

Docket Item #10A-B

Development Special Use Permit #2012-0008
Encroachment #2012-0004
Potomac Yard – Landbay G, Block D

Application	General Data	
Project Name: Potomac Yard Landbay G, Block D - IDA	PC Hearing:	December 4, 2012
	CC Hearing:	December 15, 2012
	If approved, DSUP Expiration:	December 15, 2015
	Plan Acreage:	1.88 acres (81,816 sq. ft.) on Block D
Location: 701 East Glebe Road	Zone:	CDD#10
	Proposed Use:	Office Use
Applicant: The Institute for Defense Analyses; represented by Ken Wire	Small Area Plan:	Potomac Yard/Potomac Greens
	Historic District:	N/A
	Green Building:	Compliance with the City's Green Building Policy

Purpose of Application:

A consideration for requests to perform the following:

1. Amend DSUP #2007-0022 as amended through DSUP #2012-0013, to construct two connected office towers and reduce the parking ratios for office uses in Block D;
2. Special use permit to increase height of mechanical penthouse;
3. Allow Modifications for allowable height to street centerline distance and vision clearance per Sections 6-403(A) and 7-800, respectively;
4. Allow an Encroachment, pursuant to City Code Section 5-2-29 to allow steps more than 12-feet in length to encroach into the right-of-way more than 3-feet.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Dirk Geratz, AICP; Dirk.Geratz@alexandriava.gov

Jessica McVary, AICP, LEED AP; Jessica.McVary@alexandriava.gov

PLANNING COMMISSION ACTION, DECEMBER 4, 2012:

Development Special Use Permit with Site Plan #2012-0008: On a motion by Commissioner Wagner, seconded by Commissioner Lyman, the Planning Commission voted to **recommend approval** of the request, subject to compliance with all applicable codes, ordinances and conditions, including amendments to conditions 9(f), 9(i), 15(e) and 93(e). The Planning Commission noted that the applicant represented their willingness to utilize their Transportation Management Program funds to provide a transit subsidy of \$120 per month to employees. The revised conditions included the following:

9(f) **CONDITION AMENDED BY PLANNING COMMISSION:** The applicant shall install concrete bases for City standard parking meters along all public streets that include on-street parking in Landbay G at the discretion of the Director of T&ES. The applicant shall contribute \$90,000 to the City as a contribution to the cost of the parking meters and/or other parking and traffic control measures associated with Potomac Yard at the discretion of the Director of T&ES, prior to approval of final plans for Main Street. The location and detail of the bases shall be approved prior to release of the final site plan for the particular block.

9(i) **CONDITION AMENDED BY PLANNING COMMISSION:** Except for IDA on behalf of its own employees on Block D, parking rates for all underground and structured parking shall be consistent with comparable office buildings located in the vicinity as required by TMP SUP99-0020 Condition 9(d) and in order to achieve mode splits assumed in the Potomac Yard traffic study dated April 22, 2008. Retail hotel and office/residential visitor parking may be validated at the applicant's discretion.

15(e) **CONDITION AMENDED BY PLANNING COMMISSION:** On Block D, open space easements on this block shall take into consideration the security needs of the tenant. ~~These security needs shall not impact or modify any other open space easements on any other block and, in particular, on the Town Center Green.~~ Neither these security needs nor any other provision of this DSUP #2012-0008 shall in any way alter, restrict, modify or limit the open space easements on any other block in Landbay G and in particular on the Town Center Green which is governed in accordance with the standards for City public open spaces.

93(e) **CONDITION AMENDED BY PLANNING COMMISSION:** Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. Hauling routes shall be subject to existing truck restrictions and done in a way to minimize impact on the neighborhood to the satisfaction of the Director of T&ES.

The motion carried on a vote of 6 to 0, with Commissioner Robinson absent.

Reason: The Planning Commission noted that the proposed use is not ideal within the Town Center, but the use facilitates fulfillment of the Potomac Yard / Potomac Greens Small Area Plan and is in compliance with the City's Strategic Plan.

Encroachment #2012-0004: On a motion by Commissioner Wagner, seconded by Commissioner Lyman, the Planning Commission voted to **recommend approval** of Encroachment #2012-0004. The motion carried on a vote of 6 to 0, with Commissioner Robinson absent.

Reason: The Planning Commission agreed with the staff's analysis of the encroachment application and the recommendations.

Speakers (Please note the public hearings for docket items 9 and 10 were combined):

Mr. Poul Hertel, 1217 Michigan Court, expressed concern with the requested change in use and density and noted that the proposal was not integrated with the surrounding community and failed to create a sense of place.

Mr. Jerry King, 400 E. Howell Avenue, expressed concern with traffic and requested an amendment to include funding for the installation of traffic calming measures and the development of a bicycle and pedestrian plan between Del Ray and Potomac Yard.

Ms. Sandy Modell, 400 E. Custis Avenue, expressed concern with traffic in Del Ray and recommended a comprehensive traffic plan to ensure safety and maintained quality of life.

Ms. M. Catharine Puskar, attorney representing the applicant, spoke in support of the applications.

Mr. Kenneth Wire, attorney representing the applicant, spoke in support of the applications and requested an amendment to condition 9(i).



DSUP #2012-0012
ENC #2012-0003

12/4/2012



I. SUMMARY

A. Recommendation

Staff recommends approval of the request to amend a previously approved development special use permit with site plan to permit the construction of approximately 370,000 square feet of office space in two connected towers with 580 parking spaces as an amendment to DSUP #2007-0022 as subsequently amended by DSUP #2011-0026 and DSUP #2012-0013. The proposal provides several public benefits including:

- Retention of one of the City's largest employers;
- First non-residential building in Potomac Yard that will be a catalyst to jump start the Town Center and support retail and other non-residential uses;
- Provide a daytime density of office workers to support planned and potential transit in the immediate vicinity of the site; and
- Public benefits, including activation of the core of the Town Center, implementation of streetscaping, and contemporary architectural design in compliance with the City's Green Building Policy.

B. Summary of Issues

The applicant, Institute for Defense Analyses (IDA), requests approval to amend the development special use permit previously approved for Potomac Yard, Landbay G. The applicant proposes to construct approximately 370,000 square feet of office space with a 580 space parking garage consisting of one below grade parking level and four above grade levels. To construct the project, the applicant requests approval of the following:

- Amendment to DSUP #2007-0022, as amended through DSUP #2012-0013, to construct two connected office towers of eight stories to replace the previously approved 399 room hotel use;
- Amendment to DSUP #2007-0022, as amended through DSUP #2012-0013, to reduce the parking ratios previously approved for office uses in Landbay G;
- Modifications for allowable height to street centerline distance and vision clearance per sections 6-403(A) and 7-800, respectively;
- Encroachment, pursuant to Section 5-2-29 of City Code to allow steps more than 12-feet in length to extend no more than 3-feet beyond the right-of-way.

Key issues that were considered with this proposal, and which are discussed in further detail below, include:

- Establishment of adequate parking for the office uses;
- Provision of functional visibility and active uses on the first floor, particularly along East Glebe Road to minimize blank walls at the pedestrian level;
- Location and vehicular access for loading and the parking garage;
- Architectural character and screening of above-grade parking; and

- Creation of a signature building that will appropriately address its prominent location at the Town Center.

In order for the proposed office building to be approved the following additional requests have been applied for as a separate regulatory matter and include:

- Master Plan Amendment #2012-0004: To amend the Potomac Yard / Potomac Greens Small Area Plan to increase the building height permitted in Landbay G, Block D and amend applicable Master Plan conditions;
- CDD Concept Plan Amendment #2012-0004: To amend the CDD Concept Plan to include a change in uses and densities, as well as amend applicable conditions; and
- Text Amendment #2012-0006: To amend Section 5-602 of the Zoning Ordinance to reflect the proposed conversion of density.

II. BACKGROUND

A. Site Context

The Block D project site is located within Potomac Yard Landbay G and is bordered by East Glebe Road to the south, Main Line Boulevard to the west, Dogue Street to the east, and future Wesmond Drive, to the north. The Target department store and Potomac Yard Shopping Center, located in North Potomac Yard, is situated immediately to the north of the subject site. The Landbay G Town Center Green is located immediately across East Glebe Road. The subject site includes an entire block, is approximately 1.88 acres in size, and is currently vacant.

B. Landbay G as Town Center

Landbay G is designed to be the identifiable civic “Town Center” for the entire southern portion of the Potomac Yard development. The Town Center is envisioned as a transition between the existing shopping center to the north (North Potomac Yard, also known as Landbay F) and the primarily residential neighborhoods in the Landbays to the south. The focal element of the Town Center is the central open space or park planned for the south side of East Glebe Road. Higher density buildings with a mix of uses are planned to embrace the park and activate it. The higher density is envisioned to support the planned transitway and future nearby Metrorail Station.

C. Procedural Background

The development special use permit for Landbay G was approved by City Council in January 2009. The initial approval proposed nine buildings on eight blocks with a mixture of uses, including office, retail, hotel and residential. On Block D, the original proposal was for a 399 room hotel with eight stories. The proposed Block D building was approved as two separate hotel brands operating with a shared lobby with an exterior design that read as a single “grand” hotel. The hotel building also included a 575-space parking garage with one below grade level and four above grade levels of parking. The parking garage was designed as a shared collector garage intended to serve retail uses throughout the Town Center.

In November 2010, subsequent to the approval of Landbay G, City Council approved amendments to the Potomac Yard / Potomac Greens Small Area Plan and Coordinated Development District. The amendments, requested to ensure coordination between uses in North Potomac Yard (CDD #19) and Potomac Yard (CDD #10), reduced the amount of retail square footage in Landbay G to 80,000 square feet, reprogrammed this density to be used for commercial or residential uses, and increased density in Landbay G by an additional 32,000 square feet. The resulting density could be used for either 120,000 square feet of additional office or 120 additional residential units on Block F and enabled the construction of a building of consistent height and mass with the adjoining buildings in the Landbay. The applicant elected to pursue 120 residential units on Block F, rather than the office use, and in March, 2012, received City Council approval to reprogram Block F from a two-story retail building to a five-story multi-family residential building.

As a result of the above referenced amendments, 712,000 square feet of office is permitted within Landbay G. With this application, the applicant requests approval to utilize approximately 500,000 square feet of that total office square footage (370,000 of which is for actual office space and 130,000 of which is for above-grade parking.) To ensure that the Landbay remains a vibrant, mixed-use center with adequate office space, the applicant and the master developer for Landbay G have requested an amendment to the Coordinated Development District concept plan, under a separate application, to increase the square footage of office use within Landbay G to 972,346 square feet. Most of this additional square footage results from a proposed reduction of hotel rooms from 625 to 170, with the hotel density being converted to office.

D. Project Evolution - Block D Amendment

The Institute for Defense Analyses is proposing to move from their current site at the Mark Center in the west end of the city to Block D in Landbay G. This block in Potomac Yard was originally approved for a large hotel site. The applicants are asking to readjust the uses and square footage allotted to each of the blocks in Landbay G to allow for a major office use on Block D instead of a hotel while still allowing most of the other blocks in Landbay G approved for office use to develop under that use. The overall net square footage of Landbay G will not be increased, but will be reallocated amongst the blocks. The proposal includes one level of below-grade parking and four levels of above-grade parking, which is consistent with what was previously approved with the hotel use.

III. ZONING

The current zoning of the site is Coordinated Development District #10 (CDD #10) which was approved for a 399-room hotel and first floor retail. Though CDD #10 allows office uses along with retail and residential uses, each block within Landbay G was assigned different land uses and densities.

As briefly referenced above, the applicant and its entities have also requested approval, under a separate application, to reprogram the density with Landbay G to gain additional office, retail

and residential square footage, while decreasing the amount of hotel space. The proposed revision increases the office square footage from 712,000 to 972,346 square feet; the retail square footage from 80,000 to 108,817 square feet; and the residential units from 534 to 624, while decreasing the number of hotel rooms from 625 to 170.

Table 1: Zoning Table

Property Address:	701 East Glebe Road	
Total Site Area:	1.88 acres (81,816 sq. ft.)	
Zone:	Coordinated Development District #10	
Current Use:	Vacant Site	
Proposed Use:	Office	
	Permitted/Required	Proposed
Office square footage	712,000 net	560,506 gross 499,776 net (369,896 office and 129,880 above grade parking)
Height	45 - 110 Feet	132 Feet*
Parking	1,015**	580***
Loading spaces	4	5
Open Space		
Ground Level		0.05 acres
Rooftop		0.17 acres
Total	1.5 acres****	0.22 acres

*Request for Master Plan Amendment to increase height.

**Required parking pursuant to the parking reduction approved with the Landbay G DSUP, as amended.

***Parking reduction requested as part of DSUP amendment.

****Open space required for entire Landbay G

IV. STAFF ANALYSIS

A. Consistency with the City's Plans and Policies

The City Council Strategic Plan, adopted by the Council in June 2010, includes several goals and supporting objectives to guide the City to the future envisioned by the community. This application seeks to fulfill the goals and objectives identified in the Strategic Plan by introducing a mixed-use, transit-oriented, and energy efficient development within Potomac Yard. As discussed in greater detail in the below sections of the staff report, this application proposes to provide a new home to one of the City's largest employers and will be a catalyst project for the designated "Town Center" of Potomac Yard. The project will bring a large employment base that will support the development of the transitway and future Metrorail Station.

B. Consistency with the Potomac Yard Design Guidelines

Applications within Potomac Yard are subject to review by the Potomac Yard Design Advisory Committee (PYDAC) and compliance with the design guidelines. Staff and PYDAC worked with the applicant to achieve compliance with the guidelines and believe that the proposed project successfully complies, taking in account the amendments requested under a separate application. PYDAC has provided the Planning Commission and City Council with a letter of recommendation which includes a summary of the ways in which the project complies with the guidelines.

Creating Neighborhoods

The Landbay G, Block D proposal fulfills the vision established in the Urban Design Guidelines to provide compact, pedestrian-friendly and mixed-use neighborhoods within Potomac Yard. The interconnected street grid and unobstructed sidewalks approved and constructed in the southern portion of Potomac Yard are continued in Landbay G and the larger office project within Block D provides a significant employment base that is essential to the creation of a mixed-use neighborhood and Town Center.

Pedestrian-Friendly Environment

Streetscape improvements, including unobstructed sidewalks, street trees and pedestrian scale lighting are proposed on each frontage. To further activate the street and create a pedestrian-friendly environment, two entrances to the office towers are proposed with adjoining plaza areas on East Glebe Road. In consultation with City staff and PYDAC, the applicant placed more active uses along the East Glebe Road frontage. This includes a cafeteria with floor to ceiling glass, lobby and open hallways that will assist in activating the street level. The mid-block pedestrian walkway or mews that extends from the southern end of Potomac Yard culminates at the Town Center in Landbay G. The IDA development will create the intended focal point at the end of this pedestrian link as envisioned in the planning for Potomac Yard.

Mixed-Use Development

The proposal, including the amendments requested under a separate application, is consistent with the CDD Concept Plan and the previous Landbay G approval, which identifies Block D as a key location for a significant building that will anchor the Town Center. To date, nearly all the approved projects within all of Potomac Yard have been residential uses with some limited retail spaces. The proposed IDA office use will introduce a large office tenant within Landbay G, an important component to create a mixture of uses and provide a density of workers that will support future retail and service uses envisioned for the Town Center.

Building Design

The proposed building design achieves the intent of the urban design guidelines with regard to the urban standards, including frontage, orientation, massing and setbacks, and the architectural standards, including fenestration, materials and architectural elements. The twin IDA office

towers create a signature building that will anchor the Town Center as envisioned in the previous Landbay G approvals. The parking is located in one below-grade level and four above-grade levels, consistent with the previous hotel approval, and is screened by a combination of more public interior spaces and architectural treatments or skins that help to mitigate the impact of the above-grade parking. While parking entrances and loading are typically preferred on the side or rear of the building, Block D occupies the entire block with frontage on each street, thus, there are parking/loading areas on the eastern and western facades but not on the primary façade facing E. Glebe.

C. Building Design

Catalyst for the Town Center

As originally envisioned, Block D was designed to be the signature building of the Town Center and its visual anchor. A hotel use was originally approved for this block which was to consist of two different hotels sharing one building with a jointly shared parking garage. The IDA office building at nearly half a million square feet (including the above-grade parking) is seen as a catalyst project in the build-out of Landbay G as the Town Center. This building will directly face the central park and will become an anchor at the intersection of East Glebe Road and Main Line Boulevard – the two “main” streets of the Town Center. The building will serve as the visual focal point and terminus to the pedestrian walkway/mews that extends the length of the entire yard from the Howell Street Park in Landbay J to the Town Center Green.

Building Design

The current proposal is to construct an office building use comprised of two 8-story towers built upon a connected first floor. The west tower is identified by IDA as their primary building and the east tower as their annex building. Each building will have its own entry and lobby off of East Glebe Road. The concept behind the two buildings is that the east tower could be leased out or sold should IDA not need all of the planned square footage in the future. Though similar in design, each building is intended to be distinct from the other. The western building is designed with a horizontal emphasis while the eastern building has a more vertical emphasis. The horizontal and vertical elements are expressed through the width and height of the building facades as well as the shape of the windows and in the detailing of the buildings. One of the most noticeable elements expressing the verticality of the eastern building is the screening wall at the top of this building which extends the height of the building such that it appears as an additional floor.

The overall design approach is to create two distinct office towers which will divide the office space into two masses. Not only will the divided masses relate better to the scale of the other buildings approved for the Town Center, but they will relate better to the pedestrian scale. The architectural design of the buildings is planned to be contemporary in appearance through the use of glass and precast concrete as the two primary materials. The two towers’ facades facing the central park emphasize the use of glass, creating a visually interesting design consistent with the goals envisioned by the Potomac Yard Design Guidelines. Staff supports the contemporary

design that is proposed for this building and believes that it will be a positive addition to the variety of architectural styles already approved in Potomac Yard.

Although there is not retail on the ground floor, staff has worked with applicant to activate the streetscape. The first floor of the west tower is activated by providing an employee cafeteria with floor to ceiling glass at the corner of East Glebe Road and Main Line Boulevard. The main building entry and lobby for the west tower are located immediately to the east of the cafeteria and are accessed by a triangular entry plaza that is intended to provide a small pedestrian open space and activate the streetscape. Likewise, the east tower provides large expanses of glass on the first floor and a lobby and small plaza located at the corner of East Glebe Road and Dogue Street.

Screening the above-grade parking was a major focus of staff's review of this project. The previously approved hotel included four levels of above-grade parking that were hidden by an architectural skin that included glazed openings and materials consistent with the rest of the façade. Although that is an effective way to screen parking, it can result in a relatively flat and uninterrupted expanse of façade. In working with the applicant on screening the above-grade parking in this proposal, staff encouraged a variety of treatments to add interest to the facades. Some of the parking is screened by an architectural skin with glazed openings, some is screened by an interior linear lobby that can also serve as an interior art wall, and some (the area facing the Target parking lot) is screened with a decorative metal mesh.

Building Height

The west tower will have a building height of 114 feet to the top of the roof. A mechanical penthouse is located towards the center of this tower with a deeply recessed translucent screening wall that will not be visible from street level. The east tower will have a building height of 132 feet to the top of the penthouse screening wall that is integrated into the façade design. Though both buildings are eight stories, the penthouse screening wall on the east building is designed as an extension of the exterior building skin to create the appearance of an additional building floor and to emphasize the verticality of the east tower.

