof-top decks and roof-top mechanical equipment shall not be visible from any of the adjoining public street(s), parks and/or sidewalk(s). Cross-sections with sight lines shall be submitted and reviewed prior to release of the final site plan for the applicable units/lots to ensure compliance;
 - b. The railing for the roof-top deck shall be set back or incorporated as part of the parapet so that the railing is not visible from the adjoining streets; and
 - c. The lighting for the roof-top open space shall be pedestrian scale lighting and the fixtures shall not be visible from the adjoining streets.
29. All buildings shall be equipped with an approved automatic fire sprinkler system through the approved code modification process. Sprinkler systems shall provide at least the following minimum requirements to the satisfaction of the Director of Code Administration:
- a. Townhomes - Each unit shall be equipped with an enhanced NFPA 13D sprinkler system through a code modification that above the basic 13D requirements will

- require garage, closet space, bathroom, backflow protection; water flow switch tied to alarms that will sound throughout the unit. (Code)
- b. The applicant will work with the Director of Code Administration to determine the appropriate automatic sprinkler system. The applicant has stated within the Building Code Analysis that the buildings will be fully sprinklered.
30. All structures requiring automatic fire sprinkler systems shall show location and sizes of all fire lines, where required by Code. (Code)
31. Decks, canopies and bays are not permitted to encroach in the Emergency Vehicle Easement. No overhangs (bays, balconies, decks, architectural projections, etc.) shall protrude into the alleys, emergency vehicle easements, or ingress/egress easements. No vertical support posts and other impediments shall impede garage entrances. (Code)
32. All roads leading to all structures within the site shall conform to the standards for emergency vehicle access. Alternative methods to meeting the minimum standards for emergency vehicle access shall be considered on a case by case basis and are subject to the approval of the Director of Code Administration. (Code)

E. GREEN BUILDING – SUSTAINABILITY

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

F. STREETS

36. The setback between the buildings and the drive aisles shall be a minimum of 2' to provide adequate turning movements. The setback shall have a maximum length of 5' or a minimum of 18', if a driveway is provided. (T&ES)
37. If the City's existing public infrastructure, including but not limited, to streets, alleyways, driveway aprons, sanitary and storm sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures are damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. A pre-construction walk/survey of the site shall occur with Construction and Inspection Staff to document existing conditions prior to any land disturbing activity. (T&ES)
38. The existing sidewalks along Jefferson Davis Highway (Route 1) and Potomac Avenue adjacent to the project area shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of Transportation and Environmental Services throughout the construction of the project. (T&ES)
39. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
40. Prior to the release of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purpose; however, an amended Traffic Control Plan, if required by the Director of Transportation and Environmental Services shall be submitted to the Director of T&ES along with the Building Permit Application. (T&ES)
41. All private street signs that intersect a public street shall be marked with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
42. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents that the alleys are private with public access easements and shall not be maintained by the City of Alexandria. (T&ES)

G. SITE PLAN:

43. Decorative mailboxes shall be provided at locations as shown on the Preliminary Plan, to the satisfaction of the Director of P&Z. (P&Z)

44. The applicant shall submit a wall check to the Department of P&Z prior to the commencement of framing for the building(s). The wall check shall include the building footprint, as depicted in the approved final site plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z)
45. As part of the request for a certificate of occupancy permit, the applicant shall submit a height certification and a location survey for all site improvements to the Department of P&Z. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on the Potomac Yard Design Guidelines. (P&Z)
46. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, RP&CA in consultation with the Chief of Police and shall include the following (T&ES, P&Z, Police, and RP&CA):
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
 - b. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all the adjacent streets and/or 20 feet beyond the property line on all adjacent properties, and right-of-way. Show existing and proposed street lights and site lights.
 - e. Photometric site lighting plan shall be coordinated with site lighting and street lights and minimize light spill into adjacent residential areas.
 - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - j. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (RPC&A) (T&ES)(P&Z) (Police)
47. A freestanding subdivision or development sign shall be prohibited. The coordinated signage plan for temporary marketing signage shall be reviewed and approved to the satisfaction of the Director of P&Z. (P&Z)

48. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)
49. All public notice signage erected by the applicant prior to the public hearing(s) shall be removed within 10 days of the completion of the public hearing process for the project. (P&Z)
50. The final location of the temporary trailers used for model sales is approved. Details of the site layout will be determined with a separate grading plan. The trailers shall be removed prior to the issuance of the last certificate of occupancy permit for the site.(P&Z)
51. All improvements to the City's infrastructure shall be designed and constructed as per the City of Alexandria standards and specifications. (T&ES)

