



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

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

Purpose of Application
<p>A consideration for requests to perform the following:</p> <ol style="list-style-type: none"> 1. Amend the Potomac Yard/Potomac Greens Small Area Plan to increase building height limits within Landbay H and in Landbay I/J and to convert and increase density in Landbay G; 2. Amend the CDD concept plan and design guidelines; 3. Amend the CDD table in Section 5-602 of the City's Zoning Ordinance; 4. Amend development special use permit conditions to remove the requirement for construction of the North Trail and other enhancements in Landbay K, and any references to the construction of the pedestrian bridge in lieu of a monetary contributions; 5. Amend special use permit conditions regarding the construction of the pedestrian bridge; and 6. Amend special use permit conditions to modify the timing of and provide an option for a monetary contribution in lieu of requirements for Landbay D.
Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewer(s): Dirk Geratz, AICP; dirk.geratz@alexandriava.gov Gary Wagner, RLA; gary.wagner@alexandriava.gov

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CITY COUNCIL ACTION, NOVEMBER 13, 2010: City Council approve the Planning Commission recommendation, with the following changes: condition #11a on page 42 to read: "all parking must be underground, except that above-grade parking structures are permitted in any subsequent development special use permits in the following locations, subject to the criteria in 11B, C and D", which changes may be to "are"; in finding/note 1, to delete the word "predecessors"; on page 51, change the amount of the monetary contributions to \$500,000 reflected in i, ii, iii, and v and \$1 million in iv in condition p to reflect a \$2 million contribution.

PLANNING COMMISSION ACTION, NOVEMBER 4, 2010:

MASTER PLAN AMENDMENT #2010-0004:

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

On a motion by Commissioner Robinson, seconded by Commissioner Fossum, the Planning Commission voted to adopt a resolution amending the Potomac Yard/Potomac Greens Small Area Plan of the City's Master Plan including the amendments to the height map (map 24) as requested by the applicant. The motion carried on a vote of 7 to 0.

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

ZONING TEXT AMENDMENT #2010-0004:

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

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

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

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

On a motion by Commissioner Fossum, seconded by Commissioner Jennings, the Planning Commission voted to recommend approval with changes to existing conditions 11A, 11B and 15p and added new conditions 11C, 11D and 42 to the CDD #10 Concept Plan to reflect

changes requested by the applicant. Additional conditions were amended by the Planning Commission including moving language related to parking for certain units from rear alleys from the previous condition 11A to 11E and to reflect changes made to footnote #1 as reflected in the attached CDD conditions (appendix C); approval of Development Special Use Permit #2010-0012; approval of Special Use Permit #2010-0033; and approval of Special Use Permit #2010-0058. The motion carried on a vote of 7 to 0.

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

AMENDMENT TO THE POTOMAC YARD DESIGN GUIDELINES:

On a motion by Commissioner Fossum, seconded by Commissioner Jennings, the Planning Commission voted to recommend approval of the changes proposed to the Potomac Yard Design Guidelines for CDD #10 with an amendment to make the design guidelines conform with the amended height map in the small area plan. The motion carried on a vote of 7 to 0.

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

Memo from Planning Commission to City Council Regarding Pedestrian Bridge Funding

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

Speakers

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

Richard Kime, a Potomac Greens resident, spoke in support of the application to allow a monetary contribution.

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

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

Katie Kennedy, 20 East Oak Street, stated that she lives in the neighborhood near Potomac Yard and has been involved with the planning process for many years. Ms. Kennedy attended a Federal Civic Association meeting and recalls only one office building with above-grade parking being discussed. Ms. Kennedy stated her surprise that the City is reconsidering above-grade parking as it changes the benefits for the property owners in Potomac Yard. She believes the parking has no density attached to it and disagrees with the applicant's definition of economic sustainability.

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

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

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

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

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

M. Catherine Puskar, representing applicant.

PLANNING COMMISSION ACTION, OCTOBER 5, 2010:

Master Plan Amendment #2010-0004

Item deferred.

CDD Concept Plan Amendment #2010-0004

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

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

Amendment to the Potomac Yard Urban Design Guidelines

Item deferred.

Text Amendment #2010-0004

Item deferred.

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

Item deferred.

Development Special Use Permit #2010-0021 (Landbays I and J East)

On a motion made by Mr. Wagner, seconded by Ms. Fossum, the Planning Commission voted to **recommend approval** of DSUP 2010-0021 condition 83 to remove the requirement for construction phasing. The motion carried on a vote of 7 to 0.

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

Special Use Permit #2010-0033 (Pedestrian Bridge)

Item deferred.

Special Use Permit #2010-0058 (Landbay D)

Item deferred.

Speakers

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

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

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

Shane McCullar, 1848 Potomac Greens Drive, spoke about the need to assign the use of the proposed \$2million contribution to the Pedestrian Bridge. Mr. McCullar noted that a special

tax was placed on Potomac Greens residents to fund the metro; however he has concerns with the accuracy of the quarter-mile radius of the tax district.

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

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

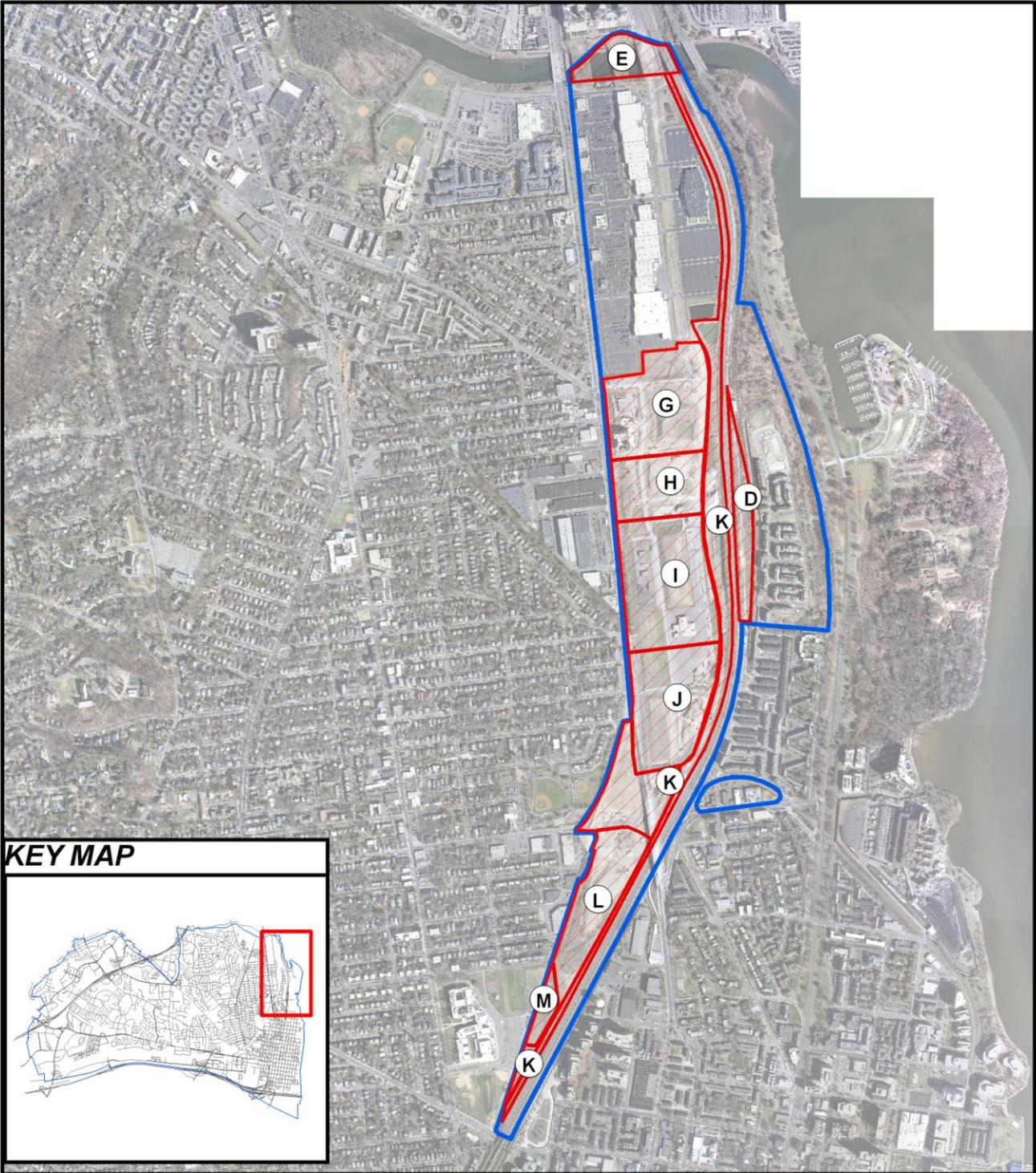
Anmy Torres, 1840 Potomac Greens, is concerned with no commitment that the monies are assigned to the North Trail and Pedestrian Bridge. Ms. Torres would like a commitment in writing in addition to a legally binding document for the metro station.

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

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

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

M. Catherine Puskar, representing applicant.



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

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

11/04/2010



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I. SUMMARY

A. Recommendation

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

B. Summary of Amendments

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

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

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

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

In combination, these requested approvals address the following issues:

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

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

II. BACKGROUND

A. North Potomac Yard (Landbay F) Approval

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

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

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

B. CDD History (Overview)

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

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

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

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

Table 1. History of Zoning Tabulations for Potomac Yard.

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

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

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

1999 – CDD#10 Development Program Adopted (CDD#99-01)

2007 – CDD Amendment (CDD#2007-0001)

- 1) Pedestrian Bridge construction commencement timing
- 2) Rail Park construction timing
- 3) Landbay E scope of improvements and timing
- 4) Route 1 Improvements construction commencement timing

5) Potomac Avenue construction completion timing

2008 – CDD Amendment (CDD#2008-0001)

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

2009 – CDD Amendment (CDD#2008-0004)

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

III. ZONING

A. Existing Zoning

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

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

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

B. Proposed Zoning Amendment

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

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

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

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

Table 2: Proposed Description of Potomac Yard/Greens CDD

CD D #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
10	Potomac Yards/Greens	<p>The RB zone regulations shall apply to the area south of the Monroe Avenue Bridge and east of the Metro Tracks, the CSL zone regulations shall apply on the first 250 feet east of Rte 1, and the I zone regulations shall apply on the remainder of the site; except that the U/T regulations shall apply to an area approximately 120 feet wide located just west of the Metrorail right-of-way (area shown on the plat for Case REZ #95-0005) for the purpose of accommodating the relocated rail Main Line on the yard, and except also that the area known as the "Piggyback Yard" and Slaters Lane portion of Potomac Yard (as shown on the plat for Case REZ #95-0004) may be developed pursuant to the CRMU-L zone provided that the Piggyback Yard:</p> <ul style="list-style-type: none"> - shall contain no more than 275 dwelling units; - shall contain no more than 60,000 square feet of commercial space, of which no more than 30,000 square feet shall be office; - shall be planned and developed pursuant to a special use permit; - shall have a maximum height of 50 feet; - shall generally be consistent with the goals and the guidelines of the small area plan. 	<p>Up to 1,900,000 1,932,000^{1,2} square feet of office space, except that office square footage may be converted to retail square footage through the special use permit process and, in Landbay G, up to a total of 120,000 square feet of office use may be converted to 120 additional residential units. Up to 625 hotel rooms. Up to 735,000 120,000 square feet of retail space.² Up to 2,200 residential units.¹</p> <p>Note 1: <u>Within Landbay G a total of 120,000 square feet of office use may be converted to up to 120 additional residential units.</u></p> <p>Note 2: <u>Office floor area may be converted to ground floor retail use through a special use permit</u></p>	<p>Heights shall be as shown on the map entitled "Predominate Height Limits for CDD" (Map No. 24, Potomac Yard/Potomac Greens Small Area Plan Chapter of 1992 Master Plan (2008ed.))</p>	<p>Pre-dominantly residential, with a mix of land uses to include office, retail and service, hotel, parks and open spaces, and community facilities.</p>

IV. STAFF ANALYSIS

RETAIL AND COMMERCIAL LAND USE CHANGES

A. Reduced retail uses in Landbay G

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

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

B. Density Increase/Reprogrammed commercial uses in Landbay G

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

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

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

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

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

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

D. Federal Office Tenants

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

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

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

E. Building Heights

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

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

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

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

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

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

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

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

F. Parking

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

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

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

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

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

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

G. Construction Timing of Main Line Boulevard

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

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

H. Pedestrian Bridge

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

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

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

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

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

I. North Trail

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

J. Landbay D

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

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

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

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

K. Intersection of Aqua and Wesmond

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

L. Urban Design Guidelines

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

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

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

V. COMMUNITY

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

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

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

VI. CONCLUSION

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

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

VII. STAFF RECOMMENDATIONS

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

VIII. APPENDIX

1. Attachments

Attachment 1: Amended CDD concept plan showing boundaries of CDD #10

Attachment 2: CDD Concept Plan showing commercial/residential uses on Block F of Landbay G and alternate layout for Federal tenant in Landbay H and partial I

2. Conditions

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

B. Zoning Ordinance Text Amendment (TA #2010-0004) **pg. 24**

C. CDD Concept Plan Amendments (CDD#2010-0001) **pg. 25**

D. Design Guidelines Amendments **pg. 61**

E. DSUP #2010-0012 Conditions Amending DSUP #2006-0013 (Landbay K)
pg. 75

F. SUP #2010-0033 & SUP #2010-0058 Conditions Amending SUP #2008-0027, 0028, 0029 (Rail Park/ Landbay D, Pedestrian Bridge, Dog Park)
pg. 128

3. Maps

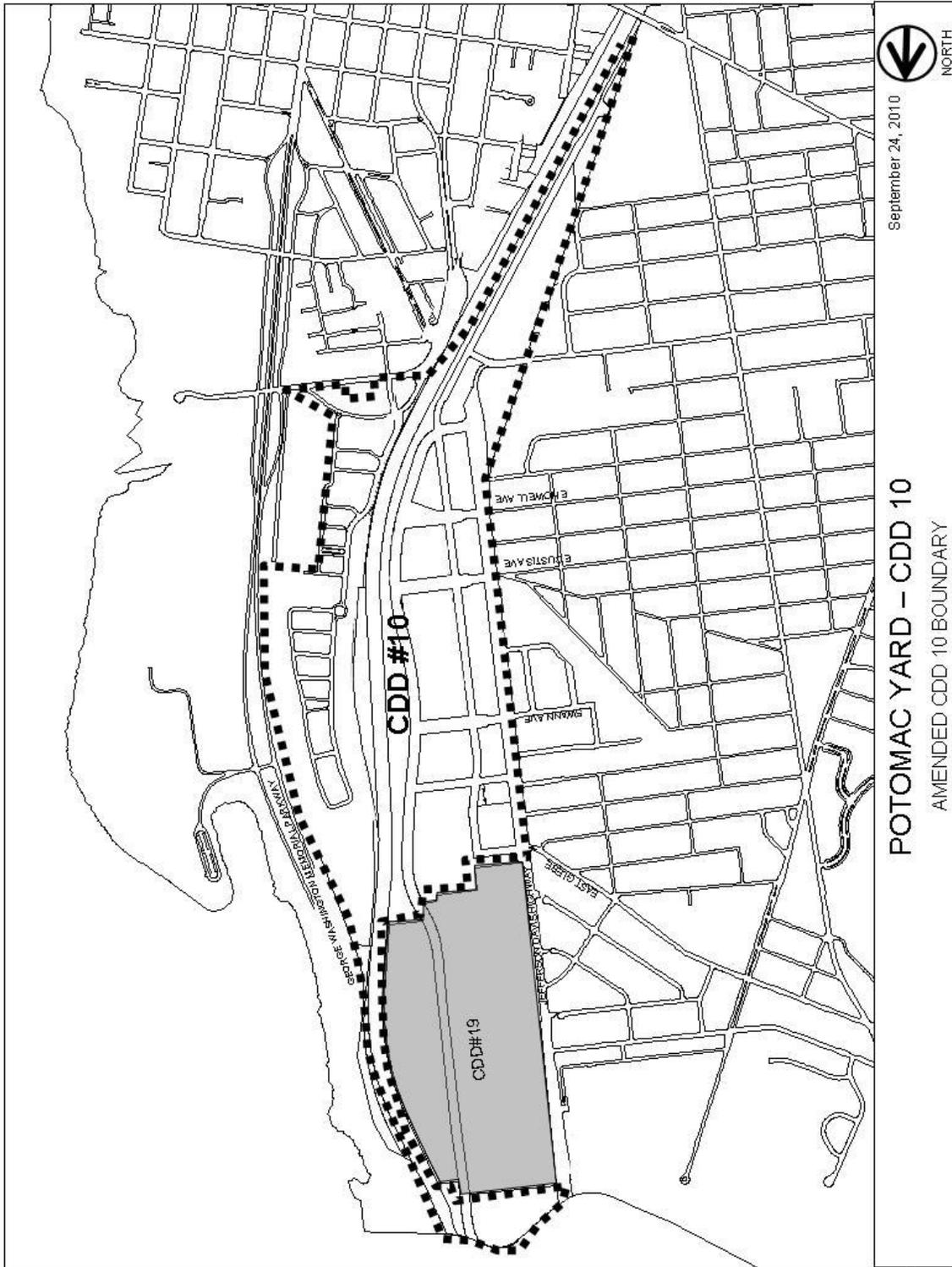
G. Potomac Yard/Potomac Greens Small Area Plan Map Amendments

i) Existing Height Map **pg. 139**

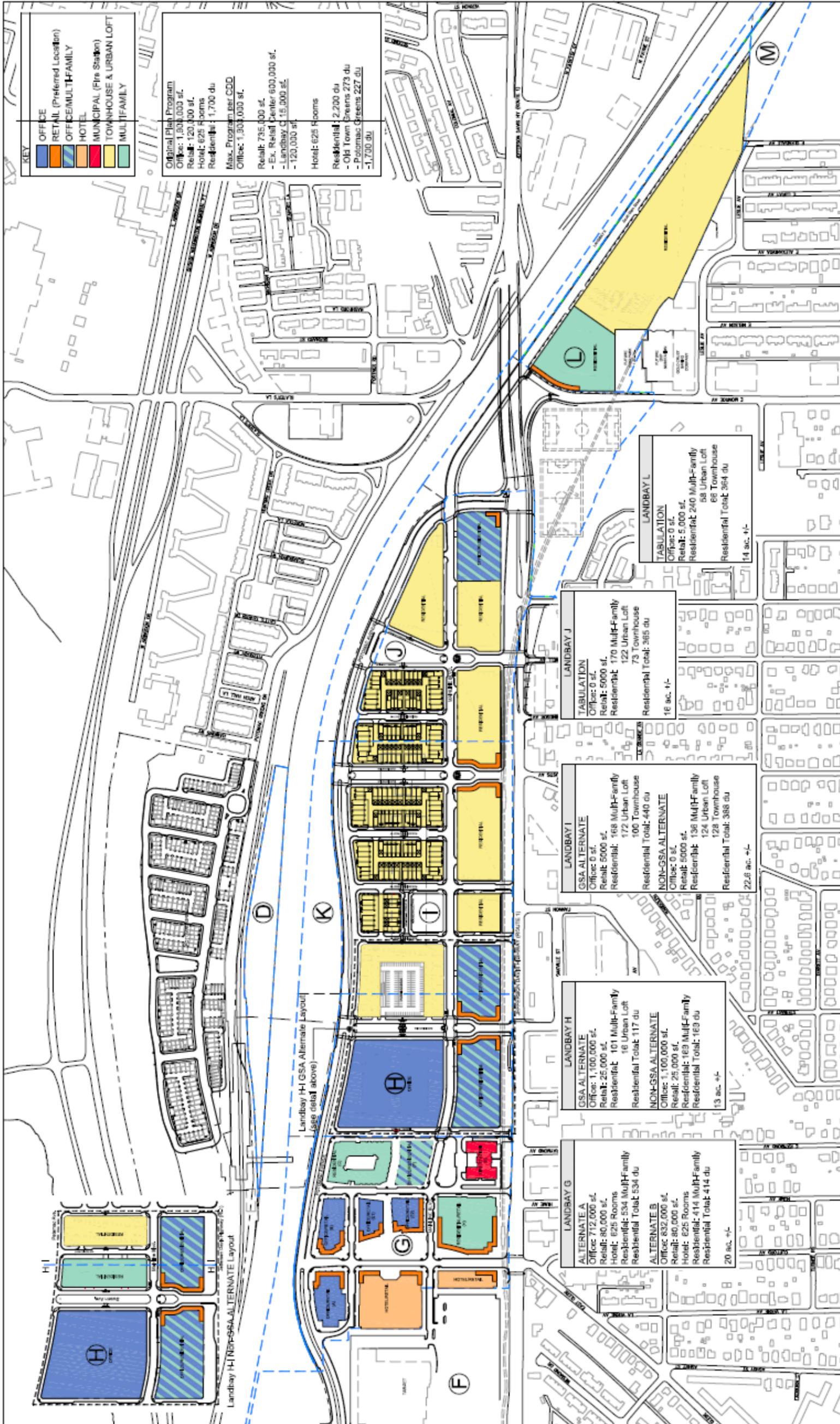
ii) Proposed Height Map **pg. 140**

IX. ATTACHMENT 1:

Amended CDD concept plan showing boundaries of CDD #10



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



September 24, 2010 | LDH200315



Potomac Yard
 Concept Plan

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

APPENDIX A

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

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

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

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

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

Land Use

1. The maximum amount of development permitted in this CDD shall be
 - a. 625 hotel rooms,
 - b. 120,000 net square feet of retail space²,
 - c. 2,200 residential units¹, and
 - d. 1,932,000 net square feet of office space^{1,2}

Note 1: Within Landbay G a total of 120,000 square feet of office use may be converted to up to 120 additional residential units.

