

Master Plan Amendment #2020-00005

CDD Concept Plan Amendment #2020-00004

Subdivision #2020-00004

Development Special Use Permit #2020-00013 (Building 10)

Development Special Use Permit #2020-00014 (Building 14)

Development Special Use Permit #2020-00015 (Building 15)

Development Special Use Permit #2020-00016 (Building 18)

Development Special Use Permit #2020-00017 (Building 19)

Development Special Use Permit #2020-00018 (Building 20)

Encroachment #2020-00004 (Building 10)

Encroachment #2020-00005 (Building 20)

Transportation Management Plan Special Use Permit #2020-00042

Street Naming Case #2020-00003

North Potomac Yard

Application	General Data	
Project Name: North Potomac Yard Phase 1 Redevelopment	PC Hearing:	October 6, 2020
	CC Hearing:	October 17, 2020
	If approved, CDD and DSUP ¹ Expiration:	October 17, 2045 -CDD Concept Plan (25 years) October 17, 2023 -Building 10 (three years) October 17, 2025 -Building 14 (five years) October 17, 2025 -Building 15 (five years) October 17, 2027 -Building 18 (seven years) October 17, 2025 Building 19 (five years) October 17, 2027 -Building 20 (seven years)
	Plan Acreage:	3,008,689 SF (69.07 acres) Prior to dedication of Potomac Avenue
Location: 3601 Potomac Avenue and 3251 Potomac Avenue (Subdivision Only)	Zone:	CDD #19
	Proposed Use:	Mixed Use
	Gross Floor Area:	7.675* million square feet *Plus, an additional 750,000 sq. ft for community facilities (excluded from total square footage per the North Potomac Yard plan: 600,000 sq. ft Virginia Tech; 150,000 sq. ft Public School)
	Small Area Plan:	North Potomac Yard

¹ The DSUP approval time of validity may be extended per the conditions of approval based on City Council guidance for land use approvals based on the COVID-19 pandemic.

Applicant: CPYR Theater, LLC represented by M. Catharine Puskar, Attorney City of Alexandria (Subdivision only)	Historic District:	Old and Historic Alexandria
	Green Building:	Compliance with the City's 2019 Green Building Policy

Purpose of Application <p>The applicant requests approval of a Master Plan Amendment, CDD Concept Plan Amendment, a Subdivision, six Development Special Use Permits with site plans and modifications, and associated Special Use Permits, including an additional penthouse height, two Encroachments into the rights-of-way for building features, a Tier 3 TMP, and a street naming case for three new streets, in order to construct four office buildings of approximately 806,156 square feet, two multi-family buildings with 474 units, sitewide landscaping and new publicly accessible open spaces, and new infrastructure as part of the North Potomac Yard Phase 1 redevelopment.</p>
Special Use Permits and Modifications Requested: <ol style="list-style-type: none"> 1. Master Plan Amendment to the North Potomac Yard Small Area Plan Chapter to amend the allowable building height for blocks 15 and <u>18 19</u>; 2. An amendment to the previously approved (CDD #2019-0008) CDD Coordinated Development Design Plan #19 to amend the North Potomac Yard Height Diagram for blocks 15 and 18; 3. A Subdivision request to subdivide the parcels for each block, Potomac Yard Park, the pump station and Metrorail Station;* 4. A Development Special Use Permit with site plan for a new office building with ground floor retail/commercial uses, modifications to the biodiversity standards of the landscape guidelines and height-to-setback requirement of Section 6-403(A) (Building 10) 5. A Development Special Use Permit with site plan for a new office building with ground floor retail/commercial uses, including a special use permit for additional mechanical penthouse height and a modifications to the biodiversity standards of the landscape guidelines and the height-to-setback requirement of Section 6-403(A) (Building 14); 6. A Development Special Use Permit with site plan for a multifamily residential building with ground-level retail/commercial uses, including modifications to the biodiversity standards of the landscape guidelines and to the height-to-setback requirement of Section 6-403(A) (Building 15); 7. A Development Special Use Permit with site plan for a new office building with ground floor retail/commercial uses, including modifications to the biodiversity standards of the landscape guidelines and to the height-to-setback requirement of Section 6-403(A) (Building 18);

8. A Development Special Use Permit with site plan for a multifamily residential building with ground-level retail/commercial uses, including modifications to the biodiversity standards of the landscape guidelines and to the height-to-setback requirement of Section 6-403(A) (Building 19);
9. A Development Special Use Permit with site plan for an office building with ground floor retail/commercial uses, including a Special Use Permit for additional mechanical penthouse height, modifications to and the biodiversity standards of the landscape guidelines and to the height-to-setback requirement of Section 6-403(A) (Building 20);
10. An Encroachment into the public right-of-way for building architectural features (Building 10);
11. An Encroachment into the public right of way for awnings (Building 20);
12. A Special Use Permit for a Tier 3 Transportation Management Plan (two multi-family buildings and four office buildings); and
13. Consideration of a request to name three new streets to be constructed in North Potomac Yard.*

* Please note: Subdivision #2020-00004 & Street Name Case #2020-00003 items will be heard by the Planning Commission only and by the City Council only upon appeal.

Staff Recommendation: APPROVAL WITH CONDITIONS

Staff Reviewers:

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PLANNING COMMISSION ACTION, OCTOBER 6 2020:

Master Plan Amendment #2020-0005

On a motion by Commissioner Koenig and seconded by Commissioner Brown, the Planning Commission moved to approve the resolution amending the Master Plan #2020-0005. The motion carried on a vote of 5-0 with Chairman Macek and Commissioner Ramirez recusing themselves from the vote.

CDD Concept Plan Amendment #2020-0004

On a motion by Commissioner Koenig and seconded by Commissioner Brown, the Planning Commission moved to approve the CDD Concept Plan Amendment #2020-0004. The motion carried on a vote of 5-0 with Chairman Macek and Commissioner Ramirez recusing themselves from the vote.

Subdivision #2020-0004

On a motion by Commissioner Koenig and seconded by Commissioner Brown, the Planning Commission moved to approve Subdivision #2020-0004. The motion carried on a vote of 5-0 with Chairman Macek and Commissioner Ramirez recusing themselves from the vote.

DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016, DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005, TMP SUP #2020-0042 and SNC #2020-0003:

On a motion by Commissioner Koenig and seconded by Commissioner Brown, the Planning Commission moved to recommend approval of DSUP #2020-0013, DSUP #2020-0014, DSUP #2020-0015, DSUP #2020-0016, DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005, Transportation Management Plan SUP #2020-0042 and Street Name Case #2020, 0003 as amended by Planning Commission regarding carbon-offset options and per the Director of Planning and Zoning's Memorandum to the Planning Commission, dated September 30, 2020, subject to all applicable codes, ordinances, and staff recommendations. The motion carried on a vote of 5-0 with Chairman Macek and Commissioner Ramirez recusing themselves from the vote.

Reason: The Planning Commission felt the proposed applications were consistent with the objectives of the Small Area Plan and agreed with staff analysis and supported staff's recommendations.

Commissioner Goebel inquired why the impervious area on Block 10 dropped between pre- and post-development, even with the inclusion of green roofs on the building. Ms. Mason of the Department of Transportation and Environmental Services clarified that the Commonwealth of Virginia does not consider any area above structure or a green roof as a pervious area.

Commissioner Koenig expressed his appreciation for the project and the achievement the proposal represented. Commissioner Koenig commended the overall building designs which presented a cohesive design while preserving individual building expression and acknowledged the great iterative process used by the Potomac Yard Design Advisory Committee (PYDAC) to work with the applicant and iteratively review the buildings, resulting in a successful neighborhood composition. He also stated his appreciation for the dynamic integration of open space across the Innovation District.

Vice Chair McMahon, commended the applicant's decision to utilize multiple architecture firms to achieve unique building designs, the multi-modal design integration including the unique streetscape design, wholistic integration of open space into the building design, and the community outreach undertaken by the applicant. Commissioner McMahon acknowledged the strength of the neighborhood design is a credit to the long-standing partnerships between the community, City and applicant since the initial small area plan in 2010 to the Planning Commission review of the building DSUPs. Commissioner McMahon proposed an amendment to the DSUP condition for each building related to carbon-offset options which was agreed upon by the applicant team and adopted.

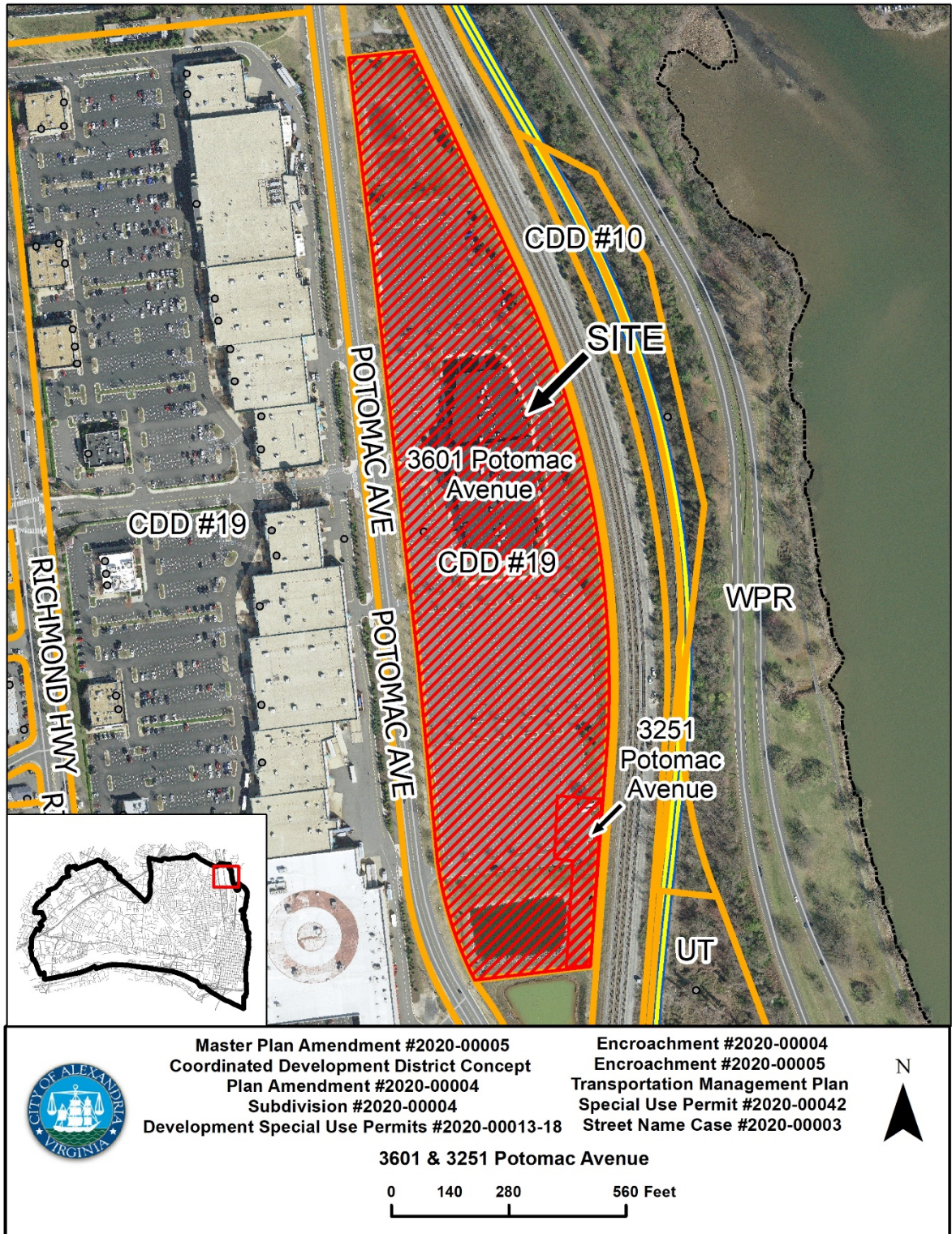
Speakers:

Ms. Kathie Hoekstra, submitted comments and stated her hope that any policy changes that may be enacted in the Environmental Sustainability Master Plan (ESMP) for North Potomac Yard would be reflected in applicable updates to the individual ESMP Conditions found in each building DSUP.

Ms. Marta Schantz, outlined a few recommended changes to the applicant's DSUP applications, stating the current proposals did not achieve a suitable level of sustainability. Key considerations were the lack of distributive energy sources, the use of solar panels, battery storage and an effort to create an interconnected grid between the buildings. Ms. Schantz also stated a desire for the applicant team to exceed the city's current LEED Silver requirement and strive instead for LEED Gold or LEED Platinum.

