Master Plan Amendment #2017-0004
Text Amendment #2017-0006
CDD Concept Plan #2017-0001
Development Special Use Permit #2016-0022
Potomac Yard Landbay H/I East Multifamily
2551 Main Line Boulevard

Application	**General Data**	
Project Name: Potomac Yard Landbay H/I East Multifamily	PC Hearing:	October 3, 2017
	CC Hearing:	October 14, 2017
	If approved, DSP Expiration:	October 14, 2020 (three years)
	Plan Acreage:	53,709 SF (1.23 acres)
Location: 2551 Main Line Boulevard	Zone:	CDD #10 / Coordinated Development District #10
	Proposed Use:	Multifamily Residential
	Dwelling Units:	71 (Building 1) + 69 (Building 2) = 140 total units
	Net Floor Area:	95,557 SF (Building 1) + 93,645 SF (Building 2) = 189,202 SF total
	Small Area Plan:	Potomac Yard/Potomac Greens
Applicant: Potomac Yard Development, LLC, represented by M. Catharine Puskar, attorney	Historic District:	Not applicable
	Green Building:	LEED certified or equivalent

Purpose of Application

The applicant requests approval of a Master Plan Amendment, Text Amendment, CDD Concept Plan Amendment, and a Development Special Use Permit with modifications in order to construct two multifamily residential building with up to 140 total dwelling units and shared underground parking.

Applications and Modifications Requested:

1. Amendment to the Potomac Yard / Potomac Greens Small Area Plan chapter of the Master Plan to increase the maximum number of residential units within the CDD Concept Plan area and to amend the height map for the site from 55 to 70 feet;
2. Text amendment to the Zoning Ordinance to amend the provisions of Section 5-602 to increase the maximum number of residential units within CDD#10 from 2,137 to 2,241;
3. Coordinated Development District Concept Plan Amendment to increase the number of allowable residential units within Landbays H and I by 93 and 11 units, respectively; and
4. Development Special Use Permit, to construct two multifamily residential buildings with 140 total dwelling units and shared underground parking and with modifications of vision clearance and height-to-centerline setback requirements.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Robert M. Kerns, AICP, Division Chief robert.kerns@alexandriava.gov Dirk H. Geratz, AICP, Principal Planner dirk.geratz@alexandriava.gov Nathan Randall, Urban Planner nathan.randall@alexandriava.gov

CITY COUNCIL ACTION, OCTOBER 16, 2017: City Council adopted the Planning Commission recommendation with the following amendments:

- Condition #1 was amended, consistent with the applicant's offer to reduce the total number of units in the project to 138, to read as follows: "The Final Site Plan shall be in substantial conformance with the preliminary plan dated July 10, 2017, as amended by the exhibits submitted on and dated October 13, 2017, and comply with the following conditions of approval. The parking garage entrance shall be located on Swann Avenue and the applicant will work with staff and the community during the final site plan process with potential minor height changes of up to three feet to construct the garage opening. The applicant will also work with staff on a low-noise, attractive garage door."

- Condition #10 was amended as follows: "The building design, including the quality of materials and final detailing, shall be consistent with the elevations dated July 10, 2017 as amended by Exhibit A dated October 13, 2017 consisting of three pages, all approved conditions."

- Condition #28 was amended as follows: "One parking space shall be reserved as a limited common element for each condominium unit and sold to the purchaser of said unit. The remaining parking spaces may be unbundled from the sale of the units, and purchased or leased separately by the residents if desired."

The Master Plan Amendment, Text Amendment, and the Coordinated Development District Concept Plan were also adjusted as follows:

- Master Plan Amendment – Revised to depict a new maximum of 2,239 total residential units allowed within CDD#10 and revised to depict a maximum building height of 70 feet, except that a maximum building height of up to 73 feet, only if necessary to accommodate a parking garage entrance on Swann Avenue, is permitted on the eastern half of the site;

- Text Amendment – Revised to note a new maximum of 2,239 total residential units allowed within CDD#10; and

- CDD Concept Plan Amendment – Revised to note a new maximum of 400 residential units (increase of nine units) allowed within Landbay I of the CDD#10 Concept Plan.

PLANNING COMMISSION ACTION, OCTOBER 3, 2017:

On a motion by Vice Chairman Macek, seconded by Commissioner McMahon, the Planning Commission voted to adopt the revised Master Plan Amendment #2017-0004 resolution to amend the Potomac Yard / Potomac Greens Small Area Plan to increase the maximum allowable building height for the site from 55 to 70 feet and to increase the maximum allowable residential units within CDD#10 to 2,241. The motion carried on a vote of 6-1, with Commissioner Brown voting against.

On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, the Planning Commission voted to initiate Text Amendment #2017-0006 to amend the CDD#10 zoning table to increase the maximum allowable residential units within CDD#10 to 2,241. On a motion by Vice Chairman Macek, seconded by Commissioner McMahon, the Planning Commisison voted to recommend approval of Text Amendment #2017-0006 to amend the CDD#10 zoning table to increase the maximum allowable residential units within CDD#10 to 2,241. Each motion carried on a vote of 6-1, with Commissioner Brown voting against.

On a motion by Vice Chairman Macek, seconded by Commissioner McMahon, the Planning Commission voted to recommend approval of CDD Concept Plan #2017-0001 and DSUP#2016-0022, with a revision to DSUP Condition #10 to incorporate architectural revisions dated September 20, 2017 into the project, and subject to compliance with all applicable codes, ordinances, and other staff recommendations. The motion carried on a vote of 6-1, with Commissioner Brown voting against.

Reason:

The Planning Commission agreed with the staff analysis and with the applicant's request to amend Condition #10 to incorporate the revised stepped-back design and reduction of two units from the project. A majority of the Commission believed that the proposed height and density increases were appropriate for this site close to public transportation and that the project was supportable on its merits. The Commission also discussed concerns about the community outreach efforts and specifically HOA matters. Commissioner Brown stated that there was little to oppose about the project but sought to further ameliorate impacts by decreasing the number of units and the apparent height of the buildings through an additional "step-back" on the fifth and sixth floors of the buildings.

Chairwoman Lyman asked staff about its position regarding the garage entrance being located on Watson Street and expressed concern about the community engagement process. Commissioner Lyle asked the applicant about the organization of the HOA board and asked the applicant to reconsider its meeting locations in response to neighbor concerns. She also asked staff about the posting of information about the project on the City's website.

Commissioner Brown believed that the project could be improved, stating that the proposed building heights should be more consistent with the current Master Plan while still allowing for affordable housing. He introduced the concept of further stepping each building back on the sixth floor and adding a new step-back to the fifth floor. The overall effect on the side elevations would be a "stair step" design. The goal of such a change would be to further reduce the apparent height of the building and the number of units.

Commissioner Wasowski explained the history of Potomac Yard and more specifically how the vision for Potomac Yard has evolved over the last 15 to 20 years. She stated that Small Area Plans are living, breathing documents and that changes to them over time are not unusual. She supported the location of the garage entrance to the project, noting that such entrances have been long-planned to occur on secondary streets. She expressed interest in having more building height variety in Potomac Yard and did not agree with the suggestion that the building needed to be stepped-back further. She supported the unbundling of parking as provided for in the existing condition language.

Vice Chairman Macek supported the project, stating that it is absolutely the kind of development that he would like to see in this location. He was comfortable with the additional height and density being requested. He noted that the applicant incorporated a degree of sensitivity toward the neighbors in the project design by placing the open space on the southern portion of the site. He stated that the density increase being sought is modest, represented only about 5% of the overall density of this portion of Potomac Yard.

Commissioner Koenig agreed that the Small Area Plan is a living document and that the vision for Potomac Yard has evolved over time. He expressed concern that the group of neighbors was not adequately heard in this instance. He stated that the HOA process and organization were germane to understanding that outreach efforts may not have been fully successful. He also noted the several project iterations and community meetings that did occur during the course of the project review. He was comfortable with the vast majority of the project design, noting that it is professional and complete, and expressed his support for the project on its merits.

Chairwoman Lyman agreed with her colleagues' comments and supported the project on its merits. Commissioner Lyle also supported the project, finding it to be appropriate given the long-standing vision of Potomac Yard. She also reiterated her HOA questions and concerns to the applicant. Commissioner McMahon stated that the project created an appropriate density of development at this location given the future Potomac Yard Metro station. She noted that a project consisting of only the remaining 36 units in Potomac Yard may not be feasible and would not be consistent with original spirit of the Master Plan. She mentioned that the circumstance of Potomac Yard being a still-forming community may have contributed to some of the community engagement concerns that had been raised. She encouraged residents to continue forming community relationships.

Speakers:

M. Catharine Puskar, attorney for the applicant, discussed the history of the Potomac Yard CDD, including the GSA and non-GSA options. She noted the relationship of the proposed building to the Frasier apartment building immediately next-door. She explained that the process by which neighbors were notified of the project through the HOA was not broken, highlighting the two early HOA meetings as well as the two more recent community meetings in August and September. She stated that the project represents the right level of density for the site and requested amendments to two recommended conditions as explained in her October 2nd memorandum to the Commission.

Jesse Wurtz, Main Line Boulevard, spoke in opposition to the proposed increases in height and density. He noted that the project represents a 400% increase in the density for the site compared

to current allowances. He also opposed the location of the garage entrance on Watson Street and asked for the project to be deferred.

Brian Verwee, Watson Street, spoke against the land-use requests for the project. He believed that the requested density increase represents an over-densification of the site. He also stated that HOA meetings are controlled by the developer and that they are inconveniently located for residents.

Dan Roth, Main Line Boulevard, asked the Commission to either defer or oppose the project. He suggested that the developer misrepresented the number of units that would be built at the site when he purchased his home. He stated that the community involvement process for the project was broken and that he wished to achieve consensus. He also noted that the proposed buildings could be better with regard to matters such as open space and affordable housing.

Susan Richards, Watson Street, expressed concern about the community involvement process for the project and that she based the purchase of her home on the existing CDD Concept Plan and Master Plan. She stated that the additional requested density and height is a significant departure from the existing approvals and seems too high.

Emily Verwee, Watson Street, expressed concern about the location of the garage entrance on Watson Street. She stated that she bought her home because of its location on a quiet street and is concerned about the potential traffic impact on child safety.

Mila Yochum, Bluemont Avenue, stated that she and her neighbors did not have an equal opportunity to have their voices heard about the project due to the HOA structure and that they intend to pursue the creation of a new civic association. She explained that she completed due diligence prior to the purchase of her home. She stated that she did not support the additional density and height and does not wish to see parking be unbundled from the purchase of a home.

Richard Szczurowski, Potomac Avenue, stated that the developer promised that the project site would be developed with fewer units than in the current proposal and that he would have considered living elsewhere had he known about the developer's plans. He asked the Commission to consider deferral and expressed his interest in working together to make the project better for the community.

Kaushal Jhalla, Watson Street, stated that the developer pulled a "bait and switch" regarding the number of units that would be constructed at the project site. He expressed concern about his home facing a garage entrance and the related loading/unloading activities, including trash pick-up, which would occur on Watson Street. He asked the Commission to defer its decision on the project.

Tingting Juni Zhu, Watson Street, questioned whether true citizen engagement had occurred as part of this project. She noted that the HOA organization is skewed toward the developer and that her voice and those of her neighbors were not adequately heard. She understood a general interest in having additional density and affordable housing here, but opposed the project based on its specific details.

Find...
SITE
Master Plan Amendment #2017-0004
Text Amendment #2017-0006
Coordinated Development District Concept Plan #2017-0001
Development Special Use Permit #2016-0022
2551 Main Line Boulevard
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I. SUMMARY

A. Recommendation

Staff recommends **approval** of the proposal for two multifamily residential buildings at 2551 Main Line Boulevard, subject to compliance with the staff recommendations. The proposal provides a number of benefits for the City, including:

- Locating additional density near the future Potomac Yard Metro Station;
- Diversification of housing types in Potomac Yard;
- Provision of ground-level open space exceeding CDD#10 requirements;
- Installation of on-site public art (approximately $64,000 value);
- Contribution for the installation of a Capital Bikeshare station ($20,000);
- Contribution toward additional sewer capacity (approximately $12,000);
- Improved/new sidewalks and street trees; and
- Nine on-site affordable condominium units (valued at approximately $3.125 million)

B. Summary of Issues

The applicant, Potomac Yard Development, LLC, has submitted requests for development of a parcel of land located within Landbays H and I in Potomac Yard. The site is bounded by Swann Avenue to the north, Potomac Avenue to the east, Watson Street to the south and Main Line Boulevard to the west. The proposal consists of two multifamily residential buildings with a total of 140 units and shared underground parking. Key issues under consideration and discussed in greater detail in this report include:

- Appropriateness of the Master Plan Amendment and CDD Concept Plan requests;
- Compatibility of the additional density and height requests with the adjacent neighborhood;
- Site and building design, including consistency with the Potomac Yard Urban Design Guidelines;
- Provision of open space;
- Meeting City policies; and
- Traffic and parking requirements.

II. BACKGROUND

A. Site Context

The project site is one lot of record measuring 53,709 square feet and is located within two landbays in Potomac Yard. The majority of the property lies within Landbay H (42,307 square feet) and the remainder, an 11,402 square-foot portion closest to Watson Street, is located within Landbay I. The site is located one block east of Route 1, approximately one block south of the Potomac Yard Fire Station, and approximately three blocks south of the southern entrance to the

future Potomac Yard Metro Station. The site is primarily surrounded by residential uses, although commercial and institutional uses can also be found in the vicinity. The remainder of Landbay H, currently vacant land and planned for future office uses with ground-level retail, is located to the north across Swann Avenue. Potomac Yard Park and the Metrorail tracks are located to the east across Potomac Avenue. To the south and southwest are residential townhouses in Landbays I and J. A residential apartment building known as The Frasier is located immediately to the west of the site in Landbays H/I West.

The project site slopes very gently downward, by a few feet, from Main Line Boulevard to Potomac Avenue. Used recently as a staging site for nearby construction projects, it is currently vacant. No vegetation or other natural features exist on the property.

B. Potomac Yard History

CDD #10 Background

Development in this portion of Potomac Yard is governed by the Coordinated Development District #10 Concept Plan along with the Potomac Yard/Potomac Greens Small Area Plan and the Potomac Yard Urban Design Guidelines. The area covered under the Concept Plan includes several blocks of land, or landbays, within the southern portion of the former rail yard. Landbays G, H, I, and J are located between Route 1 and the Metrorail tracks from just north of East Glebe Road to the intersection of Potomac Avenue and Route 1 (near the Route 1 bridge) to the south. In addition, new and expanded parks (including Potomac Yard Park) have been constructed on Landbay K, which spans nearly the entire length of the CDD, and Landbay L is located on the western side of Route 1 south of Monroe Avenue.

Since its inception in 1999, the CDD Concept Plan has provided a framework for redevelopment that anticipates the neighborhood-wide provision of amenities such as transportation infrastructure, sewer and stormwater infrastructure, open space, and affordable housing. Many of these neighborhood-wide improvements have been built as of 2017. The CDD Concept Plan also includes development limitations for each landbay that continue to be in force today. The limitations are primarily concerned with allowable uses and allowable maximum density (maximum height limits are proscribed in the Potomac Yard/Potomac Greens Small Area Plan). Notably, density limitations within the CDD are expressed in the form of maximum number of residential units and a maximum amount of commercial square footage, rather than FAR. The limitations in each landbay have also been combined into CDD-wide totals for each kind of land use and included in the CDD#10 zone language in the Zoning Ordinance (Section 5-602).

The CDD Concept Plan was significantly amended in 2010 and, most recently, in 2012 (CDD#2012-0004). As part of the 2010 CDD Concept Plan amendment, the developer was granted approval to choose between two potential development schemes at the subject project site. These options were known as the GSA and Non-GSA Alternatives. The GSA alternative would have combined the project site with the block immediately to the south, eliminating what is now known as Watson Street and allowing for the construction of an above-grade parking garage lined with residential townhouses on three sides. The garage would have been built in connection with a potential Federal Government office tenant at the adjacent Landbay H property to the north. The

non-GSA alternative, which the developer eventually selected, provided for residential townhouses south of Watson Street and multifamily residential on the site of the current request. According to the approved 2010 CDD Concept Plan amendment, the maximum number of residential units allowed at Landbay H in connection with the Non-GSA Alternative was 169, while the corresponding number for Landbay I was 388.

Density Transfers

Condition #3(a) of CDD#2012-0004 allows for the transfer of density between the landbays in CDD#10 without formal approval of a CDD Concept Plan amendment, within certain limitations and as long as the overall amount of density in the CDD remains the same. Two such density transfers relevant to the current project occurred in 2011 and 2012 as follows:

- The transfer of 36 total units from Landbays H and J to Landbays I and L as part of DSUP#2011-0001 to construct the multifamily building at Landbay L now known as "Belle Del Ray." Fifteen of these 36 units were transferred from Landbay H.
- The transfer of three total units from Landbay H to Landbay J as part of DSUP#2012-0012 to construct the multifamily building now known as "Station 650."

The 169 units allowed in Landbay H under the 2010 CDD Concept Plan amendment (Non-GSA option) were therefore reduced by 18 units to a total of 151. The 388 units allowed in Landbay I under the 2010 CDD Concept Plan (Non-GSA option) actually increased by three units to a total of 391. These maximum density limits were memorialized in the 2012 CDD Concept Plan amendment and remain in effect today as shown in the most recent CDD Concept Plan document known as the "2016 Working Plan." The "2016 Working Plan" represents the 2012 CDD Concept Plan as updated to include any density transfers that may have occurred in the CDD since that time.

Development Special Use Permit Approval History

In 2006, the City Council approved Development Special Use Permit #2004-0048 to construct a mixture of uses on approximately 16 acres within Landbay H (13.28 acres) and Landbay I (2.67 acres). The approval, which was the first development application within the main body of Potomac Yard, was amended in 2007 but subsequently expired in March 2009 when construction of the proposed development did not commence. No DSUP approvals therefore remain active for the current project site or for the portion of Landbay H north of the Swann Avenue.

Since 2009, several DSUPs have been approved in the vicinity of the project site, including:

- *February 2009* - DSUP#2006-0018 for townhouses and urban lofts in Landbays I and J East, the area to the south of the current project site. The last strings of townhouses within this approval were completed and occupied earlier this year at the block immediately south of the subject site across Watson Street.
- *September 2011* – DSUP#2008-0022 for townhouses and urban lofts in Landbay I and J West/Landbay L, including the area directly to the southwest of the current project site. The last of these units to be constructed under this approval (in Landbay L) were complete in 2016.

- *November 2012* – DSUP#2011-0021 for construction of a 250-unit multifamily residential building immediately to the west of the subject site at Landbays H/I West and known today as "The Frasier." This building was complete in early 2015.

Approval of "The Frasier" used all 135 remaining multifamily units allowed in Landbay I and 115 of the 151 remaining units allowed in Landbay H, resulting in 36 units that could be built at the project site today under the current maximum density allowance.

C. Project Description

The applicant proposes to construct two six-story multifamily residential buildings at the project site containing a total of 140 dwelling units. The 71-unit eastern building (known as Building #1) would measure 95,557 net square feet and rise to 69.75 feet. The 69-unit western building would measure 93,645 net square feet and rise to 70 feet. The buildings would be condominium-owned and contain a mix of one and two-bedroom units. Building #1 would contain 36 one-bedroom and 35 two-bedroom units, while Building #2 would contain 35 one-bedroom and 34 two-bedroom units. Both buildings feature balconies for certain units as well as lobby and amenity areas. In addition, a condominium office would be located on the first floor of Building #2. Nine of the 140 units would be made affordable to persons making approximately 70% to 100% of the average median income (AMI) for the Washington, DC region. Five of the affordable units would be one-bedroom and four would be two-bedroom units.

The two buildings have been designed to appear symmetrical in both their architecture and their siting on the lot. Each building is proposed to be clad in primarily red brick, with a silver-gray cementitious siding on the sixth level of the building above a heavy cornice. In addition, cream-colored brick would be used to accentuate the front entrance wall along with matching cream-colored cementitious siding on the sixth floor. Each building would be approximately "L"-shaped and sited on the property in a symmetrical fashion. Landscaped open space is proposed on the southern side of the property, closest to Watson Street, between the short ends of the "L." A central walkway, representing a continuation of the mid-block crossing found among the townhouses in Landbays I and J to the south, divides the site in half between the two buildings. On-site public art is anticipated for a prominent location within the open space area near the mid-block crossing.

Parking would be located in a shared underground garage with one entrance/exit ramp accessed from Watson Street. The garage would span the entire block and contain approximately 207 parking spaces on approximately 1.5 levels. Two trash and garbage storage rooms (one for each building) are proposed on the garage level in addition to maintenance areas and bicycle parking. Streetscape improvements including curb and gutter, curb ramps and bump-outs, and streetlights have already been installed around the site in recent years as part of the construction of public streets in Potomac Yard. The two existing temporary sidewalks on Main Line Boulevard and Potomac Avenue would be removed in this proposal and four new sidewalks would be constructed at each frontage of the site. The sidewalks along Swann Avenue and Main Line Boulevard would be 14 feet wide and constructed with brick, consistent with the Potomac Yard Urban Design Guidelines. The remaining sidewalks would both be constructed with concrete and would be 14 feet in width along Potomac Avenue and six feet in width along Watson Street. New curb ramps

would also be added around the site in certain locations and street trees would be planted on all four block frontages.

III. ZONING

A. CDD#10

The project site has been zoned CDD#10 / Coordinated Development District #10 since the adoption of the zone in 1999. The CDD#10 zone allows a mix of uses, including residential townhouses, multifamily residential, office, commercial and hotel, as these uses are specifically depicted on the approved CDD Concept Plan for each landbay or portion thereof. The Concept Plan allows multifamily residential on the current project site.

In addition to specifying the type of use for specific landbays or parcels, the CDD Concept Plan also specifies a maximum number of units or maximum square footage for each approved use. The current maximum number of residential units allowed in Landbay H is 151, with 115 having already been built, leaving a balance of 36. The current maximum number of residential units allowed in Landbay I is 391, with all 391 having already been built. The applicant has requested an amendment to the CDD Concept Plan to increase the number of allowable units from 151 to 244 in Landbay H and from 391 to 402 in Landbay I. The 93 additional units in Landbay H and the 11 additional units in Landbay I equal the 104 additional units needed beyond the existing 36-unit allowance to build the 140 total units now being sought.

The maximum unit/square footage limits have also been added together across the entire CDD Concept Plan and are listed as aggregated totals, by use, within the CDD#10 portion of Section 5-602 of the Zoning Ordinance. The current maximum number of residential units allowed in all of CDD#10 is 2,137, which is 36 units above the 2,101 total residential units that have been built or allocated for the landbays located within the area of the CDD Concept Plan. City staff has brought forward Text Amendment #2017-0006 to amend the CDD#10 provisions within Section 5-602 to allow 104 more units than the 36 currently allowed.

CDD#10 also limits building heights on properties within the zone to the maximum building heights found in the Potomac Yard Small Area Plan. The Small Area Plan currently proscribes a maximum building height of 55 feet for the project site. The applicant has requested a Master Plan Amendment to increase the height limit from 55 feet to the 70 feet.

B. *Additional Zoning Provisions*

In addition to procedural requirements regarding Master Plan Amendment and CDD requests, several other provisions within the Zoning Ordinance pertain to the project. Section 11-400 requires approval of a Development Site Plan (DSP) for new construction or additions that are not specifically exempt. Pursuant to Section 5-602, development projects within CDD#10 are required

to obtain approval of a CDD Special Use Permit, which has been combined with the DSP requirement and administered as a Development Special Use Permit (DSUP). In addition, Section 11-416 provides for the potential modification of certain minimum zoning requirements as part of the DSP approval, including the two requested in this application: vision clearance (Section 7-800) and height-to-centerline setback (Section 6-403(A)).