Note 2: Office floor area may be converted to ground floor retail use through a special use permit

2. The CDD shall be predominantly residential and mixed use with the highest densities of commercial uses adjacent to the existing Potomac Yard shopping center near the location where a future Metro station could be located. Uses shall be consistent with the concept plan shown on Map 1.
3. The Potomac Greens site shall be developed entirely in residential use except for a possible Metro station.
4. The residential buildings within Potomac Yard consist of a variety of building types and heights which should include townhouses, stacked townhomes and multi-family units.
- ~~5. Condition deleted.~~
5. Flexibility for the locations of residential or commercial uses within Landbays H, I, and J may be allowed in specified locations, provided that the total number of residential units or the total amount of commercial floor area does not exceed what is permitted in the overall CDD.

Transportation

6. Development within the CDD shall not preclude the possible future construction of a Metro Station; nor shall development within any right of way or dedicated open space within the CDD preclude the future construction of a light rail or other similar transit system.

7. A comprehensive transportation management plan shall be implemented to encourage residents and employees to travel by modes other than single-occupancy-vehicles.
8. A road with a minimum of four travel lanes shall be provided in Potomac Yard to connect Route 1 at its intersection with Slater's Lane to the area north of Four Mile Run in Arlington County. Construction on this road shall occur at a time or level of development as determined in the Concept Plan.
9. The street system within the CDD shall be designed to minimize use of existing residential streets to the east, west and south of the district by traffic heading to or from the district. Through vehicular connections between the Potomac West area and the Potomac Yard tract shall only occur at E. Glebe Road and Swann Avenue, unless other connections are approved by the Director of Transportation and Environmental Services after consultation with the neighborhoods.
10. A system of pedestrian and bicycle trails shall be provided throughout the CDD, connecting to existing trails outside the district and connecting open spaces and neighborhoods within the district.
11. There shall be no intersection or connection between the George Washington Memorial Parkway and the Potomac Greens site by which motor vehicles can access that site from the Parkway directly from the site.
12. In the event projected development results in traffic spillover onto residential streets, the City shall implement traffic control mechanisms to mitigate such spillover and protect local neighborhoods. These measures shall include the neighborhood protection measures discussed on pages 31-33 of the City's Master Transportation Plan.

Urban Design

13. Buildings on the Potomac Greens site shall be designed and sited so as to minimize the visual impact on the Parkway.
14. Required parking in the CDD shall be underground or embedded within the block, to the maximum extent possible. Required parking for individual townhouses and other single family units shall be served by alleys to the maximum extent feasible.
15. In general, a grid system with moderate block sizes shall be favored.
16. A process shall be established whereby a Design Review Board established by City Council for the District shall review and comment upon each building within the district.
17. Heights shall be limited as shown on Map 24.

APPENDIX B

TEXT AMENDMENT #2010-0004:

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

CD D #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Maximum Height	Uses
10	Potomac Yards/Gre ens	<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; - shall generally be consistent with the goals and the guidelines of the small area plan. 	<p>Up to 1,900,000 <u>1,932,000</u>^{1,2} square feet of office space, except that office square footage may be converted to retail square footage through the special use permit process <u>and, in Landbay G, up to a total of 120,000 square feet of office use may be converted to 120 additional residential units.</u> Up to 625 hotel rooms. Up to 735,000 <u>120,000</u> square feet of retail space.² Up to 2,200 residential units.¹</p> <p>Note 1: <u>Within Landbay G a total of 120,000 square feet of office use may be converted to up to 120 additional residential units.</u></p> <p>Note 2: <u>Office floor area may be converted to ground floor retail use through a special use permit</u></p>	<p>Heights shall be as shown on the map entitled "Predominate Height Limits for CDD" (Map No. 24, Potomac Yard/Potomac Greens Small Area Plan Chapter of 1992 Master Plan (2008ed.))</p>	<p>Pre-dominantly residential, with a mix of land uses to include office, retail and service, hotel, parks and open spaces, and community facilities.</p>

APPENDIX C
CDD CONDITIONS
CDD#2010-0001

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

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

41b: Added.

41d: Added.

41c: Added.

42: Added.

Attachments:

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

SECTION 5: CONDITIONS

Introduction -- Findings

F- 1. The applicant, and/or its successors and assigns¹ has submitted various documents related to its application for approval of a concept plan for the Potomac Yard/Potomac Greens Coordinated Development District,² less the portion of the district known as Old Town Greens, which is located on the east side of the Metro rail tracks, between Slater's Lane and the Potomac Greens site.³ Two of these documents are considered to constitute the applicant's Proposed Concept Plan for this CDD: (1) the plan sheet entitled "Conceptual Design Plan, Overall Plan, Potomac Yard/Potomac Greens Coordinated Development District," dated 05/99", and as amended September 24, 2010 (hereinafter referred to as the "Proposed Overall Plan Sheet"); and (2) the document entitled "Potomac Yard Urban Design Guidelines," dated March 12, 1999, reissued April 28, 1999 and February 6, 2007, and as amended with addendum dated September 24, 2010 (referred to as the "Proposed Design Guidelines").—(CDD#99-01, F-1) (CDD#2010-01) (PC)

F- 2. Finding No longer applicable (CDD#99-01, F-2) (CDD#2010-0001):

- a. Finding no longer applicable. (CDD#99-01, F-2a) (CDD#2010-0001)
- b. Finding no longer applicable. (CDD#99-01, F-2b) (CDD#2010-0001)
- c. Finding no longer applicable. (CDD#99-01, F-2c) (CDD#2010-0001)

F- 3. In addition, an alternative to the Concept Plan is also being recommended for

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

² Other documents submitted by the applicant in conjunction with its application, including the application itself, the illustrative concept plan, and responses to issues raised by the City are considered background and information materials, and are not included in any concept plan that is being recommended for approval.

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

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

- a. the Concept Plan Sheet, as modified by staff to reflect the changes which this conditional plan makes to the Concept Plan (this modified sheet is referred to as the “Alternative Concept Plan Sheet” and is attached as Attachment B-1); (CDD#99-01, F-3a)
- b. the Concept Plan Design Guidelines, as modified by staff to reflect the changes which the conditional plan makes to the Concept Plan (these modified guidelines are referred to as the “Alternative Concept Plan Design Guidelines” and consist of the Concept Plan Design Guidelines less the pages of these guidelines which need to be revised to incorporate changes called for by the conditional plan, plus replacement pages for the removed pages that contain these changes) (the “Replacement Pages” which are attached as Attachment B-2); (CDD#99-01, F-3b) and
- c. the conditions set out below under the heading, “Plan Conditions” (the “Alternative Concept Plan Conditions”).⁴ (CDD#99-01, F-3c)

F- 4. Finding no longer applicable. (CDD#99-01, F-4) (CDD#2010-0001)

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

Plan Conditions⁵

The Alternative Concept Plan Trigger

1. **[CONDITION SATISFIED]:** The Concept Plan shall be the operative concept plan for the CDD, under §5-604 of the Zoning Ordinance, unless and until the condition set forth in this paragraph (the “Trigger”) is timely satisfied and written notice of its satisfaction is provided by the City Manager to the applicant, in which case the Alternative Concept Plan shall become and remain the operative concept plan for the CDD until amended or rescinded by City Council. The

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

⁵ These conditions are applicable to, and are a part of, both the Concept Plan and the Alternative Concept Plan, except where otherwise expressly provided in the paragraphs below or where it is obvious from a condition that it applies only to one plan.

Trigger is as follows (CDD#99-01, 1) (CDD#2010-0001) (PC):

- a. **[CONDITION SATISFIED]** On or before October 1, 2000, the applicant shall prepare, and submit to the City for its review and its approval or disapproval (which review shall not exceed 120 days), construction documents, in sufficient detail to obtain construction bids, for both the infrastructure to be constructed and the related work to be undertaken pursuant to the "Route 1/Monroe Avenue Bridge/Potomac Avenue Connection Design -- Concept Plan," (the "Concept Plan Connection Design") and the infrastructure to be constructed and the related work to be undertaken pursuant to the "Route 1/Monroe Avenue Bridge/Potomac Avenue Connection Design -- Alternative Concept Plan" (the "Alternative Concept Plan Connection Design.") (These two "Connection Designs," which show alternative ways of connecting the new "spine road," or Potomac Avenue, with Route 1 and, more generally, the different infrastructure schemes for the portion of the CDD that lies, generally, between the northern side of Howell Avenue (extended into the CDD) and the southern side of the Monroe Avenue bridge, are shown in the document entitled "Route 1/Monroe Avenue Bridge/Potomac Avenue Connection Concept Design --Two Options," which is attached as Attachment C.) (CDD#99-01, 1a) (CDD#2010-0001) (PC)
- b. **[CONDITION SATISFIED]** After receiving the City's approval of the construction documents, the applicant shall obtain from construction and engineering (and any other appropriate professional) firms, which are acceptable to the City, estimates of the construction cost for each of these two Connection Designs. The cost estimate for the Concept Plan Connection Design shall be known as the "Concept Plan Cost Estimate," and the cost estimate for the Alternative Concept Plan Connection Design shall be known as the "Alternative Concept Plan Cost Estimate." No later than 120 days after receiving the City's approval of the construction documents, the applicant shall submit the Concept Plan Cost Estimate and the Alternative Concept Plan Cost Estimate, along with detailed information showing the basis for each estimate, to the City for its review and approval. The City shall have 150 days from its receipt of the Concept Plan Cost Estimate and the Alternative Concept Plan Cost Estimate to review and determine whether or not to approve them. (CDD#99-01, 1b) (CDD#2010-0001) (PC)
- c. **[CONDITION SATISFIED]** No later than 90 days after its approval of the Concept Plan Cost Estimate and the Alternative Concept Plan Cost Estimate (the "Trigger Deadline"), and based on these estimates, the City shall determine whether it will assume responsibility for the difference between (i) the actual cost for constructing the Alternative Concept Plan Connection Design generally in accordance with the construction documents approved by the City pursuant to subparagraph (a) (the

"Alternative Concept Plan Actual Cost") and (ii) the projected "actual" cost for constructing the Concept Plan Connection Design (the "Concept Plan Projected Actual Cost"), such difference to be known as the "Plan Cost Difference."

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

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

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

- i. **[CONDITION SATISFIED]** Special Cost -- Demolition: the cost to remove the existing Monroe Avenue bridge, including removal of bridge abutments, approach lanes to the bridge, and subsurface structures supporting the bridge, and disposal of waste materials, but excluding any cost premium or cost saving under subparagraph

(c)(5). It is anticipated that this cost, for the most part, would be incurred in the implementation of the Alternative Concept Plan Connection Design, but not in the implementation of the Concept Plan Connection Design; (CDD#99-01, 1c1) (CDD#2010-0001)

- ii. **[CONDITION SATISFIED]** Special Cost -- Maintenance of Traffic: the cost of activities required to maintain acceptable traffic conditions on Route 1 (e.g., placement or construction of temporary structures) and of the consequences that such activities or other traffic maintenance requirements will have on other construction activities (e.g., increased cost due to construction activities having to be performed outside of normal hours, or due to limitations being placed on the hours in a period during which construction activities may take place), but excluding any cost premium or cost saving under subparagraph (c)(5). It is anticipated that this cost would be incurred in the implementation of both the Concept Plan Connection Design and the Alternative Concept Plan Connection Design, but that the cost would be higher under the latter plan; (CDD#99-01, 1c2) (CDD#2010-0001)
- iii. **[CONDITION SATISFIED]** Special Cost -- Relocation of Utilities: the cost to relocate existing underground utilities, but excluding any cost premium or cost saving under subparagraph (c) (5). It is anticipated that this cost would be incurred in the implementation of both the Concept Plan Connection Design and the Alternative Concept Plan Connection Design, but that the cost would be higher under the latter plan; (CDD#99-01, 1c3) (CDD#2010-0001)
- iv. **[CONDITION SATISFIED]** Special Cost -- Soils: the cost of activities associated with the foundation systems of the bridge or bridge system connecting Route 1, at its intersection with Slater's Lane, with a roadway within the presently-defined Potomac Yard, which activities are required by actual soil conditions within the Yard that differ from the conditions that were used in preparing the cost estimates under subparagraph (b) above, but excluding any cost premium or cost saving under subparagraph (c)(5). It is anticipated that this cost would be incurred in the implementation of both the Concept Plan Connection Design and the Alternative Concept Plan Connection Design, but that the cost would be higher under the latter plan; (CDD#99-01, 1c4) (CDD#2010-0001) and
- v. **[CONDITION SATISFIED]** Special Cost -- City Construction: the cost premium or the cost saving, regardless of the cost item, due to the City itself undertaking the construction of a portion of

the Alternative Concept Plan Connection Design pursuant to subparagraph (e) below. This cost premium or cost saving, if any, would be incurred only if the Alternative Concept Connection Design were constructed and the City were to decide to construct a portion of this connection design. (CDD#99-01, 1c5) (CDD#2010-0001)

- d. **[CONDITION SATISFIED]** If the City determines that it will assume responsibility for the Plan Cost Difference, and if it conveys this determination in writing to the applicant on or before the Trigger Deadline, then the Concept Plan shall no longer be of any force or effect, and shall be replaced by the Alternative Concept Plan as the operative concept plan, under § 5-604 of the Zoning Ordinance, for the CDD. If the City determines that it will not assume responsibility for the amount of the Plan Cost Difference, or if it conveys no determination to the applicant before the Trigger Deadline, then the Concept Plan shall remain the operative concept plan, under § 5-604 of the Zoning Ordinance, for the CDD. (CDD#99-01, 1d) (CDD#2010-0001) (PC)
- e. **[CONDITION SATISFIED]** If the City determines that it will assume responsibility for the Plan Cost Difference, then it shall exercise that responsibility either by constructing a portion of the Alternative Concept Plan Connection Design that has a construction cost equal to the amount of the Plan Cost Difference, by contributing the amount of the Plan Cost Difference toward the applicant's construction of the Alternative Concept Plan Connection Design, or by otherwise making funds equal in amount to the Plan Cost Difference available for the construction of the Alternative Concept Plan Connection Design. Whether the City constructs a portion of the Alternative Concept Plan Connection Design, contributes toward the construction of the Alternative Concept Plan Connection Design or otherwise makes funds available toward such construction is a determination to be made by the City in its sole discretion. (CDD#99-01, 1e) (CDD#2010-0001) (PC)
- f. **[CONDITION SATISFIED]** In the event that the Alternative Concept Plan becomes the operative concept plan pursuant to subparagraph (d) above, within 90 days of submission by the Applicant to the City of the preliminary development plan for a development consisting of 250,000 square feet or less or, if larger, for a development consisting of a single building, which development, upon completion, would require, in order to secure a certificate of occupancy for all its square footage, completion of the infrastructure improvements described in subparagraphs 15(a) and 15(d) below (the "Trigger Plan"), the City shall provide the Applicant with evidence that funds for the Plan Cost Difference will be available for the purpose of constructing the Alternative Concept Plan Connection Design within one year of the date such evidence is provided. In the event that

such evidence cannot be provided by the City within the required time period, then the Alternative Concept Plan shall no longer be of any force or effect, and shall be replaced by the Concept Plan as the operative concept plan, under § 5-604 of the Zoning Ordinance, for the CDD. (CDD#99-01, 1f) (CDD#2010-0001)

- g. **[CONDITION SATISFIED]** In the event the City disapproves construction documents submitted to it by the applicant under subparagraph (a), or disapproves the Concept Plan Cost Estimate or Alternative Plan Cost Estimate submitted to it by the applicant under subparagraph (b), the City shall, at the same time it notifies the applicant of its disapproval, inform the applicant of the basis for its disapproval. Thereafter, and within a reasonable period of time, the applicant shall revise the construction documents or adjust the cost estimates to address the basis for the City's disapproval, and submit the revised documents or adjusted estimates to the City for its approval or disapproval, which the City shall provide within 60 days of its receipt of the applicant submission. This process shall continue until City approval of the construction documents or cost estimates has been obtained. Notwithstanding any other provision of this paragraph, the City shall not unreasonably withhold its approval of any construction documents or any costs estimates submitted to it by the applicant. (CDD#99-01, 1g) (CDD#2010-0001) (PC)

