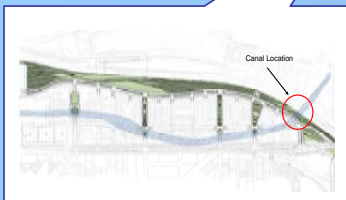


History of Land Use and Planning in Potomac Yard

1700

Transportation corridor develops along Potomac Yard connecting Alexandria to Georgetown (now Route 1).



1800

1857—First rail line constructed connecting Alexandria to DC.

1880s—Canal ceases operation.

1900



1906—Potomac Yard opened for purposes of classifying freight for six different railroads. The new yard was one of the largest in the United States. The yard was decommissioned in 1989.

1990

1987—Alexandria 2020 Plan proposed 16 million square feet mixed use (never formally submitted to city).

1992—Potomac Yard/Potomac Greens Master Plan updated, and CDD Zoning approved for 8.8 million square feet mixed use.

1992-1993—Jack Kent Cooke football stadium proposed, but never approved. Allowable density increased to about 11.4 million square feet.

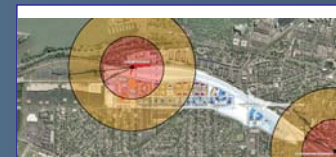
1995—Retail Center (Landbay F) approved. Old Town Greens townhomes approved.

1997—Proposal for Patent and Trademark Office. Denied by Planning Commission (withdrawn before going to City Council).

1999—Approval of current Potomac Yard/Potomac Greens Small Area Plan, CDD and Urban Design Guidelines at 6.4 million square feet.

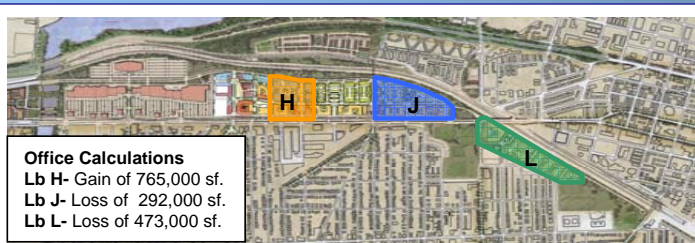
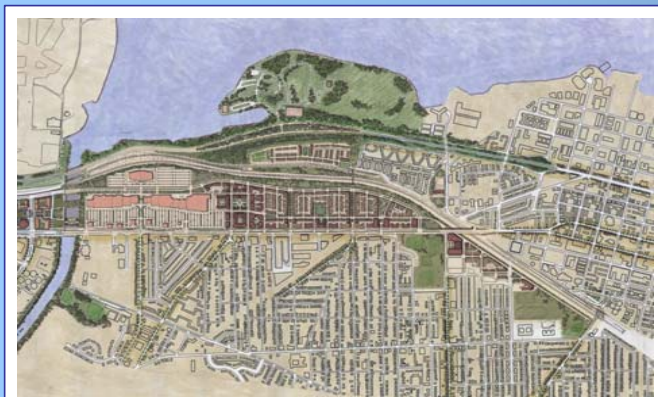
2008—Transfer of 765,000 sf of office from Lb J and L to H.

2000



POTOMAC YARD
Planning Advisory Group

2008—PYPAG starts meeting. Metrorail Station Feasibility Work Group starts meeting.



Office Calculations
Lb H- Gain of 765,000 sf.
Lb J- Loss of 292,000 sf.
Lb L- Loss of 473,000 sf.