C. Zoning Tabulations

Property Address:	2551 Main Line Boulevard
Total Site Area:	53,709 square feet (1.23 acres)
Zone:	CDD#10 / Coordinated Development District #10
Current Use:	Vacant Land
Proposed Use:	Multifamily Residential

	Permitted/Required (Current)	**Permitted/Required** (Proposed)	**Proposed**
Density			
Total Project Site	36 units max	140 units max*	140 units
All of Landbay H	151 units max	244 units max*	244 units
All of Landbay I	391 units max	402 units max*	402 units
All of CDD#10	2,137 units max	2,241 units max*	2,241 units
FAR	No maximum FAR		3.49
Height	55 feet max	70 feet max*	69.75 feet (Building 1) 70 feet (Building 2)
Setbacks			
Main Line Blvd.	None		1.1 feet (B1) / 209 feet (B2)
Swann Ave.			2.3 feet (B1 & B2)
Potomac Ave.			216 feet (B1) / 5.7 feet (B2)
Watson St.			0.5 feet (B1 & B2)
Vision Clearance (Corner)	Triangle with 75-foot sides as measured from intersecting street centerlines		Triangle w/ 69-ft sides** (Main Line & Watson)
			Remaining three corners meet requirement
Height-to-Setback Requirement	2:1 maximum ratio of building height to setback from centerline of street		2.022 : 1 ratio** (Building 1 @ Main Line)
			2.146 : 1 ratio** (Building 1 @ Watson St)
			2.154 : 1 ratio** (Building 2 @ Watson St)
			All other ratios meet requirement
Open Space	None required at this site; CDD#10 provides for several open spaces in area		11,750 SF = 22% of total site (all ground level)
Parking	189 spaces (min) 209 spaces (max)		207 underground spaces
Loading Space	None		None

* Master Plan Amendment and/or CDD Concept Plan Amendment requested
** Modification requested

IV. STAFF ANALYSIS

Staff recommends approval of the applicant's proposal to develop Potomac Yard H/I East with two new multifamily residential buildings. The proposal to add density represents an appropriate development plan for a property located near the approved Potomac Yard Metro Station.

A. Master Plan Amendment

Staff supports the Master Plan Amendment requests to increase the maximum allowable number of residential units within the CDD Concept Plan area and to increase the height limit. The currently permitted density of 36 units is relatively low for this site and for multifamily buildings in general, which is the current land-use designation in the Concept Plan. Most significantly, such densities would be very low for a site so well served by public transportation, with a Metroway stop one block to the west and the approved Potomac Yard Metro Station southern entrance only three blocks (one-quarter mile) to the north. Instead, staff believes that new development at this location should be consistent with the concept of transit-oriented development (TOD), a policy goal defined in the City's Transportation Master Plan. The density sought in this request, 140 units, is consistent with the moderate-to-high density that, when located near public transit stations, represents transit-oriented development and good urban planning practice.

At the same time, staff believes that the increases in density and building height sought in the Master Plan Amendment are appropriate when compared to other uses in the area. The 69 and 71 unit multifamily buildings proposed for the site would be the smallest multifamily development, in terms of the number of units per building, within all of southern Potomac Yard with the exception of the 64 units located above the Potomac Yard fire station. The 70-foot height, which translates to a six-story building, would allow for the provision of ground-level open space not otherwise required in the CDD Concept Plan and compare favorably to building heights at adjacent buildings. The six-stories proposed here would serve as a transition between the four-story townhouses (approximately 45 feet) to the south and the planned Landbay H office building allowed to rise up to 110 feet to the north. It would also be only one story taller than The Frasier multifamily building located immediately to the west.

It is important to note that proposed buildings within Potomac Yard are subject to review by the Federal Aviation Administration (FAA) to ensure that they do not interfere with the operations of Ronald Reagan Washington National Airport (DCA). Staff's preliminary review suggests that the additional building height sought in this request would be unlikely to cause conflicts.

The proposed Master Plan Amendment would support at least two broad goals and objectives within the Potomac Yard/Potomac Greens Small Area Plan. The first such goal "*encourage[es] the redevelopment of Potomac Yard/Potomac Greens as a pedestrian-oriented urban environment with a mix of uses*" (PYPG SAP Page 56.) The additional height and additional density requested here would result in new buildings more consistent with an urban environment in close proximity to the approved Metro station than those built under the current limitations. Although other multifamily buildings have been built, such as The Frasier, Station 650, and the Avalon, the proposal would benefit the mix of uses found within this portion of Potomac Yard given that most of the area of

Landbays I and J to the south are occupied by townhouses or stacked townhouses. The additional density requested here would also support the success of commercial areas anticipated in the future at nearby Landbay H and Landbay G, consistent with another goal within the Potomac Yard/Potomac Greens Small Area Plan of *"develop[ing] livable neighborhoods with successful commercial areas"* (PYPG SAP Page 56.) Given the interior location of the project site, the proposal would also not impact any of the remaining broad Plan goals, which seek to protect land uses abutting the boundaries of the CDD#10 area.

In addition to the broad goals and objectives, the Potomac Yard/Potomac Greens Small Area Plan also includes more specific guidance regarding the development of the area within the CDD Concept Plan, including this site. Two items discussed in this section of the Plan are particularly relevant to the request for additional density and height: varying height and underground parking. First, the Plan recommends that the *"residential buildings within Potomac Yard and each landbay [shall] consist of a variety of building types and heights which should include townhouses, stacked-townhouses, and multi-family units"* (PYPG SAP Page 71). The request for additional height, from 55 to 70 feet, allows for construction of a six-story building that represents a degree of variation from other residential buildings in this portion of Potomac Yard, which are predominantly four-story townhouses or five-story multifamily buildings. The six-story height proposed here would also offer an appropriate transition between the four-story townhouses to the south and the office building(s) of up to 110 feet that is envisioned in the Concept Plan at Landbay H.

Second, the Plan also specifically recommends that *"required parking in the CDD shall be underground or embedded within the block, to the maximum extent possible"* (PYPG Page 72.) The inclusion of the underground parking within the applicant's development proposal is consistent with that goal and allows for the provision of new at-grade open space. It is also important to note the significant cost involved in providing underground parking. The additional density sought here in the Master Plan Amendment spreads construction costs among more units and therefore makes the provision of underground parking more financially and practically feasible than it would be for an otherwise-allowable 36-unit residential building.

B. CDD Concept Plan and Text Amendments

Staff also supports the CDD Concept Plan Amendment request, which would specify in which landbay the additional density would be located. The proposed addition of 104 units within Landbays H and I is appropriate for the same reasons as the Master Plan Amendment. The project site is located within one quarter mile or less from the southern entrance to the approved Potomac Yard Metro Station, and the additional density would support transit-oriented development and help to realize the goals and objectives of the Small Area Plan.

Similarly, the text amendment to the CDD#10 portion of Section 5-602 of the Zoning Ordinance would simply formalize requested changes to the Master Plan and to the CDD Concept Plan, ensuring that all three documents remain consistent regarding the level of density allowed for the project site. Staff believes the text amendment to increase the number of residential units within CDD#10 from 2,137 to 2,241 is justified for the same reasons noted previously in this staff report. The text amendment language for CDD#10 can be found in Attachment #6 of this report.

C. Site & Building Design

Site Design

Staff worked collaboratively with the applicant to create a successful solution to the site planning of the site. A key organizing design element of the plan is the extension of the pedestrian walkway that extends the entire spine of Potomac Yard from Howell Avenue in Landbay J in the south to the town center green in Landbay G in the north. The walkway divides the property into two nearly equal buildings sites upon which the two condominium buildings will be built. Though not required, on-site open space in the form of a small park is centered on the walkway and is placed on southern boundary of the site abutting Watson Street. This location not only provides maximum sunlight to the park but also creates green buffer between the two new buildings and new townhouses located across Watson Street to the south. On-site public art is planned as a focal point of the park space and is in keeping with the City's vision for increased public access to art.

All of the required parking is placed underground and only one curb cut is planned to provide access to the garage. Thus the sidewalks surrounding the site are nearly entirely free of vehicular crossings. The streetscape would follow the pattern established for Potomac Yard which includes a grass strip or tree wells for street trees along all four street frontages and 14-foot wide sidewalks for all but the Watson Street frontage. Sidewalks would measure six feet in width on Watson Street to match the smaller, residential scale of that street. Consistent with the Potomac Yard Urban Design Guidelines, sidewalks fronting on Main Line Boulevard and Swann Avenue would be surfaced in brick, whereas sidewalks fronting on Potomac Avenue and Watson Street would be surfaced in concrete.

Building Design

The design of the two buildings is reminiscent of the smaller apartment buildings of the early 20th century. They follow the traditional hierarchy of organizing buildings with a distinct base, middle and top. In this instance the buildings use a strong precast stone material at the base, brick for the middle floors (two through five) and a dark grey cementitious siding to create a distinct top. The proposed use of brick as the primary exterior material along with the use of double-hung style windows lends itself to a more traditional style. Each building has its primary entrance facing Swann Avenue, which is identified by an overhanging awning. Red brick is used for the majority of the two buildings but white accent brick is used to add interest to the facades as well as to more clearly define the location of the building entrances. The intent of the overall design approach is to create a transition between the traditional townhouse-type homes to the south to the larger office buildings anticipated in the blocks immediately to the north.

Consistency with the Potomac Yard Design Guidelines and PYDAC Review

Applications within Potomac Yard are subject to review by the Potomac Yard Design Advisory Committee (PYDAC) and compliance with the design guidelines. The applicant presented this proposal to PYDAC on April 12th and September 20th of this year. Staff and PYDAC worked with the applicant to achieve compliance with the guidelines and believe that the proposed project successfully complies. Some of the major points of compliance are as follows:

1. *Creating Neighborhoods*

The proposed residential buildings help to fulfill the vision established in the Urban Design Guidelines to provide compact, pedestrian-friendly and mixed-use neighborhoods within Potomac Yard. This project introduces a new building form (small multi-family buildings) that adds to the variety of building types that assist in creating a more dynamic neighborhood. The two ell-shaped buildings frame a small park that provides a neighborhood amenity that meets the principle of providing open space evenly throughout the neighborhood. This open space will be located midway between the two finger parks located at Swann Avenue and Custis Avenue.

2. *Pedestrian-Friendly Environment*

Streetscape improvements, including unobstructed sidewalks, street trees and pedestrian scale lighting are proposed on each frontage. The nearly unobstructed sidewalks proposed around the perimeter of the site create a pedestrian friendly and safe environment for those choosing to walk. The extension of the mid-block pedestrian-only north-south path will connect this site to the town center to the north and the southern neighborhoods of Potomac Yard to the south. To further activate the street and create a pedestrian-friendly environment, two entrances to the buildings are proposed on Swann Avenue.

3. *Mixed-Use Development*

The proposal is consistent with the CDD Concept Plan approval, which identifies Block H/I east as an area planned for multi-family residential units. This project is the first in Potomac Yard to provide condominium ownership of individual units which will expand the housing type options beyond the townhouses and multi-family apartments that have already been completed to the south and further north in the town center.

4. *Building Design*

The proposed building design achieves the intent of the urban design guidelines with regard to the urban standards, including frontage, orientation, height, massing and setbacks, as well as the architectural standards, including fenestration, materials and architectural elements. The intent of the building design is to create a traditional style building using quality materials. This design approach was taken in response to comments received in recent years from citizens and appointed officials about the design of the apartment buildings along Route 1, that some felt could have been more successful. Pursuant to the Guidelines, the parking for the proposal is located below grade and the parking entrance is located on a side street to limit impacts caused by turning vehicles on Main Line Boulevard or Potomac Avenue.

During their review at their April 12th meeting the PYDAC committee made a couple of design recommendations which the applicant's design team addressed with updated drawings at the September 20th meeting. The first of the recommendations was to increase the apparent height of the first floor as it felt out of proportion with the rest of the building. The architect achieved this

change by increasing vertically the amount of the rusticated beige brick up to the window sill of the second floor which visually creates a stronger base. Similarly the Committee recommended that the apparent height of the top floor be reduced as it appeared too tall and out of proportion with the rest of the building. Again the architect was able to do this by increasing the vertical dimension of the fifth floor cornice and frieze. Finally, PYDAC members also agreed with staff to create a stronger sense of entry. This was achieved by creating a vertical band framing the entry and extending it through to the top floor. This made a significant difference and provided the added benefit of creating additional visual interest to the Swann Avenue facades.

In addition to responding to the design recommendations noted above, the applicant introduced a building design revision to the southern facades of each building at the September PYDAC meeting. The revision creates a step back at the sixth floor at the end of the "ells" of the building. The intent of the step back is to create a more gradual transition between the two buildings and the four story townhouses located to the south. This revision results in a reduction of one dwelling unit from each building, from the originally-proposed 142 total units to the currently-proposed 140. This two unit reduction would not change the total number of parking spaces provided or the number of units set aside as affordable housing units. These revisions along with an email from the applicant describing this change are attached to this report as *Attachment #7*.

PYDAC recommended supporting this project, including the step back revisions planned at the sixth floor. A letter of recommendation from PYDAC is attached as *Attachment #8*.

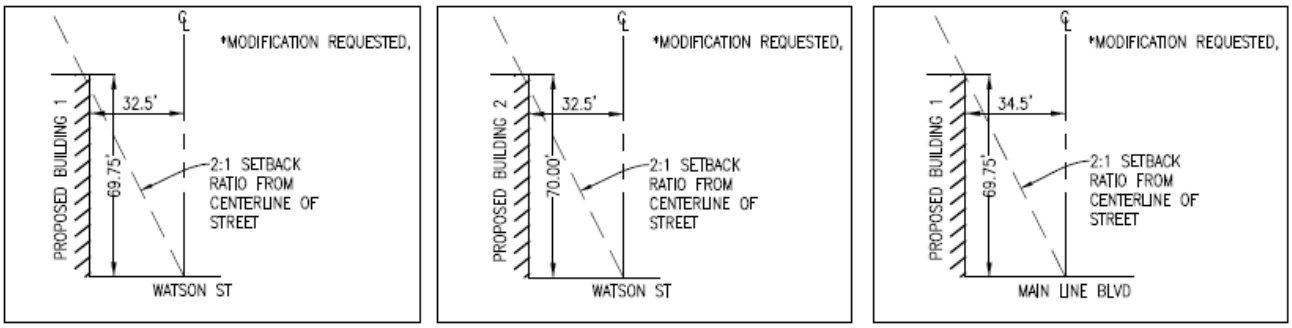
D. Modifications

Staff also supports the request for site plan modifications regarding vision clearance and height-to-setback requirements. It finds that the proposal meets the three criteria for modifications pursuant listed in Section 11-416 as described below.

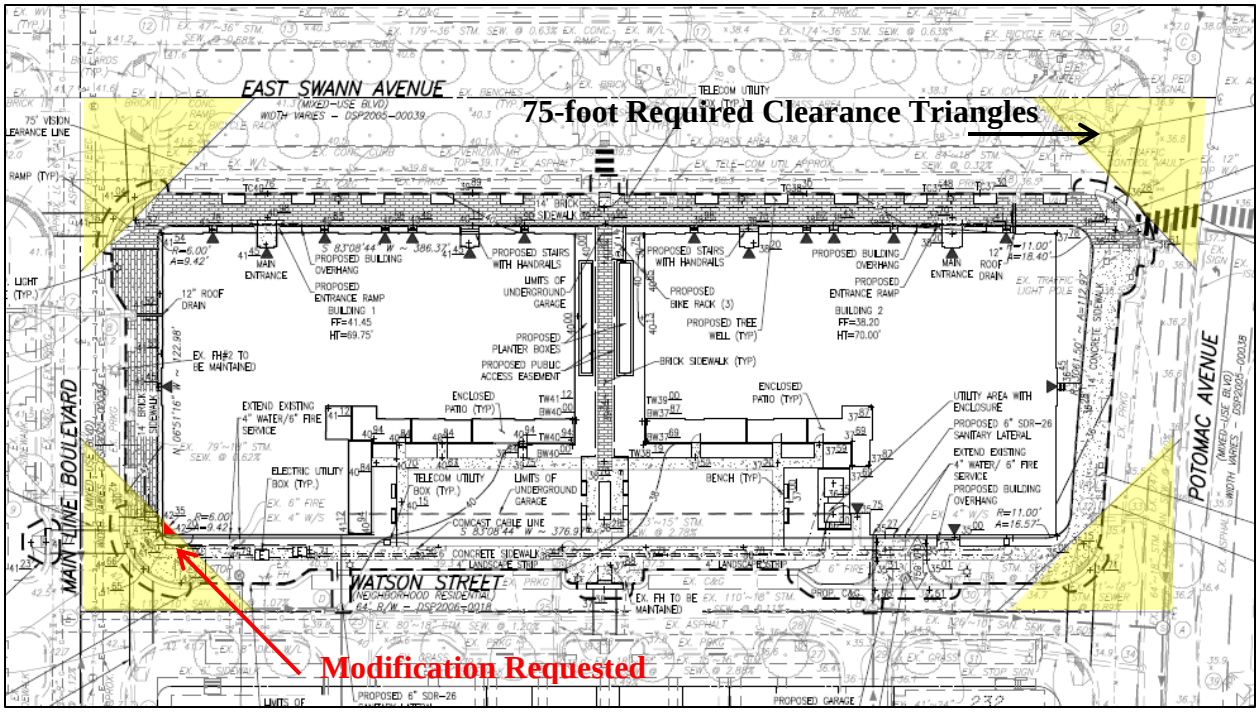
1. *Such modifications are necessary or desirable to good site development.*

Both of the requested modifications are desirable in this instance. The modification of the vision clearance requirement is slight at only six feet less than required and would occur only at one of four intersections around the site (Main Line Boulevard and Watson Street). The height-to-setback requirement modification is also modest: in two instances it represents about five feet of additional height compared to the setback provided (or, vice versa, about 2.5 feet of reduced setbacks compared to the height provided) and in the third instance it amounts to less than one foot of additional height. In addition, it has only been requested at three of the six instances in which the requirement applies. Ultimately, staff believes the modifications are desirable given that they bring the proposed buildings closer to the street, supporting the creation of a streetwall consistent with the urban development pattern broadly recommended in the Small Area Plan. Both modifications have often been modified in Potomac Yard to create more urbane buildings.

Graphic A: Height-to-Setback Ratio Exhibit



Graphic B: Vision Clearance Exhibit



2. *Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought.*

The intersection of Main Line Boulevard and Watson Street has already been constructed with curb and gutter as part of area-wide road infrastructure improvements at Potomac Yard. The parking lane on Watson Street is tucked behind the area at which a new curb ramp will be constructed, forming an area that functions as a bump-out to bring pedestrians closer to the intersection for greater visibility and safety. This design feature would mitigate any minimal impact from the reduced vision clearance requirement. With regard to the height-to-setback requirement, the building has been designed in such a way that only relatively short portions of the building (the

short end of the "L") would need to be modified in two instances, thereby reducing the extent of the request and mitigating any negligible impact from the reduced height-to-setback ratio. Ground-level open space at the site, particularly adjacent to Watson Street, also mitigates the requested height.

3. *Such modifications will not be detrimental to neighboring property or to the public health, safety and welfare.*

Given the nature of the vision clearance and height-to-setback modification requests, and that they have been mitigated as mentioned previously, staff believes that their approval would not be detrimental to neighboring property or to the public health, safety, or welfare.

E. City Policies

Affordable Housing

The Housing Master Plan recommends that developer contributions take into account that affordable housing is one of the City's highest priorities and that there should be a significant contribution to affordable housing in excess of what would normally be required in the case of a rezoning or CDD application. Consistent with that recommendation, the applicant has offered to provide five one-bedroom and four two-bedroom affordable homeownership units on-site. The nine units would be affordable to households with incomes between approximately 70% and 100% of the area median income (AMI) which equates to $60,050 and $88,300 for a household of two, respectively (Source: HUD, 2017). The units would remain affordable for a 40-year period with equity sharing enforced through deeds of covenant. This proposal presents a rare opportunity to add affordable homeownership units in the Potomac Yard area and helps to replenish some of the city's "first generation" set-aside homes whose affordability covenants have expired.

In addition to the set-aside units, the developer has offered a voluntary monetary contribution of $315,000 to the Housing Trust Fund to enable the City, as needed, to provide down payment and closing cost assistance to help up to nine qualified first-time buyers acquire the homes.

Standard sales prices for the one- and two-bedroom affordable homeownership units are set at $175,000 and $225,000, respectively. Based on the projected market and established affordable sales prices, the contribution of the units is valued at approximately $3.125 million which is $2.3 million more than the standard monetary contribution.

No affordable housing contribution is being requested for the base density (36 units) as CDD #10 has already provided land for Station 209/The Station at Potomac Yard, along with $6.5 million towards development of the 64 affordable/workforce units, as well as $3.5 million in voluntary contributions to the Housing Trust Fund. On May 4, 2017 the Alexandria Housing Affordability Advisory Committee (AHAAC) unanimously approved the Affordable Housing Plan for this project.

Green Building Policy

The applicant proposes to comply with the City's Green Building Policy, adopted in April 2009, for the two new buildings. The Policy has established that newly constructed residential buildings

should achieve Certification in Leadership in Energy and Environmental Design (LEED) from the United States Green Building Council (USGBC), or equivalent.

Public Art

The applicant also proposes to include on-site public art at a value of at least $64,200 (approximately $32,100 for each building), pursuant to the City's Public Art Policy adopted on December 13, 2014. Staff supports the applicant's likely plans for a railroad-themed sculpture in a central location along the mid-block crossing in the open space at southern portion of the site. The final design and location of public art will be determined during the Final Site Plan process.

F. Open Space

Staff supports the applicant's open space plans for the project. The CDD Concept Plan, and conditions of the most recent CDD approval (CDD#2012-0004), have already stipulated the specific locations at which parks and other open spaces needed to be constructed neighborhood-wide in this portion of Potomac Yard. Given that the Concept Plan does not require any open space for the project site, it should be noted that the applicant's proposal for 11,750 square feet of open space, or 22% of the site, represents a significant and valuable feature of the project. All of the proposed open space would be at ground-level and all of it would be available for public use. The open space would be well-landscaped and include on-site public art. The location of the open space on the southern side of the site, framed by Watson Street and the ends of the "L"-shaped buildings, also offers an appropriate transition between the moderate density of the proposed new multifamily buildings and the townhouses immediately to the south across Watson Street.

Graphic C: Open Space Table

	Publicly-Accessible	Ground-Level	Total
Proposed Open Space (SF)	11,750	11,750	11,750
Proposed Open Space (% of all open space)	100%	100%	100%
Proposed Open Space (% of entire site)	22%	22%	22%

G. Parking

The parking for the development consists of a one and half-level, 207-space underground garage that covers the entire block and would be shared by residents of both proposed buildings. Of the 207 spaces provided, 165 spaces would be standard-sized, 35 spaces (representing 17% of all spaces) would be compact-sized, five spaces would be handicapped-accessible and two spaces would be van-accessible. The proposal complies with zoning given that the number of parking spaces provided in the garage falls between the minimum 189 spaces and maximum 209 spaces required. The minimum parking requirement for the project has not been adjusted to account for the proposed nine affordable housing units in the project. Only units that are affordable at up to 60% of AMI are eligible for the optional lower parking ratio in Section 8-200(A)(2)(a)(iii) of the Zoning Ordinance whereas the units in this project would be affordable at 100% of AMI.

In addition, Condition #11 of CDD#2012-0004 requires additional visitor parking equaling 15% of the minimum parking requirement, which may be satisfied using either on-street or off-street spaces. The 33 total on-street spaces that are proposed (and partially already built) around the four project frontages would exceed the 29-space, or 15%, requirement.

H. Loading, Trash and Package Deliveries

As a multi-family building a dedicated loading dock is not required. However, the applicant proposes that all move-in and move-out operations take place on Swann Avenue. Home owners will be directed to use the building entrances on Swann Avenue for moving in and moving out. A permit from the City will be required to reserve on-street parking spaces on Swann Avenue for moving trucks. The applicant has proposed a condition restricting moving trucks to Swann Avenue only.

A trash room will be provided for each building. The trash rooms will be located in the below grade parking garage and include both regular trash and recycling receptacles. These receptacles will remain in the trash rooms at all times, except during collection. On collection days, the receptacles will be transported from the garage to a waiting trash truck near the garage entry. Immediately following the collection, the receptacles will be returned to the trash rooms. Trash receptacles will not be permitted to be stored outside of the garage. A condition requiring this operation has been included in the staff recommendation.

Each building will have a mailroom located off of the lobby. The mailroom is designed to receive regular US Postal Service deliveries. Additionally, package deliveries from companies such as UPS, FedEX and others may be left in the mailroom for resident pick-up. This will avoid packages from being left at the front doors of the two buildings.

I. Traffic

The Potomac Yard – Landbay H/I Multifamily development would have minimal traffic impacts. In a Traffic Statement prepared by Wells & Associates, the development is calculated to generate 38 AM peak-hour trips and 35 PM peak-hour trips. Based on the Potomac Yard Multimodal Study,

these calculations assume a 36% transit modal split and a 10% internal capture rate. While the site generated trips for this project are less than the 50 peak-hour trip threshold required for a transportation study, the provided Traffic Statement uses recently collected traffic counts from nearby development projects to evaluate existing and 2020 build-out year operations at nearby intersections. Those intersections are: Swann Avenue at Route 1, Swann Avenue at Main Line Boulevard, Swann Avenue at Potomac Avenue, and the proposed site driveway. The proposed development would add less than 1.5 seconds of additional delay to any of the evaluated intersections in either peak period and the site driveway would operate at "Level of Service A" during both peak periods. Staff does not believe this project will significantly impact traffic on the surrounding roadway network.