General

2. Any preliminary development plan for the CDD, filed or pursued under § 5-605 of the Zoning Ordinance, shall be consistent with, and shall meet all requirements which are part of, the Concept Plan or, if in effect, the Alternative Concept Plan, including the design guidelines. which are part of the operative concept plan; provided, that no preliminary development plan for any portion of the CDD to the west of the relocated rail lines and to the south of Howell Avenue (extended into the CDD), and no site plan proposing a permitted or special use in this portion of the CDD, may be filed or pursued by the applicant prior to the Trigger Deadline. (CDD#99-01, 2) (PC)
- 3A. **[CONDITION SATISFIED]** A preliminary development plan and/or any associated development and/or zoning applications for Landbay L shall not be submitted for review to the City prior to a comprehensive analysis by the City of Potomac Yard including but not limited to Landbay L and all associated and applicable Master Plan and/or zoning approvals have been approved by the City. In the event the City has not approved all necessary Master Plan and/or zoning approvals as part of the comprehensive review of Potomac Yard including but not limited to Landbay L by June 1, 2010, the applicant shall be permitted to file a development plan for Landbay L which shall be subject to all applicable provisions of the CDD Concept Plan, transportation management plan, Potomac Yard Design Guidelines and Zoning Ordinance. In no event shall the comprehensive analysis of Landbay L reduce the approved development levels

below those resulting from the transfer of density in CDD Concept Plan Amendment #2008-0001. (CDD#2008-0001, 3A) (CDD#2010-0001) (PC)

3. The applicant may transfer square footage that is approved in the Concept Plan or, if in effect, the Alternative Concept Plan from one to another landbay, with the approval of the Director of P&Z, subject to the following limitations (PC):
 - a. no transfer shall cause the net square footage of retail use or office use, or the number of dwelling units, in a landbay (i.e., whether the transferor or transferee landbay) to increase or decrease by 15% or more from the net retail square footage or the net office square footage, or the number of dwelling units, approved for that landbay except that, through a DSUP, multifamily and office uses within Landbays H, I, and J may be relocated consistent with the CDD Concept Plan dated September 24, 2010; (CDD#99-01, 3a) (CDD#2010-0001)
 - b. no transfer shall cause or result in the transfer of any square footage of retail use from landbay “G” (the “Town Center”); (CDD#99-01, 3b) and
 - c. no transfer shall cause or result in a change to any element in or part of the Concept Plan or, if in effect, the Alternative Concept Plan other than an increase or decrease in the amount of retail or office use, or in the number of dwelling units, that is consistent with subparagraph (a). (CDD#99-01, 3c)
 - d. Uses within Landbay G may be reprogrammed through the DSUP process so long as the mix of uses is consistent with the amended CDD Concept Plan dated September 24, 2010 (CDD#2008-0001, 3Bd) (CDD#2010-0001):
 - i. Any conversion of uses as noted above shall occur on a one for one net floor area. (CDD#2008-0001, 3Bdi) (CDD#2008-0004, 3Bdi) (CDD#2010-0001)
 - ii. The conversion shall not decrease the amount of ground floor retail floor area below 80,000 sq. ft. and the conversion shall not allow an overall retail floor area above 195,000 sq. ft. (CDD#2008-0001, 3Bdii) (CDD#2008-004, 3Bdii) (CDD#2010-0001)
 - iii. Condition deleted. (CDD#2008-0001, 3Bdiii) (CDD#2008-004, 3Bdiii) (CDD#2010-0001)
4. For purposes of these concept plan conditions, “retail” is defined to include retail shopping establishments, restaurants, personal service establishments, banks, amusement enterprises, health clubs and any other activity that involves a significant degree of pedestrian activity, as determined by the Director of P&Z.

(CDD#99-01, 4) (CDD#2008-004, 4) (CDD#2010-0001)

- 4A. The applicant shall hire a LEED accredited professional as a member of the design and construction team for each landbay (s) and/or building(s). The accredited professional(s) shall incorporate sustainable design elements and innovative technologies into the project. The office/commercial building(s) shall achieve LEED certification under the U.S. Green Building Council's System and incorporate sustainable design elements and innovative technologies into the project unless otherwise approved in a DSUP. The residential buildings shall explore the possibility of LEED certification under the U.S. Green Building council's System or comparable program including but not limited to Earthcraft. The applicant, or its successors, shall also work with the City for reuse of the existing buildings materials as part of the demolition process. (CDD#2008-0001, 4A) (CDD#2010-0001) (PC)
- 4B. Condition deleted. (CDD#2008-0001, 4B) (CDD#2010-0001)
- 4C. **[CONDITION SATISFIED]** The applicant shall increase the provided ground level open space as part of the approval of the preliminary development plan(s) for Landbay J and Landbay L. If a revised plan is approved for Landbay L as required in condition 3, the open space requirements of the comprehensive plan shall govern for Landbay L. (CDD#2008-0001, 4C) (CDD#2010-0001) (PC)
5. In addition to the preliminary development plan approval that is required for every building constructed within the CDD pursuant to an approved concept plan, any use locating within such a building, which is a "special use" under the regulations in effect at the time of this concept plan approval for the CD, CG or CL zone in the City's Zoning Ordinance, shall obtain a separate special use permit, pursuant to section 11-500 of the Zoning Ordinance. (CDD#99-01, 5)
- 5A. In an effort to encourage a mix of uses, non-residential uses shall be considered on the ground floor of individual townhouse units located on or adjacent to E. Custis Avenue and E. Howell Avenue between Route 1 and Main Line Boulevard if a future transit stop is provided at those locations. (CDD#2010-0001)
6. Accessory residential units (e.g. Granny Flats) may be constructed within the CDD only if they are counted as residential units and all required parking is provided. (CDD#99-01, 6)

Open Space

7. The following open spaces within the CDD shall, upon the completion of their improvements, be dedicated by the applicant to the City (PC):
- a. the portion of Braddock Field, which is within Potomac Yard Park, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines (this portion of the field lies within the CDD and will be combined with public land adjacent to the CDD to form

the field that is to be improved by the applicant); (CDD#99-01, 7a) (PC)

- b. Monroe Field No. 1, which is within Potomac Yard Park, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines;(CDD#99-01, 7b)
- c. Monroe Field No. 2, which is within Potomac Yard Park (a playfield that staff has relocated from Potomac Greens to the Yard), as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7c)
- d. the remainder of Potomac Yard Park (i.e., Potomac Yard Park, less the three fields identified in subparagraphs (a) through (c); also referred to below as the “Potomac Yard Linear Park”), as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7d)
- e. the southern portion of the applicant proposed Rail Park (i.e. all of the proposed park except the northern most approximately 1.2 acres) that is described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7e) (PC)
- f. Howell Park, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7f)
- g. the finger parks along Custis Avenue and Swann Avenue, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines; (CDD#99-01, 7g) and
- h. the portion of Potomac Greens Park that consists of approximately 16 acres of environmentally-protected land located in the northern and eastern portions of landbay A, and an additional parcel of approximately one acre located immediately adjacent to said portion of the park at the north end of the landbay A development, as described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines. (CDD#99-01, 7h) (PC)

All improvements to these and to the other open spaces within the CDD that are described in the Concept Plan Design Guidelines and the Alternative Concept Plan Design Guidelines, including the portion of the improvements to Braddock Field that will occur on the public property which is currently part of George Washington Middle School, shall be designed and constructed, including with respect to infrastructure and uses, in conformance with the Concept Plan Design Guidelines or, if in effect, the Alternative Concept Plan Design Guidelines, and shall be completed in accordance with the schedule in paragraph 15 below. The

improvements to the open spaces identified in subparagraphs (a) through (h) above shall be completed by the applicant, and accepted by the City, prior to the space being dedicated to the City. All dedicated open space, following its acceptance by the City, shall be maintained by the City. The remainder of the open spaces in the CDD shall not be owned by the City, and shall be privately maintained. However, a public access easement shall be conveyed by the applicant to the City for all such non-dedicated open spaces (except the non-dedicated northern portion of Rail Park) which will provide access to these open spaces to members of the public (including, where appropriate, access for bicycle purposes); provided, that access to and use of one of such spaces, the Town Green on landbay G, may occasionally be limited to the owners and tenants of adjacent or nearby buildings, and their invitees, with the consent of the Director of Recreation, Parks and Cultural Affairs, which consent may not be unreasonably withheld. (CDD#99-01, 7a-h) (PC)

- 8A. The applicant shall provide the following information to the City regarding the portion of Landbay E (Four Mile Run) located outside of the existing channel easement. The scope of these studies shall be approved by the City prior to submittal: (CDD#2008-0004, 8A) (PC)
- a. The applicant shall submit a Phase I Environmental Site Assessment with the understanding that the City will be responsible for conducting a Phase II assessment, if necessary. If contaminants are found as part of the Environmental Site Assessment, the applicant shall submit the following (PC):
 - i. A Site Characterization Report detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site. (CDD#2008-0004, 8Aai)
 - ii. A Risk Assessment indicating any risks associated with the contamination. (CDD#2008-0004, 8Aaii)
 - iii. A Remediation Plan, if applicable, detailing how any contaminated soils and/or groundwater will be dealt with including plans to remediate utility corridors. Proposed or relocated utility corridors in contaminated soil shall be over-excavated by 2 feet and backfilled with clean soil. (CDD#2008-0004, 8Aaiii)
 - iv. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. (CDD#2008-0004, 8Aaiv)

- v. Confirmatory sampling between the depths of 0 and 2 feet shall be completed after final grading for all areas with exposed surficial soils from on-site sources. Areas covered by an imported 2 foot certified clean fill cap or impervious barrier do not require confirmatory sampling. (CDD#2008-0004, 8Aav)
 - b. The structural integrity of “Bridge C” shall be evaluated by a professional engineer and a Bridge Condition Survey shall be submitted to the satisfaction of the Director of T&ES. Any structural deficiencies identified in the survey shall be repaired by the applicant to the satisfaction of the Director of T&ES. (CDD#2008-0004, 8Ab) (PC)
 - c. Provide an updated ALTA survey, including all existing utilities and easements. (CDD#2008-0004, 8Ac)
 - d. The Applicant shall satisfy the requirements contained in this condition within three (3) years of the date of City Council approval or before the trigger in Condition #8H below is met - whichever occurs earlier. (CDD#2008-0004, 8Ad)
- 8B. The applicant shall demolish the bridge “B” deck and related structural supports, to the satisfaction of the Director of T&ES. The applicant shall also demolish a portion of the abutments, if requested by the City and permitted by the applicable state and federal authorities. All work shall be subject to the following (CDD#2008-0004, 8B) (PC):
- e. The principal point of contact for all construction/demolition-related activities will be the Director of T&ES, who will consult as appropriate with the Directors of RP&CA, P&Z, Code Administration, and any other necessary City agencies. (CDD#2008-0004, 8Ba)
 - f. If necessary due to the removal of the bridge deck, related structural supports, and any portion of the abutments, the applicant shall develop, provide, install, and maintain a slope stabilization to restore and stabilize all disturbed areas in accordance with the erosion and sediment control requirements set forth in the Virginia State Code. Rip rap only is not acceptable. (CDD#2008-0004, 8Bb) (PC)
 - g. If necessary, due to the removal of the bridge deck, related structural supports, and any portion of the abutments, all banks adjacent to bridge “B” shall be restored to match the slope of the adjacent banks. (CDD#2008-0004, 8Bc)
 - h. Bridge “B”, including any portion of the abutments and related structural supports, shall be demolished and disposed of in compliance with all state and federal regulations All demolition material and construction debris shall be removed from the project site including the Four Mile Run

channel, embankments, and resource protection area, upon completion of construction activities. (CDD#2008-0004, 8Bd)

- i. Prior to commencement of demolition, the applicant shall prepare and submit a construction management plan of the demolition for review and approval by the Director of Transportation and Environmental Services. (CDD#2008-0004, 8Be) (PC)
 - j. All necessary hauling permits shall be obtained prior to release of the demolition permit by the City of Alexandria. (CDD#2008-0004, 8Bf)
- 8C. The applicant shall identify and remove/relocate any existing utilities location or associated with Bridge “B”. (CDD#2008-0004, 8C)
- 8D. The applicant shall identify the tie-in location for water and electric service to the Landbay. (CDD#2008-0004, 8D)
- 8E. The applicant shall install security fencing on the north and south ends of Bridge “C” to prevent vehicular and pedestrian access to the bridge to the satisfaction of the Director of Recreation, Parks, & Cultural Activities. (CDD#2008-0004, 8E)
- 8F. At its expense, and with the assistance of the City in coordinating and obtaining the necessary approvals from the applicable local, state, and federal entities, the applicant shall be responsible for submitting, obtaining, and/or maintaining all federal, state, and local construction permits, dedication plats, and documentation. (CDD#2008-0004, 8F) (PC)
- 8G. The applicant shall meet with Transportation and Environmental Services to discuss construction staging activities prior to release of ground disturbing activities. No construction staging activities shall occur on Route 1. (CDD#2008-0004, 8G) (PC)
- 8H. The applicant shall demolish the bridge in accordance with the conditions and dedicate Landbay E to the City prior to the issuance of a building permit for any development in excess of 1,000,000 square feet for Landbays H, I, J, or L collectively. (CDD#2008-0004, 8H)

Grading

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

Parking

10. If the WMATA board awards a contract for the construction of a Metrorail station adjacent to Potomac Yard, reduced parking ratios lower than the Zoning Ordinance requirements shall be permitted through a Development Special Use Permit. (CDD#99-01, 10) (CDD#2008-0001, 10) (CDD#2010-0001)
11. A minimum of 15% visitor parking, which may be on- or off-street, shall be provided for all residential uses. (CDD#99-01, 11)
- 11A. All parking must be underground, except that above-grade parking structures are permitted in any subsequent development special use permits in the following locations, subject to the criteria in 11B, C and D: Landbay G, Block D;
 - 1) Landbay G, Block H;
 - 2) Landbay H, Block bounded by Route 1, Maskell Street, Main Line Boulevard and Swann Avenue;
 - 3) Landbay H/I, Block bounded by Route 1, Swann Avenue, Main Line Boulevard and Bluemont Avenue;
 - 4) Landbay J, Block adjacent to Route 1, Main Line Boulevard and Potomac Avenue;
 - 5) Landbay L, Block adjacent to Monroe Avenue and Main Line Boulevard; and
 - 6) Landbay H/I, Block bounded by Main Line Boulevard, Swann Avenue, Potomac Avenue and Bluemont Avenue. (CDD#2010-0001) (PC)
- 11B. With the exception of the above-grade parking structure in Landbay G, Block D, which is already approved, any exception in any subsequent Development Special Use Permit for above-grade parking structures is permitted, subject to the following:
 - 1) Each multifamily or office building and block shall provide a minimum of one level of underground parking;
 - 2) Above-grade structured parking may be located within the central portion of the block at grade, provided that a minimum of one level of parking is provided below grade and each level of the entire street and/or park/open space frontage is devoted to active uses (residential, office, and/or retail) with a minimum depth of 35 feet; and
 - 3) If above-grade structured parking is provided above the ground floor uses, the parking is required to be screened with active uses (residential, office, and/or retail) with a minimum depth of 35 feet for the entire street and/or park/open space frontage.(CDD#2010-0001) (PC)

- 11C. The final design of the federal tenant above-grade parking structure in Landbay H/I shall be determined during the Development Special Use Permit (“DSUP”) process, but shall be generally consistent with the following criteria:
- 1) Active uses shall screen all above-grade parking structure levels along the Potomac Avenue, Bluemont Avenue and Main Line Boulevard frontages;
 - 2) Ground floor active uses shall screen the first level of the above-grade parking structure along Swann Avenue frontage.
 - 3) An architectural façade consisting of masonry and glazed openings shall screen the upper levels of the above-ground parking structure along Swann Avenue frontage.
 - 4) The upper level façade masonry elements shall shield the headlights of cars located within the above-grade parking structure. (CDD#2010-0001) (PC)
- 11D. Surface parking lots may be permitted on an interim basis on land that has yet to be developed. These parking lots shall be approved as an administrative Special Use Permit and the parking lot shall conform to screening and landscaping standards for parking lots. (CDD#2010-0001) (PC)
- 11E. Required parking for individual townhomes and other single family units such as stacked and duplex units shall be from rear alleys. (CDD#2010-0001) (PC)

Phasing and Preliminary Development Plan Processing

12. The CDD Landbay, Infrastructure and Open Space Phasing Plan
- a. The very first preliminary development plan application (excluding the preliminary development plan for Braddock Field) that is filed for the CDD shall be accompanied by a “CDD Landbay, Infrastructure and Open Space Phasing Plan” (the “CDD Phasing Plan”), which shall be updated and submitted with each subsequent preliminary development plan application that seeks approval of one or more buildings or structures within the CDD. No such preliminary development plan shall be approved unless the Director of P&Z and the Director of T&ES have approved the CDD Phasing Plan which accompanies the development plan application. The initial and each updated CDD Phasing Plan is intended to inform the City of the applicant projections regarding the timing and nature of landbay, infrastructure and open space construction activities, and to ensure that the construction of the infrastructure systems identified below in subparagraph (b)(ii) is pursuant to a comprehensive plan, covering the entire CDD, that has been approved by the City. Notwithstanding the above, the applicant may, at its discretion, submit an updated CDD Phasing Plan from time to time for review and approval by the Director of P&Z and the Director of T&ES; provided, that no such submission shall relieve the applicant of the requirement that it submit an updated CDD Phasing Plan with each preliminary development plan

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

- b. The initial and each subsequent CDD Phasing Plan shall satisfy the following conditions and requirements. (CDD#99-01, 12b)
 - i. As to landbays, the plan shall provide, for each landbay within the CDD, a general outline of the landbay and the applicant's most up-to-date projection of the times when construction of the different land uses (i.e., office, retail, hotel and residential) described in the operative concept plan for the landbay is likely to commence. (CDD#99-01, 12bi) (PC)
 - ii. As to infrastructure, the plan shall provide, for each of the systems of infrastructure identified below in this subparagraph, (x) the general location and layout of the major components, or the backbone, of the system (such components to be determined by the Director of T&ES), and (y) the times when construction of these major system components is expected to commence (provided, that the projected times for the commencement of construction of these components shall be consistent with the schedule in paragraph 15 below). The systems of infrastructure to be addressed are (CDD#99-01, 12bii):
 - A. the system of major streets to be constructed within the CDD, which shall consist of the streets identified below in paragraph 15 and the four major east-west streets to be constructed within the CDD (East Glebe, Swann, Custis and Howell); (CDD#99-01, 12biiA)
 - B. the sanitary sewer system to be constructed within the CDD, including the Trunk Sewer (as defined below in paragraph 22); (CDD#99-01, 12biiB)
 - C. the stormwater sewer system to be constructed within the CDD; (CDD#99-01, 12biiC) and
 - D. the utility systems to be constructed within the CDD (e.g., electricity, water, gas, phone/communications and cable). (CDD#99-01, 12biiD)
 - iii. As to open spaces, the plan shall provide, as to each open space area identified in the design guidelines (except neighborhood open spaces) for the operative concept plan, (x) the general location of the open space, and (y) the time when construction of the improvements to the open space is expected to commence

