Master Plan Amendment #2018-0008
Text Amendment #2018-0014
CDD Concept Plan #2018-0006
Development Special Use Permit #2018-0002
Potomac Yard Landbay H West - Silverstone
2602 Main Line Boulevard

Application	**General Data**	
Project Name: Potomac Yard Landbay H-West Silverstone	PC Hearing:	November 8, 2018
	CC Hearing:	November 17, 2018
	If approved, DSP Expiration:	November 17, 2021 (three years)
	Plan Acreage:	87,810 SF (2.01 acres)
Location: 2602 Main Line Boulevard (2600 & 2606 Main Line Boulevard)	Zone:	CDD #10 / Coordinated Development District #10
	Proposed Use:	Home for the Elderly (Assisted Living and Memory Care and Retail – Building 1; Independent Living – Building 2)
	Dwelling Units:	146 units (Building 2)
	Net Floor Area:	185,343 SF (Building 1) + 150,558 SF (Building 2) = 335,901 SF total
	Small Area Plan:	Potomac Yard/Potomac Greens
Applicant: Silverstone Alexandria, LP c/o Silverstone Senior Living represented by M. Catharine Puskar, attorney	Historic District:	Not applicable
	Green Building:	LEED Silver or equivalent

Purpose of Application

The applicant requests approval of a Master Plan Amendment, initiation and approval of a Text Amendment, CDD Concept Plan Amendment, and a Development Special Use Permit with modifications to construct two Home for the Elderly buildings with 335,901 square feet and a maximum of 150 dwelling units (Independent Living) within this total building volume, 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 add Home for the Elderly uses;
2. Text amendment to the Zoning Ordinance to amend the provisions of Section 5-602 to amend the amount of office square footage and add Home for the Elderly uses;
3. Coordinated Development District Concept Plan Amendment to decrease the amount of office square footage and add Home for the Elderly uses within Landbay H; and
4. Development Special Use Permit and site plan to construct two Home for the Elderly buildings with ground floor retail including special use permit requests for bonus height per Section 7-700 of the Zoning Ordinance, for an additional mechanical penthouse on each building, for penthouses in excess of 15 feet in height, for a parking increase, and for a loading space reduction.
5. Modifications of vision clearance and height-to-centerline setback requirements.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:
Richard Lawrence, AICP, Urban Planner richard.lawrence@alexandriava.gov
Nathan Imm, Principal Planner nathan.imm@alexandriava.gov
Robert M. Kerns, AICP, Division Chief robert.kerns@alexandriava.gov

CITY COUNCIL ACTION, NOVEMBER 17, 2018: City Council approved the Planning Commission recommendation.

PLANNING COMMISSION ACTION, NOVEMBER 8, 2018:

On a motion by Commissioner Koenig, seconded by Commissioner Brown, the Planning Commission voted to initiate the Text Amendment #2018-0014. The motion carried on a vote of 6 to 0. Subsequently, on a motion by Commissioner Koenig, seconded by Commissioner Brown, the Planning Commission voted to recommend approval of Text Amendment #2018-0014. The motion carried on a vote of 6 to 0. On a motion by Commissioner Koenig, seconded by Commissioner Brown, the Planning Commission voted to adopt a resolution to recommend approval of Master Plan Amendment #2018-0008. The motion carried on a vote of 6 to 0. On a motion by Commissioner Koenig, seconded by Commissioner Brown, the Planning Commission voted to recommend approval of Coordinated Development District Concept Plan Amendment #2018-0006 and Development Special Use Permit #2018-0002, as submitted. The motion carried on a vote of 6 to 0.

Reason:

The Planning Commission agreed with the staff analysis and the conditions.

Summary of Planning Commission Discussion During Staff Questioning:

Commissioner Wasowski questioned whether there is any specification of the location of public art, as of two planned pieces of public art one is intended to be located in the publicly accessible ground level open space and the second within the memory care open space. Staff noted that there is not a specific location requirement, that with two pieces the project strives to keep a balance of public access, and that in this case a particular consideration has been taken in that the memory care patients would not be able to take advantage of art in publicly accessible open space

Commissioner Wasowski verified the required amount of parking spaces is 166 spaces for the home for the elderly, and for the retail 3-36 spaces, and that the conditions allow for a reduction of parking through the final site plan process, as long as the required minimum is provided.

Commissioner Koenig clarified that the comments provided by the Potomac Yard Design Advisory Committee have been either incorporated into the design as presented or specified in the recommended conditions.

Summary of Planning Commission Discussion:

Commissioner Lyle addressed the concerns raised by Ms. Richards (PYCA) regarding the noise of the pile driving to state that, based on her experience with pile driving similarly located to her residence, it did not create a significant nuisance.

Commissioner Brown questioned the number of residents there are on the east side of Route 1 within 400' of the site. Commissioner Brown raised that regulations that address the quality of life of residents do not make the City unfriendly to business.

Commissioner Wasowski expressed that there is a significant amount of development planned for Potomac Yard and that people are cognizant of the construction associated, and that the construction methods should not be micromanaged or have projects treated differently.

Commissioner Koenig expressed that the use and density are appropriate to Potomac Yard, and that the collaborative development of the architecture has resulted in a character and articulation that has a nice level of coherence. Further, the modulation of the mass and open space organization has been successful.

Chairwoman Lyman noted that this project illustrates a need to provide flexibility in Small Area Plans as the home for the elderly use had not been identified previously and is an appropriate use for this neighborhood. She further noted support for the affordable units.

Commissioner McMahon noted that she did not believe that further construction methods should be required. She further noted to staff that care should be taken through the next steps of the project to ensure positive relationships and communications with the construction managers, as relationships are key to maintaining trust in the process.

Commissioner Wasowski noted that the provision of ground-floor retail is an important aspect to realization of the plan, particularly in regard to the creation of an engaging and pedestrian-friendly environment along Route 1.

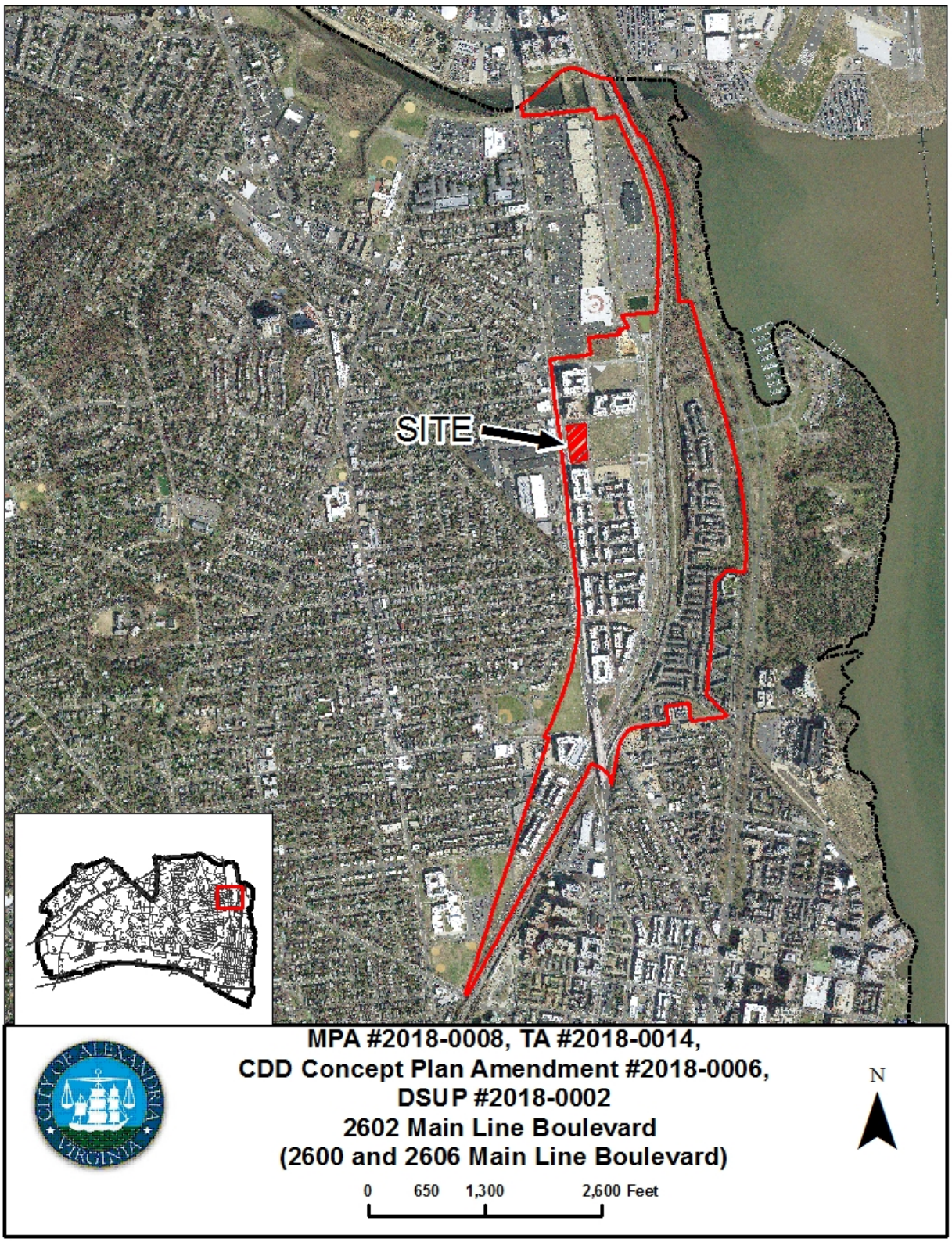
Commissioner Brown thanked the Potomac Yard Civic Association for presenting their concerns. While he agreed with the other Commissioners regarding not burdening this project with additional construction methods, he appreciated PYCA bringing their concerns forward.

Commissioner Brown queried Commissioner Koenig's impressions of the color palette of Building 2. Commissioner Koenig stated that the differences in form and design provided the relief needed and that he did not feel the need to further comment on colors.

Speakers:

M. Catharine Puskar, representing the applicant, spoke in support of the project. She addressed concerns from the other speaker. She stated that Alexandria has more restrictive pile driving regulations than surrounding communities and that this project should be held to the standards per the current City regulations. She further stated that the pile driving is limited to the work associated with sheeting and shoring, for a duration of approximately one month, and that this is a standard construction practice in this area. Ms. Puskar provided Planning Commission and staff copies of a diagram showing the distance of the surrounding existing buildings from the edge of the site to illustrate the relative density of development within 250' and 500' of the construction.

Susan Richards, of 715 Watson Street, representing the Potomac Yard Civic Association, expressed their concerns with the project, specifically construction impacts related to the driving of piles and its noise and vibration. She expressed concerns that the hours of operation do not address the changed patterns of people working from home and needs of parents with children. She looked for the applicant to explore addition noise muffling methods.



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends **approval** of the proposal for two Home for the Elderly buildings at 2602 Main Line Boulevard, subject to compliance with the staff recommendations. The proposal provides a number of benefits, including:

- Diversification of housing types in Potomac Yard;
- Provision of high-demand Assisted Living and Memory Care units within the City;
- Seven on-site auxiliary grant (AG) units (valued between approximately $19-25 million);
- Provision of ground-level open space exceeding CDD#10 requirements;
- Installation of on-site public art (approximately $117,570 value);
- Contribution for the installation of a Capital Bikeshare station ($20,000);
- Improved/new sidewalks and street trees; and
- Construction of high-quality architecture and compliance with the Green Building Policy

B. Summary of Issues

The applicant, Silverstone Alexandria LP, has submitted requests for development of a parcel of land located within Landbay H in Potomac Yard. The site is bounded by Swann Avenue to the south, Main Line Boulevard to the east, Maskell Street to the north and Route 1/Richmond Highway to the west. The proposal consists of two Home for the Elderly buildings with 146 dwelling units (Independent Living), approximately 173,000 square feet of commercial space (Assisted Living/Memory Care), approximately 12,000 square feet of retail, and a 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 proposed use, height, and site design 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 87,810 square feet and is located on the western block within Landbay H in Potomac Yard. The site is located along Route 1/Richmond Highway, approximately one block south of the Potomac Yard Fire Station, and approximately three blocks south of North Potomac Yard, site for the future Potomac Yard Metro Station. The site is primarily

surrounded by residential uses to the south and southeast with a combination residential townhouses and multi-family buildings in Landbays I and J. The Frasier, a residential apartment, is located immediately to the south of the site in Landbays H/I. To the north in Landbay G is a combination of residential, office, and mixed-use buildings. Other commercial, neighborhood-serving and institutional uses can also be found within the vicinity and across Route 1 to the west.

The remainder of Landbay H, currently vacant land and planned for future office uses, is located to the east across Main Line Boulevard. Potomac Yard Park and the Metrorail tracks are located to the east across Potomac Avenue. The site was previously used as the sales trailer for the townhouse properties to the south and was removed following the completion of the residential townhouse developments. No major 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 (PYPG SAP) 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/Richmond Highway 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 provides the framework for redevelopment that anticipates the neighborhood-wide provision of amenities to include transportation infrastructure, sewer and stormwater infrastructure, open space, and affordable housing. Many of these neighborhood-wide improvements have been completed by previous applicants as of 2017. The CDD Concept Plan also includes development thresholds to include the allowable land uses, maximum density, and maximum height limits, as prescribed in the Potomac Yard/Potomac Greens Small Area Plan. Notably, rather that FAR (Floor Area Ratio), density limitations within the CDD are expressed in the form of maximum number of dwelling units for residential development, rooms/keys for hotel uses, and a maximum amount of square footage for retail and office uses. 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 2017 (CDD#2017-0001). As part of the 2010 CDD Concept Plan amendment, the Potomac Yard master 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. Ultimately the non-GSA alternative was selected, eventually providing for residential townhouses south of Watson Street and multifamily residential on the block north of Watson Street. Under the 2010 CDD Concept Plan amendment Non-GSA Alternative, the maximum number of residential units allowed at Landbay H was 169, while the corresponding number for Landbay I was 388.

Density Transfers and Increases

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 within landbay H 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) increased by three units to a total of 391. These maximum density limits were memorialized in the 2012 CDD Concept Plan amendment, and remained in effect until 2017 when the working Concept Plan was amended to add additional residential units within Landbays H and I. The maximum number of residential units were increased from 151 to 244 within Landbay H and from 391 to 400 units for Landbay I. The Potomac Yard Concept Plan (Attachment #3) represents the 2012 CDD Concept Plan and 2017 CDD Concept Plan amendments to include any density transfers and density increases that may have occurred in the CDD to date.

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 remain active for the current project site or remaining blocks within Landbay H.

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 in 2017.
- *September 2011* – DSUP#2008-0022 for townhouses and urban lofts in Landbay I and J West/Landbay L, including the area directly to the south 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 south of the subject site at Landbays H/I known today as "The Frasier." This building was completed in early 2015.
- *October 2017* – DSUP#2016-0022 for construction of 138 units within two multifamily residential condominium buildings on the block southeast of the project side. Approval of

this project increased the residential unit count within Landbays H and I and increased the maximum building height on that block from 55ft. to 70 ft. This project would use all the remaining residential units within Landbays H and I.

C. Project Description

To support the project, a Master Plan Amendment, CDD Concept Plan Amendment, and Text Amendment are requested to support the proposed use. The proposed Home for the Elderly buildings contain a total of 146 dwelling units (Independent Living) and 186 assisted living or memory care units (measured in square feet), for an approximate total of 324,000 square feet. The 186 assisted living or memory care units of the southern building (known as Building 1) would measure 185,343 net square feet and includes approximately 11,991 square feet of retail, at 91'-9" feet*. Building 1 will support a combination of memory care, assisted living units and amenities. The applicant is requesting bonus height per Section 7-700 of the Zoning Ordinance for Building 1 to increase the allowable height from 82 feet to 93'* along Route 1/Richmond Highway and from 100 to 110' along Main Line Boulevard for the provision of on-site affordable units. Seven or the 186 assisted living or memory care units within Building 1 will be dedicated as an auxiliary grant (AG) unit, valued at approximately $19-$25 million over a 40-year period. The specific details related to the affordable housing components of the project is described in section IV (E) of this report.

The 146 dwelling units (Independent Living) of the northern building (Building 2) would measure 150,558 net square feet and varies in height from 78'-7" * along Route 1/Richmond Highway to 96' along Main Line Boulevard. Building 2 includes 146 independent living units and amenities. Both buildings feature balconies for certain units as well as lobbies and amenity areas.

The two buildings have been designed to relate to another while creating architecturally distinct buildings. Building 1 is proposed to be clad in primarily red brick, with composite metal panels, simulated stone, and spandrel glazing. Building 2 is proposed to be clad in two neutral tone bricks, spandrel glazing, and composite metal panels. Each building provides unique forms along the Route 1/Richmond Highway frontage to create visual interest for each building while creating a relationship between the two buildings. The buildings are further anchored by a mid-block pedestrian open space that provides access from Main Line Boulevard to Route 1/Richmond Highway. On-site public art is anticipated within the open space area.

Parking will be located in a shared underground garage with one entrance accessed via an internal vehicular courtyard between the two buildings. The consolidated garage access will both buildings as well as the retail use in Building 1. The garage will be screened from Route 1/Richmond Highway via landscaping and an integrated retaining wall in the landscape design. The underground garage would span the entire block and contain approximately 274 parking spaces on approximately 2 levels. Two trash and garbage storage rooms (one for each building) are proposed on the ground level in addition to maintenance areas, back-of-house storage, and bicycle parking are provided. 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

* Building height includes a 72" wind screen, height at the roofline measures 85'-9".

Yard. The two temporary asphalt sidewalks on the site will removed in this proposal and 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 Route 1/Richmond Highway and a minimum width of 13.5 feet along Maskell Street. Curb ramps along Main Line Boulevard will be reconstructed, in coordination with Staff, and street trees would be planted along all four block frontages.

III. ZONING

Property Address:	2602 Main Line Boulevard
Total Site Area:	87,810 square feet (2.01 acres)
Zone:	CDD#10 / Coordinated Development District #10
Current Use:	Vacant Land
Permitted Use:	Office with ground floor retail
Proposed Use:	Home for the Elderly with ground floor retail

	Permitted/Required (Current)	**Permitted/Required** (Proposed Zoning)	**Proposed** (Development)
Density			
Landbay H West Project Site	Office w/ ground floor retail	Home for the elderly w/ ground floor retail	Home for the Elderly w/ ground floor retail
Landbay H West	Portion of 1,100,000 SF office	325,000 SF home for the elderly use, within which there may be a maximum of 150 dwelling units*; approx. 30,000 SF retail	325,000 SF Home for the Elderly with 146 dwelling units (Independent Living)*; approx. 12,000 SF retail
All of Landbay H	1,100,000 SF Office	775,000 Office; 325,000 SF home for the elderly use, within which there may be a maximum of 150 dwelling units*; 30,000 SF retail	775,000 Office; 325,000 SF Home for the Elderly with 146 dwelling units (Independent Living) *; 12,000 SF retail
FAR	No maximum FAR		3.80
Height	82 feet max along Route 1; 100 feet along Main Line Boulevard	82 feet max along Route 1/ 100 feet along Main Line Boulevard	93' – 110' feet (Building 1)** 78' 7" - 96 feet (Building 2) ***
Setbacks			
Main Line Blvd.	None		18.8-24 feet (B1) / 20-24 feet (B2)

Swann Ave.		18 - 43 feet (B1)
Route 1/ Richmond Highway		19.8-23.8 feet (B1) / 24-26.7 feet (B2)
Maskell St.		18.8-20.7 feet (B2)
Vision Clearance (Corner)	Triangle with 75-foot sides as measured from intersecting street centerlines	Triangle w/ 70-ft side**** (Main Line & Swann Ave)
		Remaining three corners meet requirement
Height-to-Setback Requirement	2:1 maximum ratio of building height to setback from centerline of street	2.89 : 1 ratio**** (Building 1 @ Main Line)
		2.56 : 1 ratio**** (Building 1 @ Swann Ave)
		2.32 : 1 ratio**** (Building 2 @ Main Line)
		2.64 : 1 ratio**** (Building 2 @ Maskell St)
		All other ratios meet requirement
Open Space	None required at this site; CDD#10 provides for several open spaces in area	31,830 SF = 36.3% of total site (20.6% at ground level)
Parking	169 spaces (min) 202 spaces (max)	274 underground spaces
Loading Space	1 loading spaces	2 loading spaces

* Master Plan Amendment and/or CDD Concept Plan Amendment requested
** Bonus Height per section 7-700 of the Zoning Ordinance
*** Building heights include a 72" windscreen
**** Modification requested

IV. STAFF ANALYSIS

Staff recommends approval of the applicant's proposal to amend the Potomac Yard/Potomac Greens Small Area Plan (PYPG SAP) to develop Potomac Yard H -West with two new Home for the Elderly buildings. The proposal to convert a portion of office square footage within Landbay H to this use provides the opportunity to diversify the housing choices within Potomac Yard and near the future Potomac Yard Metrorail Station.

A. Master Plan Amendment

Staff supports the Master Plan Amendment requests to add Home for the Elderly use and reduce the amount of office square footage in Landbay H. The request does not increase the overall density within the landbay or Potomac Yard as a whole, rather it converts a portion of the designated office use to another commercial-related use. Staff supports the reduction of office square footage within

Landbay H from 1,100,000 square feet to 775,000 square feet. The adjoining 4.28-acre parcel is an important commercial property because it supports the development of office uses on that site given the floor plates sought by prospective office tenants.