Ms. Cathy Puskar, attorney for the applicant, encapsulated the overall project progression starting with the 2017 Master Plan update for North Potomac Yard through the Planning Commission hearing to bring a fully designed neighborhood of seven buildings, streetscape and open spaces forward for consideration. Ms. Puskar iterated her client's objective to bring forward a uniquely designed and sustainable development that could create an economically strong neighborhood in the North Potomac Yard Innovation District. Ms. Puskar responded to Vice Chair McMahon that the rooftops on the buildings were designed to support a range of functions but did not preclude future solar installation and that the building designs will incorporate sustainable elements of the ESMP in addition to the LEED Silver requirements.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
 DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
 DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
 TMP SUP #2020-0042, SNC #2020-0003
 North Potomac Yard – Phase 1



PROJECT LOCATION MAP

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I. SUMMARY

A. Recommendation

Staff recommends **approval** of the proposed requests from CPYR Theater, LLC, subject to compliance with the Zoning Ordinance, and all applicable codes, adopted policies, the North Potomac Yard Small Area Plan, the North Potomac Yard Urban Design Standards, CDD #19 and staff's recommendations.

This project conforms to the City's adopted plans, codes and policies and allows for the construction of six new commercial buildings and key publicly accessible open spaces to continue implementing the redevelopment of North Potomac Yard as envisioned in the Small Area Plan. Staff believes the proposed changes are in compliance with the City's goals and objectives and will provide benefits to the City and surrounding community, include:

- Creation of a new Innovation District, which fosters a vibrant environment for the exchange of ideas and technology between the Virginia Tech campus and adjacent businesses and community;
- Electrification of proposed buildings to reduce reliance on fossil fuels and move towards a more sustainable community;
- The development of an Environmental Sustainability Master Plan to create a framework to achieve carbon neutrality by 2040;
- Individual building contributions towards affordable housing, public art, and bike share;
- Implementation of a dynamic streetscape per the North Potomac Yard Small Area Plan which prioritizes the pedestrian experience and encourages multi-modal transportation;
- Contemporary and sustainable building design which embody the North Potomac Yard Design Excellence Criteria;
- Design and construction of a network of open spaces, including Metro Plaza, Market Lawn and the extension of Potomac Yard Park as envisioned in the North Potomac Yard Small Area Plan;
- Underground parking for all buildings;
- Construction of a new neighborhood to provide key ridership to the Potomac Yard Metrorail Station.

B. General Project Description and Key Issues

The applicant, CPYR Theater, LLC, represented by attorney, Cathy Puskar, requests approval of six Development Special Use Permits and associated applications to facilitate the construction of six new commercial buildings (four office and two residential). Additional requests include a Master Plan Amendment and CDD Concept Plan Amendment for additional building height, a subdivision to create the required roads and individual building parcels, two encroachments into the public rights-of-way for building features, a transportation master plan to govern the six

proposed buildings and a new street naming case for three new streets. If approved, the six buildings would deliver 1.2 million square feet of net new construction, with approximately 474 new residential units, approximately 753,000 net square feet of office space and approximately 91,000 net square feet of ground floor commercial and amenity spaces. Overall, it would provide 31,000 square feet of new private open space and approximately 27,000 square feet of new publicly accessible open space (excluding Potomac Yard Park) for a total of approximately 1.96 acres of new open space. This request is in conjunction with the Virginia Tech DSUP request for the first building of their three-building campus at the northern end of Phase 1 redevelopment. The Virginia Tech request is being reviewed under DSUP #2020-00012 and covered in a separate staff report. In addition to the building DSUPs, the applicant has submitted their final draft Environmental Sustainability Master Plan (ESMP) which creates a framework for achieving carbon neutrality in North Potomac Yard by 2040.

To facilitate this redevelopment, the applicant has requested approval of:

- A Master Plan Amendment;
- An amendment to the previously approved Coordinated Development District Concept Plan for CDD #19;
- A subdivision;
- Six Development Special Use Permits with site plans and modifications;
- Two Encroachment requests for architectural features;
- A Special Use Permit for a Transportation Management Plan; and
- A request to name three new streets.

Key issues under consideration and discussed in greater detail in this report include:

- The Master Plan amendment and Coordinated Development District amendment requests;
- The subdivision request and public access to the site;
- Transit improvements and public infrastructure;
- Streetscape design and the public realm including maintenance responsibilities;
- Open Space design and function;
- The Environmental Sustainability Master Plan;
- City Policies and Contributions;
- Compatibility with the North Potomac Yard Design Excellence Standards; and
- Architectural building design and refinements.

C. Staff Report Organization

This staff report focuses on the six building Development Special Use Permits as requested by CPYR Theater, LLC and the associated applications which facilitate the Development Special Use Permits. As all six DSUP requests have been made by the same applicant, staff has written one staff report to review the DSUP requests together. The staff report approach is consistent with the applicant's approach and the Design Excellence Requirements to consider the building architecture

and site design as a neighborhood wide approach. The section, **SITEWIDE ELEMENTS AND STAFF ANALYSIS** addresses the buildings' collective approach to addressing the CDD requirements for shared topics such as open space, parking, transit improvements, contributions, school impacts and shared design considerations such as a standard streetscape experience across the Phase. Per the CDD Conditions, many of the site conditions are applicable as a phase, so individual buildings may demonstrate how their site contributes to the overall requirements within the Innovation District. The section, **BUILDING ARCHITECTURE AND STAFF ANALYSIS** of the staff report provides a detailed building-by-building overview of the proposed architecture and site design considerations, and special use permit requests for each building.

The Virginia Tech Innovation Campus, an integral part of the North Potomac Yard Innovation District has proceeded in parallel with the six building Development Special Use Permit requests being made by CPYR Theater, LLC. Throughout the review process, the Virginia Tech Foundation has actively partnered and participated with the CPYR Team to create a unified vision of the Innovation District which seamlessly integrates the Innovation Campus into the neighborhood. For the purpose of the staff report writing and organization, the Virginia Tech Development Special Use Permit is being covered under a separate staff report while the CPYR Theater, LCC applications are under this report. Much of the content and issues discussed in the Virginia Tech report are consistent with this staff report, however as they are a separate applicant, they were placed under a separate staff report.

Conditions for each of the building DSUPs are included at the end of the staff report under **STAFF RECOMMENDATIONS**.

II. BACKGROUND

A. Site Location

The subject site is in the northeastern part of the City of Alexandria and constitutes the boundaries of the North Potomac Yard Small Area Plan and CDD #19. The approximately 70-acre site is bounded by Route One to the west, Four Mile Run to the north, WMATA Metrorail lines to the east and E. Glebe Road to the south. The entire site is zoned CDD#19, a high-density mixed-use zone. The site is currently bisected by Potomac Avenue, which runs north to south and by E. Reed Avenue, which runs east to west, and intersects with Potomac Avenue. The smaller parcel of approximately 19 acres, known as Phase 1, is located to the east of Potomac Avenue and currently consists of the Regal Potomac Yard Movie Theater and surface parking lots. The remaining 45 acres of land are located to the west of Potomac Avenue, known as Phase 2 and consist of a mix of retail stores and restaurants, such as a Target, Old Navy, &Pizza, Cava and Best Buy along with required surface parking. The various retail buildings were constructed during the 1990s and have hosted a mix of neighborhood and regionally serving retail tenants. The site is surrounded by a mix of retail and residential uses; with large format retail, such as grocery stores and automobile sales to the north and northwest. A mix of low- to mid-density residential is located to the west

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

and south, including five- to eight-story multi-family buildings and the townhomes and single-family homes of Del Ray.

Figure 1: North Potomac Yard Phase 1 and Phase 2



The site is well served by vehicular access as Route 1/Richmond Highway is a primary transportation corridor within the city and the site is proximate to the George Washington Memorial Parkway. The subject site is also within a quarter mile of numerous DASH and WMATA bus routes. The site is also directly served by the city's Metroway (a Bus Rapid Transit Line) which provides connectivity between the Braddock Road and Pentagon City Metrorail Stations. Additional BRT stops will be added within North Potomac Yard as the site redevelops. The North Potomac Yard site is also directly south of the Ronald Reagan Washington National Airport, providing easy access to an airport with nationwide flights.

The site has several development constraints, most notably, the Federal Aviation Administration (FAA) building height restrictions due to the site's location within the flight path to Ronald Reagan Washington National Airport. As such, the maximum heights within the North Potomac Yard Small Area Plan and CDD Concept Plan have been set as the maximums per the identified flight paths and all final building heights must receive approval from the FAA. Additionally, within Phase 1 of North Potomac Yard, the easternmost portion of the site, east of New Street B, falls within the 500-foot boundary of the George Washington Memorial Parkway and is within the boundaries of the City's Old and Historic District. Within those boundaries, any structures and

permanent fixtures may require review and approval by the Board of Architectural Review, in addition to applicable design review boards. A portion of the northernmost end of North Potomac Yard, adjacent to Four Mile Run, falls within the boundaries of a designated Resource Protection Area.

B. Project Evolution

With a goal of enabling Virginia Tech’s Innovation Campus to open for students in the Fall of 2024, the applicant and staff have developed a phased approach to review the development proposals for Phase 1 of North Potomac Yard. This effort is a continuation of the earlier approvals, such as the Master Plan Amendments (March 2020) and CDD Concept Plan Amendments (June 2020) with strategic changes to facilitate the location of the Virginia Tech Innovation Campus within Phase 1 redevelopment. As initially crafted, the North Potomac Yard Small Area Plan, drafted in 2010, did not include an academic use which would permit Virginia Tech to locate within the plan area. With the Amazon HQ2 announcement in November 2019 and the Commonwealth’s funding of a new graduate campus for Virginia Tech, City Staff have worked collaboratively with the applicant team to identify strategic amendments which would allow Virginia Tech to become a part of the sustainable, high-density, mixed-use vision for North Potomac Yard. Part of those updates included a new amendment to the Master Plan to create an Innovation District which encourages a collaborative approach to the physical design and proposed uses within North Potomac Yard to build upon the potential synergy of technology, research and academia, office, residential and other commercial opportunities. As a recap of the ongoing efforts, the applicant team has previously brought the following applications to Planning Commission and City Council for approval.

Figure 2: Diagram of Phase 1 Redevelopment in North Potomac Yard



March 2020

- **Master Plan Amendment MPA #2019-0008:** to amend the North Potomac Yard Small Area Plan to incorporate Virginia Tech and the Innovation District to include:
 - a new section describing the intent and objectives of the Innovation District;
 - a new text and map amendments;
 - amended square footages and locations of uses;
 - amendments to retail locations;
 - amendments to framework streets and pedestrian connections; and
 - amendments to building heights.
- **North Potomac Yard Design Standards & Guidelines:** to amend the North Potomac Yard Design Standards & Guidelines to create an addendum for the new Innovation District Design Excellence Prerequisites and Criteria.

June 2020

- **Text Amendment #2020-0001:** to reflect use land changes and maximum building height references.
- **CDD #19 Concept Plan Amendments #2019-0008:** to amend the CDD Concept plan and conditions for consistency with the Small Area Plan and current regulations.
- **Preliminary Infrastructure Site Plan DSP #2019-0043:** to begin the site preparation and installation of the interim road network and permanent site infrastructure for Phase 1 North Potomac Yard. As a site plan, this will only be reviewed by Planning Commission.
- **Development Special Use Permit DSUP #2020-0008:** to approve a pump station as a special utility use in North Potomac Yard to include the general location, size and approve the mechanical equipment for the pump station,

The October development requests are focused on the six development requests needed to construct the physical buildings on each block and the associated final conditions requiring streetscape improvements and publicly accessible open spaces. To facilitate the individual building Development Special Use Permits, the applicant is seeking a Master Plan Amendment and CDD Concept Plan amendment to increase the height on two blocks and a subdivision to create the individual blocks, roads, park and other parcels. Additional requests for consideration are included below:

October 2020:

- **Master Plan Amendment MPA #2020-0005:** to amend the North Potomac Yard Small Area Plan to increase building heights.
- **CDD #19 Concept Plan Amendments #2020-0004:** to amend the CDD Concept plan to increase building heights for consistency with the proposed Master Plan Amendment MPA #2020-0005.
- **Subdivision #2020-0004:** to subdivide the parcels for each block, Potomac Yard Park, the pump station and Potomac Yard Metrorail Station.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
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North Potomac Yard – Phase 1

- **Development Special Use Permits (Six):** Six Development Special Use Permits for the construction of two new residential buildings and four new office buildings with ground floor retail and commercial uses. Requested modifications to height-to-setback requirements, Landscape Guidelines, and increased penthouse height. Please see individual building descriptions for greater detail.
- **Encroachments (two):** Two requested encroachments into the public rights-of-way for architectural building features such as projections, awnings and canopies. Please see the encroachment descriptions under individual buildings.
- **Transportation Management Plan SUP #2020-00042:** Special Use Permit for a Transportation Management Plan for Tier 3 (two multi-family buildings and four office buildings).
- **Street Name Case SNC #2020-0003:** consideration of a request for to name three new streets to be constructed in North Potomac Yard.
- **Environmental Sustainability Master Plan:** to provide a framework for achieving carbon neutrality by 2040 and guide for long-term sustainable practices in North Potomac Yard.
- **Open Space Master Plan:** An overarching vision for the design and principles of open space in North Potomac Yard for Phase 1 and Phase 2 to ensure open space meets the diverse needs of the community.