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

13. The Landbay Preliminary Infrastructure, Open Space and Use Plan
 - a. The first preliminary development plan that proposes the construction of a building or structure within a landbay in the CDD shall be accompanied by a “Landbay Preliminary Infrastructure, Open Space and Use Plan” (the “Landbay Preliminary Plan”). This plan shall (i) show, at a level of detail defined by the Director of T&ES, all streets and sidewalks, sanitary sewers, storm sewers, and utilities (e.g., electricity, water, gas, phone/communications and cable), and any other infrastructure items identified by the Director, that will be constructed within or otherwise to serve the landbay, (ii) show all the open spaces within the landbay, whether public or private, that are described in the operative concept plan, and (iii) show the general locations within the landbay of the other uses identified for the landbay in the operative concept plan. It is anticipated that the Director of T&ES will require the Landbay Preliminary Plan at least to contain preliminary plans and profiles for the streets and sidewalks, sanitary sewers, storm sewers and utilities to be constructed within or otherwise to serve the landbay. The Landbay Preliminary Plan that accompanies the first preliminary development plan for a landbay shall be submitted to City Council along with the development plan, and shall be approved by Council in conjunction with its approval of the development plan. (CDD#99-01, 13a)
 - b. Any subsequent preliminary development plan for the same landbay that requires or involves modifications (including additions) to the previously approved Landbay Preliminary Plan shall be accompanied by a new Landbay Preliminary Plan which includes all such modifications and complies with subparagraph (a). This new plan shall be submitted to City Council along with the preliminary development plan, and shall be approved by Council in conjunction with its approval of the development plan. (CDD#99-01, 13b)
 - c. Within 60 days of the approval of the first preliminary development plan for a landbay, and within 20 days of the approval of all subsequent preliminary development plans for such landbay, the Director of T&ES shall identify the components of the landbay's streets and sidewalks, sanitary sewers, storm sewers and utilities (and other infrastructure items identified by the Director under subparagraph (a)) that are shown in the approved Landbay Preliminary Plan, and the components of the landbay's open spaces that are shown in that Landbay Preliminary Plan, for which final engineering plans, profiles and, where applicable, calculations shall be submitted along with the final site plan for the landbay development

that has just received development plan approval. No final site plan for a building or structure within a landbay shall be released unless the Director of T&ES has received as part of the final site plan submission, and has approved, the engineering plans, profiles and calculations for the infrastructure and open space components which the Director had identified. (CDD#99-01, 13c)

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

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

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

Streets

- a. **Potomac Avenue (Spine Road)**⁶ ---Construction of this road from its tie-in with South Glebe Road or Crystal Drive in Arlington, to a tie-in with the New Route 1 Connector (see paragraph 15(d)), shall be completed and accepted prior to issuance of the first certificate of occupancy in Landbay I or J. Notwithstanding anything in this subparagraph (a) to the contrary, unless construction of this road has already occurred pursuant to this subparagraph, construction of the Spine Road from its tie-in with either South Glebe Road or Crystal Drive in Arlington to a tie-in, at grade, with current Route 1 in the vicinity of Windsor Avenue (or another location determined by the Director of T&ES) shall be completed before the issuance of a certificate of occupancy for 2,000,000 square feet of any new development in this portion of the CDD for which final site plan approval is given after the

⁶In the event the Alternative Concept Plan is in effect, and the City elects, under paragraph 1(e) above, to construct all or a portion of Potomac Avenue (the Spine Road), then the Applicant's ability to develop and receive certificates of occupancy within the CDD shall be affected by the date on which the construction of Potomac Avenue is completed only (i) if the City commences construction at or before the time that the construction would have been commenced by Applicant in order to have the construction completed within the deadlines in this subparagraph (a), and (ii) if the City thereafter diligently pursues the construction to completion.

date of concept plan approval. (CDD#99-01, 15a) (CDD#2007-0001, 15a)
(CDD#2010-0001, approved separately on 10/16/2010)

- aa. **Street A** --- Construction shall occur as set forth below:
- i. If the east/west roadway north of Block D (Wesmond Drive) is constructed by others and dedicated to the city prior to construction of Public Street "A", the applicant shall redesign and construct Public Street "A" in Landbay G to intersect with Wesmond Drive in a "T" intersection configuration.
 - ii. The applicant shall design and construct Private Street "A" in Landbay G to intersect Potomac Avenue in a "T" intersection configuration. If the east/west roadway north of Block D (Wesmond Drive) is constructed by others and dedicated to the City prior to construction of Private Street "A", the applicant shall redesign Private Street "A" to form a linear extension of Wesmond Drive extending east to Potomac Avenue. The redesign of Private Street "A" shall be based on the design standards for Wesmond Drive contained within the North Potomac Yard Urban Design Standards. (CDD#2010-0001)
- b. **Main Street and South Main Street (Main Line Boulevard ST#2008-0001)**---Construction shall occur in phases with each landbay, and such construction shall be completed by the date or event described in the initial preliminary development plan approval for the landbay (CDD#99-01, 15b)
- i. The applicant shall design and construct Main Line Boulevard (Main Street) and other associated improvements such as street lights, curbing and temporary asphalt sidewalks within Landbay G to enable the connection between Landbay G and CDD#19 to occur with the first phase of construction but starting no later than December 31, 2011 provided that the Main Line Boulevard (Main Street) connection along the western face of Block D within North Potomac Yard has been constructed by others. (CDD#2010-0001)
- c. **Route 1 Improvements**⁷---Construction of the Route 1/transitway

⁷ The Route 1 Improvements under the Concept Plan differ from those under the Alternative Concept Plan. The primary difference is that, under the Concept Plan, the improvements run from Monroe Avenue to East Glebe Road. Under the Alternative Concept Plan, which calls for the removal of the Monroe Avenue bridge and the realignment of Monroe Avenue, the improvements run, generally, from Howell Avenue to East Glebe Road.

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

- d. **Monroe Avenue bridge removal**---Demolition of the current bridge, construction New Route 1 Connector and of the new connector and realignment of Monroe Avenue realignment⁸ Monroe Avenue shall be completed before the issuance of a certificate of occupancy for the earliest of the following: (i) for 800,000 square feet of new office development in the portion of the CDD west of the relocated rail lines (including office development consisting of interim, permitted and special uses), for which final site plan approval is given after the date of concept plan approval; (ii) for 1,750,000 square feet of any new development in this portion of the CDD (including development consisting of interim, permitted and special uses, but excluding hotel uses), for which final site plan approval is given after the date of concept plan approval; or (iii) for 3,250,000 square feet of any new development in this portion of the CDD and/or in the Arlington County portion of the Potomac Yard (including development consisting of interim, permitted and special uses, but excluding hotel uses), for which final site plan approval is given after the date of concept plan approval (CDD#99-01, 15d)
- e. **East Glebe Road**⁹ ---Construction shall be completed by the date or event described in the initial preliminary development plan approval for landbay G (CDD#99-01, 15e)

⁸ These infrastructure items are only required under the Alternative Concept Plan. See paragraph 4 above. Realignment of Monroe Avenue shall include tying the avenue into the street system within the CDD in a manner approved by the Director of T&ES. In addition, in the event the Alternative Concept Plan is in effect, and the City elects, under paragraph 1(e) above, to undertake all or a portion of the Monroe Avenue bridge removal, or of the construction of the New Route 1 Connector or the Monroe Avenue realignment, then the Applicant's ability to develop and receive certificates of occupancy within the CDD shall be affected by the date on which the construction of the New Route 1 Connector or of the Monroe Avenue realignment is completed only (i) if the City commences the removal or construction, or if applicable both the removal and construction, at or before the time that it would have been commenced by Applicant in order to have the removal and construction completed within the deadlines in this subparagraph (d), and (ii) if the City thereafter diligently pursues the removal and construction to completion.

⁹ The streets addressed in subparagraphs (e) through (h) are east-west streets that are to be constructed within the CDD.

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

Sewers

- i. **Trunk Sewer**¹⁰ to the wastewater---See paragraphs 22 and 23 below treatment plant operated by the Alexandria Sanitation Authority. (CDD#99-01, 15i)
- j. **Collection System**¹¹---See paragraph 24 below. (CDD#99-01, 15j)
- k. **Stormwater sewers**---See paragraph 26 below. (CDD#99-01, 15k)

Stormwater Treatment

- l. (1) **Master stormwater quality concept**---See paragraph 27 below plan (CDD#99-01, 15l)

Open Space

- m. **Braddock Field**¹²---A preliminary development plan for the construction of this field shall be submitted to the City within four months of the applicant's receipt of all necessary City and School Board consents to use public property on the site of the George Washington Middle School (see note 14); a final development plan shall be submitted to the City within two months of preliminary development plan approval; construction shall commence within three months of City approval of such final development plan, and shall thereafter be diligently pursued to completion. (CDD#99-01, 15m) (PC)

¹⁰ The Trunk Sewer is defined in paragraph 22 below.

¹¹ The Collection System is defined in paragraph 24 below.

¹² Braddock Field includes public land that is currently part of George Washington Middle School. The improvement of Braddock Field, therefore, requires the cooperation and consent of the City and the School Board.

- n. **Monroe Fields (final fields)**---In the event the City determines not to assume responsibility for the Plan Cost Difference under paragraph 1 above, a preliminary development plan shall be submitted to the City within three months of such determination, a final development plan shall be submitted to the City within two months of the approval of the preliminary development plan, and construction shall be commenced within three months of the approval of the final development plan and thereafter diligently pursued to completion; in the event the City determines to assume responsibility for the Plan Cost Difference under paragraph 1 above, construction shall commence within three months of completion of construction of the New Route 1 Connector and there-after be diligently pursued to completion. (CDD#99-01, 15n)
- o. **Monroe Fields (interim fields)**¹³---A plan for the construction of these fields shall be submitted to the City within four months of concept plan approval; construction shall commence within three months of City approval of such plan, and shall thereafter be diligently pursued to completion (CDD#99-01, 15o)
- p. **Pedestrian Bridge across rail tracks--** The applicant shall make a monetary contribution to be utilized by the City for design, permitting, and other hard and soft costs associated with the construction of a Metrorail station at Potomac Yard that will include a pedestrian connection between the west and east sides of the tracks. The contribution shall be made to the City as follows (CDD#2010-0001):
- i. \$500,000 within 30 days of final unappealable approval of the amendments to CDD #10. (CDD#2010-0001) (PC)
 - ii. \$500,000 within 30 days of final unappealable approval of a DSUP with preliminary site plan for the remaining townhouse/urban loft parcels in Landbay I & J. (CDD#2010-0001) (PC)

¹³ The final Monroe Fields are unlikely to be constructed for many years. Therefore, CAP shall construct two fence-enclosed, regulation-size interim soccer fields, with parking for 65 vehicles and vehicular access to Route 1, at a location within the portion of the CDD west of the relocated rail lines which is approved by the Director of P&Z. Once the construction of these fields has been accepted by the City, the fields shall be operated and maintained by the City. These interim fields shall remain in use until construction of the final Monroe Fields is completed or, if earlier, the City determines no longer to utilize the interim fields.

- iii. \$500,000 within 30 days of final unappealable approval of a DSUP with preliminary site plan for the townhouse/urban loft parcels in Landbay L. (CDD#2010-0001) (PC)
- iv. Notwithstanding provisions ii and iii above regarding the timing of payments, the \$1 million set for therein shall be paid to the City no later than December 31, 2013. (CDD#2010-0001) (PC)
- v. \$500,000 within 30 days of the bond being issued for funding of the Metrorail station. If the bond is not issued for a Metrorail station, no additional contribution will be made. (CDD#2010-0001) (CDD#99-01, 15p) (CDD#2007-0001, 15p) (PC)
- q. **Potomac Yard Linear Park**¹⁴---Construction and/or monetary contributions shall occur as set forth in the Landbay K DSUP. (CDD#99-01, 15q) (CDD#2010-0001)
- r. **Rail Park**---Construction and/or monetary contributions shall occur as set forth in the Rail Park SUP. (CDD#99-01, 15r) (CDD#2007-0001, 15r) (CDD#2008-0001, 15r) (CDD#2010-0001)
- s. **Potomac Greens Park**---Construction shall occur in conjunction with the development of landbay “A,” and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15s)
- t. **Howell Park**---Construction shall occur in conjunction with the development of landbay “J,” and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15t)
- u. **Swann Finger Park**---Construction shall occur in conjunction with the development of landbay “H,” and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15u)
- v. **Custis Finger Park**---Construction shall occur in conjunction with the development of landbay “I,” and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15v)

¹⁴ Potomac Yard Linear Park is the portion of Potomac Yard Park that lies along the rail lines on the east side of the Yard. It does not include Braddock Park, Monroe Field No. 1 or Monroe Field No. 2, all of which are also part of Potomac Yard Park.

- w. **Neighborhood Parks**---Construction shall occur in conjunction with the development of the landbay in which the particular neighborhood park is located, and shall be completed by the date or event described in the initial preliminary development plan approval for the landbay (CDD#99-01, 15w)
 - x. **Landbay “C” landscaping**---Construction shall occur in conjunction with the development of landbay “A,” and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15x)
 - y. **Landbay N**---The approximately 2.78 acre Landbay N shall be dedicated to the City for passive open space purposes prior to preliminary development special use permit approval of Landbay H, I, J, and/or L. Alternatively, a perpetual open space access easement shall be granted to the City for Landbay N prior to the preliminary development special use permit approval of Landbay H, I, J, and/or L. (CDD#2008-0001, 15y)
- 15A. Possible Future School Site
- z. A portion of the component of Potomac Yard Park consisting of Monroe Fields No. 1 and No. 2 — the portion to be identified by the Director of P&Z and the Superintendent of the Alexandria Public Schools (“ACPS”), and not to exceed three acres — shall be reserved and made available for the construction of a new ACPS school if, in the future, it is jointly determined by the city council and the school board to locate a new school at this site. If such a determination is made, and it is further determined by the council and board that more than the reserved land is needed for construction of the new school, then up to an additional two acres of adjacent land will be made available for the new school. Notwithstanding the prior provisions of this paragraph, the area that is identified by the Director and Superintendent shall be improved in accordance with the operative concept plan and paragraphs 15(n) and 15(o) above, and shall thereafter be both maintained as public open space and utilized for active recreation purposes until such time as it is determined to utilize the area for a new ACPS school. (CDD#99-01, 15Aa)
 - aa. In recognition of the possibility that, in the future, a portion of Potomac Yard Park may be removed from active recreational use and placed in school use, the applicant shall improve an area of approximately three acres, for active recreational use, in the Potomac Yard linear Park (see note 15), in the general vicinity of land bays “H” and “I,” and at a specific location to be determined by the Director of P&Z. The size of this area and the precise nature of these recreational improvements shall be

determined by the Director of P&Z, after consultation with the City's Parks and Recreation Commission, the Director of Recreation, Parks and Cultural Affairs, and the applicant. Construction of these improvements shall occur at the time that development in this portion of the Linear Park is to occur under paragraph 15(q), and shall comply with applicable design guidelines. (CDD#99-01, 15Ab) (PC)

16. A separate preliminary development plan shall be submitted by the applicant for each of the open space areas that are to be dedicated to the City (see paragraph 7 above). The plan shall be considered by the Planning Commission and City Council, pursuant to the provisions of section 5-600 of the Zoning Ordinance. (CDD#99-01, 16) (PC)
17. **[CONDITION SATISFIED]** A Potomac Yard Design Advisory Committee (the "PYDAC") shall be established to assist the city in reviewing applications for preliminary development plan approval. (CDD#2010-0001)
 - a. **[CONDITION SATISFIED]** The PYDAC shall consist of nine members to be appointed by City Council, pursuant to title 2, chapter 4 of the Code of the City of Alexandria, Virginia, as amended, for staggered terms of no more than two years. The Committee shall include two members representing the Potomac East area; two members representing the Potomac West area; one member representing the business community, and two qualified professionals skilled in architecture or urban design. (CDD#99-01, 17a) (CDD#2008-0001, 17a) (CDD#2010-0001)
 - b. **[CONDITION SATISFIED]** The purpose of the Potomac Yard Design Advisory Committee is to review applications for preliminary development plan special use permit approval under this ordinance, within CDD No. 10 Potomac Yard/Potomac Greens for compliance with the urban design guidelines standards applicable therein, and make recommendation on such applications to the Planning Commission and City Council through the Director. (CDD#99-01, 17b) (CDD#2008-0001, 17b) (CDD#2010-0001)
 - c. **[CONDITION SATISFIED]** The Director shall send a copy of any proposed preliminary development plan for the CDD to the Committee, and the Committee shall send its comments to the Director in time to be sent to the Planning Commission together with the staff report on the proposed plan. Each applicant for a preliminary development plan approval shall be encouraged to discuss its proposal with the Committee, including prior to the filing of an application for approval of a preliminary development plan. (CDD#99-01, 17c) (CDD#2008-0001, 17c) (CDD#2010-0001)

- d. **[CONDITION SATISFIED]** The Committee shall establish a regular schedule which provides for meetings once per calendar quarter. Additional meetings may be scheduled by the chair of the Committee, in consultation with the Director. (CDD#99-01, 17d) (CDD#2008-0001, 17e) (CDD#2010-0001)
- e. **[CONDITION SATISFIED]** Section 2-4-7(f) of the City Code, which prohibits a person from serving on more than one standing committee, shall not apply to service on the Potomac Yard Design Advisory Committee; provided, however, that this subsection shall expire on December 18, 2007. (CDD#2008-0001, 17f) (CDD#2010-0001)

Permitted/Special/Interim Use

- 18. The Avis and GSA facilities presently located within the Potomac Yard are acknowledged to be, and shall be treated as, existing permitted uses. Nonetheless, in the event that compliance with the schedule in paragraph 15 above requires the construction of an infrastructure or open space improvement in the area occupied by one or both of these existing uses, then whatever modifications to these uses are required to accommodate the required improvement shall be made; if such modifications are not made, no further development in the CDD pursuant to the Concept Plan or, if in effect, the Alternative Concept Plan may proceed. Further, unless approved as interim uses as part of the approval of the first preliminary development plan for the landbay in which they are located, the Avis and GSA facilities shall cease operation within 180 days of the date of approval for that preliminary plan. (CDD#99-01, 18)
- 19. Land uses not approved in the Concept Plan or, if in effect, the Alternative Concept Plan, which are proposed for a landbay in the CDD for which no preliminary development plan (other than a development plan addressing only the development of open space) has been approved, shall be evaluated under the provisions in the Zoning Ordinance for the underlying zone applicable to the landbay. If defined as a special use under those provisions, such uses shall require a special use permit and, if defined as a permitted use, shall only require site plan approval; provided, that no such uses may proceed if they would “preclude development consistent with the conceptual design plan” (section 5-603(A)(1) of the Zoning Ordinance). A proposed permitted or special use shall be determined to “preclude development consistent with the conceptual design plan” if:
 - a. development pursuant to the Concept Plan or, if in effect, the Alternative Concept Plan, and in the landbay where the proposed use is to be located, is expected to commence before the expiration of the period during which the proposed use will be permitted to, or is reasonably expected to, continue; (CDD#99-01, 19a)
 - b. the use is proposed for a landbay that is adjacent to a landbay for which a

preliminary development plan has been approved by City Council, and the Director of P&Z determines that the proposed use is incompatible with one or more of the uses identified in that approved development plan; (CDD#99-01, 19b) or