The proposed garage entry/exit ramp would be located on Watson Street. Although neither Watson Street intersection was evaluated in the Traffic Statement, staff does not have concerns about operations at either one. Watson Street intersects Potomac Ave to the east at a location where Potomac Ave is divided by a median, creating a right-in right-out only intersection, eliminating any potential conflicts with left-turning vehicles. Watson Street intersects Main Line Blvd to the west, but does not continue through to connect to Route 1, and vehicle volumes on Main Line Blvd are very low.

J. Transportation Management Plan

Section 11-700 of the Zoning Ordinance requires residential development projects with 20 or more units to participate in a Transportation Management Plan (TMP). TMPs encourage residents to use alternate modes of transportation, such as the bus, walking, or bicycling, to reduce single-occupancy vehicle trips and create a healthier and safer community. In this case, the applicant would be required (Condition #33) to participate in the existing TMP for all of the CDD#10 area (TMP SUP#99-0020). Among the TMP requirements in SUP#99-0020 (see Attachment #1 to this report) is an annual monetary contribution which, at current rates, is $86.32 for each occupied residential unit.

K. School Impacts

The applicant proposes to construct 140 multifamily residential units. Given that the student generation rate for new mid-rise residential units is 0.034 students per unit, the proposed units would yield, on average, five students. The students from this project are included in the enrollment forecasts that are used to plan school capacity improvements. The project is in the attendance area for Jefferson Houston School (elementary and middle school) and TC Williams High School.

V. COMMUNITY

The applicant shared information about the proposal at the Potomac Yard Homeowners Association (HOA) Annual Meeting held in November 2016 and again at an open house with the HOA in April 2017. The property has been posted with public notice signs announcing the proposal and notification will also be sent to all adjacent property owners with information about the proposal, hearing dates and contact information.

Neighbors in the vicinity, particularly those living in the recently-completed townhouses immediately south of the project site, have expressed concerns that they first learned of the project through the sign posting at the site and that the HOA meetings were not well-publicized. In response, the applicant held additional community meetings on August 21 and September 11, 2017 to discuss this project. In addition to notification matters, concerns expressed at these meetings include: the additional density and height being sought in this proposal, the proposed garage entrance location and related traffic concerns on Watson Street, loading/unloading activities on Watson Street, parking, construction timeframe, health effects from contaminated soil, and the need for additional community benefits in connection with the proposal. The neighbors have also met with and sent emails to City staff sharing these concerns.

The request is also scheduled for presentation to the Federation of Civic Associations at its regular September 2017 meeting.

VI. CONCLUSION

Staff recommends approval of the Master Plan Amendment, CDD Concept Plan Amendment, the text amendment, and the Development Special Use Permit with modifications, subject to compliance with all applicable codes and the recommended conditions for DSUP#2016-0022 and CDD#2017-0001.

Staff: Robert M. Kerns, AICP, Division Chief, Development;
Dirk H. Geratz, AICP, Principal Planner; and
Nathan Randall, Urban Planner.

ATTACHMENTS BEGINNING ON PAGE 81:

1. TMP SUP#99-0020 Conditions (For reference only)
2. Master Plan Amendment Resolution
3. Master Plan Amendment Revised Map 24A
4. Current CDD#10 Concept Plan (2016 "Working Plan")
5. Amended CDD#10 Concept Plan
6. CDD#10 Zoning Table
7. Building Design Revisions 9-20-2017 & Accompanying Email
8. PYDAC Letter of Recommendation

VII. GRAPHICS

Graphic D: Originally-Proposed Illustrative Site Plan

Graphic E: Building #1 – Northern Elevation

Graphic F: Building #1 – Originally-Proposed Western Elevation

Graphic G: Building #2 – Originally-Proposed Southern Elevation

Graphic H: Building #2 – Originally-Proposed Western (Courtyard) Elevation

VIII. STAFF RECOMMENDATIONS

DSUP#2016-0022 CONDITIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated July 10, 2017, as amended by the exhibits submitted on and dated October 13, 2017, and comply with the following conditions of approval. The parking garage entrance shall be located on Swann Avenue and the applicant will work with staff and the community during the final site plan process with potential minor height changes of up to three feet to construct the garage opening. The applicant will also work with staff on a low-noise, attractive garage door. (CC)

A. PEDESTRIAN/STREETSCAPE

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:

    a. Complete all pedestrian improvements to serve each building prior to the issuance of a certificate of occupancy permit for each building. The mid-block pedestrian walkway located between the two buildings on the site shall be installed prior to the issuance of the first certificate of occupancy for the second building. Provide a phasing plan for pedestrian improvements for the entire project site with the final site plan submission.
    b. Install ADA accessible pedestrian crossings serving the site.
    c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
    d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
    e. Sidewalks shall be flush across all driveway crossings.
    f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
    g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner, with the exception of iii below, where one ramp is required) as detailed below. Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
        i. East Swann Avenue and Main Line Boulevard – southeast leg
        ii. Watson Street and Main Line Boulevard – northeast leg
        iii. Watson Street and Potomac Avenue – northeast leg (southbound ramp only, one ramp)
        iv. East Swann Avenue and Potomac Avenue – southwest leg
    h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.

i. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines, except at Potomac and East Swann Avenue where a high-visibility crosswalk is required. All other crosswalk treatments must be approved by the Director of T&ES.

j. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts. *** (P&Z)(T&ES)

B. PUBLIC ART

3. On-site public art shall be in compliance with what has been identified in the preliminary plan dated July 10, 2017. Provide a schedule for the art installation prior to the release of the Final Site Plan. The Applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen. The art shall be installed prior to the issuance of the first Certificate of Occupancy for the second building, to the satisfaction of the Directors of P&Z and/or RP&CA.

   Alternatively, the applicant may provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be $.30 per gross square foot, with a maximum contribution of $75,000 per building. The in-lieu contribution shall be provided prior to the issuance of the first Certificate of Occupancy for the second building, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) *, ***

C. OPEN SPACE/LANDSCAPING

4. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. At a minimum the Landscape Plan shall:
   a. Ensure positive drainage in all planted areas.
   b. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
   c. Provide detail sections showing above and below grade conditions for plantings above a structure.
   d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
   e. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
   f. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.

g. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)

5. The applicant shall depict on the final site plan submission a public access and public use easement for the pedestrian walkway between the two buildings (the "midblock crossing") and all open space areas located on either side of the midblock crossing, as shown on the preliminary site plan. The easement shall be approved and recorded prior to the release of the final site plan.* (P&Z)

6. All open space areas covered under public access and public use easements shall be subject to the following requirements:
   a. The open space shall be fully open to, and useable by, the public during daylight hours. Nothing in this easement shall preclude the use, operation and maintenance needed for the condominium elements and owners.
   b. The open space shall be privately maintained by the applicant or, upon conveyance, the Homeowners Association (HOA). Conveyance procedures and maintenance responsibilities for the open space shall be outlined in the HOA documents to the satisfaction of the Director of P&Z and the City Attorney*** (P&Z).

7. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
   a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
   b. Provide external water hose bibs continuous at perimeter of building. Provide at least one (1) accessible, external water hose bib on all building sides at a maximum spacing of 90 feet apart.
   c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
   d. Install all lines beneath paved surfaces as sleeved connections.
   e. Locate water sources and hose bibs in coordination with City Staff. (Code Administration) (P&Z)(RP&CA)*

8. Develop a palette of site furnishings in consultation with staff.
   a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
   b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z)(T&ES)*

9. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with

adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES.* (P&Z)(T&ES)

D. BUILDING

10. The building design, including the quality of materials and final detailing, shall be consistent with the elevations dated July 10, 2017 as amended by Exhibit A dated October 13, 2017 consisting of three pages, all approved conditions. (P&Z) (PC) (CC)

11. Provide the following building refinements to the satisfaction of the Director of P&Z:
    a. The applicant shall provide details of the proposed cementitious siding on the façade of the top floor of the building, to include texture, profile, and overall dimensions, to the satisfaction of the Director of Planning & Zoning.
    b. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to placement and color.
    c. Potential locations for telecommunications equipment at the site shall be identified on the final site plan. All telecommunications equipment shall be architecturally integrated with the building design with regard to placement and color or shall be screened to coordinate with the building with regard to materials and color to the satisfaction of the Director of Planning & Zoning. (P&Z)*

12. Provide detailed drawings (enlarged plan, section and elevation studies) in color to evaluate the building base, parking garage entrance including garage door design, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology at a scale of ¼ inch = 1 foot (¼” = 1’). (P&Z)

13. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary plan. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
    a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
    b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy for the second building, upon which all samples shall be returned to the applicant.***
    c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
    d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials for the first building. **
    e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy for the second building. *** (P&Z)

14. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certified / Equivalent to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
    a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification.*
    b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
    c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
    d. Provide documentation of LEED Certification from USGBC (or equivalent) within two (2) years of obtaining a final certificate of occupancy.
    e. Failure to achieve LEED Certification (or equivalent) will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
    f.
15. The applicant shall work with the City for recycling and/or reuse of building materials, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)

16. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)

17. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. A list of applicable mechanisms can be found at http://www.epa.gov/WaterSense. (T&ES)

18. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

E. SIGNAGE

19. Design and develop a sign program for the building, which includes a color palette, for all proposed signage, including, but not limited to site-related signs and way-finding graphics. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES) *

20. The building signs shall be designed to relate in material and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.

a. The building signs shall be designed of high quality materials.
b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)

21. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)

22. Freestanding monument signs shall be prohibited. (P&Z)

23. Install a temporary informational sign as required by Section 11-303(D) of the Zoning Ordinance on the site prior to the approval of the Final Site Plan for the project. The sign shall be displayed until construction of both buildings is complete or replaced with a temporary sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (P&Z)(T&ES)

F. HOUSING

24. Monetary Contribution Condition:
The developer shall contribute $315,000 to the Housing Trust Fund which will be available for down payment and closing cost assistance to eligible households. 60% of the contribution to the Housing Trust Fund shall be paid at the time the developer requests a certificate of occupancy for the first set-aside unit. The remaining contribution shall be paid at the time the developer requests a certificate of occupancy for the sixth set-aside unit.

25. Set-Aside Conditions:
a. The developer shall provide nine affordable set-aside for-sale units within the Development with at least 3 one-bedroom and 2 two-bedroom units constructed during the first phase. The set-aside units will comprise five one-bedroom units to be marketed and sold at $175,000 and four two-bedroom units to be marketed and sold at $225,000. These prices include at least one (1) parking space for each unit. The set-aside units shall be of substantially similar size and floorplan and have builder-grade finishes.
b. Any incentives offered to potential market-rate homebuyers shall also be offered to purchasers of the set-aside units.
c. The developer agrees that residents of the set-aside units shall have access to all amenities offered on the entire Development.
d. The set-aside units shall have a 40-year affordability period that is established through deed restrictions recorded as covenants at the time of sale of each of the set-aside units, in accordance with the City's set-aside resale policy. Language for the covenants shall be provided by the City in advance of the final sale of any unit.
e. The developer shall advise the City of its schedule for delivery of the set-aside units and the City and the developer shall jointly market the set-aside units to target populations, including City and school employees. The City reserves the right to randomly select buyers qualified for the set-aside program through a lottery system.

f. Market rate pricing of similar units and the total discount provided on behalf of the City shall be disclosed and certified by the developer prior to the sale of each set-aside unit.

g. Real estate commissions shall be paid (or not paid) on the set-aside units in the same manner and on the same basis as market-rate units.

h. The developer is encouraged to offer mortgage financing to set-aside buyers through its preferred lender(s) with rates and terms comparable to the Virginia Housing Development Authority (VHDA) bond loan program. If preferred lenders are unable to offer mortgage financing to deed restricted properties, the developer shall ensure that project approvals are completed, documented and available to other lenders so that secondary market financing will be readily available to otherwise qualified set-aside purchasers.

i. Amendments to the approved Affordable Housing Plan dated April 24, 2017 must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration, and require final approval from the City Manager.

G. PARKING

26. Provide 46 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first Certificate of Occupancy for the first building. *** (T&ES)

27. Locate a minimum of 192 and a maximum of 213 parking spaces in the underground garage for residents. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)

28. One parking space shall be reserved as a limited common element for each condominium unit and sold to the purchaser of said unit. The remaining parking spaces may be unbundled from the sale of the units, and purchased or leased separately by the residents if desired. (CC)

29. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access to the garage shall be designed to allow convenient access to the underground parking for residents. (P&Z) (T&ES)

30. Parking spaces within the underground parking garage may be made available for market-rate parking (separate from daily residential visitor parking) through an administrative special use permit, provided excess parking can be demonstrated by a parking study. This request shall be to the satisfaction of the Directors of P&Z and T&ES, and subject to the following requirements:

    a. Provide a parking study to analyze on-site residential parking demand at the time of the request and determine an appropriate number of spaces that are available for market-rate parking.

b. Provide a parking management plan to include, at a minimum, the following:
   i. An explanation of how garage access to the parking spaces leased to non-residents will be provided. Controlled access to the underground garage shall be maintained.
   ii. Information on how the garage will be managed, including how spaces will be assigned to residents, visitors, and third party lease holders.

c. Provide a copy of the lease or other agreement to be used for market rate parkers. Provide a parking study one (1) year from the date of approval of the administrative special use permit to evaluate the impacts of providing market-rate parking within the residential garage and determine whether any corrective action or adjustments need to occur. Additional studies may be required in subsequent years as determined by staff. (T&ES) (P&Z)

31. At least 2% of all parking spaces shall have a Level 2 charger or be electric vehicle (EV)-ready for Level 2 chargers. In addition, 5% of the parking spaces shall provide infrastructure for future EVSE installation. (T&ES)

32. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z)(T&ES)

H. TRANSPORTATION MANAGEMENT PLAN

33. Landbays H/I are subject to the conditions of Transportation Management Plan Special Use Permit No. 99-0020 approved by City Council on September 8, 1999 for Potomac Yard / Potomac Greens Coordinated Development District, with the TMP contribution rates as calculated in accordance with Condition #5 of TMP SUP 99-0020. Current rates are $0.14 per net square foot of occupied retail / commercial space (if applicable) and $86.32 per occupied residential unit. First payment to the fund shall be made with the issuance of the initial Certificate of Occupancy (or went first tenant / owner moves in). Consistent with Condition #5 of TMP SUP 99-0020, the rate shall increase annually on July 1 of each year by an amount equal to the rate of inflation for the previous fiscal year. (T&ES)

I. SITE PLAN

34. Per Section 11-418 of the Zoning Ordinance, the Development Special Use Permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z)

35. Submit the plat of all applicable easements prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan.* (P&Z)(T&ES)

36. The plat shall be recorded and a copy of the recorded plat and deeds shall be submitted with the first request for a building permit.** (P&Z)(T&ES)

37. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of 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.
    c. Do not locate above grade utilities in dedicated open space areas and tree wells.
    d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(BAR)

38. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
    a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
    b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
    c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
    d. All proposed cobra head light fixtures in the City right of way shall be approved Dominion LED light fixtures.
    e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
    f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
    g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
    h. If site lights are included in the photometric plan to comply with City's lighting standards then these lights shall be put on photovoltaic switches.
    i. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
    j. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
    k. 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.

l. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
m. The lighting for the underground parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
n. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
o. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
p. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(BAR)(Code)

39. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)

J. CONSTRUCTION MANAGEMENT

40. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.* (T&ES)

41. Submit separate construction management plans for each phase to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plans shall:
a. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
b. Include an overall proposed schedule for construction;
c. Include a plan for temporary pedestrian circulation;
d. Include the location and size of proposed construction trailers, if any;
e. Include the location and outline of the mock-up panel to be constructed at the site;
f. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
g. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)

42. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall

be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:

a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.

b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.

c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)

43. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. The maintenance of pedestrian access shall be included in the Construction Management Plan and will be approved by T&ES. (T&ES)

44. Any bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility cannot be maintained on the street adjacent to the site, a detour for bicyclists shall be established and maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)

45. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)

46. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)

47. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way 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)

48. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z)(T&ES)

49. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the

Department of Planning & Zoning to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)

50. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z)(T&ES)

51. Implement a waste and refuse control program during the construction phase of this development. 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 T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)

52. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit for the second building. *** (P&Z) (Code)

53. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the approved Final Site Plan, the top-of-slab elevation and the first floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor, and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

54. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit for each building. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)

55. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

56. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in

the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

K. WASTEWATER / SANITARY SEWERS

57. The sewer connection fee must be paid prior to release of the site plan.* (T&ES)

58. The applicant is required to provide a monetary contribution of $12,420 for the construction of relief sewers to ensure adequate conveyance capacity to the Alexandria Renew Enterprises wastewater treatment plant prior to the release of the final site plan. This contribution shall be adjusted annually by the Consumer Price Index (CPI-U) for each year beyond 2017. *(T&ES)

L. SOLID WASTE

59. Provide $896 per receptacle to the Director of T&ES for purchase and installation of three (3) Victor Stanley Ironsites Series model SD-42 receptacles with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.* (T&ES)

60. Provide $996 per receptacle to the Director of T&ES for the purchase and installation of three (3) Victor Stanley Ironsites Series Model SD-42 blue receptacles with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. (T&ES)

61. Trash and recycling receptacles shall be stored in designated rooms located within the underground parking garage. The receptacles shall remain in the rooms at all times, except during collection. On collection days, the receptacles may be temporarily removed from the rooms and transported outside for collection. Immediately following collection, the receptacles shall be returned to the designated rooms within the garage. (P&Z)

M. STREETS / TRAFFIC

62. Preferably a separation of 150’, with a minimum of 100’ between the beginning of street corner radius and any driveway apron radius shall be maintained on arterial and collector roadways; however, a minimum of 30 feet separation between beginning of street corner radius and any driveway apron radius shall be maintained on residential streets. Additional curb cuts are not recommended since these will impede traffic flow. (T&ES)

63. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)

64. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)

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

66. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10 percent and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)

67. Furnish and install two 4 inch conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks around the perimeter of the site. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

68. All loading activities associated with move-ins and move-outs shall occur on Swann Avenue. Prospective purchasers of the units shall be advised of this condition in writing prior to entering into a contract of sale. (P&Z)

N. UTILITIES

69. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)

O. SOILS

70. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments. (T&ES)

P. WATERSHED, WETLANDS, & RPAs

71. The stormwater collection system is located within the Potomac River watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

Q. STORMWATER MANAGEMENT

72. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)

73. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)

74. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:

    a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
    b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

75. Surface-installed stormwater 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)

76. The stormwater Best Management Practices (BMPs) will be maintained pursuant to the Potomac Yard Standard Maintenance and Monitoring Agreement Stormwater BMP Facilities Maintenance and Monitoring Agreement recorded as instrument #100009926 among the land records of the City of Alexandria, VA.
    a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
    b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies

of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)

77. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. ****(T&ES)

78. 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 stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. 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)

R. CONTAMINATED LAND

79. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)

80. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
    a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
    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. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
    e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas,

and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).

f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

81. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES)

82. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

S. NOISE

83. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

84. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan approval.* (T&ES)

85. All exterior building-mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

86. Deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

T. AIR POLLUTION

87. If fireplaces are utilized in the development, the Applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)

88. No material may be disposed of by venting into the atmosphere. (T&ES)

89. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES)

U. CONTRIBUTIONS

90. Contribute $20,000 to the City prior to Final Site Plan release to install or expand a bike share station in the vicinity of the project as part of a coordinated bike share program. Payment due prior to release of the site plan. (T&ES)*

V. ARCHAEOLOGY

91. Call Alexandria Archaeology immediately (703-746-4399) 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. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

92. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

W. DISCLOSURE REQUIREMENTS

93. All condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this Development Special Use Permit approved by City Council.

    a. The principal use of the underground garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.

b. No more than two parking spaces shall be assigned to a specific condominium unit until all settlement on the units are complete; all unassigned spaces in the garage shall be made generally available to residents and/or visitors.
c. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
d. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
e. Develop a noise control by-law aimed at controlling noise levels in the proposed development and resolving noise issues between neighboring occupants, and disclose this by-law to all involved at the time of sale or lease agreement.
f. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. ***(P&Z)
g. Stormwater facility BMPs must be inspected and adequately maintained as designed to ensure proper functioning.
h. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit. ***(P&Z) (T&ES)

94. If environmental site assessments or investigations discover the presence of onsite contamination, the applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

95. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z, Director of T&ES, and the City Attorney:
a. That Metrorail tracks and other railway operations are located within the immediate vicinity of the project, are permitted to continue indefinitely.
b. That Route 1 is an existing/planned location for Transit Corridor A, which will traverses in a north-south direction in the general vicinity of Route 1 and connect to future transit corridors in Fairfax and Arlington Counties. (P&Z)(T&ES)(City Attorney)

CITY DEPARTMENT CODE COMMENTS & FINDINGS

Legend: C - Code Requirement R - Recommendation S - Suggestion F – Finding

Planning and Zoning

C-1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)

C-2 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. **** (P&Z) (T&ES)

Transportation and 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-2 The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf

F-3 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-4 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F-5 Include all symbols, abbreviations, and line types in the legend. (T&ES)

F-6 Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)

F-7 This project is grandfathered as provided by the Virginia Stormwater Management Program (VSMP) Permit Regulations (9VAC25-870-48). However, portions of the project not under construction by July 1, 2019 will become subject to any new technical stormwater criteria adopted by the State Water Control Board incorporated into the City ordinance, including but not limited to the Part IIB technical criteria (9VAC25-870-63) as found in Article XIII, Section 13-109 of the zoning ordinance. (T&ES)

F-8 All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F-9 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, 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 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals 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-10 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (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 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

F-11 Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm 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 inch clearance shall be encased in concrete. (T&ES)

F-12 No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F-13 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches 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 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F-14 Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

F-15 Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F-16 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F-17 All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F-18 A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans

shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)

F-19 The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)

a. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *

F-20 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

C - 1 Parking ratio requirement adjustment. Any parking requirement may be adjusted within 5% of the requirement if the director of Planning and Zoning determines that physical requirements of the building prevent compliance with the specific number of parking spaces required. (Section 8-200(A)(2)(c)(i) of the Zoning Ordinance) (T&ES) (P&Z)

C-2 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

C-3 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C-4 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater 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. (T&ES)

C-5 If the City of Alexandria receives complaints on lighting levels after the commissioning of the lights and prior to the release of the performance bond then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with Section 13-1-3 of the City Code. (T&ES)

C-6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

C-7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)

C-8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)

C-9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)

C-10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid

Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)

C-11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

C-12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)

C-13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C-14 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)

C-15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)

C-16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. The erosion and sediment controls shall be confined to the owner's property. Extension of erosion and sediment controls in the public right of way, if required, must be approved as part of the Construction Management Plan. (T&ES)

C-17 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 NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

C-18 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)

C-19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

C-20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

C-21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C-22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C-23 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

C-24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:

a. Monday Through Friday from 7 AM To 6 PM and
b. Saturdays from 9 AM to 6 PM.
c. No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours :
d. Monday Through Friday from 9 AM To 6 PM and
e. Saturdays from 10 AM To 4 PM
f. No pile driving is permitted on Sundays and holidays.

Section 11-5-109 restricts work in the right of way for excavation to the following:
g. Monday through Saturday 7 AM to 5 pm
h. No excavation in the right of way is permitted on Sundays. (T&ES)

C-25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)

C-26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C-27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall 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 state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP) for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: http://alexandriava.gov/tes/info/default.aspx?id=3522. *(T&ES)

C-28 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

C-29 Section 5-1-42- Collection by Private collectors. (c) Time of collection. Solid waste shall be collected from all premises not serviced by the city at least once each week. No collections may be made between the hours of 11:00 p.m. and 7:00 a.m. (6:00 a.m. from May 1, through September 30) if the collection area is less than 500 feet from a residential area. (T&ES)

VAWC Comments:

No comments received

AlexRenew Comments:

1. Ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.

2. The applicant shall coordinate with City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity, nor exceed capacity in AlexRenew Potomac Yard Trunk Sewer during wet and average flow conditions.

3. Dewatering and other construction related discharge limits could be regulated by AlexRenew Pretreatment. Engineer/Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pre-Treatment Coordinator at (703) 549-3382.

