



Development Special Use Permit #2017-0017
Encroachment #2018-0004
3030, 3050 Potomac Avenue, and portion of 3601 Jefferson
Davis Highway – American Physical Therapy Association

Application	General Data	
Project Name: American Physical Therapy Association - Potomac Yard Landbay G, Block A – Building A1	PC Hearing:	June 5, 2018
	CC Hearing:	June 23, 2018
	If approved, DSUP Expiration:	Pursuant to Zoning Ordinance, Section 11-418, Time of Validity.*
	Plan Acreage:	0.6097 Acres (26,558 SF); 0.6646 Acres (28,949 SF) w/Part Parcel 525
Location: 3030 Potomac Avenue (Landbay G, Block A) 3050 Potomac Avenue (Outlot A) 3601 Jefferson Davis Hwy (Part Parcel 525)	Zone:	CDD#10
	Proposed Use:	Office Use
Applicant: APTA Centennial Properties, LLC; represented by Cathy Puskar, 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. An amendment to previously approved Development Special Use Permit #2007-0022, as amended through Development Special Use Permit #2014-0028, with a request for a parking reduction;
2. A modification to the height-to-setback ratio for Dogue Street, Potomac Avenue and Wesmond Drive; and
3. An Encroachment for a transformer vault within the public right of way on Dogue Street.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

Rob Kerns, AICP; Development Division Chief rob.kerns@alexandriava.gov
Gary Wagner, PLA, ASLA; Principal Planner gary.wagner@alexandriava.gov
Michael Swidrak, AICP; Urban Planner michael.swidrak@alexandriava.gov
Stephanie Free, PLA, LEED GA, ASLA; Urban Planner stephanie.free@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, JUNE 5, 2018:

On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval of Development Special Use Permit #2017-0017, with a request for a parking reduction, a modification for the height-to-setback ratio, and ENC #2018-0001. The motion carried on a vote of 6 to 0, with Commissioner McMahon absent.

Reason: The Planning Commission agreed with the staff analysis. Commissioner Brown asked staff if the City is receiving any compensation for the proposed encroachment. Staff responded that the encroachment was facilitated through the Landbay G DSUP conditions, and that there was no specific compensation other than any application fees. Chair Lyman asked staff why the City was processing an encroachment if the street has not yet been constructed and if encroachments are permitted in the conditions. Staff answered that it is City policy that all requested encroachments with development projects require a formal application and approval if the encroachment will be located in a current or future right-of-way.

Commissioner Brown asked staff if the large stair towers included in the proposal are excludable from FAR calculations, which staff confirmed that the stairwells are excludable. Commissioner Brown also asked for clarification on the remaining square footage on Block A after the approval of NIB. Staff answered that APTA is not utilizing the full amount of allotted square footage for Block A, and approximately 22,000 net square feet of office space and nearly 1,500 square feet of retail space will remain as allowable square footage on Block A if this APTA proposal is approved. Vice Chair Macek asked if the remaining density could be shifted to other blocks in Potomac Yard, and staff affirmed that the square footage is available in Landbay G and could be reapportioned with future Landbay G DSUP amendments.

Chair Lyman noted her support for the realignment of Wesmond Drive and the creation of the publicly accessible plaza. Vice Chair Macek supported the investment of the applicant in the City, and that the City will work with the applicant on Metrorail Station access. Commissioner Wasowski noted her support for the proposed public art piece in the plaza related to the theme of movement.

Speakers: M. Catharine Puskar, representing the applicant, spoke in favor of the project. Ms. Puskar restated the project benefits, including the construction of new office space in the City and Potomac Yard, and the implementation of planning efforts through the construction of the realigned Wesmond Drive. Ms. Puskar stated her client's concern with the potential removal of the southern Potomac Yard Metrorail Station entrance. At the request of Commissioner Koenig, Ms. Puskar stated that the applicant plans to move quickly through the final site plan process to commence construction, to open the building by 2021, which is the 100-year anniversary of APTA.

DSUP#2017-0017

ENC#2018-0004

3030, 3050 Potomac Av, 3601 Jeff Davis Hwy (portion)
American Physical Therapy Association



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 108,000 square foot office building. This building will include approximately 69,903 square feet of below-grade parking with a total of 179 parking spaces.

The proposal provides several public benefits including:

- Retention of an existing office use in the city and valuable non-profit employer;
- Second 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 Metroway bus rapid transit (BRT) route and the forthcoming Metro station to be located in the vicinity;
- Publicly accessible plaza that will serve as a neighborhood amenity;
- A \$20,000 contribution for the installation of a Capital Bikeshare station; and
- Implementation of high quality streetscaping, contemporary architectural building design and compliance with the City's Green Building Policy.

B. Summary of Issues

The applicant, the American Physical Therapy Association (APTA), requests approval to amend the Development Special Use Permit (DSUP) 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 #2014-0028, to construct an office building on the northern half of Block A (Block A1) in lieu of the previously approved 220,123.00 net square foot office building occupying the entire block and in addition to the 100,000 net-square-foot office building on Block A2;
- Amendment to DSUP #2007-0022, as amended through DSUP #2014-0028, to reduce the parking ratios previously approved for office uses in Landbay G on Block A1;
- Encroachment for a transformer vault to be located in the Dogue Street right-of-way; and,
- Modifications for allowable height to building setback per section 6-403(A).

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 Landbay G approval for a signature building at this prominent location in the Town Center through the architectural integration and juxtaposition of the National Industries for the Blind (NIB) building on Block A2 and the APTA building on Block A1;
- The building design, including materials, articulation and fenestration, the treatment of the building entrances and the stair tower facing the plaza;
- The realignment of Wesmond Drive in relation to property line boundaries and the streetscape improvements;
- The activation of the plaza and its visual and physical integration with the APTA building and surrounding block;
- The location of the transformer vault; and
- Location of 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 of Landbay G in Potomac Yard. The site is within the designated Potomac Yard Town Center and is bordered by E. Glebe Road to the south, Potomac Avenue to the east, Dogue Street to the west, and future Wesmond Drive to the north and northwest. The Target department store and Potomac Yard Shopping Center, currently located in North Potomac Yard, are situated immediately to the north of the subject site. The future Landbay G Town Center Green will be located across E. Glebe Road to the southwest with the development of Block E. The site is completely devoid of any sensitive environmental features such as trees, steep slopes or waterways. The Town Center is becoming a regional transportation center with the Metroway BRT line operating with stops in the Town Center, and the siting of the future Potomac Yard Metrorail Station to the east.

Block A was subdivided into Parcels A1 and A2 with the approval of the Landbay G DSUP amendment for NIB in 2015. The proposed APTA office building will be constructed on Block A1, which is the northern half of Block A, and the NIB office building currently under construction is located to the south on Block A2. The development site also includes “Outlot A,” which is a parcel located to the north of Block A1 that was originally reserved as Dogue Street right-of-way with the initial Landbay G DSUP approval. A 2,391 square-foot triangular portion of land located to the north of Outlot A is currently owned by CPYR, the property manager of Landbay F in North Potomac Yard. Although this land is not technically part of the APTA development site, CPYR has provided written consent for APTA’s proposed improvements. More information on Outlot A and the aforementioned land owned by CPYR is located in the Section E of the Staff Analysis.

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 E. Glebe Road known as the future “Town Center Green.” Higher density buildings with a mix of uses are planned to embrace the park and activate it. This higher density is supported by existing and planned high capacity transit (the Metroway BRT and future Metrorail Station) to be located to the east along Potomac Avenue, and a collector parking garage is planned to serve the retail uses throughout the Town Center with the development of Blocks E1 and E2.

C. Original Block “A” Approval

The Development Special Use Permit for Landbay G was approved by City Council in January 2009 through DSUP #2007-0022. 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 an eight (8)-story, 220,123 square foot office building with 11,413 square feet of retail space on the ground floor. The building on Block A was approved as a single office building to occupy the entire block with below grade parking accessed from Dogue Street. Retail space was also planned for the Glebe Road frontage to relate to the core of the Town Center.

D. Development Approval for Block A2 (DSUP#2014-0028)

Block A was subdivided into Parcels A1 and A2 with the approval of an amendment to the Landbay G DSUP for NIB in 2015. In lieu of the originally approved 220,123.00 net-square-foot single office building, a smaller 100,000 net-square-foot building was approved and is now under construction on Block A2, or the southern half of the original Block A.

The office building is eight (8) stories, and NIB will occupy over 50,000 net-square-feet, including the boardroom, to be located on the eighth floor. The NIB development team has secured Kaiser Permanente as a medical office tenant for nearly 40,000 net square feet. Consistent with the original approval, approximately 10,000.00 net square feet of retail space is planned for the first floor, and pedestrian access to the retail will be located prominently on Potomac Avenue and E. Glebe Road. The proposal includes 179 parking spaces located on four (4) levels of below grade parking accessed from Dogue Street. The DSUP amendment included a parking reduction from the Landbay G shared parking ratios for office and retail. Subsequently, a parking reduction Special Use Permit (SUP) from the Zoning Ordinance requirement was approved in 2016 for the medical office use. The property owner of Block A2 has submitted additional applications to amend the building height and reduce the parking requirements from the DSUP2014-0028

approval. These requests are being considered by Planning Commission and City Council in June 2018 (on the same docket as the APTA DSUP amendment).

E. Proposal on Block A1 for APTA (DSUP#2017-0017)

The current proposal for an amendment to the Landbay G DSUP concerns the northern half of Block A (Block A1), where a 108,000 net-square-foot office building is planned to be used for the headquarters of APTA. The APTA offices will relocate from Transpotomac Plaza in Old Town North and plan to occupy the first four floors, and the seventh floor of the new office building. The fifth and sixth floors will be leased to other office tenants. The office building will have seven (7) stories including the boardroom on the top floor and a height of 101 feet. The building will be sited on Block A1, which measures 19,886 square feet.

The new APTA office building will directly abut the NIB building to the south and will also have a main entrance located on Potomac Avenue. The building follows the curve of Potomac Avenue, facing east with a glass and metal façade which wraps around the building to the north. On the west façade, facing Dogue Street, the windows are framed by a grid of precast concrete, while metal paneling punctuates the ground floor. The building's stairwell on the north facade is a signature tower element, encased in glass and perforated metal that marks the transition of the east and west façades as they wrap the building to the north.

The tower overlooks a triangular-shaped open space plaza at the northern portion of the site. This publicly accessible plaza is created through the realignment of Wesmond Drive northeastward, which is the recommended alignment in the North Potomac Yard Small Area Plan. The design of the plaza reflects APTA's mission of promoting physical activity with a series of interconnected walkways through the site and into the adjoining sidewalk. In addition to the open space and tree plantings in the plaza, brick sidewalks will be installed on Dogue Street, Wesmond Drive and a portion of Potomac Avenue, with concrete sidewalks to be installed along the remainder of Potomac Avenue, per the original Landbay G approval. Street trees will be placed along the site frontage, including three (3) BMP tree wells along the proposed Wesmond Drive.

Consistent with the site plan for Block A2, APTA places access to parking and loading facilities on Dogue Street. The parking garage will feature three (3) levels of underground parking with 179 spaces. The applicant requests a parking reduction with this DSUP application to provide a parking ratio that is less than the parking ratio approved with the original Landbay G DSUP. The building has one (1) loading space accessed from Dogue Street at the southwestern portion of the building. The loading space will be entered from a mountable curb and brick pavers and is also the proposed location for the building's transformer vault. An application for the encroachment of the transformer is included with this DSUP request. In addition to the DSUP and encroachment requests, the applicant is asking for a site plan modification for the height-to-setback ratio for Potomac Avenue, Wesmond Drive and Dogue Street.

III. ZONING

The site is currently zoned Coordinated Development District #10 (CDD #10). The site was originally approved through the Landbay G DSUP for a 220,123 square-foot office building with first floor retail and later amended to allow for development of two separate office buildings. 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 below includes the requirements for the entirety of Block A and the project site on Block A1 and Outlot A:

Table 1: Zoning

Property Address:	3030 Potomac Avenue	
Total Site Area¹:	0.6097 acres (26,558 SF)² <i>Block A1: 0.4565 acres (19,886 SF)</i> <i>Outlot A: 0.1532 acres (6,672 SF)</i>	
Zone:	Coordinated Development District #10	
Current Use:	Vacant Site	
Approved Use:	Office	
Proposed Use:	Office	
	Block A Permitted/Required	Proposed Block A1
Square Footage (Net)	Office (Block A Total): 220,123 SF <i>(Remaining)³: 130,074 SF</i> Retail (Block A Total): 11,413 SF <i>(Remaining): 1,462 SF</i>	Office: 108,000 SF Retail: 0 SF
Height	45 - 110 Feet	101 Feet
Parking	220 parking spaces ⁴	179 parking spaces ⁵
Loading spaces	0	2
Open Space		
Ground Level	1.5 acres ⁶	0.121 acres (5,250 SF)
Rooftop Total		0.063 acres (2,750 SF)
		0.184 acres (8,000 SF) ⁷

¹ Block A is a total 39,033 square feet (0.8961 acres).