The maximum building height in Landbay G is currently limited to 110 feet. As such, the applicant is requesting an amendment to the Potomac Yard / Potomac Greens Small Area Plan to increase the building height within Landbay G, Block D. The height amendment is being processed under a separate application and proposes to amend the current height restrictions to allow a building height of 135 feet in Block D only. Though the actual proposed building height is 132 feet, the additional three feet up to 135 feet is intended to account for any height increase they may occur during the final design and structural engineering of the buildings.

Staff supports the additional building height for two reasons. First, the IDA towers occupy a prominent position within the Town Center and are expected to serve as a signature building. Secondly, the additional height will add to the variation in height in the Town Center and create a more interesting roofline.

It is important to note that the height of this building is subject to compliance with the Federal Aviation Administration (FAA) regulations and must receive a FAA determination of no hazard. A review by the FAA is on-going and may result in the building being reduced a few feet in height. However, this potential height reduction will not impact the planned number of stories or square footage. The final details of the height will be determined during the final site plan review process and staff is suggesting that any minor exterior architectural revisions that may be needed can be reviewed administratively at that time.

In the event the FAA requires the applicant to reduce the building height, the applicant has indicated that the building mass and architectural character can be maintained by implementing the following refinements:

- Reduce the typical floor to ceiling height from 12'6" to 11'6";
- Reduce the penthouse height and the mechanical screen wall, while continuing to screen all mechanical equipment; and
- Potentially exploring deeper excavation.

The applicant has presented architectural studies to staff which demonstrate that with these refinements, the overall architectural character of the proposed buildings can remain intact.

Green Building and Sustainable Site Design

Landbay G was approved prior to the adoption of the City's Green Building Policy. Therefore, the green building condition originally approved required office buildings to achieve LEED Certification for Core and Shell. The City's Green Building Policy, adopted in April 2009, requires non-residential uses to achieve LEED Silver, or equivalent. Therefore, in compliance with the City's Green Building Policy, the applicant has agreed to achieve LEED Silver (or equivalent) for the proposed office development. To achieve Silver certification, the applicant has incorporated design features including bicycle storage and changing rooms; low-flow fixtures; building systems which optimize energy performance; building materials with recycled content; and roofs with a combination of high albedo surfaces and partial vegetation.

D. Parking

The applicant proposes to accommodate the office parking within one level of below-grade parking and four levels of above-grade parking with two separate access points, one along the eastern frontage and a second on the western side of the building. The level of below-grade parking covers a significant portion of the site, while the four levels of above-grade parking are located exclusively on the northern half of the property and are screened by a variety of mechanisms as described above. A total of 580 parking spaces are proposed: 145 standard spaces, 423 compact spaces and 12 handicap accessible spaces. In compliance with the original approval of Landbay G, a total of 85 parking spaces within the Landbay are required to be set aside for electric vehicles. Accordingly, this project proposes 20 spaces with electric connections for recharging electric vehicles. As discussed in greater detail below, the applicant requests approval to amend the parking ratios for office use previously approved in Landbay G.

The previously approved Landbay G development special use permit included a parking reduction and proposed a shared parking strategy. The shared parking strategy was based on a detailed analysis prepared by Wells and Associates, Inc. and dated October 3, 2008. The parking ratios identified in the shared parking analysis were based on data published by the Urban Land Institute (ULI), the Institute of Transportation Engineers (ITE) and the ULI shared parking methodology, except for residential units, which was 1.3 spaces per unit (based on the City's Zoning Ordinance, which requires 1.3 spaces for a 1-bedroom multi-family unit). The analysis forecasted peak weekday and weekend parking demands, which considered seasonal, daily and hourly variations for each of the land uses to establish the following parking ratios:

Use	Spaces per 1,000 sq. ft.
Office	2.03
Retail	2.58
Health Club	3.52
Grocery	4.00
Hotel	.36 (per room)
Restaurant (Full Service)	7.03
Restaurant (Quick Service)	4.52
Residential	1.3 (per unit)

It is important to note that the Landbay G DSUP approval referenced gross square feet, rather than net, in the staff report and conditions. However, upon reviewing the shared parking analysis and the preliminary plan, it is clear that the parking ratios were based on net square footage, consistent with the manner in which parking is calculated in other applications.

With this application, the applicant proposes to amend the parking ratios for office uses within Block D. A revised shared parking analysis, prepared by Wells and Associates, Inc. and dated August 3, 2012, was submitted to justify the request. A significant change since the approval of the previous parking reduction is the elimination of the collector parking garage in Block D, the subject of this application. As the Institute for Defense Analyses requires a secure facility, the proposed parking structure is available only to the users of Block D, and is not available for retail or restaurant parking.

The previously approved DSUP recommended a parking ratio of 2.03 spaces per 1,000 square feet for office use. In this application, the applicant requests approval to amend the office parking ratio to 1.16 spaces per 1,000 square feet and provide a total of 580 spaces, rather than the 1,015 spaces required by the previously approved DSUP. In addition to the 580 spaces proposed within the parking structure, the applicant proposes to utilize an interim surface parking lot on adjacent Block A to provide approximately 100 additional parking spaces until the Metrorail Station at Potomac Yard is operational, which results in an interim parking ratio of 1.36 spaces per 1,000 square feet.

To support this request, the shared parking analysis referenced the office parking ratio recently approved in North Potomac Yard, which recommends maximum parking ratios, rather than minimum ratios. The maximum parking ratio for office uses within North Potomac Yard is 1.21 spaces per 1,000 square feet, a ratio consistent with the application proposed. Similarly, the

parking analysis noted the requirement to comply with the existing CDD #10 Transportation Management Plan (TMP) to foster the use of existing and planned transit, pedestrian and bicycle facilities and discourage single-occupancy vehicle travel.

It is important to note that Section 8-200(A)(18) of the Zoning Ordinance authorizes a reduction of parking for office uses, not to exceed 30 percent of the total number of parking spaces required, for the provision of carpool spaces, van pool spaces and transit fare media and requires a minimum of 5 percent of spaces be reserved for carpool vehicles. A reduction of 30 percent, in this case, is approximately 315 parking spaces; thereby reducing the required parking to approximately 700 spaces, which is consistent with the number of spaces provided in the garage and interim surface parking lot. The applicant fulfills the carpool requirement by providing 30 spaces reserved for carpool vehicles and staff anticipates that transit fare media, shuttles and other means to discourage single-occupancy vehicles will be implemented through the existing Potomac Yard TMP.

Staff supports the applicant's request to reduce the parking ratio to 1.16 spaces per 1,000 square feet due to the above referenced data, as well as the proximity of this site to existing and planned transit. The Route 1 Corridor Bus Rapid Transit (BRT) includes a planned station at the intersection of Route 1 and East Glebe Road, in close proximity to the Block D site. Ultimately, the Route 1 Corridor BRT provides connections between the Pentagon City and Braddock Road Metrorail Stations in a combination of exclusive and mixed-use lanes. In addition to the BRT, the location of the future Potomac Yard Metrorail Station, while still under investigation, is anticipated near the intersection of East Glebe Road and Potomac Avenue, also within close proximity to the site. Improved pedestrian and bicycle facilities are also anticipated as Landbay G and the remainder of Potomac Yard develops.

E. Vehicular Access and Loading

Due to the large number of parking spaces and size of the building, three points of ingress and egress and are proposed for the parking garage. Similarly, two separate loading docks are being proposed for delivery vehicles and trash removal. The purpose for creating multiple access points is to facilitate an efficient movement of vehicles in and out of the parking garage during the morning and afternoon peak periods. Additionally, IDA wants to ensure that access to the parking garage can remain secure in the event the east tower should be occupied by tenants other than IDA and can function independently of parking designated for IDA employees.

Two adjoining access points to the parking garage are proposed to be located at the northeast corner of the site off of Dogue Street. The purpose for dividing the two access points is to provide one secured entry for visitors only and the second one for employees only. The loading dock will be located immediately south of these two entries resulting in a total of three curb cuts on Dogue Street. This loading dock will include two loading bays and is intended to serve the east tower.

The third access point is proposed for the west side of the building (accessed by an interim extension of Main Line Boulevard) and includes a second loading dock to serve the west building. This loading dock has an extra bay to accommodate daily food and drink deliveries for

the cafeteria. The precise location on the west façade for this garage entry and loading dock are still under negotiation and will likely not be resolved until the review of the final site plan and resolution of several utility issues.

In addition to the access point and loading dock described above on the west side of the building, staff had asked the applicants to study a potential for moving this access point and loading dock to the northern façade along future Wesmond Drive. The applicants have studied this and have included in their application two alternative locations for the parking access and loading dock. The primary, and most realistic, location is planned with access off of Main Line Boulevard. The alternative location would move both the parking access and loading dock to the north with access planned off of future Wesmond Drive.

Staff had asked the applicants to study the Wesmond Drive location for several reasons. First, Main Line Boulevard functions as the “Main Street” for Potomac Yard and is designed as a pedestrian friendly street. Curb cuts from Main Line Boulevard are discouraged but not prohibited – indeed, the recently approved multifamily buildings on Block H in Landbay G and on Landbay H/I and Landbay J all have curb cuts from Main Line Boulevard. Wesmond Drive is designed as a secondary street with less emphasis on the pedestrian activities and, thus, will ultimately be a better location for parking access – after Landbay F is developed.

Staff appreciates the applicant’s willingness to explore these alternative options. Although the northern/Wesmond Drive option has urban design benefits, it is probably unrealistic for a number of reasons. Mostly importantly amongst these reasons is that the proposed IDA building façade is directly on the property line and that property line coincides with Landbay F on the west and north sides of Block D. Block D is owned by LBG Parcel D, LLC and the property to the west and north (North Potomac Yard/Landbay F) is owned by CPYR, Inc. Access and construction easements are being negotiated between the adjoining property owners to allow IDA to build and access the parking garage and loading dock from the west (from the interim extension of Main Line Boulevard) but the northern option is not under discussion. An important component to these discussions is the impact of any changes to the Target parking lot. This issue has received extensive discussion and study during the review process.

Staff supports the western/Main Line Boulevard entry point and is hopeful that access issues can be resolved between the two adjoining property owners. The final design details of how the western entrance will intersect with the interim extension of Main Line Boulevard and how conflicts with traffic in the Target parking lot can be prevented will be completed during the final site plan review process.

If access agreements cannot be worked out between the adjoining property owners, staff recommends that the applicant come back in for an administrative amendment to the DSUP that would have all the access for the building located on the east side along Dogue Street. The applicant has stated that this is a very problematic option for them and may prevent their ability to move forward with the project; however, staff believes that this option should still be available to the applicant – if needed – through an administrative amendment process.

F. Transportation

The applicant submitted an updated traffic analysis in June 2012 that took into account the proposed changes in land use within Landbay G to determine how these changes would affect traffic patterns and traffic volumes compared to the previous Landbay approval (DSUP2007-00022). The traffic analysis projects a total of 773 AM peak hour trips and 1,036 PM peak hour trips with the revised land uses. This is a net change of 60 additional trips in the AM peak hour and 23 fewer trips in the PM peak hour when compared to the original approval – thus, staff believes that the traffic impact is unchanged from the previous 2009 approval.

While not part of this development approval, construction of the Route 1 dedicated high-capacity transitway lanes has commenced, with an expected completion date of December 2013. The high-capacity transitway will have stops on East Glebe Road, one block west of the Block D development, which will provide convenient transit access to the Braddock Road Metro station to the south and the Crystal City Metro station to the north.

G. Open Space

The Potomac Yard Design Guidelines require approximately one-acre of open space within Landbay G, which is predominantly fulfilled through the Town Center Green, located across East Glebe Road from Block D. The Town Center Green, approved as part of the original Landbay G development special use permit, is approximately 0.94 acres and occupies the northern portion of Block E, bordered by East Glebe Road to the north, Dogue Street to the east and Main Line Boulevard to west. A second significant open space component, which fulfills the open space requirement of the Design Guidelines, is the pedestrian walkway/mews, which intersects blocks C, E and F, and provides a pedestrian connection from Landbay G to the southern Landbays in the Yard.

Although the open space requirement for Landbay G is fulfilled through the Town Center Green and the pedestrian mews, the applicant proposes to provide a mixture of private and publicly accessible open space within Block D. The primary open space is a 7,500 square foot (.17 acres) rooftop terrace space for the employees of IDA only.

In addition to the rooftop open space, the applicant also proposes two plaza areas totaling 2,000 square feet of ground-level open space. The larger plaza space is located roughly mid-block along the East Glebe Road at the main entry to the west tower. The second plaza space is located at the corner of East Glebe Road and Dogue Street at the lobby entry to the east tower. Both plaza spaces are predominantly hardscape, designed to announce the entry to the two towers and provide some outdoor gathering space for office employees. Staff and members of the Potomac Yard Design Advisory Committee (PYDAC) focused on the design of main plaza space in an effort to ensure the space could actively engage the passing pedestrian. Part of this discussion also looked at the design at the first floor façade with a focus on how to make the façade as transparent and open as possible while respecting the security concerns of IDA. Earlier concepts of the plaza included planters and seat walls that partially separated the plaza from the public sidewalk and a tall wall at the building base that blocked the view of the interior from the plaza. These issues have been improved as a result of PYDAC and staff review.

H. Streetscape

The proposed application generally complies with the streetscape requirements outlined in the Potomac Yard Design Guidelines. However, not all streetscape improvements will be completed to the final design standards. Specifically, East Glebe Road and Dogue Street will be built to their final standards as part of the construction of IDA. This will include a brick sidewalk along the entire East Glebe frontage. The applicant has requested, and staff supports, providing a brick sidewalk along roughly half of Dogue Street from East Glebe Road to the loading dock. This will create a more finished look along the three most prominent facades of the building. The remainder of Dogue Street will be completed in concrete across the three curb cuts to the north.

Main Line Boulevard will be built to its final standard for the first roughly 80 feet of frontage to the North Potomac Yard/Landbay F property line. From that point northward an interim road condition for Main Line Boulevard will be built to match the grade of the existing Target parking lot which is approximately two feet lower than the ultimate elevation of Main Line Boulevard when it is fully constructed. The interim condition will include a concrete sidewalk which will be replaced by brick in the final build-out. The interim condition for Wesmond Drive will be a concrete sidewalk and foundation plantings. No final road will be constructed until North Potomac Yard redevelops. All of the interim streetscape improvements on the Landbay F property that are described in the paragraphs above are being negotiated by the two adjoining property owners and details will be resolved during final site plan.

Consistent with the original Landbay G development special use permit, concrete banding, designed to represent rail lines, is proposed within the brick sidewalks to recall the rail history of the Yard. Street trees and pedestrian scale lighting are also proposed around the perimeter of the building adjoining all street frontages except for the interim condition along the north side of the building. Staff supports the interim conditions on the west and north sides of the building, but has recommended conditions that address the completion of these two streetscapes in compliance with the Design Guidelines.

I. Encroachment

With this application, the applicant requests approval of an encroachment for steps and an entry feature, both of which are proposed on East Glebe Road. The applicant requests the encroachment to accommodate two segments of steps, which vary in dimension. The first segment extends approximately 1 foot over the property line for a length of roughly 96 feet, while the second segment extends 3 feet over the property line for a length of 71.4 feet. An entry feature/retaining wall, which screens the ramp that provides site accessibility, is located at the corner of Main Line Boulevard and East Glebe Road and extends approximately 3 feet beyond the property line for a length of 21.4 feet.

Section 5.2.29 of the City Code permits steps, including ramps and similar structures to provide access, to project a maximum of 3 feet on streets with a right-of-way width between 50 and 66 feet. However, the Code specifies that steps cannot exceed 12 feet in length. As the applicant requests steps and an entry feature which exceed 12 feet in length, approval of an encroachment is necessary. The applicant proposes these features at the primary building entrance in order to

create a prominent entry feature, as well as a gathering space for office workers and pedestrians. Staff supports the encroachment request and believes that the steps and entry feature activate the streetscape and serve as an extension to the Town Center Green, located across East Glebe Road.

J. Modifications

Setback-to-Height Ratio

As part of this proposal, the applicant is also requesting a waiver of the setback-to-height ratio requirements under Section 6-403(A) of the Zoning Ordinance. Section 6-403(A) states that the allowable height of a building at any point shall not exceed twice the distance from the face of the building to the centerline of the street facing such a building, in this case, Main Line Boulevard, East Glebe Road and Dogue Street. As proposed, the main building is 114 feet in height and immediately adjacent to the property line on Main Line Boulevard. The proposed annex building is 132 feet in height and immediately adjacent to the property line on both East Glebe Road and Dogue Street. Pursuant to the setback-to-height requirements of the Zoning Ordinance and the distance of the building face from the property line, the maximum height at the building face on Main Line Boulevard should be 66 feet, while the maximum height at the building face on East Glebe Road and Dogue Street should be 64 feet.

In this case, staff supports the request to waive the setback-to-height ratio. The Potomac Yard / Potomac Greens Small Area Plan identifies the maximum building height for Block D as 110 feet, and the applicant has requested a Master Plan Amendment to increase the height to 135 feet, both of which would require approval of a modification. In addition, the Potomac Yard Design Guidelines encourage office buildings, such as the Block D proposal, to form a street wall on each frontage to engage the street and the pedestrian. As the Small Area Plan and Design Guidelines establish specific height and setback standards, staff supports the modification request.

Vision Clearance

In addition to the modification of the required setback-to-height ratio, the applicant also requests approval of a modification to the vision clearance requirements under Section 7-800 of the Zoning Ordinance. Section 7-800 states that buildings on corner lots shall not include structures, fences, shrubbery or other obstructions to vision within 75 feet of the centerline of the adjacent intersecting streets. In this case, the southwestern corner of the proposed building is located within the vision triangle at the intersection of Main Line Boulevard and East Glebe Road.

As previously discussed, the Potomac Yard Design Guidelines encourage office buildings to form a street wall on each street frontage. In addition to the Guidelines, it is also important for buildings to hold the street corner from an urban design perspective. For these reasons, staff supports the modification request.

V. COMMUNITY

The proposed application was introduced to the Potomac Yard Design Advisory Committee (PYDAC) during the May 2012 meeting, as part of an overall introduction to several amendments to the Coordinated Development District and Landbay G. During the June 2012

PYDAC meeting, the applicant provided a more detailed presentation of the proposed amendments to Block D. After receiving the detailed presentation, PYDAC members expressed concern with the elimination of the ground-floor retail on this block, but supported the location of the cafeteria as a means to activate the streetscape. PYDAC members also expressed concern with the potential relocation of the parking access and loading dock to Main Line Boulevard and requested that the applicant explore options to have access from Wesmond Drive.

During the July 2012 PYDAC meeting, the applicant provided further information on the design intent, proposed materials and the relationship between the proposed building within the context of Landbay G. PYDAC members expressed concern with the design of the main building entrance and associated plaza, and believed that the proposed design was not inviting. In response to these concerns, the applicant eliminated planters, seat walls and a tall wall at the building base which blocked views into the site from the plaza. These revisions were presented to PYDAC during the September 2012 meeting. With these refinements and the acknowledgement of the amendments requested under a separate application, the Committee determined that the proposed project achieved compliance with the Potomac Yard Design Guidelines and expressed support for the application.

The proposal was also presented to the Del Ray Citizens Association on August 30th and to a group of new Potomac Yard residents in Landbay I on October 4th.

VI. CONCLUSION

Staff recommends **approval** of the request to amend a previously approved development special use permit with site plan subject to compliance with all applicable codes, ordinances and the following staff recommendations.