Fire Department

No additional comments received

Code Administration (Building Code)

No additional comments received

Police

No additional comments received

Archaeology

No additional comments received

Asterisks denote the following:

*	Condition must be fulfilled prior to release of the Final Site Plan
**	Condition must be fulfilled prior to release of the building permit
***	Condition must be fulfilled prior to release of the certificate of occupancy
****	Condition must be fulfilled prior to release of the bond

CDD#2017-0001 CONDITIONS & FINDINGS

(unchanged from previously-approved CDD#2012-0004)

Plan Findings

F-1 The applicant, and/or its successors and assigns[1] 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 and August 22, 2012 (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 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)

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[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.

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 Conditions[5]

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 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

[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.

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 20 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 21 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 22 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 August 22, 2012; (CDD#99-01, 3a) (CDD#2010-0001)
b. No transfer shall cause or result in the transfer of any square footage of retail use 23 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 August 22, 2012 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 24 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 nondedicated 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 27 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):

a. The principal point of contact for all construction/demolition-related activities will be the Director of T&ES, who will consult as appropriate with the Directors of RP&CA, P&Z, Code Administration, and any other necessary City agencies. (CDD#2008-0004, 8Ba)

b. If necessary due to the removal of the bridge deck, related structural supports, and any portion of the abutments, 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)

c. If necessary, due to the removal of the bridge deck, related structural supports, and any portion of the abutments, all banks adjacent to bridge "B" shall be restored to match the slope of the adjacent banks. (CDD#2008-0004, 8Bc)

d. Bridge "B", including any portion of the abutments and related structural supports, shall be demolished and disposed of in compliance with all state and federal regulations All demolition material and construction debris shall be removed from the project site including the Four Mile Run channel, embankments, and resource protection area, upon completion of construction activities. (CDD#2008-0004, 8Bd)

e. Prior to commencement of demolition, 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)

f. All necessary hauling permits shall be obtained prior to release of the demolition permit by the City of Alexandria. (CDD#2008-0004, 8Bf)

8C. The applicant shall identify and remove/relocate any existing utilities location or associated with Bridge "B". (CDD#2008-0004, 8C)

8D. The applicant shall identify the tie-in location for water and electric service to the Landbay. (CDD#2008-0004, 8D)

8E. The applicant shall install security fencing on the north and south ends of Bridge "C" to prevent vehicular and pedestrian access to the bridge to the satisfaction of the Director of Recreation, Parks, & Cultural Activities. (CDD#2008-0004, 8E)

8F. At its expense, and with the assistance of the City in coordinating and obtaining the necessary approvals from the applicable local, state, and federal entities, the applicant 28 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; a. Landbay G, Block H; b. Landbay H, Block bounded by Route 1, Maskell Street, Main Line Boulevard and Swann Avenue; c. Landbay H/I, Block bounded by Route 1, Swann Avenue, Main Line Boulevard and Bluemont Avenue; d. Landbay J, Block adjacent to Route 1, Main Line Boulevard and Potomac Avenue; e. Landbay L, Block adjacent to Monroe Avenue and Main Line Boulevard; and f. 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: a. Each multifamily or office building and block shall provide a minimum of one level of underground parking; b. Above-grade structured parking may be located within the central portion of the block at grade, provided that a minimum of one level of parking is provided below grade and each level of the entire street and/or park/open space frontage is devoted to active uses (residential, office, and/or retail) with a minimum depth of 35 feet; and c. If above-grade structured parking is provided above the ground floor uses, the parking is required to be screened with active uses (residential, office, and/or retail) 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: a. Active uses shall screen all above-grade parking structure levels along the Potomac Avenue, Bluemont Avenue and Main Line Boulevard frontages; b. Ground floor active uses shall screen the first level of the above-grade parking structure along Swann Avenue frontage. c. An architectural façade consisting of masonry and glazed openings shall screen the upper levels of the above-ground parking structure along Swann Avenue frontage. d. 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 30 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 32 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 date of concept plan approval. (CDD#99-01, 15a) (CDD#2007-0001, 15a) (CDD#2010-0001, approved separately on 10/16/2010)

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

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 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 realignment[8] Monroe Avenue shall be completed before the issuance of a certificate of

[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.

[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

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)

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

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.

[10] The Trunk Sewer is defined in paragraph 22 below.

[11] The Collection System is defined in paragraph 24 below.

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)

n. **Monroe Fields (final fields)**[13] ---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)** --- 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)

[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.

[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)

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)

[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.

x. **Landbay "C" landscaping** --- Construction shall occur in conjunction with the development of landbay "A," and shall be completed by the date or event described in the initial preliminary development plan approval for this landbay (CDD#99-01, 15x)

y. **Landbay N** --- The approximately 2.78 acre Landbay N shall be dedicated to the City for passive open space purposes prior to preliminary development special use permit approval of Landbay H, I, J, and/or L. Alternatively, a perpetual open space access easement shall be granted to the City for Landbay N prior to the preliminary development special use permit approval of Landbay H, I, J, and/or L. (CDD#2008-0001, 15y)

15A. Possible Future School Site

a. A portion of the component of Potomac Yard Park consisting of Monroe Fields No. 1 and No. 2 — the portion to be identified by the Director of P&Z and the Superintendent of the Alexandria Public Schools ("ACPS"), and not to exceed three acres — shall be reserved and made available for the construction of a new ACPS school if, in the future, it is jointly determined by the city council and the school board to locate a new school at this site. If such a determination is made, and it is further determined by the council and board that more than the reserved land is needed for construction of the new school, then up to an additional two acres of adjacent land will be made available for the new school. Notwithstanding the prior provisions of this paragraph, the area that is identified by the Director and Superintendent shall be improved in accordance with the operative concept plan and paragraphs 15(n) and 15(o) above, and shall thereafter be both maintained as public open space and utilized for active recreation purposes until such time as it is determined to utilize the area for a new ACPS school. (CDD#99-01, 15Aa)

b. 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

[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.

b. the forced main from the Slater's Village/Potomac Greens Pump Station has been redirected to connect with the Trunk Sewer, and the Trunk Sewer has been accepted by the City and is in service. (CDD#99-01, 25b)

26. All storm drainage systems within the CDD shall conform to the Potomac Yard Master Drainage Plan approved by the City on October 25, 1996. (CDD#99-01, 26)

27. Prior to the submission of the first preliminary development plan for any landbay within the CDD west of the relocated rail lines, a master stormwater quality concept plan for the CDD, which includes stormwater quality calculations, a description of the best management practices ("BMPs") proposed to be employed and the location of those BMPs, shall be submitted to and approved by the Director of T&ES. (CDD#99-01, 27)

28. Prior to the removal or abandonment of any existing storm or sanitary sewer that is located within the CDD, a replacement sewer shall be in place and in service, and all necessary dedications and easements relating to the replacement sewer shall have been granted and recorded. (CDD#99-01, 28)

Transportation[16]

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 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

[16] Most transportation conditions for the CDD have been recommended for inclusion in the Transportation Management Plan Special Use Permit.

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 46 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, chain link 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)

ATTACHMENTS

1. TMP SUP#99-0020 Conditions (For reference only)
2. Proposed Master Plan Amendment Resolution
3. Proposed Master Plan Amendment Revised Height Map 24A
4. Current CDD#10 Concept Plan (2016 “Working Plan”)
5. Proposed Amended CDD#10 Concept Plan
6. Proposed Amended CDD#10 Zoning Table
7. Building Design Revisions 9-20-2017 & Accompanying Email
8. PYDAC Letter of Recommendation
9. Memo for Requested Condition Amendments from Applicant

Attachment #1: TMP SUP#99-0020 Conditions (for reference only)

1. All required TMP activities within the Potomac Yard/Potomac Greens tract, including those of the existing shopping center, shall be coordinated by a single TMP Coordinator (TMPC) for the project. TMPCs for individual projects or buildings within the project are also permitted-- and, in fact, encouraged--but the activities of these sub-area coordinators shall be overseen and coordinated by the TMPC for the project. This TMPC shall be designated for Potomac Yard/Potomac Greens upon application for the initial building permit for the project. The name, address, and telephone number of the TMPC shall be provided to the Office of Transit Services and Programs (OTS&P). The TMPC shall maintain an on-site office at Potomac Yard/Potomac Greens.

2. The TMPC shall promote the use of transit, carpooling/vanpooling, bicycling, telecommuting, the regional Guaranteed Ride Home and other components of the TMP with prospective residents/tenants/employees during marketing/leasing/new employee orientation.

3. The TMPC shall display and distribute information about transit, carpool/vanpool, bicycling, telecommuting and other TMP programs and services to residents/tenants/employees of the project, including maintaining, on site, stocks of appropriate bus schedules (DASH, Metrobus), information on Metrorail and Virginia Railway Express (VRE), Office of Transit Services and Programs' transportation brochure, and applications to the regional rideshare program. The information will be displayed in a central location in all commercial buildings and in common areas for all residential development.

4. The TMPC shall administer a ride-sharing program, including assisting in the formation of two person carpools and car/vanpools of three or more persons. The applicant will coordinate this effort with the City's Office of Transit Services and Programs.

5. The applicant shall fund, or shall require that individual builders and owners within the project fund a transportation fund, at an annual rate equal to $60 per occupied residential unit and/or $0.10 per occupied net square foot of commercial/retail space. First payment to fund shall be made with the issuance of initial Certificate of Occupancy (or when first tenant/owner moves in). The rate shall increase annually, beginning January 2000, by an amount equal to the rate of inflation for the previous year (1999), unless a waiver is obtained from the Director of T&ES.

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

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

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

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

6. Annual surveys shall be conducted to determine the number of residents/tenants/employees and their place of employment/residence, mode of transportation, arrival and departure times, willingness and ability to use carpooling and public transit, and such additional information as the City may require. This survey will become the basis for the Annual Report.

7. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities on carpooling, vanpooling, transit ridership and peak hour traffic, the results of the annual survey, and a work program for the following year. Also, this report, and each subsequent report shall identify, as of the end of the reporting period, the number of square feet of leased commercial/retail floor area and/or the number of occupied dwelling units and the number of employees and/or residents occupying such space.

8. Discounted bus and rail fare media shall be sold on-site to employees/residents of the project. The fare media to be sold will include, at a minimum, fare media for Metrorail, Metrobus, DASH and any other public transportation system's fare media requested by employees/residents and/or the Office of Transit Services and Program. The availability of this fare media will be prominently advertised. At a minimum, the initial discount will be 20% on the transit fare media sold to residents/tenants/employees at the project unless otherwise approved by the Director of T&ES.

9. The applicant will implement a parking management program that provides incentives for HOY use as follows:

   a) Reserved carpool/vanpool spaces will be conveniently located near the building elevators;
   b) Registered vanpools will be provided free parking;
   c) Carpools of three (3) or more occupants, also registered, will receive a parking subsidy equal to one-half the single occupant vehicle monthly parking. Monthly parking rates for single occupant vehicles will be consistent with comparable office buildings located in the site vicinity.

10. Bicycle racks shall be provided in quantities sufficient to meet demand. The developer will encourage tenants to include personal amenities (showers, lockers etc.) in their suites for those who wish to walk, run, or bike to work

11. Shuttle bus service to and from the Braddock Road Metro station and/or the Metro station in Crystal City shall be provided. The nature and extent of this service, the time when it shall commence, the time when it may terminate and similar issues shall be assessed and determined by the Director of T&ES.

13. The applicant will work with the City's OTS&P and the transit companies in the vicinity to encourage bus service in and to the site.

14. The applicant will provide space, of approximately 450 square feet, for a transit store in or near the area designated as the Town Center of the Potomac Yard development.

15. The applicant shall prepare, as part of its sales/leasing agreements, appropriate language to inform prospective buyers/tenants/residents of the TMP conditions.

16. Modifications to the approved TMP activities shall be permitted upon approval by the Director of T&ES, provided that any changes are consistent with the goals of the TMP.

17. The Director of T&ES shall review the transportation management plan in conjunction with the submission of the initial preliminary development plan for each landbay and shall docket the transportation management plan for consideration by the Planning Commission and City Council if the director has determined that there are problems with the operation of the TMP and that new or revised conditions are needed.

Attachment #2: Master Plan Amendment Resolution

RESOLUTION NO. **MPA 2017-0004**

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendments to the **Potomac Yard / Potomac Greens Small Area Plan** chapters of the 1992 Master Plan was filed with the Department of Planning and Zoning on **April 28, 2017** and revised **June 22, 2017** for changes in the total number of residential units within the CDD#10 area and maximum building height (height map) for the parcel at **2551 Main Line Boulevard,** and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **October 3, 2017** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Potomac Yard / Potomac Greens Small Area Plan** sections of the City; and

2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Potomac Yard / Potomac Greens Small Area Plan** chapter of the 1992 Master Plan; and

3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the **Potomac Yard / Potomac Greens Small Area Plan**; and

4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the **Potomac Yard / Potomac Greens Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendments are hereby adopted in its entirety as an amendment to the **Potomac Yard / Potomac Greens Small Area Plan** chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

   Amend Item #1c of the "CDD Guidelines for Potomac Yard / Potomac Greens" on Page 71 to state that the total maximum number of residential units within the applicable area is 2,241;

   Remove Note #1 from Item #1 and remove its related footnotes from Items #1c and #1d of the "CDD Guidelines for Potomac Yard / Potomac Greens" on Page 71, which were previously approved for removal from the CDD#10 zone as part of Text Amendment #2012-0006;

   and

   Amend Map 24A / Potomac Yard CDD#10 Predominant Height Limits to note that the maximum allowable height for the applicable parcel is 70 feet.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

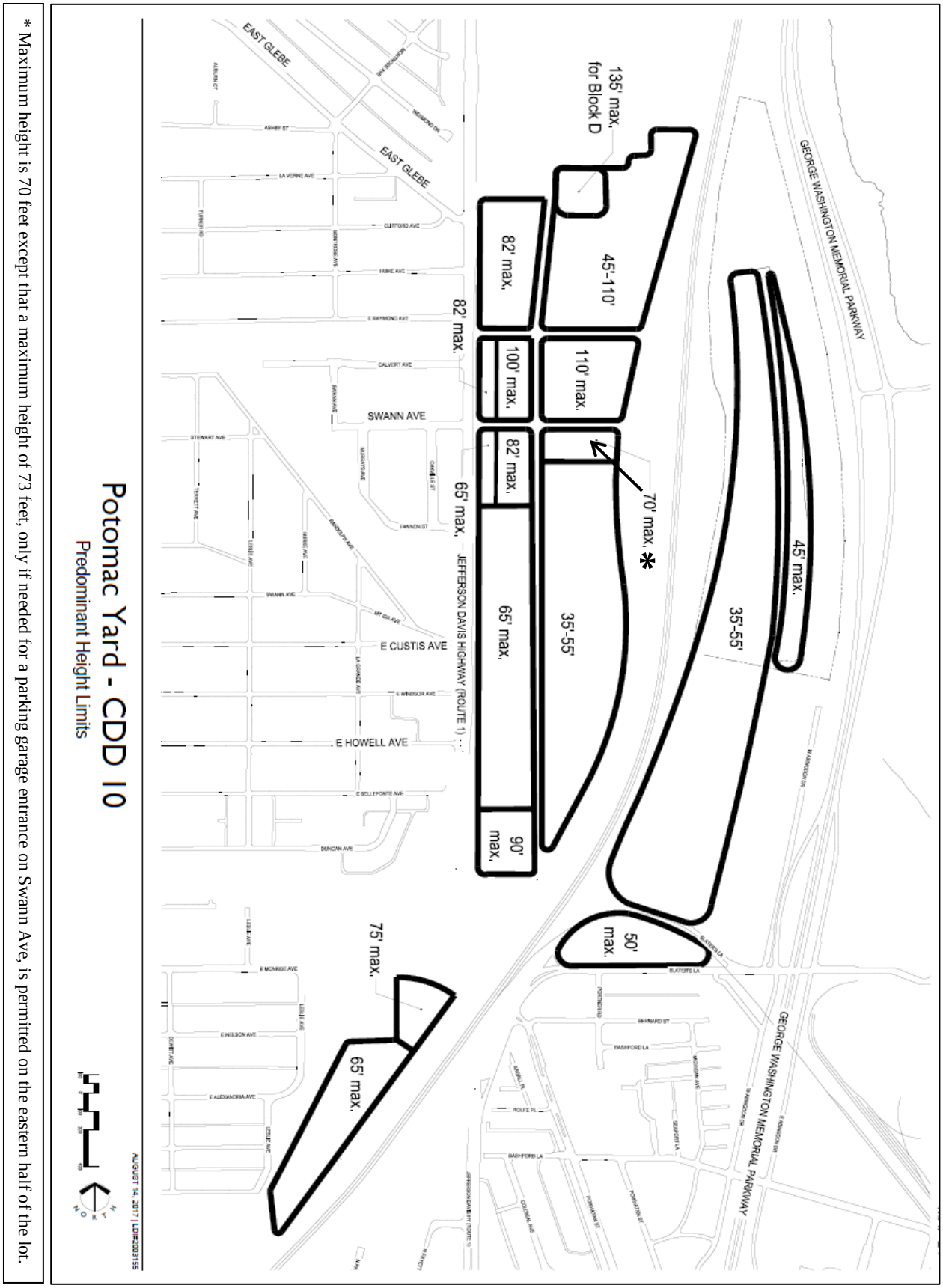
ADOPTED the **3rd day of October, 2017.**

Mary Lyman, Chair
Alexandria Planning Commission

ATTEST:

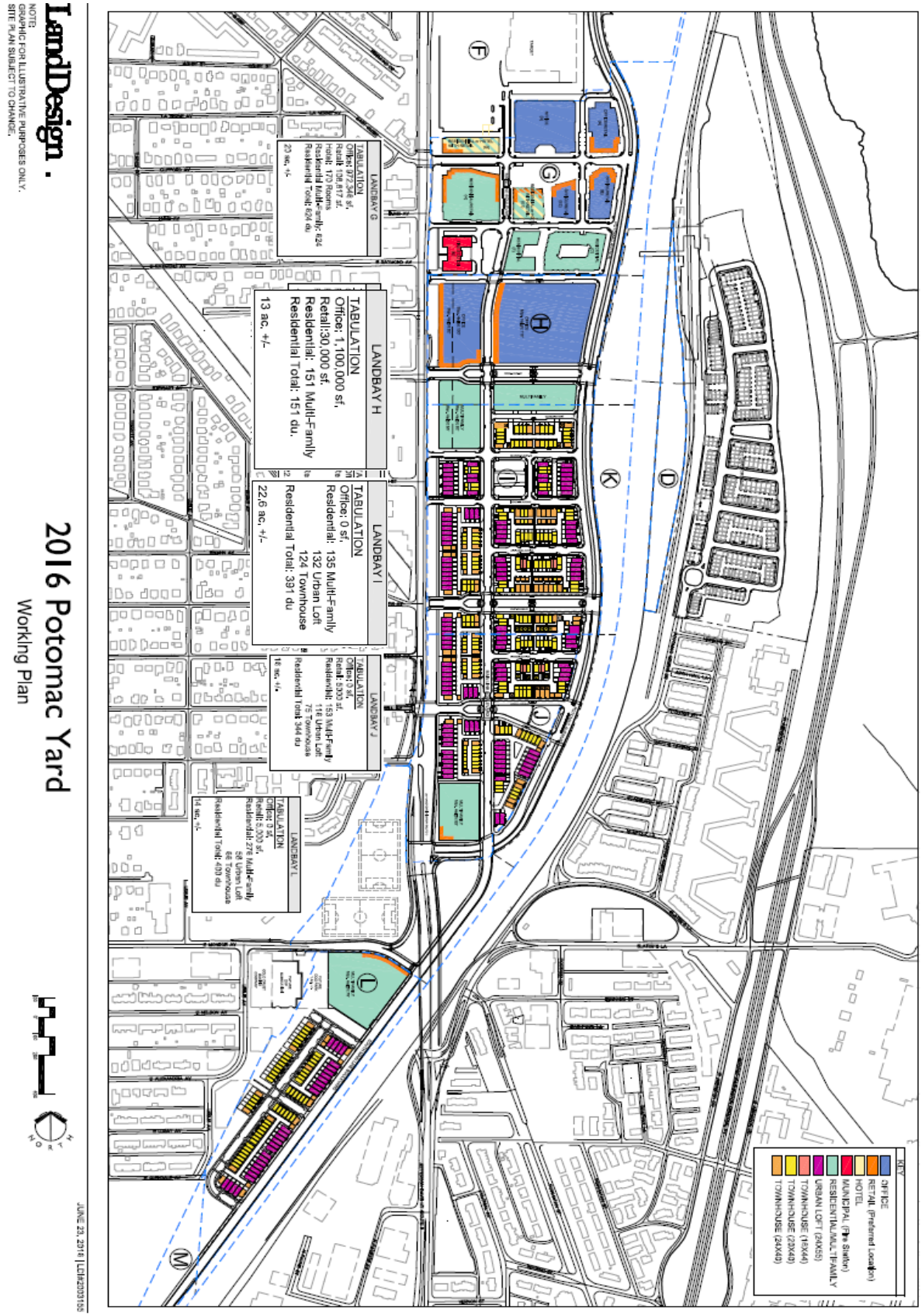
Karl Moritz, Secretary

Attachment #3: Proposed Master Plan Amendment Revised Height Map

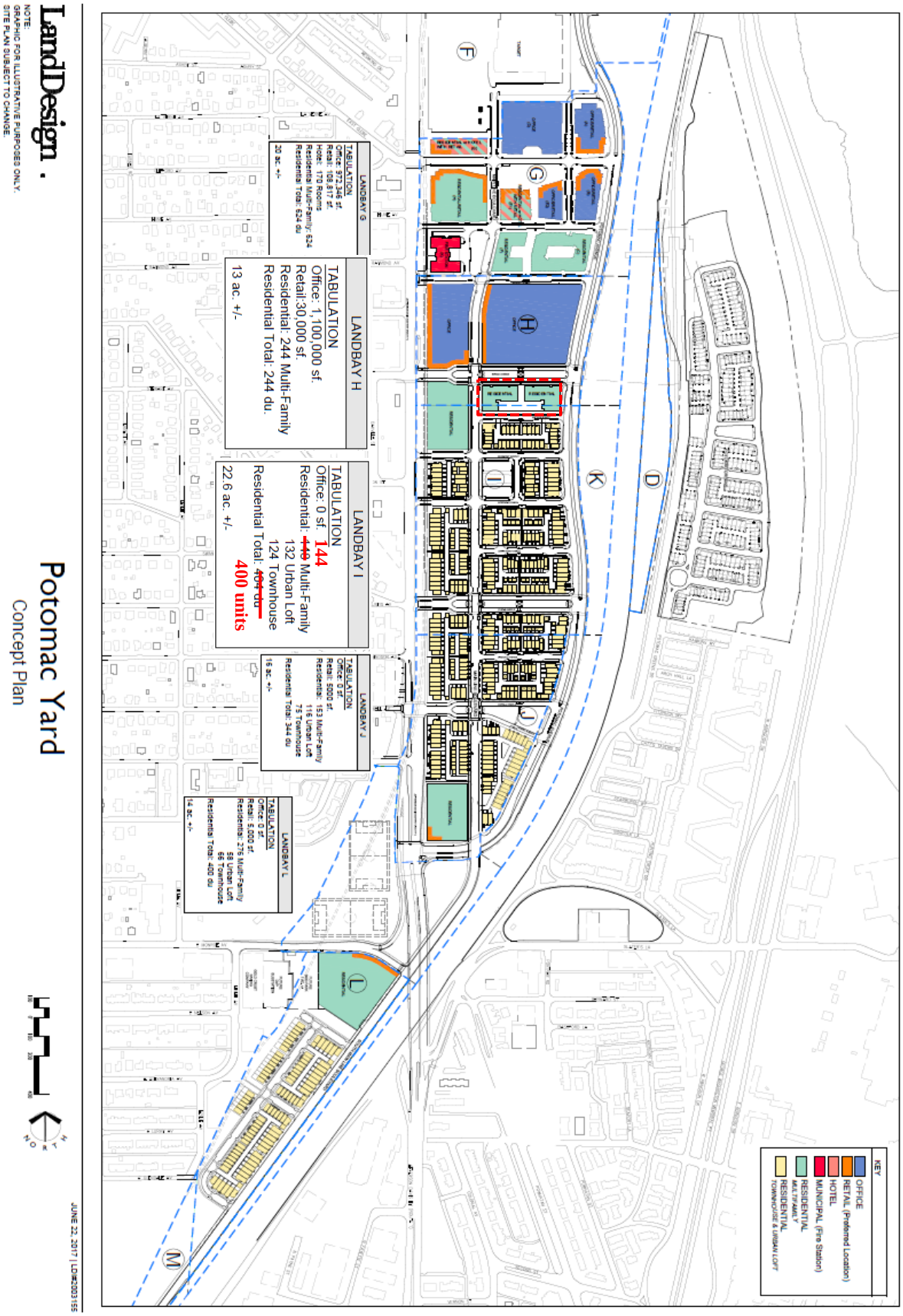


* Maximum height is 70 feet except that a maximum height of 73 feet, only if needed for a parking garage entrance on Swann Ave, is permitted on the eastern half of the lot.