² The total site area does not include the 2,391 square-foot portion of Landbay F located to the north of the site area that is included in this application with the letter of consent from the property owner (CPYR).

³ Square footage remaining after the DSUP2014-0028 approval for NIB on Block A2.

⁴ Required parking (based on proposed office size on Block A1) pursuant to the parking reduction approved with the Landbay G DSUP, as amended.

⁵ The requested parking reduction is to be processed as part of the DSUP Amendment and amended conditions.

⁶ Open space required for entire Landbay G.

⁷ Does not include the 1,100 SF of open space located on Landbay F to the north that is contiguous with the project site.

IV. STAFF ANALYSIS

A. Consistency with the Citywide 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 following sections of the staff report, this application proposes to provide a new home to a significant employer and will be a catalyst project for the designated “Town Center” of Potomac Yard. This applicant brings an office user, likely the second to be constructed in Potomac Yard, that will support the vision for a town center, the Metroway BRT line and future Potomac Yard Metrorail Station located in the vicinity of the 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. The proposal is also consistent with the Plan Principles (page 4) of the updated North Potomac Yard Small Area Plan, which was approved by Council in 2017. This is significant since the North Potomac Yard boundary is located directly to the north of the site. The APTA proposal is consistent with the plan principles that include the promotion of “excellence in design,” its contribution to a “vibrant and diverse mixed-use community,” and the addition of the plaza to a “network of usable open spaces and parks” planned for the neighborhood.

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. Below is an analysis on how the development proposal is consistent with the Urban Design Principles (Section 2) and Building Guidelines (Section 4) that are outlined in the Potomac Yard Design Guidelines.

Urban Design Principles

Creating Neighborhoods

Both the APTA and NIB development proposals for Landbay G, Block A fulfill 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. The office projects thus far approved for Landbay G provide a significant employment

base that is essential to the creation of a mixed-use neighborhood and Town Center. Further, the progression of the plan to realign Wesmond Drive with this proposal will enhance the street grid and multi-modal porosity in the Town Center.

Town Center

This proposal will enhance the balance of the Town Center, by providing more office users and workers. The APTA building will be constructed in a Landbay that currently has residential and commercial uses and will soon have professional office and medical office uses with the construction of the NIB building. The construction of the plaza will serve as a transitional element between North Potomac Yard and the Town Center.

Pedestrian-Friendly Environment

Streetscape improvements, including unobstructed sidewalks, street trees and pedestrian-scale lighting are proposed along each frontage. The proposed plaza design provides seating areas and an active pedestrian network for the Town Center that will be directly connected to the sidewalk network. The curb ramps leading to the crosswalks across Potomac Avenue at the northeast portion of the site will be separated for accessibility purposes, and a condition of approval has been added that details the process for constructing a ramp and crosswalk across Wesmond Drive to the future IDA site that will be designed to accessible standards.

Mixed-Use Development

The proposal for an office use 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 Giant food store, located on Route 1, will serve as the bookend at the western edge of the Town Center. To date, nearly all the approved projects within all of Potomac Yard have been residential uses with some limited retail spaces. The office use(s) in the APTA building will introduce another large office tenant within Landbay G, in addition to what is currently under construction at the NIB site. This project will provide an important office component to the Town Center that furthers a mixture of uses and provides 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 Urban Design Guidelines for Medium-Sized Office Buildings.

- “Urban Standards:”
 - Regarding frontage and orientation, the realignment of Wesmond Drive will create a northern building frontage that does not correspond directly to the front lot line, though there is support for the site layout due to the creation of a publicly accessible

and pedestrianized plaza and the prominent northern frontage that relates to the plaza.

- The height and massing of the proposed building utilizes “simple geometric shapes,” and complies with the height standards.
- 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.
- “Architectural Standards:”
 - Regarding fenestration and roofscape, the exterior openings and fenestration are proportionately appropriate for the office use, and compatible the fenestration patterns on the NIB building. The architect has also structurally integrated the mechanical penthouse into the stair tower element, which creates a strong architectural form.
 - The building is proposed to be constructed with high-quality materials, including precast concrete, metal and glass.

C. Consistency with Citywide 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). The applicant has agreed to the condition of approval that requires the achievement of LEED Silver or equivalent for the project.

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. The proposal does not include any public art installations, though the applicant has shown interest in potentially adding public art elements related to the themes of movement and activity in the plaza, which would be complementary to the plan for the diagonal walkways in the plaza and the abstract design for the northern stair tower. Staff will work with the applicant on the inclusion of any installations in the plaza through the Final Site Plan process.

D. Building Design

The approval of the NIB building and the subdivision of Block A into two parcels replaced the original Landbay G approval, which included an approximately 220,000 square-foot office building that occupied the entire block. The original office building was designed as a two-part massing with a grid of masonry (southern half) and a glassy element on the northern half of the building. The original building was also designed with a continuous curvature on its eastern façade that paralleled Potomac Avenue. While the NIB building on the southern half of the block is designed with the masonry grid similar to what was originally approved, the APTA office building is designed with a glassier facade and a strong curve that begins mid-block, picking up where the NIB façade stops, and moves northward along Potomac Avenue.

Staff worked with the applicant on refinements to the building design throughout Concept Plan and Preliminary Plan review, with a strong focus on the integration and juxtaposition of the NIB and APTA buildings. The eastern façade of the APTA building is designed to be co-planar with the NIB building so that the curve of the buildings along Potomac Avenue reads continuously along the block. Further, the height of the entrance portal at the southeast corner of the APTA building is designed to align with the two-story retail massing at the base of the NIB building. This entry portal is framed with metal panel and precast concrete that extends beyond the glass façade, which relates to the glass and metal elements of the NIB building. While staff believes the design of the proposed entry portal is successful in concept, details of exactly how the portal meets the adjacent brick on the NIB building have not been provided by the applicant; therefore, staff has provided condition language (#62) that requires the applicant to further differentiate the southern edge of the entrance portal from the adjacent NIB building. It is staff's suggestion that the applicant provide a minimal reveal, (4"-8") between the brick on the NIB building and the southern edge of APTA's entrance portal to avoid an unsightly and bluntly aligned butt-joint between the two buildings.

3030, 3050 Potomac Av, 3601 Jeff Davis Hwy (portion)
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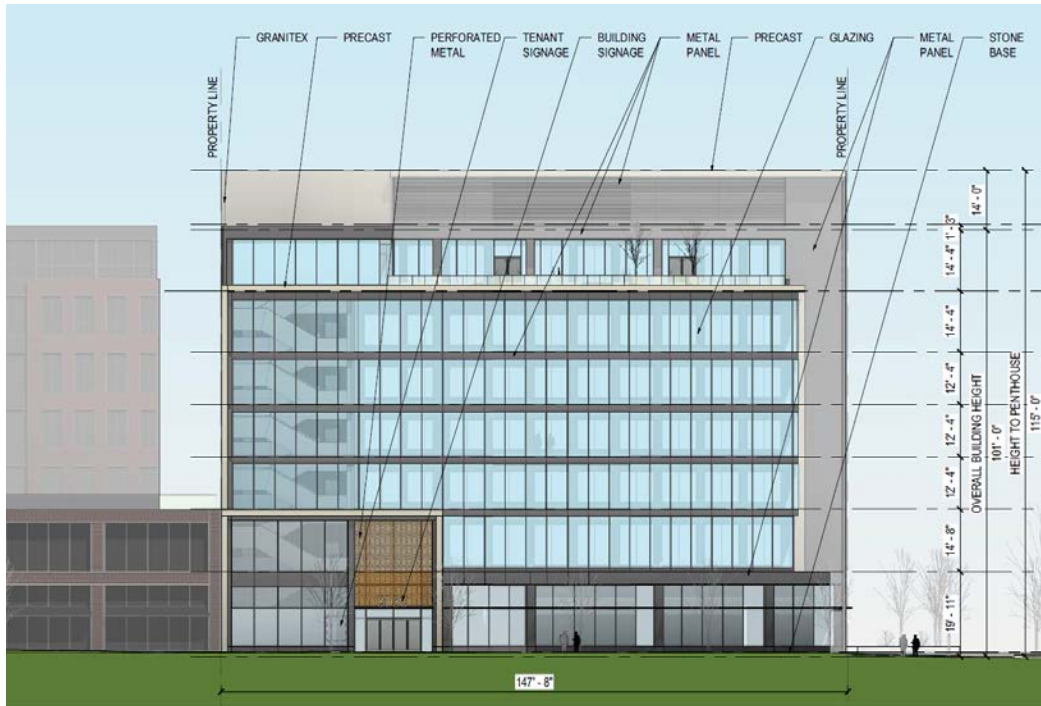


Figure 1: Eastern elevation of the APTA building where the entrance portal meets the NIB building.

The first floor of the building is framed by metal panel that continues at the same plane as the entry portal to reinforce an active frontage and pedestrian realm at the ground level. The floors above are a recessed glass and metal façade that curve continuously with Potomac Avenue, defining the eastern boundary to Potomac Yard.



Figure 2: The eastern elevation of the APTA building (right) with the NIB building on the left.

The east façade is contrasted by the western building facade, where the window pattern is grounded by a framework of dark and light-colored precast concrete panels. The regular fenestration pattern within the solid material framework works as a façade for the more functional “back of house” along Dogue Street. The western façade partially wraps around the building at the southwest corner, where the upper floors are setback about 13 feet from the southern property line, allowing for the window pattern to continue. The southern façade is located along the property line shared with NIB. Limited views of this façade can be seen from Dogue Street and Potomac Avenue, and staff worked with the architect to reduce the appearance of this façade as a blank wall. This is achieved through the use of precast concrete at each end of the façade, which transitions to the use of Granitex, an applied material that appears similar to concrete or stone, which will be applied in a manner that resembles panels. The seventh-floor boardroom is placed at the southern building line, and the glass and metal panel box is set back from the eastern façade, though opens to views of the Potomac River.



Figure 3: Main entrance on Potomac Avenue.

While the eastern frontage is the primary building frontage, in many regards the northern, secondary frontage will be located at the most visible and prominent portion of the site. The northern façade fronts the plaza created from the realignment of Wesmond Drive, and the curvature of Potomac Avenue creates a direct line of sight when traveling southward into the Town Center. The northern frontage is also where the glassy, curvilinear form on the east meets the precast framework along the western portion of the building. These forms meet at the tower element, which is encased in precast concrete and perforated metal paneling with glass panels on the northern building wall that terminates several feet above the seventh floor.

The applicant desired to express the stairwell within the tower as a prominent building feature that reinforces the themes of movement and physical activity which APTA so vividly embodies. Staff worked with the architect to visually deemphasize the functionality of the stairwell and focus on an abstract and potentially interactive design. The applicant has responded by wrapping a perforated metal screen around the tower which relates to the materials used at the entry portal on the eastern building façade and to the strongly diagonal walkway bands in the plaza. Given the prominence of the stair tower and the emphasis placed on it as an identifier for the building within Potomac Yard, staff believes that the design should be further refined to achieve a greater sense of depth. Therefore, condition language (#62) is provided in the Staff Recommendations section of this report which asks the applicant to continue to refine the design of the stairs within the tower to build on the visually engaging sense of depth through the use of materials, color, and/or lighting.

The tower's form continues above the main roofline and integrates the mechanical penthouse with the same metal cladding that defines the sides of the tower. Adjacent to the stair tower on the northern façade, fronting the plaza, is a secondary building entrance for bicycle commuters, and the northeast portion of the building contains space on the first floor that could potentially be converted into a tenant space for an accessory (i.e. café) or future retail use.

Overall, through meetings and correspondence with the applicant team and through PYDAC review, the applicant has refined the building design since the initial Concept submission. At the time the project was endorsed by PYDAC, staff asked the applicant to voluntarily continue studies on the Potomac Avenue entrance portal, and how it interfaces with the adjacent NIB building section, and the further abstraction of the northern stair tower element as described above and in the staff-recommended Conditions. The latter refinement could include the addition of colored lighting or paneling on the outside railing of the staircase, or the use of LED or other lighting on the staircase or between the glass and perforated metal crim. Staff views these refinements as minor in nature that can be easily integrated into the normal design development process.

Signage

All signage within Landbay G must be consistent with the Coordinated Sign Program that was approved with the Landbay G DSUP and was amended in 2012 with the Block H DSUP Amendment approval. The amended Coordinated Sign Program states on page 4, "In no case shall the height and hotel and office signs exceed 90 ft. above the grade of the building... without approval by the Director of P&Z." The proposed building signage located at the top of the stair tower on the northern building façade is located approximately 97 feet above average finished grade (AFG) at its highest point. The Director of Planning and Zoning reviewed the proposed building signage and agreed to the signage height as shown on the Preliminary Plan because lowering the signage would obstruct the sculptural expression of the stair tower and create an imbalance in the north elevation. Staff will also review the design and materials of the signage during Final Site Plan for compliance with the Coordinated Sign Program and related conditions of approval.