The final DSUP and SUP requests for consideration are anticipated for public hearing in late 2020 or early 2021 and will include:

- **Pump Station DSUP #2020-10024:** to request approval of the architectural design for the pump station structure.
- **Potomac Yard Park DSUP #2020-10025:** A Development Special Use Permit to permit the construction of North Potomac Yard Park.
- **Coordinated Sign SUP #2020-0043:** A coordinated sign plan for sitewide signage in Phase 1.

Future development is envisioned in Phase 2 consistent with the North Potomac Yard Small Area Plan and the CDD Concept Plan; however, a timeline has not yet been identified for redevelopment.

III. ZONING

The subject site is zoned CDD#19 and constitutes the boundaries of the North Potomac Yard Small Area Plan and the CDD Concept Plan. The CDD #19 zoning, in the Zoning Ordinance and CDD Conditions regulate the mix of uses, permitted densities and building heights in North Potomac Yard.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
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Table 1: CDD #19 Zoning Table

CDD No.	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum F.A.R. and/or Development Levels	Maximum Height	Uses
19	North Potomac Yard	The CSL zone regulations shall apply on the first 250 feet east of Route 1, and the I zone regulations shall apply on the remainder of the site. However, in no case shall the development exceed 610,000 square feet.	Maximum development levels will be as depicted in Table 2 of the CDD conditions. Conversion of square footage between uses may be permitted through the development special use permit process. Refer to Table 1 of the CDD conditions for maximum parking ratios.	Heights shall be as shown in the North Potomac Yard Small Area Plan, as may be amended.	Mixed-use development to include, amusement enterprises; child care home; day care center; health and athletic club; health professional office; home professional office; restaurant; business and professional office; multi-family dwelling; retail shopping establishment; public park and community recreation buildings; outdoor dining; valet parking; light assembly; service and crafts; private school (commercial); private school (academic);personal service; hotel; parks and open spaces; public schools; special use utility; and community facilities.

IV. SITEWIDE ELEMENTS AND STAFF ANALYSIS

A. Master Plan Amendments

The applicant requests an amendment to the North Potomac Yard Small Area Plan related to the height of two blocks. In March 2020, the City Council approved several Master Plan amendments (MPA #2019-0008) to accommodate the proposed development for the Innovation District. Those amendments included an update to permitted heights, total square footages, the framework street network, the location of proposed uses within the plan area, and the adoption of the North Potomac Yard Urban Design Standards and Guidelines. Since the initial March amendments, the applicant team has worked with staff to continue refining the proposed development plans being discussed in this report for an Innovation District that meets the principles and intent of the North Potomac Yard Plan. As the plans have evolved, the applicant identified additional amendments. The applicant is requesting a Master Plan Amendment (MPA #2020-0005) to increase the allowable building heights for Blocks 15 and 18 within the North Potomac Yard Small Area Plan, which were previously not included as lots needing height amendments. This request requires an amendment to the Maximum Building Height limits for the Small Area Plan, as listed and shown on the following exhibit:

- Block 15: 85 feet increased to 95 feet (increase of 10 feet)
- Block 18: 90 feet increased to 115 feet (increase of 25 feet)

Figure 3: Proposed Changes to Figure 4.5b for Maximum Building Heights

Approved March 2020 Plan



Figure 4.5b: Maximum Building Heights

Amended 6/20/20, Ord. 5285

Proposed Height Amendments



According to the applicant, the request for additional height is a result of refinement of the building designs that would not conflict with the Federal Aviation Authority (FAA) flight path restrictions. Specifically, the additional ten feet of height on Block 15 would accommodate architectural embellishments on the southeast corner of the building, adjacent to the Metro Plaza. Block 18 is requesting additional height for an additional floor of occupiable space that includes a partially imbedded penthouse. While both blocks will increase in size due the added height, they are still within the permitted maximum square footages allowed per block per the approved CDD #19.

Staff is supportive of the requested amendments to the North Potomac Yard Small Area Plan to allow additional height for Blocks 15 and 18. The request is consistent with the Small Area Plan, which was written to encourage a variety of building heights across blocks to create a dynamic and interesting skyline, rich urban experience and a variety of architectural forms. The two blocks

are located in the Flexible Metrorail Zone of the plan, an area envisioned as an urban place centered around the Potomac Yard Metrorail Station to include maximization of building height, office density, and memorable building forms in the vicinity of the Metrorail Station. Further, in consultation with updated FAA flight path regulations and limits, the buildings will adhere to the FAA restrictions and remain under the FAA's permitted height limits.

B. CDD Concept Plan Amendment

In coordination with the Master Plan Amendment, the applicant requests an amendment to the Coordinated Development District (CDD #19) Concept Plan to increase the maximum building heights of Blocks 15 and 18. The Innovation District site is governed by CDD #19 (CDD#2009-0001), a recommendation of the North Potomac Yard Small Area Plan. In June 2020, the City Council approved CDD #19 Concept Plan amendments for consistency with the North Potomac Yard Small Area Plan and current regulations (CDD#2019-0008). Since that time, as plans for the district have evolved, the applicant has found that additional height would improve the overall design of the buildings proposed on Blocks 15 and 18, be within the FAA height regulations and meet the Small Area Plan intents for high-density development next to mass transit.

Specifically, the applicant is requesting that the maximum height for Block 15 be increase from 85 feet to 95 and Block 18 be increased from 90 feet to 115 feet. The subject blocks are located directly north and south of Metro Plaza and north pavilion entrance to the Potomac Yard Metrorail Station, as well as adjacent to a new DASH Bus Depot, which will be discussed further the, **Transit Improvements & Mobility** section of this report. While the additional height will increase the amount of density on the two blocks, the resulting density remains within the per block square footages as permitted in the CDD. Additionally, the proposed heights are in compliance with FAA regulations and are the result of updated FAA flight path regulations and limits that were not anticipated during the previously amendments requested. Approval of this amendment to increase the height limits for Blocks 15 and 18 aligns with the North Potomac Yard Master Plan vision for high-quality building architecture of a highly urban character, with maximum building height and office density in proximity to Metrorail, high-capacity transit and local transit. As such, staff supports the proposed CDD Concept Plan amendment request.

C. Subdivision Request – SUB #2020-0004

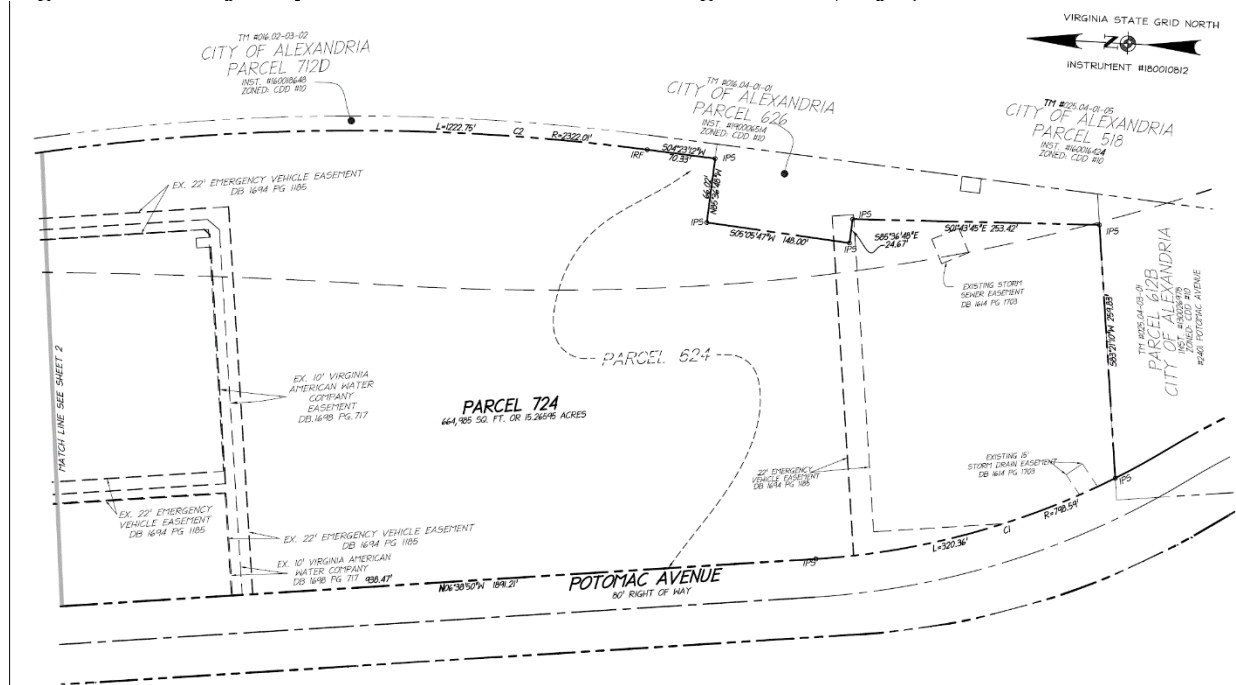
Proposal:

The applicant proposes to divide two existing lots into twelve lots ranging between approximately 8,000 square feet (0.18 acres) and 198,000 square feet (4.5 acres). The site for the subdivision area currently consists of:

- Parcel 724 approximately 664,985 square feet (15.26 acres), consists of the existing Regal Cinema Theater building and surrounding parking lots.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

Figure 5: Area of Proposed Subdivision with Existing Parcels (2 of 2)



Please see the following table for the proposed parcels and square footages.

Table 3: Proposed Parcel and Area Tabulation

Parcel	Area	Proposed Use
826	198,293 sq ft (4.55 ac)	Potomac Yard Park
827	98,426 sq ft (2.25 ac)	Public Roads
828	67,598 sq ft (1.54 ac)	Building 10
829	37,285 sq ft (0.85 ac)	Private Roads
830	53,433 sq ft (1.22 ac)	Building 14
831	52,657 sq ft (1.20 ac)	Building 19
832	51,431 sq ft (1.18 ac)	Building 15
833	46,332 sq ft (1.06 ac)	Building 18
834	37,370 sq ft (0.85 ac)	Building 20
835	13,606 sq ft (0.31 ac)	Pump Station
726	23,901 sq ft (0.54 ac)	Metro Station Pavilion (New parcel number)
836	8,120 sq ft (0.18 ac)	Potomac Yard Park

The purpose of the subdivision is to create the property lines which align with the proposed street network, building parcels, park boundaries, pump station building parcel, and to adjust the property line of the Metro Station North Pavilion parcel. This subdivision would implement the street

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

network and building parcels as envisioned in the previously approved Infrastructure Site Plan (DSP #2019-00043) and the building DSUPs under consideration in this case (DSUP #2020-0012, DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016, DSUP #2020-0017 and DSUP #2020-0018). Instead of filing individual subdivisions as part of each building DSUP, which is a standard process for development projects, the applicant agreed to process a separate subdivision to show all the proposed parcels on one subdivision application to serve as a guiding subdivision document as the site builds out over time.

In addition to setting the road network and parcels associated with North Potomac Yard, the subdivision includes a request to adjust the boundaries for Parcel 626, the current parcel for the Metro Pavilion. The proposed adjustment would change the parcel size from approximately 23,287 square feet to approximately 23,901 square feet and adjust the property lines to align with the amended location of the North Pavilion.

If approved by Planning Commission, this subdivision will create the building parcels associated with the North Potomac Yard development. The City would then accept any portions of adjacent public roads (in fee simple or permanent easement as applicable) after the final building inspections are completed for the applicable building and roadways. The deed and plat for said roads will be recorded prior to the release of the first building permit for each Development Special Use Permit. In this manner, the permanent public roads and infrastructure would be transferred to the City as each roadway is constructed in the final condition, reducing the City's responsibility for the public roads while under construction. As an interim measure, temporary access easements will be recorded over all public and private roads to ensure access before roads are permanently dedicated.

