



Development Special Use Permit #2014-0028
Potomac Yard – Landbay G, Block A
National Industries for the Blind

Application	General Data	
Project Name: National Industries for the Blind - Potomac Yard Landbay G, Block A	PC Hearing:	September 1, 2015
	CC Hearing:	September 12, 2015
	If approved, DSUP Expiration:	Pursuant to Zoning Ordinance, Section 11-418, Time of Validity.*
	Plan Acreage:	0.8961 acres (39,033 square feet) Block A only
Location: 3000 Potomac Avenue Block A, Landbay G	Zone:	CDD#10
	Proposed Use:	Office Use
Applicant: National Industries for the Blind; represented by Kenneth W. Wire, Attorney	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 a new office building on half of Block A and to request an associated parking reduction;
2. Allow Modifications for allowable height to street centerline distance and vision clearance per Sections 6-403(A) and 7-800, respectively;

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

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

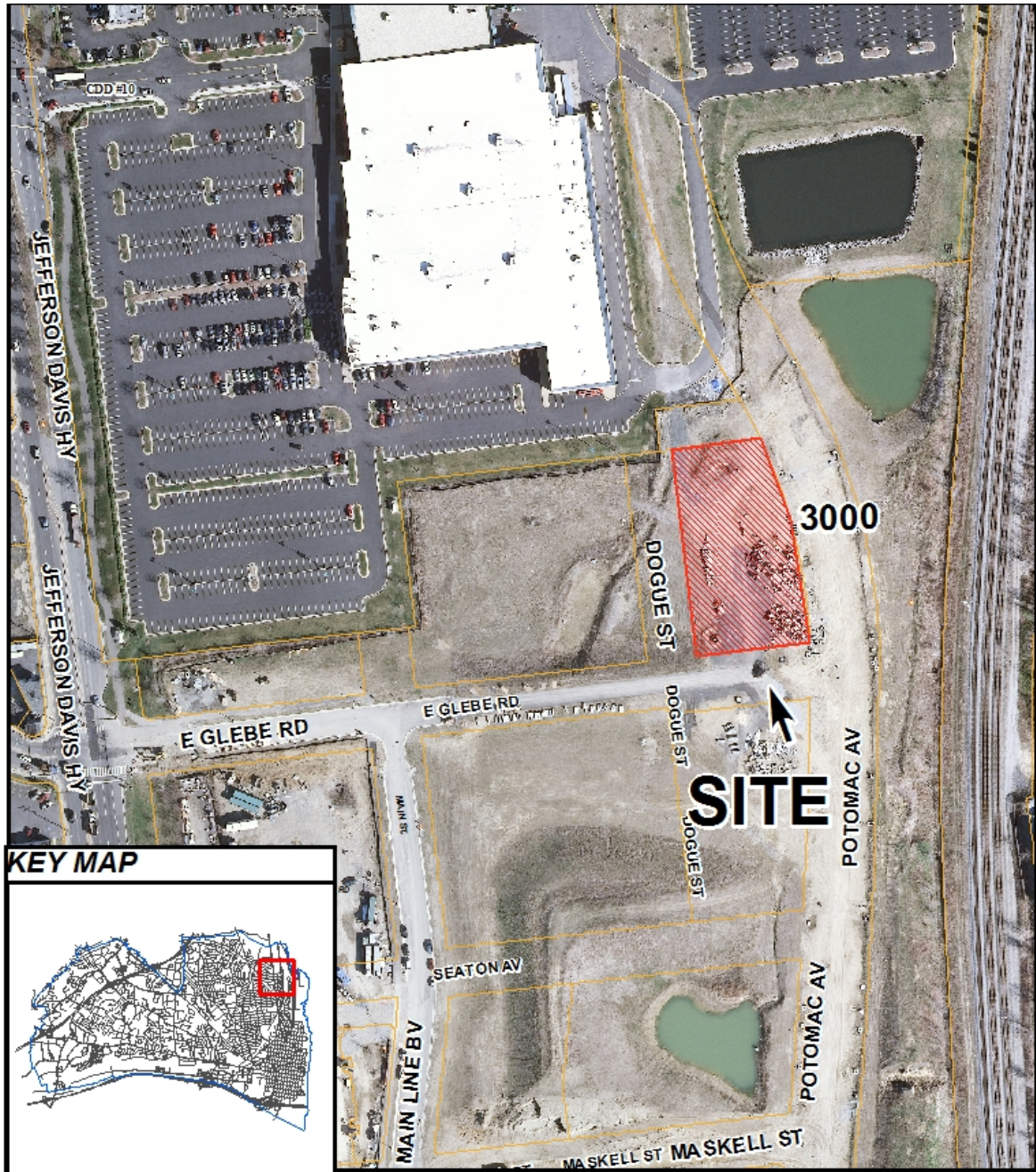
*This special use permit shall be valid pursuant to Section 11-418, *Time of Validity*, of the Zoning Ordinance. For development site plan approval of multi-building development the validity period is deemed null and void if the interruption in substantial construction activity exceeds more than 24 consecutive months between the substantial completion (issuance of CO) of one building and the commencement of substantial construction of another building within Landbay G.

PLANNING COMMISSION ACTION, SEPTEMBER 1, 2015: On a motion by Vice Chairman Dunn and seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval of the Development Special Use Permit #2014-0028 and associated parking reduction and modifications. The motion carried on a vote of 7 to 0.

Reason: The Commission expressed support for the amendment noting that the proposed office use is important to creating a mixed use town center. Commissioner Koenig supported the project but noted the narrowness of the sidewalk on Glebe Road at Potomac Avenue. He

ecouraged the applicant to work with City staff to find a way to wident the sidewalk at this location. Commisisoner Brown expressed concern about the applicant not offering to make a contribution to public art. Commissioner Macek was concerned about whether phase 2 would ever be built if only the first phase was built.

Speakers: Ken Wire, of McGuire Woods, spoke on behalf of the applicant. He noted that NIB is committed to building the entire building. He also noted that NIB supports art but did not want to be conditioned to provide it.



DSUP #2014-0028
3000 Potomac Avenue



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 an approximately 102,050 square foot (gross) office building. This building will include approximately 10,000 square feet (gross) of retail space on the ground floor and a total of 138 parking spaces as an amendment to DSUP #2007-0022 as subsequently amended through DSUP #2012-0008.

The proposal provides several public benefits including:

- Retention of an existing office use in the city and valuable non-profit employer;
- First non-residential building in Potomac Yard to start construction that will be a catalyst to support retail and other non-residential uses in the Town Center;
- Provide a daytime density of office workers to support the new bus rapid transit bus route as well as the planned new Metro station to be located across the street; and
- Public benefits, including implementation of high quality streetscaping, contemporary architectural building design and compliance with the City's Green Building Policy.

B. Summary of Issues

The applicant, National Industries for the Blind (NIB), requests approval to amend the development special use permit previously approved for Potomac Yard, Landbay G, as stated above. To construct the project, the applicant requests approval of the following:

- Amendment to DSUP #2007-0022, as amended through DSUP #2012-0008, to construct a smaller office building on approximately half of Block A in lieu of the previously approved 220,123.00 net square foot office building occupying the entire block;
- Amendment to DSUP #2007-0022, as amended through DSUP #2012-0008, to reduce the parking ratios previously approved for office and retail uses in Landbay G;
- Subdivision of Block A into two lots, parcel A1 and parcel A2; and,
- Modifications for allowable building setback and vision clearance per sections 6-403(A) and 7-800, respectively.