Figure 4: Northern elevation, featuring stair tower and signage as currently proposed.

E. Wesmond Drive Alignment and Future Subdivision

Wesmond Drive Realignment

The original Landbay G DSUP was approved in 2009, which established the infrastructure framework for the entire landbay. At this time, a road alignment around Block A included E. Glebe Road to the south and Potomac Avenue to the east. Dogue Street lined the western and northern boundaries of the block as it wrapped around Block A and intersected with Potomac Avenue (the “alternate alignment”). Outlot A, a parcel originally created to connect the northernmost leg of Dogue Street with Potomac Avenue, was intended to be dedicated to the City at the time that a final certificate of occupancy was issued for Block A or D, whichever came last.

However, with subsequent amendments to the Landbay G DSUP, including those for the IDA development (Block D) and NIB (Block A2), and the adoption of the recently updated North Potomac Yard Small Area Plan, a plan to continue Wesmond Drive eastward from Route 1 to

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American Physical Therapy Association

Potomac Avenue was realized (the “preferred alignment”). With this alignment, Wesmond Drive will serve as the border between Landbay G and Landbay F (North Potomac Yard) and will be fully constructed when Blocks A, D, and G of Landbay G are developed, and/or the North Potomac Yard Shopping Center redevelops. The extension of Wesmond Drive to Potomac Avenue thereby eliminates the intersection of Dogue Street with Potomac Avenue and expands Block A1 to the north, which is utilized for the plaza on the APTA Preliminary Plan. Within this expanded area is a small parcel, referred to as “Part Parcel 525.” On the APTA (Block A1) Preliminary Plans, this area is the northern tip of the plaza.

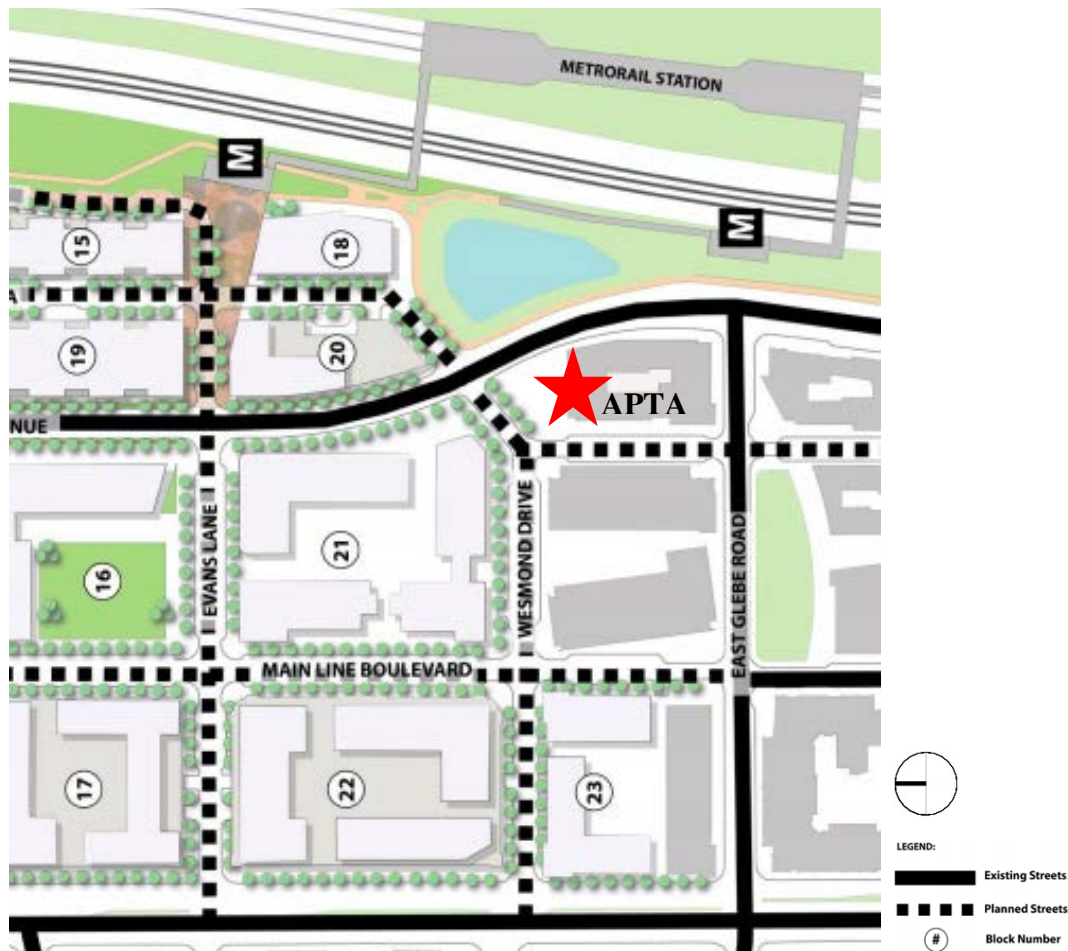


Figure 5: Road framework plan from the North Potomac Yard Small Area Plan where Wesmond Drive continues eastward from Route 1 to Potomac Avenue.

Since Part Parcel 525 is within Landbay F, zoned CDD#19, and owned by CPYR, this owner provided the applicant of APTA (Block A1) with a letter of consent for inclusion in their DSUP application to allow APTA to proceed with the improvements as shown on the Preliminary Plans, including the construction of the Wesmond Drive extension and installation of a public plaza to include hardscape, landscape, and streetscape improvements.

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Further, the preferred alignment of Wesmond Drive is not yet reflected in the Landbay G Infrastructure Plan. However, JBG Smith, the developer of the Landbay G Infrastructure Plan, filed a Minor Site Plan Amendment application to reflect this preferred alignment of Wesmond Drive. This application is currently under review by staff and is running concurrent with the development application for APTA.

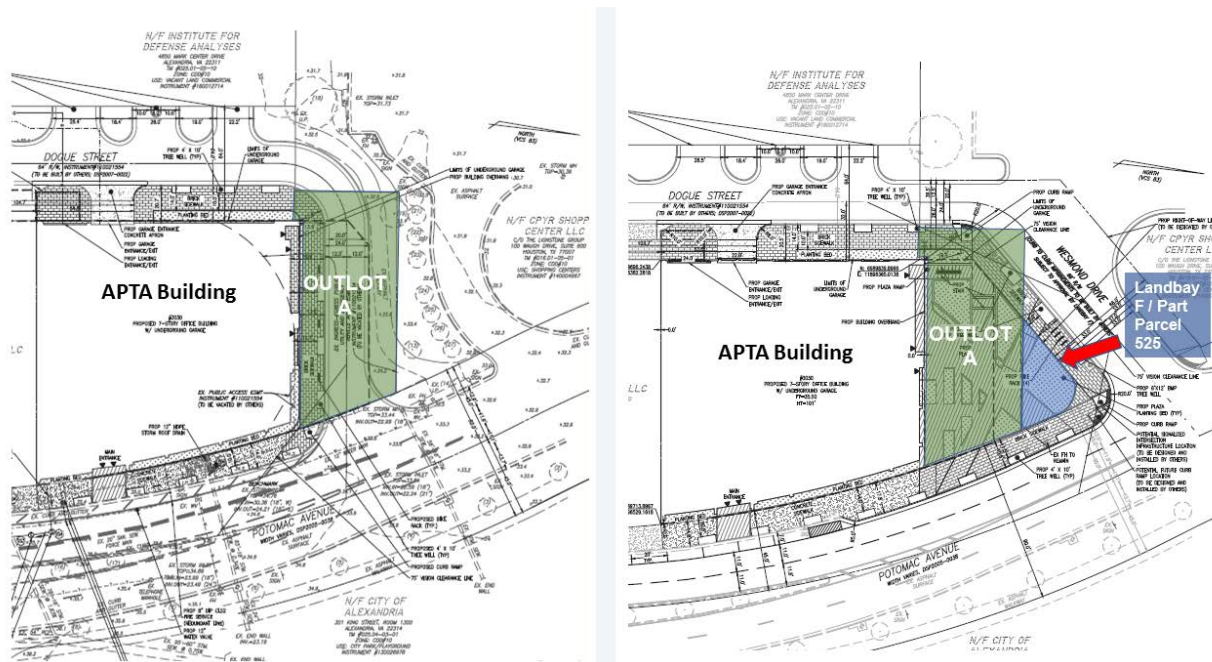


Figure 6: Alternate Alignment, where Dogue Street wraps around the north of the site (left), and preferred alignment, where Wesmond Drive is routed along the northern border of Landbay G and intersects Potomac Avenue (right).

Future Subdivision and Rezoning Process

Although CPYR provided a letter of consent for APTA to proceed with the proposed improvements and preferred alignment of Wesmond Drive, the applicant of APTA together with CPYR plan to submit a rezoning application and a subdivision application for consideration by Planning Commission and City Council in fall 2018. As seen in Figure 6 above, the preferred alignment of Wesmond Drive creates two segmented pieces of land: Part Parcel 525 (owned by CPYR) and a triangular portion of Outlot A (owned by APTA) that falls within future Wesmond Drive right-of-way. These applications will “clean up” the property lines associated with both land owners. The rezoning application will rezone Part Parcel 525 from CDD#19 to CDD#10 and the subdivision application will transfer ownership of Part Parcel 525 to APTA. Subsequently, APTA will transfer the triangular portion of Outlot A to CPYR. Further detail regarding future right-of-way dedication is outlined in the amended conditions of approval. The relevant conditions (#10f & #40) also outline the process in the event that the preferred alignment of Wesmond Drive is not approved through the Minor Site Plan Amendment of the Landbay G Infrastructure Plan. In this scenario, the alternate alignment of Dogue Street and Block A will be constructed. Sheet 6 of the APTA Preliminary Site Plan illustrates this alternate site layout.

F. Open Space

The Potomac Yard Design Guidelines require approximately one (1) acre of open space within Landbay G, which is predominantly fulfilled through the Town Center Green, located across E. 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 E. 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.

On-Site Open Space

As discussed in the section above, the preferred alignment of Wesmond Drive creates a significant amount of on-site, ground-level open space which will receive a public access easement. This 5,250 square-foot area⁸ to the north of the building will feature planting areas, seating, and a network of diagonal walkways which crisscross the open space and connect directly between the Dogue Street, Wesmond Drive and Potomac Avenue sidewalks. The design of the plaza is meant to resemble an interconnected network of muscle fibers, reinforcing APTA's focus on movement and activity. A hierarchy of movement is established with pathways of varying widths and materials, which draw pedestrians from the public streetscape, the adjacent park, and surrounding uses through the plaza. Minor pathways connect the larger ones, with areas of seating and raised planters in between them. The pathways will be paved with poured-in-place concrete and precast concrete pavers that intersect with the public sidewalks.⁹ The constraint of the underground garage, which extends below Block A1 and Outlot A, require the applicant to utilize raised planters in order to provide shade trees and meet the required 25-percent crown coverage. The original Landbay G approval restricted the use of raised planters for trees; however, staff has proposed an amendment to Condition 24 in order to allow the use of raised planters within plazas (in addition to courtyards and rooftops), which will provide a benefit to the plaza and site.

In addition to ground-level open space, the applicant is providing a 2,750 square-foot rooftop open space for the users of the office building. This rooftop space will be programmed with furniture and above-grade planters and will provide views eastward of the Potomac River and George Washington Memorial Parkway.

⁸ This figure does not include an additional 1,100 square feet that would be added with the inclusion of Part Parcel 525 after the required rezoning and subdivision.

⁹ The precast concrete pavers are pending approval in a forthcoming Memo to Industry that will replace current Memo to Industry 10-11. A condition of approval has been added that requires a maintenance agreement between the City and the applicant in the event that this Memo is not approved.

G. Pedestrian and Streetscape Improvements

The proposal is consistent with the streetscape requirements outlined in the Potomac Yard Design Guidelines. Dogue Street will be completed by the developer of the Landbay G Infrastructure Plan, JBG Smith, prior to occupancy of the NIB building. APTA will construct the southern curb and a partial roadway segment of Wesmond Drive, subject to the approval of the Landbay G Infrastructure Plan amendment as described above. Staff worked with the applicant on the placement of the southern curb of the future Wesmond Drive segment to best accommodate sidewalks, amenities and tree plantings when the APTA building is constructed, and a protected cycle track for bicycle commuters when the remainder of the street is constructed with the redevelopment of Landbay F.