STAFF: Faroll Hamer, Director, Planning & Zoning
 Tom Canfield, City Architect
 Gwen Wright, Chief, Development
 Dirk Geratz, AICP, Principal Planner
 Jessica McVary, AICP, LEED AP, Urban Planner
 Matt Melkerson, Transportation and Environmental Services

VII. GRAPHICS



Figure 1: Proposed Site Plan



Figure 2: Proposed East Glebe Road Elevation



Figure 3: Proposed Main Line Boulevard Elevation



Figure 4: Proposed Wesmond Drive Elevation



Figure 5: Proposed Dogue Street Elevation



Figure 6: Proposed View from the South



Figure 7: Proposed View from the Northeast

VIII. STAFF RECOMMENDATIONS

Staff recommends approval subject to all applicable codes and ordinances and the following staff conditions:

The applicant (as used in these conditions, the term Applicant shall mean the owner, developer and all successors and assigns) shall provide all improvements depicted on the Preliminary Plan and subject to the following conditions of approval. For the purpose of these conditions, the term “Landbay G” excludes the fire station parcel, which is subject to DSUP # 2006-0026. (DSUP2007-0022)

The following staff recommendations are amendments to DSUP # 2007-0022, as amended through DSUP # 2012-0013, which apply to DSUP # 2012-0008 (Block D). Specific recommendations that are no longer applicable or have been amended, added, deleted, or satisfied, include the following:

Conditions Amended: 9, 15, 57, 69 and 80

Conditions Added: 27, 37, 38 and 39

Conditions Deleted: 46

A. Retail Sign – Coordinated Signage

1. All signage within Landbay-G shall be consistent with the Coordinated Sign Program prepared by Gensler dated January 5, 2009, as amended with the Coordinated Sign Program amendment, dated August 3, 2012 and shall also be subject to the following recommendations to the satisfaction of the Director of P&Z. The design intent shall be revised to state “Creativity, uniqueness and high quality graphics are the intent of the coordinated sign program. Tenants are encouraged to take maximum advantage of store logos, specialty letter types and graphic flourishes. Variety and creativity of design are encouraged by the City of Alexandria.” (P&Z) (PC) (DSUP2012-0013)

B. Retail & Restaurant Uses

2. Ground Floor Retail: Ground floor uses of areas designated as “retail” shall be limited to retail, personal service uses and restaurants as defined below.
 - a. The ground floor retail floor area as depicted on the preliminary site plan shall be solely utilized by retail uses including: a store engaged in the sale of goods for personal use that shall include bakeries, barber shop/beauty salon, banks, bookstores, clothing, clothing accessories, copier/reproductions, drugstores, dry cleaners (not dry cleaning plant), florists, health and sport clubs, groceries, jewelry and restaurants or 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. Dry-cleaning (limited to pick-up only), optical centers, and banks are permitted if it does not adjoin another bank and/or dry-cleaning and/or optical center.
- b. The retail height shall be a minimum of 12 ft. clear floor to finished ceiling for each tenant. Exceptions to this requirement may be approved by the Director of P&Z on a case by case basis for exceptional interior design. This requirement shall not apply to retail service/back of house/kitchen and bathroom space. Within each building containing ground floor retail, a minimum of one shaft shall be located within the retail space to accommodate ground floor restaurant uses and shall be depicted on the final site plan and all applicable building permits. (P&Z)
 - c. Storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, and similar items which shall not block the visibility of the interior of the store from the street. This condition, however, is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. (DSUP2007-0022)
3. Restaurants: All full-service restaurants and up to 30,000 square feet of quick service restaurants, may be approved administratively by the Director of P&Z, provided that any restaurant approved under this provision complies with the conditions listed below. Restaurants that do not meet these criteria may be approved subject to a special use permit.
- a. Restaurants shall close no later than 2:00 a.m.
 - b. A full service restaurant is defined as one where all patrons are seated by a host or hostess, printed menus shall be provided at the tables, service is provided at the tables by a waiter or waitress, and tables are preset with non-disposable tableware and glassware. All other restaurants are considered quick service for the purpose of this condition.
 - c. Deliveries to the business shall not take place between the hours of 7:00 a.m. and 9:30 a.m., or between 4:00 p.m. and 6:00 p.m., Monday through Friday. Deliveries to restaurants within residential buildings or whose service drive adjoins a residential building shall not take place before 7:00 a.m. or after 10:00 p.m.
 - d. If any food delivery services are provided, they shall clearly be accessory to dine-in food sales, and all deliveries shall be nonvehicular (made on foot, via bicycle, etc.). Alcoholic beverages shall not be delivered off-site, and delivery of nonalcoholic beverages shall only be in association with food deliveries.
 - e. Alcoholic beverages may be sold for on-premises consumption only, and shall clearly be accessory to food sales.
 - f. Grease traps shall be located within the building. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
 - g. No food, beverages, or other material shall be stored outside.
 - h. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow

- invasions by animals. No trash or debris shall be allowed to accumulate on-site outside of those containers.
- i. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
 - j. Cooking odors, smoke and any other air pollution from operations at the site shall be properly ventilated and shall not be permitted to become a nuisance to neighboring properties, as determined by the Department of T&ES.
 - k. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees. (P&Z) (DSUP2007-0022)
4. Restaurants - Outdoor Dining: Outdoor dining is encouraged and may be permitted administratively by the Director of P&Z subject to the following minimum criteria and conditions:
- a. The design of the outdoor dining area shall be consistent with the criteria set forth in the document entitled "Potomac Yard Town Center Landbay G Coordinated Sign Program" dated January 5, 2009. (PC)
 - b. All outdoor dining areas shall be accessory to an approved indoor restaurant.
 - c. An unobstructed pathway with a minimum width of 8 feet shall be provided at all times, except block E where an unobstructed pathway with a minimum width of 6 feet shall be provided.
 - d. Any permanent structures which are required for the outdoor seating area shall be subject to review and approval by the Director of P&Z.
 - e. Any outdoor seating areas shall not include advertising signage.
 - f. On site alcohol service shall be permitted; no off-premise alcohol sales are permitted, unless as otherwise approved per the SUP for the restaurant with which the outdoor seating is associated.
 - g. No food, beverages, or other material shall be stored outside.
 - h. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash and debris shall be allowed to accumulate on-site outside of those containers.
 - i. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
 - j. The outside dining area shall be cleaned at the close of each day of operation.
 - k. The applicant shall control odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of T&ES.
 - l. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees. (P&Z) (PC) (DSUP2007-0022)

C. Retail Management

5. To ensure the coordination of retail leasing activities in the Town Center, the applicant agrees to contract with a single company for the leasing of the retail uses within Landbay-G. The applicant, at its sole discretion, may select and change the leasing company in the ordinary course of business. In the event that the use of a single leasing company becomes a detriment to the leasing of the retail space, then subject to approval of the Director of P&Z, the applicant may utilize more than one leasing company. (P&Z) (DSUP2011-0026)
6. Prior to the issuance of the first Certificate of Occupancy for the first building, the Applicant shall establish a master association to be responsible for the following items to the satisfaction of the Directors of P&Z, T&ES and RP&CA.:
 - a. Open Space – Repair, maintenance and operations of the Town Center Green, Galleria, and Mews. The Master Association or its agent(s) shall coordinate with the City with respect to the open space programming requirements of this DSUP approval.
 - b. Parking – Coordination of the parking management plan between the owner(s) in Landbay G.
 - c. Signage – maintenance, repair, and coordination of locations and messaging for all Town Center identification signs, wayfinding signs, directional signs, and seasonal/event banners.
 - d. TMP – Fulfillment of Landbay G’s obligations with respect to the TMP obligations.
 - e. BMP – Fulfillment of Landbay G’s maintenance with respect to the BMP maintenance.
 - f. Retail – Establishment of a sub-committee of all of the owners of the retail space to coordinate marketing activities for the retail space.
 - g. Dogue Street (Private) – Maintenance and repair of Dogue Street (Private) and associated streetscape improvements.
 - h. Valet parking: coordination of any valet management plan between the owners in Landbay G. (T&ES) (P&Z) (RC&PA) (DSUP2011-0026)

D. Development Phasing

7. The applicant shall prepare and submit a detailed phasing plan for the entire project for review and approval by the Directors of P&Z, T&ES and RP&CA prior to the release the first final site plan, which at a minimum shall comply with the following:
 - a. Permanent streetscape improvements shall be installed on all frontages of a given block prior to the certificate of occupancy permit for each block/building. Any temporary asphalt sidewalks required in this condition shall be 8 feet wide 4 feet from the edge of curb and, have a minimum asphalt thickness of 3 inches on a compacted sub-base. All curb and gutter and ramps must be concrete and curb ramps must meet City and ADA standards. All temporary sidewalks must be constructed and maintained to the satisfaction of the Director of T&ES.

- b. Prior to the first certification of occupancy for the first building the applicant shall be responsible for the following:
 - i. Glebe Road from Route 1 to Potomac Avenue shall be constructed curb to curb and operational including all associated street lights, street signs, underground utilities, parking meters and temporary asphalt sidewalks.
 - ii. Main Street from Maskell to Glebe Road shall be constructed curb-to-curb and operational including all associated street lights, street signs, traffic conduit, parking meters, underground utilities and temporary asphalt sidewalks.
- c. Potomac Avenue for the limits of Landbay K as well as a connection to allow truck access between Route 1 and all associated loading zone shall be constructed and operational including all associated street lights, street signs, traffic signals, underground utilities and temporary sidewalks prior to the issuance of a certificate of occupancy permit for any building that requires Potomac Avenue for circulation.
- d. Seaton Avenue from Potomac Avenue to Route 1 shall be constructed curb to curb and operational including all associated street lights, street signs, underground utilities, parking meter conduit and temporary asphalt sidewalks prior to the issuance of a certificate of occupancy permit for Block H, E, F, C, or B.
- e. Dogue Street (Private) from Glebe Road to Seaton Avenue shall be constructed curb to curb and operational including all associated street lights, street signs, underground utilities, parking meters and temporary asphalt sidewalks prior to the issuance of a certificate of occupancy permit for Block E or B. In the event that Block E is constructed prior to Block B, then Dogue Street (Private) may be demolished and reconstructed with Block B.
- f. Dogue Street (Public) from Glebe Road to Potomac Avenue and Dogue Street (Private) on outlot A from Glebe Road to Potomac Avenue shall be constructed curb to curb and operational including all associated street lights, street signs, underground utilities, parking meters and temporary asphalt sidewalks prior to the issuance of a certificate of occupancy permit for Block A or Block D.
- g. Maskell Street from Route 1 to Potomac Avenue shall be constructed curb to curb and operational including all associated street lights, street signs, underground utilities, parking meters and temporary asphalt sidewalks prior to issuance of a certificate of occupancy permit for Block F or Block C.
- h. Main Street from Glebe Road to the point where Main Street intersects the northern property line of Landbay G shall be constructed curb to curb and operational including all associated street lights, street signs, underground utilities, parking meters, and temporary asphalt sidewalks prior to the issuance of a certificate of occupancy permit for Block D or Block G.
- i. Town Center Green – The Town Center Green shall be sodded prior to the first Certificate of Occupancy for Landbay G. In the event that construction has not commenced on Block E within three (3) years of the first certificate of occupancy permit, the applicant shall design, construct, and maintain an interim Town Center Green to the satisfaction of the Directors of P&Z and RP&CA. The interim plan shall be generally consistent with the ratio of hardscape and softscape within the

- final Town Center Green Plan and shall be able to be programmed for events. Construction of the final Town Center Green and the Galleria on Block E shall be complete prior to the issuance of the first Certificate of Occupancy for the second office building on Block E. The interim open space shall be fully accessible to the public from dawn to dusk.
- j. Mews—Construction of the mews between Buildings C and F shall be substantially complete prior to the issuance of the Certificate of Occupancy for the second of the two buildings to be constructed. Notwithstanding the foregoing, during any period that one building is constructed and construction has not commenced on the other building, a temporary pedestrian 6ft. wide asphalt or concrete pedestrian path shall be constructed.
 - k. The applicant shall submit a plan for temporary pedestrian and vehicular circulation during construction. The plan shall identify temporary sidewalks, fencing around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction and during the phasing of the development, including methods for constructing the underground parking garages of the project without disturbing pedestrian access from completed portions of the project.
 - l. The applicant shall maintain the undeveloped portions of the site during all phases of construction, including maintaining landscaping and removing litter and debris from the site. (DSUP2011-0026)
8. Any changes in the project phasing shall require a revised phasing plan to the satisfaction of the Directors of P&Z, T&ES, RP&CA and F&CA. (DSUP2007-0022)

E. Parking

9. **CONDITION AMENDED BY PLANNING COMMISSION:** The applicant shall provide a parking management plan with the submission of the first final site plan with a non-residential component which outlines mechanisms to ensure that the parking within the underground parking and the parking structure shall be efficiently used and shared between each of the uses, consistent with the shared parking analysis prepared by Wells & Associates, Inc. dated October 3, 2008, as updated August 3, 2012, and shall be subject to the following to the satisfaction of the Directors of T&ES and P&Z.

Shared Parking

- a. A total of 1,281 ~~1,218~~ parking spaces may be reserved for the exclusive use of office tenants on weekdays provided that (i) reserved office spaces shall be signed accordingly, (ii) a cumulative maximum of 681 ~~382~~ office spaces may be reserved in Blocks A, B and E, ~~and~~ (iii) reserved office spaces may not be located on the upper parking garage level within Block E and (iv) parking garages shall maintain suitable hours of operation to accommodate the shared parking plan and will be part of the parking management plan and reviewed on a timely basis to ensure efficiency of the plan. The total number of parking spaces that may be reserved for the exclusive use of office tenants after 6 p.m. on weekdays and on the

weekends shall be determined as part of the parking management plan. (City Council)

- b. Based on the phased development of the landbay, the applicant may be permitted to modify the location of the proposed parking spaces from one block to another to the satisfaction of the Directors of T&ES and P&Z subject to the following:

- i. With the exception of Block D and Block H, the total number of parking spaces for each phase shall be subject to the following table:

Use	Spaces/1,000 nsf
Office	2.03
Retail	2.58*
Health Club	3.52
Hotel	0.30 (per room)
Restaurant – Full Service	7.03
Restaurant – Quick Service	4.52
Residential	1.3 space / unit

*Includes grocery uses.

Note: The parking ratios shall not include the on-street parking spaces.

- ii. Block D shall provide a minimum of 580 office parking spaces, exclusive of tandem parking spaces, within the Block D parking garage.
- iii. Block H shall provide a minimum of 183 retail parking spaces and a minimum of 296 residential parking spaces within the Block H parking garage.
- iv. The total number of parking spaces in the entire landbay after the completion of all phases shall be at least 2,960 ~~2,852~~ spaces.
- v. Parking ratios shall be maintained unless otherwise amended through the Potomac Yard Small Area Plan or the Potomac Yard Coordinated Development District (CDD).
- vi. With the transfers permitted herein, Block E ~~D~~ shall continue to function as a collector parking facility/block.
- vii. Temporary interim surface parking shall be limited to Block A and Block B which shall be subject to the conditions contained herein.
- viii. The exterior elevations of the buildings shall not be changed by the revisions to the permitted parking by this condition; and
- ix. No additional above grade parking levels shall be added to any building or block.
- c. Building F shall provide a minimum of 149 parking spaces in the underground garage for residents and residential visitors.
- d. Condition deleted.
- e. The applicant shall install all public parking signage which shall be illuminated and consistent with the coordinated sign program as required herein and all applicable parking signage prior to the first certificate of occupancy permit for each building.

- f. The applicant shall install concrete bases for City standard parking meters along all public streets that include on-street parking in Landbay G at the discretion of the Director of T&ES. The applicant shall contribute \$90,000 to the City as a contribution to the cost of the parking meters and/or other parking and traffic control measures associated with Potomac Yard at the discretion of the Director of T&ES, prior to approval of final plans for Main Street. The location and detail of the bases shall be approved prior to release of the final site plan for the particular block. (City Council)
- ~~g. To the extent possible while meeting the requirements of the shared parking plan, the Applicant shall revise the interior parking layout for Block D to maximize the number of standard retail parking spaces and drive aisle widths.~~
- h. In no case shall an office, hotel, retail or other use be permitted through lease or any other applicable agreement and/or approval to preclude and/or be contrary to any provisions of the shared parking requirements as defined herein.

General

- i. Except for IDA on behalf of its own employees on Block D, parking rates for all underground and structured parking shall be consistent with comparable office buildings located in the vicinity as required by TMP SUP99-0020 Condition 9(d) and in order to achieve mode splits assumed in the Potomac Yard traffic study dated April 22, 2008. Retail hotel and office/residential visitor parking may be validated at the applicant's discretion.
- j. A minimum of 5% of parking spaces shall be reserved for carpool, vanpool and/or flexcar vehicles and shall be conveniently located adjacent to garage entrances and exits, and/or elevator within each office building.
- k. The underground parking garages and parking structures shall be designed to accommodate conduit to accommodate up to a total of 85 parking spaces for electric vehicles in the future.
- l. The applicant shall provide controlled access into the parking structure and each underground parking garage. The location and design of the controlled access for each building shall be designed in a manner that will minimize impacts on the adjoining sidewalk and pedestrian circulation.
- m. A hotel parking and vehicle management section which shall include:
 - i. how hotel guests, employees, visitors and the public will be directed to the parking spaces;
 - ii. information on taxi passenger loading and unloading; accessible paratransit pick-up, drop-off, handicapped access, and passenger waiting areas;
 - iii. loading zones for short-term deliveries;
 - iv. strategies for advertising, electronically and in printed materials, the hotel's accessibility via public transit, for drop-off and pick-up of hotel guests, employees and visitors; and
 - v. tour buses and other hotel functions (meetings and special events), which shall include vehicle and bus ingress and egress, location of tour bus parking for short-term (tour bus loading and unloading) and long-term/extended bus parking, and a parking management plan for peak periods of hotel operations.