- c. the use, if undertaken, would preclude the delivery of an infrastructure improvement identified in paragraph 15 above by the time set out in that paragraph. (CDD#99-01, 19c)
20. Any land use that is lawfully existing in a landbay within the CDD, whether as a permitted or special use, at the time the first preliminary development plan for the landbay (other than a development plan addressing only the development of open space) is submitted to the City shall be eligible to be approved as an interim use, as part of City Council's approval of the preliminary development plan. No other land uses shall be eligible for approval as interim uses within the landbay. (CDD#99-01, 20)

Affordable Housing

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

Sanitary and Storm Sewer

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

- facilities (such as pump stations) shall be minimized; (ii) the Trunk Sewer shall be a gravity sewer for the maximum distance possible within the limits of current technology; (iii) the Trunk Sewer shall accept all the sewage now flowing to the ASA River Road Pump Station; (iv) the Trunk Sewer shall be capable of accepting a portion (to be determined by the Director of T&ES) of wet-weather flows from ASA's Four Mile Run Pump Station; (v) the Trunk Sewer shall be capable of accepting all flows from the Slater's Village/Potomac Greens Pump Station (Slater's Village is also known as Old Town Greens); and (vi) the Trunk Sewer shall be capable of accepting all the sewage from the Retail Center in landbay "F" in the event any portion of the retail center continues in operation beyond January 1, 2018. Further, the Trunk Sewer shall be built on an alignment designated by the Director of T&ES and the Engineer/Director of ASA. The closure of travel lanes on City streets and the disruption of neighborhood activities shall be minimized during construction of the Trunk Sewer. (CDD#99-01, 23)
24. No preliminary development plan for any landbay west of the relocated rail lines, or for any portion of a landbay, which proposes development pursuant to the Concept Plan or, if in effect, the Alternative Concept Plan, shall be approved by City Council until a gravity/forced main sanitary sewer collection system (the "Collection System") has been designed by the applicant to the satisfaction of the Director of T&ES and the Engineer/ Director of ASA, and construction of the system has commenced. At a minimum, the Collection System shall be designed to: (i) minimize the amount of forced mains and associated facilities, such as pump stations; (ii) redirect sewage flows from the ASA River Road Pump Station, and a portion (to be determined by the Director of T&ES) of wet-weather flows from the Four Mile Run Pump Station, to the Trunk Sewer; and (iii) redirect flows from the Retail Center in landbay "F" to the Trunk Sewer, in the event any portion of the Retail Center continues in operation beyond January 1, 2018. (CDD#99-01, 24) (PC)
25. No final site plan for any development within the CDD east of the relocated rail lines, shall be approved by the City, unless one of the following events has occurred:¹⁵ (CDD#99-01, 25)
- a. a new gravity sanitary sewer has been constructed by the applicant from the termination point of the forced main in Slater's Lane to the existing City sewer in Lee Street, and this new sewer has been accepted by the City and is in service; (CDD#99-01, 25a) (PC) or
 - b. the forced main from the Slater's Village/Potomac Greens Pump Station has been redirected to connect with the Trunk Sewer, and the Trunk Sewer

¹⁵ This paragraph is a restatement of condition # 47 of SUP 97-0010. That SUP approved the Old Town Greens residential development now under construction between Slater's Lane and Potomac Greens, and it remains in effect.

has been accepted by the City and is in service. (CDD#99-01, 25b)

26. All storm drainage systems within the CDD shall conform to the Potomac Yard Master Drainage Plan approved by the City on October 25, 1996. (CDD#99-01, 26)
27. Prior to the submission of the first preliminary development plan for any landbay within the CDD west of the relocated rail lines, a master stormwater quality concept plan for the CDD, which includes stormwater quality calculations, a description of the best management practices ("BMPs") proposed to be employed and the location of those BMPs, shall be submitted to and approved by the Director of T&ES. (CDD#99-01, 27)
28. Prior to the removal or abandonment of any existing storm or sanitary sewer that is located within the CDD, a replacement sewer shall be in place and in service, and all necessary dedications and easements relating to the replacement sewer shall have been granted and recorded. (CDD#99-01, 28)

Transportation¹⁶

29. Shuttle bus service to and from the Braddock Road Metro station and/or the Metro station in Crystal City shall be provided. The nature and extent of this service, the time when it shall commence, the time when it may terminate and similar issues shall be assessed and determined by the City in conjunction with its review of transportation management plan amendments which the applicant must file along with its applications for preliminary development plan approvals. (CDD#99-01, 29) (PC)
30. Unless and until otherwise authorized by the City as an amendment to the operative concept plan, the applicant shall reserve, and shall undertake no activities (except those reasonably required for maintenance and others approved by the Director of T&ES) in, an area in the CDD, between Potomac Greens and the Potomac Yard, that would be suitable for the location of a WMATA rail station (the "Metro Site"). In order to reserve the Metro Site in this manner, the applicant shall convey a deed of easement to the City, or any other party identified by the City, which entitles the grantee to use or to authorize the use of the site for a WMATA rail station and for any ancillary purposes. The deed of easement shall also provide for reasonable access to the Metro site, by users of a rail station on the site, from both the adjacent Potomac Greens site and the adjacent Potomac Yard. Within 60 days of the approval of the concept plan for this CDD, the applicant shall submit to WMATA a drawing which shows, and a statement which describes the boundaries of the Metro Site, and conveys the applicant's view that the Metro Site contains sufficient land for the construction

¹⁶ Most transportation conditions for the CDD have been recommended for inclusion in the Transportation Management Plan special use permit.

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

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

32. In the event that funding from sources other than the applicant becomes available in the future for a light rail or another similar transit system (apart from a heavy rail system that is addressed by paragraph 30 above) within the CDD, and the City concurs in a decision to proceed with the implementation of such a system, the applicant shall, if requested by the City, cooperate in the establishment of a special service tax district, or another district or area having a comparable purpose, to assist in financing the system’s implementation, in accordance with the requirements of law. In addition, at no time shall the applicant undertake any activities within any of the rights-of-way that are shown in the operative concept plan, or within any of the open spaces shown in such plan that are to be dedicated to the City, that would preclude the construction or operation of a light rail or another similar transit system; provided, that in the event of such an activity, every effort shall be made to accommodate the intent of the design guidelines. Nothing in this paragraph shall affect activities undertaken pursuant to the operative concept plan outside of the rights-of-way and open spaces identified above. (CDD#99-01, 30A) (PC)

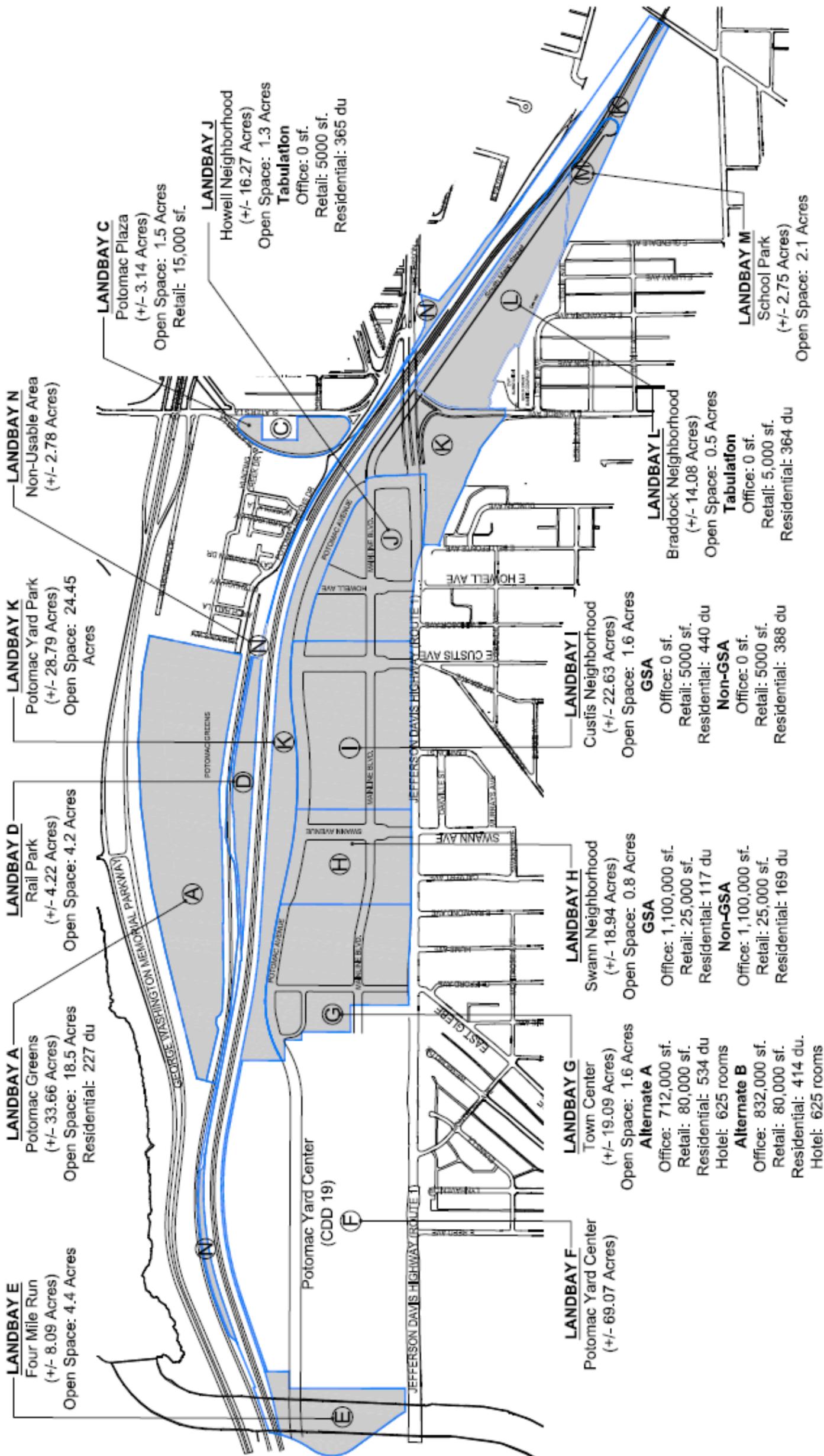
33. The New Route 1 Connector, between its intersection with Slater's Lane and with the existing Route 1 (in the vicinity of Howell Avenue), shall provide, on both sides of the roadway, a minimum 8-foot walkway for use by pedestrians and bicycles. (CDD#99-01, 31)
34. Any traffic signalization proposed by the applicant and approved by the Director of T&ES, or required by the Director, shall be shown on the final site plan for the portion of CDD in which or adjacent to which the signalization is to be installed. The costs to acquire and install all traffic signalization equipment that is approved or required by the Director shall be the responsibility of the applicant, and payment of such costs shall be made to the City prior to the release of the site plan showing the signalization. Any signalization approved or required by the Director shall be installed and properly operating prior to the issuance of a certificate of occupancy for any building which is to be served by the signalization. (CDD#99-01, 32) (PC)

Miscellaneous

35. All utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground, and the cost of doing so shall be the responsibility of the applicant. (CDD#99-01, 33) (PC)
36. A permanent storage area within the CDD, no smaller than 20 feet by 20 feet, shall be made available by the applicant for use by the City to place, on a short-term basis, sweeper debris. The area shall be acceptable to the Director of T&ES, and shall be made available to the City at the time a certificate of occupancy for 1.5 million square feet of new development within the CDD has been issued. The storage area shall be easily accessible by street sweeping and debris removal equipment, and may be incorporated in the waste disposal area of a building within the CDD. (CDD#99-01, 34) (PC)
37. If the Alternative Concept Plan becomes the operative concept plan for the CDD, the applicant shall work with the City in the relocation of the Virginia Power substation, presently located at the west end of the Monroe Avenue bridge, to a new location along the existing Virginia Power underground transmission corridor, in order that pedestrian-oriented buildings may be constructed along the entire Monroe Avenue frontage facing Simpson Fields. The substation shall be architecturally integrated into the surrounding CDD development to the satisfaction of the Director of P&Z. (CDD#99-01, 35) (PC)
38. The applicant shall be responsible for updating the Concept Plan Sheet and Concept Plan Design Guidelines, and the Alternative Concept Plan Sheet and the Replacement Pages (see paragraphs 2 and 3 above), so that these documents are current at all times. Before the very first preliminary development plan is filed with the City pursuant to this concept plan approval, the applicant shall provide the City with two copies of the Concept Plan Sheet and Concept Plan Design

- Guidelines, and the Alternative Concept Plan Sheet and the Replacement Pages, which reflect the Concept Plan and Alternative Concept Plan approved by City Council. Thereafter, within 30 days of any modifications being approved to the Concept Plan and/or the Alternative Concept Plan, whether approved by City Council or approved pursuant to a concept plan condition, the applicant shall file with the City two updated copies of the Concept Plan Sheet and the Concept Plan Design Guidelines, and if appropriate two updated copies of the Alternative Concept Plan Sheet and the Replacement Pages, which reflect the approved modifications. The applicant shall not be able to file any application for preliminary development plan approval within the CDD unless fully updated and current concept plan documents have been previously provided to the City. (CDD#99-01, 36) (PC)
39. Any inconsistencies in the approved concept plan design guidelines shall be resolved by the Director of P&Z. (CDD#99-01, 37)
 40. Notwithstanding any contrary provisions in the Zoning Ordinance, both the approved Concept Plan and, in the event it becomes the operative concept plan for the CDD pursuant to paragraph 1 above, the approved Alternative Concept Plan shall remain valid for 25 years from the date of City Council approval of the Concept Plan. (CDD#99-01, 38)
 41. The applicant shall coordinate and work cooperatively with the owner of CDD#19 to provide necessary reciprocal construction access for projects along the southern property line of CDD#19 that are adjoining Landbay G, provided the following (CDD#2010-0001):
 - a. The applicant bears no costs of constructing, maintaining, repairing, or replacing any improvements in CDD#19; (CDD#2010-0001)
 - b. The applicant incurs no expense or liability associated with such reciprocal access; (CDD#2010-0001)
 - c. The applicant is not required to pay any sum to the owner of CDD#19 for such reciprocal access; and (CDD#2010-0001)
 - d. In no way, shall such reciprocal construction access materially interfere with the applicant's development, use, or operation of its property. (CDD#2010-0001)
 42. The final design of buildings accommodating federal tenants shall be determined through the DSUP process. Additional criteria for buildings accommodating federal tenants will be developed in conjunction with the DSUP process. At a minimum, in developing security design solutions for the block perimeter, jersey barriers, chainlink fences, or other unsightly barriers shall not be permitted. Security design elements may include architecturally pleasing elements that

enhance the streetscape consistent with the National Capital Planning Commission document entitled "Designing and Testing of Perimeter Security Elements."(CDD#2010-0001)(PC)



September 24, 2010



Potomac Yard - CDD 10

Revised B-1 Alternative Concept Plan Sheet

**Amended Design Guidelines, pages 61-74
can be found at**

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ctions\PC\Design Guidelines,Studies &
Policies**

APPENDIX E
CONDITIONS DSUP#2010-0012, LANDBAY K

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

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

Attachments:

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

A. GENERAL PROCEDURE

1. The applicant shall develop, provide, install and maintain until acceptance by the City an integrated Park and Landscape Plan. (P&Z) (RP&CA)
2. All work as outlined in the project DSUP conditions shall be in general compliance with the proposed preliminary plan as provided and dated November 9, 2007 and the Memo with attached exhibits prepared by EDAW and dated February 16, 2008. (Attachment #5) In lieu of designing and constructing the north trail and associated amenities as depicted in the preliminary site plan for Land Bay K, the applicant shall provide a contribution in the amount of \$300,000, and dedicate the north portion to the City. The contribution and dedication of the north portion shall occur concurrently with the dedication of the south portion. Work shall be further developed in design/detail to fix and describe project components such that each can be constructed (and maintained by the Applicant until acceptance by the City) to the satisfaction of the Directors of Recreation, Parks & Cultural Activities, Planning & Zoning, and Transportation & Environmental Services. Review of specifications by Recreation, Parks & cultural Activities is required for work items including materials/manufacture, finishes, joints/connections/fastening methods as noted in the items as outlined below: (T&ES) (P&Z) (RP&CA)
 - a. Site paving including concrete, asphalt, specialty paving/pavers, metal decks, ramps and steps. (P&Z) (RP&CA)
 - b. Masonry including retaining, seat, decorative, screening, and active recreation related walls.(P&Z) (RP&CA)
 - c. Site furnishings including trash receptacles, benches, tables, two (2) drinking fountains and bicycle racks. (P&Z) (RP&CA)
 - d. Site lighting including pedestrian and active recreation. (P&Z) (RP&CA)
 - e. Metalwork including fences, handrails, bollards, and gates. (P&Z) (RPCA)
 - f. Site utilities including landscape irrigation/water management system, water, and site electrical. (P&Z) (RPCA)
 - g. Active recreation facilities including lights, surfaces, materials, fences, walls, equipment and other components including their and warranty. (P&Z) (RP&CA)
 - h. Site signage including entrance, directional, instructional and informative. (P&Z) (RP&CA)
 - i. Plumbing fixtures including decorative fountain and water filtration system, if provided. (RP&CA)
 - j. Specialty landscape items including Geoweb/greenwalls, landscape sculptures, site interpretive features/elements. (RP&CA)
3. Prior to release of the Final Plan, the applicant shall provide an anticipated construction schedule for the Park. Applicant shall record and report construction progress to the City in the form of; written reports; construction submittal review and

testing services; concrete, retaining wall, geotechnical, soil, etc. reviews; and scheduled project meetings with City staff. The Construction Schedule shall be updated on a regular basis as needed. On site reviews with City staff shall be conducted to monitor progress of all project components. (RP&CA)

4. The applicant shall have the right to construct and dedicate to the City the Landbay K Park, in two development phases, as generally shown on Attachment #4, revised September 16, 2010. As part of the approval of the final site plan, the applicant shall submit a plat of subdivision to re-subdivide Parcels 512 and 513 Potomac Yard into three lots corresponding to the three park portions. Separate final site plans for each phase shall be submitted and approved, bonded and released for construction to permit phased construction, dedication, acceptance, and as-built approval. The Main Body of construction shall be the parcel designated on Attachment #4, revised September 16, 2010. A subsequent second phase, the southern portion shall commence construction 12 month after the acceptance by the City of the first phase. In lieu of designing and constructing the north trail and associated amenities as depicted in the preliminary site plan for Land Bay K, the applicant shall provide a contribution in the amount of \$300,000, and dedicate the north portion to the City. The contribution and dedication of the north portion shall occur concurrently with the dedication of the south portion. For the purpose of this condition, replacement of the interim rectangular athletic fields will be constructed, dedicated and accepted pursuant to the requirements of Condition 70 (e), for acceptance by the City. Upon commencement of construction for each area, work shall be diligently pursued without interruption until completion and City acceptance.
5. Prior to City acceptance of each phase the applicant will post a landscape warranty bond for a minimum of 12 months for each phase.
6. Each phase of the park shall be maintained by the applicant to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation Parks & Cultural Activities until such time that construction of each phase is completed by the applicant, and approved and accepted by the City. Upon acceptance, each phase shall be conveyed to the City by recordation of a special warranty deed. (P&Z) (T&ES) (RP&CA) (ARCH)
7. Prior to commencement of the construction for each phase, the applicant shall provide a detailed Project Maintenance Plan for the approval by the City. Staff will work jointly with the applicant in program development of the Project Maintenance Plan. The Maintenance Plan shall guide execution of work, labor and materials for maintenance of new and established plantings in a vigorous, flourishing growth and attractive appearance. The approved Maintenance Plan for each phase shall be continuously implemented by the applicant/successor until final acceptance of each phase by the City. The Maintenance Plan shall include scheduling and provision of all labor and materials for the following: (RP&CA)

- a. Daily, weekly and seasonal facilities maintenance for all project components including irrigation system, stormwater management ponds and active recreation features.
 - b. Daily, weekly and seasonal grounds maintenance including litter/debris/solid waste/recycling removal and general policing of grounds.
 - c. Product warranty and anticipated replacement schedules.
8. As-built drawings for all project components/constructed work shall be submitted by the applicant using a current version of AutoCAD as produced by AutoDesk Inc. and approved by the City. As-built drawings shall clearly identify, fix and describe all variation(s) and changes from approved drawings including location, quantity, and specification of project elements. (P&Z) (RP&CA)
9. Applicant shall provide construction and as-built geotechnical reports, and construction submittal records, operation and maintenance manuals, and communicate specialty procedures to designated City staff for all components, systems, subsystems, equipment and maintenance procedures including active recreation facilities, interpretive elements, structures, fountains, irrigation/water management systems, lighting equipment, electrical systems and winterization procedures. (RP&CA)
10. The applicant shall provide extra materials for lighting system components (bulbs and ballasts) and irrigation system components (heads and valves) equal to 10% of the amount installed for each type and size indicated but no fewer than two units to match products installed (not inclusive of conduits, wiring, poles or footings), that are packaged with protective covering for storage and identified with labels describing items. Materials shall be delivered to a location in coordination with City staff. (RP&CA)
11. Potomac Yard Linear Park shall be coordinated with all ongoing projects on the applicants property known as Potomac Yard including Potomac Avenue Infrastructure, South Main Line Boulevard, Route 1/Monroe Avenue Bridge, Pump Station and On-Site Force Main, East-West Streets including access points at Potomac Avenue and Finger Parks, adjacent landbays owned and controlled by the applicant and Simpson Fields.
12. Temporary structures for construction including a construction trailer shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Directors of Planning and Zoning and Recreation, Parks & Cultural Activities.