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

- Maintaining the vision of the original approval of a signature building in this prominent location in the Town Center and near the new Potomac Yard Metro Station;
- Establishment of adequate parking for the office uses;
- Provision of visible retail uses on the first floor, particularly along East Glebe Road to activate the pedestrian level in the Town Center; and,
- Location and vehicular access for loading facilities and the parking garage.

II. BACKGROUND

A. Site Context

The Block A project site is located in the northeastern section Landbay G in Potomac Yard. The site is within the designated Potomac Yard Town Center and is bordered by East Glebe Road to the south, Potomac Avenue to the east, future Dogue Street to the west, 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 across East Glebe Road towards the west. The subject site is part of an entire block, approximately 0.8961 acres in size, and is currently vacant. The site is completely devoid of any sensitive environmental features such as trees, slopes or water features. The Town Center is becoming a regional transportation center with the Metroway Rapid Transit line operating with stops in the Town Center. The future Potomac Yard metro station has been confirmed to be located adjacent to the Town Center.

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 Metroway transitway and future Metrorail Station planned immediately across Potomac Avenue from the site.

C. Original Block “A” Approval

The development special use permit for Landbay G was approved by City Council in January 2009 through DSUP #2009-0022. The initial approval proposed nine buildings on eight blocks with a mixture of uses, including office, retail, hotel and residential. On Block A, the original proposal was for a 220,123 square foot office building with 11,413 square feet of retail space with eight stories. The Block A building was approved as a single building to occupy the entire block with below grade parking accessed from Dogue Street. Retail space was programmed for the Glebe Road frontage to relate to the core of the Town Center. Through subsequent amendments to the original approval the planned collector garage is planned for Blocks E1 and E2 which is intended to serve retail uses throughout the Town Center.

D. Proposed Block “A” Amendment

The National Industries for the Blind (NIB) is proposing to move from their current site at Braddock Place to Block A in Landbay G. NIB currently leases their office space and with this move will be purchasing the property and become owner of the proposed building. This block in

Potomac Yard was originally approved for a single office building with first floor retail. The applicants are asking to subdivide the block nearly in half creating Block A1 and A2. Block A2 will become the lot for the southern half of the block and the site for the new NIB building. In lieu of building the originally approved 220,123.00 net square foot single office building, a smaller 100,000.00 net square foot building office is proposed.

It is envisioned that the overall allowable square footage allocated for Block A will not change and that a full build-out of the block is to be expected, albeit as two buildings instead of one. Staff is committed to ensuring that office space will remain the predominant use on this Block as originally planned and approved.

NIB plans to occupy approximately 60,000.00 net square feet of the new building with eight stories. Approximately, 30,000.00 net square feet is planned for lease to other tenants. Consistent with the original approval, approximately 10,000.00 square feet of retail space is planned for the first floor. This retail space is designed to allow future entries into the retail spaces along Potomac Avenue, Glebe Road and Dogue Street. The proposal includes 138 parking space located on four levels of below grade parking. A parking reduction is requested and is discussed in detail later in this report.

It should be noted that the architectural plans show the possibility of phasing the building construction into two phases. The intent is to build the entire building at one time. However, should NIB not be successful in securing a tenant or tenants to occupy the 30,000.00 square of office space they would build the entire building, including all of the parking and retail space but exclude the 30,000.00 square feet of office space. This additional square footage of what could be the second phase is located on the northern façade of the building in what resembles the leg of an inverted “T”. In both the complete build out or in the phased approach, the entire parking, retail and the most prominent portion of the office tower facing the three public streets will be completed.

III. ZONING

The current zoning of the site is Coordinated Development District #10 (CDD #10) which was approved for a 220,123 square foot single office building with 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 to ensure an appropriate mix of uses. The zoning information as it relates to Block A is provided below:

Table 1: Zoning Table for Block A

Property Address:	3000 Potomac Avenue	
Total Site Area:	0.8961 acres (39,033 sq. ft.)	
Zone:	Coordinated Development District #10	
Current Use:	Vacant Site	
Approved Use:	Office	
Proposed Use:	Office	
	Block A Permitted/Required	Proposed Block A2
Office square footage	Office: 220,123 net sq. ft. Retail: 11,413 net sq. ft. approved with original DSUP	Office: 90,049 net sq. ft. Retail : 9,951 net sq. ft.
Height	45 - 110 Feet	110 Feet
Parking	209*	138**
Loading spaces	1	2
Open Space		
Ground Level		0.01 acres
Rooftop		0.09 acres
Total	1.5 acres***	0.1 acres

*Required parking (based on proposed office size on new parcel A2) pursuant to the parking reduction approved with the Landbay G DSUP, as amended.

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

***Open space required for entire Landbay G

IV. STAFF ANALYSIS

A. Consistency with the City-wide Plans

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 an important employer and will be a catalyst project for the designated “Town Center” of Potomac Yard. This project will bring an office user, likely the first to be constructed in Potomac Yard, that will support the vision for a town center as well as support the new Metroway transitway and future Metrorail Station located adjacent to this site.

The subject site is located in the Potomac Yard/Potomac Greens Small Area Plan. The proposed amendment is consistent with the Plan and its associated goals and recommendations which are described in greater detail in the next section.

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. PYDAC has provided input in the review of the standards and their summary of the ways in which the project complies with the guidelines is provided below.

Creating Neighborhoods

The Landbay G, Block A 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 part of Potomac Yard are continued in Landbay G and the office projects approved for Landbay G provide a significant employment base that is essential to the creation of a mixed-use neighborhood and Town Center. Much of the retail space originally envisioned for southern parts of Potomac Yard were either eliminated or shifted to the Town Center, in part to address a general weakness in the retail market but also to strengthen retail success by concentrating it in the Town Center and closer to the new rapid bus transitway and the future metro station. This project is providing approximately 10,000 square feet of retail space at a key intersection in the 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, the lobby entrance to the office building was shifted to the corner of Glebe Road and Potomac Avenue. In earlier iterations of the design plans, the lobby had been proposed along the northern edge of the Potomac Avenue frontage, a much less visible location from the pedestrian perspective. The widths of the sidewalks are generous with a typical width of 15 feet. However, Staff has expressed concern about the narrowing of the sidewalk at the intersection of Glebe Road and Potomac Avenue. At the corner, passable area within the public right-of-way is only about ten feet. This is primarily due to the angled curb line on Glebe road that was designed in part to address the southbound turning movements from Metroway buses turning right from Potomac Avenue onto Glebe Road. Additionally, the proposed handicap ramps further reduce the level surface area. Staff anticipates this will be a congested area for pedestrians with the main lobby entry at this corner and this intersection being a primary crossing to the new Metro Station. Thus, staff is recommending a condition that the applicant work with Staff to find a way to enlarge this area. During the review process the applicant's architect did shift the building columns in this area by three feet to partially address this concern. Staff believes that further refinement in the geometry of E. Glebe Road could address this issue which will be studied in greater detail during the final site plan process.