Attachment #4: Current CDD#10 Concept Plan (2016 "Working Plan")



Attachment #5: Proposed Amended CDD#10 Concept Plan



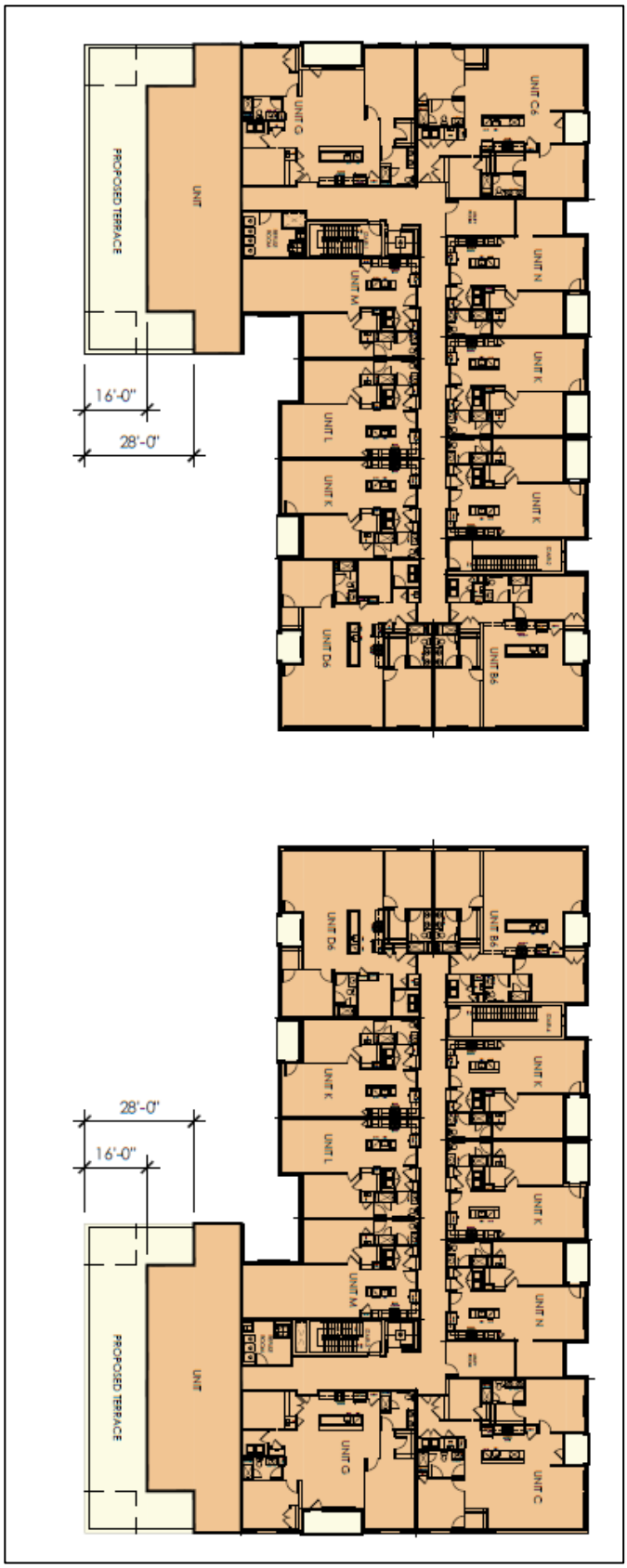
Attachment #6: Proposed Amended CDD#10 Zoning Table

CDD #	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 Yard / Potomac Greens	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 Route 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: - 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.	Up to 2,072,346 square feet of office space[2], except that office square footage may be converted to retail square footage through the Special Use Permit process. Up to 170 hotel rooms. Up to 163,817 square feet of retail space. Up to 2,239 residential units. Note 2: Office floor area may be converted to ground floor retail use through a Special Use Permit.	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) as may be revised.	Predominantly residential, with a mix of land uses to include office, retail and service, hotel, parks and open spaces, and community facilities.

Attachment #7: Building Design Revisions 9/20/2017 & Accompanying Email

Graphic 1 – Revised Site Plan

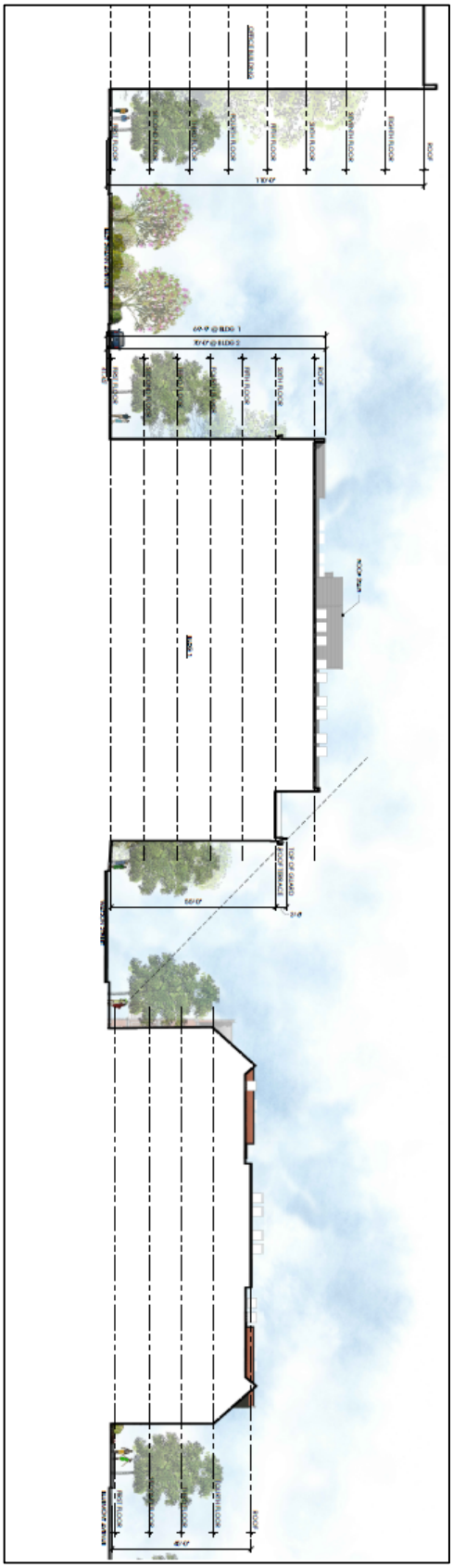
Graphic 2 – Revised Sixth-Floor Plans



Graphic 3 – Revised Southern Elevations

Graphic 4 – Revised Western Elevation (Building #1)

Graphic 5 – Revised Site Section



Design Revisions Accompanying Email

From: Puskar, M. Catharine
To: Robert Kerns; Dirk Geratz; Nathan Randall
Cc: Helen McIlvaine
Subject: PYD - LB H
Date: Wednesday, September 20, 2017 1:10:43 PM
Attachments: PY MF - exhibits.pdf

As discussed and requested, we have revised the elevations to reflect a more gradual transition from the townhouses along Watson and plan to present these exhibits to PYDAC tonight for feedback. We would ask that this proposed revision be added as an exhibit to the staff report and reflected in the conditions. If approved by PC and CC, we would revise accordingly during the final site plan. These revisions result in the loss of 2 2BR units, but based on feedback from the neighbors re parking, we intend to retain the same number of parking spaces in the garage so that there will be additional spaces available to the condo purchasers. In addition, despite the reduction of units/square footage, my client intends to honor its commitment/contributions as previously negotiated and discussed with staff based on the 142 unit count.

Please let me know if you have any questions.

Cathy

M. Catharine Puskar, Esquire
Walsh Colucci Lubeley & Walsh PC
2200 Clarendon Boulevard | Suite 1300 | Arlington, VA 22201
Phone: (703) 528-4700 | Ext. 5413 | Fax: (703) 525-3197
www.TheLandLawyers.com | cpuskar@thelandlawyers.com | professional biography

Attachment #8 – PYDAC Recommendation

Date: September 20, 2017

To: Alexandria Planning Commission and City Council

From: Potomac Yard Design Advisory Committee (PYDAC)

Re: Letter of Recommendation for Potomac Yard Landbay H and I (East) Multifamily (DSUP 2016-0022)

PYDAC met on April 12, 2017 and on September 20, 2017 to review the proposal for the Landbay H and Partial I (East) multifamily development. This half block site is bordered by Main Line Boulevard to the west, Swann Avenue to the north, Potomac Avenue to the east and Watson Street to the south. During the meetings, PYDAC discussed several design issues with the applicant, as outlined below in further detail. With the recommendations noted below, PYDAC concludes that the proposal complies with the intent of the Potomac Yard Design Guidelines:

Creating Neighborhoods:
The Landbay H and Partial I proposal fulfills the vision established in the Urban Design Guidelines to provide compact and pedestrian-friendly neighborhoods within Potomac Yard. The interconnected street grid and unobstructed sidewalks approved in Landbay G, north of the site, and constructed in Landbays I and J, south of the site, are continued in this proposal. The building on this site completes the last of the development sites south of Swann Avenue.

Pedestrian-Friendly Environment:
Streetscape improvements, including unobstructed sidewalks on three block faces, street trees and pedestrian-scaled lighting are proposed to create a pedestrian-friendly character. The proposed building forms a streetwall on the west, north and east frontages with the primary functional entries proposed on Swann Avenue to further activate the streetscape. An open space amenity fronts on Watson Street as well as a property management office to activate this street frontage. The open space provides a green buffer and enhanced setback from the recently completed townhouses located across Watson Street from the subject project. In addition, the extension of the mid-block pedestrian-only north-south path will connect this site to the town center to the north and the southern neighborhoods of Potomac Yard to the south.

Mixed-Use Development:
The proposal is consistent with the Coordinated Development District (CDD) Concept Plan, which identifies the use of the Landbay H and Partial I (East) site as a multi-family building. This project is the first in Potomac Yard to provide condominium ownership of individual units which will expand the housing type options beyond the townhouses and multi-family apartments that have already been completed to the south and further north in the town center. The CDD Concept Plan does not identify any of the street frontages as a preferred retail location. Likewise, the Guidelines for Large Apartment Buildings note that these buildings may be mixed-use with ground-floor retail, but do not require retail. PYDAC believes that the current proposal

with no retail is consistent with the Guidelines and is with the Concept Plan which identifies residential use as the only use for this site.

Building Design:
The proposed building design achieves the intent of the urban design guidelines with regard to the urban standards, including frontage, orientation, height, massing and setbacks, as well as the architectural standards, including fenestration, materials and architectural elements. The intent of the building design is to create a traditional style building using quality materials. This design approach was taken in response to comments received in recent years from citizens and appointed officials about the design of the apartment buildings along Route 1, that some felt could have been more successful. Pursuant to the Guidelines, the parking for the proposal is located below grade and the parking entrance is located on a side street to limit impacts caused by turning vehicles on Main Line Boulevard or Potomac Avenue.

During their review in April the PYDAC committee made a couple of design recommendations. This included increasing the apparent height of the first floor as it felt out of proportion with the rest of the building. The architect responded to this change by increasing vertically the amount of the rusticated beige brick up to the window sill of the second floor which visually creates a stronger base. Similarly the Committee recommended that the apparent height of the top floor be reduced as it appeared too tall and out of proportion with the rest of the building. Again the architect was able to do this by increasing the vertical dimension of the fifth floor cornice and frieze. Finally, PYDAC members also agreed with staff to create a stronger sense of entry. This was achieved by creating a vertical band framing the entry and extending it through to the top floor. This made a significant difference and provided the added benefit of creating additional visual interest to the Swann Avenue facades.

These design solutions were presented with visuals at the September meeting. The Committee was pleased with the changes and agreed that they had been adequately addressed. However, the Committee expressed concerns with the treatment of the material on the top floor. In particular, the horizontal nature of the proposed "siding" material seemed inappropriate for a building of this scale.

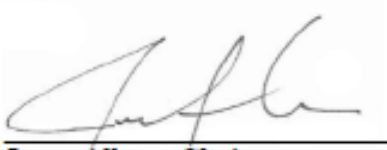
Additionally, at the September meeting, the applicant introduced an amended building design that proposes to create a ten-foot setback on each of the south facing "ells" of the building. This was proposed to lessen the impact of the apparent height of the building as it faces the new townhouses on Watson Street. PYDAC members supported this change as they found it provided a good transition between the townhouses to the south.

Recommendation:
PYDAC concluded that this development is consistent with the Potomac Yard Design Guidelines and supported the buildings and proposed density and the setback at the top floor. In their motion for approval PYDAC recommended support of the project to include the following specific recommendations:

1. Revise the aesthetic of the top floor to specifically exclude horizontal siding and utilize alternate detailing techniques to explore breaking down the scale of the top floor;

2. Provide a written description of the package delivery and move-in operations.

The motion passed unanimously.



Jason Albers, Chairman
Potomac Yard Design Advisory Committee

9/21/2017
Date

Attachment 9

9
10-14-17

M. Catharine Puskar
(703) 528-4700 Ext. 5413
cpuskar@thelandlawyers.com

WALSH COLUCCI
LUBELEY & WALSH PC

October 13, 2017

Via Email Only

Mayor Allison Silberberg
City of Alexandria
301 King Street, Room 2300
Alexandria, VA 22314

Re: Docket Item #9 – 2551 Main Line Boulevard
Potomac Yard Landbay H/I East Multifamily (the "Application")
Potomac Yard Development, LLC (the "Applicant")

Dear Mayor Silberberg and Members of City Council:

On behalf of the Applicant, upon further consideration of concerns raised by the neighbors and discussions with members of City Council, I am writing to request the following revisions to the recommended conditions associated with the above referenced Application.

Architectural Revisions

Prior to the October 3, 2017 Planning Commission hearing, the Applicant revised the architecture of the proposed multifamily buildings to include a sixth floor step back on the southern wings of the proposed buildings in response to feedback from the neighbors. The proposed step back resulted in a reduction of two (2) units, a reduced building height of 58.5 feet (55 feet to the main roof with a 3.5 foot guard rail) on the southern wings of the building along Watson Street, and between 16 and 28 feet of additional step back between the edge of the buildings and the 70 foot maximum height of the sixth floor.

The Applicant is now proposing further revisions to the architecture to enhance the sixth floor step back on the southern wings of the proposed buildings and provide a more gradual transition from the townhouses to the south to the 70 foot maximum building height. The enhanced step back is depicted in the enclosed Exhibit A, dated October 13, 2017, which consists of three (3) pages (the "Exhibit). As shown in the Exhibit, the revisions result in the reduction of an additional two units (for an updated total of 138 units), and a step back of 40 feet along the southern wings of the proposed buildings.

In order to incorporate this most recent revisions, the Applicant proposes to modify recommended Condition #10 as follows:

10. The building design, including the quality of materials and final detailing, shall be consistent with the elevations dated July 10, 2017 as amended by Exhibit A dated ~~September 20, 2017~~ October 13, 2017 consisting of three pages, and all approved conditions. (P&Z) (PC)

Affordable Housing Contribution

In order to adjust for the loss of four units from the original proposal without losing any affordable housing units, the Applicant proposes to delete the monetary contribution to the Housing Trust Fund set forth in Condition #24. The Applicant remains committed to providing nine (9) on-site affordable units within the proposed buildings as set forth in Condition #25.

~~24. Monetary Contribution Condition:~~

~~The developer shall contributed $315,000 to the Housing Trust Fund which will be available for down-payment and closing cost assistance to eligible households. 60% of the contribution to the Housing Trust Fund shall be paid at the time the developer requests a certificate of occupancy for the first set-aside unit. The remaining contribution shall be paid at the time the developer requests a certificate of occupancy for the sixth set-aside unit.~~

Bundled Parking Spaces

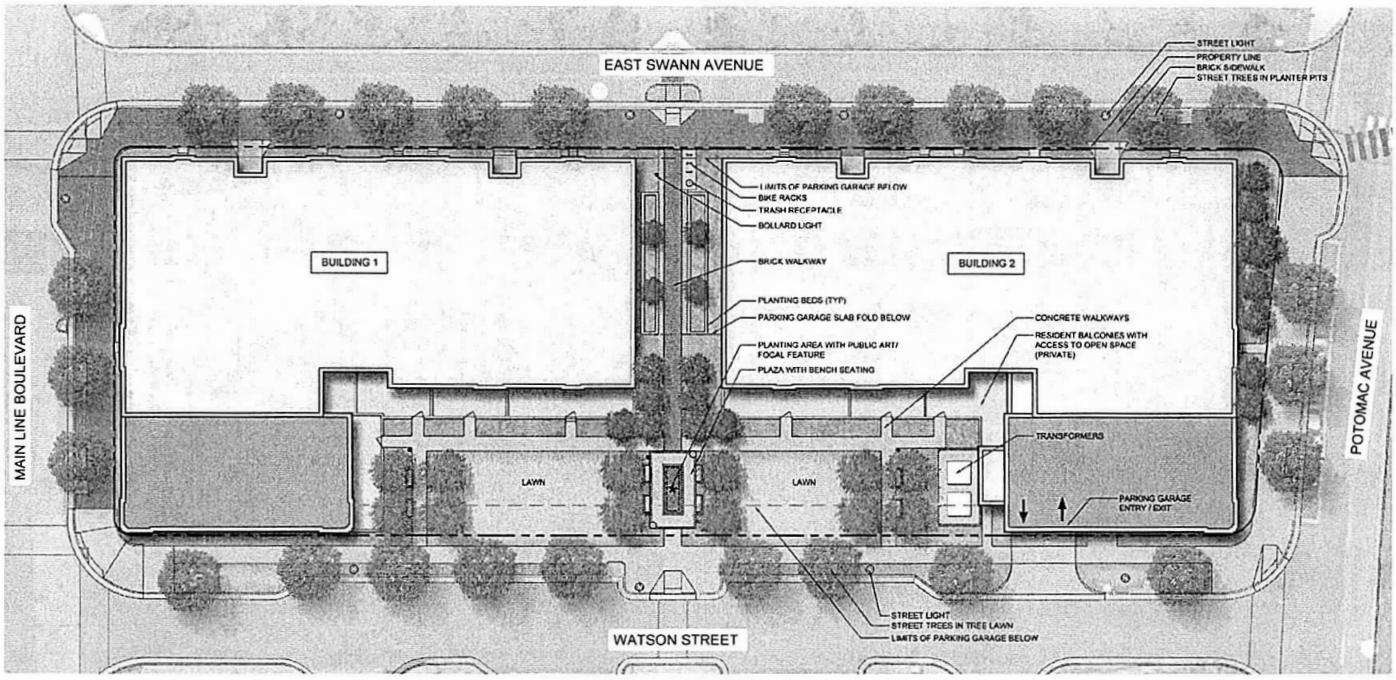
In response to the neighbors, at the Planning Commission hearing the Applicant proposed a revision to recommended Condition #28 to bundle one parking space with each unit and unbundle the remaining parking spaces. While the Planning Commission did not accept this proposed revision, the Applicant maintains its request to revise the condition as follows:

~~28. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit), except for the affordable housing units. (T&ES)~~

28. One (1) parking space shall be reserved as a limited common element for each condominium unit and sold to the purchaser of said unit. The remaining parking spaces may be unbundled from the sale of the units, and purchased or leased separately by the residents if desired. (T&ES)

The proposed revisions discussed above are intended to respond to concerns expressed by the neighbors, while maintaining the economic viability of the proposed development. The Applicant remains confident that the proposed development is appropriate in height, mass, scale and density, and provides significant community benefit. As such, the Applicant requests your favorable consideration of this proposal.

If you have any questions, please do not hesitate to contact me. Thank you for your consideration.



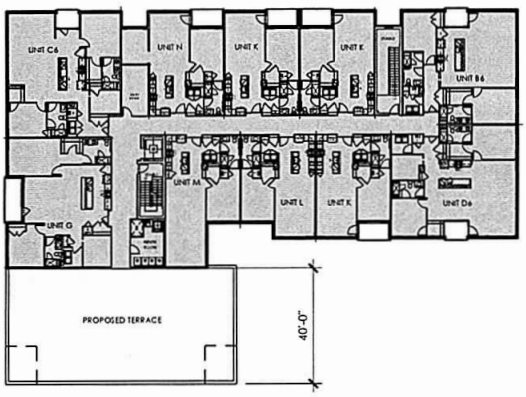
October 13, 2017
Exhibit A

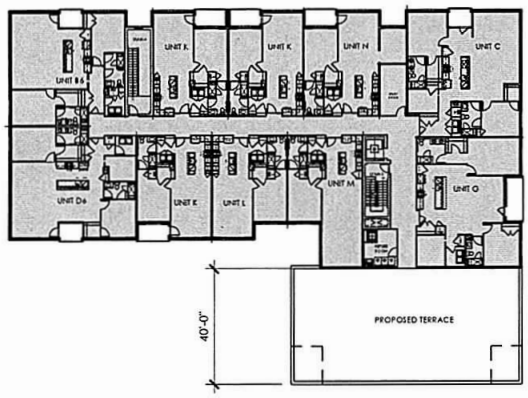
ILLUSTRATIVE PLAN

1/32" = 1'-0"
Page 1

Potomac Yard Landbay H Multifamily
15.032

RUST | ORLING
ARCHITECTURE





October 13, 2017
Exhibit A

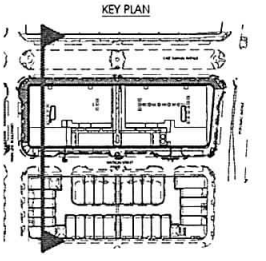
6TH FLOOR PLAN

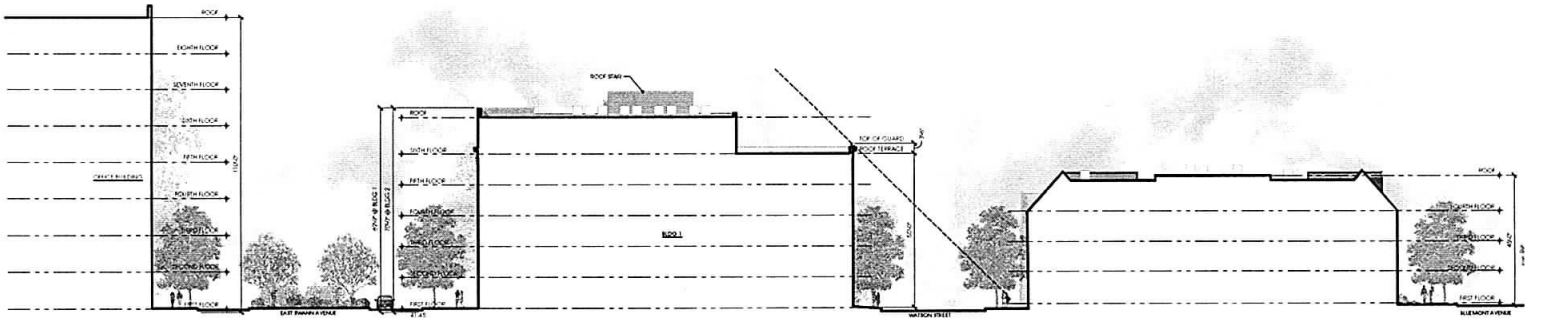
1/32" = 1'-0"
Page 2

Potomac Yard Landbay H Multifamily
15.032

RUST | ORLING
ARCHITECTURE

KEY PLAN





October 13, 2017

Exhibit A

SITE SECTION

1/32" = 1'-0"

Potomac Yard Landbay H Multifamily

15.032

RUST | ORLING
ARCHITECTURE

Completeness – DSP2016-0022
Potomac Yard Landbay H/I Multifamily
2501 Mainline Blvd.
Planners: Nathan Randall & Dirk Geratz

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2016-0022 **Project Name:** Potomac Yard Landbay H/I East Multifamily

PROPERTY LOCATION: 2501 Main Line Boulevard

TAX MAP REFERENCE: 025.04-04-01 **ZONE:** CDD #10

APPLICANT:

Name: Potomac Yard Development, LLC

Address: 9302 Lee Highway, Suite 1000, Fairfax, Virginia 22031

PROPERTY OWNER:

Name: Potomac Yard Development, LLC

Address: 9302 Lee Highway, Suite 1000, Fairfax, Virginia 22031

SUMMARY OF PROPOSAL The Applicant proposes to develop the Property with 142 mutlifamily units located in two six-story buildings.