The Metrorail Station property will be owned by WMATA. Upon approval of the subdivision, a deed would be recorded, transferring the property from JBG to the City. The City of Alexandria would then transfer the land associated with the Potomac Yard Metrorail project to WMATA at one time.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
 DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
 DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
 TMP SUP #2020-0042, SNC #2020-0003
 North Potomac Yard – Phase 1

Figure 6: Proposed Subdivision and Parcels (1 of 2)

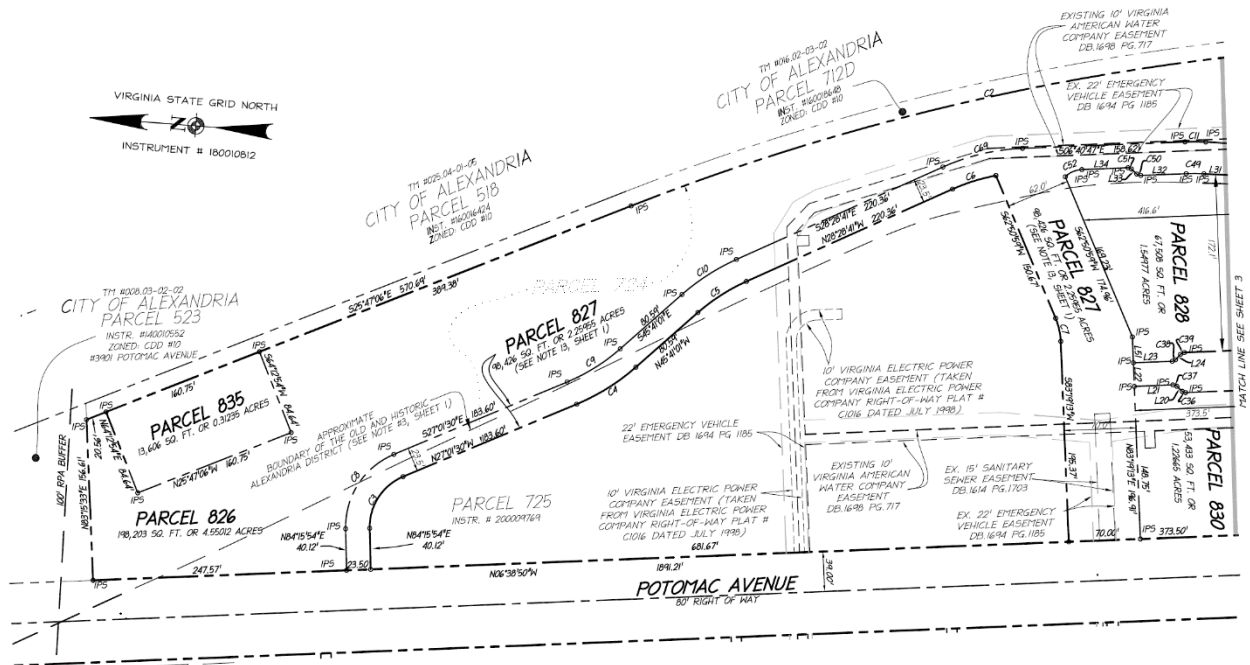
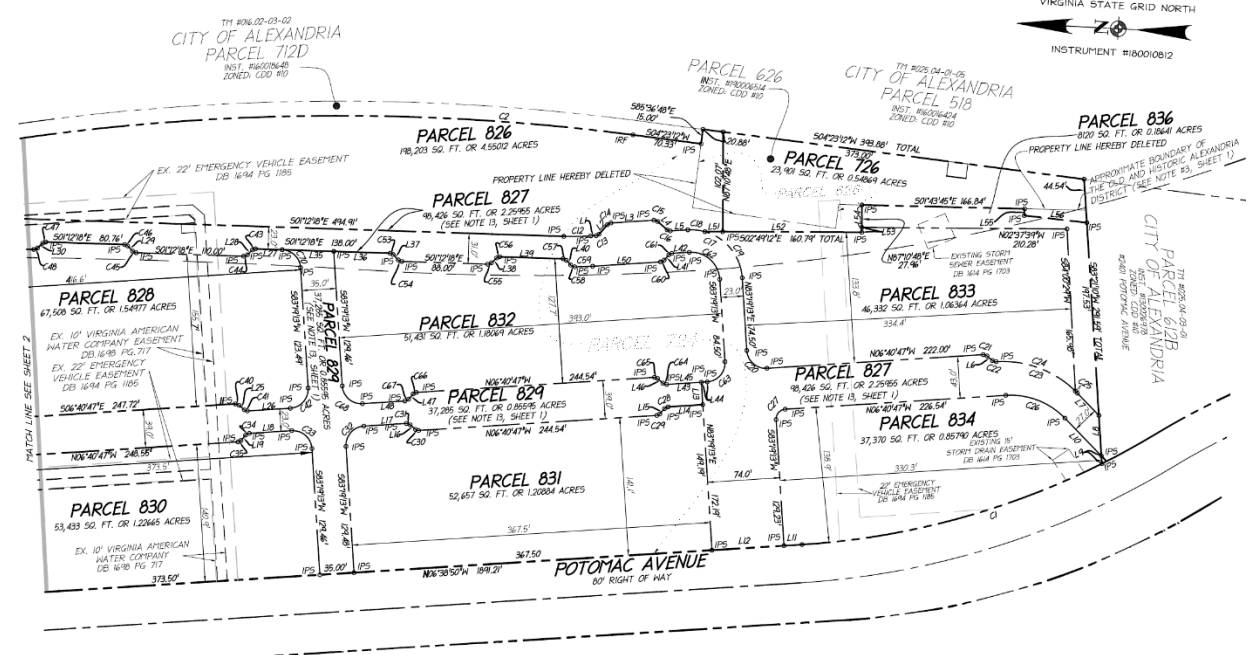


Figure 7: Proposed Subdivision and Parcels (2 of 2)



Zoning/Master Plan Designation:

The proposed subdivision parcels are located within the CDD #19/Coordinated Development District #19 zone. They carry an underlying zone of Industrial (I) for the area of the proposed subdivision that are within the CDD #19 zone but not covered under a CDD Special Use Permit approval.

In addition to a series of technical requirements (Sections 11-1706 and 11-1709), the Zoning Ordinance contains requirements that subdivided lots meet all zone requirements (11-1710(D)); that subdivided lots be consistent with the character of other lots in the area (Section 11-1710(B)(1 and 2)); and that no lot may be subdivided in a manner that creates a lot, building, or structure that would be out of compliance with Ordinance provisions (Section 11-1710(B)(3)).

The CDD #19 Zone does not contain any minimum lot size, frontage, or width requirements for either residential or non-residential properties. Floor Area Ratios, or the maximum development levels for each parcel are established in the CDD Conditions on a per block basis and can be seen under Condition 94 of CDD #2019-00008 which shows the maximum square footages or number of units permitted per Block. If the subdivision is approved, the proposed blocks and future development levels per block would be consistent with the maximum square footages as permitted in the CDD. As the current theater structure is slated to be demolished, the subdivision approval would not bring any buildings out of compliance.

The property is located in the North Potomac Yard Small Area Plan chapter of the City of Alexandria Master Plan, which designates the area as a mixed-use neighborhood, with residential, office, academic and mixed-use commercial retail uses. The Small Area Plan set the proposed road network to facilitate the development of a high-density mixed-use neighborhood and the subdivision mirrors the proposed road network of the Small Area Plan.

Staff Analysis:

Staff supports the proposal to subdivide the two lots into twelve. The twelve new lots comply with lot requirements (given that no such requirements exist under the CDD #19 Zone) and would not cause the existing theater building to fall out of compliance with other applicable Zoning Ordinance provisions through proposed conditions of approval. Per the previous Subdivision approval, SUB #2019-0021, the applicant, CPYR Theater, LLC (the same applicant for the previous and this subdivision) has been conditioned to demolish the theater structure within one year of the subdivision approval in March 2020. The applicant anticipates having the theater structure demolished by March 2021 (one year from March 2020); however, staff have included the same conditions from SUB #2019-0021 requiring the demolition of the theater as a part of the recommended approval of SUB #2020-0004 and maintained the demolition timeframe of the original Subdivision approval. Should the applicant fail to demolish the theater by March 2021, the requested subdivisions would be invalidated.

The proposal is consistent with the regulations of Section 11-700 of the Zoning Ordinance and would implement the redevelopment envisioned in the North Potomac Yard Small Area Plan.

- Road and Building Parcels: The lots proposed in this subdivision for the future building parcel sites are large and have consistent lot frontages and lengths required to implement an orderly and safe street network that meets City standards for access and safety.
- Potomac Yard Park: The proposed parcels for Potomac Yard Park are consistent with area required to be dedicated as public open space per the North Potomac Yard Small Area Plan. Additionally, the proposed park parcels connect to the existing portion of South Potomac Yard Park and will provide a continuous park experience, connected with open space and trails, from the existing Potomac Yard Park in the South, to Four Mile Run in the North.
- Potomac Yard Pump Station: The proposed parcel for the Potomac Yard Pump Station provides the required area and dimensions for the future site infrastructure and minimizes the building's presence in Potomac Yard Park. Staff and the applicant have coordinated with AlexRenew on the proposed parcel size.
- Potomac Yard Metro North Pavilion: Staff has coordinated with WMATA and JBG/CPYR Theater, LLC on the proposed parcel for the Metro Pavilion building to reflect an update to the property lines associated with the pavilion structure. The overall shape and dimensions of the parcel are generally consistent with the previous parcel location and dimensions.

With approval of the proposed subdivision, redevelopment may commence in North Potomac Yard consistent with the density and uses as envisioned in the Small Area Plan. Subject to the Conditions listed in the STAFF RECOMMENDATIONS, staff recommends approval of the subdivision request.

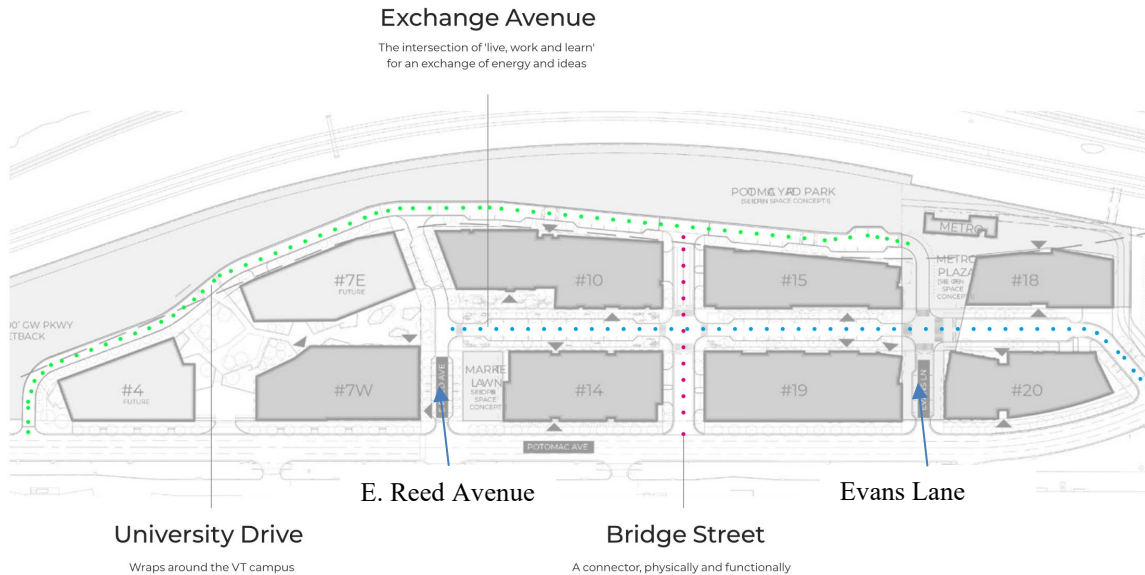
D. New Public Street Names Case - SNC #2020-0003

City Code Section 5-2-64 grants authority to the Planning Commission to approve new public street names. In new development projects, the applicant is asked to propose new public street names, which are reviewed by staff for potential conflicts with existing addressing and emergency response considerations. The City agencies involved in the vetting process include the following departments: Fire, Police, Emergency Communications, GIS, Archaeology, Code Administration, and Planning & Zoning. Once the proposed street names are vetted, they are presented to the Planning Commission for public comment and an official vote.

Phase 1 of North Potomac Yard redevelopment consists of five streets, creating a grid network of public and private streets east of Potomac Avenue. (Transit improvements will be discussed later within this report.) Two of the streets proposed in Phase 1, E. Reed Avenue and Evans Lane, are currently existing east-west streets located west of Route 1/Richmond Highway, on the west side of the North Potomac Yard shopping area. The applicant is continuing those named public streets through the Innovation District, starting with the portion east of Potomac Avenue. Future connectivity of the E. Reed Avenue and Evans Lane, between Route 1/Richmond Highway and

Potomac Avenue is planned for when Phase 2 of North Potomac Yard redevelopment is implemented.

Figure 8: Applicant Proposal of Three New Street Names and Existing Street Names



In addition to E. Reed Avenue and Evans Lane, the applicant is proposing three new streets within the development. The applicant has requested the following street names, with a description of the streets as follows:

- **Exchange Street** (previously New Street A): The central spine of Phase I, this new north-south private street intersects E. Reed Avenue at the north end and connects to Potomac Avenue at the south end. Designed as a pedestrian-focused roadway, the applicant has described this street as, “the intersection of ‘live, work and learn’ for an exchange of energy and ideas” throughout the Innovation District.
- **University Avenue** (previously New Street B): The new north-south street runs along the eastern-most side of the Phase 1 redevelopment. Starting at Potomac Avenue on the north side of the development, the street wraps around the Virginia Tech campus, runs along the new Potomac Yard Park, before ending at the intersection of Evans Lane, which is adjacent to Metro Plaza and the new Potomac Yard Metrorail Station. The entrance to the Virginia Tech Campus’ underground parking is off the northern portion of the street.
- **Bridge Street** (previously Silver Meteor Avenue): A multi-purpose service road, the new east-west street connects Potomac Avenue and University Avenue in the middle of the Phase 1 redevelopment. The applicant has described this street as “a connector, physically

and functionally” for goods, services and people. This street provides the access to the underground parking garages and loading bays for Blocks 10, 14, 15 and 19.