- n. The applicant shall provide off-street parking for all construction workers without charge to the construction workers. The location of the parking shall be designated on the final site plan. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be based on a plan, which shall be submitted to the Department of P&Z and T&ES prior to the release of the final site plan. This plan shall set forth the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit. The plan shall also provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes. If the plan is violated during the course of construction, a correction notice will be issued to the applicant. 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.
 - o. The retail businesses and restaurants shall require that those employees who drive to work use off-street parking.
 - p. Handicap parking spaces for apartment and/or condominium, hotel and office uses shall remain in the same general location(s) as on the approved final site plan for the block or phase. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and/or control of any handicap parking spaces required under the USBC or the Code of Virginia shall remain under common ownership of the apartment, condominium, office or hotel management and shall not be sold or leased to any single individual and/or corporation/tenant. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through a major amendment to the approved site plan.
 - q. The applicant shall install signage for each parking area as residential reserved, visitor, retail or hotel. For shared parking, the applicant shall be required to install signage stating the availability of the space for the primary use such as office and also retail. For example, Office Parking 6:00 AM to 6:00 PM Retail Parking 6:00 PM to 6:00 AM. A detail of the signage shall be provided on the final site plan and the design and color shall be consistent for each building/block.
 - r. A provision shall be developed regarding the distribution of parking spaces for residential units.(P&Z)(T&ES)(PC)
10. The applicant shall provide a perpetual private access easement for the underground garage located in Blocks C and F which grants access to residents and residential visitors. The private access easement shall be recorded prior to the release of the Final Site Plan for Block F. (P&Z)(T&ES) (DSUP2011-0026)

11. 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) (DSUP2011-0026)
12. Valet Parking - The applicant shall provide a parking/valet management plan for any proposed valet parking within Landbay-G, which ensures efficient use of the valet zones by the employees, and patrons to the satisfaction of the Directors of P&Z and T&ES, which shall at a minimum include the following:
 - a. The valet parking zones shall be solely for the use of loading and unloading vehicular passengers and the temporary staging of passenger vehicles prior to locating them within the underground parking garage. A vehicle(s) is not permitted to be within the valet zone for more than 10 minutes. Besides this temporary staging of passenger vehicles there is no other parking and/or loading/unloading permitted within the valet zone. The valet operator shall store all valet parked vehicles in the collector parking structure or other approved off-street location for uses contained on-site.
 - b. The valet operator shall provide sufficient staff and resources to operate the valet service safely and effectively within the boundaries of the designated valet parking areas. Double parking, staging outside the valet parking areas as defined herein, vehicles stored in the valet loading zone over 10 minutes and vehicles stored in locations other than designated off-street facilities shall be considered indicators of inadequate staffing to meet vehicle volumes. If vehicles are found to be within the valet parking zone for more than 10 minutes the Directors of P&Z and T&ES shall require additional staffing and/or resources necessary to comply with this condition.
 - c. The applicant shall be responsible for all appropriate signage including “Valet Loading Zone” signage and other applicable signage as required by the Director of T&ES. Permanent freestanding and other signage other than traffic signs shall be prohibited.
 - d. Two spaces for hotel drop off and/or valet parking on the north side of Glebe Road as close as practical to Main Street shall be permitted between Route 1 and Main Street. In the event these two parking spaces create operational problems due to their proximity to Route 1, the two spaces are subject to removal by the City of Alexandria’s Traffic and Parking Board.
 - e. Any valet parking shall be reviewed within six months of operation by the Directors of T&ES and P&Z to determine its compliance with the conditions herein and all applicable codes and ordinances. As part of the initial or annual reviews under this paragraph, the directors may require the operator to adjust the features of the program. Alternatively, if the Directors of T&ES and P&Z have concerns regarding the operation, the case will be docketed for review by the Planning Commission and City Council. (T&ES) (P&Z) (DSUP2007-0022)
13. Provide bicycle parking space(s) and associated amenities for each block per Alexandria’s current Bicycle Parking Standards. Locker and shower facility requirements for office developments, bicycle parking standards, acceptable rack types

for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. (T&ES) (DSUP2012-0013)

14. The applicant shall depict the turning movements of standard vehicles in all parking structures. 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) (DSUP2011-0026)

F. Open Space

15. **CONDITION AMENDED BY PLANNING COMMISSION:** The applicant shall provide a perpetual public access easement(s) for the Town Center Green, the Galleria, the Mews, the expanded Fire Station open space and all other open space areas, excluding the courtyards and rooftop decks for each block. The perpetual open space easement(s) shall enable the open space areas to be to fully accessible to the public for hours and guidelines approved by the Directors of RP&CA and P&Z in consultation with the Applicant. The easements shall include provisions to close portions of the open space for repair and maintenance, and for periodic closure of the one-way street adjacent to the Town Center Green from vehicular traffic. The easements shall be recorded as follows:
 - a. The easement for the Town Center Green, and the Galleria shall be recorded prior to the release of the first certificate of occupancy permit for Block E.
 - b. The easement for the expanded fire station open space area shall be recorded prior to the release of the first certificate of occupancy permit for Block H.
 - c. The easement for the Mews shall be recorded prior to the release of the first certificate of occupancy permit for the latter of Block F or C, depending upon the approved phasing plan.
 - d. The easements for other open space areas shall be recorded prior to the release of the Final Site Plan for the block on which the space is located.
 - e. On Block D, open space easements on this block shall take into consideration the security needs of the tenant. Neither these security needs nor any other provision of this DSUP #2012-0008 shall in any way alter, restrict, modify or limit the open space easements on any other block in Landbay G and in particular on the Town Center Green which is governed in accordance with the standards for City public open spaces. (P&Z) (RP&CA) (PC)
16. The Town Center Green shall be developed with the level of plantings and amenities as depicted on the preliminary site plan and landscape plans and shall at a minimum be revised to provide the following as part of the final site plan to the satisfaction of the Directors of P&Z and RP&CA.
 - a. The Town Center Green shall continue to be developed to include landscape and hardscape to accommodate year-round informal and formal outdoor events, performances and other activities for workers, residents, retail patrons and visitors to Potomac Yard. At a minimum, the Town Center Green shall accommodate a fountain/water feature, open lawn, removable stage, and an ice skating rink. Vendors shall be permitted to operate on the Town Center Green if approved by the Directors of RP&CA and P&Z.

- b. The applicant shall refine the final fountain design. At minimum, the number and action of jets shall be consistent with the preliminary plan. Provide detail, plan, and section drawings of the interactive fountain including above and below grade conditions. Provide the location and dimensions of mechanical system vault(s) related to the fountain. Provide tactile paver differentiation, or other means of separation, between the fountain jet area and the fountain.
 - c. The Town Center Green lawn area shall be Patriot Bermuda species natural turfgrass on an engineered turf section of specialty growing media (3 inches minimum depth), washed/clean sand drainage cap (6 inches minimum depth), and an underdrainage subbase course (8 inches minimum depth) with filter fabric between the sand and subbase. (DSUP2007-0022)
17. Prior to the release of the final site plan that includes the Town Center Green, the applicant and City shall enter into a Memorandum of Understanding (MOU) regarding the conditions of use of the Green. The MOU shall include the following and be to the satisfaction of the Directors of P&Z, T&ES and RP&CA:
 - a. The applicant shall submit to the Director of RP&CA on annual basis the anticipated programming and events for the Town Center Green for the upcoming year.
 - b. If requested by the Director of RP&CA, the Applicant shall make the Town Center Green available to the City, with the number and type of events determined in the MOU.
 - c. Details regarding requirements associated with the City's use of space.
 - d. Details regarding the costs associated with the City's use of the space, it being the intent that the applicant shall not charge a rental fee to the City for the use of the space but the City shall be responsible for the operational costs associated with their use of the space. (DSUP2007-0022)
18. A landscape plan shall be provided with the final site plan submission to the satisfaction of the Directors of P&Z and RP&CA. The plan shall use industry standard nomenclature and shall comply with the City of Alexandria Landscape Guidelines and shall include the level of landscaping depicted on the preliminary landscape plan, and shall also at a minimum include the following:
 - a. The street trees shall be revised to provide the following:
 - i. Glebe Road - Platanus acerifolia 'Bloodgood' (London Plane).
 - ii. Potomac Avenue - Quercus phellos (Willow Oak)
 - iii. Route 1 – Ulmus Parvifolia (Lacebark Elm)
 - iv. Dogue Street (Private) – Acer rubrum (October Glory Maple)
 - v. Maskell Street – Zelkova Serrata (Japanese Zelkova)
 - vi. Block A - Provide an additional street tree to the north of the proposed vehicle drop-off on Potomac Avenue.
 - vii. Block B - Provide an additional street tree to the north of the proposed loading dock on Dogue Street (Private).
 - viii. Block G - If granted approval by the adjoining property owner the applicant shall install a continual row of deciduous and evergreen trees and shrubs on the northern portion of Building G.

- ix. Condition deleted.
- x. Condition deleted.
- b. Revise spacing of Willow Oak Street trees on Potomac Avenue to be 30 ft on center.
- c. Coordinate proposed modifications to Potomac Avenue and associated median with DSUP 2005-0038, including grading, planting and hardscape paving.
- d. With the exception of the courtyards and rooftop decks, all trees located above structure shall be installed without the use of raised planters.
- e. Due to the removal of trees along Potomac Avenue, the applicant shall contribute \$4,500 towards the future development of Landbay K prior to the certificate of occupancy for the first building in Landbay G.
- f. If the surface parking lots on Block A and B are utilized for more than twelve (12) months, the applicant shall install street trees at the perimeter of each parking lot/block and internal landscape islands that comply with the City of Alexandria Landscape Guidelines.
- g. Provide detailed grading and materials plans for all open space amenities.
- h. Provide an exhibit demonstrating 300 cubic feet of soil per proposed tree. Provide Silva Cell subsurface system or City approved equal for street trees.
- i. Coordinate landscape plan along Route 1 with the approved plan for The Station at Potomac Yard (DSUP# 2006-0026).
- j. Continue to work with staff to revise the landscape plan for the Fire Station open space extension west of Main Street to coordinate with the approved design for DSUP #2006-0026.
- k. Provide a mix of evergreen and deciduous plants for screening along the service road south of Block H.
- l. Condition deleted.

General

- m. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington DC National Capital Region.
- n. Ensure positive drainage in all planted areas.
- o. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
- p. Provide detail sections showing above and below grade conditions for plantings above the underground parking and parking structure.
- q. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
- r. Provide hardscape details for all proposed conditions.
- s. Provide paving pattern details, including joints, for each paving type. Provide samples for each paving type consistent with preliminary plan.
- t. Above grade utilities, including transformers, switch units, telephone, HVAC units, and cable boxes, shall not be permitted in the open space.

- u. Provide detail plans for all proposed rooftop open space/courtyards.
 - v. Provide detailed plans for all fountains, pools, and water features, including information for all seasons.
 - w. Ensure free standing planters do not drain onto adjacent hardscape.
 - x. Continue to work with staff to develop a palette of site furnishings that is generally consistent with the Preliminary Plan submission which shall consist of the following:
 - i. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings.
 - ii. Site furnishings shall include benches, bollards, bicycle racks, trash receptacles, drinking fountains and other associated features and be developed to the satisfaction of the Directors of RP&CA, P&Z, and T&ES. (RP&CA)(P&Z)(T&ES) (DSUP2012-0013)
19. The applicant shall provide a site irrigation/water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA and Code Administration.
- a. Plan shall demonstrate that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
 - b. Provide external water hose bibs continuous at perimeter of all buildings. Provide at least one accessible external water hose bib on all building sides at a maximum spacing of 90 feet apart. Provide an exhibit demonstrating accessible water coverage including hose bib locations and 90' hose access radii.
 - c. Hose bibs and ground set water connections must be fully accessible and not blocked by plantings, site utilities or other obstructions.
 - d. All lines beneath paved surfaces shall be installed as sleeved connections.
 - e. Locate water sources and hose bibs in coordination with City Staff.
 - f. The Town Center Green shall be fully irrigated.
 - g. Provide 2 paired six inch inside diameter schedule 80 sleeves to the Potomac Avenue landscape median north of the intersection of Dogue Street (Private) and Potomac Avenue. The sleeves shall have closed end caps and extend 24 inches beyond the nearest paved surface or back of curb. (RP&CA) (DSUP2011-0026)
20. Provide an exhibit that graphically depicts the open space provided as part of the final site plan for each phase. (RP&CA) (DSUP2007-0022)
21. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, screen walls, and steps. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. The material of retaining walls shall be limited to brick, stone or architectural precast to the satisfaction of the Directors of RP&CA, T&ES and P&Z. (RP&CA)(P&Z)(T&ES) (DSUP2011-0026)
22. The applicant shall provide, implement and follow a conservation and protection program to the satisfaction of the Directors of P&Z and RP&CA for the adjacent open space under DSUP 2006-0026. The limits of disturbance and clearing shall be limited to protect all

- open space improvements including vegetation, irrigation, and pavement. (RP&CA) (DSUP2007-0022)
23. The courtyards and rooftop decks shall include the following, to the satisfaction of the Directors of P&Z and RP&CA:
- a. Features and elements such as seating, trash receptacles, pedestrian scale lighting, alcoves and trellis.
 - b. Pools and/or water features configured to maximize the solar exposure.
 - c. Varied and high quality paving materials.
 - d. Landscaping plan including deciduous, evergreen and flowering plant materials, with appropriate watering and/or irrigation systems to be determined at Final Site Plan.
 - e. Special measures to insure adequate drainage and structural support as necessary to accomplish the proposed plan. (P&Z) (RP&CA) (DSUP2012-0013)
24. All proposed development that impacts vegetation on adjacent properties, such as the proposed modifications to Route 1, will require documentation per the City of Alexandria Landscape Guidelines, and restoration of existing vegetation, irrigation and hardscape materials. (RP&CA) (DSUP2007-0022)
25. No stormwater management measure for this project shall adversely impact adjacent landbays or projects, including Landbays F, H, and K, the proposed pedestrian bridge, Fire Station, Route 1 Improvements, or Potomac Avenue. (RP&CA) (DSUP2007-0022)
26. The applicant shall incorporate historical interpretation of Landbay G's history to include the following:
- a. Paving patterns evoking the rails and overhead lines,
 - b. The circular patterning of the pavement representing the turntable within Seaton Avenue.
 - c. Historical photographs, text and design elements incorporated into the east wall of building F or the pedestrian mews.
 - d. Condition deleted.
 - e. Paving patterns in the sidewalk / plaza area on the northeast corner of Block H which pertain to the Junction Station.
 - f. These elements shall be subject to the approval of the Directors of Planning and Zoning, Recreation, Parks and Cultural Activities, and the Office of Historic Alexandria/Alexandria Archaeology. The applicant shall provide for preservation and maintenance of these designs. (Arch) (P&Z) (DSUP2012-0013)
27. **CONDITION ADDED BY STAFF:** Work with City staff to determine potential ways to incorporate public art elements within the Block D site. Stand-alone pieces or integrated artwork may be considered. A work of art may be functional and may include, but not be limited to, lighting, benches, bike racks, pavers, grates and landscaping or other design elements, if designed by an artist as a unique and prominent feature of the project. (P&Z)

G. Transit

- 28. Landbay G 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 FY2013 TMP contribution rates as calculated in accordance with Condition #5 of TMP SUP 99-0020 of \$0.13 per net square foot of occupied retail/commercial space and \$78.25 per occupied residential unit. First payment to fund shall be made with the issuance of the initial Certificate of Occupancy (or when 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) (DSUP2012-0013)
- 29. If the City decides to establish a special service tax district pursuant to Conditions 30 (b) and 30A of CDD 99-001, as amended thru CDD 2008-0001, the applicant shall participate with the other PY owners/applicants as required in those CDD conditions. (DSUP2007-0022)

H. Streets/Traffic

- 30. To the extent that Glebe Road, Main Street, and/or Potomac Avenue designs differ from previously approved DSUP plans, the applicant shall coordinate with Potomac Yard Development LLC and/or successors and assigns to amend previously approved plans to reflect the changes made as part of this application. (DSUP2007-0022)
- 31. The following table sets forth the dimensions and elements for all streets-right-of-ways and public access easements. The applicant shall dedicate the streets as public streets or perpetual public access easements as required below, pursuant to the required timing herein. The applicant shall prepare all applicable deeds, and easements, and associated plats for the review and approval of the City. The deeds, easements and associated plats shall be recorded in the land records prior to release of the final site plan for the subject block and as required by the phasing plan herein. The public use and access easement shall not obligate or require the City to construct or maintain the private streets or sidewalks (which maintenance shall be at the developer’s sole cost and responsibility). No street shall be accepted for dedication until the completion of the subject street and determination by the City that the street complies with all applicable conditions, codes and standards. (P&Z) (T&ES) (DSUP2011-0026)

Street Right of Way – Public Access Easement(s)		
	ROW Width/ Public Access Easement Width	Dedicated ROW, Private Road or Public Access Easement
East Glebe Road	72 ft. wide right-of-way between Block H and Block G, 64 ft. between Block D	Dedicated Public right-of-way.

	and the central open space 74 ft. between Block A and Block B.	
Main Street	66 ft. wide right-of-way.	Dedicated Public right-of-way.
Maskell Street	64 ft. wide right-of-way.	Dedicated Public right-of-way.
Seaton Avenue	64 ft. wide right-of-way between Main Street and Potomac Avenue and variable right-of-way between Route 1 and Main Street	Dedicated Public right-of-way.
Dogue Street (Private)	64 ft. wide public access easement	Public Access Easement.
Dogue Street (Public)	64 ft. wide right-of-way	Dedicated Public right-of-way

32. The median on Potomac Avenue that cannot be planted (at the turn lanes) shall be brick. (P&Z) (DSUP2007-0022)
33. The applicant shall dedicate Outlot A to the City concurrent with the issuance of the final certificate of occupancy permit for Blocks A and D whichever comes last. If the east-west road north of Blocks A and D is constructed by others and accepted prior to the final certificate of occupancy for Blocks A and D, dedication of Outlot A to the City shall be made concurrent with acceptance of the east-west road. (T&ES) (DSUP2007-0022)
34. If as part of a future development application by the adjacent property owner to the north, an east west road north of Block A and D is approved for construction, the Applicant agrees to grant reasonable easements necessary for the construction of the new east/west street, provided however, that the granting of any such easements shall not have a material adverse impact the Applicant. Any construction associated with this street, including the connections to Potomac Avenue and Dogue Street (Public) shall be performed by and paid for by others. (T&ES) (P&Z) (PC) (DSUP2011-0026)
35. The applicant shall attempt to coordinate with the adjoining property owner of Landbay F to obtain the necessary right-of-way and/or easements for the construction of the Main Street connection from Landbay G to Landbay F as generally depicted on the exhibit entitled "Temporary Target Tie In Exhibit" dated July 16, 2008. In the event the adjoining property owner of Landbay F provides the necessary easements and/or right-of-way within three months of City Council approval and provided that there be no material adverse impact on the applicant, the applicant shall be responsible for the design and construction of the Main Street connection and such construction shall be completed prior to the release of the first certificate of occupancy for the first building. (T&ES) (P&Z) (PC) (City Council) (DSUP2007-0022)
36. If Main Street north of Landbay G is approved for construction by others, then the applicant agrees to grant reasonable easements necessary for construction of Main Street

- provided that there be no material adverse impact on the applicant. (T&ES) (P&Z) (PC) (DSUP2007-0022)
37. **CONDITION ADDED BY STAFF:** The proposed vehicular access and loading dock on the western side of the building is approved contingent on access easements being provided by the adjoining Landbay F property owner. The design of how the building access points and loading dock intersect with the Landbay F property shall be reviewed and approved during the final site plan to assure that there are minimal conflicts with the operation of the Target parking lot. Additionally, the final location of the access points and loading dock on the west façade, shall be determined during final site plan review to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)(T&ES)
38. **CONDITION ADDED BY STAFF:** In the event that access easements are not available for the proposed vehicular access and loading dock on the western side of the building and/or for the walkway along the northern facade, the applicant may file an administrative amendment to allow access and loading docks to be located on the eastern side of the building, fronting on Dogue Street and/or to eliminate the northern walkway. Any such request for an administrative amendment must demonstrate, through the provision of an updated traffic study or other studies as determined by the Directors of Planning and Zoning and Transportation of Environmental Services, how the building will function with access limited to Dogue Street. The review of any such request for an administrative amendment will be to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)(T&ES)
39. **CONDITION ADDED BY STAFF:** The Block D applicant shall submit all necessary agreements, easements and/or approval(s) that have been negotiated with the adjacent Landbay F property owner to the City so as to demonstrate that agreements are in place which enable the construction of the streetscapes along Main Line Boulevard and Wesmond Drive which border Block D to the west and north respectively and which enable access to the western access points. The agreements, approvals and/or easements shall be submitted with the first final site plan and copies of the completed and/or executed agreements, approvals and/or easements shall be provided to the City prior to the release of the final site plan. (P&Z)
40. The applicant shall be responsible for installation of all applicable streets signs prior to the issuance of the first certificate of occupancy permit for the blocks associated with the street improvements as required herein. A detail of the proposed street signage shall be depicted on the final site plan and approved prior to the release of the final site plan. (P&Z) (DSUP2007-0022)
41. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES) (DSUP2007-0022)