Within the adjacent Town Center in Landbay G, over 972,000 square feet of office uses are allowed with already 200,000 under construction. Farther north, in Landbay F (North Potomac Yard), the North Potomac Yard Small Area Plan recommends a required 1.56 million square feet of office development and provides flexibility for office uses for up an additional 3,765,000 square feet of development, provided appropriate resident/employee balance. Altogether, staff finds that the amount of available office use remaining within Landbay H and adjacent landbays is sufficient to support the long-term goal of a mix of office and residential uses in Potomac Yard.

The proposed Master Plan Amendment supports several broad goals and objectives within the PYPG SAP. 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 addition of the Home for the Elderly use increases the variety of uses within the area and adds to the diversity of employees and residents and the use patterns of the neighborhood. The height, density, and use requested here would result in new buildings consistent with the urban environment established by previous development as well as future development near the approved Metro station. The proposed heights would also support the success of commercial areas anticipated in the future at the nearby vacant parcels in Landbay H and Landbay G, consistent with another goal of *"develop[ing] livable neighborhoods with successful commercial areas"* (PYPG SAP Page 56.)

The site is well served by public transportation, within close proximity of Metroway and the approved Potomac Yard Metro Station. The density, height, and use are consistent with the moderate-to-high density that, when located near public transit stations, represents transit-oriented development and good urban planning practice.

Additionally, the Strategic Plan on Aging (The Alexandria of our Future), the Housing Master Plan, and the Alexandria Age Friendly Plan for a Livable Community underscore the additional need for opportunities that support individuals with varying income levels to age-in-place, move to senior independent living, or gain access to assisted living facilities. The Housing Master Plan specifically recommends "collaborat[ion] with appropriate public and private partners to develop an assisted living facility serving Alexandrians of varying income levels". This amendment will support the creation of these necessary facilities in the City while also providing seven dedicated auxiliary grant (AG) units within the assisted living/memory care building.

It is important that as other vacant sites in Potomac Yard move forward, the balanced mix of uses be retained in South Potomac Yard. For these reasons, staff supports the amendment and believes it appropriate to achieve various City goals outlined above.

B. ZONING

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 retail use and hotel, as these uses are specifically depicted on the approved CDD Concept Plan for each landbay or portion thereof. For this site, the Concept Plan anticipated office use with ground-floor retail.

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 244, with all having already been built or under construction. The current maximum number of office square footage allowed in Landbay H is 1.1 million square feet to be shared between this site and the adjacent vacant 4.28-acre parcel. To date, no office uses have been constructed within Landbay H. Within Landbay G approximately 200,000 square feet of office is underway with the National Industries for the Blind (NIB) and American Physical Therapy Association (APTA) office buildings. Additionally, within Landbay H, a maximum of 30,000 square feet of retail is allowed.

The applicant has requested an amendment to the CDD Concept Plan to convert a portion of the office use and the home for the elderly use within Landbay H. Consistent with the Master Plan Amendment, the allowable office square footage would be amended to 775,000 square footage for the remaining adjacent vacant parcel within the landbay. A maximum of 325,000 square feet for Home for the Elderly use is proposed within the landbay. Within this total square footage, a maximum of 150 dwelling units is proposed for the Independent Living category, which is measured via a unit count. The flexibility in providing a maximum square footage and a subordinate maximum for dwelling units for the proposed Home for the Elderly use is consistent with zoning interpretation of the types of senior facilities that fall under the definition of the proposed use; independent living (maximum dwelling units) and/or memory care/assisted living (maximum square footage). This distinction is needed based on the services and staff support to provide for the greater needs of Assisted Living and Memory Care residents.

The maximum square footage/unit 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. Because Home for the Elderly uses do not function as traditional residential buildings, the current maximum total of residential units allowed in within CDD#10 is unchanged. However, a maximum number of square feet and/or dwelling units are provided for the Home for the Elderly uses. City staff has brought forward Text Amendment #2018-0014 to amend the CDD#10 provisions within Section 5-602 to reduce the allowable office square footage and add Home for the Elderly uses.

Additional Zoning Provisions

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)).

In addition to the broad goals and objectives, the PYPG SAP also includes more specific guidance regarding the development of the area within the CDD Concept Plan, including this site. The Plan anticipated this site to provide mixed-use buildings with heights that range between 82-100 feet, transitioning between the lower scale townhouses and multifamily buildings to the south and the taller proposed buildings in the Landbay G town center. The request for bonus height per Section 7-700 of the Zoning Ordinance for Building 1 to increase the allowable height of Building 1 from 82 feet to 93'* along Route 1/Richmond Highway and from 100 to 110'along Main Line Boulevard will ensure the provision of seven on-site AG units.

Two items discussed in this section of the Plan are particularly relevant to the request that support the proposed uses, height, and underground parking. The Plan recommends that the *"flexibility for the locations of residential or commercial uses within Landbays H, I, and J may be allowed in specified locations, provided that the total number of residential uses or the amount of commercial floor area does not exceed what is permitted in the overall CDD"* and *"[t]he CDD shall be predominantly residential and mixed use, with the highest densities of commercial uses adjacent to the existing Potomac Yard shopping center, near the location where a future Metro station could be located."* (PYPG SAP Page 71). The Home for the Elderly use will not increase the overall residential units total or the total amount of commercial floor area within the Landbay or overall CDD. The location of this site, adjacent to the Metroway as well as proximity to the future Potomac Yard Metrorail Station also support the goal outlined above.

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 applicant is providing the required minimum parking required per the updated commercial parking standards however, has requested an increase in parking to accommodate this unique mix of users – from independent seniors who may own cars, to those in the memory care facility, staff, family members, visitors, and retail shoppers. While the increase is more than the recommended minimum, it ensures adequate parking is provided on-site and is lower than the maximum parking required by office uses. The inclusion of the underground parking within the applicant's development proposal is consistent with that goal and further allows for the provision of new at-grade open space. It is also important to note the significant cost involved to provide underground parking. The proposed building uses requested in the Master Plan Amendment and proposed heights spread the associated costs of concrete/steel construction and allows the provision of underground parking to be financially and practically feasible.

C. CDD Concept Plan and Text Amendments

Staff also supports the CDD Concept Plan Amendment request, which would add Home for the Elderly uses and reduce the amount of office square footage in Landbay H. The proposed use within

Landbay H is appropriate for the same reasons as the Master Plan Amendment and does not increase the overall density within the landbay or Potomac Yard as a whole. Located just outside the one quarter mile area of the approved Potomac Yard Metro Station, the proposed use and building heights would support the transit-oriented development and help to realize the goals and objectives of the Small Area Plan and other City policies.

Similarly, the text amendment to the CDD#10 portion of Section 5-602 of the Zoning Ordinance would simply formalize the 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 and landbay. Staff believes the text amendment to reduce the amount of office square feet within Landbay H from 1,100,000 square feet to 775,000 square feet and allow Home for the Elderly uses with a maximum number of units/square feet is justified for the same reasons noted previously in this staff report. The text amendment language for CDD#10 can be found in Attachment #5 of this report.

D. Site & Building Design

Site Design

Staff worked collaboratively with the applicant to create a successful solution to the site planning. A key organizing design element of the plan is the midblock pedestrian walkway and open space that extends between the site connecting Main Line Boulevard and Route 1/Richmond Highway. The landscaped open space between the two buildings also provides a break in the Route 1/Richmond Highway building wall.

The two buildings are accessed primarily from a mid-block curb cut on the west side of Main Line Boulevard that leads to a shared elliptical entrance. The elliptical design abuts the primary building entrances providing curbside drop-off areas for of each building. The applicant worked closely with staff to minimize curb cuts around the site while maintaining important access and service to each building. It was important that no curb cuts were placed on Route 1/Richmond Highway and Swann Avenue. The vehicular plaza provides easy front door drop-off, centralizes access to the underground garage and minimizes the impact to the pedestrian environment. All the required parking is provided on-site via an underground garage. The vehicular plaza is designed to create a visually interesting space facilitated using textured materials and dynamic scoring patterns that clearly delineate the various functions of the spaces for pedestrians and vehicles. The loading dock for Building 1 is internal to the site and accessed via the same entrance drive, while the Building 2 loading dock is accessed from Maskell Street.

The elliptical entrance also utilizes landscaping that forms the axis of the primary ground-level open spaces. To the north of the vehicular plaza, a ground level open space in Building 2 feature a series of outdoor spaces and resident amenity areas. Additional lawn and landscaped areas are found south of the site fronting Swann Avenue. 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.

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. 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 Maskell Street and Route 1/Richmond Highway would be surfaced in concrete. Along Route 1/Richmond Highway, the two buildings reinforce the building streetwall established along the corridor while providing a variation in setbacks that respond to buildings to the north and south of the site. Building 1 is setback approximately 20 feet along Route 1 responding to the setback of the Frasier multifamily building to the south; Building 2 has a building setback up to 27 feet larger than the 23-foot setback of the Potomac Yard Fire Station to the north.

Building Design

The building share similar forms with a general "U" shape open to the south yet have distinct heights, uses, and functions. Both buildings mass the greatest height along Mainline Boulevard per the height requirements of the Potomac Yard/Potomac Greens Small Area Plan, stepping down to a lower height along Route 1/Richmond Highway. Overhangs and setbacks create a series of corner treatments and roof terraces. Theses design elements are represented using related forms, an inverted "L" and "Z" shape for the NW corner of the Building 2 and SW corner of Building 1, respectively.

The buildings create a varied datum line that establish a variety of building heights on the site and along Route 1/Richmond Highway. Building heights along Route 1, inclusive of rooftop windscreens, range between 78' 7" to 91' 9". However, actual heights of the buildings, measured to the roofline, range between 72' 7" to 85' 9" along Route 1.

The building design reflects a clear distinction between the two buildings within an overall composition encompassing the entire block. Building 1 is clad primarily in red brick, with white and gray composite metal panels, simulated stone, and spandrel glazing. The retail corner of Building 1 is emphasized through a break/seam clad with spandrel glazing and further accentuated by the corner "Z" shape, wood accent on the roof penthouse, and composite metal panels on the Route 1 and Swann Avenue frontage. Building 2 is designed with two neutral tone bricks, spandrel glazing, and carries some of the similar composite metal panels and wood accents used on Building 1. The expression of the NE corner of Building 2 is emphasized through façade and material proportions, the massing of the angled corner and roofline, increased proportion of glass between the brick forms and the contemporary articulation provided by secondary gray verticals.

Staff finds the overall building forms and organization successful in the following areas:

- Relative coloration of the two buildings, including the dynamic use of materials and balconies to create well designed and distinct buildings; Building 1 reflecting more traditional aesthetic and Building 2 reflecting a more contemporary approach.
- Consolidation, simplification, and integration of penthouse structures as part of the overall building design.

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 June 27th and September 19th 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 home for the elderly buildings reinforces 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 use (home for the elderly use) that adds to the variety of uses, residents, and workforce that assist in creating a more dynamic neighborhood.

2. Pedestrian-Friendly Environment

Streetscape improvements, including unobstructed sidewalks, street trees and pedestrian scale lighting are proposed on each frontage. The unobstructed sidewalks reinforce the pedestrian friendly and safe environment established throughout Potomac Yard. The two buildings frame an open space and mid-block pedestrian connection that provides a neighborhood amenity that meets the principle of providing open space evenly throughout the neighborhood while increasing pedestrian porosity through Potomac Yard. To further activate the street retail entrances are located along Route 1/Richmond Highway for Building 1 and both primary building entrances and lobbies are located along Main Line Boulevard. The conditions of approval ensure the retail activation by setting limitations on the percentage of retail glazing that must provide open views into the store.

3. Mixed-Use Development

The proposal is consistent with the CDD Concept Plan approval, which identifies this block for office/commercial use. While not a traditional office building, these types of life care facilities share similar commercial functions given the on-site care and medical staff needed to support residents. This project will be the first in Potomac Yard to provide Home for the Elderly facilities that will expand the housing type options and diversity beyond the townhouses and multi-family apartments that have already been completed to the south and further north in the town center. The Assisted Living/Memory Care within Building 1 will require 24-hour care services and staff. Additionally, the ground-floor retail use will provide a significant amount of retail in this portion of Potomac Yard.

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 varied datum line and variety of building height, particularly along Route 1/Richmond Highway, include interesting design elements, and utilize high 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 buildings along Route 1. Pursuant to the Guidelines, the parking for the proposal is located below grade and the parking entrance is located internal to the site and limit impacts caused by turning vehicles around the site.

During their review at their June 27th meeting, PYDAC made a couple of design recommendations regarding the general direction of the building and side design. Following the June meeting, the applicant design team worked with staff to refine the building design, form, materiality and proportion and presented updated drawings at the September 19th meeting. During this meeting PYDAC conveyed overall support of the evolution of the building and site design however, requested the applicant continue to rethink the material selection of the building seam and revise the southern elevation and retail corner of Building 1. Additionally, PYDAC requested the applicant and staff provide contextual exhibits relative to the site. The applicant responded to the PYDAC design comments as shown in Graphic F & H, incorporating spandrel glazing at the building seam,

increasing the window proportion and material selection and the retail corner, and rethinking the material selection and design of the center massing on the southern elevation of Building 1. Additionally, the applicant provided a photomontage exhibit, as requested by PYDAC, to show the proposed buildings in context with the adjacent buildings to the north and south (Exhibit D).

PYDAC recommended supporting this project, including the architectural revisions for the southern elevation of Building 1. A letter of recommendation from PYDAC is attached as *Attachment #6*.

E. 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 requested modifications are desirable in this instance. The modification of the vision clearance requirement is slight at only five feet less than required and would occur only at one of four intersections around the site (Main Line Boulevard and Swann Avenue).

The height-to-setback requirement modification is requested in two instances for Building 1 (along Swann Avenue and Main Line Boulevard) and two instances for Building 2 (along Main Line Boulevard and Maskell Street). For Building 1, it represents about 16.5 feet of additional height compared to the setback provided along Swann Avenue and about 16.7 feet along Main Line Boulevard (or about 8.25 feet and 8.35 feet, respectively, of reduced setbacks compared to the heights provided).

For Building 2, it represents 13.2 feet of additional height compared to setback provided along Main Line Boulevard and 11.5 feet of additional height along Maskell Street (or about 6.6 feet and 5.75 feet, respectively, of reduced setbacks compared to the height provided). These types of modification are a result of the meandering nature and variable width of Main Line Boulevard coupled with the approved building heights per the Small Area Plan. The Small Area Plan anticipated taller buildings in this portion of Potomac Yard as blocks approached the Town Center in Landbay G and Landbay F (North Potomac Yard). Additionally, staff believes the modifications are desirable given that the proposed buildings are appropriately setback while supporting the continued streetwall consistent with the urban development pattern broadly recommended in the Small Area Plan and the Urban Design Guidelines and Standards. Both modifications have often been requested in other approval within Potomac Yard to create more urban buildings.

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 Swann Street has already been constructed with curb and gutter as part of area-wide road infrastructure improvements at Potomac Yard. The parking lane on Main Line Boulevard is tucked behind the area at which a rebuilt curb ramp will be constructed,

improving the existing bump-out that provides reduced pedestrians crossing distance at the intersection for greater visibility and safety. This mitigates any minimal impact from the reduced vision clearance requirement. Regarding the height-to-setback requirement, the buildings have been designed in such a way that break down the form of the buildings using variable heights, building stepdown, and architectural detail. The buildings also comply with the streetscape standards per the Potomac Yard Design Guidelines as well as heights as proposed by the Small Area Plan. The adjacent vacant parcel in Landbay H is planned for office use with a maximum height of 110 feet and would be consistent with the heights proposed along Main Line Boulevard. Also, the ground-level open space and landscaping create a pleasant pedestrian environment that mitigate 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.

F. Special Use Permit Requests

The development site plan application includes several special use permit requests including: requests for bonus height, an additional mechanical penthouse for each building, mechanical penthouse in excess of fifteen feet in height, reduction for a loading space, and increase in parking.

Bonus Height
The applicant has requested bonus height per Section 7-700 of the Zoning Ordinance within Building 1 to increase the allowable height along Route 1 from 82 feet to 93'and from 100 to 110' along Main Line Boulevard for the provision of on-site affordable units. However, as a point of clarification, the building height along Route 1 includes a 72" wind screen; the height at the roofline measures 85'-9". Through the utilization of bonus height, seven single-occupancy auxiliary grant (AG) units, valued at approximately $19-$25 million over a 40-year period will be provided within Building 1 that supports a combination of memory care and assisted living units and associated amenities. Staff found the modest increase in height appropriate because the requested bonus height increase did not create an additional story but utilized the concrete/steel construction type to create an efficient building with appropriate floor-to-ceiling heights to accommodate the building use.

Mechanical Penthouses
The proposal requests a second mechanical penthouse for each building per Section 6-403(B)(2)(a) of the Zoning Ordinance which permits more than one mechanical penthouse per building with a Special Use Permit. Pursuant to Section 6-403(B)(2)(b) of the Zoning Ordinance, the proposal also includes a request for an increase in mechanical penthouse height greater than fifteen feet. The additional penthouses are requested given the use and design of each building, with separate elevator cores with a corresponding elevator overrun on the roof. The additional height is requested to provide adequate space to support the mechanical equipment for each building. Each elevator core provides critical access for residents to the upper floors, rooftop amenity areas of the

buildings. Staff has worked with the applicant to integrate the penthouses into the overall building design of each building and finds that the additional penthouses enhance safety for building residents. The proposed heights of the buildings also ensure that the penthouse structures do not negatively impact nearby properties.

Loading Space Reduction
A loading space reduction has been requested per Section 8-200(B) of the Zoning Ordinance which requires at least one loading space be provided for each 20,000 sq. feet of floor area. The applicant has provided two on-site loading docks (one to serve each building) on the site. The loading dock for Building 1 is located adjacent to the parking garage entrance, accessed via the internal vehicular plaza, while the Building 2 loading dock is accessed from Maskell Street. Staff finds the loading spaces provided on-site sufficient to serve the two buildings and that the location of the loading docks minimizes impacts to the pedestrian environment.

Increase in Parking
The applicant requests a parking increase per Section 8-100(A)(8) of the Zoning Ordinance to increase the amount of parking on-site over the minimum 169-202 spaces required to 274 spaces. 166 spaces would be required for the home for the elderly use; the retail is required to have a minimum of three and maximum of 36 spaces. The 274 spaces would accommodate the unique mix of users on the site including independent seniors and visitors in Building 2 who may own cars, to the residents, staff, and visitors of the assisted living/memory care facility as well as the retail shoppers in Building 1. The Applicant has stated that a review of the parking requirements of similar facilities within their portfolio has informed their request for additional parking. To ensure the parking is "right-sized" on-site, given the site's proximity and access to transit, staff has provided a condition that permits the applicant to construct less than 274 spaces, so long as the minimum requirement is maintained.

G. City Policies

Affordable Housing
The Strategic Plan on Aging (The Alexandria of our Future), the Housing Master Plan, and the Alexandria Age Friendly Plan for a Livable Community underscore that, as the City's population ages, additional opportunities will be needed to allow individuals with varying income levels to age-in-place, move to senior independent living, or gain access to an Assisted Living facility so they can remain in this community. Strategy 5.7 of the Housing Master Plan specifically recommends the City "collaborate with appropriate public and private partners to develop an Assisted Living facility serving Alexandrians of varying income levels", in full alignment with Goal 2 of the Plan on Aging. The proposed Silverstone facility will help further the City's goal to provide a variety of safe, quality housing choices that are affordable and accessible to households of all ages and abilities.

With Housing's facilitation, on April 12, the applicant presented the project, along with three affordable housing contribution options, to the Commission on Aging (COA). The first option offered to provide 14 units discounted by 40%, the second option offered to provide nine units discounted by 60%, and the third option offered to provide seven deeply affordable Auxiliary-Grant

(AG) funded units. There was not a notable difference among the estimated values of the three options. Noting the shortage of Assisted Living options in the City, the COA received the overall project concept positively and expressed a desire for deeply affordable placements, potentially to serve extremely low-income aging residents of neighborhoods near the proposed project site and/or persons with auxiliary grant support funds (the City's Division on Aging and Adult Services has a list of persons eligible for support that are awaiting placements).

In response to feedback from Housing and the COA, the applicant developed and presented an affordable housing plan at the October 4 meeting of the Alexandria Housing Affordability Advisory Committee (AHAAC). The affordable housing plan commits the applicant to providing seven AG funded units (beds) in single-occupancy rooms with a private bath for a period of 40 years.

An auxiliary grant (AG) is an income supplement for individuals who receive Supplemental Security Income (SSI) and certain other aged, blind, or disabled individuals who reside in a licensed Assisted Living facility or an approved adult foster care home. An AG payment is issued to an individual monthly, to be used with a designated amount of their monthly income to pay a facility or home a maximum monthly rate for room, board, and supportive services. This rate is determined by the Virginia General Assembly and is adjusted periodically. The current monthly rate for an AG-funded unit is capped at approximately $1,462. It is noted that the AG program is 80 percent state funded and 20 percent locally funded and is administered by the Department for Aging and Rehabilitative Services. The City currently has access to only one local AG unit at the Sunrise facility on Duke Street. Two additional AG units will be constructed as part of the new Sunrise facility on North Washington Street.

The project will be constructed in two phases with all seven AG units to be provided in Building 1. The applicant initially offered to provide the first four units upon the receipt of the Certificate of Occupancy for that building, and the remaining three units upon receipt of the Certificate of Occupancy for Building 2. It is noted that at the recommendation of AHAAC, the applicant agreed to modify this delivery schedule such that all seven AG units will be provided upon receipt of the Certificate of Occupancy for Building 1. The units will be dispersed throughout the Assisted Living/Memory Care building (Building 1) and will be fungible along the continuum of care, which will allow the residents of the AG units to move between Assisted Living and Memory Care units as their needs evolve.