With this approval, APTA will also complete the sidewalks and amenities along their portion of Block A. Specifically, this will include a brick sidewalk along the Wesmond Drive and Dogue Street frontage, and a portion of Potomac Avenue adjacent to the plaza. Additionally, a concrete sidewalk is proposed along Potomac Avenue in front of the building. Potomac Avenue and Dogue Street will have a minimum 10-foot-wide sidewalk with 4-foot-wide tree wells, and Wesmond Drive will have a minimum 8-foot-wide sidewalk with 6-foot-wide tree wells. The standard tree wells on Dogue Street and Potomac Avenue, in addition to the BMP tree wells on Wesmond Drive, will be constructed with a continuous soil panel underneath the sidewalk parallel with the curb and in alignment with the inner edge of the tree wells.

As mentioned in the Open Space section above, the publicly accessible plaza will be directly connected to the sidewalks adjacent to the site frontage with crossing walkway bands that traverse the plaza. The proposed paver and concrete paving treatments will continue from the site into the sidewalks in each right-of-way and will utilize City-approved materials that can be maintained by the City in the future. This treatment will replace the concrete banding designed to represent rail lines, which was originally proposed within the brick sidewalks to recall the rail history of the Yard in the Town Center.

H. Parking

Parking Facilities

The applicant proposes to accommodate the office parking with 179 spaces on three (3) levels of below-grade parking with vehicular access proposed on Dogue Street. 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 nine (9) spaces (or 5% of spaces) with electric connections for recharging electric vehicles. As discussed in greater detail below, the applicant requests approval to provide on-site parking below the previously approved rate for office uses in Landbay G.

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 within Block A, Block A1 (or Building A1) only. This request is for a reduction in the required parking from the shared parking ratios approved with the original Landbay G DSUP (DSUP#2007-0022), which were approved per the conditions of the Potomac Yard CDD (CDD#99-001, as amended). Previous parking reductions for Block D, H and Block A2 were also integrated into the primary DSUP Amendment request.

The original shared parking agreement from 2007 called for the provision of 2.03 spaces per 1,000 square feet (SF) of office. The applicant has requested the provision of 1.66 spaces per 1,000

square feet of office. Staff supports this reduction in minimum parking requirements based on proximity to transit and previously approved parking reductions for projects in Landbay G. The site is located near the Metroway BRT and short distance to the future Potomac Yard Metrorail Station. 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, and the adjacent NIB building was approved in 2015 with a ratio of 1.53 spaces per 1,000 SF of office space.

This effective parking ratio included in this proposal is also higher than the maximum parking ratio allowed in the recently adopted commercial parking standards in Section 8 of the Zoning Ordinance. The Zoning Ordinance allows a minimum of 0.25 and a maximum of 1.50 parking spaces per 1,000 SF of office space in what is called the “Enhanced Transit Area.” If the approved Landbay G shared parking ratios did not apply for this proposal, an SUP application for providing parking above the maximum allowed per Section 8 of the Zoning Ordinance would have been required.

I. Vehicular Access and Loading

The development does not require loading based on the proposal, which only includes an office use. The applicant nevertheless will provide one loading dock 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 future Institute for Defense Analyses building across the street located most of their parking and loading area on the west side of Dogue Street.

In order to offset the impacts of locating multiple parking and loading entrances on this block of Dogue Street, staff added a condition to the amended Landbay G conditions with the NIB approval that required that NIB provide a “knockout panel” on the P1 level of its underground parking garage to allow for the connection of the NIB and APTA parking garages through only one entrance. Staff encouraged APTA to utilize this knockout panel to remove the need for the additional curb cut. The applicant made clear early in the process that this option was not desirable, and that a separate entrance to the parking garage adjacent to APTA property would be constructed. The applicant has offered to construct a mountable curb in front of the loading dock entrance that would remove the need for another driveway apron along the APTA property in order to mitigate the impacts of adding two curb cuts to Dogue Street.

J. Traffic Circulation

The proposed APTA building will be constructed 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 1,481 vehicle trips per day are expected. The road infrastructure, based on a traditional grid, was originally designed to accommodate the complete build-out of Landbay G.

Block A is located on the Metroway BRT line, which has stops on E. Glebe Road and Potomac Avenue, and provides convenient transit access to the Braddock Road Metro station to the south and the Crystal City Metro station to the north. The site will also be located no more than a few blocks from the entrance to the future Potomac Yard Metrorail Station.

The Potomac Yard Trail bicycle and pedestrian path provides connections between Braddock Road Metrorail Station and Arlington County, and is located to the east on Landbay K, which is the Potomac Yard linear park, and to the north, adjacent to Potomac Avenue in Landbay F. APTA is providing a total of 18 bicycle parking spaces on the ground floor of the building by the entrance facing the plaza. The applicant is also providing a \$20,000 contribution for the installation of a Capital Bikeshare station in the vicinity of the site.

K. Modifications

Height-to-Setback Ratio

As part of this proposal, the applicant is requesting a modification to the height-to-setback 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, Wesmond Drive and Dogue Street. As proposed, the building is 101 feet in height and immediately adjacent to the Dogue Street property line, is set back approximately 5 feet (with a few exceptions) on Potomac Avenue. The building is also as close as 50 feet to the centerline of the realigned Wesmond Drive and requires relief for this frontage. Pursuant to the height-to-setback 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 approximately 90 feet, while the maximum height at the building face on Wesmond Drive should be 100 feet and Dogue Street should be 64 feet.

In this case, staff supports the request to modify the height-to-setback 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 height-to-setback ratio was approved for this Block in the original Landbay G approval, and the current modification request will bring the proposed building into zoning compliance. As the Small Area Plan and Design Guidelines establish specific height and setback standards, staff supports the modification request.

L. Encroachment (ENC#2018-0004)

The applicant requests an encroachment into the public right-of-way to install an underground electrical vault. The vault will be located underneath the sidewalk within the Dogue Street right-of-way, in the portion of sidewalk located adjacent to the loading dock entrance for the APTA building. The proposed area of encroachment is rectangular in shape, measuring 31.7 feet in length and 19.0 feet in width, or 602.3 SF, according to the submitted encroachment exhibit. A similar request has been made for the NIB building (ENC#2016-0005), where a transformer vault will be placed below the Dogue Street sidewalk adjacent to the parking and loading area for the building.

Staff does not object to the applicant's request to install an electric transformer vault in the public right-of-way in the proposed location. The construction of the underground vault in the right-of-way for Dogue Street will facilitate necessary access for Dominion Virginia Power to service the vault. The ongoing DSUP conditions for Landbay G have already specified that transformer vaults "may be placed in the street right-of-way or in driveways."

Constraints on placing the transformer vault on-site included its impedance in the design of the plaza, which will be private-owned but will function as a public space, and design issues with placing the vault in the area designated for the underground garage, which extends under most of the plaza area. As proposed, the vault hatch will be flush with the sidewalk and be covered with brick pavers to match the adjacent sidewalk areas. Staff has confirmed with an amendment to the conditions that the vault will be vented through the underground garage.

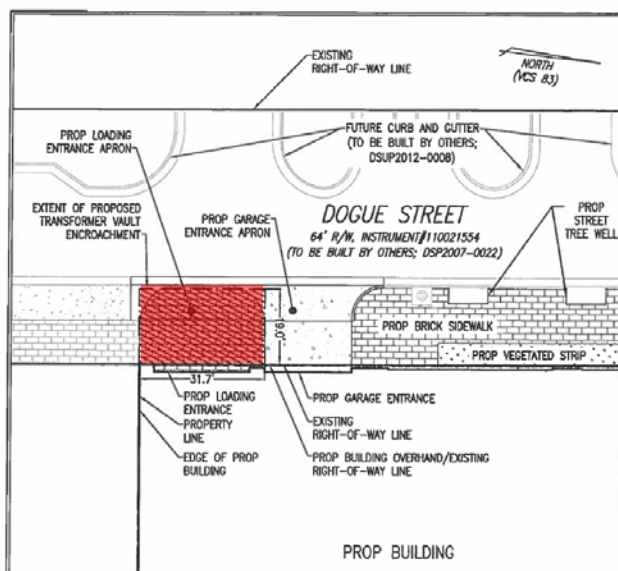


Figure 7: Encroachment exhibit.

V. COMMUNITY

The proposed application was introduced to the Potomac Yard Design Advisory Committee (PYDAC) during the January 2018 meeting. After receiving the detailed presentation, PYDAC members engaged in a dialogue asking several clarifying questions about the project related to the building footprint, design and location of the transformer vault. In general, the committee expressed 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 April 18th where updated design plans were presented. PYDAC members expressed satisfaction to the building refinements since the project was first presented to the committee, especially in regard to the refinement to the northern stair tower element. A committee member also asked that the applicant provide a sample of the Granitex material to be used on the southern façade to Planning Commission to view at its hearing. The Committee passed a motion to support the project by a vote of 6-0, with three (3) PYDAC members in absence. Both meetings were open to the public and were announced as such.

The applicant also contacted the newly formed Potomac Yard Civic Association in April regarding the project. The president of the civic association was alerted via email about the project and said she would inform members of the April PYDAC meeting, and provide any questions or concerns to the applicant.

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 American Physical Therapy Association subject to compliance with all applicable codes, ordinances and the following staff recommendations noted below in Section VIII.

VII. GRAPHICS

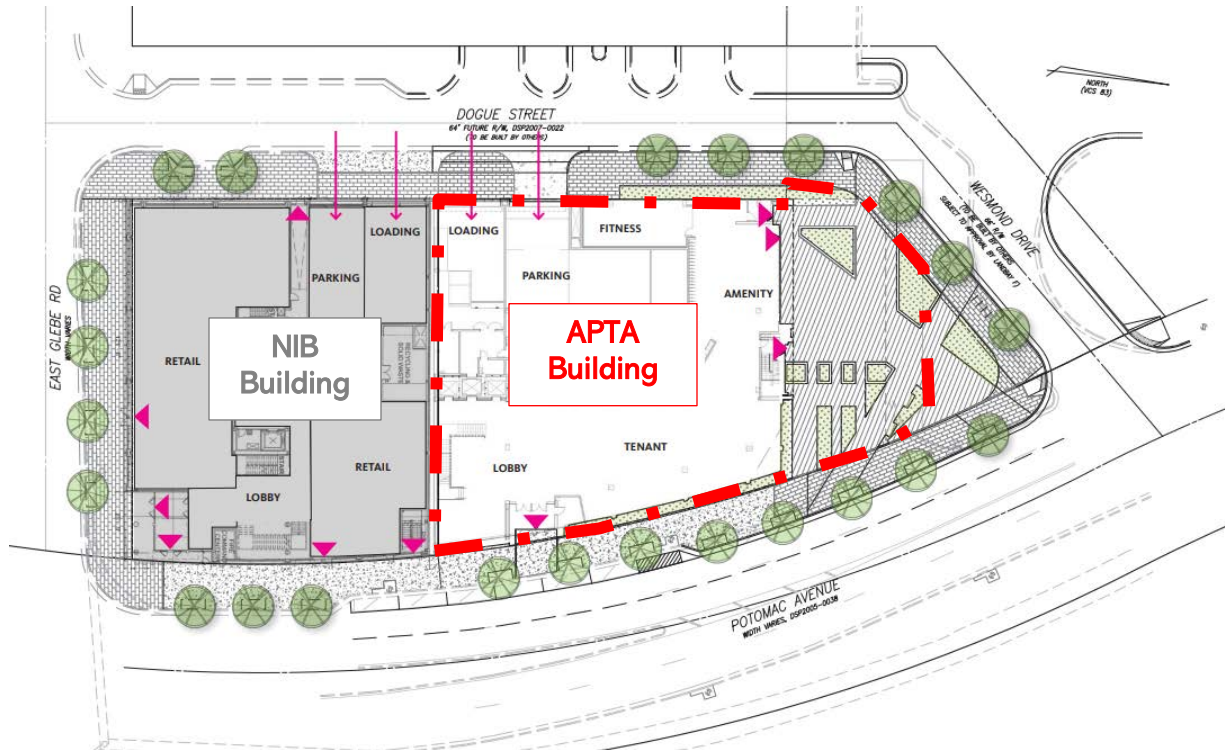


Figure 8: Site plan.