H. ARCHAEOLOGY

52. The applicant shall hire an archaeological consultant complete an Archaeological Evaluation of the portions of Landbay I/J where construction disturbance will penetrate the historical land surfaces, as delineated in the draft Resource Management Plan for the entire project area that was prepared by Thunderbird Archaeology in November 2007. The Archaeological Evaluation and Resource Management Plan, if needed, shall be completed prior to final site plan approval, and all archaeological fieldwork in the approved Management Plan shall be completed before any ground disturbance. If significant resources are discovered, the consultant shall complete a Resource Management Plan specific to Landbay I/J, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Landbay I/J Resource Management Plan, as approved by the City Archaeologist, shall be implemented.
53. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a Resource Management Plan shall be in place to preserve and/or recover significant resources in concert with construction activities.
54. The applicant/developer shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
55. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.

56. The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan to for Landbay I/J is in place.
57. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.
58. The applicant shall develop open space using historical character, architecture, spatial design and images associated with the area and Potomac Yard; develop design and install historic interpretive signs in open spaces with approval by Planning, RP&CA and OHA/Archaeology; and consider using historical images and features in the interiors of buildings to reinforce the historic character of Potomac Yard.

I. SPECIAL TAXING DISTRICT:

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

J. SUBDIVISION/EASEMENTS/PROCEDURAL:

60. The plat of subdivision and all applicable easements and/or dedications shall be submitted as part of the final site plan and shall be approved and recorded prior to the release of the final site plan. (P&Z)
61. Prior to the release of the first certificate of occupancy for the project, the City Attorney shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to future homeowners the requirements of this development special use permit, including the restrictions listed below and other restrictions deemed necessary by the City Attorney. The applicant shall present a disclosure statement to potential buyers disclosing the following conditions to the satisfaction of the Directors of P&Z, T&ES and the City Attorney. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.
 - a. Neighboring uses surrounding the site include the Metro operations and other heavy railway operations, and the nearby Reagan National Airport and its associated flight paths, including a flight path directly over the Potomac Yard site. These uses are located within the immediate vicinity of the project and are permitted to continue indefinitely.
 - b. Prior history of the Potomac Yard has created environmental hazards, conditions, related studies and past or on-going remediation efforts. Past use of the Potomac Yard site includes disposal of fly-ash and dredge spoiling. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services.
 - c. Individual townhouse garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.

- d. Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, on any emergency vehicle easement, or on any portion of the interior alley. The Homeowner's Association shall maintain a contract with a private towing company to remove any vehicles violating this condition.
- e. No decks shall be permitted, except those depicted on the approved site plan.
- f. The applicant, and its successors and assigns, shall have the right to perform ordinary maintenance, including repair and replacements of architectural features, designs and materials (including colors) which are consistent with the provisions in the Potomac Yard Urban Design Guidelines and specifically set forth as "Architectural Standards" and "Materials and Architectural Elements" for each permitted building type and the typical building facades shown in the Architectural Appendix prepared by Rust | Orling Architecture and dated September 8, 2008. Substantial changes to the approved architectural design of buildings and structures, such as building additions, including decks not show on the final development plans, deletion of architectural details including shutters, cornices or similar exterior architectural elements from the Architectural Appendix and replacement of building materials with ones not approved or compliant with the Potomac Yard Urban Design Guidelines shall require the approval of the City Council or the Director of P & Z, as determined by the Director.
- g. No overhangs (bays, balconies, decks, architectural projections, etc.) shall protrude into the alleys, emergency vehicle easements, or ingress/egress easements. No vertical support posts and other impediments shall impede garage entrances.
- h. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Directors of P&Z and RP&CA, as determined by the Directors.
- i. The Homeowners Association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the internal open space areas not dedicated to the City for public parkland and the mid-block pedestrian connections will be owned and maintained by the HOA, although the spaces are encumbered by public access easements and are accessible to the residents of the community and general public.
- j. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents, that the townhouse access is a private alley and that storm sewers located within the site are private. (T&ES)
- k. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance transit capital projects or transit operating programs and services which would serve, in part, partial Landbay I and partial Landbay J, in accordance with the TMP for Potomac Yard, all owners of property within this development, including fee-simple owners and the HOA shall be required to participate in the district.
- l. The approved Potomac Yard Alternative Concept Plan permits a range of 810,000-825,000 sq. ft. of office space, a range of 5,000-20,000 sq. ft. of retail space, and a range of 232-266 additional residences in Landbay H, immediately abutting Landbay I to the north. The buildings closest to Landbay I are permitted to be up to 110 ft. in height. (T&ES)(P&Z)