Staff recommends that the new public street names proposed be approved as requested by the applicant. The street names, as listed, are the applicant’s preferred choice among the list of names that staff deemed acceptable through its standard vetting process among City departments. *Please note, the remainder of the staff report utilizes the “previous” street names.*

E. Pedestrian and Streetscape Improvements

Phase 1 redevelopment in North Potomac Yard proposes to utilize a unique set of streetscape materials to create an identifiable district within North Potomac Yard and establish a sense of place. The overarching goal of the streetscape design is to create a safe and usable public realm for pedestrians, cyclists and vehicles to move through the neighborhood. The applicant has developed a common design palette for the permanent streetscape which will be delivered as each building completes construction, replacing the temporary streetscape and sidewalks as installed through the infrastructure site plan. The applicant has indicated redevelopment is likely to start in the northern portion of the site, around the Virginia Tech Campus, and move south towards the Potomac Yard Metrorail Station.

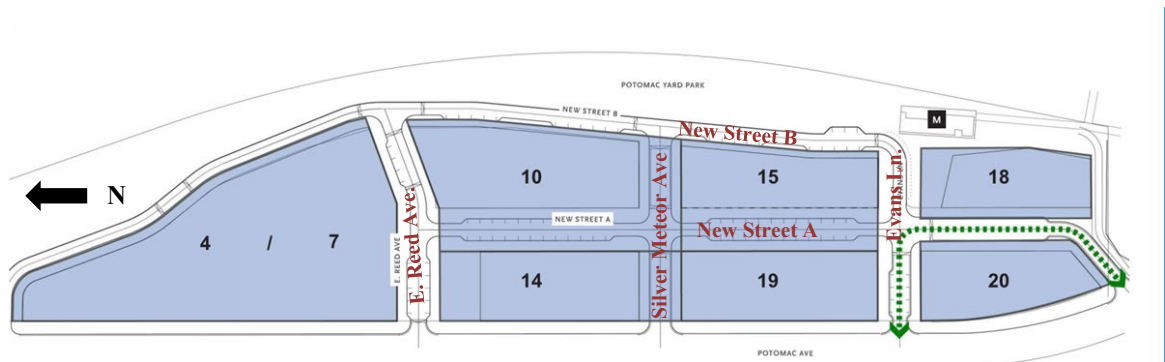
The overall street design for North Potomac Yard creates a pedestrian-oriented experience along New Street A, along the key north-south spine of Phase 1. Along New Street A, the streetscape utilizes a curbless design between the sidewalks and the roads, with an integrated use of pavers between the road and the sidewalk. Delineation between the road and sidewalk is signaled through visual pavers, tactile pavers, planters, and at key intersections, the use of bollards. The unique streetscape of New Street A is extended throughout Phase 1 through installing raised platforms and raised intersections in key locations to create a uniform streetscape experience. The intersection of E. Reed Avenue and New Street A is raised to create a visually connected plaza experience between the Virginia Tech Campus, the Partnership Building (Building 10) and the adjacent office use in Building 14. And as each east-west road intersects with New Street B along Potomac Yard Park, the applicant team is installing raised pedestrian crossings which continue the streetscape design while simultaneously serving as a traffic calming measure to enhance pedestrian safety. At the southern end of the Phase 1 redevelopment, next to the Metro Pavilion, the curb less design of New Street A is echoed in Metro Plaza, which uses a pattern of pavers and a curbless design to mirror the overall streetscape while establishing a unique public space experience. Please see the description of Metro Plaza under “Open Space” for additional details on the design.

Public and Private Roadways:

Per the North Potomac Yard Innovation District Design Excellence Guidelines, all parking must be located underground (underground parking garages seen in light blue in **Figure 9: Delineation of Public and Private Roadways and Sidewalks in North Potomac Yard.**). To facilitate the underground parking and reduce the total number of needed parking spaces, the applicant team is

proposing to utilize shared parking garages between buildings 10, 14, 15 and 19. The parking garages will connect under two roads, Silver Meteor Avenue and New Street A, and under some of the adjacent sidewalks. In areas of the streetscape which are above a private parking garage, the land will be privately owned by the applicant with a public-access easement. The road and sidewalk of New Street A between E. Reed Avenue and Evans Lane and all of Silver Meteor Avenue. Portions of the sidewalk along New Street B also span underground parking garages and will be privately owned sidewalks with a public access easement. Roads and sidewalks in Phase 1, which do not cover underground parking garages will be public roads and sidewalks; the diagram below shows the location of underground parking garages in light purple. Areas of sidewalks and roads which do not span the underground garages are shown in white.

Figure 9: Delineation of Public and Private Roadways and Sidewalks in North Potomac Yard.



Maintenance Agreement:

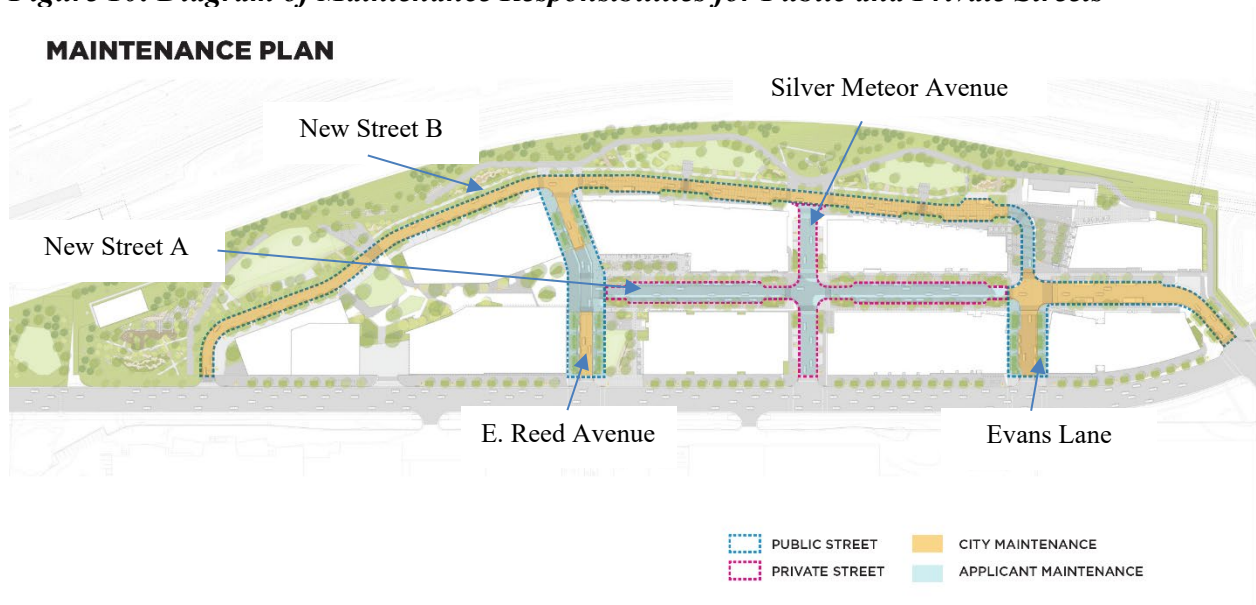
With the location of underground garages, the delineation between public and private rights-of-ways in North Potomac Yard varies around the frontages of each building. The applicant team is seeking a seamless streetscape which knits together both the private and public rights-of-ways for a uniform streetscape experience. As such, the applicant team has agreed to enter into a Memorandum of Understanding with the Department of Transportation and Environmental Services to govern the installation and long-term care and maintenance of unique materials and features in the public rights-of-way to ensure materials may be uniformly installed in public and private property. The applicant team will maintain all sidewalks, covering both private and public rights-of-way throughout Phase 1 of North Potomac Yard. This also includes the public sidewalks Potomac Avenue have been designed to be porous pavers. In addition, the applicant team will maintain all sitewide features (such as benches, trashcans and other elements in the Common Elements Guide) throughout Phase 1, regardless of their location on public or private land. Please note, these MOU agreements exclude Potomac Yard Park which is being reviewed under DSUP #2020-10025 and will be brought forward for consideration under a separate hearing. Per **Figure 10: Diagram of Maintenance Responsibilities for Public and Private Streets** the MOU delineating responsibility for the roads will have the applicant team installing all final road conditions but performing the long-term maintenance for the areas shown in blue, while the City of Alexandria will maintain all roadways shown in yellow. Per this agreement, the applicant will

be maintaining portions of the public roads at the intersection of E. Reed Avenue and New Street A between Buildings 7w, 10 and 14, and the portion of Evans Lane between New Street A and New Street B. In both locations, the applicant team has proposed flush roadways with specialized pavers which continue the design of the adjacent sidewalk into the roadways to implement the unique streetscape design of North Potomac Yard as envisioned in the North Potomac Yard Small Area Plan. A larger copy of the diagram is included as *Attachment 1: Diagram of Maintenance Responsibilities for Public and Private Streets*.

- All conditions are included in each of the six DSUPs, please see DSUP #2020-00013 for the reference numbers below:
- Condition 23.b which covers the installation and maintenance of sitewide features, such as benches, street furniture, trash cans and other site furnishings;
- Condition 28.a which covers the installation and maintenance of streetlights;
- Condition 28.b which covers the installation and maintenance of non-standard materials and/or pavers in the sidewalks; and
- Condition 47 which covers the installation and maintenance of non-standard materials and/or pavers in the public roads.

Through the Final Site Plan process, staff and the applicant will work to draft and execute the final MOUs for North Potomac Yard and the final design of New Street B, including the materials and color of the roadway and raised pedestrian crossings. If the applicant and City are unable to reach agreement on the final terms of the MOUs, the final streetscape design can be refined through the Final Site Plan process until the public rights-of-ways can be constructed with standard materials which may be maintained by City maintenance crews.

Figure 10: Diagram of Maintenance Responsibilities for Public and Private Streets



Sidewalk Design:

As each building is constructed, the individual building owner will be responsible for installing the final streetscape around all four sides of the structure, going from the building face to include the street and up to the curb line on the other side of the street. This approach was conditioned in the CDD Conditions (see CDD Condition 20.c.ii of CDD #2019-0008) and replicated in each individual building DSUP condition of approval. The sidewalks for each building include an “Amenity Zone” of variable depth directly against the building wall. This area has been reserved for various building overhangs and architectural features to encourage a variety of depth in the building massing that does not encroach into the public right-of-way. Directly adjacent is a “Pedestrian Zone”, a minimum of an eight-foot wide area of the sidewalks which will be kept clear of any seating or other obstructions and is solely for the use of passage. These pedestrian zones will either be public sidewalks or covered with a public-access easement to ensure perpetual public access. The final area of the sidewalks, between the roadways and pedestrian zones is the “Landscape Zone” which varies from a minimum of eight feet in width upwards to 12 feet and will include areas of landscaped plantings and underground stormwater facilities, such as BMPs. The applicant team is also using the Landscape area to strategically position benches near the landscaped areas and install lighting, meters, signage and other common streetscape features. The Landscape areas will be public on public roads or covered by a public access easement on private sidewalks to ensure perpetual public access.

While the sidewalk has been delineated into three zones, amenity, pedestrian and landscape zones, the streetscape materials and design seamlessly blend the three into a uniform sidewalk design. The applicant team has selected a blend of concrete pavers for the sidewalks which create a decorative pattern along the streetscape. Permeable pavers are being used for all on-street parking spaces, on both public and private roads and permeable pavers are to be installed on all public sidewalks throughout Phase 1.

Common Elements Guide:

Each building DSUP contains detailed design and construction information for the streetscape, including materials and a common elements guide of streetscape furnishings which will be used throughout Phase 1 to establish a common identity. The applicant has selected bollards and bicycle racks that utilize a minimalist metal appearance, evocative of the site’s previous railroad use. Sitewide benches include custom-made wooden benches and rough-hewn stone and wooden benches. While staff finds that the initial common elements guide of streetscape furnishings establishes a strong baseline of quality, staff has conditioned the applicant to continue refining the streetscape elements to highlight a sustainable or technologically forward approach to materials and functionality. Considerations include furnishings which have sustainably sourced materials, high recycled content, low maintenance costs; or integrate technology and innovation, such as electric charging opportunities, 5G or Wi-Fi compatibility, interactive technological features, solar power, or other innovative approaches to placemaking.

The applicant team has been conditioned to return to the Potomac Yard Design Advisory Committee (PYDAC) to seek additional input on the final streetscape design, in addition to the publicly accessible open spaces.

F. Transit Improvements & Mobility

As reaffirmed in the Coordinated Development District (CDD) Conditions in June 2020, the applicant team will be providing a range of transit improvements in the Phase 1 redevelopment of North Potomac Yard which will be delivered through the construction of individual building DSUPs. As a whole, Phase 1 will deliver a new pedestrian-oriented network of streets and infrastructure to connect Phase 1 redevelopment with the City. The infrastructure site plan will deliver the initial construction of a new network of streets and sidewalks, while the permanent streetscape condition will be constructed on a block-by-block basis. As part of that process, new sidewalks will be installed along all new roads and through Potomac Yard Park to provide pedestrian connectivity. Intersection improvements along Potomac Avenue have been conditioned in the CDD, to provide signalized intersections and crosswalks, to facilitate safe passage across Potomac Avenue. The delivery of the crosswalks across Potomac Avenue has been tied to the timing of various building certificates of occupancy requests and total development levels in Phase 1 per CDD Conditions.