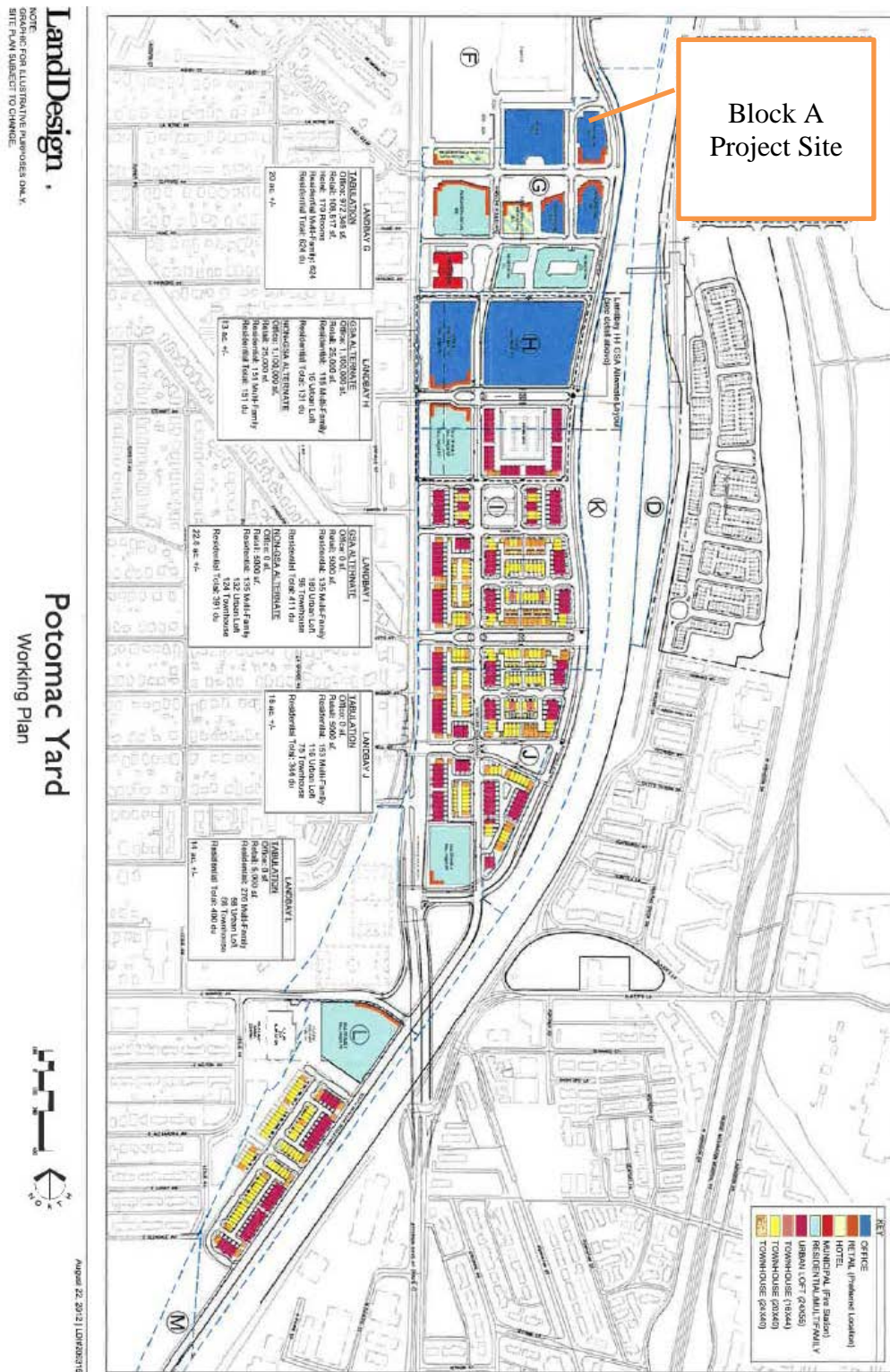


Figure 9: Potomac Yard (South) Concept Plan



Figure 10: Building A1 with Landbay G and North Potomac Yard context.



Figure 11: View from the northeast (Potomac Avenue in foreground).



Figure 12: View from the northwest (Dogue Street and Wesmond Drive in foreground).

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Figure 13: Landscape site plan.

VIII. STAFF RECOMMENDATIONS

The following staff recommendations are amendments to DSUP #2007-0022, as amended through DSUP #2014-0028, which apply to DSUP #2017-0017 (Building A1). Specific recommendations that are no longer applicable or have been amended, added, deleted, or satisfied, include the following:

Conditions Amended: 1, 2, 10, 12, 21, 24, 34, 37, 40, 62, 63, 71, 73, 89, 90, 98, 99, 100, 104, 109, 129

Conditions Added: 16A, 80A, 94A, 94B, 94C, 99A, 104A, 134A

Conditions Deleted: 3, 39

Code Comments Amended: ARenew C-1, R-1

Code Comments Added: VAWC R-4A, ARenew R-1A, ARCH F-1, F-2

Code Comments Deleted: ARenew R-2

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

1. **CONDITION AMENDED 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 #~~2018-0008~~ 2017-0017 (Building ~~A2~~ A1), 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)(~~DSUP2018-0008~~)(DSUP2017-0017)
2. **CONDITION AMENDED BY STAFF:** DSUP #~~2014-0028~~ 2017-0017 is approved for the entire +/- 108,000 net square foot building as depicted in the Preliminary Plan for Block A (Building ~~A2~~A1), dated ~~July 2~~March 20, 2015~~2018~~. (~~DSUP2014-0028~~ 2017-0017)
3. **CONDITION DELETED 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.

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- 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.~~ Dogue Street north of Glebe Road, and Wesmond Drive east of Dogue Street to Potomac Avenue, shall be constructed prior to the issuance of a certificate of occupancy permit for Building A1, Building A2 or Block D, whichever is first, in accordance with one of the following options:
 - i. In the preferred option shown on Sheet 4 of the preliminary site plan for Building A1, subject to all necessary City approvals and execution of all necessary easements, conveyances, dedications and/or agreements by the applicant and other necessary parties, Dogue Street shall be constructed curb to curb and operational including all associated street lights, street signs, underground utilities, and temporary asphalt sidewalks from Glebe Road to Wesmond Drive, and Wesmond Drive shall be constructed from Dogue Street to Potomac Avenue from face of southern curb to the limits shown on the revised infrastructure plan being processed by others. A public access easement over Wesmond Drive shall be provided prior to the release of the final site plan for Building A1 until such time that Wesmond Drive is dedicated to the City as public right of way by others.
 - ii. In the event that the necessary easements, conveyances, dedications and/or agreements are not executed by the necessary parties prior to release of the final site plan for Building A1, then the alternate alignment of Dogue Street (Public) and Dogue Street (Private) on Outlot A shall be constructed and operational including all associated street lights, street signs, underground utilities, and temporary asphalt sidewalks from Glebe Road to Potomac Avenue as shown on Sheet 6 of the preliminary site plan for Building A1. A public access easement over Dogue Street (Private) shall be provided prior to the issuance of the final certificate of occupancy for Building A2, or prior to the release of the final site plan for Building A1 or Block D, whichever is first. At such time as Wesmond Drive between Dogue Street (Public) and Potomac Avenue is constructed by others, the applicant shall grant reasonable easements necessary for the construction of Wesmond Drive and the removal of Dogue Street (Private) on Outlot A.
 - iii. The applicant of Building A1 shall include the alternate alignment of Dogue Street and Wesmond Drive as set forth in Condition 10(f)(ii) in addition to

the preferred option, as set forth in Condition 10(f)(i), with the final site plan submission until which time the ultimate alignment is determined. The ultimate alignment shall be determined prior to the release of the final site plan.

1. If the alternate alignment as set forth is Condition 10(f)(ii) is implemented, the applicant of Building A1 shall make any adjustments to the final site plan necessary to comply with all applicable City codes and ordinances, including a contribution to the City's Living Landscape Fund of \$250 per large canopy tree deficient of meeting the required 25% crown coverage, to the satisfaction of the Directors of T&ES and P&Z.
- 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.

1. 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) (DSUP2017-0017)
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 February 12, 2015, 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 A, 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)

3030, 3050 Potomac Av, 3601 Jeff Davis Hwy (portion)
American Physical Therapy Association

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.
 - x. Building A2 shall provide parking pursuant to the requirements of the Zoning Ordinance for the professional office, special commercial and restaurant uses. The medical office use will adhere to the parking ratio established with SUP 2016-0035.
 - xi. Building A1 shall provide a maximum of 179 parking spaces within the below grade parking garage. Any future uses within the building shall be parked pursuant to the requirements of the Zoning Ordinance.
- 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. For Building A1, 5 percent of the required parking spaces shall have necessary infrastructure installed for future level 2 electric vehicle chargers.
- 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. 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)(DSUP2018-0008)(DSUP2017-0017)
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)
- 16A. **CONDITION ADDED BY STAFF:** Prior to the release of the final site plan for Building A1 (APTA), provide a contribution in the amount of \$20,000 in support of the City's bicycle sharing initiative for the installation of a bikeshare station in the vicinity of Building A1. (T&ES) (DSUP2017-0017)
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. 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. 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. 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. **CONDITION AMENDED BY STAFF:** The applicant shall provide a perpetual public access easement(s) for the Town Center Green, the Galleria, the Mews, the expanded Fire Station open space and all other open space areas, excluding the courtyards and rooftop decks for each block. The perpetual open space easement(s) shall enable the open space areas to be to fully accessible to the public for hours and guidelines approved by the Directors of RP&CA and P&Z in consultation with the Applicant. The easements shall include provisions to close portions of the open space for repair and maintenance, and for periodic closure of the one-way street adjacent to the Town Center Green from vehicular traffic. The easements shall be recorded as follows:
 - a. The easement for the Town Center Green, and the Galleria shall be recorded prior to the release of the first certificate of occupancy permit for Block E.
 - b. The easement for the expanded fire station open space area shall be recorded prior to the release of the first certificate of occupancy permit for Block H.

- c. The easement for the Mews shall be recorded prior to the release of the first certificate of occupancy permit for the latter of Block F or C, depending upon the approved phasing plan.
 - d. The easements for other open space areas shall be recorded prior to the release of the Final Site Plan for the block on which the space is located.
 - e. On Block D, open space easements on this block shall take into consideration the security needs of the tenant. Neither these security needs nor any other provision of this DSUP #2012-0008 shall in any way alter, restrict, modify or limit the open space easements on any other block in Landbay G and in particular on the Town Center Green which is governed in accordance with the standards for City public open spaces.
 - f. For Building A1, if the preferred option set forth in Condition 10(f)(i) is approved, a public access easement shall be granted for the plaza area located at the intersections of Potomac Avenue and Wesmond Drive, and Wesmond Drive and Dogue Street as shown on the Preliminary Plan. The Applicant shall submit guidelines for use of the plaza area for approval by the Directors of RP&CA and P&Z prior to issuance of a Certificate of Occupancy, including provisions to ensure public access to the plaza area while retaining the Applicant's right to reasonably restrict access for limited times for nonpublic events and maintenance/repairs, and addressing security/safety. A plat delineating the public access easement shall be prepared by the Applicant and approved by the Directors of P&Z and RP&CA and the City Attorney prior to release of the Final Site Plan. The final approved plat and easement shall be recorded among the land records prior to issuance of the first Certificate of Occupancy for Block A1. (P&Z) (RP&CA) (PC) (DSUP2017-0017)
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. **CONDITION AMENDED BY STAFF:** 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.~~ Building A1: Provide the following modifications to the landscape plan and supporting drawings:
 - 1. Specify the plant species and quantity of plantings in all plant beds labeled as, "plant bed" and "perennial/ornamental grasses" on the Preliminary Plan.
 - 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 plazas, 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 unless to the satisfaction of the directors of T&ES, P&Z, and RP&CA.
 - t. The location of all pole-mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of ten (10) feet from the base of all trees, and the placement and height of light poles shall take into account the mature size and crown shape of all nearby trees.
 - u. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
 - v. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
 - w. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.
 - x. Provide detail plans for all proposed rooftop open space/courtyards.
 - y. Provide detailed plans for all fountains, pools, and water features, including information for all seasons.
 - z. Ensure free standing planters do not drain onto adjacent hardscape.
 - aa. 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) (DSUP2017-0017)
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 ~~\$89.89~~ \$80.78 per occupied residential unit (in February 2018 dollars). 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) (DSUP2017-0017)
35. The City 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)
37. **CONDITION AMENDED BY STAFF:** 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) (DSUP2017-0017)

Street Right of Way – Public Access Easement(s)		
	ROW Width/ Public Access Easement Width	Dedicated ROW, Private Road or Public Access Easement
East Glebe Road	72 ft. wide right-of-way between Block H and Block G, 64 ft. between Block D and the central open space 74 ft. between Block A and Block B.	Dedicated Public right-of-way.
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

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<u>Wesmond Drive</u>	<u>Public Access Easement for roadway;</u>	<u>Public Access Easement for roadway</u>
	<u>66 ft. wide right-of-way from back of curb to property line</u>	<u>Dedicated Public Right-of- Way from back of curb to property line</u>