The seven AG units are valued at approximately $19-$25 million based on the difference between the value of an AG subsidy ($1,462) and the facility's anticipated monthly charge of $7,200-$9,000 (comprising a base rent of approximately $7,000 and an average of $200-$2,000 in additional care) over the 40-year period. The units comprise 2.1% of the total units in the Silverstone project and are proportionally equivalent to the contribution of the two AG units in the recently approved Sunrise Senior Living project on North Washington Street.

The contribution of the seven AG units is associated with the requested Master Plan and CDD Amendments for a change in land use and approximately ten feet in additional height for Building 1. The base affordable housing contribution for Landbay H-West was previously satisfied through CDD #10 through the provision of 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. It is noted that a larger stakeholder working group will be convened in FY19 to formalize affordable housing contributions for senior living projects.

In order to administer the AG units, a memorandum of understanding (MOU) will be developed between the City and the applicant prior to the release of the Final Site Plan. The MOU will require the applicant to apply the same rules and regulations applicable to all market rate units to the affordable units, acknowledge State regulations as they relate to the administration of AG units, and may include, but not be limited to, the following: the criteria used to qualify such individuals, including criteria for prioritizing eligible Alexandria residents; the period within which a person will be admitted to the affordable unit; the terms regarding discharge; and the means of marketing the program to reach individuals with limited financial resources who will benefit from the auxiliary grant unit.

On October 4 AHAAC voted unanimously to approve the proposed AHP as amended to provide seven AG units for a period of 40 years upon receipt of the Certificate of Occupancy for Building 1.

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 commercial buildings should achieve LEED Silver 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 $117,567 (approximately $58,784 for each building), pursuant to the City's Public Art Policy adopted on December 13, 2014. Staff supports the applicant's siting of the public art in the mid-block pedestrian open space between the two buildings. The ground-level public art will provide visual interest that will draw pedestrians through the space. An art installation is also anticipated to be located on the third-floor amenity space in Building 1 to serve the Assisted Living/Memory Care residents. The final design and location of public art will be determined during the Final Site Plan process.

H. 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#2017-0001), 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. The Potomac Yard Urban Design Guidelines and Standards specified that a mid-block connection be provided on this block within Landbay H to allow pedestrian access between Main Line Boulevard and Richmond Highway. 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 31,830 square feet or 36.3% of open space, represents a significant and valuable feature of the project. 20.6% of the proposed open space would be at ground-level.

The mid-block connection and open space provides a publicly-accessible space that breaks the span between the two buildings and provides pedestrian access through the site. The open space would be well-landscaped and include on-site public art. Located adjacent to the publicly accessible open space is a private courtyard within Building 2 that feature a series of outdoor spaces and resident amenity areas. The location of the open space on the southern side of Building 1, along the Swann Avenue frontage, also offers an additional open space adjacent to the retail use and the finger parks located within Swann Avenue to the south.

The additional 15.6% on-site open space will be provided above grade via rooftop amenity spaces. Three different types of rooftop amenity spaces are provided within the two buildings that serve the different needs to the Assisted Living, Memory Care, and Independent Living residents. Within Building 1, a 3rd floor terrace is proposed to provide protected outdoor space/therapy for Memory Care patients. The rooftop amenity space on the 8th floor, contains a series of spaces including areas for community gardens, open lawn, and gathering spaces. In Building 2, the 7th floor rooftop space provides amenities and areas that serve the residents who have greater independence. Some of the features include open lawn areas, outdoor grills and bar seating, as well as gathering and seating areas.

Table 1: Open Space Table

	Ground-Level	Above-Ground/ Rooftop	Total
Required Open Space per CDD#10	0	0	0
Proposed Open Space	18,096 SF	13,734 SF	31,830 SF
Proposed Open Space (% of entire site)	20.6%	15.6%	36.3%

I. Parking

The parking for the development consists of a two level, 274-space underground garage that covers the entire block and would be shared by residents of both proposed buildings, as well as the staff, retail shoppers, family members and visitors. Of the 274 spaces provided, 94 spaces would be standard-sized, 167 spaces (representing approximately 60% of all spaces) would be compact-sized, eleven spaces would be handicapped-accessible, and two spaces would be shuttle van-accessible. The proposal requests a parking increase over the minimum 169-202 spaces required. 166 spaces would be required for the home for the elderly use; the retail is required to have a minimum of three and maximum of 36 spaces. The increase is requested to accommodate the unique mix of users on the site including independent seniors and visitors in Building 2 who may own cars, to the residents, staff, and visitors of the Assisted Living/Memory Care facility as well as the retail shoppers in Building 1.

J. Loading, Trash and Package Deliveries

The applicant has provided two loading docks (one to serve each building) on the site. The loading dock for Building 1 is located adjacent to the parking garage entrance, accessed via the internal vehicular plaza, while the Building 2 loading dock is accessed from Maskell Street.

A trash room will be provided for each building. The trash rooms will be located on the loading areas 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 directly to the trash truck within the loading dock. 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 loading dock.

Each building will have a mailroom and lobby area. The mailroom is designed to receive regular US Postal Service deliveries. Additionally, package deliveries from companies such as UPS, FedEX and others may be coordinated with management staff. This will avoid packages from being left at the front doors of the two buildings.

K. Traffic

The proposed development would have minimal traffic impacts and produce lower average daily trips than an office use on the site. The ITE Trip Generation Manual estimated the average daily trips (ADT) for an office use would generate approximately 3,942 trips, whereas the home for the elderly use and retail use would generate approximately 2,319 daily trips. Concurrently, the 24-hour staff support for the Assisted Living/ use within Building 1, approximately 115 employees over three daily shifts a, would reduce the peak generation of employees traveling to the site at a given time. The area is also well served by transit, both local bus routes and the adjacent Metroway, as well as the future Potomac Yard Metrorail Station. Staff does not believe this project will significantly impact traffic on the surrounding roadway network.

The proposed garage entry/exit ramp would be located internal to the site and staff does not have concerns about operations of the garage or loading facilities.

L. 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 $89.73/dwelling unit and $0.15 per square foot of commercial space.

M. School Impacts

The applicant proposes to construct two home for the elderly buildings that will not generate students. These facilities serve an older population and function in tandem with commercial facilities than standard multifamily residential buildings.

V. COMMUNITY

The applicant shared information about the proposal at the Potomac Yard Homeowners Association (HOA) in January 2018 and continued outreach with Potomac Yard Civic Association (PYCA) beginning PYCA in February 2018. The applicant was invited by PYCA to present the project during their August association meeting. The property has been posted with public notice signs announcing the proposal and notification will was 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, and representative from PYCA have expressed initial concerns concerning the proposed home for the elderly use and the bonus height request associated with the project. In response, staff met with representatives from PYCA to discuss the project in detail and clarify the associated requests with the project. PYCA members also raised concern about construction timing, pile driving, associated impacts, and on-street parking/idling of shuttle vehicles. Staff has reviewed the project's potential impacts in comparison to standard development projects and procedures and has provided standard conditions of approval that have been utilized in similar instances to address these concerns.

The project was also presented at various City committees and Commissions including the Commission on Aging in April 2018, Alexandria Housing Affordability Advisory Committee (AHAAC) on October 4th, and the Potomac Yard Design Advisory Committee (PYDAC). The project was first presented at PYDAC in June 2018 and again in September 2018 to discuss design evolution of the building and site design of the project. The request was last presented to the Federation of Civic Associations at its regular October 2018 meeting.

VI. CONCLUSION

Staff recommends initiation and approval of Text Amendment #2018-0014, approval of the Master Plan Amendment, approval of the CDD Concept Plan Amendment, and approval Development Special Use Permit with modifications, subject to compliance with all applicable codes and the recommended conditions for DSUP#2018-0002 and CDD#2018-0006.

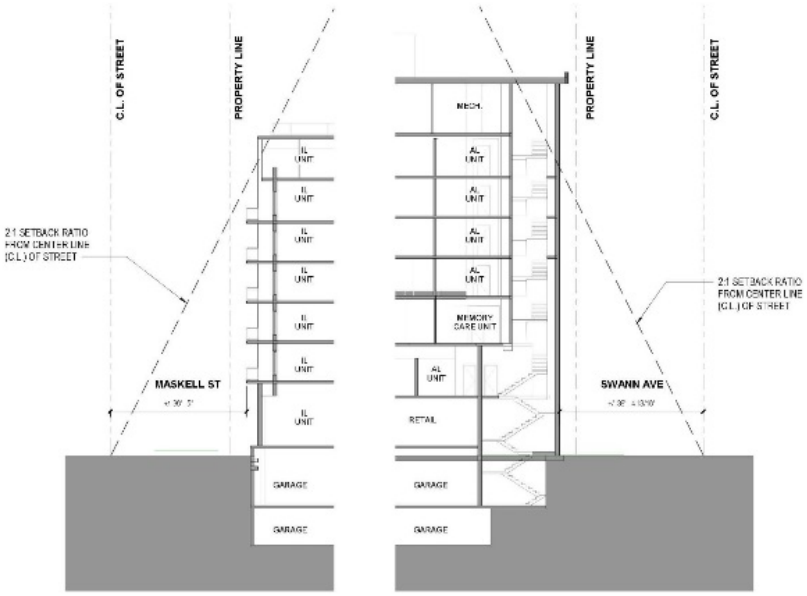
Staff: Richard Lawrence, AICP, Urban Planner;
Nathan Imm, Principal Planner; and
Robert M. Kerns, AICP, Division Chief, Development

ATTACHMENTS BEGINNING ON PAGE 94:

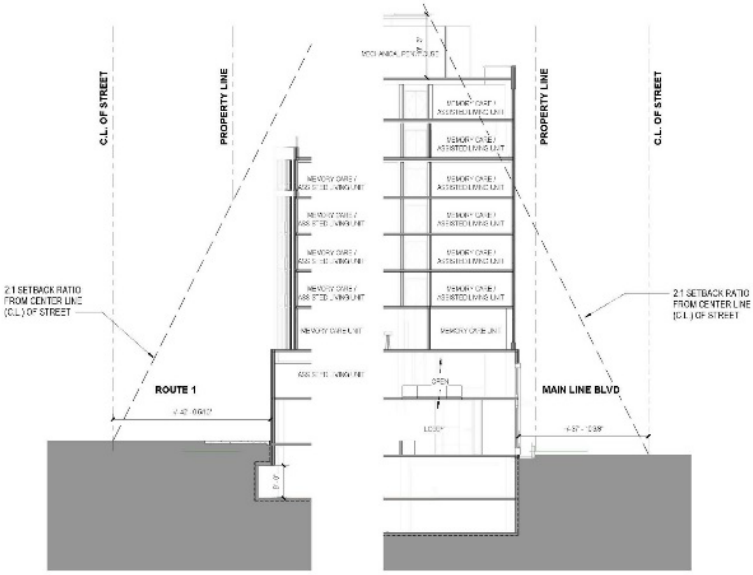
1. TMP SUP#99-0020 Conditions (For reference only)
2. Proposed Master Plan Amendment Resolution
3. Approved CDD#10 Concept Plan (CDD2017-0001)
4. Proposed Amended CDD#10 Concept Plan
5. Proposed Amended CDD Zoning Table (TA#2018-0014)
6. PYDAC Letter of Recommendation

VII. GRAPHICS

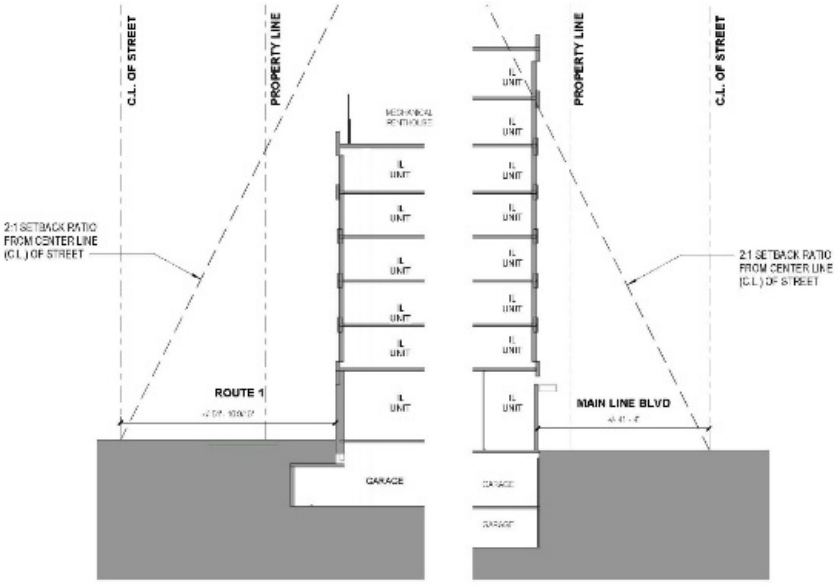
Graphic A: Height-to-Setback Ratio Modification Exhibit



1 NORTH-SOUTH BUILDING SECTION SETBACK DIAGRAM

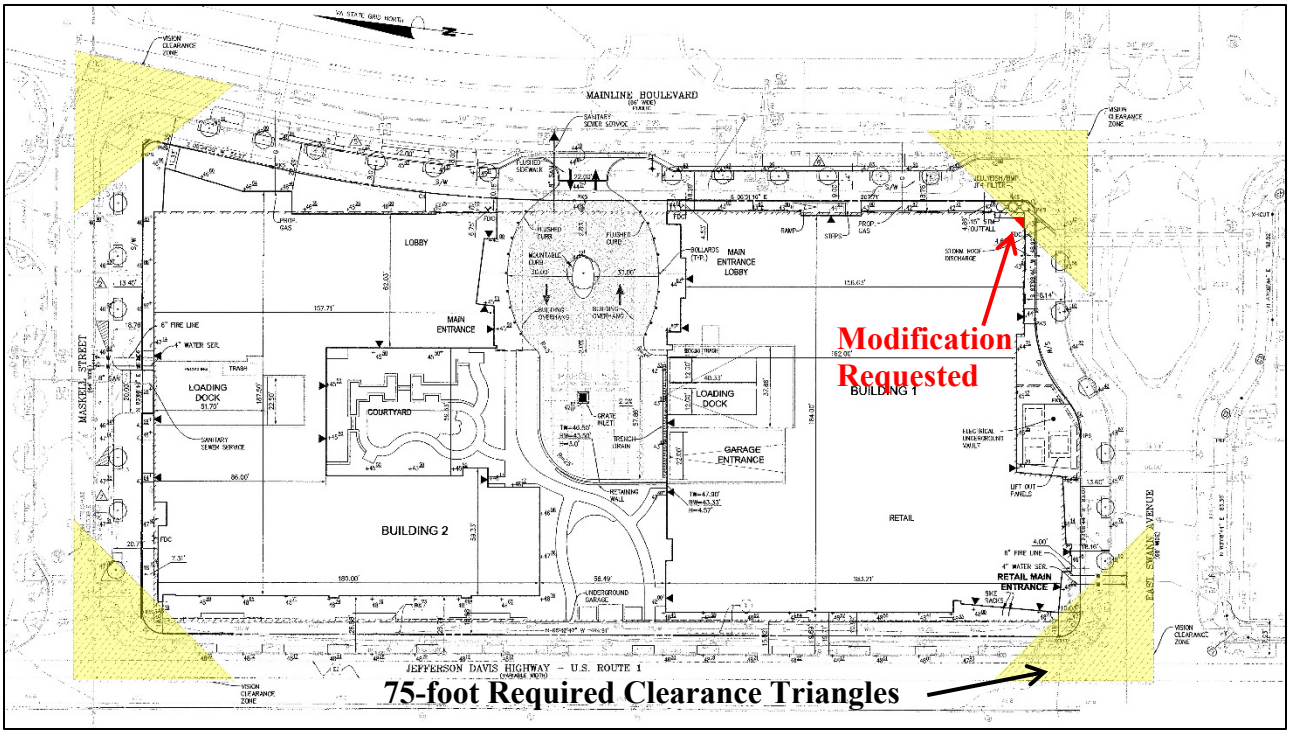


2 EAST-WEST BUILDING 1 SECTION SETBACK DIAGRAM



3 EAST-WEST BUILDING 2 SECTION SETBACK DIAGRAM

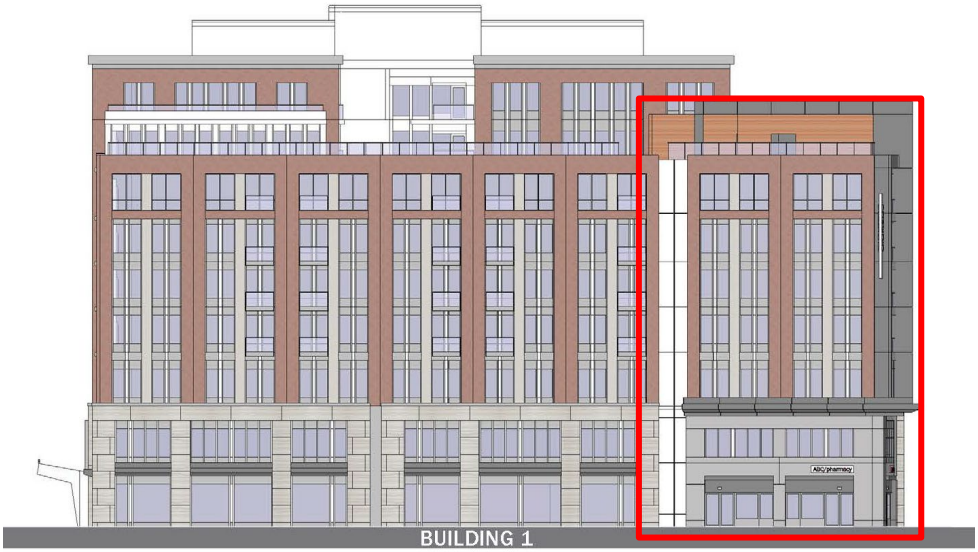
Graphic B: Vision Clearance Modification Exhibit



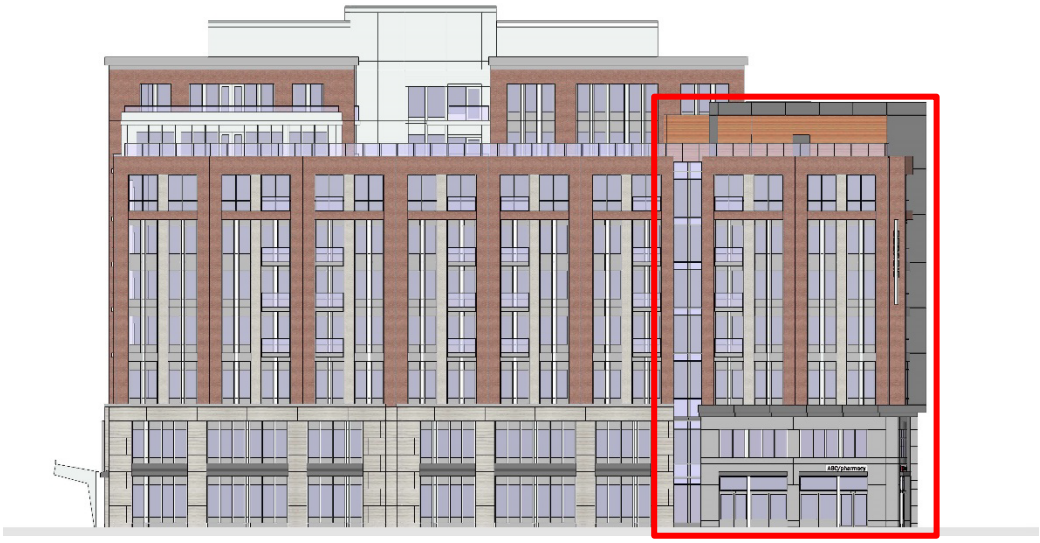
Graphic C: Proposed Illustrative Site Plan

Graphic D: Route 1 Photometric Exhibit

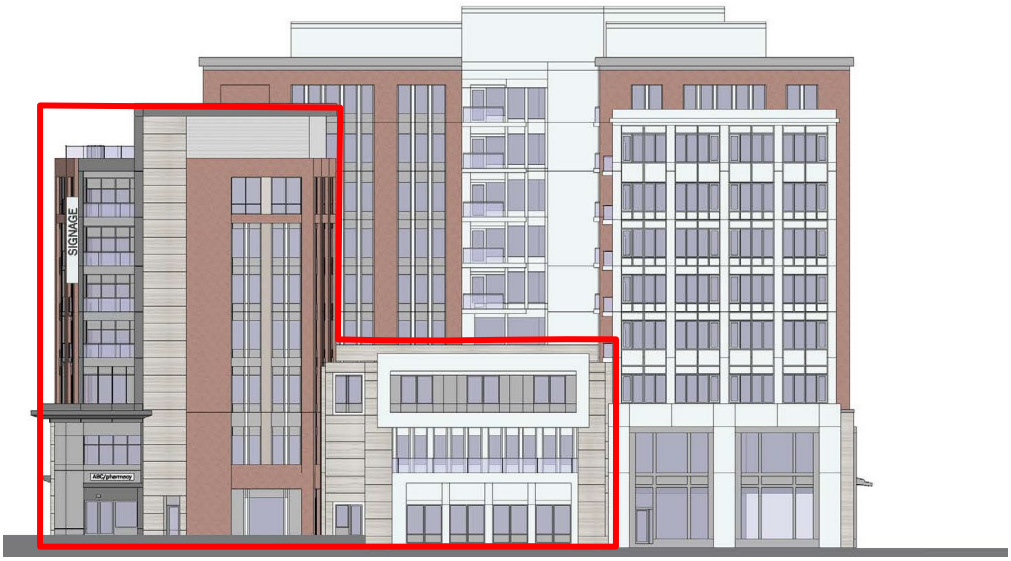
Graphic E: Building #1 – Originally Proposed SW Elevation



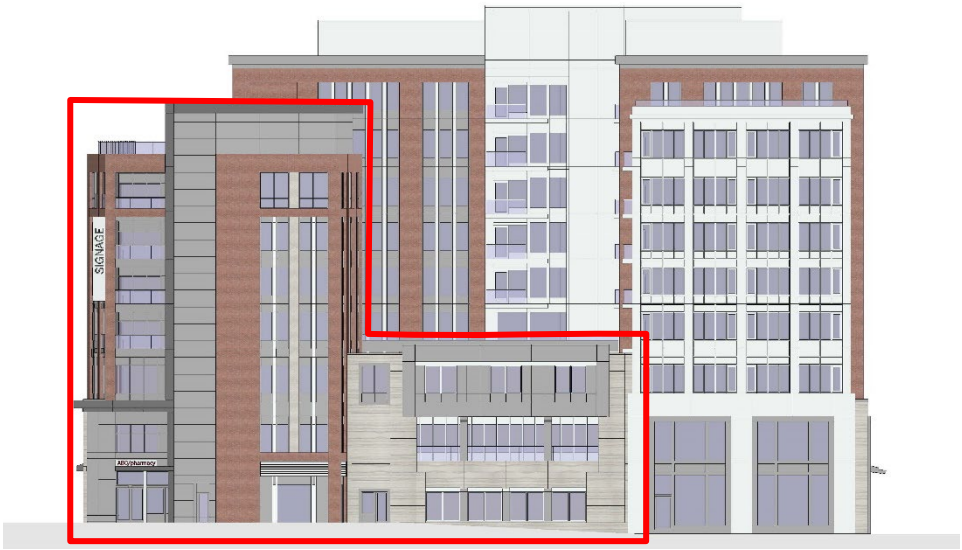
Graphic F: Building #1 – Revised SW Elevation per PYDAC Comments 10.5.2018



Graphic G: Building #1 – Originally Proposed Southern Elevation



Graphic H: Building #1 – Revised Southern Elevation per PYDAC Comments 10.5.2018



Graphic H: Route 1 (Eastern) Elevation

Graphic I: Main Line Boulevard (Western) Elevation

Graphic J: Route 1 Rendering Looking SE

Graphic K: Main Line Boulevard Rendering Looking SW

VIII. STAFF RECOMMENDATIONS

DSUP#2018-0002 CONDITIONS

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated August 9, 2018, and as amended on September 10, 2018, and comply with the following conditions of approval.