42. Prior to the release of the final site plan, a Traffic Control Plan for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for information purpose. In addition, the Traffic Control Plan, shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES) (DSUP2011-0026)
43. With the exception of Blocks F and G, which shall be permitted to have a 14% slope and buildings E2 and H which shall be permitted to have a 12.5% slope, the slope on parking ramps to garage entrances shall not exceed 12 %. If the slope is greater than 10% the applicant shall provide a trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES) (DSUP2012-0013)
44. Conduits and handboxes shall be provided for a future signal at the intersection of Glebe Road and Main Street. Two 4" conduits with handboxes spaced every 300' shall be provided along Glebe Road from Route 1 to Potomac Avenue. (T&ES) (DSUP2007-0022)
45. The applicant shall contribute \$50,000.00 toward the cost of signal installation at the intersection of Glebe Road and Main Street prior to the release of the first final site plan for Blocks D, E, H or G. If the traffic signal is not installed prior to the issuance of the final certificate of occupancy for Blocks D, E, H, and G, whichever is last, the \$50,000.00 shall be credited toward the TMP contribution for Landbay G. (T&ES) (DSUP2007-0022)
46. **CONDITION DELETED BY STAFF:** ~~The total number of combined entry and exit lanes for the hotel garage located on Block D shall be a maximum of four. The width of the curb cut at the hotel garage parking entrance on Block D shall be minimized to 62 feet. (T&ES) (DSUP2007-0022)~~
47. All private street signs that intersect a public street shall be marked with a fluorescent green strip notifying the plowing crews, both City and contractor that they are not to plow those streets. (T&ES) (DSUP2007-0022)
48. No loading or unloading for the grocery store will be permitted in the public right-of-way adjacent to Block H. (P&Z)(T&ES) (DSUP2012-0013)

I. BUS STOPS AND BUS SHELTERS

49. Provide a \$25,000 contribution to the City for the construction of a Crystal City Potomac Yard transitway stop adjacent to the site on E. Glebe Road. The contribution shall be paid to the City prior to release of the Final Site Plan for Block H. (T&ES) (DSUP2012-0013)

50. For Block H, coordinate the proposed location of the transitway stop adjacent to the site with City Staff during the final site plan review. The transitway stop will be installed on E Glebe Road adjacent to the site. (T&ES) (DSUP2012-0013)
51. For Block H, during construction, an ADA compliant accessible path shall be provided from the transitway stop to the crosswalks of E Glebe and Jefferson Davis Highway. (T&ES) (DSUP2012-0013)
52. For Block H, install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, concrete bus stop passenger loading pad per the City standard specification for bus shelters for the future installation of a transitway shelter adjacent to the site. Show location of the concrete pad on the final site plan. Provide electric conduit to the pad for future installation of fare machines and real time transit information signs. (T&ES) (DSUP2012-0013)

J. Green Building – Sustainability

53. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Certification (or equivalent) for residential blocks and LEED Silver (or equivalent) for commercial blocks to the satisfaction of the Director 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.
 - 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 required certification from USGBC (or equivalent) within two 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. (P&Z) (T&ES) (PC) (City Council) (DSUP2011-0026)
54. The applicant shall work with the City for recycling and /or reuse of the leftover, unused, and/or discarded building materials. (T&ES)(P&Z) (DSUP2011-0026)
55. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES) (DSUP2011-0026)

56. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encourage 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/pp/index.htm>. (T&ES) (DSUP 2012-0013)

K. Building

57. **CONDITION AMENDED BY STAFF:** The massing, articulation and general design of the building(s) shall be generally consistent with the preliminary site plan. The final design of the buildings shall be revised to incorporate the following to the satisfaction of the Director of P&Z.
- a. Building A
 - i. Revise the punched windows to provide sills and lintels for each window.
 - ii. Eliminate the proposed roof canopy and lower the parapet to the extent feasible.
 - iii. Provide high-quality (stone, granite) materials (approx. 2-4 feet in height) where all wall types meet the base.
 - b. Building B
 - i. Provide sills and lintels.
 - ii. Explore the use of color for the mullions. Revise the gray metal cladding to a complimentary color.
 - iii. Provide high-quality (stone, granite) materials (approx. 2-4 feet in height) where all wall types meet the base.
 - c. Building C
 - i. The elevations shall be revised as generally depicted in the exhibits entitled Building C Architecture dated December 17, 2008. (Attachment 15)
 - 1. Applicant shall remove the “lid,” carry the piers above the roofline, and add vertical accent elements (metal fins, finials, or masts).
 - 2. At the canopy level, extend the entry canopy past the masonry corner and wrap it around the pier.
 - 3. Revise exhibit to provide a highly finished based (i.e., black granite) (approx. 2-4 feet in height) at the base of the piers at the curve.
 - 4. Link bays with the Brick Veneer #3 base (on north, west, and south elevations) to tie these elements together.
 - 5. The applicant shall extend the caps of the pavilions at the west end of the northern, western, and southern elevations up approximately 1-1/2 to 2 feet to create a more varied and active roof line.
 - 6. At the northwest corner, a contemporary cornice element shall be provided at the fifth floor running four bays along the north elevation to Potomac Avenue and three bays on the east elevation.

d. Building D

- i. The applicant shall continue to work with staff to refine ~~resolve~~ the following building design details, to the satisfaction of the Director of P&Z:
 - ~~1. Provide a consistent design approach to the frieze band expression.~~
 - ~~2. The treatment of typical windows varies between 1-story punched brick and multi-story groupings flanked with precast bands. The applicant shall resolve this inconsistency.~~
 - ~~3. Continue to work with P&Z staff to refine the base.~~
 - ~~4. Continue to refine the main building crown to connect it to the courtyard trellis at the north elevation.~~
 - ~~5. Restudy the angle braces at the south elevation, in particular, how they attach to the facade.~~
 - ~~6. Explain/resolve the condition with respect to the varying heights of the glass hyphens in the interior courtyard.~~
 - ~~7. Related the design of the pool enclosure in the courtyard to the overall building design and add details to achieve consistency.~~
 1. Provide a detail of the mesh screening detail, used to screen the above grade parking, on the north building elevation.
 2. Study refinements to the east elevation to enhance differentiation between the main body and the projected portion of the facade.
 3. Refine the west elevation to fully realize and take maximum design advantage of the discontinuous vertical fins.
- ~~ii. The applicant shall incorporate techniques to create attractive, well-lit façades, including shadow boxes, as necessary, in the treatment of the above-grade garage facades, to the satisfaction of the Director of P&Z.~~
- ~~iii. The applicant shall revise the window treatment for the stairs on the north elevation for consistency with the rest of the building.~~
- ~~iv. The applicant shall resolve the inconsistency between the architectural plans and the east and west elevations with respect to the glass hyphen.~~
- v. The applicant shall provide P&Z staff with samples of all building materials. Final building materials shall be provided to the satisfaction of the Director of P&Z.
- vi. Continue to work with staff to refine the design and details of the plaza space at the corner of E. Glebe Road and Dogue Street.
- vii. Shift the loading dock and garage entrance south on Main Line Boulevard to avoid the above-grade utility cabinet. The final location of the loading dock and garage entrance shall be reviewed and approved by staff during the final site plan review to the satisfaction of the Directors of P&Z and T&ES.
- ~~viii. The applicant shall work with staff to refine the treatment of the columns at the porte cochere, to the satisfaction of the Director of P&Z.~~
- ~~ix. The applicant shall study the size and depth of the canopy/balcony above the port cochere. The applicant shall investigate making the architectural expression of the canopy/balcony part of the building base.~~

- e. Building F
 - i. Continue to work with staff to refine the proposed building elevations and architectural details, including the following refinements:
 - ii. Provide color elevations which are consistent with the colors identified in the materials board dated January 12, 2012, and on which brick pattern is discernible.
 - iii. Work with staff to refine the eastern building elevation at the loading dock by establishing a pattern among the corrugated metal, glass and historic photographs.
 - iv. Relative to the primary building façade, which is the face of the metal panels, the structural brick screen elements will project an additional 8 inches. These walls will contain some accent areas of modular brick that will project 4 inches in front of the metal panels. The typical windows will be set back approximately 2 inches from the face of the metal panel, resulting in a projection from the glass to the face of the brick frame of at least 10 inches.
 - v. Building materials shall consist of brick; cast stone; factory-finished, flush metal panels; corrugated metal; and cement board panels and trim to the satisfaction of the Director of P&Z. Cement board panels and trim are only permitted in the locations specified in the architectural elevations dated January 11, 2012 and subject to the review of panel joint details to the satisfaction of the Director of P&Z.
 - vi. All windows visible from any publicly accessible right-of-way, including the pedestrian mews, shall be metal. If any vinyl windows are used, they must not be white and must match the metal windows as closely as possible, as depicted in the preliminary plan dated January 11, 2012, to the satisfaction of the Director of Planning and Zoning.
 - vii. Relocate the residential blade sign to the building entrance on Seaton Avenue. The building signage shall be consistent with the materials and mounting methods approved in the coordinated sign program dated January 5, 2009.
- f. Building G
 - i. The applicant shall provide samples of the material provided at the base, to the satisfaction of the Director of P&Z.
 - ii. The applicant shall refine the recesses at the base along the north elevation, to the satisfaction of the Director of P&Z.
 - iii. The applicant shall study ways to increase the amount of glass provided at the southeast corner of the building facing the Town Center Green.
- g. Building H
 - i. The applicant shall continue to work with staff to increase the amount of translucent glazing for the first floor storefront, but at a minimum, the glazing shall be consistent with the amendment to the Coordinated Sign Program dated August 3, 2012. For example, during final site plan review, if possible based on the final interior layout of the grocery store, the applicant shall explore replacing the first “C” and “D” storefront

- designations on Main Line Boulevard and the first “C” storefront designation on Route 1 with a “B” storefront designation.
- ii. Continue to work with staff to determine the final design solution for the non-translucent portions of the storefront based on the treatment options included in the amendment to the Coordinated Sign Program dated August 3, 2012.
 - iii. Continue to work with staff to introduce decorative grill work over or in lieu of the mechanical intake louvers identified as storefront designation “E,” as permitted by the mechanical code and so long as it does not increase the required size of the opening.
 - iv. The building mounted development identifier sign located on the water tower feature shall identify Landbay G.
 - v. Work with staff to refine the design and details of the building identification blade sign proposed on the west elevation.

General

- h. An approximately 10 ft wide x 12 ft high mock-up of the glass wall and building features for Block E shall be constructed on the southern portion of the site, of sufficient size to show the character of the glass wall, and shall be approved by the City Architect prior to ordering the glass.
- i. An approximately 10 ft wide x 12 ft high mock-up of each building shall be constructed on each block, of sufficient size to show the character of each building and shall be approved by the Director of P&Z prior to ordering the materials for each building.
- j. The applicant shall provide larger scale drawings to evaluate the retail base, entrance canopies and sign bands and the final detailing, finish and color of these elements. These detail elements shall be submitted prior to review and approved prior to the release of the final site plan.
- k. Color architectural elevations (front, side and rear) shall be submitted with the final site plan for each building.
- l. All loading and garage doors shall be painted to match the color of the adjoining building material. Plan and section details of the conditions adjoining the garage and loading dock doors shall be provided as part of the final site plan. All loading and garage doors shall be an opaque screen or screen to minimize the projection of light from the garage onto the adjoining street.
- m. The applicant shall provide details including colors and materials for all balconies, decks, and rooftop spaces with the final site plans.
- n. The use of 8”X16” concrete masonry units blocks or comparable shall not be permitted in areas visible from the public right-of-way/street.
- o. High pressure sodium vapor (yellow orange) lighting is prohibited for exterior use including buildings, parking facilities, service areas, signage, etc. Such lighting is also prohibited in parking garage entrances or building entries where it would be visible from the outside.
- p. With the exception of the courtyard elevations in Buildings C and H, the windows shall be metal. To ensure the quality of the metal windows, the Applicant shall

- submit specifications and a window sample to the Director of P&Z prior to the issuance of a building permit.
- q. Provision of building-mounted lighting appropriate to the size and character of the building with smaller scale fixtures shall be provided at the pedestrian level.
 - r. The applicant shall provide detailed design drawings showing all architectural metalwork along with color and materials samples for each.
 - s. Except as shown on the preliminary site plan no wall penetrations or louvers for HVAC equipment shall be located on the external elevations. All such equipment shall be rooftop-mounted or on the interior courtyard elevations. No wall penetrations shall be allowed for residential kitchen vents. The kitchen vents shall be located where they are not visible from the public right-of-way. Dryer and bathroom vents on the exterior of the building shall be painted to match the building.
 - t. The design of tenant storefronts shall be consistent with the criteria set forth in the document entitled "Potomac Yard Town Center Landbay G Coordinated Sign Program" dated January 5, 2009, as amended with the Coordinated Sign Program amendment, dated August 3, 2012.

Roof-top Mechanical Equipment

- u. Rooftop mechanical penthouses shall be permitted subject to the following to the satisfaction of the Director of P&Z:
 - i. Penthouses shall not exceed 20 feet in height without an amendment to this special use permit.
 - ii. The penthouse must be limited in size to the minimum space required to house necessary mechanical equipment and to provide access for maintenance of such equipment; and
 - iii. No equipment may be placed above the roof of the penthouse to increase its height if such equipment could be located elsewhere on the building.
 - iv. The penthouse shall be designed to be complimentary to the design of the building and not an additive piece to the building and the screening material shall be the same or compatible with the material of the building.
(P&Z) (PC)

L. Pedestrian / Streetscape

- 58. The applicant shall provide pedestrian improvements that at a minimum shall provide the level of improvements depicted on the Preliminary Plan and shall also provide the following to the satisfaction of the Director of P&Z and T&ES:
 - a. Brick sidewalks in the public right-of-way shall be constructed as follows:
 - i. Constructed in a running bond pattern
 - ii. Pavers at all driveway approaches shall be mortar set with a 3/8 inch joint on a concrete base so that vehicle traffic will not displace the pavers. These bricks shall be set perpendicular to the street
 - iii. Driveways and accessible curb ramps shall be laid in concrete per City and VDOT standards.

- iv. Brick pattern may continue around the radius return where brick sidewalks meet concrete sidewalks approximately 35 ft. as depicted in the Potomac Yard Design Guidelines.
- b. All concrete sidewalks shall conform to City Standards.
- c. The sidewalk materials in the public right-of-way shall consist of the following:
 - i. Jefferson Davis Highway /Route 1 shall be concrete and consist of a continual approximately 6 ft. wide landscape strip adjacent to the curb and a minimum approximately 8 ft. wide concrete sidewalk adjacent to the landscape strip. The landscape strip shall be extended approximately 30 ft. farther to the south. The proposed underground vault to the west of Block G shall be relocated to the recessed area for the hotel.
 - ii. Glebe Road shall be brick
 - iii. Main Street shall be brick
 - iv. Potomac Avenue shall be constructed of concrete
 - v. Seaton Avenue shall be concrete from Route 1 to Main Street and shall be brick from Main Street to Potomac Avenue
 - vi. Maskell Street shall be concrete
 - vii. Dogue Street (Public) shall be concrete or brick, to the satisfaction of the Director of T&ES.
- d. A decorative thermoplastic crosswalk shall be allowed at the turntable area. All other crosswalks approved as part of Landbay G shall be standard thermoplastic.
- e. All crosswalks, with the exception of the turntable area, shall be standard, 6” wide, white thermoplastic parallel lines with reflective material, with 10’ 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.
- f. Sidewalks shall be approximately 6 ft. wider where bulb-outs are provided.
- g. Sidewalks shall be continuous (flush) across all driveway entrances.
- h. A perpetual public access easement shall be provided for all sidewalks not located within the public right-of-way to the satisfaction of the Directors of P&Z, Code Administration and RP&CA. All easements and reservations shall be depicted on the easement plat and shall be approved prior to the release of the final site plan.
- i. The applicant shall provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of two (2) per block face Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans by Victor Stanley. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES.
- j. The street light detail for each of the streets shall be black pedestrian scale acorn lights. The streetlights on Route 1 shall be “Carlyle” double acorn black pedestrian scale lights.
- k. Intake or exhaust vents for the underground parking shall not be located within the sidewalks and shall be of a size and type to minimize the impact on open space.
- l. Brick banding around tree pits on Potomac Avenue and Route 1 shall be eliminated.

- m. Condition deleted.
 - n. Install ADA accessible pedestrian crossings serving the site.
 - o. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards. (P&Z)(T&ES) (DSUP2012-0013)
59. The unobstructed sidewalk pedestrian zones shown on the civil portion of the preliminary plans shall be maintained at final site plan, except:
- a. Block C, where an additional landscape strip adjacent to the building shall be allowed and;
 - b. as otherwise permitted in these conditions for outdoor dining.(DSUP2007-0022)
60. 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 the Director, Transportation and Environmental Services (T&ES). (DSUP2011-0026)
61. A pre-construction walk/survey of the site shall occur with Construction Management and Inspection Staff to document existing conditions prior to any land disturbing activity. (T&ES) (DSUP2012-0013)
62. All improvements to the City's infrastructure, shall be designed and constructed as per the City of Alexandria standards and specifications.(T&ES) (DSUP2007-0022)

M. Site Plan

63. Condition deleted.
64. All new electrical transformers shall be placed underground in vaults which meet Virginia Power standards. These vaults may be placed in the street right-of-way or in driveways. Ventilation grates within public sidewalks or streets, or within areas used as a walkway between the street curb and any building shall meet ADA requirements. The covers for the vaults shall match the material of the adjoining sidewalk (brick or concrete) and the grates shall be located to minimize impacts on the pedestrian walkways to the greatest extent feasible to the satisfaction of the Directors of T&ES and P&Z. (T&ES) (P&Z) (DSUP2007-0022)
65. All private utilities, without a franchise agreement, with the exception of transformers allowed in the right of way per this approval, shall be located outside of the public right-of-way and public utility easements. (T&ES) (DSUP2011-0026)
66. The applicant shall submit a wall check to the Department of P&Z prior to the commencement of framing for each of the building(s). The building footprint depicted on the wall check shall comply with the approved final site plan. The wall check shall also provide the top-of-slab and first floor elevation as part of the wall check. The wall check

- shall be prepared and sealed by a registered engineer or surveyor, and shall be approved by the City prior to commencement of framing. (P&Z) (DSUP2007-0022)
67. As part of the request for a certificate of occupancy permit, the applicant shall 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 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 of the building complies with the height permitted pursuant to the approved development special use permit and that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (DSUP2012-0013)
68. Provide coordinated site utilities including location and direction of service openings and required clearances for any above grade utilities such as telephone, HVAC units and cable boxes. Minimize conflicts with plantings, pedestrian areas and major view sheds. Do not locate above grade utilities in open space area. (RP&CA)(P&Z)(T&ES) (DSUP2011-0026)
69. **CONDITION AMENDED BY STAFF:** Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA 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. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts;
 - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting;
 - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all 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.
 - e. The lighting for the underground/structured parking garage and parking structure 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. At the discretion of the Director of P&Z, upon a finding that a 5.0 foot candle minimum was not necessary to accomplish the purposes, the Director could reduce the foot candle to a level that is acceptable to the Director in consultation with the Chief of Police.
 - f. The walls in the garage shall be painted white or dyed concrete (white) to increase reflectivity and improve light levels at night.