K. STORMWATER

62. All storm water designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
63. The applicant shall notify prospective buyers, in its marketing materials and homeowner documents that storm sewers located within the site are private. These private storm sewers located within the site shall be maintained privately. (T&ES)
64. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
65. City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
66. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
67. The storm water Best Management Practices (BMPs) required in each drainage area for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to the release of the performance bond, or at the request for the first certificate of occupancy within a drainage area, whichever comes first, the design professional shall submit a written certification to the Director of T&ES that the receiving BMP for that drainage area(s) are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES)

68. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
69. The Applicant shall submit a Potomac Yard-wide storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
70. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES)
71. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)

L. SOLID WASTE

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

M. UTILITIES

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

N. SOILS/CONTAMINATED LANDS

78. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)
79. The plan shall indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
80. Due to historic uses at the site and potential for contamination, the following condition shall be included:
 - a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
81. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
 - d. Confirmatory sampling between the depths of 0 and 2 feet shall be completed after final grading for all areas with exposed surficial soils from on-site sources. Areas covered by an imported 2-foot certified clean fill cap or impervious barrier do not require confirmatory sampling.
 - e. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - f. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

82. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Potomac Yard site, including previous environmental conditions and on-going remediation measures if applicable. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

O. CONSTRUCTION/PHASING

83. The applicant shall submit a phasing plan and construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. In general construction will take place on the project site from south to north with infrastructure improvements taking place initially followed by vertical construction. Infrastructure improvements will follow utility installation and will include construction of roads and sidewalks as noted below. Upon completion of infrastructure improvements for each section of the project, roads and sidewalks will be open to the public. Specifically, all pedestrian improvements for each side of a blockface shall be completed prior to the issuance of a certificate of occupancy permit for a dwelling unit on the blockface. If the opposite blockface is not constructed at the same time, the applicant will fence/secure the vacant land .. (P&Z)(T&ES)
84. The phasing plan shall include:
- a. Phasing for each block or blockface and for each required public and private infrastructure (streets, sidewalks, parks, utilities shown on the final site plan and required to support the dwelling units on the blockface).
 - i. The Neighborhood Open Space must be completed prior to the issuance of the last certificate of occupancy for any unit on the blocks fronting the open space.
 - ii. Custis Fingerpark must be completed prior to the issuance of the last certificate of occupancy for any unit fronting the fingerpark.
 - iii. Howell Park must be completed prior to the issuance of the last certificate of occupancy for any unit fronting the fingerpark.
 - b. The phasing plan shall allow review, approval and partial release of the final site plan. In addition, building and construction permits required for site pre-construction shall be permitted prior to release of the final site plan to the satisfaction of the Direction of T&ES.
 - c. Include a plan for temporary pedestrian and vehicular circulation;
 - d. Include the overall schedule for construction and the hauling route;
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
 - f. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)(Code)

85. Notwithstanding the provisions of Section 11-418 of the Alexandria Zoning Ordinance or any other contrary provision in the Alexandria Zoning Ordinance, the approval of this DSUP with preliminary site plan shall remain valid for three (3) years from the date of City Council Approval.
86. Construction staging of materials shall remain clear of emergency vehicle easements, hydrants and fire department connections at all times. (Code)
87. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)
88. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
89. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
90. No major construction staging shall be allowed along Jefferson Davis Highway (Route 1) or Potomac Avenue. The Applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES)
91. The applicant shall identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
92. The applicant shall provide off-street parking for all construction workers without charge. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the issuance of the Excavation/Sheeting, and Shoring Permit. This plan shall:

- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
 - b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
 - c. If the plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within ten (10) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)
93. A pre-construction walk/survey of the site shall occur with Construction and Inspection Staff to document existing conditions prior to any land disturbing activity. If the curb, gutter, and side walk adjacent to the proposed development are damaged during construction then the applicant shall repair the same to the satisfaction of Director, Transportation and Environmental Services (T&ES). (T&ES)