MODIFICATIONS REQUESTED A modification of the vision clearance triangle at the intersection of Main Line Boulevard and Watson Street, and a modification of Section 6-403 for Main Line Boulevard and Watson Street.

SUP's REQUESTED

[X] **THE UNDERSIGNED** hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the Zoning Ordinance of the City of Alexandria, Virginia.

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

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

M. Catharine Puskar, Attorney/Agent
Print Name of Applicant or Agent

MCPuskar By: Robert Brant
Signature

Walsh, Colucci, Lubeley & Walsh, P.C.
2200 Clarendon Blvd, Suite 1300
Mailing/Street Address

703-528-4700 703-525-3197
Telephone # Fax #

Arlington, Virginia 22201-3359
City and State Zip Code

cpuskar@thelandlawyers.com
Email address

4/28/2017
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received:
Fee Paid and Date:
Received Plans for Completeness:
Received Plans for Preliminary:
ACTION - PLANNING COMMISSION:
ACTION - CITY COUNCIL:

RECEIVED APR 28 2017 PLANNING & ZONING

Development SUP # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

[X] the Owner [ ] Contract Purchaser [ ] Lessee or [ ] Other: _____ of the subject property.

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

See attached.

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

Not Applicable

[ ] **Yes.** Provide proof of current City business license.

[ ] **No.** The agent shall obtain a business license prior to filing application, if required by the City Code.

PulteGroup

Potomac Yard Development, LLC
9302 Lee Highway, Suite 1000
Fairfax, Virginia 22031

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Authorization and Consent to File Applications for a Coordinated Development District ("CDD") Amendment, Master Plan Amendment, Development Special Use Permit and Associated Requests
Applicant/Owner: Potomac Yard Development, LLC
2501 Main Line Boulevard, Tax Map ID: 025.04-04-01 (the "Property")

Dear Mr. Moritz:

Potomac Yard Development, LLC, the Applicant and owner of the above-referenced Property, hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a CDD amendment, master plan amendment, development special use permit and any related requests to allow for the development of two multifamily residential buildings on the Property.

Very truly yours,

POTOMAC YARD DEVELOPMENT, LLC

By: _____

Its: VP Land Development

Date: 4/10/2017

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.	See attached.	See attached.
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2501 Main Line Boulevard (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.	See attached.	See attached.
2.		
3.		

3. BusinessorFinancialRelationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. See attached.	None	Not Applicable
2.		
3.		

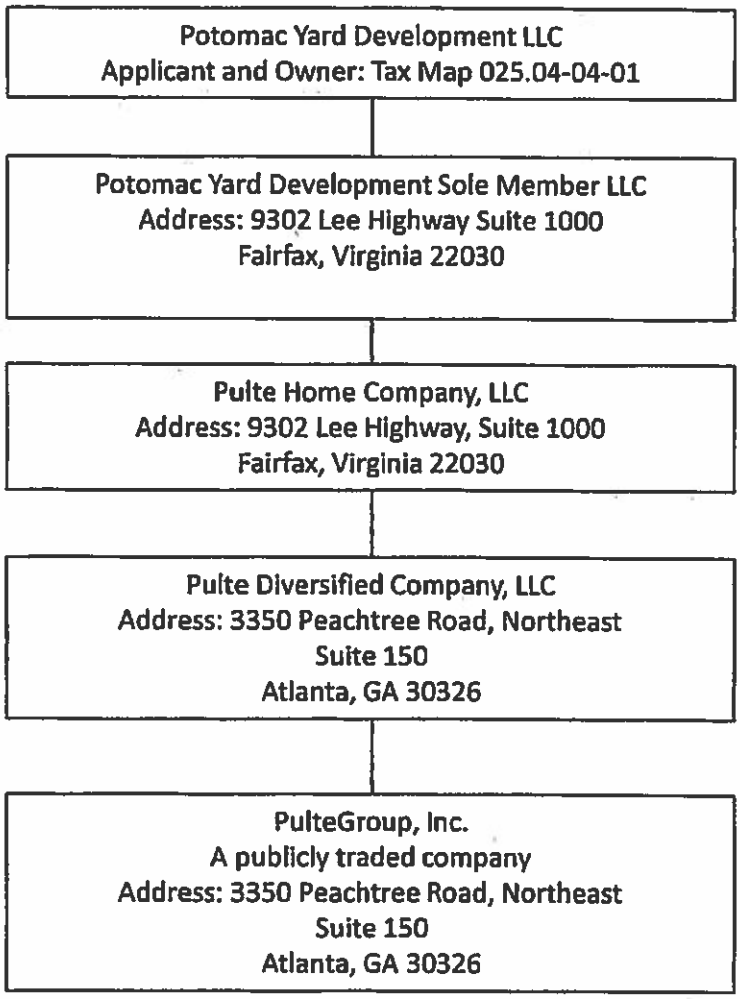
NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

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

4/27/2017 Gary J Lingreef

Date Printed Name Signature

Potomac Yard Development, LLC – Ownership Chart
April 26, 2017



Each entity listed in the Ownership Chart above is 100% owned by the entity located beneath it.

None of the entities listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.

Development SUP # _____

2. **Narrative description.** The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

See attached Statement of Justification.

Statement of Justification
Potomac Yard Landbay H/I East Multifamily
Tax Map No. 025.04-04-01

Potomac Yard Development, LLC (the "Applicant") is the owner of a 1.23 acre portion of Potomac Yard Landbay H/I East, identified as Tax Map #025.04-04-01 (the "Property"). Located within Coordinated Development District #10, the Property is bounded by Swann Avenue to the north, Potomac Avenue to the east, Watson Street to the south, and Main Line Boulevard to the west. A majority of the Property is located in Landbay H, while part of the southern portion of the Property is located in the Landbay I. Surrounding uses include an undeveloped portion of Landbay H to the north that is planned for office use, Potomac Yard Park to the east, a partially completed section of townhomes to the south, and the Frasier multifamily apartment building to the west.

The Applicant proposes to develop the Property with two (2) six-story buildings containing 142 multifamily residential units. In order to construct the proposed buildings, the Applicant requests approval of: (1) a Master Plan amendment to the Potomac Yard/Potomac Greens Small Area Plan (the "Plan") to increase the maximum number of residential units in the Plan area and increase the maximum permitted building height on the Property from 55 feet to 75 feet; (2) a CDD Concept Plan Amendment for CDD #10 to increase the allowable number of residential units in Landbay H by an additional 106 units; and (3) a Development Special Use Permit (DSUP) to allow the construction of 142 multi-family residential units in two six-story buildings on the Property. A text amendment to CDD #10 will also be necessary to increase the maximum number of residential units in the plan area from 2,137 to 2,243.

The Property is situated approximately one-quarter mile south of the planned southern entrance to the future Potomac Yard Metrorail Station. Future residents of the proposed buildings will have convenient access to the Metrorail station and other transit options currently provided in Potomac Yard, thereby reducing demand on the surrounding road network. Existing recreational amenities are located in Potomac Yard Park immediately east of the Property. While the Property could be developed with the 36 residential units remaining in CDD #10, at the recommendation of staff, the Applicant increased the density of its original proposal in order to take advantage of the Property's proximity to the Metrorail station. The requested increase in the number of units will provide a significant benefit to the City by maximizing residential density in proximity to the Metrorail station. The additional density will increase the level of activity in this area and result in additional tax revenue and Metro ridership.

As shown on the submitted plans and elevations, the two proposed buildings are oriented to the north, with the primary building entrances facing Swann Avenue. The L-shaped buildings will establish street walls along the Swann Avenue, Potomac Avenue and Main Line Boulevard frontages of the Property. Brick sidewalks are proposed along the Swann Avenue and Main Line Boulevard frontages of the Property, with concrete sidewalks proposed along Potomac Avenue and Watson Street in conformance with the Potomac Yard Design Guidelines. As shown on the submitted plans, the Applicant is requesting a minor modification of the vision clearance triangle for a small portion of the western building at the intersection of Main Line Boulevard and Watson Street. The requested modification is necessary to allow the Applicant to build to the property line and establish a streetscape that is consistent with buildings in the surrounding area and throughout Potomac Yard. The buildings will frame an approximately 11,750 square foot open space amenity (the "Plaza") located between the buildings at ground level. The Plaza will be available to future residents of the proposed buildings as well as members of the general public. A central walkway between the buildings is proposed to enhance pedestrian connectivity within Potomac Yard and establish a mid-block connection through the Plaza between Swann Avenue and Watson Street. The Plaza, which will include benches, planters and other landscaping, will serve as a buffer between the proposed buildings and the townhomes located across Watson Street to the south. In addition, the Plaza will include public art in the form of a sculptural element to be located in the center of the Plaza. The Applicant is working with an artist to ensure that the art reflects the history of Potomac Yard.

The proposed buildings will include a total of 142 for-sale condominium units. Seventy-two of the units will be located in the western building, and seventy units will be located in the eastern building. Two hundred and seven (207) parking spaces are provided on-site, consistent with Zoning Ordinance requirements. The parking spaces will be located in a two-level below grade parking garage which spans the Property beneath both buildings. Access to the parking garage is provided on Watson Street near the southeast corner of the Property.

The architectural design of the buildings is consistent with the Potomac Yard Design Guidelines. Each six-story building will have a maximum building height of approximately 75 feet. The requested increase in maximum building height will provide an appropriate transition between the townhomes to the south and the planned office uses in Landbay H to the north. In addition, the height increase will contribute to the diversification of building heights in Potomac Yard. The Applicant presented the architecture to the Potomac Yard Design Advisory Committee on April 12, 2017, and has incorporated a number of revisions based upon feedback from that meeting.

As part of its proposal, the Applicant is providing a significant contribution to affordable housing. The Applicant has worked closely with the Office of Housing to develop its proposed Affordable Housing Plan. In consultation with Housing, the Applicant is proposing to provide a total of eight (8) on-site affordable for-sale units for households with incomes up to 100% of AMI. The eight affordable units, which will be dispersed evenly throughout both buildings, will include four one-bedroom and four-two bedroom units. In addition to the units, the Applicant will provide a contribution to the City's Housing Trust Fund in the amount of $35,000 per affordable unit, for a total of $280,000. This contribution will be utilized, as needed, for down payment and other forms of housing assistance to eligible households. The Applicant's proposed contribution to affordable housing advances the principles and goals of the City's Housing Master Plan. The on-site units will increase the stock of affordable housing in Potomac Yard, improve the distribution of affordable housing throughout the City, and provide additional opportunities for affordable homeownership in Alexandria.

The Applicant's proposal will provide a significant benefit to Potomac Yard and the City as a whole. The requested additional building height will achieve an appropriate transition between the higher intensity planned office uses in Landbay H to the north and the existing single-family development to the south of the Property, and result in the further diversification of building heights in Potomac Yard. The at-grade open space will serve as an additional buffer, and provide usable open space for future residents of the proposed buildings and the general public. The additional units requested in conjunction with these applications will achieve a further concentration of activity in this area, and will result in in increased tax revenue and Metro ridership. In addition, the Applicant's significant proposed contribution to affordable housing will provide affordable homeownership opportunities to eligible households, and further the goals of the City's Housing Master Plan.

Development SUP # _____

3. **How many patrons, clients, pupils and other such users do you expect?**
Specify time period (i.e., day, hour, or shift).
Not applicable to the proposed residential use.

4. **How many employees, staff and other personnel do you expect?**
Specify time period (i.e. day, hour, or shift).
Not applicable to the proposed residential use.

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

Day	Hours	Day	Hours
N/A to proposed residential use			

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
No significant noise is anticipated.

B. How will the noise from patrons be controlled?
Not applicable to the proposed residential use.

7. **Describe any potential odors emanating from the proposed use and plans to control them:**
No significant odors are anticipated.

Development SUP # _____

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

A. What type of trash and garbage will be generated by the use?
Trash and garbage typical of multifamily residential use.

B. How much trash and garbage will be generated by the use?
An amount typically associated with 142 residential units.

C. How often will trash be collected?
Weekly.

D. How will you prevent littering on the property, streets and nearby properties?
Trash receptacles will be confined to storage areas located in the proposed below grade parking garage.

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

[ ] Yes. [ ] No. Not applicable to the proposed residential use.

If yes, provide the name, monthly quantity, and specific disposal method below:
Not applicable.

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

[ ] Yes. [ ] No.

If yes, provide the name, monthly quantity, and specific disposal method below:
Organic compounds stored on the property, if any, will be of a type and quantity typically associated with residential use.

Development SUP # _____

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

Adequate lighting will be provided on site.

ALCOHOL SALES

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

[ ] **Yes.** [ ] **No.** Not applicable to the proposed residential use.

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

Not applicable to the proposed residential use.

PARKING AND ACCESS REQUIREMENTS

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

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

192 (includes a 10% reduction for the location within the Bus Rapid Transit Half-Mile Walkshed)

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

166 Standard spaces
33 Compact spaces
8 Handicapped accessible spaces
_____ Other

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

If the required parking will be located off-site, where will it be located?
N/A

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

D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application.**

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

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?

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

C. Where are off-street loading facilities located?
Zero loading spaces are required. A short term loading/unloading zone is proposed on Watson Street.
In addition, two short term spaces in the garage will be available for loading/unloading of cars and vans.

D. During what hours of the day do you expect loading/unloading operations to occur?
Loading/unloading will be conducted on an as-needed basis by the future residents of the buildings.

E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Loading/unloading will occur on a limited basis, given that the proposed residential units are for-sale condominium units.

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

DSUP2016-0022
MPA2017-0004
CDD2017-0001

RECEIVED
JUN 22 2017

APPLICATION

[ ] Master Plan Amendment MPA# _____

[ ] Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 2551 Main Line Boulevard, Tax Map Number 025.04-04-37

APPLICANT

Name: Potomac Yard Development, LLC

Address: 9302 Lee Highway, Suite 1000, Fairfax, Virginia 22031

PROPERTY OWNER:

Name: Potomac Yard Development, LLC

Address: 9302 Lee Highway, Suite 1000, Fairfax, Virginia 22031

Interest in property:

[✓] Owner [ ] Contract Purchaser

[ ] Developer [ ] Lessee [ ] Other _____

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

Not applicable [ ] yes: If yes, provide proof of current City business license.

[ ] no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

M. Catharine Puskar, Agent/Attorney
Print Name of Applicant or Agent

mcPuskar
Signature

Walsh, Colucci, Lubeley & Walsh, P.C.
2200 Clarendon Blvd, Suite 1300
Mailing/Street Address

703-528-4700 703-525-3197
Telephone # Fax #

Arlington, Virginia 22201
City and State Zip Code

4/28/2017 (REVISED 6/22/2017)
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Fee Paid: $_____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____ ACTION - CITY COUNCIL: _____

application master plan amend.pdf
8/1/06 Pnz\Applications, Forms, Checklists\Planning Commission

Preliminary Completeness –
DSP2016-00022
Potomac Yard Landbay H/I
2551 Main Line Blvd.
Michael Randall & Dirk Geratz

MPA #	
REZ #	

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address **Tax Map - Block - Lot**	**Land Use** Existing - Proposed		**Master Plan Designation** Existing - Proposed		**Zoning Designation** Existing - Proposed		**Frontage (ft.)** **Land Area (acres)**
	Vacant	Multifamily Residential	Multifamily Residential	Multifamily Residential	CDD #10	CDD #10	1,053 linear feet
1 2551 Main Line Blvd 025.04-04-37							1.23 acres
2							
3							
4							

PROPERTY OWNERSHIP

[ ] Individual Owner [✓] Corporation or Partnership Owner See attached ownership information

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: See attached Extent of Interest: _____

   Address: _____

2. Name: _____ Extent of Interest: _____

   Address: _____

3. Name: _____ Extent of Interest: _____

   Address: _____

4. Name: _____ Extent of Interest: _____

   Address: _____

MPA #	
REZ #	

JUSTIFICATION FOR AMENDMENT
(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

The proposed height increase from 55 to 70 feet will allow development of the Application Property to provide an appropriate transition between the heights of the planned office uses in Landbay H to the north and the existing townhouses and residential communities to the south, while also diversifying building heights in Potomac Yard. The proposed increase in allowable residential units will maximize residential density in proximity to the planned Potomac Yard Metrorail Station. Future residents of the proposed multifamily buildings will have convenient access to Metrorail and transit options in Potomac Yard, thereby reducing demand on the road network. The additional density will also result in additional tax revenue and Metro ridership.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

No amendment to the Zoning Map is proposed.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

The Application Property is located within the rapidly developing Potomac Yard, which provides convenient access to highways, streets and planned and existing transit facilities. The Application Property is adequately served by all essential public facilities.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

This application does not include a request for conditional zoning approval.

PulteGroup

Potomac Yard Development, LLC
9302 Lee Highway, Suite 1000
Fairfax, Virginia 22031

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Authorization and Consent to File Applications for a Coordinated Development District ("CDD") Amendment, Master Plan Amendment, Development Special Use Permit and Associated Requests
Applicant/Owner: Potomac Yard Development, LLC
2551 Main Line Boulevard, Tax Map ID: 025.04-04-37 (the "Property")

Dear Mr. Moritz:

Potomac Yard Development, LLC, the Applicant and owner of the above-referenced Property, hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a CDD amendment, master plan amendment, development special use permit and any related requests to allow for the development of two multifamily residential buildings on the Property.

Very truly yours,

POTOMAC YARD DEVELOPMENT, LLC

By: [signature]

Its: Vice President

Date: 6/21/2017

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached		
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2551 Main Line Boulevard (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity and "None" in the corresponding fields).**

For a list of current council, commission and board members, as well as the definition of business and financial relationship, click here.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None	None	Not applicable
2.		
3.		

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

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

6/21/2017 — Date

Gary J. Leygraaf — Printed Name

Signature

Potomac Yard Development, LLC – Ownership Chart
June 21, 2017

Each entity listed in the Ownership Chart above is 100% owned by the entity located beneath it.

None of the entities listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.

DSUP2016-0022
MPA2017-0004
CDD2017-0001

Completeness – DSP2016-0022
Potomac Yard Landbay H/I Multifamily
2501 Mainline Blvd.
Planners: Nathan Randall & Dirk Geratz

APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 10

[*must use black ink or type*]

PROPERTY LOCATION: 2501 Main Line Boulevard

TAX MAP REFERENCE: 025.04-04-01 **ZONE:** CDD #10

APPLICANT'S NAME: Potomac Yard Development, LLC

ADDRESS: 9302 Lee Highway, Suite 1000, Fairfax, Virginia 22031

PROPERTY OWNER NAME: Potomac Yard Development, LLC

ADDRESS: 9302 Lee Highway, Suite 1000, Fairfax, Virginia 22031

REQUEST: The Applicant requests a CDD Concept Plan Amendment to the CDD #10 Concept Plan to increase the number of residential units for Landbay H/I by 106 additional units.

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

M. Catharine Puskar, Agent/Attorney
Print Name of Applicant or Agent

MCPuskar By: Robert Brant
Signature

Walsh, Colucci, Lubeley & Walsh, P.C.

703-528-4700 305-525-3359
Telephone # Fax #

2200 Clarendon Boulevard, Suite 1300
Arlington, Vriginia 22201-3359
Mailing/Street Address

cpuskar@thelandlawyers.com
Email address

DO NOT WRITE IN THIS SPACE OFFICE USE ONLY

Application Received: _____ Date and Fee Paid: _____ $ _____

ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL _____

RECEIVED APR 28 2017 PLANNING & ZONING

application CDD development plan.pdf
5/6/15 Pnz\Applications, Forms, Checklists\Planning Commission

Development Site Plan (DSP) # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

The applicant is: (check one)
[X] the Owner [ ] Contract Purchaser [ ] Lessee or [ ] Other: _____ of the subject property.

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

If property owner or applicant is being represented by an authorized agent, such as an attorney, realtor, or other person for which there is some form of compensation, does this agent or the business in which the agent is employed have a business license to operate in the City of Alexandria, Virginia?
Not Applicable

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

PulteGroup

Potomac Yard Development, LLC
9302 Lee Highway, Suite 1000
Fairfax, Virginia 22031

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Authorization and Consent to File Applications for a Coordinated Development District ("CDD") Amendment, Master Plan Amendment, Development Special Use Permit and Associated Requests
Applicant/Owner: Potomac Yard Development, LLC
2501 Main Line Boulevard, Tax Map ID: 025.04-04-01 (the "Property")

Dear Mr. Moritz:

Potomac Yard Development, LLC, the Applicant and owner of the above-referenced Property, hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a CDD amendment, master plan amendment, development special use permit and any related requests to allow for the development of two multifamily residential buildings on the Property.

Very truly yours,

POTOMAC YARD DEVELOPMENT, LLC

By: _____

Its: VP Land Development

Date: 4/10/2017

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.	See attached.	See attached.
2.		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2501 Main Line Boulevard (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1. See attached.	See attached.	See attached.
2.		
3.		

3. BusinessorFinancialRelationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. See attached.	None	Not Applicable
2.		
3.		

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

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

4/27/2017 Gary J Luygeest

Date Printed Name Signature

Potomac Yard Development, LLC – Ownership Chart
April 26, 2017

Each entity listed in the Ownership Chart above is 100% owned by the entity located beneath it.

None of the entities listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.

M. Catharine Puskar
(703) 528-4700 Ext. 5413
cpuskar@thelandlawyers.com

WALSH COLUCCI
LUBELEY & WALSH PC

October 2, 2017

Via Email Only

Mary Lyman, Chair
Planning Commission
City of Alexandria
301 King Street, Room 2100
Alexandria, VA 22314

Re: Docket Item #11 – 2551 Main Line Boulevard
Potomac Yard Landbay H/I East Multifamily
Master Plan Amendment #2017-0004
Text Amendment #2017-0006
CDD Concept Plan #2017-0001
Development Special Use Permit #2016-0022 (collectively, the "Application")
Potomac Yard Development, LLC (the "Applicant")

Dear Madam Chair and Members of the Planning Commission:

On behalf of the Applicant, I am writing to request the following revisions to the recommended conditions.

At recent community meetings held by the Applicant, nearby residents indicated a strong preference for the bundling of parking spaces with the proposed residential dwelling units to minimize the likelihood of resident overflow parking on nearby streets. Accordingly, the Applicant proposes to strike recommended Condition #28 in its entirety, and replace it with the proposed language below:

~~28. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit), except for the affordable housing units. (T&ES)~~

28. One (1) parking space shall be reserved as a limited common element for each condominium unit and sold to the purchaser of said unit. The remaining parking spaces may be unbundled from the sale of the units, and purchased or leased separately by the residents if desired. (T&ES)

In addition, based on feedback from the community, the Applicant has revised the architecture to include a sixth floor step back on the southern wings of the proposed buildings. The proposed step back is depicted in the enclosed Exhibit A, dated September 20, 2017 consisting of five (5) pages. As shown in the exhibit, the proposed step back will reduce the

building height on the southern wings of the proposed buildings and create a more gradual transition between the proposed buildings and the existing townhomes to the south. This revision also results in a reduction of one (1) dwelling unit from each building. In order to incorporate this revision, the Applicant proposes to modify recommended Condition #10 as follows:

10. The building design, including the quality of materials and final detailing, shall be consistent with the elevations dated July 10, 2017, as amended by Exhibit A, dated September 20, 2017 consisting of five (5) pages, and all approved conditions. (P&Z)

If you have any questions, please do not hesitate to contact me. Thank you for your consideration.

WALSH, COLUCCI, LUBELEY & WALSH, P.C.