- g. The site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights and minimize light spill into adjacent residential areas and buildings.
 - h. Provide location of conduit routing between site lighting fixtures. Locate to avoid conflicts with street trees.
 - i. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole footings shall be concealed from view.
 - j. Locate site lights a minimum of 10 feet from the base of all proposed trees.
 - k. The lighting for the areas not covered by the City of Alexandria standards shall be designed to the satisfaction of the 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. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that are unscreened and can be seen from the public right-of-way.
 - n. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public right-of-way unless otherwise approved by the Directors of P&Z and T&ES.
 - o. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(Police)(PC)
70. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)(T&ES) (DSUP2007-0022)
71. All association covenants for the residential, office, retail and hotel uses shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the underground garage and parking structure and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. A public access easement is provided within the Town Center Green and the remainder of the ground level open space is for the use of the general public. The responsibility for the maintenance of the courtyard is the responsibility of the condominium association. The hours for use by the public will be consistent with the Department of RP&CA hours for public parks during hours normally associated with residential use.
 - c. All landscaping and open space areas within the development shall be maintained by the property owner and/or the condominium homeowners association.

- d. Exterior building improvements or changes shall require the approval of the City Council, as determined by the Director of P&Z.
 - e. The developer shall notify prospective buyers, in its marketing materials, that the mid-block street is private and that all on-site storm sewers are private and will be maintained by the condominium owner's association.
 - f. The site is located within an urban area and proximate to the Metrorail track and other railway operations, Route 1 and the airport flight path. These uses will continue indefinitely and will generate noise, and heavy truck and vehicular traffic surrounding the project.
 - g. Vehicles shall not be permitted to park on sidewalks or on any emergency vehicle easement. The association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
 - h. All landscaping, irrigation and screening shown on the final landscape plan shall be maintained in good condition and the amount and location, type of plantings and topography on the landscape plan shall not be altered, reduced or revised without approval of City Council or the Director of P&Z, as determined by the Director. (DSUP2007-0022)
72. In the event that Section 5-1-2 (12b) of the City Charter and Code is amended to designate multi-family dwellings in general, or multi-family dwellings when so provided by SUP, as Required User Property [as defined in 5-1-2(12b) of the City Charter and Code], then refuse collection shall be provided by the City for the condominium portion of this plan. (T&ES) (DSUP2007-0022)
73. Notwithstanding any contrary provisions in the Zoning Ordinance, construction of a building or associated infrastructure contained in the preliminary site plan for Landbay G shall commence within 3 years from the date of approval of the preliminary site plan by City Council. (P&Z) (DSUP2007-0022)

N. Stormwater

74. Condition Deleted.
75. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES) (DSUP2012-0013)
76. The storm water collection system is located within the Potomac River watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES) (DSUP2007-0022)
77. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's

- proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) (DSUP2007-0022)
78. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES) (DSUP2007-0022)
 79. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, or at the request for the first certificate of occupancy, whichever comes first, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) (DSUP2007-0022)
 80. **CONDITION AMENDED BY STAFF:** Pond 2 shall be installed, certified and operational prior to occupancy of the buildings within Block D and Block H. (T&ES)
 81. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES) (DSUP2007-0022)
 82. The Applicant shall submit a Potomac Yard-wide storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. Alternatively, the applicant may amend the current Potomac Yard-wide agreement. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.(T&ES) (DSUP2012-0013)
 83. The Applicant shall be responsible for maintaining storm water 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 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) (DSUP2007-0022)
 84. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media. (T&ES) (DSUP2007-0022)

85. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. 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) (DSUP2011-0026)
86. If units will be sold as individual units and a homeowner's association (HOA) established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

Otherwise, the following condition applies:

87. 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) (DSUP2011-0026)
88. The BMPs that serve Landbay G shall be constructed and operational prior to the issuance of a Certificate of Occupancy for the first building within Landbay G. (T&ES) (DSUP2007-0022)

O. Construction

89. No major construction staging shall be allowed along Jefferson Davis Highway (Route 1), Main Line Boulevard, Maskell Street, Seaton Avenue, East Glebe Road, or Dogue Street unless otherwise approved by the Director of T&ES. Any areas in the right-of-way which have not been accepted and are still under Performance Bond may be used for staging. The Applicant shall meet with T&ES to discuss construction staging activities

- prior to release of any permits for ground disturbing activities. (T&ES) (DSUP2012-0013)
90. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES) (DSUP2007-0022)
 91. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z and T&ES. (P&Z and/or RP&CA)(T&ES) (DSUP2011-0026)
 92. Submit an approvable construction phasing plan to the satisfaction of the Director of T&ES, which will allow review, approval and partial release of final the site plan. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. (T&ES) (DSUP2007-0022)
 93. **CONDITION AMENDED BY PLANNING COMMISSION:** The applicant shall submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
 - a. Designate a location for off-street parking for all construction employees during all stages of construction, provided at no cost for the employee and may include applicable provisions such as shuttles or other methods deemed necessary by the City;
 - b. Include a plan for temporary pedestrian and vehicular circulation;
 - c. Include analysis as to whether temporary street lighting is needed on the site and how it is to be installed.
 - d. Include the overall schedule for construction and the hauling route;
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. Hauling routes shall be subject to existing truck restrictions and done in a way to minimize impact on the neighborhood to the satisfaction of the Director of T&ES;
 - f. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a “stop work order” will be issued, with construction halted until the violation has been corrected. (P&Z)(T&ES)(Code) (DSUP2011-0026)(PC)
 94. “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Construction Management & Inspection 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) (DSUP2012-0013)
95. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owner's other agent shall implement a waste and refuse control program. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of Transportation and Environmental Services and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES) (DSUP2011-0026)
 96. 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. (T&ES) (DSUP2011-0026)
 97. 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 part of the Sheeting and Shoring Permit. (T&ES) (DSUP2011-0026)
 98. 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 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) (DSUP2011-0026)

P. Possible Soil Contamination

99. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES) (DSUP2011-0026)
100. Due to historic uses at the site and potential for contamination, the following condition shall be included:
 - a. The Applicant shall design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)

- b. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- i. 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.
 - ii. Submit a Risk Assessment indicating any risks associated with the contamination.
 - iii. 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.
 - iv. 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
 - v. 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.
 - vi. The applicant shall screen for PCBs as part of the site characterization to comply with the City’s Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.
 - vii. Applicant shall submit 5 copies (3 electronic and 2 hard copies) of the above. The remediation plan must be included in the Final Site Plan. (T&ES) (DSUP2011-0026)

101. All necessary hauling permits shall be obtained prior to early release of construction. (T&ES) (DSUP2007-0022)
102. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Potomac Yard site, including previous environmental conditions and on-going remediation measures if applicable. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES) (DSUP2007-0022)

Q. Utilities

103. 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. Applicant shall underground all utilities serving the site. (T&ES) (DSUP2007-0022)

R. Noise

104. Any outdoor music event with or without amplified sound is expected to exceed noise limits specified in the City's Noise code and shall require applicant to obtain a noise variance permit from the City. (T&ES) (DSUP2007-0022)
105. All loudspeakers shall be prohibited from the exterior of the building; and no amplified sound, including musical performances, shall be audible at the property line; and all musicians shall observe the quiet hours between 11 pm and 9 am. (T&ES) (DSUP2007-0022)
106. Outside musicians associated with restaurants are prohibited. (T&ES) (DSUP2012-0013)
107. Due to the close proximity of the site to the Metro Rail and Route 1, the following conditions shall be included in the development requirements:
 - a. Applicant shall prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
 - b. Identify available options to minimize noise exposure to future residents at the site, particularly in those units closest to the Metro Rail, major highways and arterials and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)
 - c. The noise study shall be submitted and approved prior to final site plan approval. (T&ES)
 - d. The structure shall comply with the sound transmission requirements of Section 1207 of the USBC. (T&ES) (Code) (DSUP2012-0013)
108. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am.(T&ES) (DSUP2007-0022)
109. The structure shall have an STC rating to the approval of the Director of T&ES and Code Administration. (T&ES) (Code) (DSUP2007-0022)
110. Present a disclosure statement to potential residential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
 - a. That this area is in an airport noise area. This noise is permitted and is expected to continue indefinitely.
 - b. That Jefferson Davis Highway (Route 1) is a major four-lane arterial and that future traffic is expected to increase significantly as development along Route 1 continues to grow. (P&Z)(T&ES) (DSUP2012-0013)

111. For Block H, truck staging, loading and unloading activities within the loading dock area shall not occur between the hours of 11:00 pm and 7:00 am. Movement of merchandise from the staging area into the store shall be accomplished with non-motorized equipment between the hours of 11:00 pm and 7:00 am. (T&ES) (DSUP2012-0013)
112. For Block H, outdoor grease trap cleaning operations shall not occur between the hours of 11:00 pm and 7:00 am. (T&ES) (DSUP2012-0013)
113. For Block H, 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 a minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (OEQ) (DSUP2012-0013)
114. For Block H, diesel or gasoline powered refrigeration system(s) for trailers or other storage containers are prohibited on site in the loading dock area. (T&ES) (DSUP2012-0013)

S. Air Pollution

115. 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) (DSUP2007-0022)
116. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES) (DSUP2007-0022)
117. No material may be disposed of by venting into the atmosphere. (T&ES) (DSUP2007-0022)
118. The Applicant shall control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSUP2007-0022)
119. The Applicant shall include a note on the final site plan that contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES) (DSUP2007-0022)

T. Miscellaneous

120. During the tenant fit out process for each tenant, the applicant shall be responsible for contacting and coordinating with the GIS (Geographic Information Systems) Division of P&Z for address assignments for all first floor bays with a street-facing door providing their primary access. The primary building address shall not be used as the address for these individual tenants. As each new tenant is determined, the GIS Division will assign

an appropriate address based on the location of the primary entrance door of the new space. (P&Z) (DSUP2007-0022)

U. Archaeology

121. Condition satisfied. (Arch) (DSUP2007-0022)
122. Condition satisfied. (Arch) (DSUP2007-0022)
123. Condition satisfied. (Arch) (DSUP2007-0022)
124. The statements 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. The applicant/developer shall 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. (Arch)
 - b. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Arch) (DSUP2011-0026)
125. Condition satisfied. (Arch) (DSUP2007-0022)
126. Condition satisfied. (Arch) (DSUP2007-0022)

V. Encroachments

127. All canopies shall have a minimum clear head room of 80 inches (6'-8"). (T&ES) (DSUP2007-0022)
128. All canopies shall be placed so as to not interfere with the proposed street trees. (T&ES) (DSUP2007-0022)
129. The applicant (and his/her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant (and his /her successors, if any) and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of this encroachment. The insurance for each building shall be posted prior to the release of the first Certificate of Occupancy for that building. (T&ES) (DSUP2007-0022)

130. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance or replacement of any utilities that may be located within the area of the proposed encroachment. (T&ES) (DSUP2007-0022)
131. In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure that encroached into the public right-of-way, within 60 days, upon notification by the City. (T&ES) (DSUP2007-0022)

W. Affordable Housing

132. The developer shall provide 12 affordable set-aside rental units within Block H consisting of six one-bedroom units, four two-bedroom units and two three-bedroom units. The following conditions shall apply:
 - a. Rents payable for the set-aside units shall not exceed the lesser of the maximum rents (taking into account utility allowances) allowed under the federal Low Income Housing Tax Credit (LIHTC) program for households at or below 60% of the Washington DC Metropolitan Area Family Median Income or the maximum rents established for Section 8 and Housing Voucher Programs. Rents shall remain at the established affordable rates for a period of 40 years from the date of initial occupancy of each affordable unit. The owner shall re-certify the incomes of such households annually.
 - b. Once an income-eligible household moves into a unit, that unit will be considered an affordable unit until the household's income increases to more than 140% of the then-current income limit. At that time, the over income household shall be allowed to remain, but the next available unit of comparable size (i.e., with the same number of bedrooms, den space and/or approximate square footage) must be made available to a qualified household. Once the comparable unit is rented, the rent of the over-income unit may then be increased to market rate in accordance with any lease restrictions. If a comparable units within the building does not exist (i.e. 3BR units), the over-income tenant must be given notice and required to vacate the unit and replaced with an income qualified household.
 - c. Applicants receiving Housing Choice Voucher (Section 8) assistance will not be denied admission on the basis of receiving Section 8. Section 8 payments will be treated as income for the purpose of determining minimum income eligibility.
 - d. The set-aside units with comparable market rate units shall be of the same size, floor plan and with the same amenities as other similar units in the development. Concentrations of affordable units will be avoided. Set-aside units that have no comparable market rate units (i.e. 3BR units) shall have the same interior amenities and finishes as the other units in the building.

- e. If the market rents are less than anticipated, the affordable rents as defined above (as adjusted for allowances) will continue to be used as the affordable rents; however, in the event the differential between the market rents and the affordable rents falls below \$150, the affordable rents shall be reduced to maintain a differential of at least \$150 at all times.
- f. The developer shall provide the City with access to the necessary records and information to enable annual monitoring of compliance with the above conditions for the 40-year affordability period.
- g. Occupants of the affordable rental units shall be charged a parking fee equivalent to no more than any commonly applied management fee for one parking space per unit. Normal charges shall apply with regard to any additional parking spaces rented by such occupant.
- h. Amendments to the approved Affordable Housing Plan must be submitted to the Affordable Housing Advisory Committee for consideration, and require final approval from the City Manager. (DSUP2012-0013)

CITY DEPARTMENT CODE COMMENTS

Legend: C – Code Requirements R-Recommendations S-Suggestions F-Findings

Planning and Zoning

- F-1 Provide a unit numbering plan for each residential building or hotel with the first final site plan. The unit numbering plan shall include each residential / hotel floor and identify retail areas, if applicable. The unit numbers shall apply the principal of first floor units receiving “100” series numbering, second floor units receiving “200” series numbering, etc.
- F-2 **FINDING ADDED BY STAFF:** Building heights in Landbay G may be subject to the Federal Aviation Administration determination of no hazard. City building permits shall not be issued in a manner inconsistent with that determination.

Code Enforcement

Updated Comments are in BOLD.

- C-1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) two fire department connections (FDC) to the building, one on each side/end of the building; c) fire hydrants located no closer than forty (40) feet and no further than one-hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Administration. The Fire Safety Plan is provided on Sheets 27 and 28 of 38. See comment F-8.
- C-2 The swimming pool shall comply with USBC 3109. Acknowledged by applicant.
- C-3 Building Code Analysis: The following minimum building code data is required on the drawings: a) use group, b) number of stories, c) construction type and d) tenant area. Acknowledged by applicant. The applicant shall provide the gross square footage for each floor of each building. This information will be needed as it will relate to the fire flow analysis conducted later in the plan review process.
- C-4 The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. Acknowledged by applicant.
- C-5 Canopies must comply with USBC 3202.3.1 for support and clearance from the sidewalk, and the applicable sections of USBC’s Chapter 11. Structural designs of fabric covered canopies must comply with USBC 3105.3. The horizontal portions of the framework must not be less than 8 feet nor more than 12 feet above the sidewalk and the clearance between the covering or valance and the sidewalk must not be less than 7 feet.

- Acknowledged by applicant. Tenant storefronts and canopies shown are hypothetical representations of actual conditions. Refer to coordinated sign program for actual conditions and guidelines.
- C-6 Canopies must comply with USBC 3105.1 and the applicable sections of USBC: Chapter 16. Structural designs of fabric covered canapés must comply with USBC 3105.3. Acknowledged by applicant. See C-5.
- C-7 Required exits, parking, and accessibility within the building for persons with disabilities must comply with USBC Chapter 11. Handicapped accessible bathrooms shall also be provided. Acknowledged by applicant.
- C- 8 Handicap parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces shall remain under common ownership of the apartment management or condominium association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan. Acknowledged by applicant.
- C-9 Toilet Rooms for Persons with Disabilities:
a. Water closet heights must comply with USBC 1109.2.2
b. Door hardware must comply with USBC 1109.12. Acknowledged by applicant.
- C-10 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2). Acknowledged by applicant and will be provided in building permit set.
- C-11 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.9). Acknowledged by applicant.
- C-12 The public parking garage floor must comply with USBC 406.2.6 and drain through oil separators or traps to avoid accumulation of explosive vapors in building drains or sewers as provided for in the plumbing code (USBC 2901). This parking garage is classified as an S-2, Group 2, public garage. Acknowledged by applicant.
- C-13 Enclosed parking garages must provide ventilation in accordance with USBC 406.4.2. Acknowledged by applicant.
- C-14 The proposed building must comply with the requirements of HIGH-RISE building (USBC 403.1). This Code Requirement does not apply to Block H (DSUP2012-0013).

- C-15 The applicant shall comply with the applicable accessible signage requirements of USBC 1110. Acknowledged by applicant.
- C-16 The required mechanical ventilation rate for air is 1.5 cfm per square foot of the floor area (USBC 2801.1). In areas where motor vehicles operate for a period of time exceeding 10 seconds, the ventilation return air must be exhausted. An exhaust system must be provided to connect directly to the motor vehicle exhaust (USBC 2801.1). Acknowledged by applicant.
- C-17 The developer shall declare on the plans if which parking structures are considered an enclosed parking structure complying with Chapter 4 of the USBC or an open parking structure. If the structure is declared as an open parking structure, the developer shall submit information detailing how the structure meets the openness criteria. If the structure is declared a public parking structure, the plans shall reflect required water and sewer lines, FDC's and oil / water separator locations. Acknowledged by applicant.
- C-18 Prior to submission of the Final Site Plan #1, the developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to the Site Plan Division of Code Administration, 301 King Street, Suite 4200, Alexandria, VA 22314. Acknowledged by applicant.
- C-19 A fire prevention code permit is required for the proposed pool operation(s).
- C-20 For Block F, review Sheet A1.03, Stair D, egress discharge and clarify the walking surface over the vault. Currently, there is insufficient information on the ventilation of the vault. Provide confirmation metal grating will not be installed on the egress walking surface to the public way.
- C-21 For Block F, there appears to be a conflict between Sheet A1.01 and Sheet A1.02 for the entrance and egress from the Transformer Vault. Sheet A4.01 indicates a two story Transformer Vault being installed. Doors are installed for exit on both G1 and G2 Levels. Upon submission for a building permit clarify what door is correct.
- F-1 The plan depicts several phases of development. Ladder truck access shall be demonstrated for each phase of development for both this project and anticipated surrounding infrastructure development. Provide plan sheets that depict ladder truck access during initial, intermediate and final development of this project and surrounding infrastructure. Ladder truck accessibility shall be maintained throughout all phases of development. The applicant indicates that ladder truck access will remain the same throughout the development phases. The applicant indicates that all roads are proposed to be built in the initial phase of development. Buildings A and B are proposed to be built later outside the road bed. Ladder truck accessibility shall be maintained during and after development of the site(s). Acknowledged by applicant.