Mixed-Use Development

The proposal for an office use with retail is consistent with the CDD Concept Plan and the previous Landbay G approval, which identified Block A as a key location for office use that will bookend the Town Center to the east. The new Giant food store, nearing completion at Route 1, will serve as the bookend at the western edge of the Town Center. The new home for the Institute for Defense Analyses was approved for the center adding a nearly half million square foot office building. To date, nearly all the approved projects within all of Potomac Yard have been residential uses with some limited retail spaces. The proposed NIB office use will introduce a second large office tenant and retail space within Landbay G. This project will add 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 Guidelines

The proposed building design achieves the intent of the Potomac Yard 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 NIB office tower will create a signature building that will anchor the eastern end of the Town Center as envisioned in the previous Landbay G approvals. The building is built to the sidewalk along all three street frontages to achieve the urban placement of the building envisioned in the original approval. The ground floor is designed to activate the three street frontages with the retail and lobby functions. These facades consist of storefronts with significant glazing. The parking is located below-grade level consistent with the previous approval. The parking entrances and loading area are co-located on Dogue Street, consistent with the original approval, with Dogue functioning as a service street. Thus, there will be no curb cuts or vehicular conflicts along Glebe Road or Potomac Avenue. More detail about the design is provided in Section D, *Building Design*.

C. Consistency with City-wide Policies

Green Building and Sustainable Site Design

Landbay G was approved prior to the adoption of the City's Green Building Policy. At that time a green building condition was included and required office buildings to achieve LEED Certification for Core and Shell. However, through an amendment in 2011 (through DSUP 2011-0026) this condition was updated to match the current standard which requires that an entire office building achieve LEED Silver (or equivalent). To achieve Silver certification, the applicant has incorporated design features to earn required point necessary to achieve LEED Silver. Specific features in this building include bicycle storage, use of LED lighting to meet energy and lighting control credits, use of materials with recycled content, use of low VOC paints and other coatings, *Green Seal* furniture, LEED Education program and enhanced commissioning points. LEED Education program is a LEED innovative point, it is a signage and education program posted in the building to show LEED aspects of the construction and design.

Enhanced Commissioning is a LEED point under Energy and Atmosphere Credits is a higher level of efficiency of the building systems to ensure they are function to the design parameters.

Affordable Housing

As part of new developments, the City typically request developers make a voluntary contribution to the City's Housing Trust Fund. As a condition of the Potomac Yard Coordinated Development District (CDD #10) approval, the master developers were required to make a housing contribution of approximately \$10.5 million, of which \$7.5 million was used in the construction of the 64 affordable and workforce apartments located at the Station of Potomac Yard. The remaining \$3 million is being paid into the Trust Fund as the townhouses in Landbay I and J are completed. Therefore, the Housing Trust Fund contribution for the entire southern portion of Potomac Yard has been satisfied.

Public Art

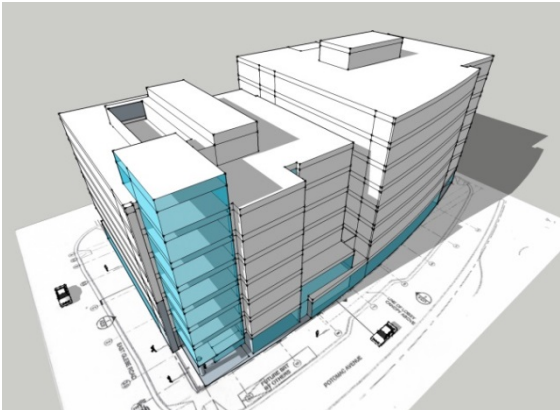
The public art policy was not in place at the time Potomac Yard was approved and this application would not trigger an art contribution as no new square footage is being added. In response to a staff suggestion to provide public art, perhaps a tactile piece in the lobby, the applicant did not wish to pursue this.

D. Building Design

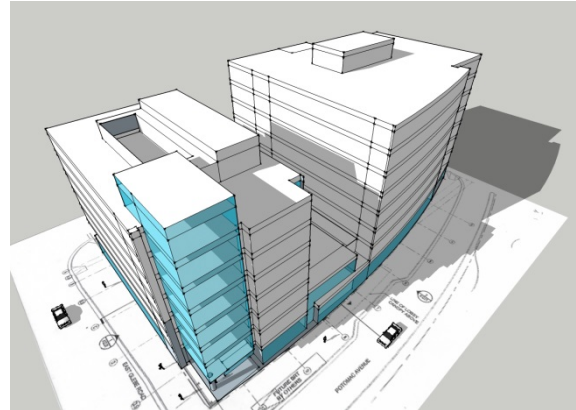
Design Approach

When the proposal to divide Block A in half was first presented, staff initially expressed concern about constructing only half the block. Staff worked closely with the applicant's architect to arrive at a design solution that would result in a building that looked complete and could stand either on its own or would look appropriate adjacent to a future building immediately to the north. This was challenging since there was no design proposal for a future building on the northern end of the Block. Staff could only rely on what had been previously approved for this Block.

As proposed, the ground floor will be built to the new property line dividing Block A into two lots. The upper floors will be setback from the northern property line a minimum of fifteen feet to allow an appropriate distance between the north façade of the NIB building and the south façade of the future building on the northern half of Block A. This minimum distance is required to comply with Fire Code standards allowing for windows along the north face. A larger setback would result if the smaller, 70,000 square foot, Phase 1 is built first, in which case the setback would be significantly greater. The design intent for the overall build out of the entire Block (both Buildings A1 and A2) is that the first floor of would occupy the entire footprint of the block, one shared garage entry would serve both lots, the curve of Potomac Avenue would be expressed in the Potomac Avenue façade of both buildings. The upper stories of the building would ultimately be two complementary office towers. The figures below illustrate how this could be achieved.



Build-out of Phase 1 and 2 at 100K sq. ft.
with hypothetical future building at right



Phase 1: 70K sq. ft. building with future bldg. at right

The proposed design of the building is a conservative contemporary design utilizing brick and glass as the primary exterior materials. Large floor to ceiling windows which are framed by the brick, dominate the facades. A “tower” element anchors the corner of Glebe Road and Potomac Avenue signifying the entry to the building and creating an interesting design feature consistent with the goals envisioned by the Potomac Yard Design Guidelines. The addition of an eighth floor conference room extends the tower a floor above the rest of the building adding variety to the building height. The tower feature is expressed nearly entirely of glass and accented with aluminum cladding. Staff has encouraged a design that establishes a strong two story base which the current building plans include as well as further refinement to the mullion pattern for the windows to create a more asymmetrical configuration. A condition addressing the window design is included with the staff recommendation. Staff has added a condition to strengthen the Dogue Street façade where the second level at the north end is expressed by an open “trellis” like design. This trellis feature should be designed with more weight to emphasize the two story expression at this end of the building. 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.