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 associated with each phase prior to the issuance of a certificate of occupancy permit for each building. The mid-block pedestrian connection located between the two buildings on the site shall be installed prior to the issuance of the final certificate of occupancy. 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. Continue to work with staff on the design and location of curb ramps during Final Site Plan to the satisfaction of the Director of T&ES. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner along the site). Rebuild curb ramps on the site west of Main Line Boulevard at Maskell Street and Swann Avenue. Curb ramps shall be perpendicular to the street to minimize crossing distances.
   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. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be

required as directed by staff at Final Site Plan. 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. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or 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. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA)(P&Z)

   a. On-site public art shall be in compliance with what has been identified in the preliminary plan dated September 10, 2018. 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, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) * ***

   b. The next submission shall identify the location, type and goals for public art. Prior to release of the Final Site Plan, the applicant shall have selected the artist, have locations and medium finalized and provide a schedule for the art installation. 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, to the satisfaction of the Directors of P&Z and/or RP&CA. (RP&CA)(P&Z) *, ***

   c. Alternatively, the in-lieu contribution shall be $.30 per gross square foot, with a maximum contribution of $75,000 per building. The contribution shall be provided prior to the issuance of the first Certificate of Occupancy for each building. (RP&CA)(P&Z) ***.

C. OPEN SPACE/LANDSCAPING:

4. Provide a public conveyance easement over the mid-block pedestrian pathway connection from Richmond Highway to Mainline Boulevard. This easement should also include the access path to the retail entrance on the north side of Building 1 and the open lawn area located between Building 1 and 2, adjacent to the Richmond Highway sidewalk. (P&Z/RPCA)

5. 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. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, and at a minimum shall:
   a. Provide an enhanced level of detail for all proposed landscape installations including street, canopy, evergreen, and multi-trunk trees, shrubs, perennials, and groundcovers. If any landscape plantings are proposed, they shall be limited to plant material that is horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region. Continue to work with staff to enhance landscaping on the Main Line Boulevard building frontages.
   b. Ensure positive drainage in all planted areas.
   c. Provide detail, section, and plan drawings for plantings located above-structure and on-grade. Illustrate at-grade and sub-surface conditions, including irrigation, adjacent curb/pavement construction, edge restraint system, dimensions, drainage, and coordination with site utilities.
   d. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
   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 [delete as applicable] meets the requirements of the City's Landscape Guidelines for soil volume and depth. Demonstrate the cubic feet of soil per proposed tree is provided in compliance with the Landscape Guidelines. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes. (P&Z)

6. 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. (P&Z)

7. 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)

8. 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. TREE PROTECTION AND PRESERVATION:

9. A fine shall be paid by the applicant in an amount not to exceed $10,000 for each destroyed tree with at least a 10-inch caliper that is not identified "to be removed" (TBR) on the Preliminary Plan, and/or the City may request that replacement trees of similar caliper and species be provided for damaged trees if the approved tree protection methods have not been followed. The replacement trees shall be installed and if applicable the fine shall be paid prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RP&CA)

E. BUILDING:

10. The building design, including the quality and colors of materials, final detailing, and façade designs shall be consistent with the elevations dated September 10, 2018 and the following conditions. (P&Z)

11. Provide the following building refinements to the satisfaction of the Director of P&Z:
    a. Windows shall correctly reflect the architectural style, building type and period that is referenced by the building design. If shown with a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied exterior muntins shall also:
       i. Have a *minimum* depth/projection of 3/8 inches and a maximum width of 1 inch.
       ii. have a detailed profile that will create a strong shadow pattern;
       iii. have an integral spacer bar between the panes of glass that matches the muntins in width;
       iv. corresponding interior muntins are encouraged, but not required;
    b. Windows that reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback from face of sash is required of 3/8 inches.

c. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.

d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color. (P&Z)

12. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, 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 or different bay type. (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 and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. 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, 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 (adjacencies) as part of the first Final Site Plan. *

d. Construct an on-site, mock-up panel for each building for each phase 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. **

e. The mock-up panel shall be located such that it shall be in full sun for some part of each day and remain on-site in the same location through the duration of construction until the first certificate of occupancy for each respective building. *** (P&Z)

14. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver or 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 certification within two (2) years of obtaining a final certificate of occupancy.
e. Failure to achieve LEED Certification (or equivalent) for the residential project and /or LEED Silver (or equivalent) for the commercial project 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.
f. Provide documentation to future retail tenants encouraging them to operate their business consistently with the goals of LEED, as well as to pursue LEED for Retail or LEED for Commercial Interiors certification. (P&Z)(T&ES)

15. Comply with the following guidance for Building 1 (South building)
    a. The expressed seam on the west elevation shall be detailed such that the spandrels read as continuous with and as similar to the vision glass as possible as depicted in Graphic F. Continue to work with Staff to refine materials selection and details though the Final Site Plan.
    b. The updated design and detailing of the southwest retail corner, including simplification of the "Z" accent element, more consistent expression of brick elements, and increased glazed area in the retail base, shall be as depicted in Graphics F and H.
    c. The updated design and detailing of the central element on the south elevation, combining elements of the previous design while addressing PYDAC comments, shall be as depicted in Graphic H.

16. Comply with the following guidance for Building 2 (North building)
    a. Spandrels in the vertical glass accents that separate the larger brick sections of Building 2 shall be detailed such that the spandrels read as continuous with and as similar to the vision glass as possible. Continue to work with Staff to refine materials selection and details though the Final Site Plan.
    b. The overhead door at the north loading dock along Maskell Street shall be detailed using full frosted glass, with internal illumination of the dock area to create a sense of activity at night; applicant to study extending this strategy into the two small bays immediately adjacent and to the west of the loading bay, using translucent glass and internal illumination to minimize the "back of house" appearance of this portion of the sidewalk frontage. Continue to work with Staff to refine materials selection and details though the Final Site Plan. (P&Z)

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

18. Provide level 2 electric vehicle charger installation for a minimum of 2 percent of the required parking spaces. An additional 3 percent of the required parking spaces shall have necessary infrastructure installed for future level 2 electric vehicle chargers. *** (T&ES)

19. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures with exception of commercial kitchen and laundry fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at http://www.epa.gov/WaterSense. (T&ES)

F. RETAIL USES:

20. Ground floor uses of areas designated on the plan as "commercial" shall be limited to retail, personal service uses, day care centers, private commercial schools and restaurants, as defined in the Zoning Ordinance, with the exceptions identified below:
    a. One leasing office for each building is allowed;
    b. Retail shopping establishments shall not include appliance stores, auto parts stores, and lawn and garden supply stores;
    c. Personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
    d. Restaurants are subject to the applicable conditions below; and
    e. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed.
    f. The term "commercial" within this Development Special Use Permit shall include all of the uses listed herein, even if those uses are referred to as "restaurant" or "personal service" in the Zoning Ordinance. (P&Z)

21. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
    a. Maintain the minimum floor to floor height of the retail space per the Preliminary Site Plan dated September 10, 2018.
    b. All retail entrances along Route1/Richmond Highway and Swann Avenue shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
    c. Windows at the site shall provide 75% percent glass open views into the retail use along the street and shall not be tinted, opaque or otherwise obstructed. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, coolers, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall adhere to this

requirement. Modification of the specified percentage including the location of low-level, well-maintained and regularly-updated window displays may be permitted in consultation with staff during Final Site Plan submission. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. The final requirement shall be included as part of the lease for each tenant. (P&Z)

G. SIGNAGE:

22. Design and develop a coordinated sign plan, which includes a color palette, for all proposed building signage. 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. The building signs shall be designed to relate in material, color 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. Building signs shall be designed of high-quality materials and employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
    b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
    c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
    d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances
    e. Ensure signage for the retail use is developed in a coordinated manner and does not conflict with the home for the elderly signage of both buildings. (P&Z)

23. Design and develop a sign plan for wayfinding and directional signage. 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 Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances * (T&ES)

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

25. A freestanding monument sign shall be prohibited. (P&Z)

26. 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 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)

H. HOUSING:

27. The applicant will provide seven single-occupancy auxiliary grant-funded units or affordable units of equivalent discounted value and associated assistive services in the Assisted Living/Memory Care facility (South Building/Building 1) for 40 years upon the receipt of the Certificate of Occupancy for Building 1.

28. The applicant shall develop a Memorandum of Understanding (MOU) with the City of Alexandria to be approved prior to the release of the Final Site Plan. The MOU will require the applicant to apply the same rules and regulations applicable to all market rate units to the affordable units, in compliance with State regulations as they relate to the administration of AG units, and may include, but not be limited to the following: the criteria used to qualify such individuals, including criteria for prioritizing eligible Alexandria residents; the period within which a person will be admitted to the affordable unit; the terms regarding discharge; and the means of marketing the program to reach individuals with limited financial resources who will benefit from the auxiliary grant unit.

29. Upon reasonable advance notice, the applicant shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions and the terms of the MOU.

30. Amendments to the approved Affordable Housing Plan dated August 28, 2018, and as amended by the Alexandria Housing Affordability Advisory Committee (AHAAC) on October 4, 2018, shall be reviewed by AHAAC for its consideration, and shall require final approval from the City Manager.

I. PARKING:

31. Provide 54 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 CO. ***(T&ES)

32. Locate a minimum of 166 parking spaces in the underground garage for the assisted living/memory care and independent living buildings. These parking spaces shall be separated from the required retail spaces. All remaining unassigned spaces in the garage shall be made generally available to residents. (P&Z)(T&ES)

33. All assisted living/memory care and independent living unit 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 unit). (T&ES)

34. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)

35. Provide a Parking Management Plan with the Final Site Plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the Final Site Plan and shall at a minimum include the following:
    a. General project information/summary and development point of contact.
    b. Provide controlled access into the underground garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the underground parking for residents.
    c. A plan of the garage facility – including the number of lanes of traffic for entering / exiting, indicating any reversible lanes.
    d. Total capacity and a breakdown of parking types (standard, compact, tandem, accessible, etc.).
    e. Bicycle parking information (number of spaces, type of parking- racks, gated, location, etc.)
    f. Information/circulation diagram noting how cyclists will reach the bicycle storage.
    g. Information on location of spaces for carpool/vanpool, monthly account permits and transient day parkers.
    h. Information on the location of any carshare vehicle or electric vehicle spaces.
    i. A description of and plan showing access control equipment and locations.
    j. An explanation of how the garage will be managed. Include information on access for residential and non-residential parkers, hours of operation, and accommodation for the various users of the garage (short- and long-term parking, car and vanpools, bicycles, etc.).
    k. Information on proposed staffing needs for peak, non-peak and overnight hours.
    l. Information about valet operations, including drop-off/pick-up location, management, hours, etc. [include if applicable].
    m. How rates will be determined and details of validation program if proposed.
    n. Details of appropriate signage for the retail parking indicating hours which are reserved for retail patrons.* (P&Z) (T&ES)

36. Parking spaces in excess of the minimum development requirements (166 spaces) within the underground parking garage may be removed or eliminated administratively through a minor site plan amendment or may be made available for market-rate parking (separate from daily residential visitor parking).

37. 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)

38. If parking meters are desired by the developer for block faces along the development, provide $7,800 per meter for purchase and installation of up to 4 parking meters prior to release of the final site plan. (P&Z) (T&ES)

J. TRANSPORTATION MANAGEMENT PLAN:

39. Landbays H West, part of Landbay H, is 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)

K. SITE PLAN:

40. 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)

41. Update the zoning tabulation table on Sheet C1.00 to ensure consistent square footages with the project narrative and application material. (P&Z)

42. Ensure that all areas under an enclosed roof are included in the FAR calculations. Specifically, the architectural feature on the SW corner of Building 1, shall be included in FAR calculations with Final Site Plan submission. (P&Z)

43. Indicate the percentage of compact parking spaces of the total provided on the first Final Site Plan submission. (P&Z)

44. 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)

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

46. 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)

47. 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 walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
n. 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.
o. 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.
p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
r. 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)

48. 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)

49. The vehicular drive between the two building shall be constructed using traffic rated pavers and surface treatment to withstand the load of service and emergency vehicles. (P&Z)(T&ES)

50. Provide a georeferenced CAD file in .dwg format of the dimension plan of this project. This information will be used to compile a master CAD reference to ensure all elements/layers are correctly located and will connect.* (P&Z)(DPI)

L. CONSTRUCTION MANAGEMENT:

51. 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)

52. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan 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 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.
f. 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.
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)

53. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. In this plan:
    a. No street lights shall be removed without authorization from the City of Alexandria.
    b. If street lights are to be removed from the public right of way then temporary lights shall be provided until the installation and commissioning of new lights.
    c. Include an analysis as to whether temporary street or site lighting are needed for safety during the construction on the site and how it is to be installed.
    d. Include the location and size of proposed construction trailers, if any;
    e. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
    f. Include references to appropriate details and standards to be used in the development of Maintenance of Traffic Plans (MOTs) that will be required for right of way permits, to include references for proposed controls for traffic movement, lane closures, construction entrances and storage of materials;
    g. 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.
    h. Copies of the MOT(s) approved for the right of way permits shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)

54. 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)

55. 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)

56. 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)

57. 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)

58. 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)

59. 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)

60. 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)

61. 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)

62. 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 the 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)

63. Temporary construction and/or sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The location of such trailers shall be determined during Final Site Plan. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z) (Code)

64. 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 released 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)

65. 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. 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)

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

67. 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)

M. WASTEWATER / SANITARY SEWERS:

68. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)

69. The sewer connection fee must be paid prior to release of the Final Site Plan.* (T&ES)

70. If a commercial kitchen is constructed then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer.* (T&ES)

71. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release.* (T&ES)

N. SOLID WASTE*:*

72. Provide $896 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid per block face 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)

73. Provide $996 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid per block face 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)

O. STREETS / TRAFFIC:

74. Maintain a separation of 150 feet between the beginning of street corner radius and any driveway apron radius on arterial and collector roadways, with a minimum of 100 feet permitted, subject to the approval of the Director of T&ES. (T&ES)

75. A minimum separation of 30 feet shall be maintained on residential streets between the beginning of the street corner radius and any driveway apron radius. (T&ES)

76. Curb cuts as shown on Maskell Street and along Main Line Boulevard shall be consistent with preliminary plans submitted on September 10, 2018. No additional curb cuts are recommended since these will impede traffic flow. (T&ES)

77. 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)

78. 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)

79. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)

80. 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)

81. Furnish and install two 4 inch conduits with pull wires, and junction boxes located at a maximum interval of 300 feet underneath the sidewalks along Route 1/Richmond Highway. 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)

P. UTILITIES*:*

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

83. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)

84. No transformer and switch gears shall be located in the public right of way. (T&ES)

85. The City, in coordination with Dominion Virginia Power (DVP), is in the early stages of coordinating a process for conversion street light fixtures within the public right-of-way from High Pressure Sodium (HPS) and Mercury Vapor (MV) to LED. At time of construction and installation of new street lights along Swann Avenue, Main Line Boulevard and Maskell Street, the applicant will provide new street lights installed within the public right-of-way in compliance with the approved fixture per the City and DVP. (P&Z/TES)

Q. SOILS:

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

R. WATERSHED, WETLANDS, & RPAs:

87. 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)

S. STORMWATER MANAGEMENT*:*

88. 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)

89. 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)

90. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)

91. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs), and latitude and longitude in decimal degrees (NAD83) (T&ES)

92. 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 released 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)

93. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part

of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan.* (T&ES)

94. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. ****(T&ES)

95. The Developer shall furnish the owners with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. (T&ES)

96. 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)

97. 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)

98. Prior to the release of the performance bond, the Applicant is required to submit construction record drawings for permanent stormwater management facilities to the City. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance with the approved plan. (SWM)

T. CONTAMINATED LAND:

99. 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)

100. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading 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)

101. 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)

102. 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)

U. NOISE*:*

103. 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 interstate 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)

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

105. The use must comply with the City's noise ordinance. No amplified sounds shall be audible at the property line after 9:00 p.m. (T&ES)

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

107. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)

108. Ensure all resident transportation vehicles associated with the development are parked off-street. (T&ES/P&Z)

V. AIR POLLUTION:

109. 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)

110. If a restaurant of similar use is proposed, kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

111. 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)

W. CONTRIBUTIONS:

112. Contribute $20,000 towards the Capital Bikeshare fund prior to release of final site plan. All checks shall be made payable to the City of Alexandria and submitted to the Department of P&Z with a cover letter citing the project name, contribution amount, and the condition being fulfilled. (P&Z)

X. ARCHAEOLOGY:

113. The statements in archaeology conditions below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheeting and Shoring) so that on-site contractors are aware of the requirements:

    a. 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)

    b. 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)

Y. DISCLOSURE REQUIREMENTS:

114. 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)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

R-1 For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.

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 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.

C-3 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 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) [Include this condition on all plans.]

F-8 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) [Include this condition on all plans.]

F-9 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-10 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-11 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-12 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-13 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (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) [Include this condition on all plans.]

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 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)

C-6 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)

C-7 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-8 (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-9 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-10 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection

services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

C-11 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-12 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-13 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-14 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-15 Bond for the public improvements must be posted prior to release of the site plan. * (T&ES)

C-16 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-17 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-18 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 ensure 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-19 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-20 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-21 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-22 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards and the City's Complete Streets Design Guidelines. (T&ES)

C-23 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C-24 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-25 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-26 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-27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C-28 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-29 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)

VAWC Comments:

VAWC has no comments.

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 the 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 Alex Renew Pretreatment. Engineer/ Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pre- treatment Coordinator at 703-549-3382.

Fire Department

F-1 All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.

Code Administration (Building Code):

F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.

C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.

C-3 A soils report must be submitted with the building permit application for all new and existing building structures.

C-4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.

C-5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

C-6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.

C-7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

C-8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.

C-9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Police

Parking Garage Recommendations

R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.

R-2 It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

R-3 Only residents with proper electronic access cards should be able to enter into the stairwells from the underground parking garage. This makes the stairwells safer for residents.

R-4 The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Landscape Recommendations

R-5 The proposed shrubbery should have a natural growth height of no more than 2 ½ to 3 feet with a maximum height of 36 inches when it matures and should not hinder the unobstructed view of patrolling law enforcement vehicles.

Parks

R-6 It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Miscellaneous

R-7 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R-8 It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

R-9 It is recommended that a "door-viewer" (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Archaeology

R-1 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.

C - 2 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

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#2018-0002 CONDITIONS & FINDINGS

(Amending previously-approved CDD#2017-0001)

Plan Findings

F-1 The applicant, and/or its successors and assigns[†] has submitted various documents related to its application for approval of a concept plan for the Potomac Yard/Potomac Greens Coordinated Development District[‡], 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.[§] 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, and October 14, 2017 (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)

[†] 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.

[‡] 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.

[§] 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").** (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††

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 the northern side of Howell Avenue (extended into the CDD) and the southern side of the Monroe

** 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.

†† 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.