Public Infrastructure:

Additional public infrastructure is being constructed and provided by the applicant in conjunction with the redevelopment of Phase 1. At the southern end of the site area, along New Street A between Blocks 18 and 20, the applicant team is constructing a new DASH Bus Depot which is directly adjacent to the forthcoming Metrorail Station. The DASH Bus Depot will include four bus bays and accompanying bus shelters, with the final design of the shelters to be established through the Final Site Plan process. The location will enable both southbound and northbound bus drop-off to occur and riders can cross Metro Plaza to easily access the Metro Pavilion and traverse the pedestrian bridge into the station. Prior to the final construction of the DASH Bus Depot, along New Street A, the applicant team is providing temporary bus stops along Potomac Avenue to ensure there is connectivity between the City's multi-modal transportation options. As construction of Blocks 18 or 20 occurs, City and DASH staff will coordinate with the applicant team to ensure there is continuous and safe access between the temporary DASH bus stops and the Metro Pavilion for all riders.

Prior to any development in Phase 2, the developer shall collaborate with staff to determine the design of Potomac Avenue with transit dedicated lanes per the Small Area Plan. In addition, Phase 2 redevelopment will not preclude the expansion of the existing Metroway along Route One.

Electric Charging Stations:

City and DASH staff met with the applicant team to discuss the future timeline and feasibility of installing an electric charging station and related infrastructure for electric buses on southbound

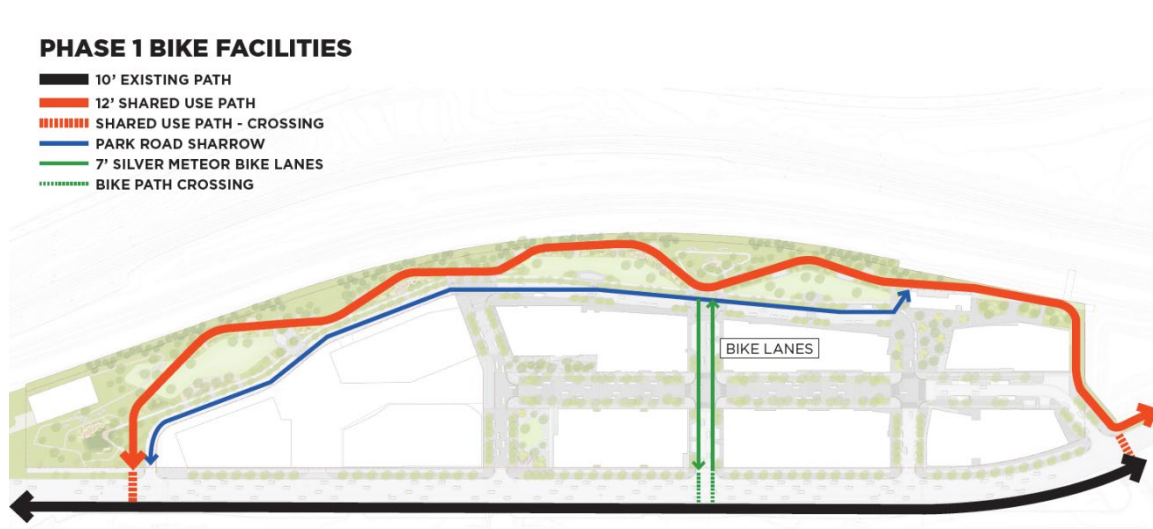
Potomac Avenue near the Potomac Yard Metrorail Station. DASH has indicated that the agency will be seeking to convert its fleet of diesel buses into an electric fleet to create a more sustainable bus fleet. As North Potomac Yard will serve as the end of the line for several frequent, all-day bus routes, the location would serve as a viable location for an on-route charging station to allow buses to quickly recharge between trips instead of returning to bus depots for a longer charge. Staff and the applicant team had a productive conversation to understand the potential locational needs and infrastructure needed to support an electric charging station. However, the longer implementation horizon to switch to electric vehicles precluded any direct conditions on the Phase 1 redevelopment of North Potomac Yard. City and DASH staff will continue to coordinate with applicant team to determine if a future on-site bus charging station could be installed.

Bike Network and Bikeshare:

As is described in the Small Area Plan and Environmental Sustainability Master Plan, North Potomac Yard is intended to be an area with convenient and diverse multimodal transportation options. This will not only help the City and North Potomac Yard meet sustainability goals by reducing carbon output and decreasing traffic congestion, but it will also support a vibrant and active community that is accessible for all.

Bicycling is envisioned to be a primary mode used for access to and within the site. The multi-use trail connection to the Potomac Yard Trail near the metro and into Crescent Park, the bike lanes on Silver Meteor Avenue, and the sharrows on New Street B provide a network for bicycle connectivity. The proposed visitor and long-term bicycle parking proposed at each building will make quick trips or longer-term bike storage convenient for different users of the site, as described in the transportation summary above.

Figure 11: Bicycle Network in North Potomac Yard



Finally, bicycle access in and around the site will be supported by the bikeshare program, which creates extra flexibility for bikers who either do not own or do not have a bike with them and want to make a quick connection to any of the nearly 400 bikeshare stations in the DC region. Bikeshare is complimentary to the new Potomac Yard Metro Station, as it provides an easy way to connect from elsewhere in the community to or from the Metrorail Station .

Staff are requesting space be provided for three bikeshare stations in North Potomac Yard Phase 1: a 19-dock station on Block 15 across from the Metro Station, a 15-dock station on Block 14 near the corner of Silver Meteor Ave and New Street A, and a 15-dock station on the Virginia Tech site. Staff believe these three locations will provide visibility from key activity areas, promote bikeshare connections within the site, and provide easy access to designated bike routes. Having three stations within the site will also create a desired level of flexibility and redundancy in case docks are full or empty at a nearby station. This plan is consistent with the number of bikeshare stations near other urban Metrorail Stations in Alexandria, as there are three bikeshare stations within 1,500 feet of both the King Street and Braddock Road Metrorail Stations.

G. Parking and Loading

With the applicant's decision to utilize the North Potomac Yard Innovation District Design Excellence Guidelines for the building architecture, all permanent parking is located underground per prerequisite 4.1. Across Phase 1, the applicant team has placed all proposed building parking underground. Limited street parking, primarily along New Street A and the western side of New Street B has been designed to provide short-term parking and the hours and timing of those spaces will be finalized during the Final Site Plan process and be consistent with street parking regulations across the City.

Each building is designed to contain underground parking which is accessed by a single garage entrance per building. Loading dock entrances for each building are situated adjacent to the parking garage entrances to group the more utilitarian building functions together and minimize the impact of the back-of-house areas upon the building's streetscape presence. Minimizing back-of-house building functions is another criterion of the Design Excellence Standards, per Criteria 2.4 which encourages service areas to be compatible with the public realm and be as unobtrusive as possible.

In addition to grouping the loading and parking entrances, along tertiary streets where possible, the width of the entrances are designed to be as narrow as possible while preserving functionality. Buildings 10, 14, 15 and 19 have oriented parking and loading entrances along Silver Meteor Avenue to preserve a more active street front along New Street A, a designated primary retail corridor and along New Street B, a w critical connection bringing Potomac Yard Park into the overall development. For Buildings 18 and 20, the parking and loading entrances are consolidated along New Street A to minimize impacts to the DASH Bus Depot, Metro's Kiss-N-Ride location and to minimize curb cuts and preserve traffic flow along Potomac Avenue. All curb cuts into the entrances and the loading and garage entrances are designed to be flush with the sidewalk.

Parking Ratios:

Parking ratios for North Potomac Yard were established in the North Potomac Yard Small Area Plan and in CDD #19 which set parking maximums for uses. For each building, the amount of parking provided is less than the maximums as established in the CDD and complies with the Small Area Plan and CDD Conditions. *Please see Table 4: CDD #19 Parking Maximums for details.* By utilizing a parking maximum, each building will be able to develop a flexible parking strategy to provide a mix of parking for each building's users, balancing the needs of daytime office workers, retail shoppers, residents and other visitors to North Potomac Yard. In addition, Buildings 10, 14, 15, and 19 propose a shared underground parking garage which spans the areas under New Street A and Silver Meteor Avenue to provide greater parking efficiencies. Drivers will be able to enter and exit through any one of the four buildings' parking garage entrances and park beneath the buildings. Through the Final Site Plan process, the final design of the parking management controls, such as booths and demarcation of spaces will be finalized. Any necessary parking management and safety for residential users will also be identified and implemented during this process. Furthermore, the shared Transportation Management Plan (TMP) for the six non-academic buildings in Phase 1 will be developed to identify additional strategies to reduce single-occupancy vehicle use. The TMP will layer on top of the shared parking within the buildings, encouraging additional reductions in vehicle use.

Table 4: CDD #19 Parking Maximums

Use	Maximum Ratio
Civic / Community Facilities	2.0 / 1,000 sq. ft.
Theater	0.1 / seat
Hotel (per room)	0.75 / room
Office	1.21 / 1,000 sq. ft.
Residential	1.0 / unit
Restaurant	3.5 / 1,000 sq. ft.
Retail	3.5 / 1,000 sq. ft.
Academic	1.2/1,000 sq. ft

Table 5: Phase 1 Parking

Block	Units	Residential (SF)	Office (SF)	Academic (SF)	Retail (SF)	Total	Maximum Parking per CDD	Proposed Parking
4 and 7*	-	-	-	600,000	-	600,000	720	500
10	-	-	218,761	-	20,965	239,726	338	425
14	-	-	234,105	-	13,747	247,852	332	213
15	212	165,298	-	-	14,874	180,172	264	306
18	-	-	154,601	-	7,967	162,568	216	134
19	262	197,318	-	-	22,715	220,033	342	182
20	-	-	145,470	-	10,540	156,010	214	119
Totals	474	362,616	752,937	600,000	90,808	1,806,361	2,426	1,879

Temporary Surface Parking Lots:

While Prerequisite 4.1 of the North Potomac Yard Design Excellence Standards requires all parking to be provided entirely below grade, the applicant may utilize interim surface parking lots at the locations of Blocks 15 or 19 during the construction of the site. Those temporary parking lots were approved and conditioned through the Infrastructure Site Plan (DSP2019-00043) to allow for flexible parking uses while the permanent underground parking is constructed. Previous conditions of approval have established minimums for landscaping and screening of the spaces and allow staff to review the designs for safety.

H. Phase 1 Transportation Assessment

The anticipated trip generation for each building developed by CYPR Theater, LLC is included in the Phase 1 Multimodal Transportation Impact Study, which also includes Blocks 4, 7w and 7E to be developed by Virginia Tech within the Phase 1 site. This study was conducted to ensure the transportation network is adequate to support the proposed Phase 1 redevelopment of North Potomac Yard. The assessment assumed several trip-reduction factors such as internal capture, pass-by trips, and mode splits.

The study included operation analysis at eight intersections during both AM and PM Peak hour. The intersections included:

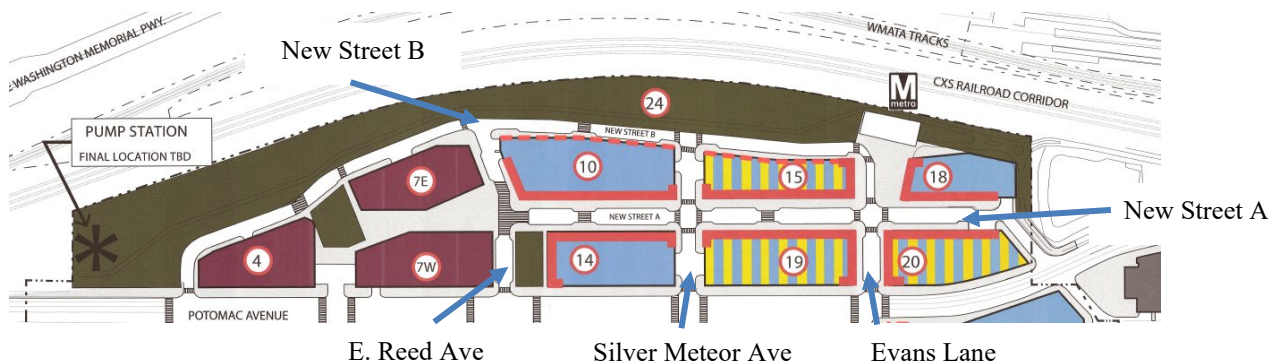
- Route 1/Richmond Highway and E. Glebe Road
- Route 1/Richmond Highway and E. Reed Avenue
- Potomac Avenue and E. Glebe Road
- The proposed intersecting streets of Phase 1 and Potomac Avenue

To assess the operation of each intersection during interim stages of development and determine the impacts any changes proposed to the existing network would have in accordance with the proposed site, various conditions and scenarios were established and analyzed.

Based on the results of the study, staff concluded all proposed streets within the Phase 1 site that intersect Potomac Avenue, shall be signalized. Installing signals at each intersection ensures that any delays and queuing exiting the site do not exceed acceptable levels of service, provide safe and accessible crossing for pedestrians and bicycle users from/to site, and ensures that Potomac Avenue operation is not significantly degraded.