Building Height

The proposed building height is 110 feet to the top of the roof. This is within the allowable height limit and is one foot taller than the previous approval. It should be noted that the 8th floor consists only of a conference room and mechanical penthouse. The penthouse is tucked behind the conference room as opposed to being located on top of the eighth floor. Staff encouraged the applicant to build to the height limit to achieve the vision of a signature building and to take advantage of the allowable density in close proximity to the future metro station. Staff notes that the height approved for the IDA building in Block D to the west was 135 feet by a previous amendment and the height of the Giant building is 77 feet. These varying heights support the desire to create height variation throughout the Town Center. The height of this building is subject to and in compliance with the Federal Aviation Administration (FAA) regulations as it relates to Reagan National Airport.

E. Modifications

Setback-to-Height Ratio

As part of this proposal, the applicant is also requesting a modification to 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, Potomac Avenue, East Glebe Road and Dogue Street. As proposed, the building is 110 feet in height and immediately adjacent to the property line on all three abutting streets. 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 Potomac Avenue should be 90 feet, while the maximum height at the building face on East Glebe Road should be 72 feet and Dogue Street should be 64 feet.

In this case, staff supports the request to modify the setback-to-height ratio. The Potomac Yard / Potomac Greens Small Area Plan identifies the maximum building height for Block A as 110 feet. In addition, the Potomac Yard Design Guidelines encourage office buildings, such as the Block A proposal, to form a street wall on each frontage to engage the street and the pedestrian. A modification for the setback-to-height ratio was approved for this Block in the original 2007 Landbay G approval. However, at that time the approval was based on a building height of 109 feet instead of the 110 feet currently proposed. 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 approximately 5 feet within the vision triangle at the intersection of Dogue Street 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. This condition is acceptable by City staff and is a condition that is routinely supported in the eastern part of the city to maintain pedestrian oriented streets. For these reasons, staff supports the modification request.

F. Parking

Parking Facilities

The applicant proposes to accommodate the office parking within four levels of below-grade parking with vehicular access proposed on Dogue Street. A total of 138 parking spaces are proposed. These spaces are broken down by approximately 87 standard spaces, 46 compact

spaces and 5 handicap accessible spaces. In compliance with the zoning ordinance 5% of the parking space shall be reserved for carpool vehicles. Thus, a total of 8 carpool spaces have been designated on the P1 level (first level down). Furthermore, 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 will be required to conform to this requirement by providing a few spaces with electric connections for recharging electric vehicles. The final number of such spaces will be determined at final site plan. As discussed in greater detail below, the applicant requests approval to amend the parking ratios for office use previously approved in Landbay G and a waiver to the retail parking.

Landbay G Parking Ratios

The previously approved Landbay G development special use permit included a parking reduction and a shared parking strategy for various uses in the Town Center. These ratios are included in the table below. 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. 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:

Landbay G Parking Ratios by Land Use

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)

*The original 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.

The shared parking strategy was designed to create a central parking garage for retail users. The idea behind the shared parking was that retail parking for the various blocks would be co-located in one central area as opposed to being scattered among those buildings providing retail uses. The shared garage is planned for Blocks E1 and E2 which is located in the heart of the Town Center and diagonally across Glebe Road from the subject site.

Parking Reduction Request

With this application, the applicant proposes to amend the parking ratios for office uses and request a waiver to the retail requirement within Block A, parcel A2 only. These parking reductions are not applicable to any future building in Block A1. The original shared parking agreement from 2007 called for the provision of 2.03 spaces per 1,000 sf of office. The applicant has requested the provision of 1.53 spaces per 1,000 sf of office. Staff supports this reduction in minimum parking requirements for several reasons. First, the site benefits from great transit access as it is located adjacent to the proposed Potomac Yard Metro Station entrance and is currently served by the Metroway Bus Rapid Transit line, a high-frequency service along the Route 1 Corridor. Second, the reduced amount of parking for the site is in line with comparable sites. Staff has previously allowed the minimum parking requirement for the Institute for Defense Analyses (IDA) on Block D to be reduced to 1.36 spaces per 1,000 sf of office space. North Potomac Yard was approved with a maximum parking requirement of 1.21 spaces per 1,000 sf of office. And Eisenhower East has a maximum parking requirement of 1.66 spaces per 1,000 sf for sites within 1,500 feet of the Metro Station.

The applicant is proposing approximately 10,000 sf of retail, but has not provided any parking on site for this use. A total of 26 spaces would be required for the retail space. The applicant has stated that the parking for the retail space would be accommodated through the approved shared parking plan which anticipates a collector garage on Block E, located diagonally across the street from the site. However, the garage is not currently constructed and there has been no indication from the applicant that construction will occur in the near future. Staff is recommending a condition that the applicant to make an arrangement to have the required amount of parking space provided before the retail space is occupied. In addition, the applicant has indicated that there will be an interim lot of 103 spaces on Blocks B and E. However, this interim lot has not been constructed yet, and this lot is presumably being constructed to provide 100 spaces. If the applicant is using the interim lot to provide parking for the retail space, the applicant will need to provide the 100 spaces for IDA, as well as the 26 spaces required for retail on Block A2. Should the collector garage not be constructed and open before the retail space is occupied, staff recommends that interim provisions for retail parking be made while the garage is under construction. These spaces may be permitted in temporary parking lots within Landbay G.

G. Vehicular Access and Loading

This development requires a total of one loading space. The applicants are proposing one loading dock which is large enough to accommodate at least two trucks. The vehicular access to the below grade parking and the loading zone are co-located on the Dogue Street facade. This location is consistent with the overall Landbay G approval where Dogue Street is designated as a secondary street with the purpose of providing vehicle access to parking garages and loading docks. Dogue Street is not a designated a primary pedestrian street. The Institute for Defense Analyses building across the street located most of their parking and loading area on the west side of Dogue Street.

In addition, Staff expressed concerns early in the review process about how access for a future building on the north end of Block A would be achieved with the block divided into two buildings. Thus, staff recommended that parking for the future building to the north use the same parking entry to access their future parking. The plans show a knockout panel at the first below grade parking level, level P1. No parking will be lost as this area is used for bicycle parking which will be relocated to another location to be determined with that future building proposal on the north end of the block. A separate loading dock will likely be needed for the future building to the north and staff envisions this to occur immediately adjacent to the loading area proposed with the NIB building. Thus, the curb cuts will be limited to one area and will keep the other street frontages clear of any vehicular crossing and potential conflicts with pedestrians.

H. Traffic Circulation

The proposed NIB building is being built within the total square footage allowances approved for various uses as part of the Landbay G approvals and is not adding any additional density. Thus, traffic generated by this proposal will be consistent with the original traffic studies completed for Landbay G. A total of approximately 930 vehicle trips per day are expected. The road infrastructure, based on a traditional grid, was originally designed to accommodate the complete build out of the landbay.

Block A is strategically located on the Metroway Rapid Transit line which passes directly in front of this site and provides convenient transit access to the Braddock Road Metro station to the south and the Crystal City Metro station to the north. Furthermore, one of the entrances of the proposed Potomac Yard metro station is proposed directly across Potomac Avenue from the site.

Landbay K, the large linear park located along the eastern edge of Potomac Yard includes a significant bicycle route providing a continuous link from Braddock Road to Arlington. NIB is providing a total of 23 bicycle parking spaces. Fifteen of these spaces will be located within the below grade garage and 8 will be located outside of the building within 50 feet of the main entry.