P. NOISE

94. Due to the close proximity of the site to the Metro Rail and Route 1, the following conditions shall be included in the development requirements:
- a. Applicant shall prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metro Rail, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
 - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)
95. The Applicant shall present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That Route 1 and the Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate traffic on the public streets surrounding the project. (T&ES)
96. All loudspeakers shall be prohibited from the exterior of the building, and no amplified sounds shall be audible at the property line. (T&ES)

Q. AIR POLLUTION

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

R. TRANSIT INCENTIVES:

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

S. AFFORDABLE HOUSING

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

CITY DEPARTMENT COMMENTS

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

Transportation and Environmental Services:

- F-1 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F-2 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-3 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-4 All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F-5 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6". The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); however, RCP C-76 Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing

Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)

- F-6 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F-7 Maintenance of Vertical Separation for Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F-8 No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)
- F-9 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F-10 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F-11 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

- F-12 All pedestrian, traffic, and way finding signage shall be provided in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- F-13 All crosswalk materials previously approved in DSUP# 2005-00038 and DSUP# 2005-00039 shall not be modified by DSUP# 2006-00018.
- C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C-2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. (T&ES)
- C-3 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-4 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C-5 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C-6 Solid Waste and Recycling Condition: The applicant shall provide storage space and containers for solid waste and recyclable materials as outlined in the City's

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

- C-7 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. (T&ES)
- C-8 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-9 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-10 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-11 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-12 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES)
- C-13 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)
- C-14 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-15 Per the Memorandum To Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using the current PYD coordinate system and as-builts will be submitted using the Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C-16 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be

determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

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

Code Administration:

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

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

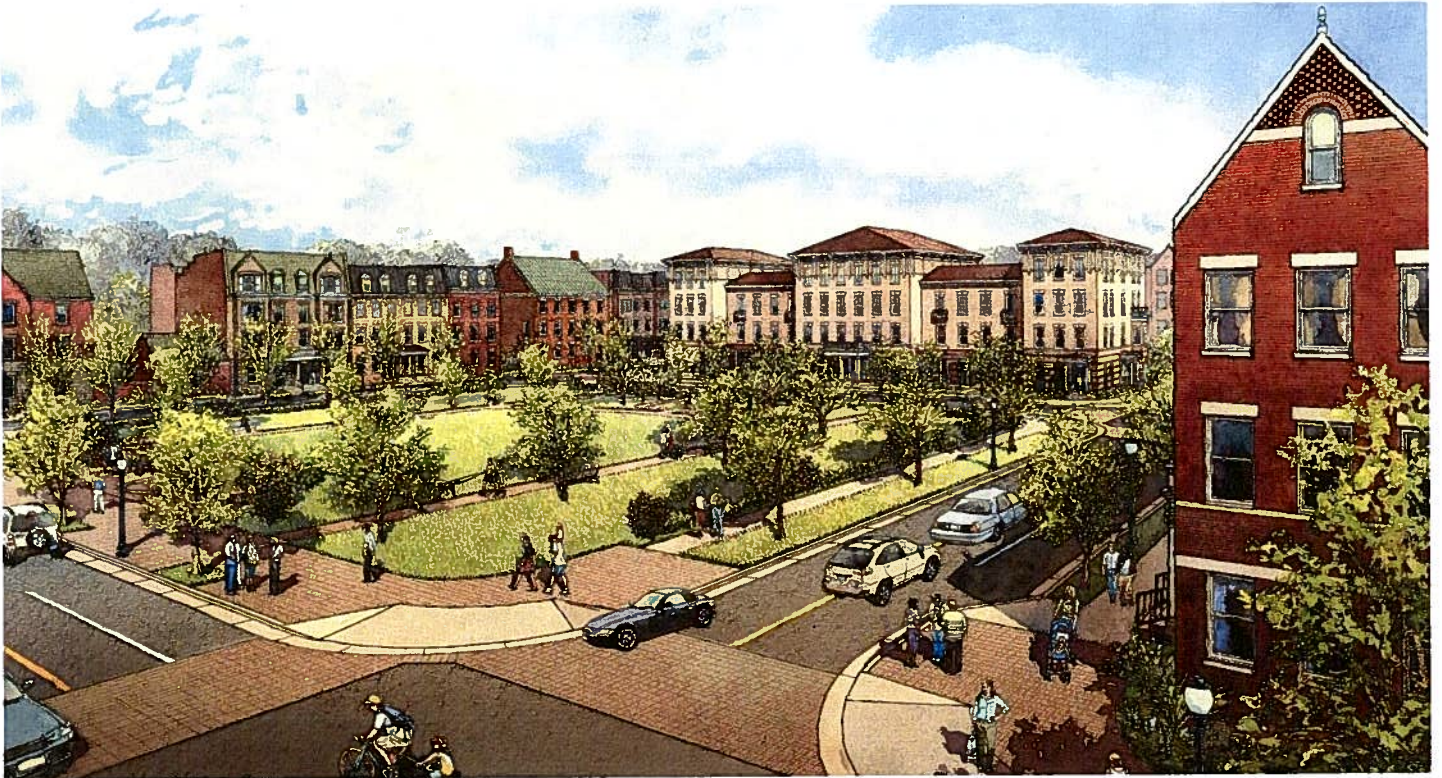
- C-6 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided.
- C-7 Prior to the issuance of a demolition permit or land disturbance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