- F-2 Building – D (North side of Building) sits on adjoining property line eliminating ladder truck access and approved egress from building. The applicant may obtain a perpetual easement for this side of the building. Acknowledged.
- F-3 The applicant indicates that all roadways are to be completed with the initial phase of development and ladder truck access shall be the same through all phases. Acknowledged.
- F-4 The applicant has indicated possible road closures during events such as a possible farmer's market. Under no circumstances shall any roads designated for emergency vehicle access to structures be closed. The applicant has acknowledged this finding. Acknowledged.
- F-5 Buildings over 50 feet in height are required to have ladder truck access to the front and the rear of the buildings by public roads or recorded emergency vehicle easements (eve). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. The face of the building may not articulate back into the mass of the building more than 7 feet horizontally in the first 75 feet of vertical dimension of the building. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. The submitted plans meet this requirement shown on Sheet 12 of 14. Provided on Sheets 27 and 28 of 38. This Finding does not apply to Block H (DSUP2012-0013).
- F-6 Fire hydrants shall be included on the fire safety plan (Sheet 12 of 14). Provided on Sheets 27 and 28 of 38.
- F-7 All fire hydrants and FDC's shall not be impeded so Fire Department Personnel can readily access the needed hydrants and FDC's in the event of an emergency. Acknowledged.
- F-8 There are hydrants and FDC's located less than 40 feet from each other. The locations should be revised; staff and applicant are working to revise locations. The applicant indicates that in order to meet the requirements of the code, fire hydrants have been located across streets. Staff will work with the applicant to find a way to strategically locate hydrants, meeting the requirements of the city code.
- F-9 The applicant shall clearly depict the FDC's and fire hydrants on the landscaping plan(s). Finding resolved.
- F-10 The plans are deemed complete.
- F-11 Be advised that FDC's and fire hydrants cannot have any obstruction within 3 feet. This includes landscaping or plantings.

F-12 As of July 1, 2011, the Department of Code Administration became independent of the Fire Department and is now a standalone City agency. The code requirements and findings approved with DSUP2007-0022 shall be reviewed with each subsequent amendment and / or extension to ensure that the current code requirements and standards are cited and applied. As the requirements of Code Administration and the Fire Department have changed since the approval of DSUP2007-0022, these agencies reserve the authority to review and revise the code requirements and findings with subsequent amendments and /or extensions and will discuss any necessary language with the applicant.

Fire Department

- C-1 **CODE REQUIREMENT ADDED BY STAFF:** DSUP2012-0008: The applicant shall provide a separate Fire Service Plan which illustrates where applicable or where not already shown: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to the building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) the location and size of the separate fire line for the building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.
- a. Applicant indicates the roadways on North and West sides of structure are not public right-of-ways until further dedication occurs.
 - b. Applicant has provided two sufficiently remote FDC's.
 - c. (From page C-0401) FDC on Dogue Street still exceeds 100 foot maximum (between 105 -110 feet) distance from existing hydrant # 2 on E. Glebe Road. FDC on Main Line Blvd near proposed hydrant #3 is appropriately spaced.
 - d. Relocate hydrant being removed on Dogue Street to Northwest corner of building.
 - e. See item A.
 - f. Applicant now shows two six inch fire service lines. Suggest applicant contact fire sprinkler contractor prior to final site plan to ensure these line sizes are appropriate to support the fire sprinkler, standpipe, and fire pump. Based on pump size (gpm), the minimum incoming fire service lines might need to be 8 inch.
 - g. Applicant is aware of this requirement.

Transportation and Environmental Services

C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. If the existing storm system is determined to be inadequate then the applicant shall design and build on-site or off-site improvements to discharge to an adequate outfall; even if the post development storm water flow from the site is reduced from the pre-development flow. The Plan shall

- demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C-2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. (T&ES)
- C-3 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-4 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria: [http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connecti on%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf) (T&ES)
- C-5 Code requirement deleted by staff.
- C-6 Solid Waste and Recycling Condition: The applicant shall provide storage space for solid waste and recyclable materials as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703.746.4410 or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
- C-7 The applicant shall be responsible to deliver the 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-8 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C-9 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C-10 Bond for the public improvements must be posted prior to release of the plan. (T&ES)
- C-11 The sewer tap fee must be paid prior to release of the plan. (T&ES)
- C-12 All easements and/or dedications must be recorded prior to release of the plan. (T&ES)
- C-13 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-14 All drainage facilities must be designed to the satisfaction of the Director of T&ES. Drainage divide maps and computations must be provided for approval. (T&ES)
- C-15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C-16 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. For Potomac Yard, it is understood that plans and survey work will be prepared based on the WMATA datum. However, the applicant shall include information converting the elevations to NAD 83 and NAVD 88 datum on the as-built plans to the satisfaction of the Director of T&ES (T&ES) (City Council)
- C-17 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-18 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-19 All driveway entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C-20 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C-21 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-22 The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)
- C-23 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C-24 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)
- C-25 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-26 Per the requirements of Article 13-113(d) 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-27 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-28 (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-29 **CODE REQUIREMENT ADDED BY STAFF:** DSUP2012-0008: Update the Block D plan with the Final 1 submission to demonstrate that vehicles in the loading zone do not encroach into the public right of way in compliance with Zoning Ordinance Section 8.200(B)(4). (T&ES)
- F-1 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F-2 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F-3 Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F-4 All storm sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15”. The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D- 3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e.,

all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

- F-5 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10” in the public Right of Way and sanitary lateral 6” for all commercial and institutional developments; however, a 4” 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” 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. Lateral shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F-6 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10’ (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18” above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F-7 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” for sanitary sewer and 12” 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” clearance shall be encased in concrete. (T&ES)
- F-8 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-9 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12” of separation or

- clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. 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-10 Dimensions of parking spaces, aisle widths, etc. within the parking lot and garage shall be provided on the plan. Note that dimensions in the garage shall not include column widths. (T&ES)
- F-11 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-12 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F-13 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- F-14 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-15 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> (T&ES)
- F-16 Building F- Sheet C8.1 – There must be some accounting of the acreage of PERVIOUS area which flows to each BMP. Without this it is impossible to verify the calculations in Worksheet C. Provide a project description block with information with this application. Keep all other blocks as they too provide required information. (T&ES- OEQ)
- F-17 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/pp/index.htm>. (T&ES)

- F-18 ASA has no comments on the submission for Building F.
- F-19 DASH has no comments on the submission for Building F.
- F-20 The Traffic Control Plan shall 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. (T&ES)
- F-21 DSP2012-00013: Sheet C8.2: Drawdown column for Landbay K is incorrect. Revise as appropriate (See Mylar DSP2010-00012 dated 8.3.12). (T&ES- OEQ)
- F-22 DSP2012-00013: Sheet C6.0: Verify grading around entrance to ensure area adjacent to sidewalk does not flow towards entrance doors (Entrance 2). (T&ES- Engineering)
- F-23 DSP2012-00013: Sheet C9.0 – Correct the Graphic Scale in the bottom right corner of the plan sheet from 1”=20’ to 1”=30’. (T&ES- Transportation)
- F-24 DSP2012-00013: Sheet C9.0 – In the G1 level, explore moving the exit median (southern median island) and both barricade exit gates approximately 15 feet to the west. This will allow vehicles in the center exit lane a chance to shift to the south earlier and be out of the path of vehicles entering the garage, minimizing potential conflicts between entering and exiting vehicles. (T&ES- Transportation)
- F-25 DSP2012-00013: Sheet C9.0 – In the G1 level, explore if it is possible to narrow the entrance median (north median island) in the area of the column to provide as much maneuverability as possible for entering vehicles who must shift to the north to enter the parking area. The median would widen to the west of the column closer to the entrance gate. Transportation staff has some concerns that the sharp transition into the entrance lane in the short distance proposed, immediately after traversing the ramp down into the garage may prove difficult for some drivers. (T&ES- Transportation)
- F-26 DSP2012-00013: Sheet C9.0 – Continue to explore one-way drive aisle scenarios that would minimize vehicular conflicts at the main driveway entrance/exit on the G1 level. Alternately, explore the use of real time individual parking space availability information to more efficiently guide entering retail vehicles to available parking spaces. (T&ES- Transportation)
- F-27 DSP2012-00013: Sheet A1.04 – Explore ways to minimize the encroachment of the support column into the parking garage ramp. (T&ES- Transportation)
- F-28 **FINDING ADDED BY STAFF:** DSP2012-00008: Sheet C-0702: Project Description block should have 17.17 as the impervious area based on the drawdown table. (T&ES- OEQ)

- F-29 **FINDING ADDED BY STAFF:** DSP2012-00008: Sheet C-0702: Water treatment onsite block shown 7.56 acres of impervious area to Wet Pond P-2. This does not coincide with the data presented under the drawdown table. Correct as appropriate. (T&ES- OEQ)
- F-30 **FINDING ADDED BY STAFF:** DSP2012-00008: Sheet C-0703: Correct tallies for Landbay G as appropriate (particularly DSP2012-00008). (T&ES- OEQ)
- F-31 **FINDING ADDED BY STAFF:** DSP2012-00008: Sheet C-0703: Add columns for plans DSP2011-00021, DSP2012-00012 and correct information for DSP 2011-00001. (T&ES- OEQ)

Virginia American Water Company

- R - 1 Developer shall submit a Needed Fire Flow (NFF) calculation to Code Administration with the Final Review. After Code Administration approves the calculation, developer shall send VAW a copy of the approved calculation with a Code Administration signature, in order to verify whether the existing and proposed water main layout can meet the NFF requirement.
- R - 2 DSP2012-00013: Keep enough clearance (5' typical) between a tree box and a fire hydrant (Glebe Road) and an existing water pipe (Mainline Blvd).
- R - 3 **RECOMMENDATION ADDED BY STAFF:** DSP2012-00008: According to DSP2007-00022 (Landbay G Infrastructure), the fire hydrant #3 shall already been relocated. Does it need to be relocated again with this site plan? Also, please indicate whether the 12x4 & 12x6 tees on East Glebe Road have been built with DSP2007-00022. If not, these tees shall be installed by us.
- R - 4 **RECOMMENDATION ADDED BY STAFF:** DSP2012-00008: Keep enough clearance (5' typical) between a service line and a tree box.

Alex Renew Enterprises

- C-1 Ensure all discharges are in accordance with City of Alexandria Code 4035.
- R - 1 The Applicant shall coordinate with City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity.
- R - 2 The Applicant shall coordinate with City of Alexandria T&ES to ensure to AlexRenew in writing that proposed additional flow does not exceed capacity in AlexRenew Interceptors & Trunk Sewers (specifically PYTS) during wet & average flow conditions. Written notice from City is required to demonstrate that flow capacities to AlexRenew Interceptors & Trunk Sewers from proposed development will not exceed City's wet & average allocated flow conditions.

- R - 3 Verify proposed sanitary sewer flows for Block H prior to the first Final Site Plan submission.
- R - 4 **RECOMMENDATION ADDED BY STAFF:** DSP2012-00008: Sheet C-0801: The Block Flows Table (0.47MGD) does not agree with the Sewage Calculation for Landbay G (0.51MGD). Please determine which value is correct and revise the drawing accordingly.
- R - 5 **RECOMMENDATION ADDED BY STAFF:** Both DSP 2012-00013 and DSP 2012-00008 indicate different flows for each of the two blocks. Please determine which values are correct and revise the drawings accordingly.

Archaeology

- C -1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.
- F-1 Finding deleted by staff.
- F-2 Finding deleted by staff.

Health Department (The following code requirements are applicable to Blocks D and H)

- F-1 An Alexandria Health Department Permit is required for all regulated facilities. A permit shall be obtained prior to operation, and is not transferable between one individual or location to another.
- F-2 Plans shall be submitted to the Health Department through the Multi-Agency Permit Center. Plans shall be submitted and approved by the Health Department prior to construction. There is a \$200.00 plan review fee payable to the City of Alexandria.
- F-3 Plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food and Food Handling Code of the City of Alexandria. Plans shall include a menu of food items to be offered for service at the facility and specification sheets for all equipment used in the facility, including the hot water heater.
- F-4 Facilities engaging in the following processes may be required to submit a HACCP plan: Smoking as a form of food preservation; curing food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; and sprouting seeds or beans.
- F-5 A Certified Food Manager shall be on-duty during all operating hours.
- F-6 The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.

F-7 Wood flooring in eating areas shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent. In many cases, original wooden flooring in historical structures may not be suitable for food service facilities.

Police (The following recommendations are applicable to Block H)

- R - 1 A security survey is to be completed for any sales or construction trailers that are placed on the site. This is to be completed as soon as the trailers are placed on site by calling the Community Relations Unit at 703-746-1920.
- R - 2 The proposed shrubbery is to have a maximum height of 36 inches when they are fully mature.
- R - 3 No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals.
- R - 4 Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance.
- R - 5 The Applicant did not submit a Photometric plan for review; it is recommended that a plan is submitted.
- R - 6 Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity.
- R - 7 The lighting for the surface lot and all common areas is to be a minimum of 2.0 foot candles minimum maintained.
- R - 8 For the safety of the persons using the proposed garage, it is recommended that the lighting for the parking garage be a minimum of 5.0 foot candle minimum maintained.
- R - 9 For the safety of the persons using the proposed garage, the walls and ceiling in the garage are to be painted white.
- R - 10 The underground garage elevator vestibules should be constructed of transparent/glass panels to allow all around surveillance and provide clear sightlines.
- R - 11 It is recommended that the doors in the garage (level only) leading into the stairwell have controlled electronic access.
- R - 12 It is recommended that the vehicular entrance to the garage be secured by a coiling gate and have a siren activated opening system for emergency vehicles.
- R - 13 It is recommended that the vehicular entrance to the garage be secured by a coiling gate when the business is closed.

- R - 14 It is recommended that the residential vehicular entrance to the garage be secured by a coiling gate to prevent visitors from entering the resident parking area.
- R - 15 Recommend installing an “in building amplifier” so emergency personnel (Police, Sheriff, Fire and Rescue) does not lose contact with the Emergency Communications Center while in the structure.
- R - 16 The buildings shall have an address number which is contrasting in color to the background and visible from the street placed on the front and back of each building. (at least 3 inches high and reflective at night). 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.

REVISED
8/27/12



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2012-0008 **Project Name:** IDA at Potomac Yard

PROPERTY LOCATION: Potomac yard, Landbay G, Block D

TAX MAP REFERENCE: 025,01-05-10

ZONE: CDD #10

APPLICANT:

Name: Institute for Defense Analyses

Address: 4850 Mark Center Drive, Alexandria, VA 22311

PROPERTY OWNER:

Name: LBG Parcel D, LLC

Address: 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815

SUMMARY OF PROPOSAL Request for approval to construct 400,000 sf of office space in two towers with 580 parking spaces as an amendment to DSUP 2007-0022 as amended by DSUP 2011-0026

MODIFICATIONS REQUESTED Section 6-403, Vision Clearance

SUPs REQUESTED Increase in penthouse height

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.

Kenneth W. Wire, Esq.

Print Name of Applicant or Agent

1750 Tysons Blvd, Suite 1800

Mailing/Street Address

McLean, Virginia 22102

City and State

Zip Code


Signature

703.712.5362

Telephone #

703.712.5222

Fax #

kwire@mcguirewoods.com

Email address

8/9/12
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: IDA is in of negotiations to purchase the property.
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 ten percent.

IDA in a non-stock corporation with no individuals having an ownership interest

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.

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 ten 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. None		
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 ten 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.

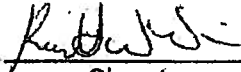
Name	Address	Percent of Ownership
1. See Attached		
2.		
3.		

3. Business or Financial Relationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review.

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. None		
2.		
3.		

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

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

8/9/12
Date
Kenneth W. Wire
Printed Name

Signature

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.*)

IDA requests approval of a DSUP to construct 400,000 sf of office space located on Landbay G, Block D in Potomac Yard as an amendment to DSUP 2007-0022 as amended by DSUP 2011-0026.

IDA is a private non-stock corporation incorporated in Delaware which operates three RFDC's including one located in Alexandria that employes 700 people and provides consulting services to various federal agencies. While the nature of IDA's services requires a secure facility, the proposed design provides active spaces along the street frontages, including a cafeteria, building lobbies and interior hallways.

Development SUP # _____

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

N/A

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

Approximately 700 employees

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

Day	Hours	Day	Hours
M-F	Normal business	hours	

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

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

Typical for office use

B. How will the noise from patrons be controlled?

Property management

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

All cafeteria odors will be handled by ventilation system.

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?
Office trash.
- B. How much trash and garbage will be generated by the use?
Typical of office use.
- C. How often will trash be collected?
Weekly.
- D. How will you prevent littering on the property, streets and nearby properties?
Property management

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:

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:

Typical cleaning supplies associated with office use and cafeteria
which will be used only by employees

Development SUP # _____

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

Property management

ALCOHOL SALES

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

Yes. No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

Parking District 6 once Metro opens = 666 spaces

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

<u>145</u>	Standard spaces
<u>423</u>	Compact spaces
<u>12</u>	Handicapped accessible spaces
<u> </u>	Other

Development SUP # _____

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

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

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

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

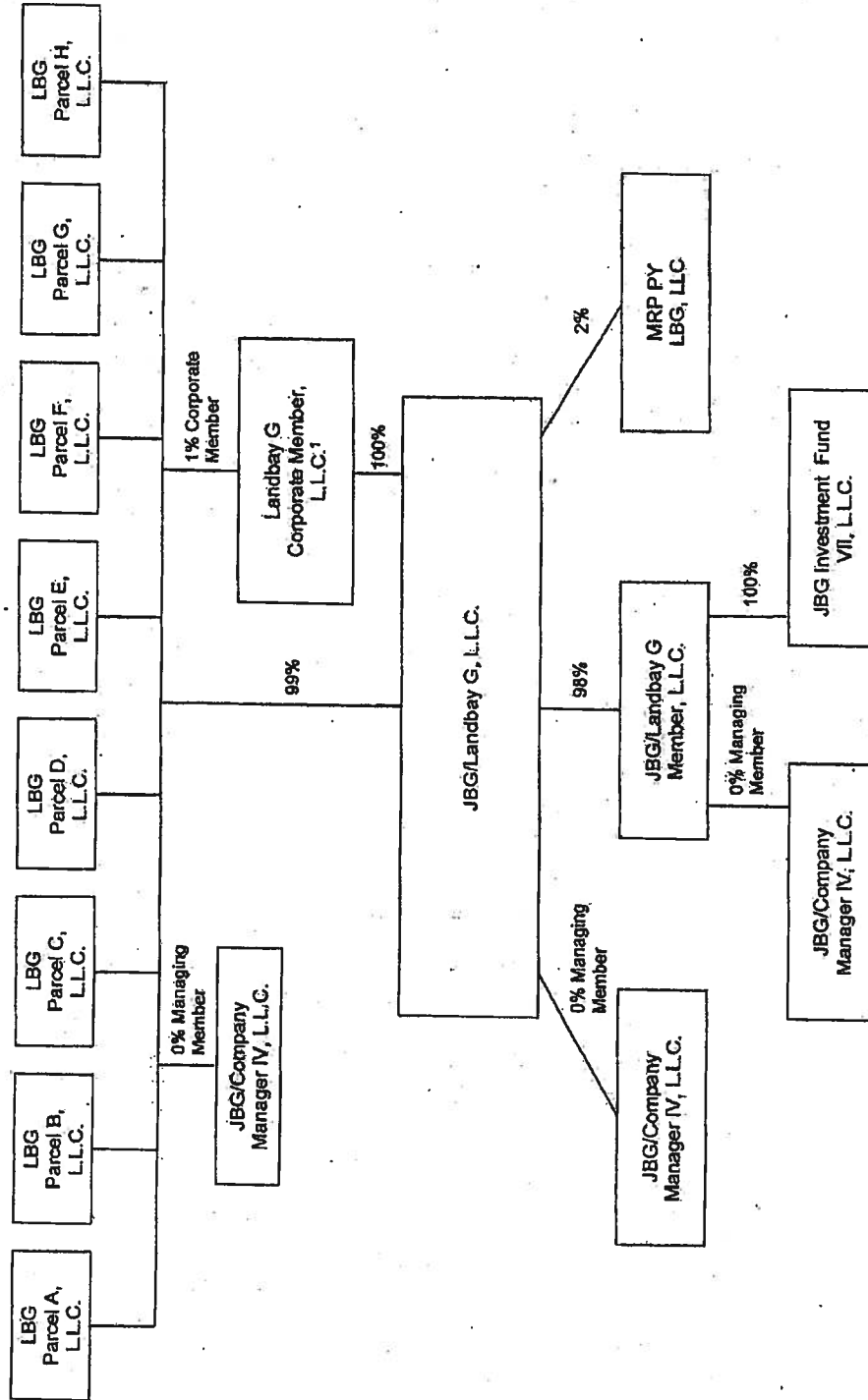
14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 0
- B. How many loading spaces are available for the use? 4
- C. Where are off-street loading facilities located?
Within the parking garage
- D. During what hours of the day do you expect loading/unloading operations to occur?
8 am - 6 pm
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Weekly

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?