I. Pedestrian and Streetscape Improvements

The proposed application complies with the streetscape requirements outlined in the Potomac Yard Design Guidelines. Dogue Street will be completed by the master developer prior to occupancy of the NIB building. This will include the construction of Dogue Street to Potomac Avenue which may or may not include the future Wesmond Drive, which is dependent upon approval of necessary easements. With this approval, NIB will complete the sidewalks along their portion of Block A. Specifically, this will include a brick sidewalk along the entire East Glebe Road and Dogue Street frontage. Concrete is proposed along Potomac Avenue, except where it turns the corner from Glebe Road, as called for in the Landbay G approval. This will create a more finished look along the three most prominent facades of the building. The remainder of the Block A (future building A1) will have temporary asphalt sidewalks until such time that Block A1 is developed.

Consistent with the original Landbay G approval, 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.

J. 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 and to the west of the subject site. 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 the southern Landbays in the Yard to the Town Center Green in Landbay G.

Although the open space requirement for Landbay G is fulfilled through the Town Center Green and the pedestrian mews, the applicant proposes to provide private roof top amenity spaces for employees in the building. Approximately, 3,800 square feet of terrace areas are proposed on the second, third and eight floors of the building. The terrace on the second floor will be designed to provide an area for service dogs to walk and relieve themselves in designated areas.

V. COMMUNITY

The proposed application was introduced to the Potomac Yard Design Advisory Committee (PYDAC) during the April 2015 meeting. After receiving the detailed presentation, PYDAC members engaged in a dialogue asking several clarifying questions about the project. In general the committee expressed general support for the project with the understanding that the applicant would come back for a second meeting to share a more detailed design proposal.

A follow up meeting with PYDAC was scheduled on August 19th where updated design plans were presented. These revised plans addressed many of the concerns that had been raised at the previous meeting including how the block would like when completely built out. PYDAC members expressed some concerns including whether this block, near the future Metro station, would be built out to its' full potential. Other comments related to as minor refinements to the design such as including more glass, addition of sun shades on the west side and allowing for adequate sidewalk width. Staff noted that these items would be addressed during the final site plan review. The Committee passed a motion to support the project with one member abstaining. Both meetings were open to the public and were announced as such.

VI. CONCLUSION

Staff recommends **approval** of the request to amend a previously approved development special use permit with site plan for a new office building for the National Industries for the Blind subject to compliance with all applicable codes, ordinances and the following staff recommendations noted below in Section VIII.

VII. GRAPHICS



NIB building shown in upper right corner with Potomac Avenue to the right and Glebe Road to the south.



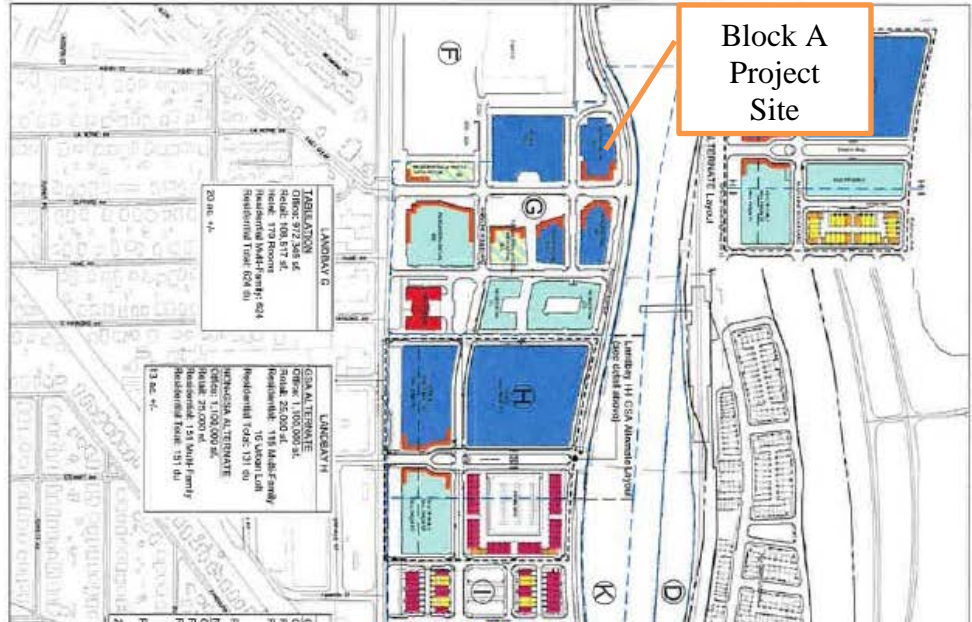
Perspective of NIB Building looking north from Potomac Avenue.



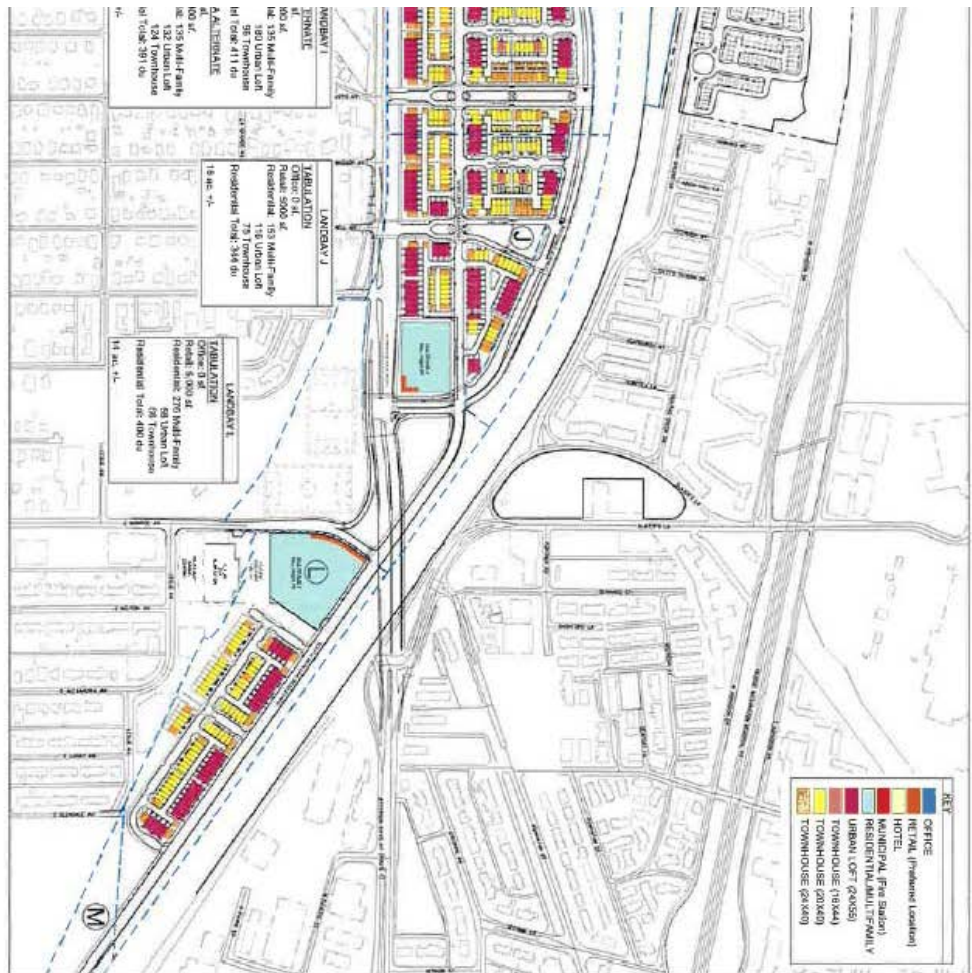
Site Plan / Ground Level Floor Plan

Overall Concept Plan for Potomac Yard (South)