B. FINAL LANDSCAPE PLAN/SITE PLAN AND OPEN SPACE

13. Shift the sidewalk at East Monroe Avenue adjacent to the stormwater management pond to the north four (4) feet and provide landscape strip with additional street trees. (P&Z) (RP&CA)
14. The Planting Plan and Planting Index shall be provided as follows to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks & Cultural Activities.
 - a. The applicant shall provide an enhanced level of detail plantings throughout the site. Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - b. Provide detail planting plans of all specialty planting areas, such as the interpretive area plantings.
 - c. Provide locations, specification/designation and quantities for all proposed plantings as determined by City staff.
 - d. Provide planting details for all proposed conditions including street trees, park trees, multi-trunk trees, evergreen trees, sapling plantings, shrubs, grasses, perennials, bulbs, aquatic plantings, and groundcovers.
 - e. Tree canopy coverage of the site shall be 40% at 10 years from the time of installation.
 - f. Clearly indicate limits of lawn and planting areas.
 - g. Turf grass areas to be maintained by mowing or other mechanical means shall not exceed 4:1 maximum slope, 5:1 slope maximum where possible.
 - h. Provide slope retention fabric or other measures for planted slope areas 3:1 or greater as coordinated with staff.
 - i. Tree wells shall be planted with a hardy evergreen groundcover as coordinated with staff.
 - j. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. Demonstrate that tree wells provide 300 cubic feet of arable soil per tree.
 - k. Spacing for street trees along Potomac Avenue and South Main Street shall be consistent with the Potomac Yard Urban Design Guidelines and coordinated with the Potomac Avenue Infrastructure Plan. All street trees along the east side of Potomac Avenue shall be no less than 25 feet apart, an average of 35 feet on center and three (3) feet from the back of the curb. Additional street trees shall be planted on the east side of Potomac Avenue where gaps exist on the preliminary plan, where possible. The location of all pole mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of 10 feet from the base of all trees.

- l. Street trees and plantings shall be coordinated with above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts. The applicant shall provide fully coordinated final plans of site grading, topography and site utilities throughout the drawing set.
 - m. Ensure positive drainage in all planting areas.
 - n. Condition deleted.
 - o. Provide additional street trees within the planting strip along the perimeter of the Simpson Fields parcel along East Monroe Avenue and Monroe Avenue bridge slip ramp an average of 35' on center. (P&Z) (RP&CA)
 - p. Planting Index; provide substitutions for the following plants:
 - i. Rhododendron maximum
 - ii. Rhododendron catawbienses
 - iii. Myrica cerasifera
 - iv. Ilex glabra
 - q. Provide additional information and specifications for the following:
 - i. Vines and groundcovers
 - ii. Grass seed or sod
 - iii. Meadow mix
 - iv. Slope mix
 - i. Ornamental grasses
 - v. Aquatic plantings
 - vi. Seedling and reforestation plantings
 - vii. Ornamental trees as single or multi-trunk
 - viii. Specialized planting palette for Geoweb wall (RP&CA)
 - r. All Street Trees shall be 3"- 3 1/2" in caliper at the time of planting. (RP&CA)
 - s. Slope planting mix shall include a variety of indigenous evergreen, ornamental and large shade trees. (RP&CA)
 - t. Amend planting index to include crown coverage allowance and proposed crown coverage. (RP&CA)
 - u. All plants shall be subject to selection, inspection and approval for conformity to approved drawings (including identification tagging/selection of plants) by the City at the collection growing location, storage facilities and/or upon delivery to the project site. Such approval and selection shall not impair the right of inspection and/or rejection of plants during progress of the work or throughout the acceptance process. (RP&CA)
15. Drawings shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia. (RP&CA)
16. Provide the following notes on drawings per the City of Alexandria Landscape Guidelines:

- a. "At time of Final Site Plan approval, Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC." (RP&CA)
 - b. "The applicant has made suitable arrangements for pre-selection tagging, pre-contract growing, or is currently undertaking specialized planting stock development with a nursery or grower that is conveniently located to the project site, or other procedures that will ensure availability of specified materials. In the event that shortages and/or inability to obtain specified plantings occurs, remedial efforts including species changes, additional plantings and modification to the landscape plan shall be undertaken by the applicant. All remedial efforts shall, with prior approval by the city, be performed to the satisfaction of the Directors of Planning & Zoning, Recreation, Parks & Cultural Activities, and Transportation & Environmental Services."
 - c. "In lieu of more strenuous specifications, all landscape related work shall be installed and maintained, until acceptance by the City, in accordance with the current and most up-to-date edition (at time of final site plan approval) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland." (RP&CA)
 - d. "Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City's Arborist and Landscape Architects to review plant installation procedures and processes." (RP&CA)
 - e. "A certification letter for tree wells, tree trenches, planting soils and plantings above structures will be provided by the applicant's General Contractor. The letter shall certify that all below grade construction is in compliance with approved drawings and specifications. The letter shall be submitted to the City Arborist and approved prior to final acceptance of the project by the City. The letter shall be submitted by the owner/applicant/successor and sealed and dated as approved by the general contractor's Landscape Architect." (RP&CA)
17. Provide the following calculations on the drawings:
- a. Total site open space area/acreage including breakdown of 30% active recreation/70% passive recreation areas. (P&Z) (RP&CA)
 - b. Provide a narrative demonstrating compliance with the Open Space requirements of the Potomac Yard Coordinated Development District and Potomac Yard Urban Design Guidelines. (P&Z) (RP&CA)
 - c. There shall be a mix of shade trees, understory trees and evergreen trees. Large deciduous parkland trees shall make up 50% to 75% of the total canopy coverage, medium deciduous parkland trees shall make up 5% to 10%, understory parkland trees 5% to 10%, large evergreen parkland trees

shall make up 0% to 15% and small evergreen parkland trees 0% to 5%.
(P&Z) (RP&CA)

- d. Crown area coverage tabulation in compliance with City of Alexandria Landscape Guidelines. (RP&CA)
- e. Provide pre-development and post development calculations. (RP&CA)

18. Interpretive Landscape Elements:

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

C. SITE FEATURES

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

- a. City use dedicated spaces shall be surfaced with concrete. Up to three 8 x 22 foot spaces shall be provided.

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

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

- a. Shall be constructed with the first phase and completed prior to acceptance.
- b. The proposed overhead door shall be solid core metal and incorporate an electronic security system. (RP&CA)

- c. Final color architectural elevations (front, sides, and rear, including roof, exterior finishes/materials and colors) shall be submitted with Final Site Plan #1. (P&Z) (RP&CA)
 - d. All floors within the building and the ground plane at the entrance to the restrooms shall be sealed concrete. (RP&CA)
 - e. All entrances shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities. (P&Z) (RP&CA) (T&ES)
 - f. The vehicular entrance to the maintenance portion shall include a concrete approach the width of the building and extending out 5 feet from the building face. (RP&CA)
 - g. Existing conditions sheet shall include a building location and utilities. (P&Z) (RP&CA)
 - h. Proposed building footprint shall be shown in context with Simpson Fields. (P&Z) (RP&CA)
 - i. Existing park building shall be demolished and removed from site. The proposed building shall be constructed in the same general location. (P&Z) (RP&CA)
 - j. Utility service to the building shall include electric, internet and water. (RP&CA)
 - k. All building hardware, fixtures, and appurtenances shall be metal industrial fittings appropriate for use in high-traffic/volume, heavy use public facilities. (RP&CA)
 - l. Provide one hose bib on each side of the park maintenance building. (RP&CA)
22. The following items shall be provided to the satisfaction of the Directors of Code Enforcement, Recreation, Parks & Cultural Activities and Transportation & Environmental Services:
- a. Install emergency access gates in fencing between parkland and CSX rail corridor.
 - b. Access gates shall be designed as personnel access gates.
 - c. Gates shall be located in relation to hydrant spacing along the east side of Potomac Avenue to the greatest extent possible.
 - d. Where there is a hydrant, an access gate shall be provided along the fence line.
 - e. Access gates shall be locked and keyed to the Fire Department Knox Box key system.
 - f. Architecture including park operations/maintenance facility building, and trellises. (P&Z) (RP&CA)
23. Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of

the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)

- a. The width of all curb ramps that provide access to the shared-use path, particularly those at spine-roads and trailheads, shall be 10'. The truncated dome shall extend for the width of the ramp. All detectable warnings (truncated domes) that are intended for dual use by shared-use path users and maintenance/emergency vehicles shall be slip resistant. Potential manufacturers of such detectable warnings are available here: <http://www.access-board.gov/Adaag/dws/manufacturers.htm>
24. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
25. All entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
26. The applicant shall be responsible for construction/installation of missing or upgrading the existing public infrastructure, including but not limited, to streets, alleyways, sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures to the satisfaction of the Director of T&ES. (T&ES)
27. The applicant shall provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, land closures, construction entrances, haul routes, and storage and staging at the time of Building Permit application, to the satisfaction of the Director of T&ES. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
28. The applicant shall provide thermoplastic ladder-style pedestrian cross walks at all street crossings at the proposed development, which must be designed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
29. Provide an 18' wide emergency vehicle access along the length of the promenade. The promenade, belvederes and other designated paths and walkways shall conform to AAHTSO H20 loading standards to accommodate service and emergency vehicles. Turning radii for entering and exiting rated promenade shall be at least R25. Mountable curbing shall be installed at both entry, and departure points and designated access points. (Code) (RP&CA)
30. Trellises shall be constructed of high quality tubular or common dimensional metal members. Scale, character, color, finishes, gauge and materials shall be approved by the City. Provide six (6) trellises. (RP&CA)

31. Access points shall include mountable vehicular curb consistent with VDOT standards and have a minimum width of sixteen (16) feet. (RP&CA)
32. Provide removable decorative bollards at park entrances to discourage unauthorized vehicular access. (RP&CA)
33. Promenade, shared-use paths shall be built according to AASHTO shared-use path standards to accommodate use by bicyclists and pedestrians. A minimum 2-foot wide graded area with a maximum 1:6 slope should be maintained adjacent to both sides of the path; however, 3 feet or more is desirable to provide clearance from trees, poles, walls, fences, guardrails or other lateral obstructions. Where the paths are adjacent to ditches, canals or slopes steeper than 3:1, a wider separation should be considered. A minimum 5-foot separation from the edge of the path pavement to the top of the slope is desirable. Depending on the height of the embankment and condition at the bottom, a physical barrier, such as dense shrubbery, railing or chain link fence may need to be provided. (RP&CA) (T&ES)
34. The trail from the North Pond to the Braddock Road trail system shall be continuous and implemented with each project phase as required in Condition #4.
 - a. The Main Body trail shall include a shared-use path immediately adjacent to Potomac Avenue between East Monroe and East Glebe and shall be revised to include a ten (10) feet in width City-approved continuous flexible surface and base material, with a minimum of exposed surface joints, and a continuous concrete shore-edge restraint. (T&ES) (RP&CA)
 - b. Condition deleted.
 - c. The South Trail extending from East Monroe to Braddock Road (excluding the trail heads) shall be asphalt pavement. Trails shall be ten (10) feet in width to accommodate two-way bike traffic and loaded to accommodate City maintenance and emergency vehicles. (P&Z and RP&CA)
 - d. Identify a clear “through” bicycle route along the entire section of Landbay K from the South Trail Plaza on East Braddock Road to the North Pond on Potomac Avenue. Bicycles shall be encouraged to ride on the shared-use path immediately adjacent to Potomac Avenue by the use of striping and signing, including applications to the trail surface designed to delineate two-way travel areas. (T&ES and RP&CA)
 - e. The shared-use path shall include a 4-inch wide yellow thermoplastic center line stripe to separate opposite directions of travel. This stripe shall be broken where adequate passing sight distance exists and solid in other

locations, or where passing by bicycles may be discouraged. The shared-use path shall include white thermoplastic edge lines on curves with restricted sight distance, particularly north of East Glebe Road. (T&ES) (RP&CA)

35. Configure pathways, retaining walls and topography to ensure that adjacent grade conditions do not drain or over wash pathways with debris, soil, water or other materials. (RP&CA)
36. Configure pathways and topography to ensure immediate positive drainage without ponding, or water collection areas. (RP&CA)
37. Provide information on the final site plan that demonstrates changes in pathway materials, colors and finishes. Stone dust and decomposed fines are not approved materials. (P&Z) (RP&CA)
38. Unless specified otherwise, cast in place concrete sidewalks shall be finished with a light broom finish applied perpendicular to the predominant pedestrian travel direction. Such sidewalks shall comply with the Potomac Yard Urban Design Guidelines and City of Alexandria standards. (RP&CA)
39. Cast in place concrete sidewalks shall incorporate reinforcing and be 3000 psi rated where emergency vehicle access routes are currently shown in the Preliminary Plans to cross over said concrete sidewalks. (RP&CA)
40. Unless specified otherwise asphalt paths shall be in compliance with VDOT standards for pedestrian trails. In areas where adjacent grades exceed 4:1 slope a continuous flush concrete shore shall be provided between asphalt and adjacent grade. (RP&CA)
41. Provide note on the final plans indicating that concrete sidewalks shall conform to the City of Alexandria standards as unreinforced sidewalks and include color additive per District of Columbia standard sidewalks “lamp black” as specified by the District of Columbia Standard Specifications for Highways and Structures. (P&Z) (RPCA)
42. The applicant shall coordinate with the Potomac Avenue infrastructure development and incorporate the pedestrian crossing comments from the Potomac Avenue plans and provide pedestrian access at the east-west connector roads using appropriate signage. The applicant shall ensure smooth pedestrian access transitions between the Landbays and north-south connections. (T&ES) (P&Z)
 - a. All curb ramps on Potomac Avenue that provide access to the shared-use path shall conform to VDOT and city standards.

43. Include proposed geometry for different Landbays for approved plans along west side of Potomac Avenue. Pedestrian crossings on Potomac Avenue shall be provided at the intersections and shall be signalized. (Transportation)
44. The applicant shall ensure provision of MUTCD and Access Board/Universal Trail Assessment Process-approved pedestrian signage to encourage use by those with mobility impairments. Adequate signage along paths and trails is essential to alert users to potential conflicts (bicycles vs. pedestrian), indicate directions, destinations and location of crossing streets:
 - a. Entrance, directional, informational, instructional and security information. (RP&CA)
 - b. Coordination with City and regional trail system. (P&Z) (RP&CA) (T&ES)
 - c. Footings and connections that are concealed from view when located in pavement. Footings for ground set signs in plantings or turf areas shall be flush to adjacent finish grade. (P&Z) (RP&CA)
45. The applicant shall use slip resistant surfaces for boardwalks. On boardwalks, the overall width should be the same as the approach path. (RP&CA)
46. Revise the trailheads to provide the following:
 - a. Condition deleted.
 - b. Coordinate the location of the south trailhead and entrance plaza features with improvements and access to Braddock Road. (RP&CA)
 - c. Coordinated location and design of seat/entrance walls with park signage. (RP&CA)
 - d. Provide two (2) City standard trash receptacles at the southern trailhead. (RP&CA)
47. The applicant shall coordinate site access and construction with Alexandria City Public Schools, CSX and neighboring property owners to ensure minimal disruption to adjacent uses. (RP&CA)
48. All park entrances shall be coordinated with the approved Potomac Avenue and South Main Street Infrastructure Plan. (RP&CA)
49. Revise sidewalk along South Main Street between Potomac Avenue and East Monroe to show an 8' sidewalk with a 6' planting strip/buffer adjacent to the roadway.
50. Provide information of sufficient detail and development to demonstrate relationships between fitness stations, retaining walls, bike/pedestrian path, site lighting and travel ways with Final Site Plan #1. (RP&CA)

51. Fitness station equipment, mounting, materials, finishes, fall/exercise area, ground surfacing and accessibility shall be approved by the Director of Recreation, Parks & Cultural Activities. (RP&CA)
52. Each fitness station shall include instructional signage. (RP&CA)
53. Decks, handrails, appurtenances and fasteners shall be heavy gauge metal construction. (RP&CA)
54. Deck footings and connections shall be concealed from view when located in pavement. Footings for ground set posts in plantings or turf areas shall be flush to adjacent finish grade. (RP&CA)
55. Provide information of sufficient detail and development to demonstrate relationships between decking, handrails, site lighting, interpretive elements and adjacent pavement and grade conditions. (RP&CA)
56. Provide sections showing water surface elevations, above and below grade conditions including footings and site utilities. (RP&CA)
57. Decks shall possess live/dead load capability to support City gator/Cushman or similar at approved vehicle access. (RP&CA)
58. Provide information that demonstrates the material, finish, character and architectural details of retaining walls, seat walls, decorative walls, screen walls, fencing around the active recreation components and guardrails/fencing. Indicate methods for grade transitions including top of wall and bottom of wall elevations at each directional change, handrails if required by code and above/below grade conditions including coordination with site utilities. Design and construction information shall include: (P&Z) (RPCA)
 - a. Concrete walls with Formliner facing as depicted on the preliminary plans. Formliner facing and wall cap shall be consistent with the approved plans for the Pump Station and Onsite Forcemain using Chester Drystack 1548 as manufactured by Spec Formliners.
 - b. Above and below grade conditions for Geoweb wall plantings.
 - c. Masonry stone walls throughout the project site.
 - d. Interpretive masonry walls.
 - e. Seat walls throughout the project site.
 - f. Site walls associated with active recreation facilities.
 - g. Handrails and guardrails where required by code.
 - h. Handrail and fence footings and connections in pavement areas shall be concealed from view. Support posts shall be imbedded and shielded with matching escutcheon plates. Surface mount post/plate connections are not acceptable. Footings for ground set posts in plantings or turf areas shall be

flush to adjacent finish grade. Footings shall incorporate positive drainage away from posts.