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)

e. The addition of home for the elderly buildings within a Landbay shall not increase the overall approved density within each Landbay.

f. Home for the elderly uses as defined by the Zoning Ordinance are permitted within Landbay H as shown in the CDD Concept Plan dated 10.29.2018. Within Landbay H, density may be transferred/converted from the approved net office square footage for home for the elderly use. (CDD#2018-0006)

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)**[‡‡] ---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)

[‡‡] 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**[§§] ---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[***] Monroe Avenue shall be completed before the issuance of a certificate of

[§§] 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.

[***] These infrastructure items are only required under the Alternative Concept Plan. See paragraph 4 above. Realignment of Monroe Avenue shall include tying the avenue into the street system within the CDD in a manner approved by the Director of T&ES. In addition, in the event the Alternative Concept Plan is in effect, and the City elects, under paragraph 1(e) above, to undertake all or a portion of the Monroe Avenue bridge removal, or of the construction of the New Route 1 Connector or the Monroe Avenue realignment, then the Applicant's ability to develop and receive certificates of occupancy within the CDD shall be affected by the date on which the construction of the New Route 1 Connector or of

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**[†††]---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**[‡‡‡] to the wastewater---See paragraphs 22 and 23 below treatment plant operated by the Alexandria Sanitation Authority. (CDD#99-01, 15i)

j. **Collection System**[§§§] ---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)

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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.

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

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

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

Open Space

m. **Braddock Field**[****] ---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)**[††††] ---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)

[****] 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.

[††††] 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.

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)

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**[‡‡‡‡] --- 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

[‡‡‡‡] 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.

the date or event described in the initial preliminary development plan approval for the landbay (CDD#99-01, 15w)

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

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

15A. Possible Future School Site

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. **[CONDITION SATISFIED]:** 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. **[CONDITION SATISFIED]:** 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. **[CONDITION SATISFIED]:** 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. **[CONDITION SATISFIED]:** 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[§§§§]: (CDD#99-01, 25)

[§§§§] 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.

a. a new gravity sanitary sewer has been constructed by the applicant from the termination point of the forced main in Slater's Lane to the existing City sewer in Lee Street, and this new sewer has been accepted by the City and is in service; (CDD#99-01, 25a) (PC) or
b. the forced main from the Slater's Village/Potomac Greens Pump Station has been redirected to connect with the Trunk Sewer, and the Trunk Sewer 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**

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

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

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

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

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

33. The New Route 1 Connector, between its intersection with Slater's Lane and with the existing Route 1 (in the vicinity of Howell Avenue), shall provide, on both sides of the roadway, a minimum 8-foot walkway for use by pedestrians and bicycles. (CDD#99-01, 31)

34. Any traffic signalization proposed by the applicant and approved by the Director of T&ES, or required by the Director, shall be shown on the final site plan for the portion of CDD in which or adjacent to which the signalization is to be installed. The costs to acquire and install all traffic signalization equipment that is approved or required by the Director shall be the responsibility of the applicant, and payment of such costs shall be made to the City prior to the release of the site

plan showing the signalization. Any signalization approved or required by the Director shall be installed and properly operating prior to the issuance of a certificate of occupancy for any building which is to be served by the signalization. (CDD#99-01, 32) (PC)

Miscellaneous

35. All utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground, and the cost of doing so shall be the responsibility of the applicant. (CDD#99-01, 33) (PC)

36. A permanent storage area within the CDD, no smaller than 20 feet by 20 feet, shall be made available by the applicant for use by the City to place, on a short-term basis, sweeper debris. The area shall be acceptable to the Director of T&ES, and shall be made available to the City at the time a certificate of occupancy for 1.5 million square feet of new development within the CDD has been issued. The storage area shall be easily accessible by street sweeping and debris removal equipment, and may be incorporated in the waste disposal area of a building within the CDD. (CDD#99-01, 34) (PC)

37. If the Alternative Concept Plan becomes the operative concept plan for the CDD, the applicant shall work with the City in the relocation of the Virginia Power substation, presently located at the west end of the Monroe Avenue bridge, to a new location along the existing Virginia Power underground transmission corridor, in order that pedestrian oriented buildings may be constructed along the entire Monroe Avenue frontage facing Simpson Fields. The substation shall be architecturally integrated into the surrounding CDD development to the satisfaction of the Director of P&Z. (CDD#99-01, 35) (PC)

38. The applicant shall be responsible for updating the Concept Plan Sheet and Concept Plan Design Guidelines, and the Alternative Concept Plan Sheet and the Replacement Pages (see paragraphs 2 and 3 above), so that these documents are current at all times. Before the very first preliminary development plan is filed with the City pursuant to this concept plan approval, the applicant shall provide the City with two copies of the Concept Plan Sheet and Concept Plan Design Guidelines, and the Alternative Concept Plan Sheet and the Replacement Pages, which reflect the Concept Plan and Alternative Concept Plan approved by City Council. Thereafter, within 30 days of any modifications being approved to the Concept Plan and/or the Alternative Concept Plan, whether approved by City Council or approved pursuant to a concept plan condition, the applicant shall file with the City two updated copies of the Concept Plan Sheet and the Concept Plan Design Guidelines, and if appropriate two updated copies of the Alternative Concept Plan Sheet and the Replacement Pages, which reflect the approved modifications. The applicant shall not be able to file any application for preliminary development plan approval within the CDD unless fully updated and current concept plan documents have been previously provided to the City. (CDD#99-01, 36) (PC)

39. Any inconsistencies in the approved concept plan design guidelines shall be resolved by the Director of P&Z. (CDD#99-01, 37)

40. Notwithstanding any contrary provisions in the Zoning Ordinance, both the approved Concept Plan and, in the event it becomes the operative concept plan for the CDD pursuant to paragraph

1 above, the approved Alternative Concept Plan shall remain valid for 25 years from the date of City Council approval of the Concept Plan. (CDD#99-01, 38)

41. The applicant shall coordinate and work cooperatively with the owner of CDD#19 to provide necessary reciprocal construction access for projects along the southern property line of CDD#19 that are adjoining Landbay G, provided the following (CDD#2010- 0001):

    a. The applicant bears no costs of constructing, maintaining, repairing, or replacing any improvements in CDD#19; (CDD#2010-0001)
    b. The applicant incurs no expense or liability associated with such reciprocal 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)

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 2018-0008**

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 an amendment to the **Potomac Yard/Potomac Greens Small Area Plan** chapter of the City's Master Plan to amend the "CDD Guidelines for Potomac Yard/Potomac Greens" on Page 71 to reduce the amount of office density and add home for the elderly land use within CDD#10 for the parcel at **2602 Main Line Boulevard (2600 and 2606 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 **November 8, 2018** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

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

2. The proposed amendment is generally consistent with the overall goals and objectives of the City's Master Plan with the specific goals and objectives set forth in the **Potomac Yard / Potomac Greens Small Area Plan** chapter of the Master Plan; and

3. The proposed amendment shows 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 amendment to the **Potomac Yard / Potomac Greens Small Area Plan** chapter of the City's Master Plan, 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 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 #1d of the "CDD Guidelines for Potomac Yard / Potomac Greens" on Page 71 to read 1,747,346 net square feet of office space.

   Add item #1e of the "CDD Guidelines for Potomac Yard / Potomac Greens" on Page 71 to state the maximum amount of Home for the Elderly at 325,000 net square feet, which may include up to 150 dwelling units.

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.

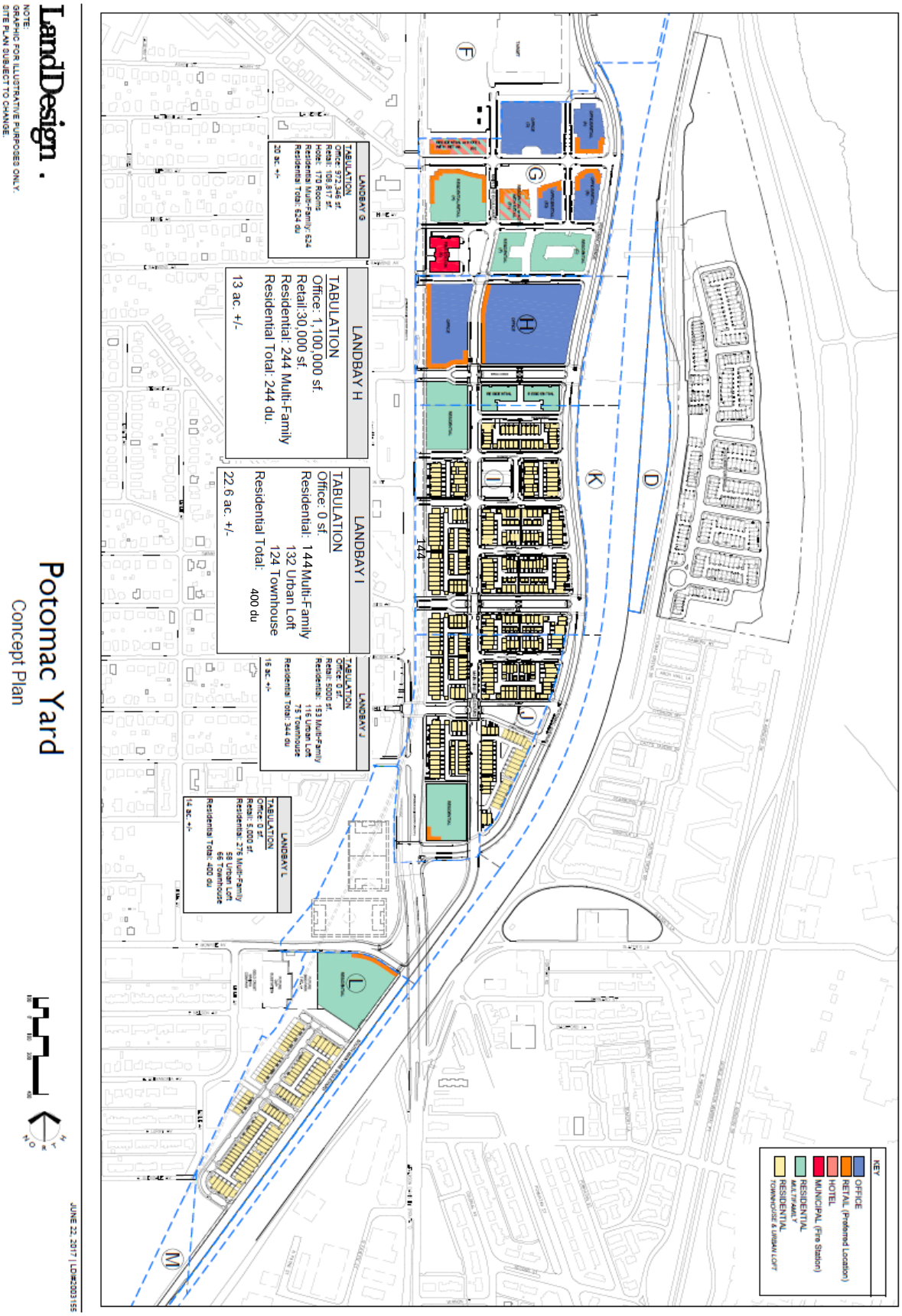
ADOPTED the 8th day of November, 2018.

Mary Lyman, Chair
Alexandria Planning Commission

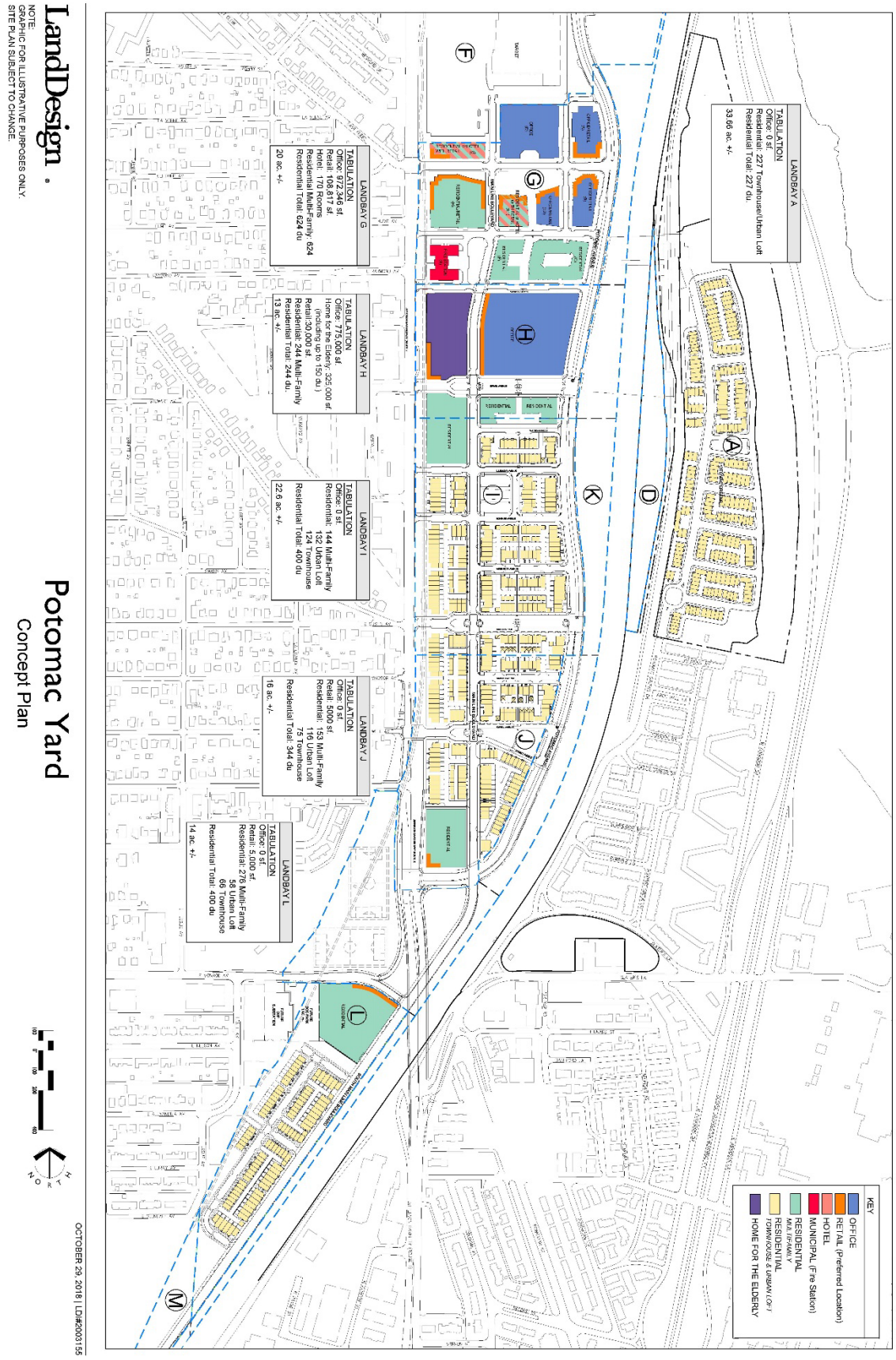
ATTEST:

Karl Moritz, Secretary

Attachment #3: Approved CDD#10 Concept Plan (CDD#2017-0001)



Attachment #4: Proposed Amended CDD#10 Concept Plan



Attachment #5: 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 *1,747,346*[2] square feet of office space, except that office square footage may be converted to retail square footage through the Special Use Permit process. *Up to 325,000 square feet of home for the elderly use, which may include up to 150 dwelling units* Up to 170 hotel rooms. Up to 163,817 square feet of retail space.[2] 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 *home for the elderly*, office, retail and service, hotel, parks and open spaces, and community facilities.

Attachment #6 – PYDAC Recommendation

Date: October 26, 2018

To: Alexandria Planning Commission and City Council

From: Potomac Yard Design Advisory Committee (PYDAC)

Re: Letter of Recommendation for Potomac Yard Landbay H (West), Silverstone (DSUP# 2018-0002)

PYDAC met on June 27, 2018 and on September 19, 2018 to review the proposal for the Landbay H West - Silverstone project. The project includes two buildings proposed for home for the elderly use. Building 1 would be a 9-story building on the southern part of the site with 173,348 square feet (186 units) for assisted living/memory care and an additional 11,991 square feet of retail space. Building 2 would be an 8-story building on the northern part of the site with 148,537 square feet (146 units) for assisted living/independent living.

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 proposed home for the elderly buildings reinforces 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 use (home for the elderly use) that adds to the variety of uses, residents, and workforce that assist in creating a more dynamic neighborhood. The proposal is adjacent to multi-family residential apartments, condominiums, townhouses to the south and the Potomac Yard Fire Station and mixed-use residential buildings to the north. A neighborhood serving retail use is proposed at the corner of Route 1 and Swann Avenue.

Pedestrian-Friendly Environment:
Streetscape improvements, including unobstructed sidewalks, street trees and pedestrian scale lighting are proposed on each frontage. The unobstructed sidewalks reinforce the pedestrian friendly and safe environment established throughout Potomac Yard. The two buildings frame a publicly-accessible open space and mid-block pedestrian connection that provides a neighborhood amenity that meets the principle of providing open space evenly throughout the neighborhood and increases pedestrian porosity through Potomac Yard. To further activate the street retail entrances are located along Route 1/Richmond Highway for Building 1 and both primary building entrances and lobbies are located along Main Line Boulevard.

Mixed-Use Development:
The proposal provides a mix of uses on the site and is part of a larger mix of uses within Landbay H and Potomac Yard as a whole. This project will be the first in Potomac Yard to provide home for the elderly facilities that will expand the housing type options and diversity beyond the townhouses and multi-family apartments that have already been completed to the

south and further north in the town center. The assisted living/memory care within Building 1 will require 24-hour care services and staff. Additionally, the ground-floor retail use will provide a significant amount of neighborhood serving retail in this portion of Potomac Yard.

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 building design creates a varied datum line and provides a variety of building height, particularly along Route 1/Richmond Highway. The buildings also include interesting design elements, variety of materials, and integrates them into a high-quality design. Pursuant to the Guidelines, the parking for the proposal is located below grade and the parking entrance is located internal to the site and limit impacts to the pedestrian environment caused by turning vehicles around the site.

During review at the June 27th meeting, PYDAC provided design recommendations regarding the general direction of the building and side design. Following the June meeting, the applicant design team worked with City staff to refine the building design, form, materiality and proportion. The revised building and site designs were presented during the September 19th meeting. During this meeting PYDAC conveyed overall support of the evolution of the building and site design and requested the applicant continue to rethink the material selection of the building seam and revise the southern elevation and retail corner of Building 1. Additionally, a photomontage exhibit was requested to show the proposed buildings in context with the adjacent buildings to the north and south, both as a matter of height context as well as building color and materiality. Upon receipt of these exhibits from the applicant, the Committee was generally pleased with the relationship of the proposal to the adjacent buildings, and agreed that the applicant has adequately addressed the revisions to the proportion and material selection building seam and the southwestern tower element at the retail corner of Building 1. However, the low-rise portion in the center of the south elevation needs more refinement to make it more of a distinctive element. The Committee suggests making the façade articulation and fenestration more horizontal to contrast with the vertical towers, and retain the white metal color and incorporate a ribbon window expression for the 3rd floor box element to distinguish it more.

Recommendation:
PYDAC concludes that this development is consistent with the Potomac Yard Design Guidelines and in a motion for approval of this development recommended the following conditions:

1. Refine the southern and southwestern elevations of Building 1 to accentuate the retail corner, simplify building form and use of materials, and integrating the building seam through the use of either spandrel glass or other material.
2. Continue to refine 3-story central portion of southern façade of Building 1
3. Ensure the variation of brick tones for Building 2 are clear, distinguishable, and reinforce the detail and overall building design.

10/26/2018

Jason Albers, Chairman **Date**
Potomac Yard Design Advisory Committee

Preliminary – DSUP2018-0002
Potomac Yard- Landbay H- West
(Silverstone)
2606 Main Line Blvd
Planners: Richard Lawrence & Nathan Imm

APPLICATION

[ ] **Master Plan Amendment MPA#** _____

[ ] **Zoning Map Amendment REZ#** _____

PROPERTY LOCATION: 2606 Main Line Boulevard

APPLICANT

Name: Silverstone Alexandria, LP c/o Silverstone Senior Living

Address: 3710 Rawlins Street, Suite 800, Dallas, TX 75219

PROPERTY OWNER:

Name: Potomac Yard Development, LLC

Address: 9302 Lee Highway, Suite 1100, Fairfax, VA 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:

[ ] yes: If yes, provide proof of current City business license.

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

☑ **N/A**

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, attorney/agent — MC Puskar

Print Name of Applicant or Agent — Signature

2200 Clarendon Blvd, Suite 1300 — 703-528-4700 — 703-525-3197

Mailing/Street Address — Telephone # — Fax #

Arlington, VA — 22201 — 8/9/18 REVISED 9/10/18

City and State — Zip Code — 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

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)**
	Office	**Home for the elderly**	Office	**Home for the elderly**	CDD 10	CDD 10	
1 025.03-03-02							1,218.57 ft. 2.01 acres
2							
3							
4							

PROPERTY OWNERSHIP

[ ] Individual Owner [ ] Corporation or Partnership Owner

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: Please see attached. Extent of Interest: _____

   Address: _____

2. Name: _____ Extent of Interest: _____

   Address: _____

3. Name: _____ Extent of Interest: _____

   Address: _____

4. Name: _____ Extent of Interest: _____

   Address: _____

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 _____ (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. Potomac Yard Development, LLC	None	None
2. Silverstone Alexandria, LP	None	None
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.