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



Potomac Yard
 Working Plan



VIII. STAFF RECOMMENDATIONS

The following staff recommendations are amendments to DSUP #2007-0022, as amended through DSUP #2012-0008, which apply to DSUP #2014-0028 (Block A). Specific recommendations that are no longer applicable or have been amended, added, deleted, or satisfied, include the following:

Conditions Amended: 10, 12, 34, 35, 62, 70, and 76

Conditions Added: 1, 2, 3, 18, 19, 20, 68, 69, 70, and 102

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

1. CONDITION ADDED BY STAFF: 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, as amended through DSUP #2014-0028 (Block A), 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)(DSUP2014-0028)
2. CONDITION ADDED BY STAFF: DSUP #2014-0028 is approved for the entire +/- 100,000 net square foot building as depicted in the Preliminary Plan for Block A (Building A2), dated July 2, 2015. (DSUP2014-0028)
3. CONDITION ADDED BY STAFF: Future development on Block A1 will require a major amendment to this DSUP case.(P&Z)(DSUP2014-0028)

A. Retail Sign – Coordinated Signage

4. 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

5. 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 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. (P&Z)(DSUP2007-0022)
6. 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 non-vehicular (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)
7. 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

8. 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)
9. 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

- 10. CONDITION AMENDED BY STAFF: 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 of 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 (or the Wesmond Drive configuration if necessary easements have been granted, as determined by

- the Directors of P&Z and T&ES) 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 A1 or A2, whichever is first, 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) (DSUP2014-0028)
11. 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

12. **CONDITION AMENDED BY STAFF:** 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 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 office spaces may be reserved in Blocks A, B and E, (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 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 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 in the neighborhoods adjacent to 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. Condition deleted.
- 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 and visitors 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. Construction workers shall not be permitted to park on-street. ~~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. A provision shall be developed regarding the distribution of parking spaces for residential units.(P&Z)(T&ES)(PC)(City Council)(DSUP2014-0028)
13. 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)
14. 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)
15. 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)
16. 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)
17. 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)
18. CONDITION ADDED BY STAFF: The required 26 parking spaces for retail on Block A2 shall be available when the retail space is ready to be occupied. The parking shall either be provided by a temporary surface lot or in an off-site parking garage. (T&ES)(DSUP2014-0028)
19. CONDITION ADDED BY STAFF: If IDA obtains its occupancy permit prior to the Metro Station opening for revenue service, the applicant shall provide 100 temporary

- parking spaces for use by IDA until such time as the Metro Station opens.
(T&ES)(DSUP2014-0028)
20. CONDITION ADDED BY STAFF: If the collector garage is not in place before the retail space is occupied, the applicant shall make parking available while the garage is under construction and while any temporary surface lots are removed. (T&ES) (DSP2014-00028)

F. Open Space

21. 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. 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)
22. 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 turf grass 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)
23. 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)
24. 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.

General

- l. 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.
- m. Ensure positive drainage in all planted areas.
- n. 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.
- o. Provide detail sections showing above and below grade conditions for plantings above the underground parking and parking structure.
- p. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
- q. Provide hardscape details for all proposed conditions.

- r. Provide paving pattern details, including joints, for each paving type. Provide samples for each paving type consistent with preliminary plan.
 - s. Above grade utilities, including transformers, switch units, telephone, HVAC units, and cable boxes, shall not be permitted in the open space.
 - t. Provide detail plans for all proposed rooftop open space/courtyards.
 - u. Provide detailed plans for all fountains, pools, and water features, including information for all seasons.
 - v. Ensure free standing planters do not drain onto adjacent hardscape.
 - w. 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)
25. 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)
26. Provide an exhibit that graphically depicts the open space provided as part of the final site plan for each phase. (RP&CA) (DSUP2007-0022)
27. 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)

28. 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)
29. 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)
30. 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)
31. 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)
32. 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)
33. 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

34. **CONDITION AMENDED BY STAFF:** 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 FY2016 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 \$80.78 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) (DSUP2014-0028)
35. **CONDITION AMENDED BY STAFF:** ~~If the City decides to~~ established a special service tax district pursuant to Conditions 30 (b) and 30A of CDD 99-001, as amended thru CDD 2008-0001, and the applicant shall participate with the other PY owners/applicants as required in those CDD conditions. (DSUP2007-0022)(DSUP2014-0028)

H. Streets/Traffic

36. 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)

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	Dedicated Public right-of-way.

	G, 64 ft, between Block D 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

37. 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)
38. The median on Potomac Avenue that cannot be planted (at the turn lanes) shall be brick. (P&Z) (DSUP2007-0022)
39. 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)
40. 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 on 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)
41. 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)
 42. 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)
 43. 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)
 44. 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)
 45. 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)
46. 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)
 47. 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)
 48. 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)
 49. 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)
 50. 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)
 51. 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)
 52. 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)

53. 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

54. 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)
55. 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)
56. 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)
57. 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

58. 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)

- 59. 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)
- 60. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES) (DSUP2011-0026)
- 61. 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

- 62. **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 A1**
 - 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. Future construction will be required to meet, but not limited to the following design criteria:~~
 - 1. Relationship of the façade design, proportions and materials to complement those in Building A2;
 - 2. Continue the two-story base to match Building A2;
 - 3. Incorporate a curve in the east building façade to follow the curve of Potomac Avenue.
 - iii. Provide high-quality (stone, granite) materials (approx. 2-4 feet in height) where all wall types meet the base.
 - iv. Development of this office building shall consider sharing the same parking entrance to the Building A2 to access future below grade parking.
 - b. **Building A2**
 - i. Continue to work with staff on refinements to building details and material selection during the final site plan review process. Consider use of a different brick color for the base of the building to distinguish it from the brick color of the main body of the building;
 - ii. Strengthen the arcaded trellis element proposed on the second floor of the West façade to create a stronger second story expression;

- iii. Provide details, including sun shelter and planting details, for the various rooftop open spaces;
- iv. In order to achieve a more contemporary expression, and in keeping with the approved design guidelines for Landbay G, study ways to introduce a asymmetric expression to the subunits of the building vocabulary, such as with the mullion layout and brick coursing;
- v. Study the use of vertical accent elements, LED lighting, or other features, to enhance the drama of the corner tower, as well as strategies to make the glass tower skin the dominant feature of the building by using a flush curtainwall system.
- vi. The applicant shall provide a knock-out panel in the below-grade garage to accommodate a connection with the future under-ground garage on Block A2. The applicant shall negotiate a commercially reasonable agreement regarding operating and construction costs, maintenance, liability, hours of operation, design and traffic flow, etc. for such shared access with the owner of Block A1 at such time as Block A1 is developed.
- vii.
- c. 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.
- d. 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 base (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.
- e. Building D
 - i. The applicant shall continue to work with staff to refine the following building design details, to the satisfaction of the Director of P&Z:

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 façade.
 3. Refine the west elevation to fully realize and take maximum design advantage of the discontinuous vertical fins.
- ii. 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.
 - iii. 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.
 - iv. 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.
- f. 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.

g. 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.

h. 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

- i. 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.
- j. 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.
- k. The applicant shall provide larger scale drawings at a scale of 1/4" = 1' 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.