Archaeology:

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

Attachment # 2

Neighborhood Open Space



Attachment # 3 Elevations - Neighborhoods



Residential Street # 7 North Elevations

A-9

Potomac Yard - Landbays I & J

RUST | ORLING

October 31, 2008

Wood Frame



Custis Avenue South Elevations

A-12

Potomac Yard - Landbay I & J

RUST | ORLING

October 31, 2008

Victorian



Residential Street # 8 North Elevations
 Potomac Yard - Landbays I & J

A-13
 RUST | ORLING
 ARCHITECTURE

October 31, 2008

Craftsman



Ex. Howell Avenue North Elevations
 Potomac Yard - Landbays I & J

A-15
 RUST | ORLING
 ARCHITECTURE

October 31, 2008

Contemporary



Landi design.

East Main Street Elevations

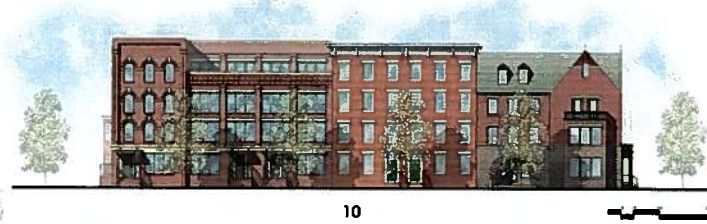
Potomac Yard - Landbays I & J

October 31, 2008

A-1

RUST | ORLING

Mansion



Landi design.

Potomac Avenue Elevations

Potomac Yard - Landbays I & J

October 31, 2008

A-4a

RUST | ORLING

Eclectic

Attachment #4
Howell Finger Park



Attachment #5
Potomac Avenue



Attachment #6

To: Alexandria Planning Commission and City Council
From: Potomac Yard Design Advisory Committee (PYDAC), November 12, 2008
Re: Plan for partial landbay I and partial landbay J at Potomac Yard and its compliance with design guidelines