In addition to the various intersection improvements to address vehicular capacity issues, the development plans align with City's guiding principle of encouraging multimodal-use and decreasing the need for single-occupancy vehicle travel. JBG and Virginia Tech have been condition to contribute to these improvements as development occurs.

Figure 12: Phase 1 Diagram of Building Locations and Streets



Building 10:

In accordance to the proposed seven-story office building with two towers and ground floor retail of approximately 239,726 square feet of floor area, Building 10 is anticipated to generate approximately 108 vehicle trips in the AM Peak Hour and 117 vehicle trips in the PM Peak Hour, including trip reduction factors. With the improvements conditioned with Phase 1, these additional trips do not result in exceeding acceptable intersection level of service throughout the study area.

Building 10 is adjacent to New Street A, a roadway flush with the sidewalk which prioritizes pedestrian activity and promotes slower travel speeds. In addition, the portion of New Street B fronting Building 10, includes a raised mid-block crosswalk that enhances pedestrian visibility crossing New Street B to/from the Potomac Yard Park. All intersections adjacent to Building 10 shall include crosswalks on all legs with ADA compliant curb ramps or detectable warning strips on all corners, and sufficient sidewalk space that corresponds with the anticipated pedestrian activity and provides considerable level of comfort.

The Building 10 site includes several bike rack locations along the frontage, a bike room adjacent to the parking garage entrance, and accessible routes to bike and pedestrian friendly facilities. In addition, a strong emphasis was placed upon pedestrian and cyclist connectivity between the site and the future Potomac Yard Metro Station.

Building 14:

In accordance to the proposed nine-story office building with ground floor retail of approximately 247,852 square feet of floor area, Building 14 is anticipated to generate approximately 152 vehicle trips in the AM Peak Hour and 160 vehicle trips in the PM Peak Hour, including trip reduction factors. With the improvements conditioned with Phase 1, these additional trips do not result in exceeding acceptable intersection level of service throughout the study area.

Each proposed traffic signal adjacent to Building 14 shall include pedestrian signals with pedestrian push buttons, crosswalk crossing all legs of the intersection with ADA compliant curb ramps on all corners, and sufficient sidewalk space that corresponds with the anticipated pedestrian activity and provides considerable level of comfort.

The Building 14 site includes several bike rack locations along the frontage, a bike room adjacent to the parking garage entrance, and accessible routes to bike and pedestrian friendly facilities. In addition, a strong emphasis was placed upon pedestrian and cyclist connectivity between the site and the future Potomac Yard Metro Station.

In addition, the site does not preclude future plans of a transit dedicated lane or the expansion of the existing Metroway on Potomac Avenue per the Small Area Plan.

Building 15:

In accordance to the proposed seven-story residential building with ground floor retail and 212 units of approximately 180,384 square feet of floor area, Building 15 is anticipated to generate approximately 50 vehicle trips in the AM Peak Hour and 68 vehicle trips in the PM Peak Hour, including trip reduction factors. With the improvements conditioned with Phase 1, these additional trips do not result in exceeding acceptable intersection level of service throughout the study area.

Building 15 is adjacent to New Street A, a roadway flush with the sidewalk which prioritizes pedestrian activity and promotes slower travel speeds. In addition, the portion of New Street B fronting Building 15, includes a raised mid-block crosswalk that enhances pedestrian visibility crossing New Street B to/from Potomac Yard Park. All intersections adjacent to Building 15 shall include crosswalks on all legs with ADA compliant curb ramps or detectable warning strips on all corners, and sufficient sidewalk space that corresponds with the anticipated pedestrian activity and provides considerable level of comfort.

The Building 15 site includes several bike rack locations along the frontage, a bike room adjacent to the parking garage entrance, and accessible routes to bike and pedestrian friendly facilities. In

addition, a strong emphasis was placed upon pedestrian and cyclist connectivity between the site and the future Potomac Yard Metro Station.

Building 18:

In accordance to the proposed seven-story office building with ground floor retail of approximately 162,568 square feet of floor area, Building 18 is anticipated to generate approximately 50 vehicle trips in the AM Peak Hour and 46 vehicle trips in the PM Peak Hour, including trip reduction factors. With the improvements conditioned with Phase 1, these additional trips do not result in exceeding acceptable intersection level of service throughout the study area.

Building 18 is adjacent to New Street A, a roadway flush with the sidewalk in which prioritizes pedestrian activity and promotes slower travel speeds. In addition, the portion of New Street B/Evans Lane fronting Building 18, includes the roadway flush with the sidewalk to prioritize pedestrian activity crossing New Street B to/from the Potomac Yard Metro Station. All the intersections adjacent to Building 18 shall include crosswalks on all legs with ADA compliant curb ramps or detectable warning strips on all corners, and sufficient sidewalk space that corresponds with the anticipated pedestrian activity and provides considerable level of comfort.

The Building 18 site includes several bike rack locations along the frontage, a bike room adjacent to the parking garage entrance, and accessible routes to bike and pedestrian friendly facilities. In addition, a strong emphasis was placed upon pedestrian and cyclist connectivity between the site and the future Potomac Yard Metro Station.

Building 18 will also include several features of the proposed bus depot along New Street A. This site includes two bus bays along the New Street A frontage and accommodations such as bus shelters, loading pad, lighting, and signage.

Building 19:

In accordance to the proposed seven-story residential building with ground floor retail and 254 units of approximately 220,295 square feet of floor area, Building 19 is anticipated to generate approximately 66 vehicle trips in the AM Peak Hour and 62 vehicle trips in the PM Peak Hour, including trip reduction factors. With the improvements conditioned with Phase 1, these additional trips do not result in exceeding acceptable intersection level of service throughout the study area.

Each proposed traffic signal adjacent to Building 19 shall include pedestrian signals with pedestrian push buttons, crosswalk crossing all legs of the intersection with ADA compliant curb ramps on all corners, and sufficient sidewalk space that corresponds with the anticipated pedestrian activity and provides considerable level of comfort.

The Building 19 site includes several bike rack locations along the frontage, a bike room adjacent to the parking garage entrance, and accessible routes to bike and pedestrian friendly facilities. In addition, a strong emphasis was placed upon pedestrian and cyclist connectivity between the site and the future Potomac Yard Metrorail Station.

In addition, the site does not preclude future plans for a transit dedicated lane or the expansion of the existing Metroway on Potomac Avenue per the Small Area Plan.

Building 20:

In accordance to the proposed six-story office building with ground floor retail containing approximately 156,010 square feet of floor area, Building 20 is anticipated to generate approximately 88 vehicle trips in the AM Peak Hour and 125 vehicle trips in the PM Peak Hour, including trip reduction factors. With the improvements conditioned with Phase 1, these additional trips do not result in exceeding acceptable intersection level of service throughout the study area.

Each proposed traffic signal adjacent to Building 20 shall include pedestrian signals with pedestrian push buttons, crosswalk crossing all legs of the intersection with ADA compliant curb ramps on all corners, and sufficient sidewalk space that corresponds with the anticipated pedestrian activity and provides considerable level of comfort.

The Building 20 site includes several bike rack locations along the frontage, a bike room adjacent to the parking garage entrance, and accessible routes to bike and pedestrian friendly facilities. In addition, a strong emphasis was placed upon pedestrian and cyclist connectivity between the site and the future Potomac Yard Metro Station.

Building 20 will also include several features of the proposed bus depot along New Street A. This site includes two bus bays along the New Street A frontage, a bus shelter imbedded into the building, and accommodations such as a loading pad, lighting and signage. In addition, the site does not preclude future plans for a transit dedicated lane or the expansion of the existing Metroway on Potomac Avenue per the Small Area Plan.

I. Transportation Master Plan – SUP #2020-0042

Per Section 11-700 of the Zoning Ordinance, the applicant is required to participate in a Transportation Management Plan (TMP) to encourage alternate modes of transportation resulting in a decrease of Single Occupancy Vehicle (SOV) trips. Further, Condition #119 of approved amendments to CDD #19 required a TMP for each future DSUP proposed in the CDD. To support the TMP, the applicant has agreed to the City's standard TMP rates, (adjusted annually per the Consumer Price Index [CPI-U]) to be contributed to the City's TMP fund.

Based on the size of the proposed development the proposed project is classified as a Tier 3 TMP. Therefore, this project will be required to join the Citywide TDM program or partner with an adjacent program in order to satisfy the need for the TMP.

As part of the TMP, the applicant will designate a TMP Coordinator. The Coordinator will be the point of contact with the City's Transportation Planning Division and will work with staff to

implement the TMP. The duties of the TMP Coordinator include maintaining updated contact information with staff, distributing annual electronic surveys, managing and accounting the TMP fund, submitting reports to the City, and administering the program as required by the Zoning Ordinance. Conditions have been added that will apply to all developments within North Potomac Yard to coordinate on enforcement of the TMP per TMP SUP #2020-0042.

Please note, the adjacent Virginia Tech Campus is under a separate TMP, however the two TMPs within North Potomac Yard will be coordinated by the City's Transportation Planning Division to ensure consistency and coordination between the two Transportation Management plans.

J. Comprehensive Open Space Plan

In compliance with requirements of the CDD, the applicant prepared and submitted a Comprehensive Open Space Plan (COSP) that identifies the programming for each park and open space across the North Potomac Yard plan area. Rather than every open space being designed to serve every programmatic function, the intent of the COSP is to ensure that programming of open space activities are conceptualized across the plan area, providing a mix of active and passive recreational amenities for users of all ages and abilities.

For Phase 1, the COSP incorporates a network of ground level public and private open spaces (to include private open spaces with public access easements) across the site. An additional goal of the COSP is to ensure each space within Phase 1 has a unique character that differentiates one from the other, while also utilizing common site elements and features to connect the spaces. The COSP includes three primary open spaces envisioned by the small area plan: Market Lawn, Metro Plaza, and Potomac Yard Park.

- **Market Lawn**, is an approximately 0.2-acre open space, and will be designed with an urban lawn, seating grove, and custom wood and stone benches. The design and function of the Market Lawn is informed by the adjacent office building on Block 14, which includes an indoor garden room at the ground level of the building. Additionally, the flush street condition of adjacent streets (E. Reed Avenue and New Street A) ensured that the design of Market Lawn considers the adjacent private but publicly accessible open spaces on Blocks 10 and 7. Programmatically, the lawn is a flexible open space to accommodate both active and passive uses and can utilize the curbside condition to periodically host large events, festivals, and farmer's markets.
- **Metro Plaza**, is an approximately 0.3-acre plaza, sits at the doorstep to the new Potomac Yard Metrorail Station adjacent to Building 18. The Plaza is a key organizing element of this portion of the redevelopment site and serves many functions. It will be the civic gateway that welcomes new residents, workers, and visitors to the North Potomac Yard Innovation District. The Plaza also serves as a major transportation hub that will connect transit riders from the Metrorail Station, Metroway, and local bus routes. The Plaza has

been designed with the adjacent office and retail uses in mind, and accommodates Kiss-N-Ride users, accommodates passive uses such as fixed seating and movable furniture areas, and may include dynamic digital lighting, displays, and public art.

- **Potomac Yard Park** is an approximately 4.5-acre park, that once conveyed to the City, will link to the existing Potomac Yard Park in South Potomac Yard. Located on the eastern portion of the Plan area, this linear park is the largest park within the Plan redevelopment area, and is designed to include a variety of active, passive, natural, and sustainable features. Potomac Yard Park includes flexible open areas that can be programmed for a variety of functions, a mix of sunny and shaded areas, sections for native plant conservation areas, trails and walking paths, and active areas for fitness and natural play. Incorporated throughout the park are sustainable features such as native plantings and bio-retention areas which will treat the stormwater for the site and provide educational opportunities for users.

The COSP has been discussed in a variety of virtual community presentations, applicant meetings, and as part of Potomac Yard Design Advisory Committee (PYDAC) and Park and Recreation Commission (PRC) meetings. The designs for Market Lawn and Metro Plaza were endorsed by PRC in their September public meeting and are anticipated for approval with the adjacent development blocks (Blocks 14 and 18, respectively). The final design of Potomac Yard Park is anticipated for public hearings in Fall/Winter of this year. With each subsequent phase of redevelopment for North Potomac Yard, the COSP may be updated to accommodate revised programming opportunities for parks and open spaces located on the west of Potomac Avenue.

K. Open Space and Potomac Yard Park

Per CDD #19, the applicant is required to provide a mix of public and private open spaces across North Potomac Yard. Per CDD Condition #47, the applicant is required to provide a 35% of the total land area in the CDD (approximately 70 acres) as usable open space. Of the total 35% of open space, a minimum of 15% of the total land area must be ground-level open space while the remaining 20% may be a mix of ground-level and/or roof-top open space.