- l. Color architectural elevations (front, side and rear) shall be submitted with the final site plan for each building.
- m. 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.
- n. The applicant shall provide details including colors and materials for all balconies, decks, and rooftop spaces with the final site plans.
- o. 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.
- p. 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.
- q. 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.
- r. 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.
- s. The applicant shall provide detailed design drawings showing all architectural metalwork along with color and materials samples for each.
- t. 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.
- u. 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

- v. 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) (DSUP2014-0028)

L. Pedestrian / Streetscape

- 63. 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)
64. 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)
65. 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)
66. 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)
67. 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)

68. **CONDITION ADDED BY STAFF:** Provide ADA curb ramps at the end of each cross walk directly across Glebe Road from Block A2. Any changes must be approved by the Director of T&ES. (T&ES) (DSP2014-00028)
69. **CONDITION ADDED BY STAFF:** For the two poles that are to be relocated by the applicant on Block A2, install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines. The push-buttons at the intersection of East Glebe Road and Potomac Avenue shall have an audible signal. (ADAAG). (T&ES) (DSP2014-00028)
70. **CONDITION ADDED BY STAFF:** The applicant shall continue to work with staff on the configuration of the sidewalk and curb radius on Block A2 at the intersection of Glebe Road and Potomac Avenue. (T&ES, P&Z) (DSP2014-00028)

M. Site Plan

71. 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)
72. 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)
73. 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)
74. 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)

75. 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)
76. **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. If the existing lighting does not meet minimum standards within the City right-of-way adjacent to the site, additional lighting must be provided so that the lighting meets City standards or to the satisfaction of the Director of T&ES.
(P&Z)(T&ES)(Police)(PC)(DSUP2014-0028)
77. 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)
78. 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)
79. 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)
80. 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

81. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES) (DSUP2012-0013)
82. 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)
83. 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 volume 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)
84. 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)

85. 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)
86. Pond 2 shall be installed, certified and operational prior to occupancy of the buildings within Block D and Block H. (T&ES)
87. 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)
88. 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)
89. 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)
90. 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)
91. 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)

92. 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:

93. 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)
94. 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

95. 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)

96. 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)
97. 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)
98. 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)
99. 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)
100. “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)

101. 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)
102. **NEW CONDITION ADDED BY STAFF:** During construction on Block A (Parcel A1 & A2) the applicant shall perform weekly inspections for construction debris in Potomac Yard Park adjacent to the project site. Any construction debris will be removed from the park, including the storm water management pond, by the applicant on a weekly basis.(RPCA) (DSUP2014-0028)
103. The applicant shall perform weekly inspections for construction debris in Potomac Yard Park adjacent to the project site. Any construction debris will be removed from the park, including the storm water management pond, by the applicant on a weekly basis.
104. 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)
105. 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)
106. 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

107. 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)

108. 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)
109. All necessary hauling permits shall be obtained prior to early release of construction. (T&ES) (DSUP2007-0022)
110. 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

111. 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

112. 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)
113. 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)
114. Outside musicians associated with restaurants are prohibited. (T&ES) (DSUP2012-0013)
115. 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)
116. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am.(T&ES) (DSUP2007-0022)
117. The structure shall have an STC rating to the approval of the Director of T&ES and Code Administration. (T&ES) (Code) (DSUP2007-0022)

118. 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)
119. 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)
120. 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)
121. 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)
122. 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

123. 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)
124. 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)
125. No material may be disposed of by venting into the atmosphere. (T&ES) (DSUP2007-0022)
126. 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)

127. 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

128. 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

129. 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)

V. Encroachments

130. All canopies shall have a minimum clear head room of 80 inches (6'-8"). (T&ES) (DSUP2007-0022)
131. All canopies shall be placed so as to not interfere with the proposed street trees. (T&ES) (DSUP2007-0022)
132. 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)

133. 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)
134. 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

135. 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. (Housing)(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 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 Administration

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—DELETED 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.~~

~~Applicant is aware of this requirement.~~

C-1 CODE REQUIREMENT ADDED BY STAFF: The applicant shall provide two 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 Alexandria fire department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314.

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 CODE REQUIREMENT AMENDED BY STAFF: Per the requirements of the City of Alexandria Environmental Management Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan. If the project site lies within the Braddock West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements, 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 CODE REQUIREMENT AMENDED BY STAFF: 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 05-14 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 CODE REQUIREMENT AMENDED BY STAFF: 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. 06-14 New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014 ~~02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 4, 2007.~~ The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria: [http://alexandriava.gov/uploadedFiles/tes/info/New%20Sanitary%20Sewer%20Connection%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)
<http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf> (T&ES)

- C-6 CODE REQUIREMENT AMENDED BY STAFF: Solid Waste and Recycling Condition: The applicant shall provide required storage space for both trash solid waste and recyclingable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines and required Recycling Implementation Plan forms are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703.746.4410 or via email at commercialrecycling@alexandriava.gov; ~~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 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 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 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 DSP2012-00008: Sheet C-0703: Correct tallies for Landbay G as appropriate (particularly DSP2012-00008). (T&ES- OEQ)
- F-31 DSP2012-00008: Sheet C-0703: Add columns for plans DSP2011-00021, DSP2012-00012 and correct information for DSP 2011-00001. (T&ES- OEQ)
- F-32 FINDING ADDED BY STAFF: Note that if the impervious area the development associated with the project increases the impervious area beyond the previously approved total impervious area, the newly increased impervious area must comply with the new stormwater quality and quantity regulations. (T&ES)
- F-33 FINDING ADDED BY STAFF: Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- F-34 FINDING ADDED BY STAFF: Indicate all-way stop sign at intersection of East Glebe Road and Dogue Street. (T&ES)
- F-35 FINDING ADDED BY STAFF: Indicate bike parking locations on Final 1 submission. (T&ES)

- F-36 FINDING ADDED BY STAFF: Comment #15 for Completeness #2 was not adequately addressed. The south curb line on the north side of East Glebe is skewed. Transportation Planning's preference is a parallel curb line with bump out on the west corner towards Douge Street. The applicant indicated that this curb line on the north side of East Glebe was designed to accommodate Metroway vehicles. However, Sheet P-1301 shows that a 47' long fire-truck can make a right hand turn from southbound Potomac Ave. and barely cross over into the eastbound East Glebe lanes. We request the applicant run Auto-Turn for a 42' long NABI BRT Hybrid bus to show what this turning movement would look like for Metroway vehicles. (T&ES)
- F-37 FINDING ADDED BY STAFF: The applicant is requesting an office parking reduction below the ratio that was set in their original shared parking agreement from 2007 from 2.03 spaces to 1.53 spaces per 1,000 sf of office. This is acceptable for the following reasons:
- a. Site's proximity to the Metroway service and future Potomac Yard Metro Station.
 - b. We allowed IDA to be reduced to either 1.57 spaces per 1,000 sf or 1.36 spaces per 1,000 sf (conflicting info in staff report and most recent parking study).
 - c. Comparable parking ratios for similar sites in close proximity to Metro Stations, such as North Potomac Yard (parking maximum of 1.21 spaces per 1,000 sf) and Eisenhower East (parking maximum of 1.66 spaces per 1,000 sf for sites with 1,500 ft of metro) (T&ES)

Virginia American Water Company

- C-1 COMMENT ADDED BY STAFF: Water service line shall not run laterally on public street. The building service line shall be directly (perpendicular) branch off from existing water main at either Glebe Road or Potomac Ave.
- 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 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 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 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 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.