Need for street access on adjacent property for loading docks and garage entrances.

Landbay G



¹ to be taxed as a corporation

APPLICATION for ENCROACHMENT # 2012-0004

[must use black ink or type]

PROPERTY LOCATION: Potomac yard, Landbay G, Block D

TAX MAP REFERENCE: 025.01-05-10 ZONE: CDD #10

APPLICANT'S NAME: Institute for Defense Analyses

ADDRESS: 4850 Mark Center Drive, Alexandria VA 22311

PROPERTY OWNER NAME: LBG, Parcel D, LLC

ADDRESS: 4445 Willard Avenue, Suite 400, Chevy Chase, MD 20815

ENCROACHMENT DESCRIPTION: Request for approval of an encroachment into the public right-of-way for transition zone stairs and seating.

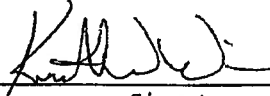
INSURANCE CARRIER (copy attached) _____ POLICY # _____ A certificate of general liability insurance in the amount of \$1,000,000 which will indemnify the owner and names the city as an additional insured must be attached to this application.

THE UNDERSIGNED hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code 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 their knowledge and belief.

Kenneth W. Wire, Esq., Agent
Print Name of Applicant or Agent


Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

(703) 712-5362 (703) 712-5222
Telephone # Fax #

Tysons, Virginia 22102
City and State Zip Code

8/9/12
Date

=====**DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY**=====

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

To: Alexandria Planning Commission and City Council

From: Potomac Yard Design Advisory Committee (PYDAC), September 24, 2012

Re: Proposed DSUP Revisions for Landbay G, Block D (Institute for Defense Analyses) at Potomac Yard and their compliance with design guidelines

PYDAC met on May 9, 2012, June 20, 2012, July 25, 2012 and September 12, 2012 to review the proposed amendment to provide approximately 500,000 square feet of office space in two connected office towers and 580 parking spaces within one level of below-grade parking and four levels of above-grade parking in Landbay G, Block D. During the meetings, PYDAC discussed several design issues with the applicant, as outlined below in further detail.

With the resulting revisions and acknowledgement of the pending amendment applications, PYDAC believes that the proposal complies with the intent of the Potomac Yard Urban Design Guidelines. There are several specific areas of the Guidelines that should be highlighted:

Creating Neighborhoods. The Landbay G, Block D proposal fulfills the vision established in the Urban Design Guidelines to provide compact, pedestrian-friendly and mixed-use neighborhoods within Potomac Yard. The interconnected street grid and unobstructed sidewalks approved and constructed in the southern portion of Potomac Yard are continued in Landbay G and the larger office project within Block D provides a significant employment base that is essential to the creation of a mixed-use neighborhood and Town Center.

Pedestrian-Friendly Environment. Streetscape improvements, including unobstructed sidewalks, street trees and pedestrian scale lighting are proposed on each frontage. To further activate the street and create a pedestrian-friendly environment, two entrances to the office towers are proposed with adjoining plaza areas on E. Glebe Road. In consultation with City staff and PYDAC, the applicant placed more active uses along the E. Glebe Road frontage. This includes a cafeteria with floor to ceiling glass, lobby and open hallways that will assist in activating the street level. The pedestrian walkway that extends from the southern end of Potomac Yard culminates at the Town Center in Landbay G. The IDA development will create the intended focal point at the end of this pedestrian link as envisioned in the planning for Potomac Yard.

Mixed-Use Development. The proposal, including the amendments requested under a separate application, is consistent with the CDD Concept Plan and the previous Landbay G approval, which identifies Block D as a key location for a significant building that will anchor the Town Center. To date nearly all the approved projects within all of Potomac Yard have been residential uses with some limited retail spaces. The proposed IDA office use will introduce a large office tenant within Landbay G, an important component to create a mixture of uses and provide a density of workers that will support future retail and service uses envisioned for the Town Center.

Building Design. The proposed building design achieves the intent of the urban design guidelines with regard to the urban standards, including frontage, orientation, massing and setbacks, and the architectural standards, including fenestration, materials and architectural elements. The twin IDA office buildings create a signature building that will anchor the Town Center as envisioned in the previous Landbay G approvals. The parking is located in one below-grade level and four above-grade levels, consistent with the previous approval, and is screened by active uses on three of the four facades. While parking entrances and loading are typically preferred on the side or rear of the building, Block D occupies the entire block with frontage on each street.

In conclusion, PYDAC supports the current version of the proposal for Block D and feels that this office development will be a positive addition to the city-scape of Potomac Yard.

Russell L. Kopp, AIA  _____ 25 OCTOBER, 2012
Potomac Yard Design Advisory Committee Chairman **Date**

City of Alexandria, Virginia

MEMORANDUM

DATE: DECEMBER 3, 2012

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: FAROLL HAMER, DIRECTOR *FH*
DEPARTMENT OF PLANNING AND ZONING

SUBJECT: RECOMMENDED CHANGES TO CONDITIONS FOR DSUP #2012-0008
LANDBAY G, BLOCK D (INSTITUTE FOR DEFENSE ANALYSES)

Subsequent to the completion of the staff report and the distribution to the Planning Commission members, two changes to conditions for DSUP #2012-0008 have arisen.

First, City staff and the applicant discussed an amendment to one of the recommended conditions in response to general community concerns regarding traffic in the area near the Potomac Yard development. As a result of these discussions, staff proposes to amend condition 9f of the development special use permit to expand the manner in which a previously required contribution could be used so that some of the contributed funds can potentially be used for traffic calming and control. Therefore, staff recommends the following revision:

9f. The applicant shall install concrete bases for City standard parking meters along all public streets that include on-street parking in Landbay G at the discretion of the Director of T&ES. The applicant shall contribute \$90,000 to the City as a contribution to the cost of the parking meters **and/or other parking and traffic control measures associated with Potomac Yard at the discretion of the Director of T&ES**, prior to approval of final plans for Main Street. The location and detail of the bases shall be approved prior to release of the final site plan for the particular block.

This change has been reviewed by the applicant and property owner, Landbay G, Parcel D, LLC. Both the applicant and the property owner are in agreement with the condition, as amended.

Secondly, because of questions raised about the potential impact of the project on Landbay G, Block D on the Town Center Green, staff is recommending adding language to clarify that there will be no impact to the use of the Town Center Green as a fully public open space. Therefore, staff recommends this additional revision:

15. **CONDITION AMENDED BY STAFF:** The applicant shall provide a perpetual public access easement(s) for the Town Center Green, the Galleria, the Mews, the expanded Fire

Station open space and all other open space areas, excluding the courtyards and rooftop decks for each block. The perpetual open space easement(s) shall enable the open space areas to be fully accessible to the public for hours and guidelines approved by the Directors of RP&CA and P&Z in consultation with the Applicant. The easements shall include provisions to close portions of the open space for repair and maintenance, and for periodic closure of the one-way street adjacent to the Town Center Green from vehicular traffic. The easements shall be recorded as follows:

- a. The easement for the Town Center Green, and the Galleria shall be recorded prior to the release of the first certificate of occupancy permit for Block E.
- b. The easement for the expanded fire station open space area shall be recorded prior to the release of the first certificate of occupancy permit for Block H.
- c. The easement for the Mews shall be recorded prior to the release of the first certificate of occupancy permit for the latter of Block F or C, depending upon the approved phasing plan.
- d. The easements for other open space areas shall be recorded prior to the release of the Final Site Plan for the block on which the space is located.
- e. **On Block D, open space easements on this block shall take into consideration the security needs of the tenant. These security needs shall not impact or modify any other open space easements on any other block and, in particular, on the Town Center Green.**
(P&Z) (RP&CA) (PC)

Docket Item No. 10A-B
DSUP #2012-0008
IDA

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
Tysons Corner, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Kenneth W. Wire
Direct: 703.712.5362

McGUIREWOODS

Real Estate and Land Use
kwire@mcguirewoods.com

December 3, 2012

VIA EMAIL TO faroll.hamer@alexandriava.gov

Chairman Komoroske and Members of the Planning Commission
City Hall
301 King Street, Suite 2100
Alexandria, Virginia 22314

RE: Institute for Defense Analyses
Docket Item 10, DSUP 2012-0008

Dear Chairman Komoroske and Members of the Planning Commission:

On behalf of my client, the Institute for Defense Analyses ("IDA"), I am requesting the following revision to the staff recommended conditions of approval.

Condition 9(i)

Except for Block D, Parking rates for all underground and structured parking shall be consistent with comparable office buildings located in the vicinity as required by TMP SUP99- 0020 Condition 9(d) and in order to achieve mode splits assumed in the Potomac Yard traffic study dated April 22, 2008. Retail hotel and office/residential visitor parking may be validated at the applicant's discretion.

I look forward to discussing IDA's application with you at tomorrow night's Planning Commission hearing.

Sincerely,



Kenneth W. Wire

44107994_1

PlanComm

From: Chad Breckinridge <chadbreckinridge@hotmail.com>
Sent: Tuesday, December 04, 2012 9:15 AM
To: PlanComm
Subject: IDA Complex in Potomac Yards -- Traffic Impact

To the members of the Planning Commission:

I am unfortunately unable to attend tonight's meeting regarding the 370,000 sq ft complex for the IDA, but I wanted to be sure that you were aware of my concerns all the same. I live at 307 East Howell Avenue with my wife, three small children, and pets. I am very concerned that approving the IDA complex without taking steps to address the easily predictable consequences for neighborhood traffic would be an egregious mistake.

Many streets in the Del Ray neighborhood are bearing ever increasing traffic burdens because of the Potomac Yard development, and I believe that the IDA complex would have a particularly harmful impact. It would add hundreds of new commuters to the area, which would place added burdens on neighborhood streets that are already overburdened as a result of the Route 1 / Potomac Yard development.

I ask that you require the developer to fund traffic calming/mitigation measures to help preserve the Del Ray neighborhood. Possible measures to consider could include lighted crosswalks, bright hash-marked cross walks, clearer signage ("no thru trucks"), roundabouts, speed tables, and right-in/left-out limits for Potomac Yards.

I fear that our small neighborhood streets will otherwise continue to transform into cross town arteries -- with all of the harms that would carry with it. The time to act on this is right now; taking a "wait and see" approach would do nothing to protect the neighborhood and neighbors, and would instead allow harmful driving patterns to take hold.

With thanks for your attention to this vitally important matter,

Chad Breckinridge
307 E Howell Ave
Alexandria, VA 22301

PlanComm

From: Paul Linehan <paul2ndst@yahoo.com>
Sent: Tuesday, December 04, 2012 1:59 PM
To: PlanComm
Subject: DSUP12-08 Potomac Yard and Traffic Impact

Dear Members of the Planning Commission:

Regarding your deliberation of Docket Item #10A-B Development Special Use Permit #2012-0008 Encroachment #2012-0004 Potomac Yard – Landbay G, Block D, there are issues affecting Potomac Yard (PY) development and neighboring Del Ray (DR).

Request developer funding for traffic, pedestrian, and parking mitigation.

#####

DR residents want the city to realize its long-standing integration plan of PY and DR vis-à-vis a comprehensive strategic approach.

Alexandria is a growing city with increasing traffic – however, with this reality, safety is the paramount issue. With city living and access comes the shared burden of traffic, so the city’s comprehensive approach should support everyone’s public safety and quality of life.

The city’s Transportation Master Plan includes open and multiple grid-pattern of streets as an equitable and accessible solution so that a small number of streets are not encumbered with the majority of traffic. Moreover, decisions must not affect one street at the expense of another.

Therefore, the city should consider opening more streets so that the nine access points between PY and DR are expanded from the current four through streets – Monroe, Custis, Howell, and Glebe – to other streets that were closed off in a by-gone era of poorly coordinated traffic planning. More options means less overcrowding and improved safety.

One way to realize this plan is with developer-provided funding for pedestrian prioritization, traffic calming, alternative modes of transportation, and efforts to reduce traffic congestion.

Properly managing congestion and traffic safety issues in advance is essential. Residential and commercial areas between Route One and Mount Vernon Avenues will realize increasing traffic and foot/bike traffic, so advanced planning and acquisition of funding is indispensable.

In January, 2012, city staff, planning commission, and city council approved DSUP 2001-0001 - the five-story/276 unit apartment complex at the corner of E. Monroe and Mainline Aves. While I believe that the city requested the developer to contribute to traffic and parking mitigation funding, the Planning Commission should always consider such conditions of approval for funding for all PY development. This will ensure that developer and city address traffic and pedestrian safety issues that will accompany the anticipated growth in this area.

An example of this is on Monroe Avenue where there is already substantial ongoing multiuse at Simpson Stadium Park, two new soccer fields, two baseball fields, one dog park (and another on the way), basketball and

tennis courts, children's playground, YMCA, Giant/CVS, Commonwealth Academy, businesses on Leslie Ave, and the development of several properties (Swing coffee roaster, Rheinhart, Dominion Power substation, etc).

I encourage your leadership and attention on this issue for a realistic, equitable, and comprehensive solution for the city's public policy for transportation and safety.

Sincerely,

Paul and Patrice Linehan

401 E. Monroe Ave

PlanComm

From: Marya Fitzgerald <maryafitz@gmail.com>
Sent: Tuesday, December 04, 2012 12:11 PM
To: PlanComm
Subject: Traffic calming/mitigation

Dear Commission Members,

As a resident of lower East Custis Ave. in Del Ray, I ask you to include a request for funds from the developer of the IDA project, for traffic calming and mitigation in the Del Ray neighborhood.

We on the 500 block of Custis are already suffering from increased heavy and speeding traffic, which the Potomac Yards project is only going to add to; and large influxes of cars like the IDA's 700 will only worsen the problem.

Our narrow street, with its very old houses set only 15 feet off the roadway, was never intended for this heavy, fast traffic.

Thank you,

Marya Fitzgerald
511 E. Custis Avenue
Alexandria

703.549.1280

PC Docket Item # 10 A-B
DSUP #2012-0008

PlanComm

From: David A. Kosar <davidakosar@gmail.com>
Sent: Tuesday, December 04, 2012 4:17 PM
To: PlanComm
Subject: DSUP #2012-0008: IDA Development

Dear Mr. Komoroske, Alexandria Planning Commission members --

My reason for writing to you is about DSUP #2012-0008, Docket #10 A-B, which will be considered by the Planning Commission this evening. As you are aware, Potomac Yard development will have a substantial impact on the Del Ray neighborhood, particularly, the Del Ray framework streets that connect to Potomac Yard (namely Custis, Howell, and Del Ray Avenues).

Of concern is the impact the anticipated increase in traffic, especially by commuters, who will use Del Ray's framework streets as cut through streets to and from Potomac Yard. Many of us have been meeting with members of City Council and the city's Transportation Department for several months to discuss these concerns. Granted, the current traffic issues that have surmounted with the two redesigns of Route 1 in the past four years are not the direct result of Potomac Yard development at the moment; however, as more development is completed in the next five to seven years, we expect the current traffic problems we are experiencing to multiply and worsen.

There are solutions that Planning and Zoning, as well as Transportation, can begin to prepare for now and develop rather than adopting a "wait and see" approach. One such approach is developing traffic calming measures for these affected, connecting framework streets, and placing a provision on all new and proposed amended DSUPs for Potomac Yard to fund traffic calming measures.

I would encourage Planning and Zoning to begin implementing such a funding mechanism for all Potomac Yard development beginning with the IDA proposed amended DSUP and moving forward with future proposed plans and DSUPs you will be considering.

Because Potomac Yard vehicular traffic will have a direct and tremendous impact on these affected, connecting framework streets, I do not believe those of us living on these streets should have to compete with others in the city to obtain traffic calming measures that clearly will be needed as the increase in the volume of cut through traffic will be a direct result of Potomac Yard as more building begins and is completed. Potomac Yard development should help offset the costs for traffic calming measures that will be needed by these Del Ray streets.

Taking this approach now will ensure that the funds are there when they are needed and will allow Transportation to better plan and execute such needed measures.

Thank you for your consideration.

Respectfully submitted,

David A. Kosar
515-A East Howell Ave.
Alexandria, VA 22301
davidakosar@gmail.com

Submitted at the
12/4/12 PC hearing

400 E. Howell Ave.
Alexandria, VA 22301-1214
Dec 4, 2012

In Response to Item 10A/B, SUP #2012-0008

Planning Commission,

It has been made clear over the past several years that the east and westbound traffic through Del Ray will increase significantly due to the Potomac Yard (PY) development. Although traffic studies completed for PY included the Rt. 1 intersections, they did not include the effect on Del Ray streets. At this stage of the PY development we can see no change to the increased volume of traffic which primarily falls on East Howell and East Custis Avenues. The residents of Del Ray and especially Howell and Custis see no other choice but to pursue traffic calming measures. Although the PY developer agreed to set aside one million dollars for traffic calming measures this funding will not be available for at least seven years. Thus we are here today to request a modification to the SUP to include funding now for traffic calming measures on our streets. We realize that this is a late request but we feel it is only equitable to have PY address this problem that additional development will create.

Cordially,
Jerry King

From: [Susan Johnson](#)
To: [PlanComm](#)
Subject: Pedestrian safety
Date: Tuesday, December 04, 2012 3:52:48 PM

Chairman Komoroske and Commission members, Dun, Fossum, Jennings, Lyman, Robinson, Wagner,

I am writing as Head of Commonwealth Academy in the Del Ray section of Alexandria and as a resident of the City of Alexandria to ask that consideration be given to pedestrian safety crossing Monroe Avenue and Mt. Vernon Avenues.

Specifically to us, our students cross Monroe Avenue to use the YMCA and the park fields 10-12 times per day. My teachers have reported many incidents of speeding cars and drivers unwilling to yield to pedestrians. The parked cars along Monroe obscure the view of oncoming traffic when crossing over Monroe Avenue from Leslie Avenue. There are many options to mitigate the danger to pedestrians of all ages but a lighted crosswalk would go a long way to reduce the danger. It would be very sad to have to wait for an accident or injury to occur before action is taken.

Thank you for considering my request.

Regards,
Susan Johnson

Susan J. Johnson, Ph.D.
Head of School
Commonwealth Academy

1321 Leslie Avenue, Alexandria, VA 22301
Office: 703-548-6912 | Fax: 703-548-6914 | www.CommonwealthAcademy.org
Susan_Johnson@CommonwealthAcademy.org