38. The median on Potomac Avenue that cannot be planted (at the turn lanes) shall be brick. (P&Z) (DSUP2007-0022)
39. **CONDITION DELETED BY STAFF:** ~~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. **CONDITION AMENDED BY STAFF:** ~~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. If the preferred option for Dogue Street and Wesmond Drive set forth in Condition 10(f)(i) is approved, then the applicant of Building A1 shall, subject to the execution of all necessary easements, conveyances, dedications and/or agreements by the applicant and other necessary parties, construct streetscape improvements from back of southern curb on Wesmond Drive between Dogue Street and Potomac Avenue as shown on Sheet 4 of the preliminary site plan for Building A1. With the exception of these streetscape improvements, all other construction of Dogue Street and Wesmond Drive shall be performed by and paid for by others.~~

-OR-

If the preferred option for Dogue Street and Wesmond Drive set forth in Condition 10(f)(i) is not approved, the alternate alignment of Dogue Street (Public) and Dogue Street (Private) on Outlot A shall be constructed as shown on Sheet 6 of the preliminary site plan for Building A1 in accordance with Condition 10(f)(ii). If as part of a future development application by the adjacent property owner to the north, Wesmond Drive north of Building A1, Outlot A and Block D is approved for construction, the applicant agrees to grant reasonable easements necessary for the construction of Wesmond Drive and the removal of Dogue Street (Private) from Outlot A, provided however, that the

granting of any such easements shall not have a material adverse impact on the applicant of Building A1. Any construction associated with Wesmond Drive, including the connections to Potomac Avenue and Dogue Street shall be performed by and paid for by others. (T&ES) (P&Z) (PC) (DSUP2011-0026) (DSUP2017-0017)

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. Deleted.
 - ii. Complete the following refinements through development of the building design:
 - 1. Differentiate the entry portal from the adjacent development's frontage with a 1:1 setback of the reveal of at least 4 inches.
 - 2. The design of the stairs within the north stair tower will create a sense of depth through the use of materials, color, and/or lighting, subject to all applicable codes and ordinances.
 - iii. ~~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;~~

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- ~~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.~~
- ~~iv. Provide high-quality (stone, granite) materials (approx. 2-4 feet in height) where all wall types meet the base.~~
- ~~v. 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 Building A1 at such time as Building A1 is developed.
- 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.~~ Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
 - i. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - ii. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant.***
 - iii. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - iv. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - v. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)(DSUP2017-0017)
- 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. Louvers that are shown on the preliminary site plan must be architecturally integrated, labeled on the final site plan, and match in location and design as shown on the preliminary site plan. 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) (DSUP2017-0017)

L. Pedestrian / Streetscape

63. **CONDITION AMENDED BY STAFF:** 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 except at the main entrance of Building A1 and for the portion north of Building A1 around the open space, which may be a mix of brick, concrete, and concrete pavers as depicted on the landscape plans.
 - 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.
 - viii. Wesmond Drive shall be concrete or brick, except for the portion of Building A1 around the open space, which may be a mix of brick, concrete, and concrete pavers as depicted on the landscape plans.
 - ix. For Building A1, all non-standard paving materials within the public right-of-way shall require a maintenance agreement between the City and the

applicant unless the pavers are otherwise approved with Memo to Industry 03-18.

- 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 pole height, color, finish, and acorn post top fixture of new street lights adjacent to existing development shall be LED for any final site plans submitted after May 1, 2018 and coordinated with existing light fixtures. 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. For Building A1, design the corner of Wesmond and Dogue to accommodate ramps for a future crosswalk across Wesmond to Landbay F property and a future crosswalk across Dogue to IDA property (a single ramp to serve both crosswalks may be considered if there is not adequate room for two separate ramps). Show a potential configuration for the ramps on the final site plan for Building A1. If by the release of the final site plan, the final configuration for the crosswalks and receiving ramps has been determined in coordination with the adjacent property owners, the applicant for Building A1 shall construct the ramps and crosswalks at this corner. If the configuration has not been determined, the applicant for

Building A1 shall provide a contribution of \$5,000 prior to CO for the City to install the ramps and crosswalks with the final configuration. (P&Z)(T&ES) (DSUP2012-0013) (DSUP2017-0017)

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. 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. 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. 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. **CONDITION AMENDED BY STAFF:** 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. Ventilation for Building A1 shall be within the proposed garage (T&ES) (P&Z) (DSUP2007-0022) (DSUP2017-0017)
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. **CONDITION AMENDED BY STAFF:** The applicant shall submit a wall check to the Department of P&Z prior to the commencement of first floor framing or above-grade construction 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) (DSUP2017-0017)
 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. 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)
- 80A. **CONDITION ADDED BY STAFF:** In the event that the site area of the development associated with Building A1 increases as a result of negotiations between property owners, the applicant of Building A1 shall make any and all adjustments to the final site plan to ensure compliance with City Code and Zoning Ordinance requirements, including but not limited to providing a minimum of 25% of the site area as crown coverage. (T&ES) (P&Z) (DSUP2017-0017)

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 default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) (DSUP2007-0022)
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:
- 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. **CONDITION AMENDED BY STAFF:** With the exception of the BMP tree wells constructed and installed in the right of way, 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) (DSUP2017-0017)
90. **CONDITION AMENDED BY STAFF:** Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Stormwater Management ~~Environmental Quality~~ on digital media. (T&ES) (DSUP2007-0022) (DSUP2017-0017)
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)
- 94A. **CONDITION ADDED BY STAFF:** The applicant shall install three BMP tree wells on Wesmond Drive designed in accordance with the City's Green Sidewalks BMP Design Guidelines or the Virginia BMP Clearinghouse. (T&ES) (DSUP2017-00017)
- 94B. **CONDITION ADDED BY STAFF:** The Applicant shall be responsible for the maintaining the BMP tree wells until acceptance by the City for maintenance. The City shall accept the structural elements of the BMP tree wells constructed and installed in the right of way for maintenance upon passing inspection and termination of the maintenance bond for public improvements. The City shall accept the plantings installed in BMP tree wells located in the right of way upon passing inspection and termination of the maintenance bond for landscaping. (T&ES) (DSP2017-00017)
- 94C. **CONDITION ADDED BY STAFF:** Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency

(percentage), phosphorous removed by the practice (lbs), and latitude and longitude in decimal degrees (NAD83) (T&ES) (DSUP2017-00017)

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. **CONDITION AMENDED BY STAFF:** Submit ~~an approvable~~ a construction phasing plan to the satisfaction of the Director of T&ES, ~~which will allow for~~ review, approval and partial release of Erosion and Sediment Control for the 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. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan.*~~ (T&ES) (DSUP2007-0022) (DSUP2017-0017)
99. **CONDITION AMENDED BY STAFF:** The applicant shall submit a separate 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;~~

- a. No street lights shall be removed without authorization from the City of Alexandria.
- b. If street lights are to be removed from the public right of way then temporary lights shall be provided until the installation and commissioning of new lights.
- 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. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction;
- e. Include the overall schedule for construction ~~and the hauling route;~~
- f. Include the location and size of proposed construction trailers, if any;
- g. Include a preliminary Maintenance of Traffic Plan (MOT) as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials.
- h. 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.
- i. 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;~~
- j. ~~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) (DSUP2017-0017)~~

99A. **CONDITION ADDED BY STAFF:** Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on-street, and the applicant shall be responsible for ensuring that all contractors use the off-street parking provided. For the construction workers who use Metro, DASH, or another form of mass transit to the site, the applicant shall subsidize a minimum of 50% of the fees for mass transit. Compliance with this condition shall be a component of the construction management plan, which shall be submitted to the Department of P&Z and T&ES prior to Final Site Plan release. This plan shall:

- a. Establish the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit.
- b. Provide for the location on the construction site at which information will be posted regarding Metro schedules and routes, bus schedules and routes.
- c. If the off-street construction workers parking plan is found to be violated during the course of construction, a correction notice will be issued to the developer.

If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. * (P&Z)(T&ES)(DSUP2017-0017)

100. **CONDITION AMENDED BY STAFF:** “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)(DSUP2017-0017)
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. 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. **CONDITION AMENDED BY STAFF:** The sidewalks shall remain open during construction. ~~or If sidewalks must be closed,~~ pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18, or to the satisfaction of the Director of T&ES throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES) (DSUP2011-0026) (DSUP2017-0017)
- 104A. **CONDITION ADDED BY STAFF:** Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18, or to the satisfaction of the Director of T&ES throughout the construction of the project. The plan for maintenance of

bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES) (DSUP2017-0017)

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. **CONDITION AMENDED BY STAFF:** All necessary hauling permits shall be obtained prior to early partial release of construction, when required. (T&ES) (DSUP2007-0022) (DSP2017-00017)

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. **CONDITION AMENDED BY STAFF:** 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 Sheet piling 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. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Arch)

- b. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Arch) (DSUP2011-0026) (DSUP2017-0017)

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)
- 134A. **CONDITION ADDED BY STAFF:** Provide 2 JB-1 (junction boxes) for future use of IT connection for the contribution of the proposed transformer in the City's right of way. (T&ES) (DSUP2017-0017)

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.

3030, 3050 Potomac Av, 3601 Jeff Davis Hwy (portion)
American Physical Therapy Association

- 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)

IX. 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**

- C-1 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 Per the requirements of the City of Alexandria Environmental Management Ordinance Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan. (T&ES)

- C-3 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C-4 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14 New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. 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 Solid Waste and Recycling Condition: The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703.746.4410 or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C-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 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 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- F-34 Indicate all-way stop sign at intersection of East Glebe Road and Dogue Street. (T&ES)
- F-35 Indicate bike parking locations on Final 1 submission. (T&ES)
- F-36 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 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 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.
- R - 4A **ADDED BY STAFF:** DSP2017-0017: Keep at least 5 feet horizontal clearance from the edge of the light pole and the edge of the 36" meter box for 2" meter of the 4" domestic service.

Alex Renew Enterprises

- C-1 **AMENDED BY STAFF:** Ensure all discharges are in accordance with City of Alexandria Code 4035 Title 5, Chapter 6, Article B.
- R - 1 **AMEDED BY STAFF:** The Applicant shall coordinate with City of Alexandria T&ES to ensure that planned flow capacity does not exceed City of Alexandria allotted AlexRenew plant capacity, nor exceed capacity in AlexRenew Potomac yard Trunk Sewer during wet and average flow conditions.
- R - 1A **ADDED BY STAFF:** Dewatering and other construction related discharge limits could be regulated by AlexRenew Pretreatment. Engineer/Owner is required to contact Alexandria Renew Enterprises (AlexRenew) Pre-Treatment Coordinator at 703-549-3382.
- R - 2 **DELETED BY STAFF:** ~~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

- F-1 **ADDED BY STAFF:** DSP2017-0017: According to background research, the subject property is located in an area that has been extensively impacted by cutting activities during the construction, use, and demolition of the Potomac Railroad Yard. However, the northwest corner of the intersection of Glebe Rd and Potomac Ave is in a filled area and some archaeological resources may be impacted, particularly if construction will be below 30-35 feet a.s.l. elevation. The subject property has limited archaeological integrity.
- F-2 **ADDED BY STAFF:** DSP2017-0017: If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C -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

DSUP # _____ **Project Name:** _____

PROPERTY LOCATION: 3030 and 3050 Potomac Avenue; and 3601 Jefferson Davis Highway

TAX MAP REFERENCE: 025.01-05-09 & -17; and 016.01-05-01 (part) **ZONE:** CDD #10

APPLICANT:

Name: APTA Centennial Properties, LLC

Address: 1111 N. Fairfax Street Alexandria, Virginia 22314

PROPERTY OWNER:

Name: APTA Centennial Properties, LLC (3030 and 3050 Potomac Avenue) & CPYR Shopping Center, LLC (3601 Jefferson Davis Highway)

Address: APTA: 1111 N. Fairfax Street Alexandria, VA 22314 CPYR: 100 Waugh Drive, Suite 600, Houston, TX 77007

SUMMARY OF PROPOSAL The Applicant requests an amendment to DSUP #2007-0022 as amended through DSUP #2014-0028 to allow the construction of a seven story office building on Landbay G, Block A1

MODIFICATIONS REQUESTED A modification of the required height to setback ratio for Potomac Avenue, Wesmond Drive, and Dogue Street; and a modification of the crown coverage requirement.

SUP's REQUESTED Parking reduction.

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

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

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

M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent
Walsh, Colucci, Lubeley & Walsh, P.C.
2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, Virginia 22201-3359

City and State Zip Code

Signature

703-528-4700

Telephone #

703-525-3197

Fax #

cpuskar@thelandlawyers.com

Email address

2/9/2018

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Development SUP # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

See attached.

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

Not Applicable

☐ **Yes.** Provide proof of current City business license.