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

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

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

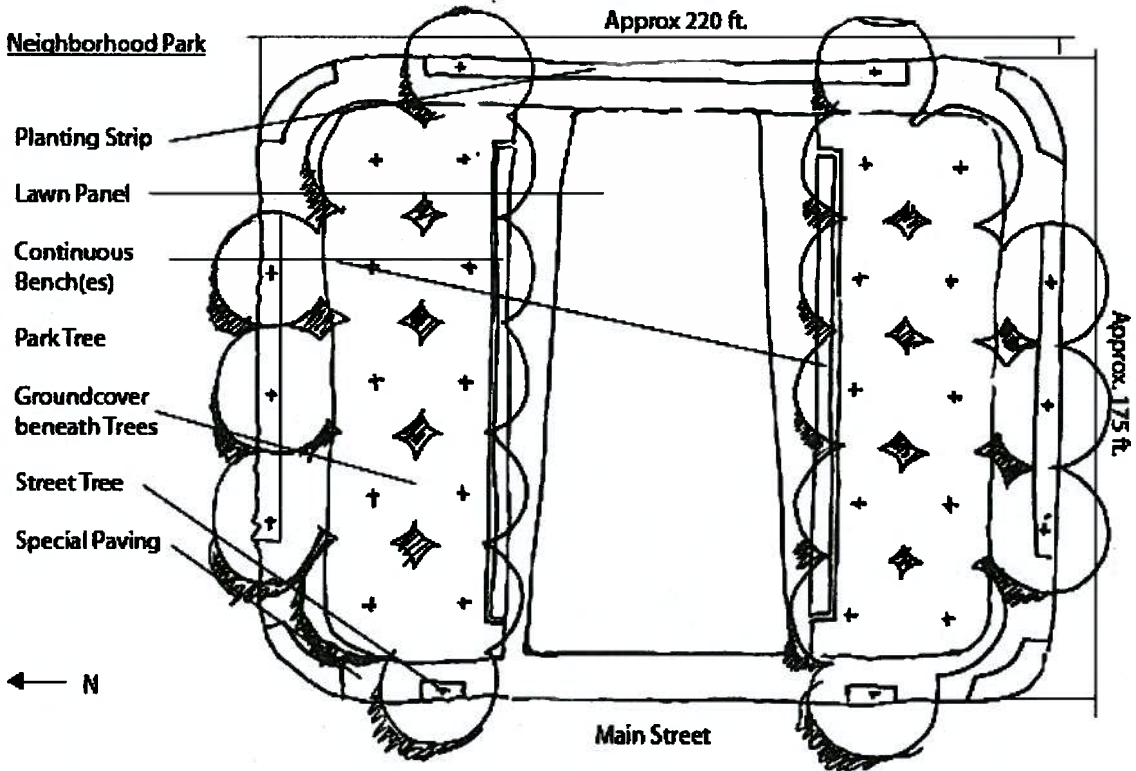
Pedestrian-Friendly Environment. Sidewalks with shade trees are provided on both sides of all streets. A mid-block pedestrian walkway passes through the proposed development from south to north leading to the Town Center planned for landbay G.

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

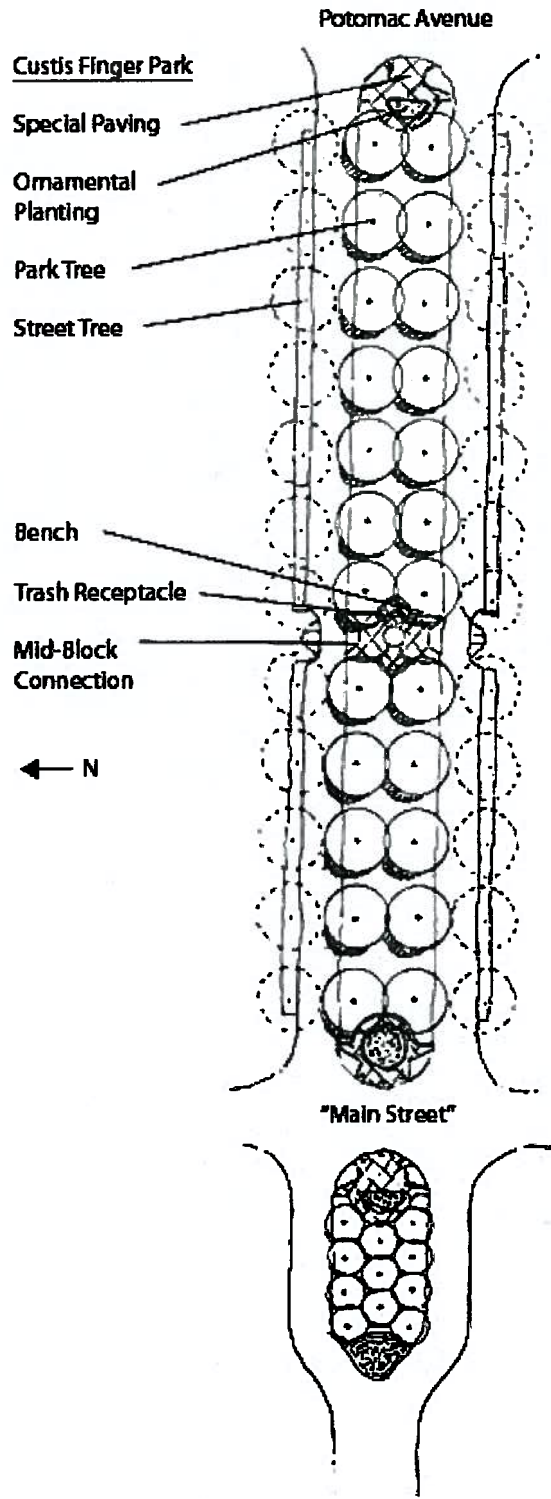
Townhouse Design. The proposed townhouses and stacked townhouses meet the guidelines with regard to frontage, orientation and setbacks. The heights of the buildings generally comply with the intent of the guidelines. PYDAC agrees with the recommendation that taller buildings should be constructed on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