8/9/18	MCatherine Puskar	MCPuskar By: Robert O. Brant
Date	Printed Name	Signature

SILVERSTONE

SILVERSTONE ALEXANDRIA, LP

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

August 8, 2018

Re: Consent to File Applications for a Master Plan Amendment, a Coordinated Development District ("CDD") Amendment, a Development Special Use Permit, and Associated Requests
2606 Main Line Boulevard; Tax Map ID: #025.03-03-02 ("The Property")

Dear Mr. Moritz:

Silverstone Alexandria, LP hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Master Plan Amendment, a CDD Amendment, a Development Special Use Permit and associated requests on the Property.

Very Truly Yours,

Silverstone Alexandria, LP

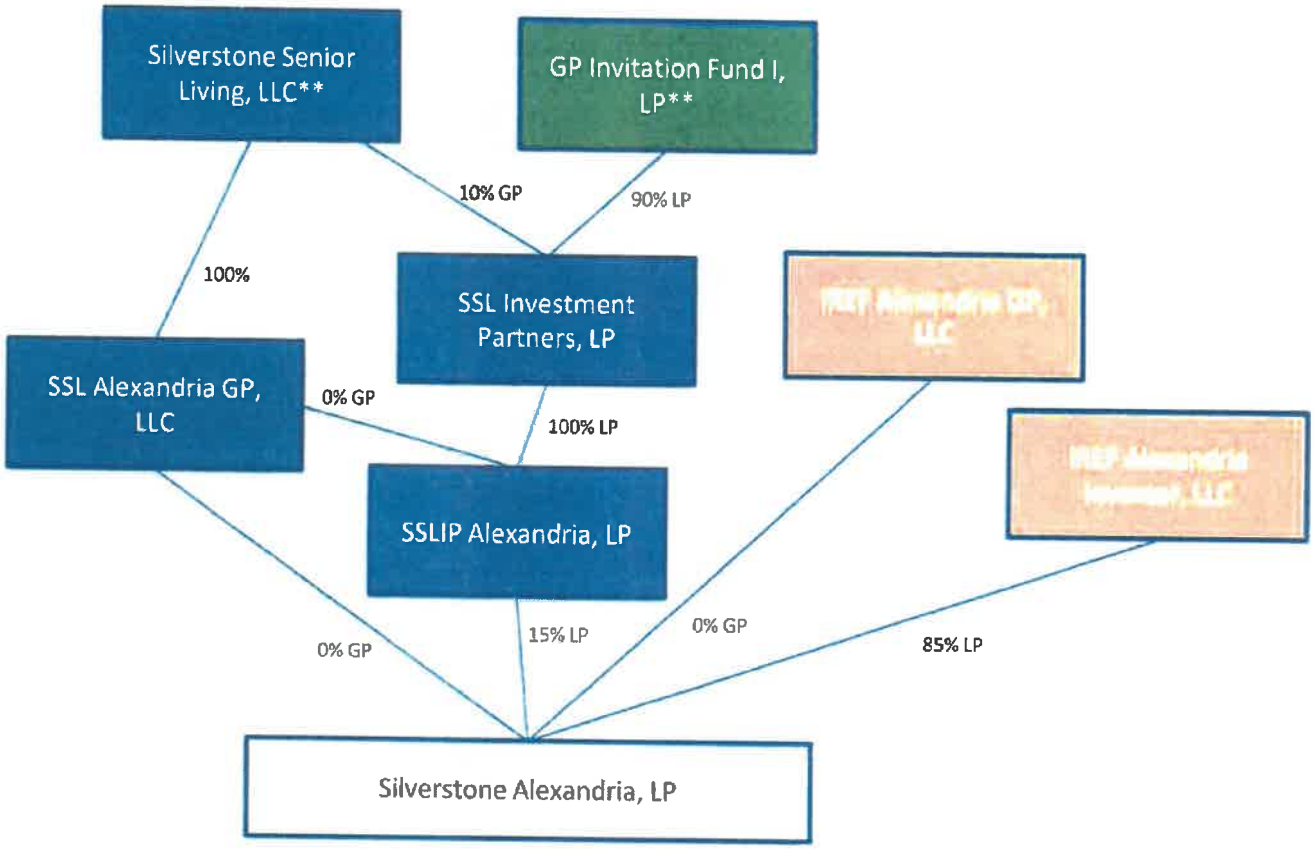
By: _____

Christopher Porter

President and CFO

3710 Rawlins Street, Suite 800 Dallas, Texas 75219

Silverstone Alexandria, LP Organizational Chart



** No individual owns more than 3% of Silverstone Alexandria, LP
No individuals or entities listed have any business or financial relationships with the members of City Council and Planning Commission.

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

August 8, 2018

Re: Consent to File Applications for a Master Plan Amendment, a Coordinated Development District ("CDD") Amendment, a Development Special Use Permit, and Associated Requests
2606 Main Line Boulevard; Tax Map ID: #025.03-03-02 ("The Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, Potomac Yard Development, LLC hereby consents to the filing of an application by Silverstone Alexandria, LP for a Master Plan Amendment, a CDD Amendment, a Development Special Use Permit and any associated requests to permit the conversion of office use for the development of home for the elderly on the Property.

Very Truly Yours,
Potomac Yard Development, LLC

By: _____

Its: Director

Date: 8/8/18

9302 Lee Highway, Suite 1000 Fairfax, Virginia 22030
703.934 9300 pultegroupinc.com

Potomac Yard Development, LLC – Ownership Chart
6/14/18

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.

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:

Please see attached.

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:

Please see attached.

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.

Please see attached.

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):

N/A

TM ID 025.03-02-03
2606 Main Line Boulevard (the "Property")
Silverstone Alexandria, LP (the "Applicant")
Narrative Description

REVISED
September 10, 2018

Proposal Overview

The Applicant proposes to develop the Property with two buildings for a home for the elderly ("senior living facility"). The south building (Building 1) will contain approximately 186 memory care and assisted living units and 11,991 square feet of retail on the ground floor. The north building (Building 2) will contain approximately 146 independent living units. The Applicant proposes two levels of below-grade parking to be accessed from Main Line Boulevard through an internal alley. The alley will also operate as the pickup and drop off zone for the senior living facility and access to the internal loading zone.

The Applicant is requesting a Master Plan Amendment ("MPA") to allow for a home for the elderly, a Coordinated Development District ("CDD") Amendment to allow a home for the elderly in CDD #10, a Development Special Use Permit ("DSUP") with modifications for vision clearance and height to setback ratio, a Special Use Permit ("SUP") for bonus height pursuant to Section 7-700 of the Zoning Ordinance, an SUP for an additional mechanical penthouse on each building, an SUP for an increase in parking, an SUP for penthouses in excess of 15 feet in height, and an SUP for a loading space reduction. In addition, the buildings will be part of the existing Transportation Management Plan for Potomac Yard and no new Transportation Management Plan is required.

The proposed buildings offer architectural variety to Potomac Yard with a unique yet compatible design, varying heights, and high-quality building materials. The south building, which will contain assisted living, memory care units and amenities, will range from approximately 91' 9" to 109' 1" in height and contain 173,352 square feet (186 units) of senior living use and 11,991 square feet of ground floor retail. The north building, which will contain independent living units and amenities, will range from approximately 78' 7" to 96' in height and contain 150,558 square feet (146 units) of senior living. Two levels of underground parking will provide 274 parking spaces. In order to accommodate this unique mix of users – from independent seniors who may own cars to those in the memory care facility, as well as staff, family members, visitors, and retail shoppers – 274 parking spaces are necessary to meet demand. Please note that this amount of parking is less than the maximum amount of parking required for an office use.

With regard to streetscape, the Applicant is maintaining the existing trees along Route 1 and adding tree wells along the three other street frontages. The proposal also features increased sidewalk widths, brick and concrete pavers, and a midblock pedestrian connection as required by the Potomac Yard Urban Design Guidelines. This improved streetscape will create an inviting and pedestrian-friendly environment, as encouraged by City policies.

Master Plan Amendment, CDD Amendment, and Text Amendment

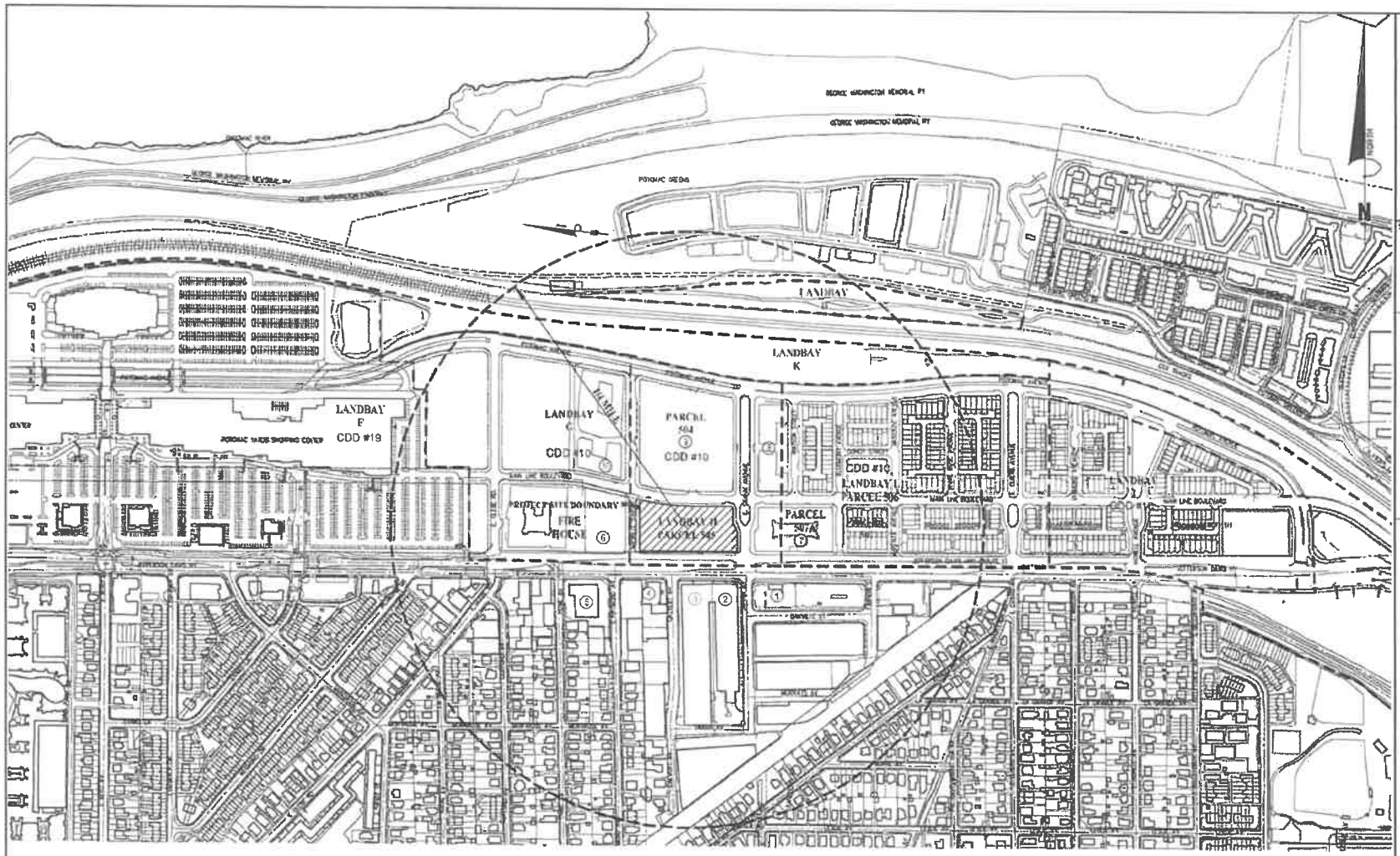
The Applicant requests a Master Plan Amendment and CDD Amendment to allow a "home for the elderly" in CDD #10. Currently, the concept plan for CDD #10 identifies this site as office with ground floor retail. A senior living facility with ground floor retail and active uses on this parcel would maintain the commercial classification of the parcel and would be an economic driver for Potomac Yard as CDD #10 and CDD #19 are built out. The property is adequately served by essential public facilities including streets, parking, drainage, trash removal, water and sewers, and schools. As an additional note, the proposed use, though it involves additional residents in the Potomac Yard area, will not contribute school-aged children to the school system and will result in fewer trips than the office use.

Bonus Height for the Provision of Affordable Housing

Pursuant to Section 7-700 of the Zoning Ordinance and consistent with City Council's stated goals, the Applicant is requesting bonus height for the provision of affordable housing. The Applicant has worked with the Office of Housing to develop the Affordable Housing Plan, which is included with this application. This plan with be presented to Alexandria Housing Affordability Advisory Committee and the Commission on Aging for their input.

Potomac Yard Small Area Plan and Urban Design Guidelines

The proposed development is consistent with the Potomac Yard Urban Design Guidelines and will also incorporate community benefits such as public art, on-site open space, improved streetscape, LEED Certification, and affordable housing while also meeting the goals of the Strategic Plan on Aging, which identify the need for additional senior housing in the City.



ADJACENT OWNER INFORMATION

(CITY OF ALEXANDRIA DATA, 01/24/2016)

1. BRE/DP ALEXANDRIA PROPERTY OWNER LLC
2314 JEFFERSON DAVIS HY
ALEXANDRIA, VA
T.M. 025.03-02-19
ZONE: I USE: GENERAL COMMERCIAL

2. BRE/DP ALEXANDRIA PROPERTY OWNER LLC
420 SMARN AV.
ALEXANDRIA, VA
T.M. 025.03-02-13
ZONE: I USE: OFFICE/COMM. WHSE

3. BRE/DP ALEXANDRIA PROPERTY OWNER LLC
2810 JEFFERSON DAVIS HY
ALEXANDRIA, VA
T.M. 025.03-02-12
ZONE: I USE: OFFICE/COMM. WHSE

4. TONYS CORNER LLC
2700 JEFFERSON DAVIS HY
ALEXANDRIA, VA
T.M. 025.01-04-22
ZONE: I USE: GENERAL COMMERCIAL

5. REALTY INCOME CORPORATION
2800 JEFFERSON DAVIS HY
ALEXANDRIA, VA
T.M. 025.01-03-24
ZONE: USE: OFFICE/COMM WHSE

6. ALEXANDRIA HOUSING DEVELOPMENT CORPORATION
601 N. PITT ST, SUITE 116
ALEXANDRIA, VA
T.M. 025.01-02-01
ZONE: CDD#10 USE: CITY GOVT BLDGS

7. POTOMAC YARD APARTMENTS LLC
615 SMARN AV
ALEXANDRIA, VA.
T.M. 025.03-04-03
ZONE: CDD#10 USE: MED RISE ELEV

8. POTOMAC YARD DEVELOPMENT LLC
2301 MAINLINE BV
ALEXANDRIA, VA
T.M. 025.04-04-37
ZONE: CDD#10 USE: MULTIFAMILY

9. POTOMAC YARD DEVELOPMENT LLC
2301 MAINLINE BV
ALEXANDRIA, VA
T.M. 025.03-03-01
ZONE: CDD#10 USE: VACANT LAND COMMERC.

10. AVALON POTOMAC YARD LLC
701 SEATON AV
ALEXANDRIA, VA
T.M. 025.01-03-13
ZONE: CDD#10 USE: MED RISE ELEV

GRAPHIC SCALE
200 0 100 200 400 1000
(IN FEET)
1 inch = 200 ft.

NOT FOR CONSTRUCTION!!! THIS PLAN IS SUBJECT TO CHANGE AND BOW SHALL NOT BE HELD RESPONSIBLE FOR ANY COSTS DUE TO CHANGES

Bowman CONSULTING

DESIGN ENGINEER / SURVEYOR

SEAL: COMMONWEALTH OF VIRGINIA STEVEN P. LEAR Lic. No. 42924 PROFESSIONAL ENGINEER

SCALE: 1"=200' DATE: AUG 5, 2016 DRAWN BY: CHECKED BY:

PLAN STATUS

DATE	DESCRIPTION	BY	DESCRIPTION
09/26/16	FIRST SUBMISSION		

REVISION APPROVED BY

NO.	DESCRIPTION	DATE	BY	APPROVED	DATE

POTOMAC YARD - LANDBAY H WEST - SILVERSTONE

PRELIMINARY DEVELOPMENT SPECIAL USE PERMIT

CITY OF ALEXANDRIA, VIRGINIA

ESI Peer Review

SHEET NAME: **VICINITY MAP**

APPROVED 2018-0002
SPECIAL USE PERMIT NO.
DEPARTMENT OF PLANNING & ZONING

DIRECTOR DATE

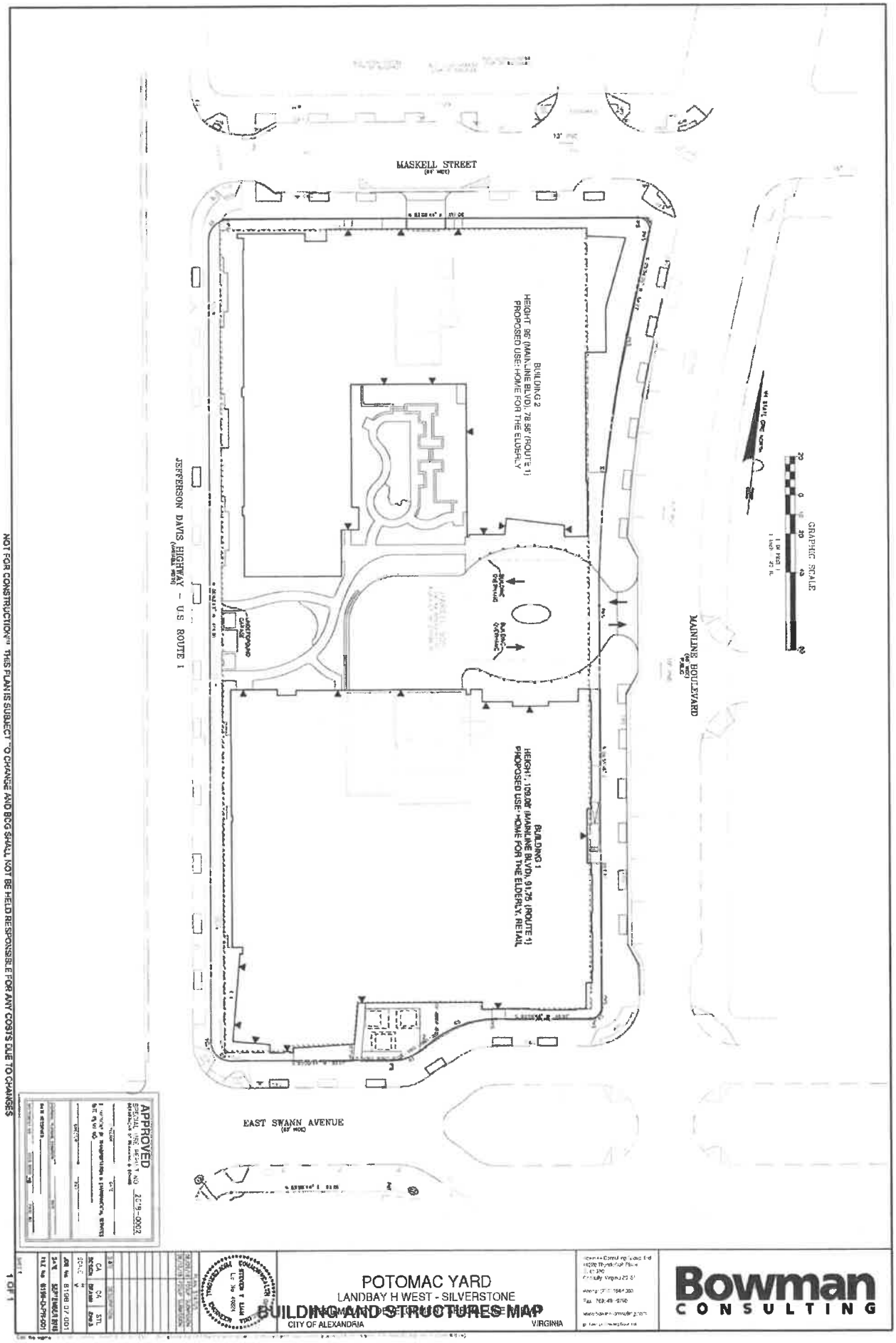
DIRECTOR DATE

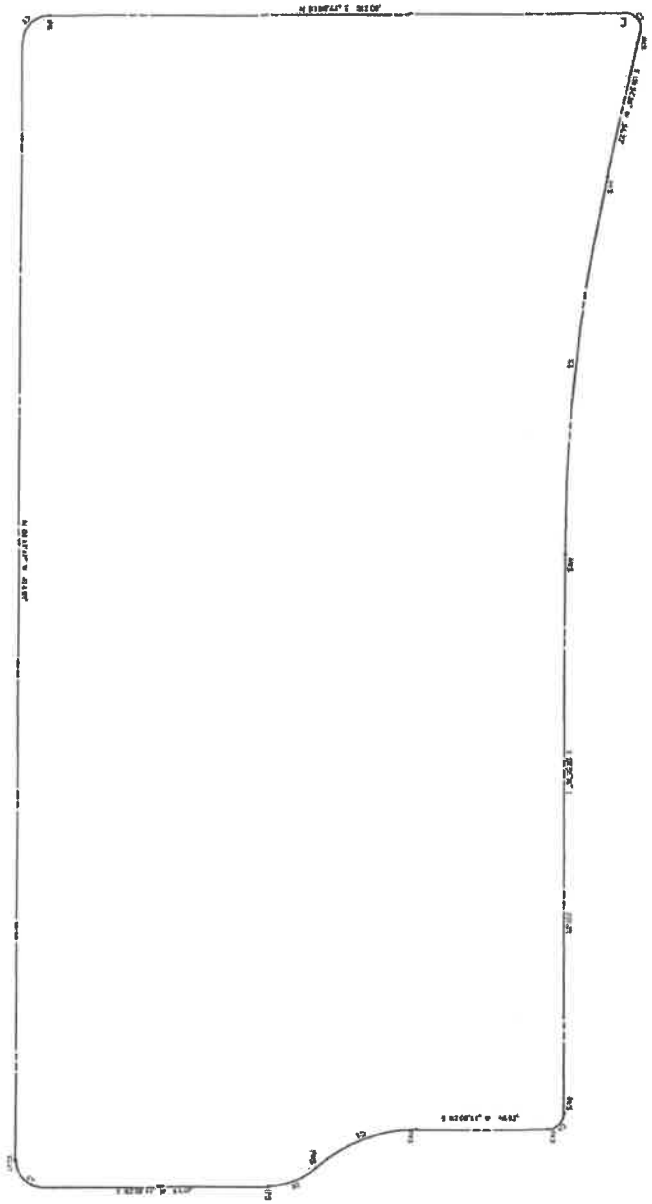
Director, Planning Commission DATE

DATE RECORDED

INSTRUMENT NO. DEED BOOK NO. PAGE NO.