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

1111 North Fairfax Street
Alexandria, VA 22314 1488
703 684 2782
703 684 7343 fax
www.apta.org

APTA Centennial Properties, LLC
1111 N. Fairfax Street
Alexandria, Virginia 22314

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

Re: Authorization and Consent to File Applications for a Development Special Use Permit
Amendment and Associated Requests
Applicant/Owner: APTA Centennial Properties, LLC
3030 and 3050 Potomac Avenue, Tax Map ID: 025.01-05-09 & 025.01-05-17
(the "Property")

Dear Mr. Moritz:

APTA Centennial Properties, LLC, the Applicant and owner of the above-referenced Property, hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a development special use permit amendment and any related applications or requests to allow for the development of an office building on the Property.

Very truly yours,

APTA CENTENNIAL PROPERTIES, LLC

By: James D. Moore

Its: COO

Date: 2/6/2018

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

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

2. Property. State the name, address and percent of ownership of any person or entity owning an interest in the property located at 3030 & 3050 Potomac Avenue (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

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

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within 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 indicated each person or entity and "None" in the corresponding fields).

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

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

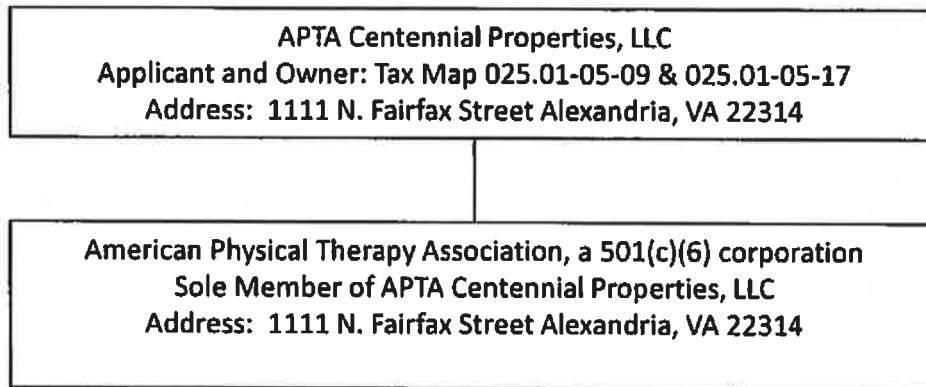
NOTE: Business or financial relationships of the type described in Sec. 11-350 that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings.

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.

2/8/2018 JUSTIN D MOORE
Date Printed Name


Signature

**APTA Centennial Properties, LLC – Ownership Chart
February 9, 2018**



Neither entity listed above has any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.

Development SUP # _____

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

See attached Statement of Justification.

[illegible]

Statement of Justification
Potomac Yard Landbay G, Block A1
APTA Centennial Properties, LLC
Tax Map No. 025.01-05-09, 025.01-05-17 & 016.01-05-01 (Part)

APTA Centennial Properties, LLC (the “Applicant” or “APTA”) is the owner of two parcels in Potomac Yard, located at 3030 and 3050 Potomac Avenue. APTA’s property includes the parcel identified as Landbay G, Block A1. APTA proposes to develop its property and a portion of Landbay F (collectively, the “Property”), with a seven story office building and a publicly accessible open space amenity. The Property is surrounded by Landbay F (CDD #19) to the north and Potomac Avenue to the east. The adjacent parcel to the south, identified as Landbay G, Block A2, is currently being developed with an office building for the National Industries for the Blind (NIB) in accordance with DSUP #2014-0028. The parcel to the west is the future location of the Institute for Defense Analyses (IDA).

The proposed seven (7) story, 108,000 square foot office building will serve as the future headquarters of APTA. Founded in 1921 as the nation’s first professional association for physical therapists, APTA currently owns and occupies three buildings in the Trans Potomac Plaza office complex on North Fairfax Street. Wishing to consolidate and upgrade its facilities in anticipation of its upcoming 100 year anniversary, APTA has chosen to remain in the City of Alexandria. APTA has identified the Property as an ideal location for its future headquarters given its proximity to the future Potomac Yard Metrorail station and the mixed use development planned for the surrounding area.

In order to construct the proposed building, the Applicant requests approval of: (1) an amendment to DSUP #2007-0022, as amended through DSUP #2014-008, with modifications to the crown coverage requirement and the height to setback ratio for Potomac Avenue, Wesmond Drive, and Dogue Street; and (2) a parking reduction Special Use Permit (SUP) to allow a forty (40) space reduction of the number of parking spaces required pursuant to the previously approved parking ratios for Landbay G.

The Property is located directly across Potomac Avenue from the planned southern entrance to the future Metrorail station, which will provide employees and visitors of the proposed office building with convenient access to transit. The primary entrance to the building is located on the eastern façade facing Potomac Avenue and oriented toward the future Metro entrance. Two additional building entrances are provided on the northern façade of the building adjacent to a proposed public plaza. This plaza will include landscape and hardscape elements, as well as outdoor seating, and has been designed to enhance the pedestrian experience in this area. A public access easement will be established over the entire public plaza, providing both APTA employees and members of the general public with an opportunity to use this open space.

179 parking spaces will be provided in three levels of below grade parking on the Property, resulting in a parking ratio of 1.66 spaces per 1,000 square feet of floor area. Access to the parking garage is provided on the future Dogue Street along the western façade of the building. In addition to the below-grade parking spaces, the Applicant proposes to restripe a portion of Potomac Avenue to accommodate the addition of 6 on-street parking spaces.

Pursuant to the previously approved parking ratios for Landbay G, which require the provision of 2.03 parking spaces per 1,000 square feet of office floor area, a total of 220 parking spaces are required. The Applicant is requesting an SUP to permit a 41 space parking reduction. The requested reduction is appropriate given the Property’s proximity to transit options, including the future Potomac Yard Metro station located directly across Potomac Avenue. The requested reduction strikes a balance between the higher parking ratios previously established for Potomac Yard and the recently adopted revised commercial parking standards.

Brick sidewalks are proposed along Dogue Street and Wesmond Drive, which has been re-planned to connect with Potomac Avenue near the northern portion of the Property. A concrete sidewalk is proposed along Potomac Avenue in conformance with the Potomac Yard Design Guidelines. The building will establish street walls along the Potomac Avenue and Dogue Street frontages of the property, consistent with the Potomac Yard Design Guidelines and the well-established pattern of development throughout Potomac Yard. The Applicant is requesting a modification of the building height to setback ratio for the three street frontages. The requested modification is necessary to allow the Applicant to build to the property line and establish a streetscape that is consistent with buildings in the surrounding area and throughout Potomac Yard. The Applicant is also requesting a modification of the crown coverage requirement. The requested modification is appropriate given that the property, which is currently used as a staging area for the ongoing construction of the NIB building, is completely devoid of any vegetation. The Applicant is proposing to add vegetation, including trees, grass and other landscaping, to further enhance the pedestrian experience in the public plaza.

The architectural design of the building is consistent with the Potomac Yard Design Guidelines. The Applicant has designed the building to ensure that it maintains its own unique identity, while also maintaining compatibility with the adjacent NIB building. The eastern façade has been integrated with the NIB building through the continuation of a curve that is intended to mirror the curvature of Potomac Avenue. The northern façade of the building facing the public plaza includes a staircase element that will serve as a distinctive architectural feature enhancing the visibility of the building from the north.

The Applicant's proposal will provide a benefit to Potomac Yard and the City as a whole by creating jobs and adding to the City's commercial tax base. The building will contribute to the concentration of activity in a highly transit-oriented area of the City and continue the pattern of office development in Potomac Yard. The proximity of the Property to the future Metrorail station will increase Metro ridership and provide employees and visitors with convenient access to transit. Finally, the proposal will allow the City to retain a long-standing office tenant that has demonstrated a commitment to Alexandria.

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

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

APTA anticipates approximately 150 employees during the typical work day. A portion of the building will be occupied by tenants. While specific tenants have not yet been identified, approximately 200 tenant employees are anticipated.

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

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

APTA anticipates approximately 150 employees during the typical work day. A portion of the building will be occupied by tenants. While specific tenants have not yet been identified, approximately 200 tenant employees are anticipated.

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

Day	Hours	Day	Hours
Typical of office use	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

B. How will the noise from patrons be controlled?
No significant noise levels are anticipated.

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

No significant odors are anticipated.

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

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

Trash and garbage typically associated with office use.

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

Approximately 4 - 5 trash bins per day.

C. How often will trash be collected?

Once per day, Monday through Friday.

D. How will you prevent littering on the property, streets and nearby properties?

Trash will be stored in receptacles confined to the loading area in the building.

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:

Not applicable.

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

☐ Yes. ☐ No.

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

Organic compounds stored on the property, if any, will be of a type and quantity

typically associated with office use.

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

Adequate lighting will be provided on site.

ALCOHOL SALES

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

☐ **Yes.** ☐ **No.** Not applicable to the proposed office use.

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

Not applicable to the proposed office use.

PARKING AND ACCESS REQUIREMENTS

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

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

220 parking spaces are required for the proposed office use pursuant to DSUP #2007-0022.

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

<u>60</u>	Standard spaces
<u>112</u>	Compact spaces
<u>7</u>	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?

N/A

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

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

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

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

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

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

Zero loading spaces are required. Two loading spaces are proposed in a dedicated loading dock.

- D. During what hours of the day do you expect loading/unloading operations to occur?

Loading/unloading are anticipated to occur primarily in the morning, and on an as needed basis throughout the day.

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

Approximately 1 - 2 deliveries are anticipated per day, Monday through Friday.

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

Street access is adequate.

SUP # _____



APPLICATION - SUPPLEMENTAL

Supplemental information to be completed by applicants requesting special use permit approval of a reduction in the required parking pursuant to section 8-100(A)(4) or (5).

1. Describe the requested parking reduction. (e.g. number of spaces, stacked parking, size, off-site location)

The Applicant is requesting a forty-one (41) space reduction for the proposed office building. Pursuant to the previously approved Development Special Use Permit for Potomac Yard Landbay G, a total of 2.03 parking spaces per 1,000 square feet of office are required. Based on the square footage of the Applicant's proposed office building, a total of 220 parking spaces are required. The Applicant proposes to provide 179 parking spaces in a below grade parking garage, plus 6 new on-street parking spaces along Potomac Avenue.

2. Provide a statement of justification for the proposed parking reduction.

See attached statement of justification.

3. Why is it not feasible to provide the required parking?

See attached statement of justification.

4. Will the proposed reduction reduce the number of available parking spaces below the number of existing parking spaces?

_____ Yes. ☒ No.

5. If the requested reduction is for more than five parking spaces, the applicant must submit a *Parking Management Plan* which identifies the location and number of parking spaces both on-site and off-site, the availability of on-street parking, any proposed methods of mitigating negative affects of the parking reduction.

179 garage spaces are proposed, plus 6 additional on-street spaces. The Property's proximity to Metro will mitigate any impacts of the reduction.

6. The applicant must also demonstrate that the reduction in parking will not have a negative impact on the surrounding neighborhood. See attached statement of justification.

**APPLICATION****ENCROACHMENT**ENC# 2018.0004

PROPERTY LOCATION: 3030 Potomac Avenue
TAX MAP REFERENCE: 025.01-05-17 **ZONE:** CDD #10

APPLICANT

Name: APTA Centennial Properties, LLC
 Address: 1111 N. Fairfax Street Alexandria, Virginia 22314

PROPERTY OWNER

Name: City of Alexandria
 Address: 301 King Street, Alexandria, Virginia 22314

PROPOSED USE: Encroachment in a portion of right of way necessary for the installation of an underground utility vault.

INSURANCE CARRIER (copy attached) Hartford Fire Insurance Co. **POLICY #** 42UUNAC6426

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

☒ **THE UNDERSIGNED** hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.

☐ **THE UNDERSIGNED** hereby applies for an Administrative Use Permit in accordance with the provisions of Article VI, Section 6-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

☒ **THE UNDERSIGNED** I so attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

M. Catharine Puskar, Attorney/Agent
 Print Name of Applicant or Agent
2200 Clarendon Blvd. Suite 1300
 Mailing/Street Address
Arlington, Virginia 22201
 City and State Zip Code

MC Puskar
 Signature
(703) 528-4700 (703) 525-3197
 Telephone # Fax #
cpuskar@thelandlawyers.com
 Email address
3/20/2018
 Date

Application Received: _____ Date and Fee Paid: \$ _____
 ACTION - PLANNING COMMISSION: _____ ACTION - CITY COUNCIL: _____

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

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

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

Name	Address	Percent of Ownership
1. City of Alexandria	301 King St, Alexandria, VA 22314	100%
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are 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.

3/20/2016

Date

M. Catherine Puskar

Printed Name

M. C. Puskar

Signature

1111 North Fairfax Street
Alexandria VA 22314 1488
703 684 2782
703 684 7343 fax
www.apta.org

APTA Centennial Properties, LLC
1111 N. Fairfax Street
Alexandria, Virginia 22314

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

Re: Authorization and Consent to File Applications for a Development Special Use Permit
Amendment and Associated Requests
Applicant/Owner: APTA Centennial Properties, LLC
3030 and 3050 Potomac Avenue, Tax Map ID: 025.01-05-09 & 025.01-05-17
(the "Property")

Dear Mr. Moritz:

APTA Centennial Properties, LLC, the Applicant and owner of the above-referenced Property, hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of an application for a development special use permit amendment and any related applications or requests to allow for the development of an office building on the Property.