- i. Connections between differing wall construction systems.
 - j. Drainage for walls shall not be expelled onto adjacent paved areas/surfaces.
 - k. Wall finishes shall incorporate surfacing or surface treatments that ensures ease of general cleaning, and removal of defacing marks and graffiti.
 - l. A continuous and uninterrupted 5 foot wide access path shall be provided at the base of the retaining walls and slopes adjacent to the rail corridor. The access path shall be 21B VDOT stone or City approved equal, 8 inches in continuous depth with filter fabric, soil separator between soil and subgrade.
59. Provide information that demonstrates the material, finish, character and architectural details of site security, active recreation and code related barrier fences throughout the project site. Indicate methods for grade transitions, directional changes, above and below grade conditions including coordination with site utilities. Design and construction information shall include: (RP&CA)
- a. Site Security (RP&CA)
 - b. Maintenance access for areas on west side of the rail corridor fence. (RP&CA)
 - c. Access gates at playgrounds and Simpson Field and approaches shall be sized and designed to accommodate adequate clearances for maintenance vehicles and emergency equipment. (RP&CA)
 - i) Double gates shall incorporate six inch diameter posts with full framed diagonally braced gate leaves and center drop post with tamperproof locking mechanisms. (RP&CA)
 - ii) Single gates shall incorporate six (6) inch diameter posts with full framed diagonally braced gate leaf and tamperproof locking mechanisms. (RP&CA)
 - iii) Double and single gates shall incorporate a continuous six (6) foot width (three feet on each side of fence) concrete threshold that extends two (2) feet beyond each gate post and incorporates the gate post footings. (RP&CA)
 - d. Chain link and wire fabric fences and gates shall incorporate a continuous top and bottom rail between posts. All fabric, gates, posts, rails and appurtenances shall be dark green and vinyl coated. (RP&CA)
 - e. Multipurpose/tennis and basketball courts shall be fenced with chain link in accordance with the Potomac Yard Urban Design Guidelines. Fence type, material, gauge and finish shall match approved final Pump Station and Onsite Forcemain fencing. (RP&CA)
 - f. Code related barrier fences including concrete walls along the rail corridor. (RP&CA)

- g. Demonstrate compliance with the Potomac Yard Urban Design Guidelines which indicate, "...Fencing required for playgrounds and recreational areas shall be architectural metal fencing similar to Legi fencing, manufactured by OuterSpace Landscape Furnishings. With the exception of active recreation court enclosures, chain link fencing shall be prohibited from public view." (P&Z) (RP&CA)
- 60. Applicant shall continue to work with staff to develop the location and specification for site furnishings including seating, trash receptacles, frost free drinking fountains, signs, bike racks, fitness course stations, bollards, art and interpretive pieces (by others) that are accommodated within the design of the park as coordinated with the applicant. (P&Z) (RP&CA)
- 61. Paving, walls, steps, seating and structures shall incorporate design components that discourage skate and skateboard damage. (RP&CA)
- 62. All site furnishings shall be installed on pavement. (RP&CA)
- 63. All footings for site furnishings shall be fully concealed from view when located in pavement. Surface mount post/plate connections are not acceptable. (RP&CA)
- 64. Stored bicycles shall not interfere with adjacent pedestrian or vehicle travel ways. (RP&CA)
- 65. The preferred bicycle parking detail is the black, double-powder-coated "Bike Circle" available through Creative Metalworks LLC. Racks shall be embedded in concrete. (T&ES)
- 66. Applicant shall work with staff to design and develop a palette and coordinate the location, and character of site-use related signs or wayfinding graphics as a comprehensive site sign and interpretive plan for the project site that is coordinated with other portions of the Potomac Yard development and the City's comprehensive overall wayfinding system. (RP&CA)
- 67. Condition deleted.

D. ACTIVE RECREATION

- 68. All active recreation courts shall be fully accessible. (RP&CA)
- 69. Provide materials including paving/play surfacing, vegetation, planters, fencing, standards, netting, and lighting (for tennis courts). (RP&CA)

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

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

- b. Volleyball:
 - i) Net system shall include permanent sleeving for installation of net posts. Sleeves shall be aluminum, steel or brass with screw lock covers set in self draining concrete footings flush to grade. (RP&CA)
 - ii) Applicant shall provide two sets of nets, stanchions, and components for City use. Manufacturer shall be BSN & Collegiate Pacific, or equal as approved by the City. (RP&CA)
 - iii) Play area shall have immediate positive drainage. Court surface shall be natural turf grass with an underlaid sand cap drainage system. (RP&CA)
 - iv) No surface drains or other impediments shall be placed in the play or runout areas. (RP&CA)

- c. Basketball:
 - i) Court surface material and construction shall comply with the National Federation of State High School Athletic Associations standards. (RP&CA)
 - ii) Court surface, line materials and colors shall be approved by the City. (RP&CA)
 - iii) Goals, post, backboard, rim and net assemblies shall be high-use recreation quality and comply with National Federation of State High School Athletic Association Standards, as manufactured by

- Gametime, Rawlings, Landscape Structures or equal as approved by the City. (RP&CA)
- iv) Play surfaces shall have immediate positive drainage. Courts shall be graded consistent with National Federation of State High School Athletic Associations standards for slope, pitch and direction. (RP&CA)
- d. Play Area(s):
- i) Provide a coordinated design palette of play area related site structures/ equipment. (RP&CA)
 - ii) Specification, location, finish, color, material, and character of site structures and equipment shall be approved by the City. (RP&CA)
 - iii) Continue to work with staff to design and develop materials suitable for the maze walls. Maze walls shall be constructed of a high quality material appropriate for outdoor use, vandal resistant, child-safe and finished with a level of detail suitable for its location. (RP&CA)
 - iv) Work with staff to design a root barrier and curb system for tree wells to the satisfaction of the City Arborist.
 - v) Playground equipment and site furnishings shall be appropriate for year round outdoor use. (RP&CA)
 - vi) The play area, play equipment, and playground safety surfacing shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. (RP&CA)
 - vii) Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Part 1191; Final Rule. (RP&CA)
 - viii) The final fountain design shall be approved during final site plan review with City staff based on concept provided in Memo dated February 16, 2008 and Exhibit D prepared by EDAW and dated. The jets shall be located in such a way to avoid conflicts with entrances to play areas. (RP&CA)
 - ix) Provide location, and dimensions for mechanical systems vault(s) related to the fountain. (RPCA, PZ)
 - 1. All mechanical systems shall be located below grade.

2. Vault enclosure/hatch shall be vandal resistant metal, of a color and finish complimentary to adjacent pavement and set flush to adjacent finish grade.
- x) Play surface material shall be poured in place unitary rubber safety surface or approved equal to the satisfaction of the Director of Recreation, Parks & Cultural Activities. (RP&CA)
 - xi) The compacted aggregate subbase used in the poured in place rubber surfacing shall be a consistent depth throughout the playground. The minimum depth shall be six inches. (RP&CA)
 - xii) Play surface shall be lined/marked as approved by the City and incorporate a continuous 6” wide flush concrete shore in locations where it abuts plantings or other turf areas. (RP&CA)
 - xiii) Fences shall be architectural metal fencing similar to Legi fencing, manufactured by Outer-Space Landscape Furnishings, in accordance with the Potomac Yard Urban Design Guidelines. Fabric, posts and gates shall be dark green vinyl coated. Fence height shall be 42 inches continuous. Fence shall incorporate 12 foot wide gates with (1) 4 foot wide leaf, and (1) 8 foot wide leaf, as generally depicted in the Preliminary Plan. (RP&CA)
 - xiv) Play surfaces shall have immediate positive drainage. No surface drains or other impediments shall be placed in the fall zone, play or runout areas. (RP&CA)
- e. Rectangular Athletic Fields:
- i. In compliance with CDD 99-001, Condition #15(o), City access, use and programming of existing rectangular interim fields shall continue until such time that replacement/final fields are designed, constructed and fully accepted for use by the City. (RP&CA, PZ)
 - ii. The applicant shall provide playing fields and associated items to include the following:
 - a. Immediate positive surface and subsurface drainage. No surface drains or other impediments shall be placed in the play field or runout areas.
 - b. Enclosure by a 6’ tall green chain link fence incorporating (2) double leaf 16’ wide maintenance gates with a setback from the playing surface in locations as approved by the City.
 - c. Primary power service and transformer(s) with capacity to power six (6) athletic field lights per athletic field (see iv, as below), each as fitted with GE, Hubbell or Musco, metal halide 1,500 watt lamp fixtures, or equal as approved by the City. Transformer(s) and power source shall be located in coordination with City staff.
 - d. Water source and service for irrigation, including meter(s), backflow prevention devices, connections and conveyance

- pipng to the field location(s). Static pressure shall be determined in coordination with City staff.
- e. Playing field surface and subgrade composed of one of the following:
1. Patriot species natural turfgrass sod/overseeded with annual rye, or equal as approved by the City on an engineered field section including turf rotor irrigation system, specialty growing media (3 inches minimum depth), washed/clean sand drainage cap (6 inches minimum depth), and drainage subbase course (8 inches minimum depth), and filter fabric between the sand and subbase.
 2. Synthetic infill turf system from the City's prequalified vendor/product list, using an engineered underdrain system, concrete perimeter retainer, perimeter loop irrigation system, and permanent field lining, each as approved by the City.
- iii. The applicant shall continue to work with Staff to enter into a Memorandum of Agreement that establishes a cost sharing arrangement and construction schedule to ensure that the City's desire to have synthetic infill turf system fields rather than natural turfgrass fields - at this site is accomplished. The terms of the Memorandum of Agreement shall include, but are not limited to, the following: dimensional design, location and, notwithstanding CDD 99-001, Condition #15(o), a construction schedule that coordinates construction of the synthetic infill turf system fields with the removal from service of the interim fields and the development of Potomac Yard. The field playing surface dimensions including runouts will be approximately 380x200 and 380x230 feet. Field dimensions and runout areas (10 feet minimum continuous) for soccer, lacrosse and field hockey shall be consistent with National Federation of State High School Athletic Association standards. (RP&CA, PZ)
- iv. Locate six (6) athletic field lights per field as generally depicted on the plan in coordination with City staff. Lights shall be installed by others in the future and equipped with shields, fixtures, internal louvers or sharp cutoff devices to limit spill into adjacent areas. Fixtures will be fitted with GE, Hubbell or Musco, metal halide 1,500 watt lamp fixtures, or equal as approved by the City. (RP&CA, PZ)

E. SUBDIVISION/EASEMENTS/PROCEDURES

71. Provide location and label for all easements and property boundaries within project. (RP&CA)
72. Applicant shall be solely responsible for submitting obtaining and or maintaining all easements construction access easements, dedication plats, documentation and permissions to work areas that overlap or abut adjacent properties. The applicant shall obtain all required temporary and permanent easements prior to the commencement of any construction activities on the subject property. Such easement shall be submitted for final review and approval by the director of Planning and Zoning and the City Attorney prior to the release of any final site plan for the project.
73. Applicant shall demonstrate acceptance/ratification of all necessary easements and permissions with adjacent property owners prior to City release/approval of Final Site Plan. (RP&CA)

F. STORMWATER MANAGEMENT

74. The applicant must comply with the approved Master Stormwater Quantity Plan and Article XIII of the City of Alexandria Zoning Ordinance.
75. The storm water collection system is located within the Potomac River Watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers. (T&ES)
76. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. (T&ES)
77. The Storm Flow Screens shall be installed at end-of- the line to treat water quality and remove trash and floatables because in the event of flooding, there is higher possibility of flooding only the stormwater management pond than the public right of way or other structures overlain by the storm sewers. The responsibility of maintenance of the storm water management ponds shall be as per the BMP agreement. (T&ES) (P&Z) (RP&CA)
78. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump

discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

79. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
80. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
81. If the park design supersedes the Potomac Avenue approved BMP and Pipe Structures, Storm Sewer, and Infrastructure Plan then the applicant shall insure to coordinate with other developments to synchronize various plans in respect to BMP's, storm sewer, and infrastructure, including but not limited to storm water management ponds, and sandfilter, with the proposed design of the Park. The respective applicants for the affected developments shall submit the as-builts drawings by synchronizing various plans with Landbay K for review and approval by the City of Alexandria. (T&ES)
82. Provide BMP narrative and complete pre and post development drainage maps that include areas off site that contribute surface runoff; to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. In addition, drawdown calculation tabulation shall be provided. (T&ES)
83. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification of the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil and litter be either having been installed or brought into service after the site was stabilized.
84. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require

installation of descriptive signage to the satisfaction of the Director of T&ES.
(T&ES)

85. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media.
86. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES)
87. Applicant shall continue to work with City staff to refine the design of the stormwater management ponds. (P&Z) (RP&CA) (T&ES)
88. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)
89. In compliance with the Stormwater Quality Master Plan and coordinated with the Departments of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities, applicant shall formalize an agreement of maintenance for systems for each of the stormwater management facilities including the north and south stormwater management ponds and sand filters. (RP&CA) (T&ES)
90. The applicant shall coordinate with the Potomac Avenue Plan to ensure that the sand filter locations are located such that the manholes are flush with adjacent grade and fully enclosed by the paved surface of pathways, trail system, promenade or other hard surface and include:
 - a. Sand filters shall have sufficient cover to ensure that the pavement elevation is not affected by heaving, subsidence or differential settlement and installed such that only the manhole(s) are visible above grade.
 - b. Perimeter of manholes shall not be located closer to the edge of pavement than a dimension equal to the diameter of the manhole.
 - c. Manholes and supporting systems constructed partially in paved/grass/planted areas or not flush to adjacent grade shall be removed and relocated to satisfaction of the City.
91. Boat launches for the North and South Ponds shall include:

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

92. North and South Ponds:

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

93. North Pond:

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

94. South Pond:

- a. The ground treatment at storm structures shall be of an appropriate planting and construction material suitable to withstand the water flow and storm conditions. Slope mix shall not be permitted. (RP&CA)

- b. Provide sections and other supporting drawings that depict character of the park beneath the Route 1/Monroe Avenue Bridge. (RP&CA)
- c. Provide information that demonstrates coordination between pond, site design and new Route 1/Monroe Avenue Bridge including grading, lighting, finishes and materials. (RP&CA)

G. INFRASTRUCTURE

Site Electrical

95. Provide readily accessible two phase 120 volt power at each belvedere, trailhead entrance, play area (2 per side), promontory, deck, active recreation use (tennis, multiuse court, basketball, volleyball, athletic fields) and park entrance. (RPCA, TES)
- a. Incorporate power source locations with light fixtures or other electrical systems to the maximum extent possible.
 - b. Power sources shall be waterproof UL approved enclosures/receptacles.
 - c. Conduit beneath paved surfaces shall be placed in UL approved sleeving.
96. Provide approved electrical enclosures at the tennis courts that house controls for the active recreation lights. Controls shall incorporate remote access/activation using a City approved system. Incorporate electrical enclosures into adjacent construction. (RPCA)
97. Provide a photometric point grid site lighting plan that includes all existing and proposed light fixtures with lighting calculations. Demonstrate coordination between street lights including ones on the opposite side(s) of all adjacent streets, trail, promenade, active recreation court lights, bridge and building mounted fixtures (such as those located on the Pump Station). Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all the adjacent streets and/or 20 feet beyond the property line on all adjacent properties, and right-of-way. Show existing and proposed street lights and site lights. Full cut-off lighting shall be used at the development site to prevent light spill over onto adjacent properties. (RPC&A)(T&ES)(P&Z)(Police)
- a. Provide a lighting schedule that indicates the manufacturer's specifications for height, light source, strength of fixture in Lumens or Watts, pole type and mounting/footing connection and quantity.
 - b. Provide detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - c. All proposed street lights and pedestrian scale lights shall be located, at minimum, 3' from the edge of all shared-use paths, pedestrian walkways and promenade to comply with AASHTO, Virginia Department of Transportation and City of Alexandria to provide adequate clear width.)