William Hendrickson WHD ND 12/29/08
Chair, PYDAC

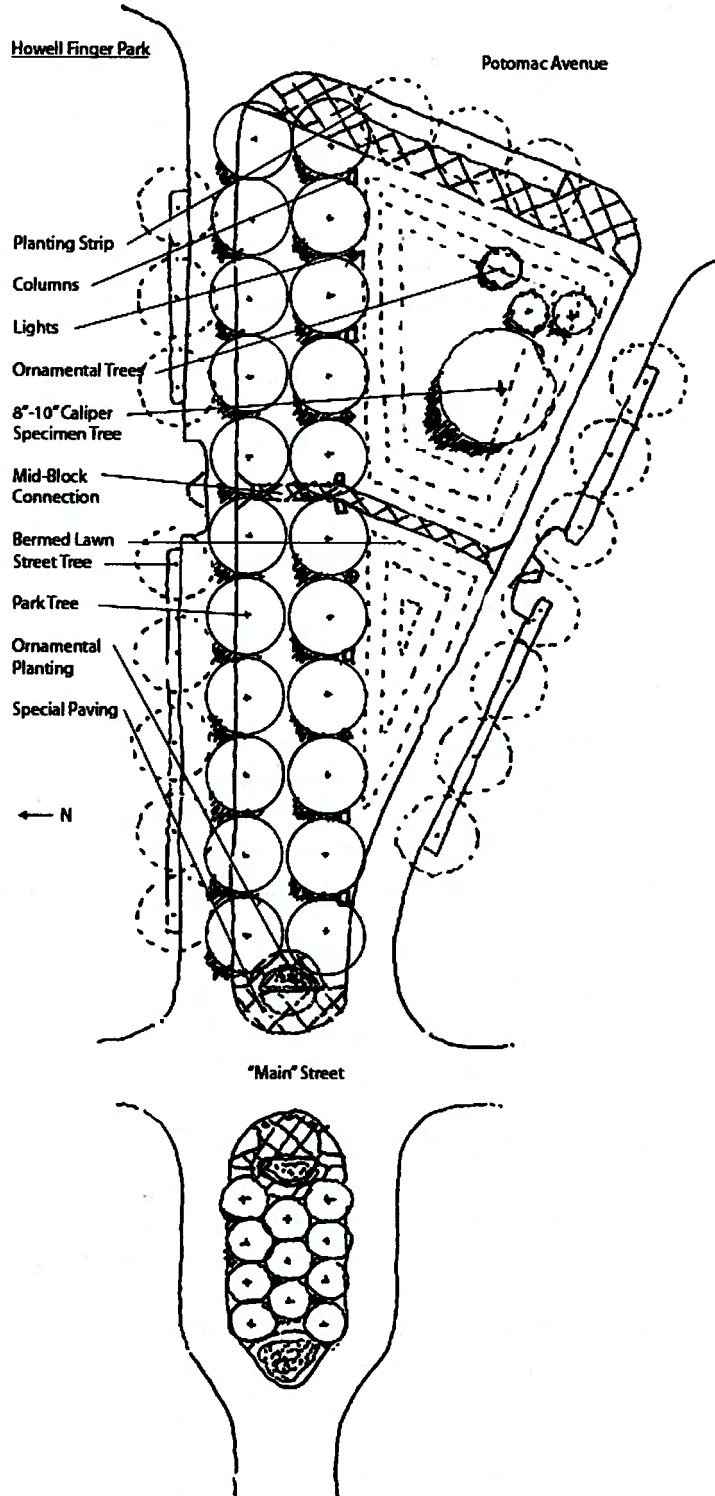
Attachment #7



Attachment #8



Attachment #9



Attachment #10

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

Planning Commission Special Meeting
June 15, 1999

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

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

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

ZONE: CDD-10/Coordinated Development District

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

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

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

Reason: The Planning Commission agreed with the staff analysis.