Very truly yours,

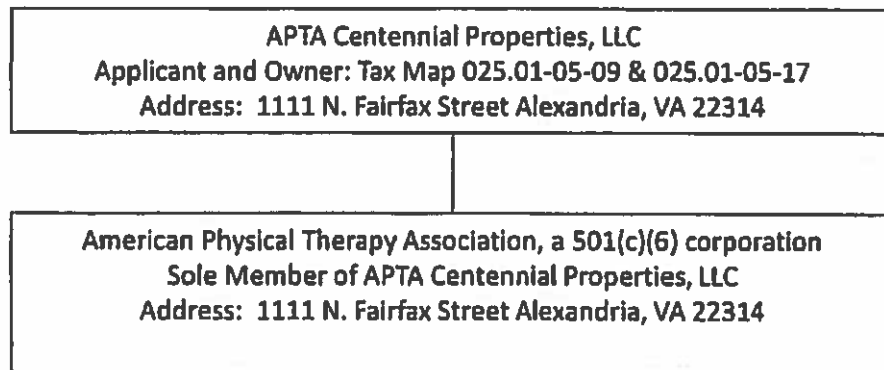
APTA CENTENNIAL PROPERTIES, LLC

By: James D. Moore

Its: COO

Date: 2/6/2018

**APTA Centennial Properties, LLC – Ownership Chart
February 9, 2018**



Neither entity listed above has any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
3/19/2018

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Howard W. Phillips & Company 80 M Street SE, Suite 350 Washington DC 20003		CONTACT NAME: Mark Fleming PHONE (A/C, No., Ext): 202-331-9200 E-MAIL: mfleming@hwphillips.com ADDRESS:		FAX (A/C, No.): 202-331-8452
		INSURER(S) AFFORDING COVERAGE		NAIC #
INSURED American Physical Therapy Association 1111 North Fairfax St. Alexandria VA 22314		INSURER A: Hartford Fire Insurance Co.		
		INSURER B: Hartford Casualty Insurance Co		29424
		INSURER C: HARTFORD UNDERWRITERS INS CO		30104
		INSURER D:		
		INSURER E:		
		INSURER F:		

COVERAGES

CERTIFICATE NUMBER: 614480706

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADD'L SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input checked="" type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:		42UUNAC6426	10/1/2017	10/1/2018	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY		42UUNAC6426	10/1/2017	10/1/2018	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
B	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000		42RHUAC6311	10/1/2017	10/1/2018	EACH OCCURRENCE \$ 5,000,000 AGGREGATE \$ 5,000,000 \$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	Y/N <input type="checkbox"/> N/A	42WER1437	10/1/2017	10/1/2018	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

PLEASE REFER TO THE ATTACHED POLICY FORMS FOR BLANKET ADDITIONAL INSURED, PRIMARY AND NON-CONTRIBUTORY, AND WAIVER OF SUBROGATION WORDING THAT MAY APPLY.

City of Alexandria.

CERTIFICATE HOLDER

CANCELLATION

City of Alexandria
301 King Street
Alexandria VA 22314

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

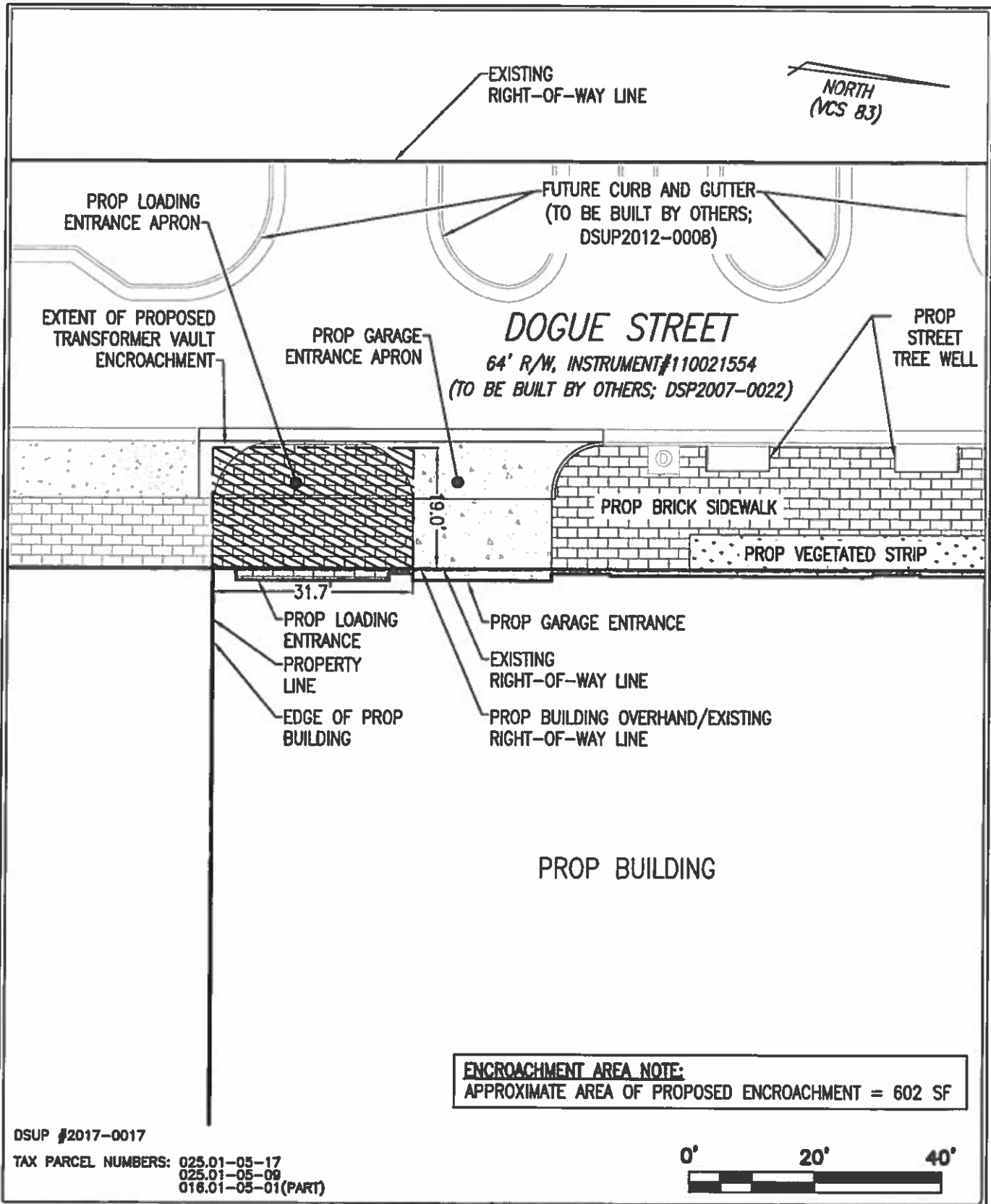
AUTHORIZED REPRESENTATIVE

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ACORD 25 (2016/03)

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THIS CERTIFICATE SUPERSEDES PREVIOUSLY ISSUED CERTIFICATE



ENCROACHMENT AREA NOTE:
APPROXIMATE AREA OF PROPOSED ENCROACHMENT = 602 SF

DSUP #2017-0017

TAX PARCEL NUMBERS: 025.01-03-17
025.01-05-09
016.01-05-01(PART)



RC FIELDS
& ASSOCIATES, INC.

ENGINEERING • LAND SURVEYING • PLANNING
730 S. Washington Street
Alexandria, Virginia 22314
www.rcfassoc.com
(703) 549-6422

**Encroachment Into Right-of-Way
ENCROACHMENT EXHIBIT**

For the Property Located at
#3030 Potomac Ave
City of Alexandria, Virginia

DATE	REVISION	DESIGN: ABH
		DRAWN: ABH
		SCALE: 1"=20'
		DATE: MARCH 2018
		SHEET 1 OF 1
		FILE: 17-145

Docket Item #14- Development Special Use Permit #2017-0017

Stephanie Landrum <landrum@alexecon.org>

Mon 6/4/2018 11:00 AM

To: PlanComm <PlanComm@alexandriava.gov>;

Cc: Karl Moritz <Karl.Moritz@alexandriava.gov>; Kendra Jacobs <Kendra.Jacobs@alexandriava.gov>;
rob.kerns@alexandriava.gov <rob.kerns@alexandriava.gov>; Gary Wagner <Gary.Wagner@alexandriava.gov>;

1 attachments (633 KB)

APTA at Potomac Yard Scorecard.pdf;

Good morning, Planning Commissioners-

The AEDP Board has continuous discussions about the role and importance of upcoming development projects in support of our mission to grow the commercial tax base and recruit and retain businesses. In Spring of 2016, we sent the City Council the first of what we hoped would be many scorecards, evaluating projects that we believe are critical in furthering our collective economic development efforts. That scorecard was for the Edens redevelopment project in Old Town North. Unfortunately, while you and City Council approved that project more than two years ago, meaningful commercial development applications before your body since have been few and far between.

With that sobering, revenue-impacting fact in mind, the AEDP Board is pleased to offer a scorecard for your review as you consider the application for *a new office building at the future Potomac Yard metro*. AEDP's comments are intended to be high level- identifying how a particular project contributes to the tax base, helps create amenities that support commercial office tenants and creates or retains jobs.

The attached is an overview of the project's attributes that AEDP believes make this project worthy of Planning Commission's support of docket #14, Development SUP and related improvements for APTA's Headquarters Office Building.

Should you have any questions in advance of your meeting, please feel free to contact me directly.
Best wishes for a productive meeting!
Stephanie

**STEPHANIE LANDRUM**

President & CEO

Alexandria Economic Development Partnership

625 North Washington Street, Suite 400

Alexandria, VA 22314

[703.739.3820](tel:703.739.3820) | alexecon.org | [twitter](#) [facebook](#) [linkedin](#)

AEDP Supports the DSUP and related encroachment for:

Project: American Physical Therapy Association (APTA) Office Building

Address: 3030 & 3050 Potomac Avenue

Neighborhood: Potomac Yard

Net New Revenue to the City general fund (annual)*: **\$425,600**

AEDP Analysis: This project represents the second commercial office start in Potomac Yard, retains a valued Alexandria employer within the City, and will also deliver Class A office space at Metro for lease to other users. Completion of this block's infrastructure and public spaces along with the construction of the new building will encourage further commercial investment in the Potomac Yard metro area. As part of this transaction, APTA will be selling their existing buildings in Old Town North, which will result in significant investment from reuse or conversion, and additional direct tax revenue to the City. Important project highlights include:

APTA occupied office space	68,000 SF
Office space available for lease to others	40,000 SF
Total NEW office space	108,000 SF
Job retention- full time employees	150
Estimated Direct Tax Revenue- 20 years	\$8,600,000
<u>Other Items of Interest</u>	
\$20,000 contribution for new Capital Bikeshare station	
LEED silver (or equivalent)	
Supports approximately 2,500 hotel rooms annually	
50-60 meetings held on site each year	

Commercial real estate impact: The existing, undeveloped lot is currently valued at approximately \$250/SF. The construction of a new office building will create more than \$30,000,000 in new taxable building value, where there currently is none, and will bring an anchor office tenant into an area where growth has been almost exclusively residential.

**Net new real estate taxes only*

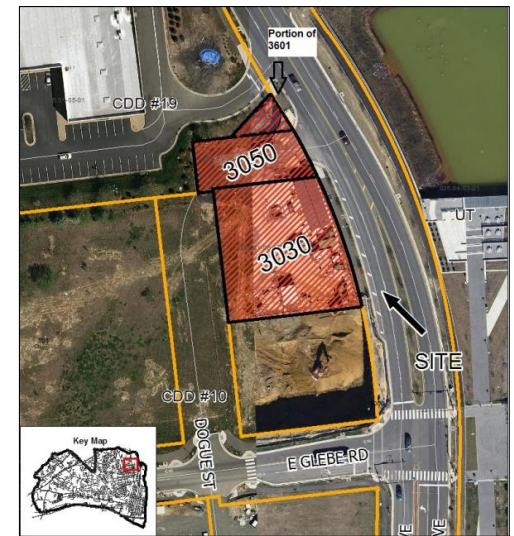
ALEXANDRIA
ECONOMIC
DEVELOPMENT
PARTNERSHIP

May 31, 2018



Project Impact- HIGH

- Negative impact
- Low impact
- Medium impact
- High impact



Current conditions- vacant lot



Northern Elevation, featuring stair tower and signage

High impact is calculated based on increase in real estate value and business taxes generated by this project.