M. Catharine Puskar

Enclosure

cc: Karl Moritz
Rob Kerns
Dirk Geratz
Nathan Randall
Stephen Collins

A0784473.DOCX / 1 Planning Commission Letter (10-2-17) 000011 000067

September 20, 2017

Exhibit A

ILLUSTRATIVE PLAN

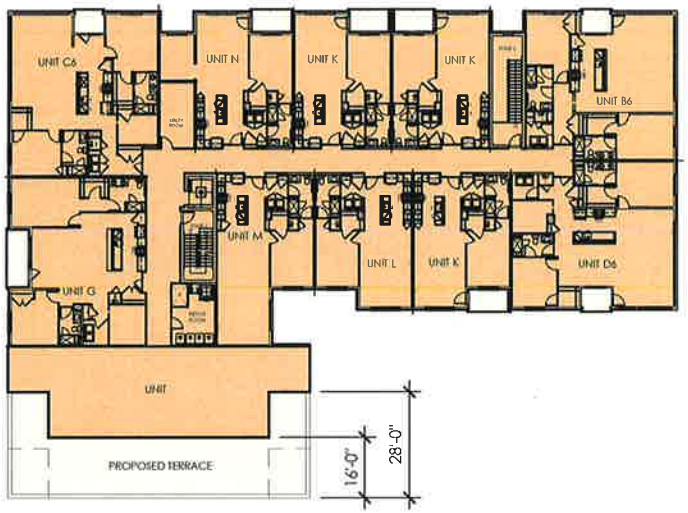
1/32"=1'-0"

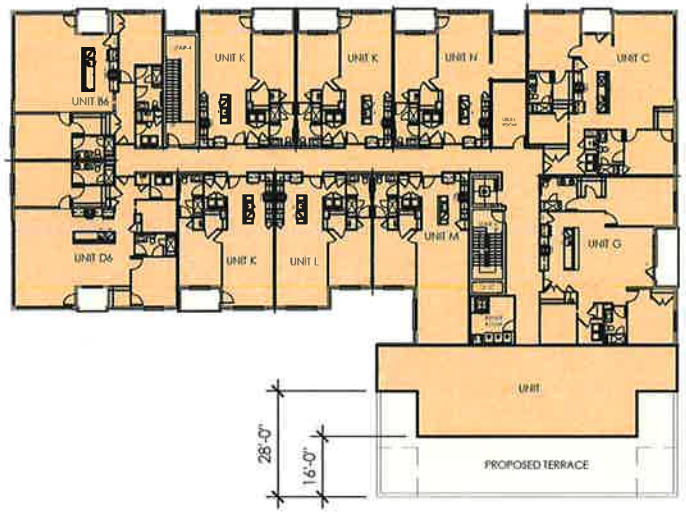
Page 1

Potomac Yard Landbay H Multifamily

15.032

RUST | ORLING
ARCHITECTURE





September 20, 2017

Exhibit A

6TH FLOOR PLAN

1/32"=1'-0"

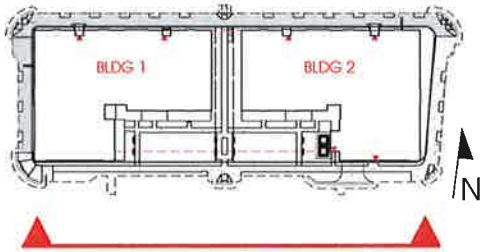
Page 2

Potomac Yard Landbay H Multifamily

15.032

RUST | ORLING
ARCHITECTURE

KEY PLAN



September 20, 2017

Exhibit A

SOUTH ELEVATION

1/32"=1'-0"

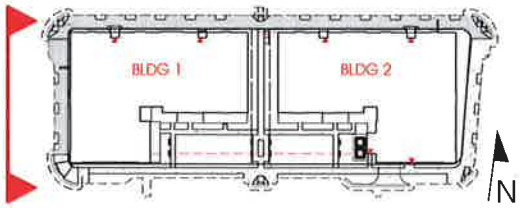
Page 3

Potomac Yard Landbay H Multifamily

15.032

RUST | ORLING
ARCHITECTURE

KEY PLAN



September 20, 2017
Exhibit A

BUILDING 1 WEST ELEVATION

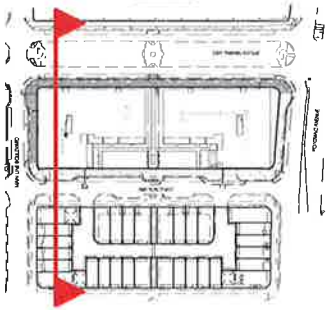
Potomac Yard Landbay H Multifamily

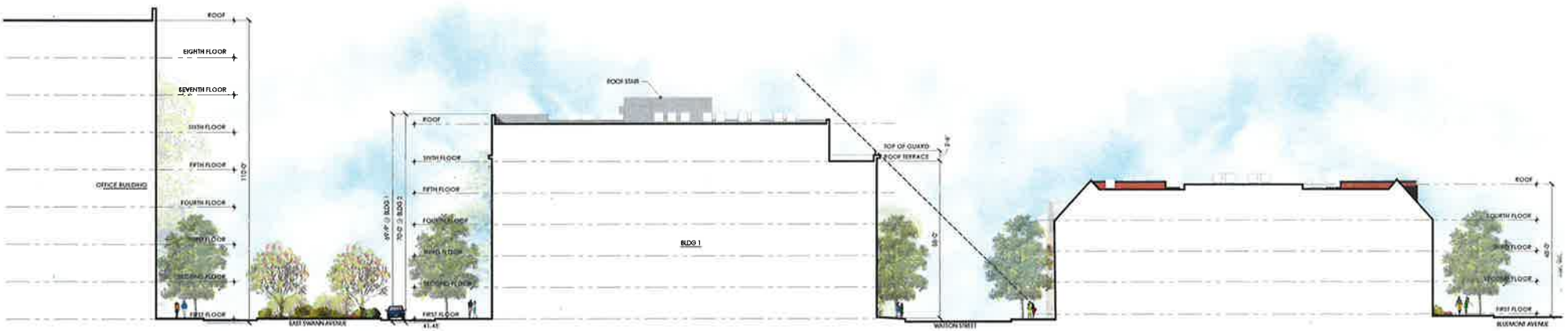
15.032

1/32"=1'-0"
Page 4

RUST | ORLING
ARCHITECTURE

KEY PLAN





September 20, 2017

Exhibit A

SITE SECTION

1/32"=1'-0"

Page 5

Potomac Yard Landbay H Multifamily

15.032

RUST | ORLING
ARCHITECTURE

From: Susan Richards via Call.Click.Connect. <CallClickConnect@alexandriava.gov>
Sent: Wednesday, September 20, 2017 12:41 PM
To: CCC PZ PlanComm
Subject: Call.Click.Connect. #129937: Planning Commission Inquiries, Dockets Planning Commision Members,Please al

Dear ***Call.Click.Connect.*** User

A request was just created using ***Call.Click.Connect.*** The request ID is 129937.

Request Details:

This is a "private" request. Information should only be provided to the original customer.

- Name: Susan Richards
- Approximate Address: No Address Specified
- Phone Number: 317-607-0751
- Email: suzyandbrent@gmail.com
- Service Type: Planning Commission Inquiries, Dockets
- Request Description: Planning Commision Members,

  Please allow this letter to serve as my strong opposition to the proposals for amendment at 2551 Main Line Boulevard, to included MPA 2017-0004 Master Plan for Potomac Yard, 2017-0006 Text Amendment, 2017-0001 Coordinated Development District #10, and 2017-0004 Development Special Use Permit.
  Last year, we began the process of relocating our family from Indianapolis, IN to somewhere in the greater national capital region. We gave careful consideration to a variety of communities and consciously chose the City of Alexandria for its exceptional reputation, amenities and commitment to quality of life. In our analysis, we considered that this will be the City from which my husband retires from his military career, the community in which we want to see our now 5th grade daughter, Claire, graduate from high school and most importantly, the place we would call home. In that vein, we decided that Potomac Yard was an exciting place for us to call home and reflected our values of investment in your local community and living where you work/working where you live.
  Prior to selecting Potomac Yard, I thoroughly researched the City's Master Plan, the information related to the planned Metro station, the special tax district assessment, and the environmental aspects of the site and the associated remediation. Armed with all of this information, I felt confident that Potomac Yard development was being driven in a thoughtful, well-regulated manner and that this would be an exceptional choice for our family.
  And as a lifelong government servant who began my career in local government community development, I knew firsthand the significance of a well-developed Master Plan. As we considered various units within the community, we felt Watson Street would be a perfect choice. As prudent buyers, we were represented by a licensed Realtor, and we inquired several times about the vacant lot across the street. We were assured by the Pulte sales staff this was slated for a 36 unit development of two-over-two condos that are seen throughout Potomac Yard. This aligned with the information contained within the City's Potomac Yard Master Plan and Small Area Plan we elected to make this significant financial and more importantly, emotional investment.
  Suffice it to say, I was beyond stunned to learn in early August via a wooden sign posted in the lot across from my house, that the developer was requesting to modify the Master Plan and increase the density from 36 units to 142 units (a 394% increase) and from an allowable height of 55 feet to 70 feet. I believe this is a highly unreasonable deviation that will result in significant impact to our quality of life.
  This 394% increase in the density will have an extraordinarily minimal impact on the overall PY density and associated tax base; yet an extremely detrimental impact to our community and surrounding blocks. The City's own fiscal impact model results in only ~$340K more in revenue for the additional 106 units. This increased density however, results in approximately 400 more daily transportation trips on our small residential street, the need for a large parking garage entrance across from our homes, the aforementioned 394% increase in density and a building nearly double our residences in height.
  Importantly, the applicant is requesting a modification of the Master Plan/CDD for the height allowance as well. Currently slated to not exceed a height of 55 feet, this proposal requires 70 feet to achieve this high level of

density in these two six-story buildings. For perspective, that is nearly twice the height of our townhomes and condos throughout the community, which stand at 40 feet. This would also be the highest residential development in Potomac Yard. It is important to note that the Frasier apartment building to the west of the site along Route 1, is only five stories or approximately 55 feet. Increasing the height of this structure will create a huge disparity and unduly negatively impact the residents that are in the immediate vicinity of the structure. The applicant's attempt at creating a small setback to offset this height will not sufficiently mitigate what is clearly an out liar in residential building height.

City Planning and Zoning staff has indicated that this increase in height will assist in the transition between the townhomes and the commercial building that is in the parcel immediately to the North of the site. I believe this to be unnecessary and unfounded. The approved Master Plan for these landbays already accounted for the intent to gradually step up the height from 40 feet (current height of Watson residences), to 55 feet (current maximum height of parcel) and 110 feet (current height of commercial lot immediately to the North) in the respective parcels. Indeed, in keeping with the current Master Plan, Swann Street as a two-way street with an esplanade and associated fingerling park, acts as a natural buffer between the residential and commercial portions.

Our quality of life will be significantly eroded during the excessively lengthy construction period of 42 months. First, the construction of the parking garage is estimated at 18 months. The follow on non-concurrent construction of the first building and second building will occur over a timeframe of 12 -24 months. This results in the best case scenario of 30 months, with a more likely scenario of 42 months. Per City staff, no measures are in place that necessitates the developer achieve major construction milestones in the timeframe provided. To put this timeframe in perspective for us as residents, my current 5th grader will be entering high school upon substantial project completion. For the next 42 months, we will endure construction six days a week. This is a crushing blow to our quality of life considering that the townhomes we reside in were constructed in six months and we anticipated a similar timeframe for this development.

During this timeframe the level of noise, to include pitch, vibration and loudness are likely to exceed 100 VdB, or greater than a jet fly over at 1,000 feet. Anticipated exterior noise levels during the site preparation, grading, excavation, and construction of foundation is likely to consistently be around 85 dBa and is considered "extremely significant" per the Environmental Protection Agency. Moreover, the noise and vibration associated with the development of the below grade parking garage, includes Pile Driver (112 VdB), Clam shovel drop (94 VdB), Vibratory Roller (94 VdB), to name a few. These construction activities are without debate the worst offenders in the creation of noise, vibration and pitch. Inquiry to the applicant resulted in learning that the sheeting and shoring operation alone will be a four month timeline. Further, it is highly likely that damage to residential structures (i.e., cracked walls, pictures falling) will occur from these activities and result in further disruption of resident's daily life. (Source: The Environmental Protection Agency's Legal Compilation on Noise indicates the following Vibration Source Levels for Equipment at 25 feet). While noise is an inevitable outcome of construction, the choice to increase density and thereby the need to construct a two-level below grade parking structure will contribute significantly to the increased length and overall noise. Most importantly, the key mitigation in noise is distance. Given the very close proximity of residences, as well as the park; the impact of the noise upon the community will be significant and disruptive; having a profound impact upon our quality of life for the next three to four years.

During the estimated eighteen month time frame of construction of the parking garage, significant environmental measures will need to take place given the contamination of heavy metals and coal ash that almost certainly resides at a depth of 29 feet. While I am fully aware that measures will be in place, there is no denying that digging deeper and disturbing these long trapped contaminants presents an additional human health hazard to us as residents. As residents who raise their children in this community, who drink the water and breathe the air, our concern is extremely well founded.

As you are aware, the plan incorporates nine units of affordable housing and as a public servant who began my career in community development, I applaud this initiative. However, nine units (or 5.5%) for persons at 100% of Area Median Income or below, will likely target young people in the early phases of their career. Certainly, families, especially single female headed households with children, will not benefit from one and two bedroom condos. While this may "check the box" for affordable housing, I hope you consider a more meaningful alternative (i.e., an even greater percentage than 5.5% allocated to affordable housing in the form of 3-4 bedroom townhomes) that helps fill the void for those families who deserve quality housing at an appropriate size. It is very important to note, that I have not heard a single resident express their opposition to this proposal because of any element of affordable housing.

Please know that I have done my due diligence in examining this proposal by Pulte Development, LLC. This has included speaking at length with City staff, to include Planning and Zoning, Office of Environmental Quality, and Transportation and Environmental Services. I want to thank those staff for their public service and for their time in familiarizing me with the various aspects of the proposal. In partnership with a number of residents, we have engaged Pulte on several occasions, in an effort to find an equitable solution that would meet the needs of the residents, the City and the for-profit developer. Disappointingly, Pulte has not made any revisions to their plans despite significant and overwhelmingly negative feedback from the residential community at the two informational sessions. Due to the applicant's lack of consideration of the strong resident input against this proposal I must urge

that you deny these requested amendments.
I truly believe that Potomac Yard can be a vibrant, thriving residential community of which the City can be extremely proud of the many years of hard work, financial investment, planning and development. Please consider the many residents who oppose these amendments and let the voice of the people who call this area home be heard via your vote.
If you have any questions or concerns, please do not hesitate to let me know. Thank you for your service to our community and thank you for your consideration.
Sincerely,

Susan Richards
715 Watson Street
317-607-751

- Expected Response Date: Monday, September 25

Please take the necessary actions in responding, handling and/or updating this request at the ***Call.Click.Connect.*** staff interface.

If you need assistance with handling this request, please contact CallClickConnect@alexandriava.gov or call 703.746.HELP.

This is an automated email notification of a ***Call.Click.Connect.*** request. Please do not reply to this email.

RE: Please oppose Pulte's proposal at 2551 Main Line Boulevard at the October 14 City Council Meeting

Dear Mayor and City Council:

We are writing to ask you to oppose the proposed application in Potomac Yard at Main Line and Swann Avenues that is scheduled to be heard at City Council on October 14. This proposal would set an unfortunate precedent for the City of Alexandria, be detrimental to the community, and ignore the due process and civic engagement that is a core principle of development in Alexandria.

The Pulte proposal that you will be deciding on would increase the density on this parcel by nearly 400%, increase vehicle traffic on Watson Street by 300%, and would significantly increase the maximum approved height for this landbay. Many neighbors are opposed to this drastic deviation from both the Master Plan and Small Area Plan/Coordinated Development District (CDD), as it will decrease our quality of life by increasing density, increasing traffic, and result in a lengthy and disruptive construction time.

As a new home owner in Potomac Yard living on Watson Street (directly across from the development), we are especially disturbed by Pulte's egregious lack of disclosure regarding this proposed change during the home buying process. We signed our purchase agreement on 1/28/17, well after Pulte had decided to make this change. Despite Pulte's unsubstantiated assertions to the contrary, we were not told of the impending application to change the zoning despite asking the sales staff directly about the planned development for the vacant parcel. Pulte had numerous opportunities to disclose this information to us such as including it on the parcel maps in their sales office (they did not), having us sign a disclosure that we received this information (they did not), or inviting us to the informational meetings held on this project prior to us closing on our townhome (they did not). Our realtors, long-time residents of Alexandria, will attest to the lack of disclosure from Pulte. Pulte also waited to post the public notice regarding the change only one month <u>after</u> we closed on our townhome (the last townhome to close on Watson Street). Had we known about the proposed development, we would not have purchased our town home.

We also did our own due diligence and searched the web regarding information about this area, but never uncovered any information on the proposed change. We reviewed the Master Plan and Small Area Plan/CDD on the City of Alexandria's website. We saw that the site would have 36 multi-family units at a maximum height of 55 feet. Pulte is now proposing to squeeze a total of 142 condominiums into two, six-story, 70-foot tall buildings, to include a parking garage that will disturb contaminated soil down to 28 feet. These proposed buildings would be 15-feet higher than what the city has already designated for the site.

Since my wife works from home, we were particularly concerned about nearby construction activities and how they might impact her ability to do her job, which requires a substantial amount of time on the phone and focused concentration reviewing technical documents.

While the original plan for the parcel was not ideal in terms of construction noise, the relatively short duration of the construction activities of 36 units was something we felt we could accept. We learned for the first time from a Pulte representative at the 9/11/17 public meeting that construction will now last for 48 months if you approve the proposed change. Had we known about the construction duration and associated noise, we would not have purchased our town home.

We are also concerned about the plan for a 28-foot deep excavation into a former CERCLA site with contaminated soils, particularly into the most contaminated landbay within Potomac Yard. Pulte noted that the soil must be transported to a special landfill for disposal, but did not seem aware of the nature or severity of the hazards associated with the remaining contamination in this landbay. Being professionals who work in environmental remediation and emergency management, we are particularly concerned about their lack of knowledge and cavalier attitude exhibited at the public meeting on 9/11/17. We are concerned that they will expose not only us and our neighbors, the construction site workers, and more importantly, the vulnerable populations (children and pregnant women) who reside in the area or use the neighboring children's play area across the street on Potomac Avenue. We believe you should not consider approving this project until you are provided with a fully detailed safety and health plan and environmental remediation plan that has been vetted with the public and industry experts.

One final concern is that the City of Alexandria planning staff are not objective about the benefits and detriments of the project. At the public meeting on 9/11/17, one city representative stated we could "sue him" if we didn't like the project as he had invested years of work into this project. As a current and former public servant and veterans of many contentious public meetings, we were shocked at his unprofessional behavior and his refusal to discuss or even acknowledge negative aspects of the project. As such, we do not believe you will receive an objective evaluation of the project by city staff.

The City has overseen the successful development of Potomac Yard through the creation and implementation of a thoughtful Master Plan that included significant resident input. To deviate from this Master Plan and CDD at such a late date would divert from the Alexandria way of civic engagement and be a significant blow to our evolving and exciting neighborhood. And, if passed, it will be used as justification for future development throughout the city of increasing density without providing any benefits back to the community.

Sincerely,

Kirk & Teri Lachman
717 Watson Street
Alexandria VA 22301

DEL RAY CITIZENS ASSOCIATION

WWW.delraycitizens.org P.O. Box 2233, Alexandria, VA 22301

September 18, 2017

Planning Commission Members and Karl W. Moritz, Director
Department of Planning and Zoning
City of Alexandria
City Hall, Room 2100p
Alexandria, VA 22314

Re: 2551 Main Line Boulevard

Dear Mr. Moritz,

At the September 13, 2017 Del Ray Citizens Association meeting, the membership voted to request the city to defer the application for 2551 Main Line Boulevard scheduled for the October 3, 2017 Planning Commission docket until a presentation by the applicant can be made to the public specifically addressing the change in density.

This change in scale was recently brought to the attention of the DRCA on September 5, 2017 by homeowners in Potomac Yard. They too, were unaware until recently that Pulte and the city staff had been in discussion to modify the Small Area Plan/CCD, which had been approved for Potomac Yard. It is our understanding the proposed development is seeking approval to increase from 36 units to 142, along with an increase in height from 55 ft to 70 ft and creation of a new below ground parking structure to support this development.

From the very first iteration of plans to develop Potomac Yard, including the Alexandria 2020 plan, the DRCA and its Land Use Committee have reviewed proposals for various land bays at the site. We were surprised that the applicant has not reached out to the community, as has been the custom. The Land Use Committee would be willing to host such a presentation at our next Land Use meeting scheduled for Oct. 10, 2017.

We appreciate your consideration of our request.

Sincerely,

Kristine Hesse, Co-Chair
Danielle Fidler, Co-Chair
Del Ray Citizens Association
Land Use Committee

Rod Kuckro,
President
Del Ray Citizens Association

Planned condo building on Watson Ave.

Rochelle Schneickert <rschneickert@gmail.com>

Tue 9/12/2017 9:13 AM

To: PlanComm <PlanComm@alexandriava.gov>; adam.nelson@pulte.com <adam.nelson@pulte.com>;

Cc: Rochelle Schneickert <rschneickert@gmail.com>; George Schneickert <gschneickert@hotmail.com>;

Good morning,

I was at the meeting held on 11 Sept to further discuss Pulte and the city's plan to build high density condominium building in the Potomac Yard neighborhood. I did not attend the previous meeting held in August; however I do live in the Potomac Yard development. Several points came to mind as I listened to the concerned residents, Pulte's attorney and the city planning representatives. My points are:
1. It seems little consideration was given by the city or Pulte on the concerns raised by residents at the previous meeting.
2. There are no concessions or considerations provided to the community by Pulte or the city as a result of placing a high density building in a community of single family townhomes or condos.
3. There are at least 5 high density apartment buildings in the Potomac yard area that are close to the metro so the reasoning for placing more high density buildings near the metro doesn't seem to make logical sense. A better compromise would be fewer units and fewer stories.
4. The planned entrance into the parking garage on Watson is just poor planning on the part of Pulte and the city. The playground is just across Potomac and adding more cars turning onto Watson is a recipe for accidents involving children. The better entrance would be on Swann where there is a place to turn into the garage from both directions and there is a traffic light at the end of Swan entering Potomac Ave.
5. Has the city spent any time reviewing the congestion and traffic patterns for pedestrians and cars around the heart of the playground? The planned garage entrance to the condo building and the high density building will create added traffic near the playground. There is already a perfect storm brewing for an accident involving children. Pedestrians crossing the street in areas not marked as a crosswalk, speeding cars on Potomac, car doors opening into the street and children darting across the street from behind parked cars. Adding more density to that area does not seem to fit into what we thought the Potomac Yard complex's goal and objective was for the city.

As a five-year resident of Potomac Yard, I support the concerns of the residents on Watson regarding the planned building and I encourage the city planning and Pulte representatives to reevaluate the plans and reduce the number of units and the height of the building as a compromise to the residents in the community.
From the planning commission's own website the following goal---*With the **community as our partner** in developing neighborhood plans and reviewing proposals for development projects and businesses, we continue to deliver on the vision we have developed together*. It does not seem that this mission statement has been followed by the city in involving the community wishes in this planning.

Rochelle Schneickert
728 east Custis Ave.

From: Nathan Randall
Sent: Thursday, September 21, 2017 12:53 PM
To: Kristen Walentisch
Subject: FW: Potomac Yard request

Categories: Personal

From: Puskar, M. Catharine [mailto:cpuskar@thelandlawyers.com]
Sent: Wednesday, September 13, 2017 11:32 PM
To: Allison Silberberg (allison@allisonsilberberg.com); Justin Wilson; Paul Smedberg; delpepper@aol.com; Timothy Lovain; John Chapman; Willie Bailey; 'Mary Lyman'; 'Lyle, Melinda'; Nathan Macek; Maria Wasowski; Stephen Koenig; mmcmahonpc@gmail.com; dwbapc@gmail.com
Cc: Mark Jinks; Karl Moritz; Robert Kerns; Dirk Geratz; Nathan Randall
Subject: FW: Potomac Yard request

It has come to my attention that after a discussion led by Rod Kuckro at tonight's Del Ray Citizens Association meeting , DRCA voted to request that my client's application for two multifamily buildings in Potomac Yard be deferred a month so that the Applicant can make a presentation to DRCA.

Please see the email exchange below, which I do not believe was shared with members of DRCA before their vote. Note that this is one of the most unprofessional emails I have ever received from the President of a Civic Association. Please also note that the last sentence of my responding email states "please let me know if you need anything else." I was unaware that DRCA was holding a meeting tonight or that the Land Use Committee held a meeting last night, but if the President or other members wanted me to attend and present the application, all they had to do was ask.

We presented the application to the Potomac Yard Design Advisory Committee, which is comprised of members of Potomac Yard and surrounding communities, including at least one representative from Del Ray, on April 12, 2017. In fact, I understand that a member of PYDAC attended the DRCA meeting tonight and informed the Association that there is another PYDAC meeting on September 20th, which DRCA members can attend if they want to learn more about the project.

Contrary to the President's statement that my client is trying to sneak something through, while it is true that PYDAC is charged with reviewing the design of buildings and not necessarily increases in density, the proposed increase in height and density and associated applications required to achieve the proposed increase in height and density were openly discussed at the April PYDAC meeting, which was advertised on the City's website and through Alexandria eNews. There was also a public meeting with the Alexandria Housing Affordability Advisory Committee on May 4, 2017, which was advertised on the City's website and through Alexandria eNews. In addition, there have been four meetings with the Potomac Yard homeowners (November 2016, April 2017, August 2017, September 2017). I know there has been criticism by some homeowners that my client still controls the HOA, but that does not obviate the fact that meetings were held and the project was openly presented and discussed. In fact, this application was originally on the docket for September (which was emailed via Alexandria eNews on August 25th and publicly available on the City's website as part of the Planning Commission's draft docket prior to that date), but at the request of a some homeowners at the August meeting, my client agreed to defer the application to October. As such, any representations that there has not been an open or adequate process, or opportunity to learn about the project or provide input, are false.