- d. Light fixtures that require separately located ballast box are not permitted.
 - e. Provide a lighting schedule that specifies the height, light source, strength of fixture in Lumens or Watts, manufacturer, pole type and mounting/footing connection and quality. (RPC&A)(T&ES)(P&Z)(Police)
 - f. Light fixtures that require separately located ballast box are not permitted. (RP&CA)
98. Provide location of on-site utilities with other site conditions to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services, and Recreation, Parks & Cultural Activities, including:
- a. Location and orientation of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes. (P&Z) (RP&CA)
 - b. Location and orientation shall be field-approved by the City prior to release of Final Site Plan. (RP&CA)
 - c. Do not locate above grade utilities in open space areas or adjacent to active recreation, playground or interpretive areas, runouts, fall zones, or other areas where they may be impediments to use. Adjust to active recreation use requirements. (P&Z) (RP&CA)
 - d. Above grade utilities located in planting or turf areas shall have footings flush to adjacent grade and be installed to minimize conflicts with adjacent plantings, pedestrian areas and major view sheds. (RP&CA)
 - e. All cabinets and enclosures shall be approved by the City and corresponding utility companies and incorporate tamperproof security systems. (RP&CA)
 - f. Site utilities' structures (except fire hydrants) shall be located in least visual prominent locations. There will be no shrubbery planted around transformers for screening purposes. Where transformers are in visual locations, and if required by the City, the transformers shall be screened using an alternate method to the satisfaction of the Directors of RP&CA and P&Z.
 - g. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES)
 - h. Show all existing and proposed public and private utilities and easements and provide a descriptive narration of various utilities. (T&ES)
 - i. Applicant shall underground all of the utilities serving the site. (T&ES)
99. In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
100. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
101. Provide approved electrical enclosures at the tennis courts that house controls for the active recreation lights. Controls shall incorporate remote access/activation using

a City approved system. Incorporate electrical enclosures into adjacent construction (RP&CA)

Site Irrigation

102. Develop, install and maintain until acceptance by the City, a site irrigation/water management plan as generally as depicted on the preliminary plans. (RPCA)
- a. Site irrigation plan, details and specifications shall be prepared by a certified irrigator who is licensed to practice in the Commonwealth of Virginia and possesses demonstrated experience in system design for recreation facilities.
 - b. Continue to work with staff to develop details and specific design criteria.
 - c. Provide hose bibs/yard hydrants at 150 feet on-center along the promenade between the north and south stormwater management ponds.
 - d. Incorporate one hose bib/yard hydrant at each belvedere, play area (per side), deck and active use court.
 - e. Provide all hardware and software necessary to install a remote station, including sensors, transmitters, and other equipment.
 - i) Controllers and water service connections shall be located as approved by the City.
 - ii) The system shall incorporate and be fully coordinated with the City's Maxicom Central Control System.
 - f. All irrigation system components shall be approved by the City.
 - i) Valves, splices, meters, hose/yard hydrants, flow devices, pumps and similar components shall be placed in underground boxes.
 - ii) Underground boxes shall be Carson, Inc., H-20 load rated with black covers, or equal as approved by the City.
 - iii) All irrigation system components shall be Rainbird, Inc., or equal as approved by the City.
 - iv) Hose bibs, yard hydrants and valves shall be solid brass. Galvanized irrigation components or fittings are not acceptable.
 - v) System components beneath paved surfaces shall be installed as sleeved connections (schedule 40 minimum gauge-class 200 pipe is not acceptable) extending 24 inches beyond edge of nearest paved surface. Demonstrate, field locate and permanently mark sleeve connections as approved by the City.
103. The applicant shall provide City Standard trash receptacles as generally shown on the Preliminary Plan and in a quantity and location to the satisfaction of the Directors of RP&CA and T&ES. (TES) (RPCA)

H. SITE CHARACTERISTICS

104. The applicant shall provide a geotechnical / hydrogeology report, including recommendations from a geotechnical professional for proposed cut slopes, embankments, and groundwater regime. (T&ES) (RP&CA)
105. Plan does not indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
106. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site. (T&ES)
 - b. Submit a Risk Assessment indicating any risks associated with the contamination. (T&ES)
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors. (T&ES)
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. (T&ES)
 - e. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)
107. All exterior building mounted loudspeakers are prohibited. (T&ES)
108. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
109. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
110. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owners other agent shall implement a waste

- and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)
111. All drainage facilities must be designed the satisfaction of Code. Drainage divide maps and computations must be provided for approval. (T&ES)
 112. The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
 113. The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
 114. The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES) (RP&CA)
 115. Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources permits must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)
 116. The Contractor shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to commencing any clearing or grading of the site. The applicant shall hold a meeting with the liaison committee to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z) (T&ES) (CE)
 117. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors

of Planning & Zoning and Transportation & Environmental Services. (P&Z) (T&ES) (CE)

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

I. ARCHEALOGY

119. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance. (Note: The applicant has begun the process of compliance with preparation of a draft Resource Management Plan and draft Documentary Study for Potomac Yard. The conditions below outline the applicant's outstanding obligations to satisfy the code requirements. A complete full study on Potomac Yard shall be submitted prior to January 1, 2009 and revised if needed to the satisfaction of the City Archaeologist by April 1, 2009) (ARCH)
- a. To ensure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation of the portions of Landbay K where construction disturbance will penetrate the historical land surfaces, as delineated in the draft Resource Management Plan for the entire project area that was prepared by Thunderbird Archaeology in November 2007. The applicant shall hire a consultant to prepare a scope of work for this investigation. The scope shall be subject to approval by Alexandria Archaeology. If significant resources are discovered, the consultant shall complete a Resource Management Plan specific to Landbay K, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Landbay K Resource Management Plan, as approved by the City Archaeologist, shall be implemented. (ARCH)
 - b. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a specific Resource Management Plan for Landbay K must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399. (ARCH)
 - c. The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan for Landbay K is in place. (ARCH)
 - d. The applicant/developer shall call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. (ARCH)

- e. The City will not accept ownership of this property until the final archaeological report and documentary study have been received and approved by the City Archaeologist. (ARCH)
 - f. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology)
120. The statements in conditions 119b, 119c, 119e above shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Erosion and Sediment Control, Grading, Landscaping, and Sheet piling and Shoring) so that on-site contractors are aware of the requirements. (Archaeology)

CITY DEPARTMENT COMMENTS

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

Transportation & Environmental Services:

- F-1 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F-1A OEQ has no objections as long as any resultant change complies with the requirements of Article XIII and all erosion and sediment control laws. Any increase in impervious area may require additional BMPs.
- F-2 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F-3 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property lines clearly shown. (T&ES)
- F-4 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-5 All storm sewers with in the public ROW shall be constructed to the following City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15". The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76

- Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream and downstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained by the property owner). (T&ES)
- F-6 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6". The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); however, RCP C-76 Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)
- F-7 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.
- F-8 Maintenance of Vertical Separation for Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete.
- F-9 No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main

whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place.

- F-10 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12” of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities.
- F-11 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition.
- F-12 Provide typical sections of the trails and wherever the width varies.
- C-1 Bond for the public improvements must be posted prior to release of the plan.
- C-2 All downspouts must be connected to a storm sewer by continuous underground pipe or day lighted within 100 feet to an adequate outfall.
- C-3 All easements and/or dedications must be recorded prior to acceptance of the City..
- C-4 Plans and profiles of utilities and roads in public easements and/o public Right of Way must be approved prior to release of the plan.
- C-5 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C-6 All utilities serving this site to be underground.
- C-7 Provide site lighting plan.
- C-8 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City’s zoning ordinance for storm water quality control.
- C-9 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C-10 Per the Memorandum To Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been

determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD83 and NAVD88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (Site Plans)

- C-11 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)

Archaeology Findings:

- F-1 Undisturbed sections of Potomac Yard have the potential to provide insight into the historical themes and time periods outlined in the background history section.

Code Findings:

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

DEQ Findings:

- F-1 Plan needs a BMP computation for Landbay K as proposed as well as the overall approved drawdown impervious area calculations throughout the development. Onsite pump station shall be included in Landbay K computations.
- F-2 BMP Drainage Divide map is unreadable – contours can not be read so it is impossible to verify divides.
- F-3 There may be some drainage flowing to the 42 inch pipe that is untreated. Investigate. Applicant is encouraged to carefully explore mechanisms to treat this volume. Should this be impossible applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Claudia Hamblin-Katnik, Watershed Program Administrator, 301 King Street, Room 3000, Alexandria, VA 22314 outlining his intent.

ATTACHMENTS

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

The attachments, pages 111-127, can be found in the case file for DSUP2010-0012

APPENDIX F
CONDITIONS SUP#2010-0033 & SUP#2010-0058,
RAIL PARK/LANDBAY D, PEDESTRIAN BRIDGE, DOG
PARK

PEDESTRIAN BRIDGE

1. Condition deleted.
2. Condition deleted.
3. Condition deleted.
4. Condition deleted.
5. Condition deleted.
6. Condition deleted.
7. Condition deleted.
8. Condition deleted.
9. Condition deleted.
10. Condition deleted.

PREVIOUS CONDITIONS 11-15 RELOCATED TO WATER QUALITY SECTION. CONDITIONS BELOW HAVE BEEN RENUMBERED.

LANDBAY D - RAIL PARK

11. An American and Land Title Association survey of Landbay D will be provided to the City prior to dedication and acceptance of the Landbay.
12. PYD shall complete all environmental testing and reports required as part of the contaminated land conditions and place an additional two foot cap of clean material on the existing grade on the southern portion of Rail Park based on the Summary of Environmental Documents prepared by ECS as developed by the City in conjunction with the Virginia Department of Environmental Quality. Prior to capping, PYD shall place 6 inches of stone (21B) on the existing gravel drive. Upon capping, PYD will seed and mulch the capped area with a mixture approved by the City. Placement of the cap shall be completed prior to release

of the final Certificate of Occupancy for Land Bay I/J. The northernmost 1.2 acres of Rail Park will not be capped and shall remain undisturbed.

or

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

- a. In the event that PYD or its successors receives written notification from the City within 90 days of the submission of the site characterization and risk assessment report that the City will accept Landbay D "as is" (the "Notification"), PYD shall make the contribution and dedicate Land Bay D and the City shall accept Landbay D within 90 days of the Notification. PYD shall not be required to complete any additional remedial work including preparing a soil management and health and safety plan.
- b. In the event that Notification is not received by PYD as set forth in 12a, then PYD will remediate and dedicate Landbay D. The City shall determine the timing of such remediation and shall inform PYD of such timing in writing at the latest prior to commencement of construction on the final phase of Landbays I and J. The remediation shall be completed prior to the issuance of Certificates of Occupancy for the final phase of any development on Landbays I and J. The dedication shall occur upon completion of remediation.

NEW DOG PARK IN LANDBAY L

13. The design and grading of the dog park shall be coordinated with adjacent projects including the Route 1 Infrastructure Plan, Landbay L and the Potomac Yard Virginia Dominion Substation. There will be no public use of the park until it is accepted by the City. The applicant's obligation to construct the dog park is contingent upon the City providing evidence of its ownership and/or applicable easements of the land adjacent to Landbay L to be included in dog park.
14. Construction of the dog park shall be completed prior to the City's acceptance of Landbay K. The dog park shall be dedicated to the City upon acceptance by the City. Upon acceptance by the City the performance bond will be returned and replaced with a maintenance bond which shall run for one year to cover defects in materials and workmanship.

15. The proposed New Dog Park will count towards but does not fulfill all of the open space/neighborhood park requirements for Landbay L. Additional open space shall be required to meet applicable Potomac Yard Urban Design Guideline open space requirements.
16. The applicant shall provide a potable water source, meter, backflow prevention device, and service connections for irrigation, maintenance and water drinking fountain to the site.
17. Coordinate location of site utilities with other site conditions on the applicant's property to the satisfaction of the Directors of RP&CA, P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
18. Develop, provide, install and maintain until dedicated an integrated Landscape Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of Recreation, Parks & Cultural Activities, Planning & Zoning and Transportation & Environmental Services. At a minimum the Landscape Plan shall):
 - a. Be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia.
 - b. Provide plantings throughout the site. Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
 - c. Ensure positive drainage in all planted and turf areas.
 - d. Provide the following notes on drawings:
 - i. "Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1 at time of plot plan approval, The American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC."

- ii. "In lieu of more strenuous specifications, all landscape related work shall be installed and maintained in accordance with the current and most up-to-date edition (at time of plot plan approval) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland."
 - iii. "Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City's Arborist and Landscape Architects to review plant installation procedures and processes."
 - iv. "As-built drawings for this landscape and irrigation/water management system will be provided in compliance with City of Alexandria Landscape Guidelines. As-built drawings shall include clear identification of all variation(s) and changes from approved drawings including location, quantity, and specification of project elements."
19. Site furnishings shall include City standard benches, bicycle racks, trash receptacles, and a drinking fountain.
20. Provide an exhibit that demonstrates open space requirements.
- a. Provide pre-development and post-development calculations.
 - b. Provide a narrative that demonstrates compliance with Potomac Yard Urban Design Guidelines.

WATER QUALITY (Previously conditions 11-15)

21. Per the requirements of the City of Alexandria Zoning Ordinance Article XI the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the project. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
22. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES.
23. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the

project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed.

24. The Applicant shall provide documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance.
25. Applicant shall comply with Article XIII, Environmental Management Ordinance; Erosion and Sediment Control regulations; and all plot plan requirements. Applicant shall be advised that there are Bond, installation and certification requirements, as well as Maintenance Agreement and signage requirements associated with Best Management Practices and the systems they tie into.

CONTAMINATED LAND

26. The plot plan shall not be released, and no construction activity shall take place until the following has been submitted for the subject property and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Special care shall be taken to include depths as required by archeological work. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Plot Plan. (T&ES)
27. PYD shall complete all environmental testing and reports required as part of the contaminated land conditions and place an additional two foot cap of clean

material on the existing grade on the southern portion of Rail Park based on the Summary of Environmental Documents prepared by ECS as developed by the City in conjunction with the Virginia Department of Environmental Quality. Prior to capping, PYD shall place 6 inches of stone (21B) on the existing gravel drive. Upon capping, PYD will seed and mulch the capped area with a mixture approved by the City. Placement of the cap shall be completed prior to release of the final Certificate of Occupancy for Land Bay I/J. The northernmost 1.2 acres of Rail Park will not be capped and shall remain undisturbed.

or

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

- a. In the event that PYD or its successors receives written notification from the City within 90 days of the submission of the site characterization and risk assessment report that the City will accept Land Bay D "as is" (the "Notification"), PYD shall make the contribution and dedicate Land Bay D and the City shall accept Land Bay D within 90 days of the Notification. PYD shall not be required to complete any additional remedial work including preparing a soil management and health and safety plan.
 - b. In the event that Notification is not received by PYD as set forth in 12a, then PYD will remediate and dedicate Landbay D. The City shall determine the timing of such remediation and shall inform PYD of such timing in writing at the latest prior to commencement of construction on the final phase of Landbays I and J. The remediation shall be completed prior to the issuance of Certificates of Occupancy for the final phase of any development on Landbays I and J. The dedication shall occur upon completion of remediation.
28. Plan does not indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered on the applicant's property, the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)

AIR POLLUTION

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

STREETS/TRAFFIC

30. A Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be submitted to the Director of T&ES along with the Building Permit application.
31. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
32. Provide all pedestrian and path finding signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

UTILITIES

33. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES)
34. Show all existing and proposed public and private utilities and easements and provide descriptive narration of the various utilities. (T&ES)
35. Applicant shall underground all the utilities serving the applicant's property which are subject to this application. (T&ES)

CONSTRUCTION

36. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the plot plan. (DEQ)
37. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owners other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses

serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (DEQ)

38. The applicant shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, RP&CA, and Code Enforcement prior to the issuance of a grading/building permit. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with the liaison committee to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (T&ES)
39. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, RP&CA, and T&ES. (T&ES)

MISCELLANEOUS

40. Provide a lighting plan with the plot plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES & P&Z, and RP & CA in consultation with the Chief of Police and subject to CSX and WMATA approval and shall include the following: (RP&CA) (P&Z) (T&ES) (Police)
 - i. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information;
 - ii. A lighting schedule that identifies each type and number of fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - iii. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s), and security lighting.
 - iv. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all the adjacent streets and/or 20 feet beyond the property line on all adjacent properties, and right-of-way. Show existing

SUP #2010-0033 & SUP#2010-0058
(Amendments to Conditions in
SUP 2008-0027 Rail Park,
2008-0028 Pedestrian Bridge and
2008-0029 Dog Park

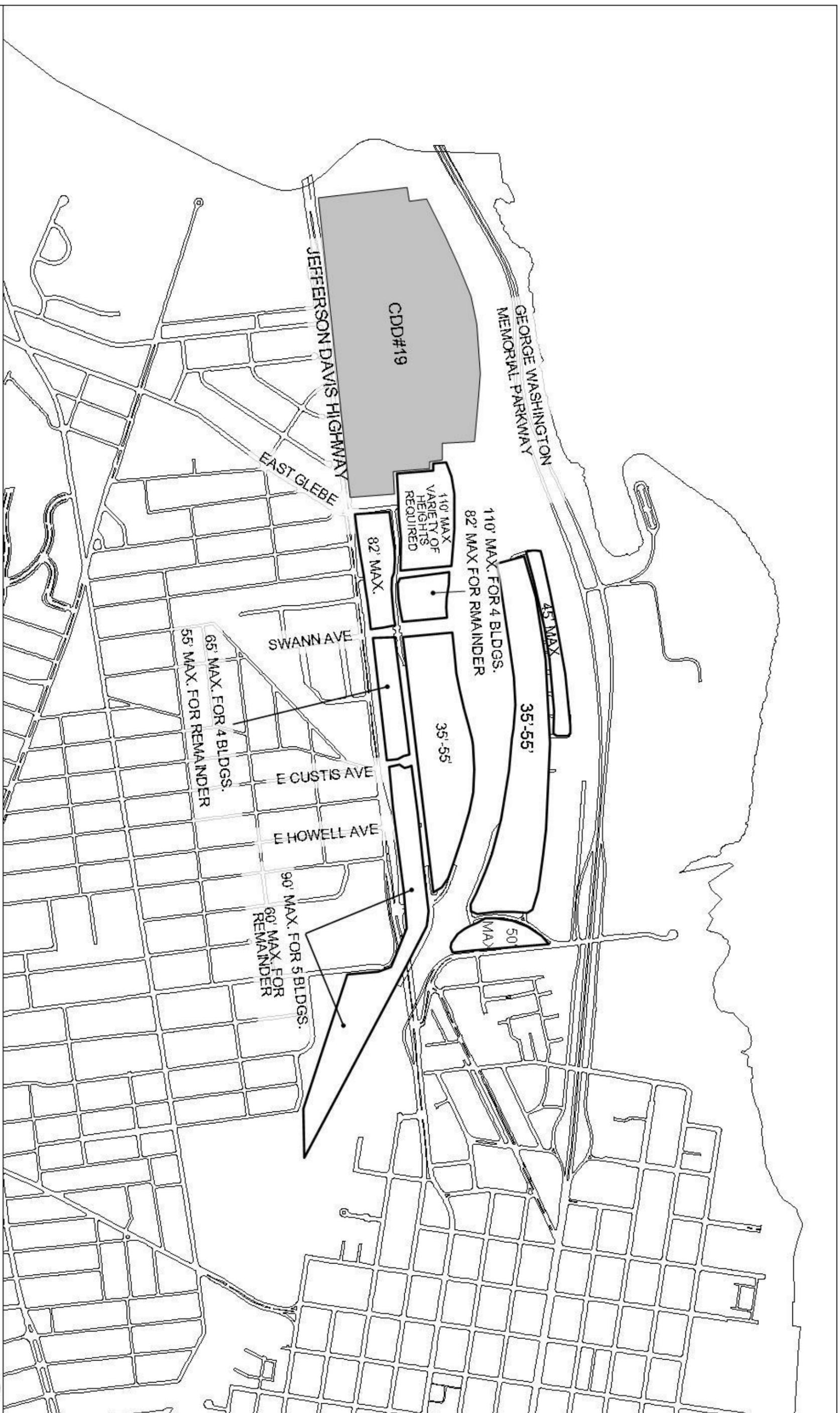
- and proposed street lights and site lights.
- v. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas.
 - vi. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
 - vii. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
 - viii. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
 - ix. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
 - x. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties.
 - xi. The lighting for the bridge shall remain on throughout the night.
(SUP 2008-0027, 28 & 29, #40)

CITY DEPARTMENT COMMENTS

Transportation & Environmental Services

- C- 1 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C- 2 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line.
- C- 3 The applicant must comply with the approved Master Stormwater Quantity Plan and Article XIII of the City of Alexandria Zoning Ordinance.
- C- 4 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law.
- C- 5 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the plot plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF.
- C-6 All downspouts must be connected to a storm sewer by continuous underground pipe or discharge to an adequate outfall.
- C-7 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.
- C-8 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C-9 Per the Memorandum To Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with Potomac Yard Development, LLC, it has been determined that site survey work and plans will need to be prepared using the current Potomac Yard coordinate system and as-builts will be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is

- achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (Site Plans)
- C-10 Bond for the public improvements must be posted prior to release of the plan.
 - C-11 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.
 - C-12 All easements and/or dedications must be recorded prior to the acceptance of the City.
 - C-13 All utilities serving this site shall be place underground on the subject properties of this application.
 - F-1 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the plot Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
 - F-2 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
 - F-3 Include all symbols, abbreviations, and line types in the legend. (T&ES)



POTOMAC YARD – CDD 10

Existing Predominant Height Limits

September 24, 2010



Double click on the map to open in .pdf for a better view.