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.

NEW SECTION ADDED BY STAFF: Health Department

Food Facilities

- C-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, corporation or location to another. Permit application and fee are required.
- C-2. Construction plans shall be submitted to the Health Department located at 4480 King Street and 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.
- C-3. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety 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.
- C-4. A Food Protection Manager shall be on-duty during all operating hours. The facility shall comply with the Virginia Indoor Clean Air Act and the Code of Alexandria, Title 11, Chapter 10, Smoking Prohibitions.
- R-1. In many cases, original wooden floors, ceilings and wall structures in historical structures may not be suitable for food service facilities. Wood materials shall be finished in a manner that is smooth, durable, easily-cleanable, and non-absorbent.
- R-2. Facilities engaging in the following processes may be required to submit a HACCP plan and/or obtain a variance: Smoking as a form of food preservation; curing/drying food; using food additives to render food not potentially-hazardous; vacuum packaging, cook-chill, or sous-vide; operating a molluscan shellfish life-support system; sprouting seeds or beans; and fermenting foods.

Child Care Facility

- C-1. An Alexandria Health Department Permit is required for all regulated facilities that are serving and/or preparing food. A permit shall be obtained prior to operation, and is not transferable between one individual, corporation or location to another.
- C-2. Construction plans shall be submitted to the Health Department located at 4480 King Street and through the Multi-Agency Permit Center. Construction 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.
- C-3. Construction plans shall comply with Alexandria City Code, Title 11, Chapter 2, The Food Safety 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.

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.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2014-0028 **Project Name:** National Industries for the Blind

PROPERTY LOCATION: 3000 Potomac Ave.

TAX MAP REFERENCE: 025.01-05-08 **ZONE:** CDD #10

APPLICANT:

Name: National Industries for the Blind

Address: 1310 Braddock Place, Alexandria, VA 22314

PROPERTY OWNER:

Name: LBG Parcel A LLC

Address: JBG Companies, 4445 Willard Ave, Suite 400 Chevy Chase, MD 20815

SUMMARY OF PROPOSAL Request for approval to construct a 100,000 square foot office building with first floor retail and underground parking

MODIFICATIONS REQUESTED Modification of Section 6-403, vision clearance, encroachment

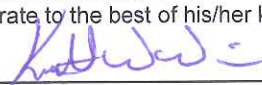
SUPs REQUESTED parking reduction

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

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

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

Kenneth W. Wire, Agent
Print Name of Applicant or Agent
McGuireWoods LLP, 1750 Tysons Blvd., Suite 1800
Mailing/Street Address
Tysons Corner, VA 22102
City and State Zip Code


Signature
703-712-5362 703-712-5222
Telephone # Fax #
kwire@mcguirewoods.com
Email address
July 2, 2015
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____
Fee Paid and Date: _____

Received Plans for Completeness: _____
Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

☐ the Owner ☒ Contract Purchaser ☐ Lessee or ☐ Other: _____ of the subject property.

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

The applicant is a 501(c)3 nonprofit corporation

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. National Industries	1310 Braddock Place Alexandria, VA 22314	100%
2. For The Blind		
3.		

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 3000 Potomac Ave. (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. LBG Parcel A LLC	4445 Willard Avenue	100%
2.	Chevy Chase MD 20815	
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are 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. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicate each person or entity and "None" in the corresponding fields).**

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

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

July 2, 2015

Date

Kenneth W. Wire

Printed Name



Signature

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.)*

The applicant requests approval to construct a 100,000 square foot office building with first floor retail and below grade parking on the southern end of the block. The applicant requests approval to construct the project in phases if needed, with a 70,000 square foot first phase and a 30,000 square foot second phase.

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

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

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

Typical of office and retail uses.

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

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

We anticipate 210 personnel during the typical 8:00 to 5:00 workday.

This includes NIB staff and office staff from potential tenants.

This does not include personnel related to retail unit.

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

Day	Hours	Day	Hours
Typical of office and retail uses.			

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

- A. Describe the noise levels anticipated from all mechanical equipment and patrons.
Typical of office and retail uses.

- B. How will the noise from patrons be controlled?
Typical of office and retail uses.

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

Typical of office and retail uses.

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

A. What type of trash and garbage will be generated by the use?

Typical of office and retail uses.

B. How much trash and garbage will be generated by the use?

Typical of office and retail uses.

C. How often will trash be collected?

Typical of office and retail uses.

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:

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?
210

B. How many parking spaces of each type are provided for the proposed use:
89 Standard spaces
44 Compact spaces
5 Handicapped accessible spaces
_____ Other

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

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

Retail parking provided off-site per agreement with JBG

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? 1

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

- C. Where are off-street loading facilities located?

- D. During what hours of the day do you expect loading/unloading operations to occur?
Typical of office and retail uses.

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
Typical of office and retail uses.

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?

Access is adequate

City of Alexandria, Virginia

MEMORANDUM

DATE: AUGUST 28, 2015

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: POTOMAC YARD DESIGN ADVISORY COMMITTEE MEETING
(PYDAC)

SUBJECT: **MEETING OF AUGUST 19, 2015 - RECOMMENDATION**

On Wednesday evening, August 19, 2015, The Potomac Yard Design Advisory Committee (PYDAC) reviewed the proposal for development of Landbay G, Block A, brought forth by the National Industries for the Blind. After the presentation and discussion about the project, the Committee voted 5-0-1 (aye-nay-abstain with 2 absent) to recommend approval by the Planning Commission and City Council, with the following conditions and comments:

- The applicant's proposal will be a great addition architecturally to the overall Potomac Yard development; however, due to the prominence of the site near the future Metro station and the central town green space, the Committee urges the applicant to continue to refine the architectural detailing of the brick grid element on the south and west facades, to add more variety and visual interest, especially as seen from the southwest.
- Because the project is adjacent to the future Metro station entrance, transitway route and central town green, the Committee recommends the staff to study if the sidewalks can be widened at the corner of S. Glebe Road and Potomac Avenue, to ensure adequate space for pedestrian and vehicular traffic flow.
- The Committee notes that the proposed plan would not make full and immediate use of the zoned retail and commercial space per the master plan's recommendations. Given the proximity to the future Metro station, the Committee emphasizes the importance of future development maximizing these allowances, and urges the City to take any appropriate measures to ensure the block's development is maximized on the site, as opposed to reallocating it to different blocks, to the extent possible.

End of Memorandum