Speakers:

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

STAFF RECOMMENDATION:

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

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

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

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

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

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

6. Annual surveys shall be conducted to determine the number of residents/tenants/employees and their place of employment/residence, mode of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will become the basis for the Annual Report.
7. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. Also, this report, and each subsequent report shall identify, as of the end of the reporting period, the number of square feet of leased commercial/retail floor area and/or the number of occupied dwelling units and the number of employees and/or residents occupying such space.
8. Discounted bus and rail fare media shall be sold on-site to employees/residents of the project. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system's fare media requested by employees/residents and/or the Office of Transit Services and Program. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will

be 20% on the transit fare media sold to residents/tenants/employees at the project unless otherwise approved by the Director of T&ES.

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

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2006-0018

PROJECT NAME: Potomac Yard – Part of Landbay I Preliminary Plan and part of
Landbay J (Lots 506 and 508 Potomac Yard)

PROPERTY LOCATION: Potomac Yard – Jefferson Davis Highway

TAX MAP REFERENCE: 35.02 02 01 and 25.03 03 03

ZONES: CDD-10

APPLICANT Name: Potomac Yard Development, LLC

Address: 2501 Jefferson Davis Highway, Alexandria, Virginia 22301

PROPERTY OWNER Name: Potomac Yard Development, LLC

Address: 2501 Jefferson Davis Highway, Alexandria, Virginia 22301

SUMMARY OF PROPOSAL: Approval of CDD Preliminary Development Plan for
residential project on Part of Landbay I and part of Landbay J, Potomac Yard, for a
temporary sales trailer and comprehensive marketing signage plan.

MODIFICATIONS REQUESTED: None.

SUP's REQUESTED: (1) Special Use Permit for CDD Preliminary Development Plan with
Site Plan with sales trailer pursuant to §11-512 (A) of the Alexandria Zoning
Ordinance, 1992, as amended., and (2) Coordinated Sign Program Special Use Permit
pursuant to §9-105 (F) of the Alexandria Zoning Ordinance, 1992, as amended.

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

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

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

Duncan W. Blair, Esquire

Land, Clark, Carroll, Mendelson & Blair, P.C.

Print Name of Applicant or Agent

Signature



524 King Street

Mailing/Street Address

703 836-1000

Telephone /

E-mail: dblair@landclark.com

703 549-3335

Fax /

Alexandria, Virginia 22314

July 2008, Revised September 8, 2008

City and state

Zip Code

Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid & Date: \$ _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____
ACTION - CITY COUNCIL: _____
All applicants must complete this form.

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

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

Owner Contract Purchaser

Lessee Other: _____

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

Potomac Yard Development, LLC is a Delaware limited liability company. Pulte Homes Corporation and Centex Homes are the sole members of Potomac Yard Development, LLC. Pulte Homes and Centex Homes are publicly traded companies.

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

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

NARRATIVE DESCRIPTION

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

Potomac Yard Development, LLC, a Delaware limited liability company, is requesting approval of a CDD Preliminary Development Plan for a residential project on part of Landbay I and part of Landbay J Potomac Yard, and for a temporary sales trailer and coordinated signage plan for marketing signage.

The Preliminary Development Plan is consistent with the approved Potomac Yard CDD Concept Plan (CDD #99-0001).

Development Special Use Permit with Site Plan (DSUP) # 2006-0018

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

Not Applicable.

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

Not Applicable.

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

Day	Hours	Day	Hours
-----	-------	-----	-------

Not Applicable.

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

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

Not Applicable.

B. How will the noise from patrons be controlled?

Not Applicable.

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

Not Applicable.

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

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

Not Applicable.

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

Not Applicable.

C. How often will trash be collected?

Not Applicable.

Development Special Use Permit with Site Plan (DSUP) # 2006-0018

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

Not Applicable.

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

Yes. No.

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

Not Applicable.

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

Yes. No.

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

Not Applicable.

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

Not Applicable.

ALCOHOL SALES

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

Yes. No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

Parking as required by CDD #99-0001 is shown on the Parking Tabulation on the Development Plan.

Development Special Use Permit with Site Plan (DSUP) # 2006-0018

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

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces.
- _____ Other.

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

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

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

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

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

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? None.

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

C. Where are off-street loading facilities located?

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

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

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

Streets to be constructed pursuant to CDD SUP #99-0001.

Wocket item # 8-A-B
Potomac Yards
Landbays I and J

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

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

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

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

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

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

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

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

William Hendrickson
Chair, PYDAC

WHD ND 12/29/08