SHEET: 1 OF 1


MASKELL STREET
(60' WIDE)
BUILDING 2
HEIGHT: 56' (MAINLINE BLVD); 78.58' (ROUTE 1)
PROPOSED USE: HOME FOR THE ELDERLY
BUILDING 1
HEIGHT: 109.08' (MAINLINE BLVD); 91.75' (ROUTE 1)
PROPOSED USE: HOME FOR THE ELDERLY, RETAIL
JEFFERSON DAVIS HIGHWAY - U.S. ROUTE 1
(VARIABLE WIDTH)
MAINLINE BOULEVARD
(VARIABLE WIDTH)
EAST SWANN AVENUE
(60' WIDE)
GRAPHIC SCALE
NOT FOR CONSTRUCTION!!! THIS PLAN IS SUBJECT TO CHANGE AND BOG SHALL NOT BE HELD RESPONSIBLE FOR ANY COSTS DUE TO CHANGES
APPROVED
POTOMAC YARD
LANDBAY H WEST - SILVERSTONE
BUILDING AND STRUCTURES MAP
CITY OF ALEXANDRIA
VIRGINIA
Bowman
CONSULTING
1 OF 1



NOT FOR CONSTRUCTION ! THIS PLAN IS SUBJECT TO CHANGE AND BCG SHALL NOT BE HELD RESPONSIBLE FOR ANY COSTS DUE TO CHANGES.

APPROVED
DPSUP, VAR PERMIT NO. 2018-0012
DIRECTOR OF PLANNING & ZONING

SHEET 1 OF 1

POTOMAC YARD - LANDBAY H WEST - SILVERSTONE

PRELIMINARY DEVELOPMENT SPECIAL USE PERMIT

CITY OF ALEXANDRIA, VIRGINIA

Peer Review

REVISION APPROVED BY

NO.	DESCRIPTION	DATE	BY	APPROVED	DATE

SHEET NAME: **METES AND BOUNDS MAP**

DESIGN ENGINEER / SURVEYOR

Bowman CONSULTING

SCALE 1"=20' | DATE JULY 18, 2018 | DRAWN BY

PLAN STATUS

DATE	DESCRIPTION	DATE	DESCRIPTION

THE PROPERTY OF
PARCEL 505
POTOMAC YARD ALEXANDRIA
INSTRUMENT #060033375
CITY OF ALEXANDRIA, VIRGINIA

Beginning at an iron pipe set on the southern right-of way line Maskell Street (64' wide);

Thence with the southern line of Maskell Street N 83°08'44" E, a distance of 212.06 feet to an iron pipe set;

10.73 feet along the arc of a curve to the right having a radius of 6.00 feet, a central angle of 102°25'51", and a chord which bears S 45°38'20" E, 9.35 feet to a PK nail set on the western right of way line of Mainline Boulevard (66' wide);

Thence with the western line of Mainline Boulevard the following four (4) courses and distances;

1. S 05°34'35" W, a distance of 54.27 feet to a PK nail set;

2. 141.02 feet along the arc of a curve to the left having a radius of 650.00 feet, a central angle of 12°25'51", and a chord which bears S 00°38'20" E, 140.75 feet to a PK nail set;

3. S 06°51'16" E, a distance of 207.71 feet to a PK nail set;

4. 9.42 feet along the arc of a curve to the right having a radius of 6.00 feet, a central angle of 90°00'00", and a chord which bears S 38°08'44" W, 8.49 feet to a PK nail set on the northern right-of-way line of East Swann Avenue (68' wide);

Thence with the northern right-of-way line of East Swann Avenue the following five (5) courses and distances;

1. S 83°08'44" W, a distance of 48.92 feet to a PK nail set;

2. 40.04 feet along the arc of a curve to the left having a radius of 54.00 feet, a central angle of 42°28'52", and a chord which bears S 61°54'18" W, 39.13 feet to a PK nail set;

3. 19.28 feet along the arc of a curve to the right having a radius of 26.00 feet, a central angle of 42°28'52", and a chord which bears S 61°54'18" W, 18.84 feet to an iron pipe set;

4. S 83°08'44" W, a distance of 83.07 feet to a cross-cut set;

5. 15.73 feet along the arc of a curve to the right having a radius of 10.00 feet, a central angle of 90°08'29", and a chord which bears N 51°47'01" W, 14.16 feet to a cross-cut set on the eastern right-of-way line of Jefferson Davis Highway – U.S. Route 1 (variable width);

Thence along the eastern right-of-way line of Jefferson Davis Highway – U.S. Route 1;

N 06°42'47" W, a distance of 414.91 feet to a cross-cut set;

15.68 feet along the arc of a curve to the right having a radius of 10.00 feet, a central angle of 89°51'31", and a chord which bears N 38°12'59" E, 14.12 feet to the point of beginning.

Containing 87,810 square feet, or 2.01584 acres.

APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # 10

[*must use black ink or type*]

PROPERTY LOCATION: 2606 Main Line Boulevard, Alexandria, VA

TAX MAP REFERENCE: 025.03-03-02 **ZONE:** CDD #10

APPLICANT'S NAME: Silverstone Alexandria, LP c/o Silverstone Senior Living

ADDRESS: 3710 Rawlins Street, Suite 800, Dallas, TX 75219

PROPERTY OWNER NAME: Potomac Yard Development, LLC

ADDRESS: 9302 Lee Highway, Suite 1100, Fairfax, VA 22031

REQUEST: The Applicant requests a CDD Amendment to amend CDD #10 to allow a home for the elderly on Landbay H-West

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.

REVISED: 9/10/18

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

MC Puskar
Signature

8/9/18

2200 Clarendon Blvd, Suite 1300
Arlington, VA 22201
Mailing/Street Address

703-528-4700
Telephone #

703-525-3197
Fax #

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 _____

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)

[ ] the Owner [x] 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.

Please 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?

[ ] **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.

☑ **N/A.**

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 _____ (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. Potomac Yard Development, LLC	None	None
2. Silverstone Alexandria, LP	None	None
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.

8/9/18	M. Catherine Puskar	M C Puskar By: Robert O. Brant
Date	Printed Name	Signature

SILVERSTONE

SILVERSTONE ALEXANDRIA, LP

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

August 8, 2018

Re: Consent to File Applications for a Master Plan Amendment, a Coordinated Development District ("CDD") Amendment, a Development Special Use Permit, and Associated Requests
2606 Main Line Boulevard; Tax Map ID: #025.03-03-02 ("The Property")

Dear Mr. Moritz:

Silverstone Alexandria, LP hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Master Plan Amendment, a CDD Amendment, a Development Special Use Permit and associated requests on the Property.

Very Truly Yours,

Silverstone Alexandria, LP

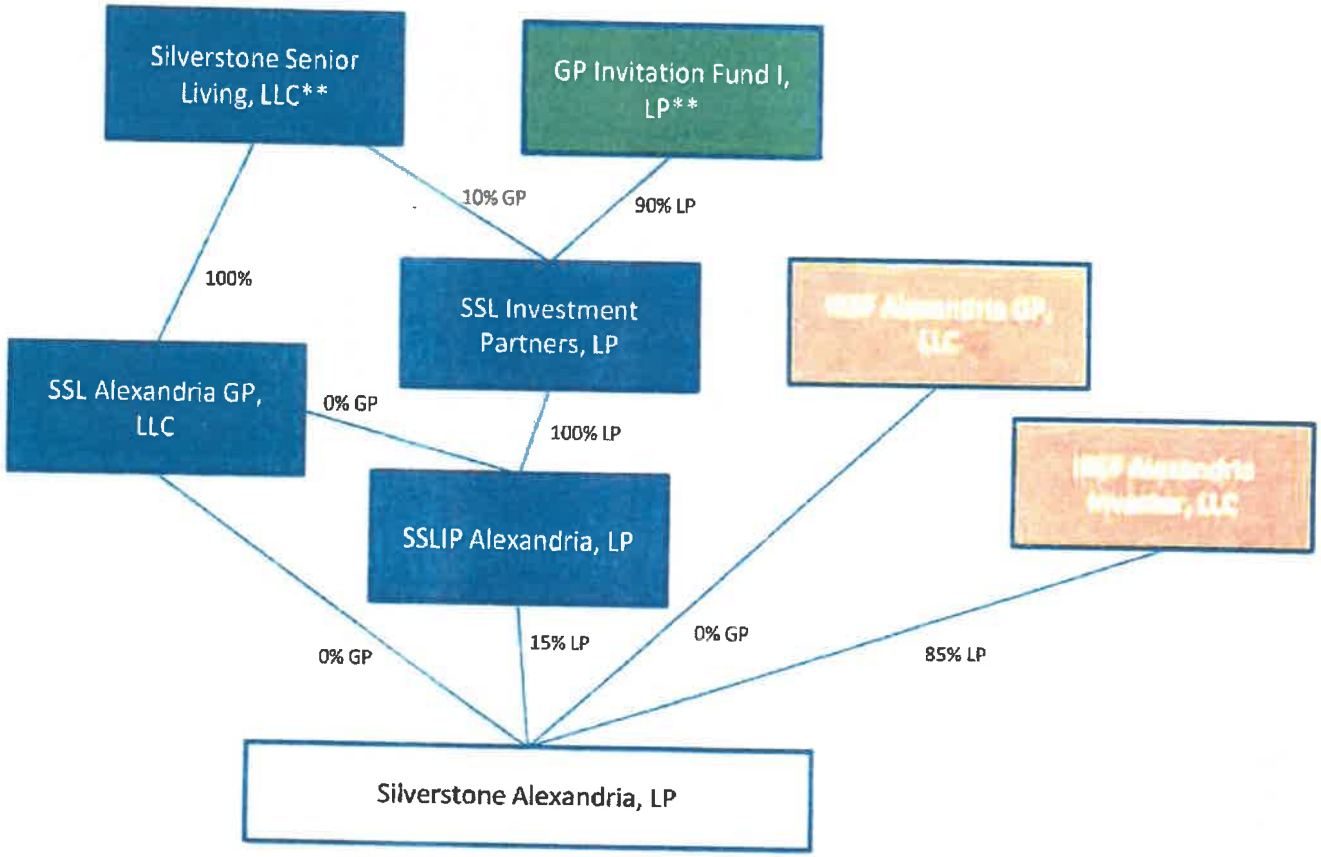
By: _____

Christopher Porter

President and CFO

3710 Rawlins Street, Suite 800 Dallas, Texas 75219

Silverstone Alexandria, LP Organizational Chart



** No individual owns more than 3% of Silverstone Alexandria, LP
No individuals or entities listed have any business or financial relationships with the members of City Council and Planning Commission.

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

August 8, 2018

Re: Consent to File Applications for a Master Plan Amendment, a Coordinated Development District ("CDD") Amendment, a Development Special Use Permit, and Associated Requests
2606 Main Line Boulevard; Tax Map ID: #025.03-03-02 ("The Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, Potomac Yard Development, LLC hereby consents to the filing of an application by Silverstone Alexandria, LP for a Master Plan Amendment, a CDD Amendment, a Development Special Use Permit and any associated requests to permit the conversion of office use for the development of home for the elderly on the Property.

Very Truly Yours,
Potomac Yard Development, LLC

By: _____

Its: Director

Date: 8/8/18

9302 Lee Highway, Suite 1000 Fairfax, Virginia 22030
703.934.9300 pultegroupinc.com

Potomac Yard Development, LLC – Ownership Chart
6/14/18

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.

TM ID 025.03-02-03
2606 Main Line Boulevard (the "Property")
Silverstone Alexandria, LP (the "Applicant")
Narrative Description

REVISED
September 10, 2018

Proposal Overview

The Applicant proposes to develop the Property with two buildings for a home for the elderly ("senior living facility"). The south building (Building 1) will contain approximately 186 memory care and assisted living units and 11,991 square feet of retail on the ground floor. The north building (Building 2) will contain approximately 146 independent living units. The Applicant proposes two levels of below-grade parking to be accessed from Main Line Boulevard through an internal alley. The alley will also operate as the pickup and drop off zone for the senior living facility and access to the internal loading zone.

The Applicant is requesting a Master Plan Amendment ("MPA") to allow for a home for the elderly, a Coordinated Development District ("CDD") Amendment to allow a home for the elderly in CDD #10, a Development Special Use Permit ("DSUP") with modifications for vision clearance and height to setback ratio, a Special Use Permit ("SUP") for bonus height pursuant to Section 7-700 of the Zoning Ordinance, an SUP for an additional mechanical penthouse on each building, an SUP for an increase in parking, an SUP for penthouses in excess of 15 feet in height, and an SUP for a loading space reduction. In addition, the buildings will be part of the existing Transportation Management Plan for Potomac Yard and no new Transportation Management Plan is required.

The proposed buildings offer architectural variety to Potomac Yard with a unique yet compatible design, varying heights, and high-quality building materials. The south building, which will contain assisted living, memory care units and amenities, will range from approximately 91' 9" to 109' 1" in height and contain 173,352 square feet (186 units) of senior living use and 11,991 square feet of ground floor retail. The north building, which will contain independent living units and amenities, will range from approximately 78' 7" to 96' in height and contain 150,558 square feet (146 units) of senior living. Two levels of underground parking will provide 274 parking spaces. In order to accommodate this unique mix of users – from independent seniors who may own cars to those in the memory care facility, as well as staff, family members, visitors, and retail shoppers – 274 parking spaces are necessary to meet demand. Please note that this amount of parking is less than the maximum amount of parking required for an office use.

With regard to streetscape, the Applicant is maintaining the existing trees along Route 1 and adding tree wells along the three other street frontages. The proposal also features increased sidewalk widths, brick and concrete pavers, and a midblock pedestrian connection as required by the Potomac Yard Urban Design Guidelines. This improved streetscape will create an inviting and pedestrian-friendly environment, as encouraged by City policies.

Master Plan Amendment, CDD Amendment, and Text Amendment

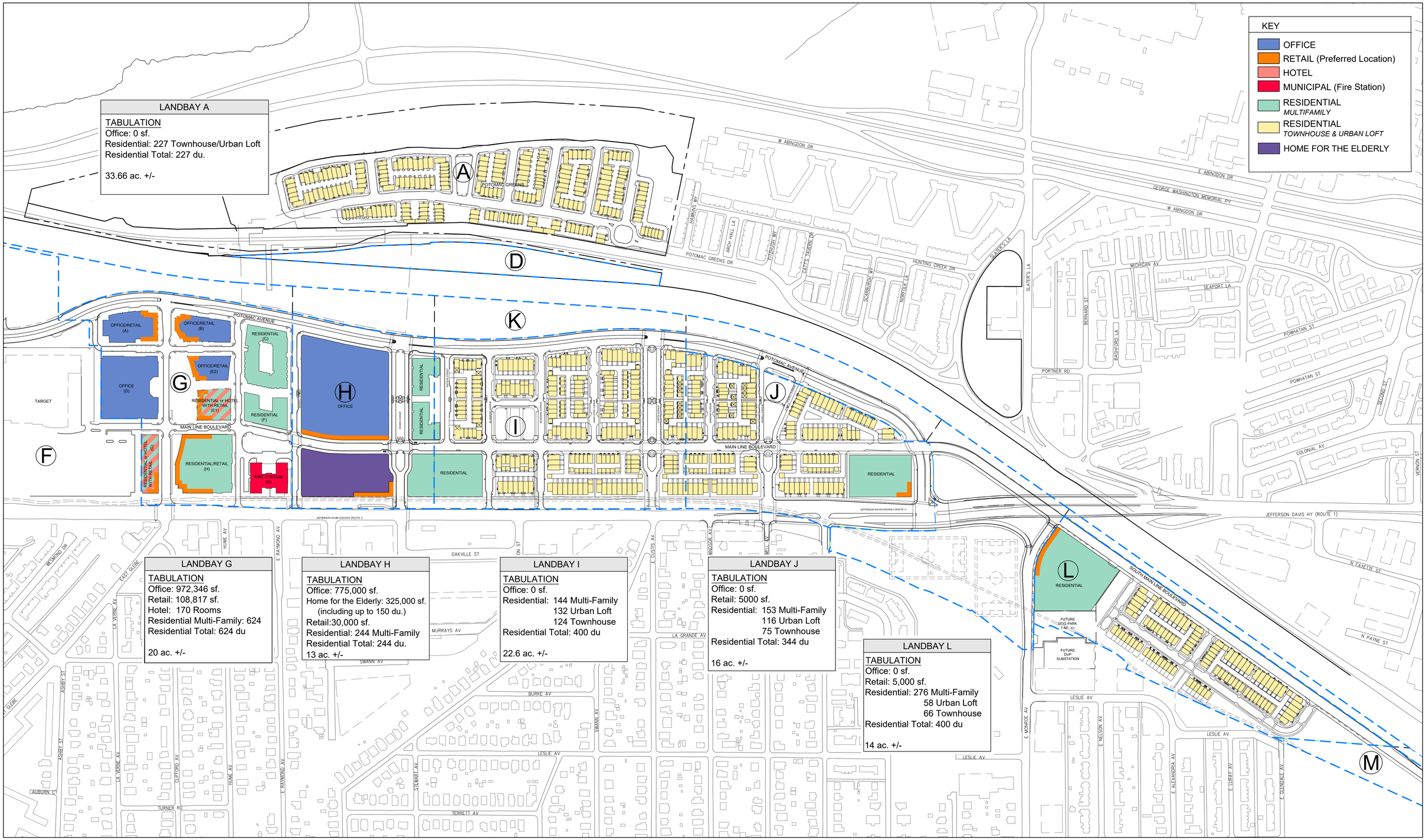
The Applicant requests a Master Plan Amendment and CDD Amendment to allow a "home for the elderly" in CDD #10. Currently, the concept plan for CDD #10 identifies this site as office with ground floor retail. A senior living facility with ground floor retail and active uses on this parcel would maintain the commercial classification of the parcel and would be an economic driver for Potomac Yard as CDD #10 and CDD #19 are built out. The property is adequately served by essential public facilities including streets, parking, drainage, trash removal, water and sewers, and schools. As an additional note, the proposed use, though it involves additional residents in the Potomac Yard area, will not contribute school-aged children to the school system and will result in fewer trips than the office use.

Bonus Height for the Provision of Affordable Housing

Pursuant to Section 7-700 of the Zoning Ordinance and consistent with City Council's stated goals, the Applicant is requesting bonus height for the provision of affordable housing. The Applicant has worked with the Office of Housing to develop the Affordable Housing Plan, which is included with this application. This plan with be presented to Alexandria Housing Affordability Advisory Committee and the Commission on Aging for their input.

Potomac Yard Small Area Plan and Urban Design Guidelines

The proposed development is consistent with the Potomac Yard Urban Design Guidelines and will also incorporate community benefits such as public art, on-site open space, improved streetscape, LEED Certification, and affordable housing while also meeting the goals of the Strategic Plan on Aging, which identify the need for additional senior housing in the City.



OCTOBER 29, 2018 | LDI#2003155

LandDesign ®

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

Potomac Yard

Concept Plan

Revised 10/29/18

100 0' 100 200 400

NORTH

APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2018-0002 **Project Name:** Silverstone Landbay H-West

PROPERTY LOCATION: 2606 Main Line Boulevard, Alexandria, VA

TAX MAP REFERENCE: 025.03-03-02 **ZONE:** CDD #10

APPLICANT:

Name: Silverstone Alexandria, LP c/o Silverstone Senior Living

Address: 3710 Rawlins Street, Suite 800, Dallas, TX 75219

PROPERTY OWNER:

Name: Potomac Yard Development, LLC

Address: 9302 Lee Highway, Suite 1100, Fairfax, VA 22031

SUMMARY OF PROPOSAL The Applicant requests approval for two buildings for a home for the elderly containing approximately 332 units and 11,991 square feet of ground floor retail.

MODIFICATIONS REQUESTED A modification for vision clearance and height to setback ratio.

SUP's REQUESTED A Special Use Permit for bonus height per Section 7-700, SUP for an additional mechanical penthouse on each building, an SUP for an increase in parking, an SUP for mechanical penthouses in excess of 15' in height, and an SUP for a loading space reduction.

☑ **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.

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

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

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

MCPuskar
Signature

2200 Clarendon Blvd, Suite 1300
Mailing/Street Address

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

Arlington, VA 22201
City and State Zip Code

cpuskar@thelandlawyers.com
Email address

8/9/18 REVISED 9/10/18
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Received Plans for Completeness: _____

Fee Paid and Date: _____ Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

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)

[ ] 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.