We do not believe that another deferral is necessary and look forward to presenting the applications and discussing the merits at the Planning Commission and City Council public hearings in October.

As always, if you have any questions, please do not hesitate to contact me.

Best,

Cathy

From: Puskar, M. Catharine
Sent: Thursday, September 07, 2017 10:09 AM
To: Rod Kuckro
Subject: RE: Potomac Yard request

Good morning Rod. No oversight and not sure what you mean by "owe". I have never taken a Potomac Yard case to Del Ray, just as I would not take a Del Ray case to Potomac Yard. Potomac Yard cases go before the Potomac Yard Design Advisory Committee that was established by Ordinance and is comprised of residents from the area and design professionals. The application materials can be found in the link below.

http://legistar.granicus.com/alexandria/meetings/2017/10/1771_A_Planning_Commission_17-10-03_Docket.pdf

Please let me know if you need anything else.

Cathy

From: Rod Kuckro [mailto:president@delraycitizen.net]
Sent: Wednesday, September 6, 2017 8:35 PM
To: Puskar, M. Catharine <cpuskar@thelandlawyers.com>
Subject: Potomac Yard request

Cathy,
What's the deal here? You owe me/DRCA a call on this. Was it an oversight?

Rod Kuckro
President
Del Ray Citizens Association
president@delraycitizen.net
http://www.delraycitizen.org

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From: Nathan Randall
Sent: Thursday, September 21, 2017 12:54 PM
To: Kristen Walentisch
Subject: FW: Pulte zoning modification at Potomac Yard

Categories: Personal

From: K Hesse [mailto:kah4922@gmail.com]
Sent: Tuesday, September 12, 2017 12:48 PM
To: president@delraycitizen.net
Cc: Dirk Geratz; Nathan Randall; drca-land-use@delraycitizen.net
Subject: Re: Pulte zoning modification at Potomac Yard

Dirk - just to confirm, this will be on the PC docket for Oct 3rd?
Kristine

On Tue, Sep 12, 2017 at 12:20 PM, Rod Kuckro <president@delraycitizen.net> wrote:
Dirk,
The Del Ray Citizens Association and its Land Use Committee has always had an interest in the Potomac Yard plan and any changes to it. And this interest goes back a quarter century to the original Alexandria 2020 plan. We have been the most involved citizens group in crafting that plan because of our proximity to the site and the great impact any development there would have on our neighborhood, quality of life and traffic. So this change is of interest, in particular because I have learned that it is the city -- not Pulte -- that is pushing this nearly 400% increase in density.
It has been the practice that such requests are vetted by citizens and we are the closest citizens association to the site as there is yet no Potomac Yard Citizens Association.
I was talking about this request with Bill Hendrickson, a former DRCA president who served as our representative on the stakeholder group in 2010 that reworked the Potomac Yard plan. He asked a good question: What is Pulte offering in return in terms of amenities for the community in exchange for the density and height increases?
As far as I can tell, they are not offering any and the city staff is not demanding any. Can you tell me why not?
I'm glad to see that as of today, the PYDAC web site has been updated with documents from the last several meetings. As of Friday, the most recent were from 2015. But they are of minimal use to citizens as there are no minutes to reflect who attended each meeting, what was discussed and what, if any, decisions were taken and why.
Rod

Rod Kuckro
President
Del Ray Citizens Association
president@delraycitizen.net
http://www.delraycitizen.org

On Tue, Sep 12, 2017 at 8:50 AM, Dirk Geratz <Dirk.Geratz@alexandriava.gov> wrote:

Ms. Hesse,

Yes we did get you email and I had responded to it last week – not sure what happened – my apologies. As I had previously written, these cases have not traditionally gone to the Del Ray Land Use Committee. You certainly are welcome to invite the applicant as you wish.

As for the next steps: PYDAC is scheduled to meet to discuss the final architectural detaining of the new building on September 20th. Staff report will be mailed out on the 22nd for public hearings scheduled for October. However, these are subject to change based on the recent flurry of opposition.

Dirk

Dirk H. Geratz, AICP

Principal Planner

Development Division, Department of Planning & Zoning

703.746.3815

dirk.geratz@alexandriava.gov

From: K Hesse [mailto:kah4922@gmail.com]
Sent: Monday, September 11, 2017 8:28 PM
To: Dirk Geratz; Nathan Randall; drca-land-use@delraycitizen.net
Subject: Pulte zoning modification at Potomac Yard

Hi Dirk & Nathan - I don't know if Alex forwarded our email about the request Pulte is asking for regarding a modification to the Small Area Plan/CDD in the last land bay.

Development in the land bays at Potomac Yard has typically gone to the LUC for review.

Can you give me a status update of the request by noon tomorrow? I'm trying to determine when it could be reviewed by our committee. We don't have time on our agenda to review tomorrow, but if it is eminent I may want to bring it up at the membership meeting on Wednesday.

Thanks,

Kristine

From: Nathan Randall
Sent: Thursday, September 21, 2017 12:54 PM
To: Kristen Walentisch
Subject: FW: High level construction timeline and Environ

Categories: Personal

-----Original Message-----
From: Home [mailto:suzyandbrent@gmail.com]
Sent: Monday, September 18, 2017 8:52 AM
To: Dirk Geratz
Cc: Nathan Randall; Robert Kerns
Subject: Re: High level construction timeline and Environ

Good Morning as well, Dirk. And thank you so much for your note back. I apologize if I am appearing to be obtuse, I promise it is not intentional.

So, per Pulte's latest timeline:
July 2018 - Garage Construction Starts
January 2020 - Both Garage and Building 1 complete March 2021 - Building 2 complete

If this is a correct extremely high level timeline above, does the developer commit to a more detailed project schedule in the application package? If so, is that available?
More importantly, does the City of Alexandria have mechanisms in place whereby if the developer fails to meet agreed upon major construction milestones that they incur fines or penalties? If so, will these be placed upon this development in the event that this proposal is approved? My end state in asking these questions, is what protections are provided to the residents that prevents a developer from promising a less realistic timeline to assist in achieving Council support, and then failing to meet that timeline and having a development drag on far past the promised timeline.

This seems interesting that the applicant is now able to reduce/crash the schedule by 12 months already. As mentioned, Steve and I clearly discussed the schedule and he stated the duration of 42 months on the 11th of September meeting. My significant concern is that they are modifying the timeline and creating an unrealistic project schedule that will not be adhered to if the proposal is approval by the Planning Commission and City Council.

I tried to contact you via phone, as I thought it might may be more convenient for you. I appreciate you, Nathan and the planning team continuing to take the time to work with us as the residents and to represent the City of Alexandria.

Best,

Susan Richards

> On Sep 18, 2017, at 7:57 AM, Dirk Geratz <Dirk.Geratz@alexandriava.gov> wrote:
>
> Good Morning Susan,
>

> Our staff met with Pulte this past Thursday. At that meeting they provided us with the following schedule for construction:
>
> Construction start date: July 2018
> Construction of the below grade parking garage and first building: 18
> months Construction of second building: 12 months
>
> Pulte indicated that if sales go well the second building could start earlier and overlap with the completion of the first building or there could be a time gap between the completion of the first building and start of the second building.
>
> Dirk
>
> Dirk H. Geratz, AICP
> Principal Planner
> Development Division, Department of Planning & Zoning
> 703.746.3815
> dirk.geratz@alexandriava.gov
>

From:	Nathan Randall
Sent:	Tuesday, August 08, 2017 3:25 PM
To:	Kristen Walentisch
Subject:	FW: 715 Watson St
Attachments:	PYH Board of Directors Meeting Minutes - 03-21-2017 - APPROVED.pdf; PYH Board of Directors Meeting Minutes - 11-01-16 - FINAL.pdf

From: Home <suzyandbrent@gmail.com>
Date: August 2, 2017 at 5:47:20 PM EDT
To: nathan.randall@alexandria.va.gov
Subject: Fwd: 715 Watson St

Good Afternoon Mr. Randall,

I wanted to thank you for being so generous with your time and for helping me to better understand the applicant's proposed development at 2551 Main Line Boulevard.

I wanted to provide you some additional information that I have obtained. Per our discussion, I did reach out to the Property Manager/HOA points of contact. As you can see from the below email traffic and attached minutes. Of note, the Board is comprised of members of the Pulte and Property Management staff only, as opposed to a resident composed board. These meetings are held at the Pulte Offices in Fairfax, VA - which is approximately a 43 minute drive from the community and are held during the world day (as indicated by the time the meetings are called to order). Additionally, in neither the November 1, 2016 minutes, or the March 21, 2017, do the minutes indicate that the topic of the proposed development was included as an agenda item or that any discussion occurred. In fact, it appears only at the March meeting with 8 residents in attendance (2 in person, 6 via phone) were any residents present at the last of the two HOA meetings; or the last meetings in a year. Additionally, you will note that in the minutes of the March 2017 meeting, the residents discuss the desire to have the meetings held at a closer location and time to allow for more attendance.

I did speak with Ms. Cathy Puskar, and she was very informative regarding the development and I appreciated her time and quick communication with me. She also seemed to be under the impression that more communication of the proposed development occurred with the residents in board meetings that were held in the evening and were more strongly attended, but this appears to be inaccurate. Since minutes were not kept regarding the informal meet and greet, it would be difficult to know the attendance and opportunity for dialogue. Ms. Puskar intended to reach out to her client and communicate my desire for an opportunity for the residents to meet with the applicant to discuss the proposed development. As well, Ms. Zaleski as indicated below said she would ask if the HOA Board would have a special meeting to discuss the proposed development. I will let you know if these efforts are successful. I think in either case, it is important that this meeting(s) are held when residents can have the greatest opportunity to participate, which generally tends to be in the evening, as well as at an appropriate location (i.e., the sales office) that is convenient. It is my hope that the applicant will work to meet the needs of the residents' request for information and conduct this/these meeting(s). If not, I would suggest that the applicant has failed to adequately communicate the proposed desire and at the very least, they have failed to document any residential support for the proposal.

I will keep you advised of the outcome of the discussion, but in the interim, I would be most grateful if this could be included in the application packet provided as background to the planning commission.

Thank you again for all of your time and attention. I look forward to working with you soon.

Regards,
Susan Richards
715 Watson Street
317-607-0751

Begin forwarded message:

> **From:** Jennifer Zaleski <Jennifer.Zaleski@fsresidential.com>
> **Date:** August 2, 2017 at 4:50:52 PM EDT
> **To:** Home <suzyandbrent@gmail.com>
> **Subject: Re: 715 Watson St**
>
> Good afternoon. I have attached the approved meeting minutes from the November and March meetings. There was not an HOA Board meeting in April. The developer was present during an informal Meet and Greet in April at the Pulte Sales office for residents to come in and ask questions regarding the development of the remainder of the community. This was not a board meeting, however, so minutes were not recorded. Residents are notified via email of all Board meetings and committee meetings, and they were notified via email of the Meet and Greet, as well.
>
> I will ask the Board if they are willing to hold a Special Meeting for the purpose of discussing the further development of the community.
>
> Thank you for your email.
>
> Kindest Regards,
>
> **JENNIFER ZALESKI, CMCA, AMS**
> Community Manager
>
> 615 Swann Avenue #132 | Alexandria, VA 22302
> Direct 703.385.1133

Thank you so much for your quick response and for adding me to the distribution list.

Given that the Potomac Yards LLC is currently requesting approval for the proposed development at 2551 Main Line Blvd on September 9th, I would like to request that we hold a special board meeting to review the proposed plan, the location of the parking garages and the requested increase in height structure. My understanding from the planner at the City of Alexandria is that the plans were discussed in November and April, however, specific plans were perhaps not provided. Do you have minutes and an attendee list from those meetings? How are those meetings publicized? Regardless, I would request that the HOA board hold a meeting to discuss the development and proposed modifications to the plan. Can this request be accommodated? If not, I suppose, the residents can gather to request a delay in the applicant's proposal to be heard after the September meeting to allow for adequate time for the residents to review the meetings, comment and provide feedback to the city staff and planning commission for their decision making process.

Also, with all units being sold, what is the plan for the community driven Board membership to occur?

Thank you in advance.

Susan Richards
317-607-0751

On Aug 2, 2017, at 3:28 PM, Jennifer Zaleski
<Jennifer.Zaleski@fsresidential.com> wrote:

> Good afternoon, Ms. Richards,
>
> I have added your email address to our system.
>
> The next HOA Board meeting is scheduled for September 20th at 10am in the Pulte office located in Fairfax. Currently, the majority of the Board members are still Pulte members, so this is why they are having the meetings during the day and in that location. Once the Association is turned over to the community membership, the meetings will be held closer to Potomac Yard and in the evenings. A teleconference number will be provided to all residents who are not able to attend in person and wish to call into the meeting. That number will be provided closer to the meeting date.

I work for FirstService Residential and act as a liaison between the Board and the residents regarding regular HOA business, so I would not be the person to discuss developer plans. You'll want to speak with Pulte, directly, for details on that project. You may contact dcservice@pulte.com or 888-686-0269. They will be able to direct you to the appropriate contact.

Kindest Regards,

JENNIFER ZALESKI, CMCA, AMS
Community Manager

615 Swann Avenue #132 | Alexandria, VA 22302
Direct 703.385.1133
Email Jennifer.Zaleski@fsresidential.com
www.fsresidential.com

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From: Susan Richards <suzyandbrent@gmail.com>
Sent: Wednesday, August 2, 2017 2:42:25 PM
To: Jennifer Zaleski
Subject: 715 Watson St

Hi Jennifer,

I understand you are the point of contact for the HOA in Potomac Yards. Can you please add me to your weekly email distribution list?

Also, when is the next HOA meeting? And would you be the proper person to discuss the proposed development at 2551 Main Line Blvd?

Thank you,

Susan Richards
317-607-0751

DRAFT MINUTES
POTOMAC YARD HOMEOWNERS ASSOCIATION
BOARD OF DIRECTORS MEETING MINUTES
TUESDAY, NOVEMBER 1, 2016

PRESENT

Adam Nelson	Developer/President
Steve Collins	Developer/Vice President
Susan Manch	Executive Director (FirstService Residential)
Linda Ferguson	Community Manager (FirstService Residential)

CALL MEETING TO ORDER

The meeting was called to order by Mr. Nelson at 11:02 AM as he deemed that a quorum of the Board was present.

REVIEW/APPROVAL OF THE MINUTES

Review of the minutes was tabled for review until the next Board Meeting.

MANAGEMENT REPORT

Management presented the financial reports for the periods ending September 30, 2016.

NEW BUSINESS

Landscaping Agreement

Management presented that the Landscaping Committee decided to keep the current contractor, M&C Landscaping, due to the RFP process not being successful in receiving bids from other landscaping companies, and because of the new onsite rep from M&C Landscaping. The Landscaping Committee recommended to keep the current 2016-2017 agreement in place.

(M) Mr. Collins moved and Mr. Nelson seconded a motion to approve the Landscaping Committee's recommendation. The motion passed unanimously.

Landscaping Project

Management presented that M&C Landscaping would be submitting a proposal for fall replacement of plants throughout the community, per recommendation from the Landscaping Committee. Approval of the proposal will be done via unanimous consent, once received.

(M) Mr. Collins moved and Mr. Nelson seconded a motion to table the decision until a formal proposal is submitted. The motion passed unanimously.

Snow Removal Agreement

Management presented the snow removal agreement from M&C Landscaping for the 2016/2017 season.

(M) Mr. Collins moved and Mr. Nelson seconded a motion to approve the snow removal contract. The motion passed unanimously.

Irrigation Agreement

Management presented the 2017 irrigation agreement from Hydro-Tech Irrigation, Co.

(M) Mr. Collins moved and Mr. Nelson seconded a motion to approve the snow removal contract. The motion passed unanimously.

Draft 2017 Budget

Management presented the 2017 draft budget. The Board discussed the budget and proposed assessment increase for 2017. The Board would like the SWM portion of the budget to be removed and have its own budget, change the "TMP CHGS" line item to "TMP REIMBURSEMENTS", update amounts for the landscaping and irrigation agreements, and increase the operating contingency.

(M) Mr. Collins moved and Mr. Nelson seconded a motion to table the decision until the changes have been made. The motion passed unanimously.

Homeowner Inquiry

A request was submitted to add a feature to the Connect website to act as a "message board" for homeowners to interact with each other, including service/vendor recommendations.

The Board discussed the pros and cons of adding such a feature to the website, but was ultimately ok with adding the feature as long as it is made clear that management will not be overseeing, reviewing or monitoring the activity of this feature and that a legal disclaimer accompanies it. Mrs. Manch will get legal disclaimer from the FirstService legal department and Ms. Ferguson will check on the feature's functionality/options on the Connect website.

OLD / UNFINISHED BUSINESS

None.

EXECUTIVE SESSION

The Board did not move into executive session.

ADJOURNMENT

(M) A motion to adjourn was entered by Mr. Collins and seconded by Mr. Nelson. The motion passed unanimously. The meeting adjourned at 12:37 PM.

APPROVED MINUTES
POTOMAC YARD HOMEOWNERS ASSOCIATION
BOARD OF DIRECTORS MEETING MINUTES
TUESDAY, March 21, 2017

PRESENT

Adam Nelson	Developer/President
Steve Collins	Developer/Vice President
Michael Venn	Vice President (called in)
Susan Manch	Executive Director (FirstService Residential)
Linda Ferguson	Community Manager (FirstService Residential)
Jenny Zaleski	Community Manager (FirstService Residential)

Homeowners Present (2 in person/6 via phone conference)

CALL MEETING TO ORDER

The meeting was called to order by Mr. Nelson at 1:02 PM as he deemed that a quorum of the Board was present.

REVIEW/APPROVAL OF THE MINUTES

(M) Mr. Nelson moved and Mr. Collins seconded to approve amended draft minutes from the July 5, 2016 & November 1, 2016 Board of Directors meetings.

MANAGEMENT REPORT

Management presented the financial reports for the periods ending February 28, 2017. The BoFi Money Market account is close to the FDIC limit. The Board would like FirstService Residential to come up with a recommendation for the Board to consider.

NEW BUSINESS

Spring Plant Replacement Proposal

Management presented the Landscaping Committee's recommendation to approve the new plant replacement proposal provided by M&C Landscaping.

(M) Mr. Venn moved and Mr. Collins seconded a motion to approve the Landscaping Committee's recommendation to approve the plant replacement proposal. The motion passed unanimously.

Insect Pest Management Proposal

Management presented Landscaping Committee's recommendation to approve the IPM proposal from Bartlett Tree Experts. A second proposal from M&C Landscaping was presented, but not recommended by the Landscape Committee. The Board discussed both proposals.

(M) Mr. Venn moved and Mr. Collins seconded a motion to approve the proposal from M&C Landscaping for the IPM. The motion passed unanimously.

Stormwater Management Proposal
Management presented the Stormwater management proposal for the underground facilities that belong to the Potomac Yard HOA.
(M) Mr. Collins moved and Mr. Venn seconded a motion to approve the Stormwater management proposal. The motion passed unanimously.

Irrigation Agreement
Management presented the 2017 irrigation agreement from Hydro-Tech Irrigation, Co.
(M) Mr. Collins moved and Mr. Nelson seconded a motion to approve the snow removal contract. The motion passed unanimously.

Delinquent Accounts
(M) Following Executive Session, Mr. Nelson moved and Mr. Venn seconded a motion to remove any delinquent accounts under $10.00. The motion passed unanimously.

Homeowner Inquiry
Several homeowners asked that the Board consider changing the time and location of the Board meetings.
The Board President explained that the Board meetings are working meetings for the Board of Directors and will be scheduled at a time and location that work for all members of the Board of Directors.

OLD / UNFINISHED BUSINESS
None.

EXECUTIVE SESSION
(M) Mr. Nelson moved and Mr. Venn seconded to enter into Executive Session for the purpose of discussing delinquent accounts at 1:56 PM.
(M) Mr. Nelson moved and Mr. Venn seconded to move out of Executive Session at 2:16 PM.

ADJOURNMENT
(M) A motion to adjourn was entered by Mr. Venn and seconded by Mr. Nelson. The motion passed unanimously. The meeting adjourned at 2:10 PM.

To: joannebump@comcast.net
Subject: RE: Call.Click.Connect. #130640: Planning Commission Inquiries, Dockets at 2501 MAIN LINE BLVD RE: Proposed Application in Potomac Yard

From: Joanne Bump via Call.Click.Connect. [mailto:CallClickConnect@alexandriava.gov]
Sent: Monday, October 02, 2017 7:51 PM
To: CCC PZ PlanComm
Subject: Call.Click.Connect. #130640: Planning Commission Inquiries, Dockets at 2501 MAIN LINE BLVD RE: Proposed Application in Potomac Yard

Request Details:

This is a "private" request. Information should only be provided to the original customer.

- Name: Joanne Bump
- Approximate Address: 2501 MAIN LINE BLVD (See map below)
- Phone Number: 571-444-7760
- Email: joannebump@comcast.net
- Service Type: Planning Commission Inquiries, Dockets
- Request Description: RE: Proposed Application in Potomac Yard at Main Line Boulevard and Swann Avenue

  To the Members of the Planning Commission:

  I am writing to request that your Commission oppose the proposed application in Potomac Yard at Main Line Boulevard and Swann Avenue, which is scheduled for public hearing on October 3, 2017. The proposed application requests modifications from a Master Plan that was presented to, and relied upon by, homeowners before they purchased in Potomac Yard, and that will harm the Potomac Yard community and the City of Alexandria in many ways.

  Approving the proposed application will ignore the due process and civic engagement that is a core principle of development in Alexandria. This is a dangerous precedent to set.

  The modifications under the proposed application provide more density, but without benefits. Homeowners in Potomac Yard had long been informed of the Master Plan: to build 36 multi-family units at a maximum height of 55 feet on the site at issue. The developer, Pulte, is now proposing two 70-foot tall buildings containing 142 condominiums, and a parking garage. 70 feet is 15 feet taller than any other building currently in or designated for Potomac Yard. These 70-foot buildings would be directly across the street from 40-foot townhomes. 70-foot buildings containing 142 condominium units is a significant and material difference from the 55-foot high 36-unit structure these townhome owners thought would be across the street from their homes. 55 feet is the maximum height currently approved for the landbay.

  Homeowners in Potomac Yard are not opposed to density. We live in a new section of Alexandria that is more dense than others and that offers the corresponding benefits of an urban lifestyle, including walkability, access to public transportation, shopping, restaurants, and a sense of community. However, density does not automatically provide benefits; density has to be well-planned and well-thought out in order to provide benefits. The modifications described above increase density by nearly 400% above what was planned, without any corresponding benefits.

  In fact, approving the proposal will set a precedent in Alexandria that stakeholder input is not valued, that developers can bait new homeowners with one plan and switch plans once they have purchased homes, and that developers' and corporations' representations are valued more than residents'. Pulte claims that the Potomac Yard HOA heard the proposal and supports it. The HOA has three seats, and two seats are held by Pulte employees who do not live in Potomac Yard. The HOA meetings are held during the work day at the Pulte offices in Fairfax, which is 46 minutes from the Potomac Yard community. Most of the neighbors had no idea about the

proposal until the City of Alexandria posted the required notification on the property about the requested changes.

Moreover, the City failed to update the website for the Potomac Yard Design Advisory Committee from March 2, 2016 until September 12, 2017. During this time the Committee had two meetings, including a discussion of this project. The community had no way of knowing that this project was being discussed, and the City was negligent in keeping the public informed of the actions of this committee. These actions display a wanton disregard for transparency, which is essential in the local government planning process.

Potomac Yard residents have actively engaged Pulte and City Staff to ensure we fully understood the proposal and the impact upon our neighborhood. If approved, we strongly believe this project would negatively impact our quality of life through increased traffic and congestion on neighborhood streets (including by existing homes and an already heavily used City park), and the corresponding safety issues, without the City and the residents of Alexandria receiving any benefits from this increased density.

The City has overseen the successful development of Potomac Yard through the creation and implementation of a thoughtful Master Plan that included significant resident input. To deviate from this Master Plan at such a late date would divert from the Alexandria way of civic engagement. If passed, it will not only harm Potomac Yard, but will be used as justification for future development throughout the city of increasing density without providing any benefits back to the community.

I know that you are dedicated to building a strong Alexandria. Denying this proposal will ensure that all stakeholders can work together on addressing growth in a proper way.

Sincerely,

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