Please 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?

[ ] **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.

☑ **N/A**

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 _____ (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. Potomac Yard Development, LLC	None	None
2. Silverstone Alexandria, LP	None	None
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.

8/9/18	M Catherine Puskar	M Puskar By: Robert D. Brant
Date	Printed Name	Signature

SILVERSTONE

SILVERSTONE ALEXANDRIA, LP

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

August 8, 2018

Re: Consent to File Applications for a Master Plan Amendment, a Coordinated Development District ("CDD") Amendment, a Development Special Use Permit, and Associated Requests
2606 Main Line Boulevard; Tax Map ID: #025.03-03-02 ("The Property")

Dear Mr. Moritz:

Silverstone Alexandria, LP hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Master Plan Amendment, a CDD Amendment, a Development Special Use Permit and associated requests on the Property.

Very Truly Yours,

Silverstone Alexandria, LP

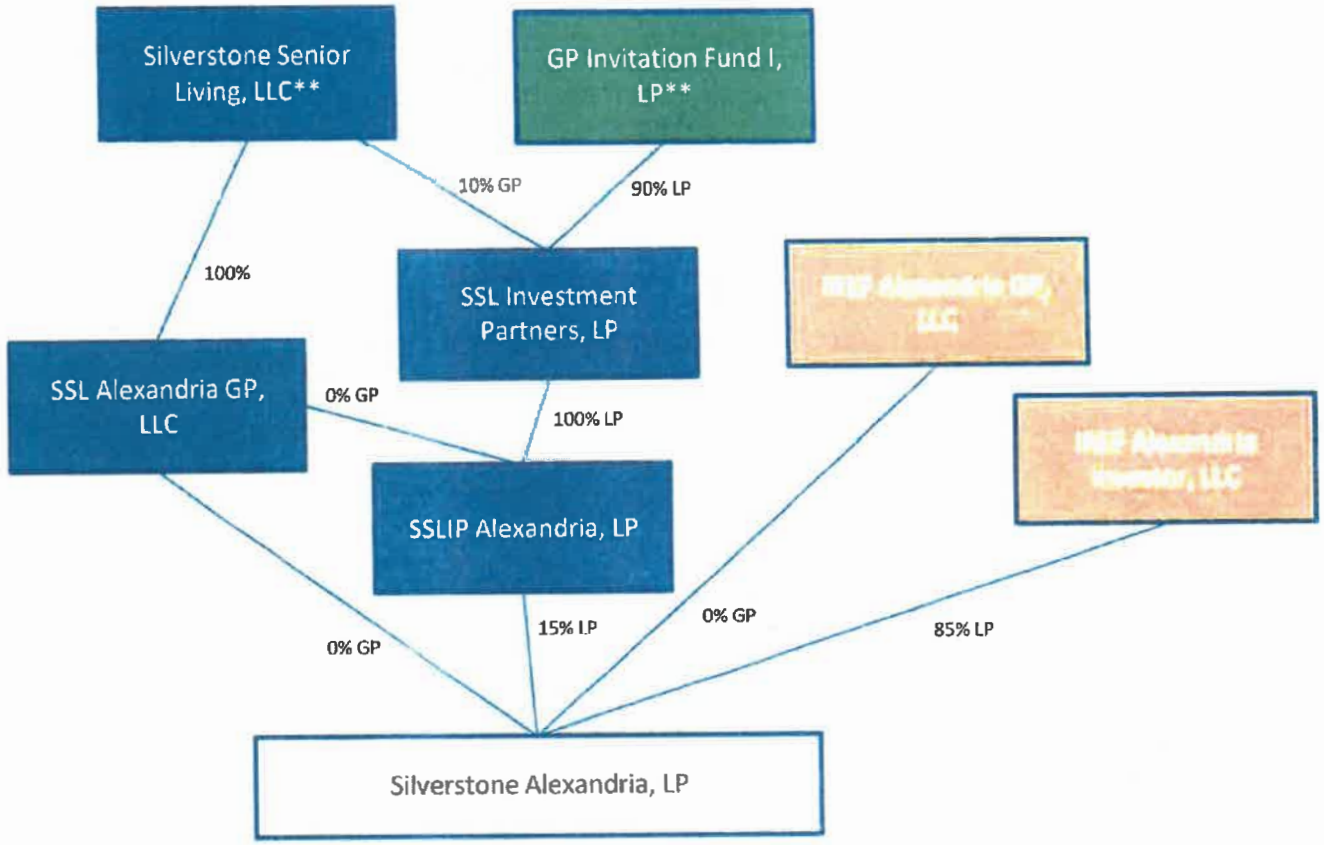
By

Christopher Porter

President and CFO

3710 Rawlins Street, Suite 800 Dallas, Texas 75219

Silverstone Alexandria, LP Organizational Chart



** No individual owns more than 3% of Silverstone Alexandria, LP
No individuals or entities listed have any business or financial relationships with the members of City Council and Planning Commission.

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

August 8, 2018

Re: Consent to File Applications for a Master Plan Amendment, a Coordinated Development District ("CDD") Amendment, a Development Special Use Permit, and Associated Requests
2606 Main Line Boulevard; Tax Map ID: #025.03-03-02 ("The Property")

Dear Mr. Moritz:

As owner of the above-referenced Property, Potomac Yard Development, LLC hereby consents to the filing of an application by Silverstone Alexandria, LP for a Master Plan Amendment, a CDD Amendment, a Development Special Use Permit and any associated requests to permit the conversion of office use for the development of home for the elderly on the Property.

Very Truly Yours,
Potomac Yard Development, LLC

By: _____

Its: Director

Date: 8/8/18

Potomac Yard Development, LLC – Ownership Chart
6/14/18

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.)

Please see attached.

TM ID 025.03-02-03
2606 Main Line Boulevard (the "Property")
Silverstone Alexandria, LP (the "Applicant")
Narrative Description

REVISED
September 10, 2018

Proposal Overview

The Applicant proposes to develop the Property with two buildings for a home for the elderly ("senior living facility"). The south building (Building 1) will contain approximately 186 memory care and assisted living units and 11,991 square feet of retail on the ground floor. The north building (Building 2) will contain approximately 146 independent living units. The Applicant proposes two levels of below-grade parking to be accessed from Main Line Boulevard through an internal alley. The alley will also operate as the pickup and drop off zone for the senior living facility and access to the internal loading zone.

The Applicant is requesting a Master Plan Amendment ("MPA") to allow for a home for the elderly, a Coordinated Development District ("CDD") Amendment to allow a home for the elderly in CDD #10, a Development Special Use Permit ("DSUP") with modifications for vision clearance and height to setback ratio, a Special Use Permit ("SUP") for bonus height pursuant to Section 7-700 of the Zoning Ordinance, an SUP for an additional mechanical penthouse on each building, an SUP for an increase in parking, an SUP for penthouses in excess of 15 feet in height, and an SUP for a loading space reduction. In addition, the buildings will be part of the existing Transportation Management Plan for Potomac Yard and no new Transportation Management Plan is required.

The proposed buildings offer architectural variety to Potomac Yard with a unique yet compatible design, varying heights, and high-quality building materials. The south building, which will contain assisted living, memory care units and amenities, will range from approximately 91' 9" to 109' 1" in height and contain 173,352 square feet (186 units) of senior living use and 11,991 square feet of ground floor retail. The north building, which will contain independent living units and amenities, will range from approximately 78' 7" to 96' in height and contain 150,558 square feet (146 units) of senior living. Two levels of underground parking will provide 274 parking spaces. In order to accommodate this unique mix of users – from independent seniors who may own cars to those in the memory care facility, as well as staff, family members, visitors, and retail shoppers – 274 parking spaces are necessary to meet demand. Please note that this amount of parking is less than the maximum amount of parking required for an office use.

With regard to streetscape, the Applicant is maintaining the existing trees along Route 1 and adding tree wells along the three other street frontages. The proposal also features increased sidewalk widths, brick and concrete pavers, and a midblock pedestrian connection as required by the Potomac Yard Urban Design Guidelines. This improved streetscape will create an inviting and pedestrian-friendly environment, as encouraged by City policies.

Master Plan Amendment, CDD Amendment, and Text Amendment

The Applicant requests a Master Plan Amendment and CDD Amendment to allow a "home for the elderly" in CDD #10. Currently, the concept plan for CDD #10 identifies this site as office with ground floor retail. A senior living facility with ground floor retail and active uses on this parcel would maintain the commercial classification of the parcel and would be an economic driver for Potomac Yard as CDD #10 and CDD #19 are built out. The property is adequately served by essential public facilities including streets, parking, drainage, trash removal, water and sewers, and schools. As an additional note, the proposed use, though it involves additional residents in the Potomac Yard area, will not contribute school-aged children to the school system and will result in fewer trips than the office use.

Bonus Height for the Provision of Affordable Housing

Pursuant to Section 7-700 of the Zoning Ordinance and consistent with City Council's stated goals, the Applicant is requesting bonus height for the provision of affordable housing. The Applicant has worked with the Office of Housing to develop the Affordable Housing Plan, which is included with this application. This plan with be presented to Alexandria Housing Affordability Advisory Committee and the Commission on Aging for their input.

Potomac Yard Small Area Plan and Urban Design Guidelines

The proposed development is consistent with the Potomac Yard Urban Design Guidelines and will also incorporate community benefits such as public art, on-site open space, improved streetscape, LEED Certification, and affordable housing while also meeting the goals of the Strategic Plan on Aging, which identify the need for additional senior housing in the City.

Development SUP # _____

3. **How many patrons, clients, pupils and other such users do you expect?**
Specify time period (i.e., day, hour, or shift).
For retail, approximately 1,000 customers per day. For senior living, approximately 400 residents will live on-site, and approximately 230-300 guests and visitors weekly.

4. **How many employees, staff and other personnel do you expect?**
Specify time period (i.e. day, hour, or shift).
For retail, approximately 7-8 employees per day. For senior living, a maximum of 115 employees over three daily shifts.

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

Day	Hours	Day	Hours
24 hrs/day, daily			

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Noise will be typical of a development of this size. The applicant will adhere to the City of Alexandria Noise Ordinance.

B. How will the noise from patrons be controlled?
Most activities will be internal to the building, such as dining, retail, senior living rooms, and loading. Outdoor activities, like the programmed outdoor teraces and the courtyard space will be shielded from the street. Resident pick up and drop off will occur on the internal alley and is not expected to create significant noise.

7. **Describe any potential odors emanating from the proposed use and plans to control them:**
Trash and loading are internal to the building. Staff will monitor the premises for trash.

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 will be typical of a mixed use development of this size, including, but not limited to, paper, residential trash, food waste, and plastic.

B. How much trash and garbage will be generated by the use?
The anticipated volume of trash will be typical of a mixed use development of this size.

C. How often will trash be collected?
Trash collection is internal to both buildings. For the retail, trash will be picked up 2-3 times a week, or as often as necessary. For the senior living, trash will be picked up approximately 6 times a week.

D. How will you prevent littering on the property, streets and nearby properties?
Staff will monitor the premises for trash.

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

[ ] Yes. [ ] No.

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

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:
Cleaning materials will be typical of a mixed use development of this size. Any organic compounds will be disposed of in accordance with all applicable state and federal laws.

Development SUP # _____

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

The building will be designed to include an electronic security system with card readers or fobs for entry at external doors, intrusion detection, and video surveillance.

ALCOHOL SALES

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

☑ **Yes.** ☐ **No.**

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

Beer, wine, and mixed drinks will be sold on the premises. The senior living facility operator will apply for an ABC license.

PARKING AND ACCESS REQUIREMENTS

13. Provide information regarding the availabllity 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?

Retail max requirement is 36 spaces and the home for the elderly requirement is 166 spaces; total of 202

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

94 Standard spaces
167 Compact spaces
11 Handicapped accessible spaces
2 (Shuttle) Other

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

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

_____

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

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

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

A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning 1 space

B. How many loading spaces are available for the use? 2 spaces

C. Where are off-street loading facilities located?

One loading space is accessible through the internal alley and one loading space is on Maskell Street

D. During what hours of the day do you expect loading/unloading operations to occur?
Loading will occur between the hours of 7:00AM and 11:00PM

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

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.

POTOMAC YARD
CIVIC ASSOCIATION

November 1, 2018

Re: Planning Commission Nov 8 Docket Item 4 and 5: Text Amendment #2018-0008; Master Plan Amendment #2018-0008; Text Amendment #2018-0014; CDD Plan Amendment #2018-0006; DSUP #2018-0002

Dear City of Alexandria Planning Commissioners,

It is with great displeasure that we submit a letter against the above-mentioned development. We had high hopes that we would be able to submit a letter of support for this application, however, we cannot in good faith do so at this time.

It important to note that the Potomac Yard Civic Association (PYCA) represents all residents living in Potomac Yard, to include homeowners, as well as renters. To that end, we have been working on behalf of the homeowners of the nearby townhomes and condos, as well as the renters from the surrounding apartment buildings. Our role is to be an objective, sound, and reasonable voice for the community in working with the city.

After several months of working with the applicant and city staff, regrettably, the one clearly requested item of community consideration was not addressed in the submission of the DSUP; the need to drill instead of drive the piles due to the close proximity to the residential land.

There are over 900 units within 1,600 feet of the proposed development. That includes close to 900 apartments units at Notch 8, Avalon, Frasier and Potomac Yard Fire Station. The concern of driving for piles are:

- Driving is extremely loud with noise ranging anywhere from 100-140 decibels. People are general annoyed for noise ranging between 50-65 decibels. There are a large number of employees who work from home and families with young children who nap during the day.
- Length of noise disruption is estimated at 28 days which is well over a month of disruption. This is more than enough time to disrupt and change a child's napping habit.
- The vibration from the pile driving may cause minor damage and need for repairs for cracked walls and structure.

The applicant has expressed that the pile drilling method is more costly and takes a greater duration of time than driving piles. While we understand the applicant's desire to complete the project in a timely fashion and with minimal cost increases, we believe this to be a reasonable request to maintain the quality of life for our residents. Additionally, we as a community were willing to consent to the change in use, density and height since the applicant and City expressed the desire for this type of development in the City. However, it is imperative the quality of life of current residents be balanced with the needs of development and we continue to believe that our request is a reasonable.

We will continue to address these concerns with the applicant and hope to resolve this in advance of the public meeting but wanted this concern noted and lack of support from PYCA. Also, note that the community appreciates the applicant and their outreach efforts regarding this project.

Please feel free to contact us with any questions at info@potomacyard.org.

Sincerely,
Mila Yochum and Susan Richards
President and Vice President
Potomac Yard Civic Association

CC: Mayor, City Council, Department of Planning and Zoning; Transportation and Environmental Services Department

POTOMAC YARD
CIVIC ASSOCIATION

November 8, 2018

Re: Planning Commission Nov 8 Docket Item 4 and 5: Text Amendment #2018-0008; Master Plan Amendment #2018-0008; Text Amendment #2018-0014; CDD Plan Amendment #2018-0006; DSUP #2018-0002

Dear City of Alexandria Planning Commissioners,

To clarify our letter submitted on Nov. 1, 2018, we support the above-mentioned development with one request, require the applicant to utilize noise mitigation techniques for pile driving that are feasible and meet the satisfaction of the Directors of Transportation and Environmental Services and Planning and Zoning. The specific measures would be determined as part of the final site plan process.

There are over 900 units within 1,600 feet of the proposed development. That includes close to 900 apartments units at Notch 8, Avalon, Frasier, and Potomac Yard Fire Station.

- Driving is extremely loud with noise ranging anywhere from 100-140 decibels equal to that of standing next to a jet engine. People are general annoyed for noise ranging between 50-65 decibels.
- There are a large number of employees who work from home and families with young children who nap during the day.
- Length of noise disruption is estimated at 28 days; well over a month of disruption. This is more than enough time to disrupt and change a child's napping habit.
- The vibration from the pile driving may cause minor damage and need for repairs for cracked walls and structure for the apartment building within close proximity to the site.

Please note that there was no resolution with the applicant about noise abatement after our Nov. 1, 2018 letter.

Sincerely,
Mila Yochum and Susan Richards
Potomac Yard Civic Association, President and Vice President

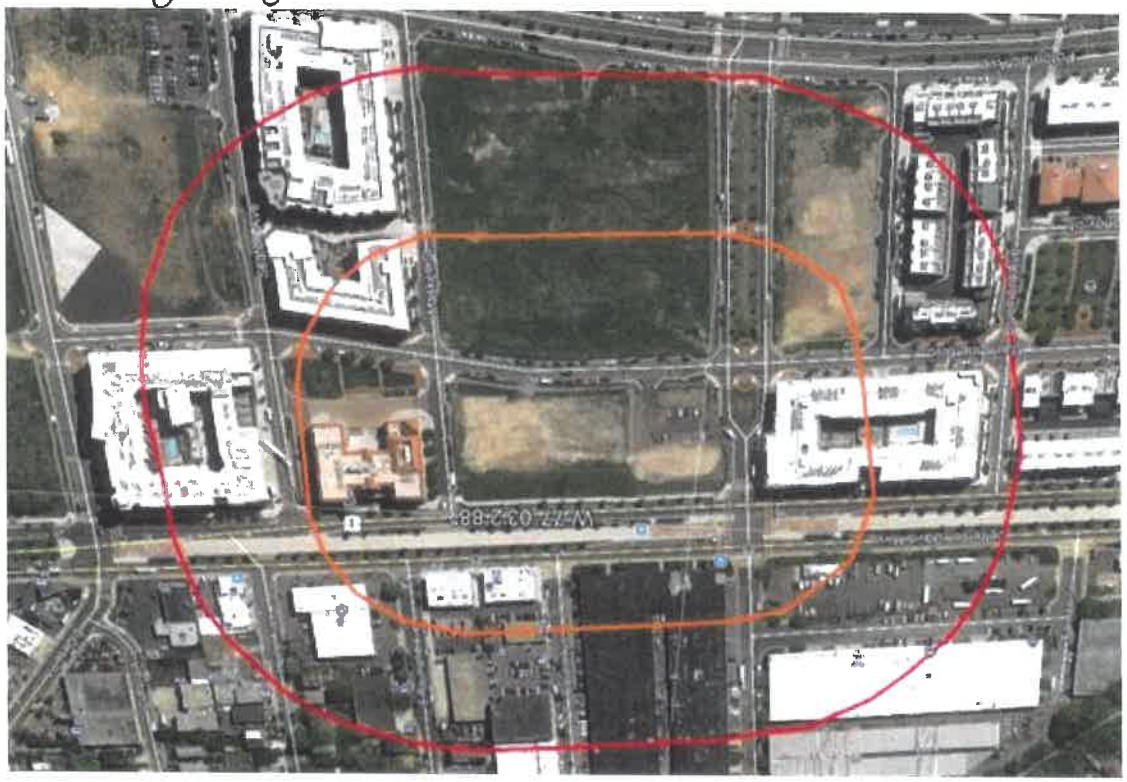
CC: Mayor, City Council, Department of Planning and Zoning; Transportation and Environmental Services Department

Docket #5

2602 Main Line Boulevard (2600 & 2606 Main Line Boulevard)

Potomac Yard Landbay H - West Silverstone

provided @ hearing by Applicant.



SPEAKER'S FORM

DOCKET ITEM NO. 14

PLEASE COMPLETE THIS FORM AND GIVE IT TO THE CITY CLERK BEFORE YOU SPEAK ON A DOCKET ITEM

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: M Catharine Puskar

2. ADDRESS: 2200 Clarendon Blvd Ste 1300 Arl, VA 22201

TELEPHONE NO. 703-528-4700 E-MAIL ADDRESS: cpuskar@thelandlawyers.com

3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Silverstone Alexandria LP

4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: X AGAINST: _____ OTHER: _____

5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.): Attorney

6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL?
YES X NO _____

This form shall be kept as a part of the permanent record in those instances where financial interest or compensation is indicated by the speaker.

A maximum of three minutes will be allowed for your presentation, except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard on a docket item shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation. If you have a prepared statement, please leave a copy with the Clerk.

Additional time not to exceed 15 minutes may be obtained with the consent of the majority of the council present; provided notice requesting additional time with reasons stated is filed with the City Clerk in writing before 5:00 p.m. of the day preceding the meeting.

The public normally may speak on docket items only at public hearing meetings, and not at regular legislative meetings. Public hearing meetings are usually held on the Saturday following the second Tuesday in each month; regular legislative meetings on the second and fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item at a legislative meeting can be waived by a majority vote of council members present but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply. If an item is docketed *for public hearing* at a regular legislative meeting, the public may speak to that item, and the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at public hearing meetings. The mayor may grant permission to a person, who is unable to participate in public discussion at a public hearing meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular legislative meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

(a) All speaker request forms for the public discussion period must be submitted by the time the item is called by the city clerk.

(b) No speaker will be allowed more than three minutes; except that one officer or other designated member speaking on behalf of each *bona fide* neighborhood civic association or unit owners' association desiring to be heard during the public discussion period shall be allowed five minutes. In order to obtain five minutes, you must identify yourself as a designated speaker, and identify the neighborhood civic association or unit owners' association you represent, at the start of your presentation.

(c) If more speakers are signed up than would be allotted for in 30 minutes, the mayor will organize speaker requests by subject or position, and allocated appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30 minute public discussion period.

(d) If speakers seeking to address council on the same subject cannot agree on a particular order or method that they would like the speakers to be called on, the speakers shall be called in the chronological order of their request forms' submission.

(e) Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.