In addition, the applicant is required to provide designated open spaces, or parks, within North Potomac Yard to provide usable open space to offset the expected levels of development. In Phase 1, those park-like areas include:

- Potomac Yard Park: shall be a minimum of 4.5 acres and the design should support a regional public park with active and public uses.
- Metro Plaza: shall be a minimum of 0.3-acres and designed as an active civic space with pavers and street trees
- Market Lawn: shall be a minimum of 0.2-acres and designed to provide an active social space that is flexible to accommodate a variety of events and gatherings.

As the CDD Condition for open space is across the entirety of North Potomac Yard, the applicant team is combining open space across each of the proposed buildings and public open spaces to demonstrate compliance with the open space requirements. Per **Table 6: Phase 1 Proposed Open Space**, the applicant is providing 39.7% of the Phase 1 site area as open space, exceeding the CDD Condition requirement of 35% of total site area be provided as usable open space.

Table 6: Phase 1 Proposed Open Space

Open Space	At Grade (Public)	Above Grade (Private)	Total (SF)	Acres	Site Area	Percent of Site Area
Potomac Yard Park	196,020	-	196,020	4.5	196,020	100%
Blocks 4 & 7 (Phase 1)	62,563	5,187	67,750	1.56	152,868	44.3%
Block 10	7,163	6,042	13,205	0.30	67,508	19.6%
Block 14 (With Market Lawn)	9,675	12,725	22,400	0.51	53,433	41.9%
Block 15	2,151	3,068	5,219	0.12	51,431	10.1%
Block 18 (With Metro Plaza)	10,142	2,925	13,067	0.30	46,332	28.2%
Block 19	-	5,679	5,679	0.13	52,657	10.8%
Block 20	810	780	1,590	0.04	37,370	4.3%
Roadways, Other	-	-	-	-	160,002	0.0%
Total	288,524	36,406	324,930	7.46	817,621	39.7%

While some of the building parcels have limited on-site open space, the Potomac Yard Design Excellence Standards established design criteria to create, “a variety of open spaces” that function as a cohesive network. By creating an integrated network of diverse open space, residents and visitors to North Potomac Yard have access to a range of different open spaces and experiences within proximity. So, while an individual building may have a limited style or amount of open space, a complementary experience is within proximity to augment those options and allows for more unique development of tailored open spaces. Please see the individual building descriptions, in BUILDING ARCHITECTURE AND STAFF ANALYSIS, for more detail on the design open spaces for each building.

Potomac Yard Park:

The applicant team is finalizing the design of the northern extension of Potomac Yard Park, extending the terminus of the southern portion of the park at Wesmond Drive, up to Four Mile Run. When completed, the extension of the park will be dedicated to the City and add an additional 4.5 acres of open space to the City’s network of public open space. The current design of the park proposes a balance of passive and active uses and contains the future Potomac Yard Pump Station.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

The park may also include sustainable infrastructure, such as a Sewer to Wastewater Energy Exchange (SWEE) and a Geothermal Bore Field to provide alternate sources of energy to the Innovation District.

The final design of the park is underway and is expected to come forward to Planning Commission and City Council at the end of 2020 for consideration of the Park DSUP.

L. Metro Plaza and Market Lawn

Metro Plaza and Market Lawn are two of the three designated open spaces for Phase 1 of the North Potomac Yard development project per the North Potomac Yard Small Area Plan and Coordinated Development District (CDD #19). These open spaces are identified in the CDD as publicly accessible open spaces with a focus on social use and civic use respectively.

The Small Area Plan envisioned the parks and open spaces as community places and nodes of energy and activity. The open spaces are to provide opportunities for active and passive use, community events, and unique spaces for work or play. These public spaces are to be designed to be flexible and programmed to be inclusive, foster collaboration, and encourage various levels of activity.

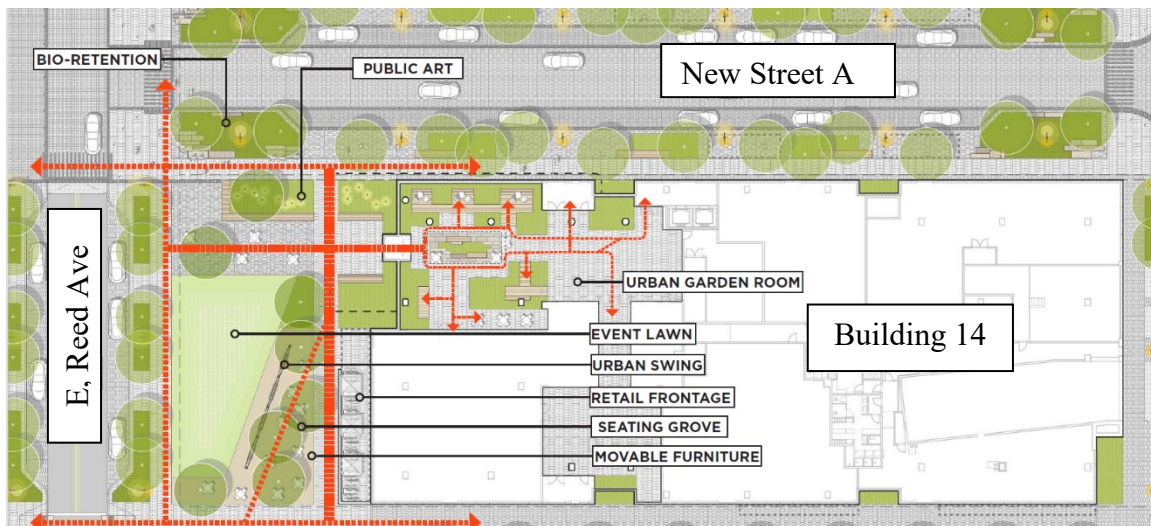
Market Lawn:

Market Lawn is a ~~0.3-acre~~ **0.2-acre** open space, directly adjacent to Building 14. Per the North Potomac Yard Small Area Plan, Market Lawn was envisioned as an active social space that would be framed by retail uses. (See **Figure 13: Proposed Site Plan and Use Diagram for Market Lawn** for a visual diagram) In addition, the design of the space should be flexible to support Farmer's Markets, outdoor movies and other event programming. The Small Area Plan also encouraged a curbless street design in this vicinity of the plan area to enhance the flexible design and uses of Market Lawn, so that activity could safely spill out from the Lawn into the streets (during programmed events that close the streets to vehicle use).

The applicant's proposed design for Market Lawn includes a centrally located event lawn that engages with Potomac Avenue on the West and pulls pedestrians in towards New Street A. The large event lawn is designed to provide space to host events, such as workout classes, Farmer's Markets, outdoor movies and other social events. The applicant has indicated the possibility of movable furniture that could be easily rearranged to support a mix of passive and active uses on the lawn space. Parallel to the event lawn, a series of urban swings provide an interactive seating experience that enlivens the space. Retail frontage, with possible outdoor dining lines the southern edge of the Market Lawn. The southeast corner of Market Lawn has been designed to lead into a "Garden Room" concept of Building 14; a two-story atrium of green space and publicly accessible seating. The applicant team has coordinated the landscaping and design of the Garden Room to encourage a cohesive design between the outdoor and indoor spaces and to encourage visitors to come into the building.

Market Lawn will be privately owned and the programming for the space will be through a future Business Improvement District (BID) or comparable entity. The City has added a condition of approval to Building 14's DSUP (property upon which Market Lawn is to be constructed) to permit the City to host up to five (5) events a year on the Lawn in coordination with the BID. Staff finds the initial design of Market Lawn is meeting the goals of the North Potomac Yard Small Area Plan, however staff has included Condition #22.a in DSUP #2020-0014 requiring the applicant to return to the Potomac Yard Design Advisory Committee (PYDAC) to review the final design proposal for this key open space. At that point, staff would seek to see final designs for the sitewide features, such as the benches, swings and lighting and updates on the staff request for sustainable and technologically forward site furnishings. (Please see the Common Elements Guide within the Pedestrian and Streetscape Improvements section for a discussion on additional refinement to the public realm).

Figure 13: Proposed Site Plan and Use Diagram for Market Lawn



Metro Plaza:

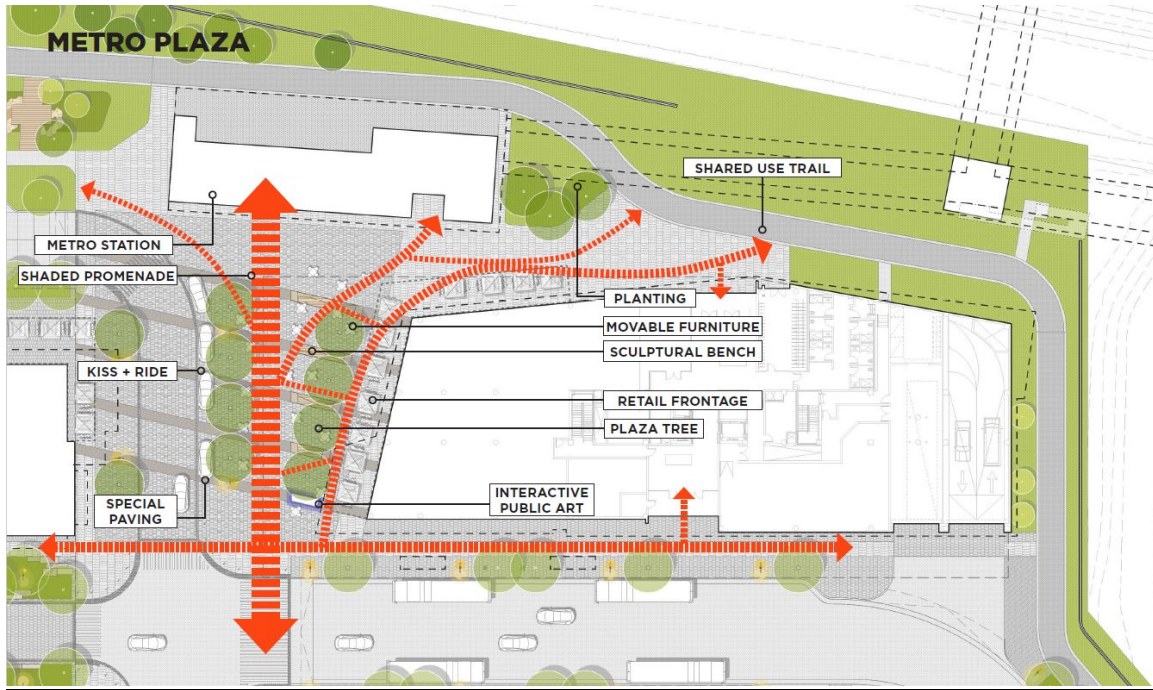
Metro Plaza is envisioned as one of the primary civic spaces in North Potomac Yard, serving as a critical gateway and visual and physical arrival point for Metrorail riders and visitors to the neighborhood. The Small Area Plan called for a minimum continuous area of 0.3 acres in an urban plaza that could facilitate connectivity to the Metrorail station and provide gathering space. (See **Figure 14: Proposed Site Plan and Use Diagram for Metro Plaza** for a visual diagram) The plan identified opportunities for curbsless streets and unique pavers that could knit the Metro Plaza into the surrounding streetscape and sidewalks to create a larger area of 0.7 acres. Ground floor retail and outdoor dining were encouraged in areas that would interact with the Plaza to provide additional activity and vibrancy. The overall design of the plaza, pavers and other features, such

as public art, lighting and landscaping was to achieve an “iconic” status to highlight the importance of the space.

Through the design process, the overall area of open space in Metro Plaza decreased from the required 0.3 acres to 0.2 acres in size. Reductions to the required open space came in the form of a relocated Kiss-N-Ride feature along Evans Road to provide safe pick-up and drop-off areas for Metrorail riders and an adjustment to the location of the Metrorail Pavilion. Each of these changes resulted in additional open space acreage in Potomac Yard Park. Further challenging the technical, but not effective, allocation of open space in Metro Plaza is the required Emergency Vehicle Easement located just south of the Metro Pavilion building which provides required fire access to Building 18. With the location of the DASH bus loop on the western side of Building 18, the fire department required additional access to the building which not foreseen during the Small Area Plan Process. As such, an EVE is excluded from counting towards the technical definition of open space, however the design of Metro Plaza, with pavers and site features, has factored in the EVE and effectively included the area to feel as part of the usable open space in the Plaza. The public open spaces identified in the Small Area Plan for Phase 1 are Market Lawn (0.2 acres), Metro Plaza (0.3 acres) and Potomac Yard Park (4.5 acres). To address the technical acreage shortfall within Metro Plaza, the applicant team has been conditioned through Condition 24.c in DSUP #2020-0016 to provide the total open space requirement of 5.0 acres among the three open spaces instead of strictly adhering to the minimums identified in the Small Area Plan and CDD.

The final design of Metro Plaza is to be constructed in conjunction with Building 18 as the underground garage of the building serves as the foundation of the Plaza. The current design of the Plaza utilizes a series of decorative paver bands that run in a north-south orientation and connect to the architecture of Block 18. A clear passageway through the middle of the Plaza is demarcated with a second paving pattern and prioritizes pedestrian passage through the Plaza and encourages a sense of movement from the DASH Bus loop in the west towards the Metrorail Pavilion in the east. Along the southern portion of the Plaza, the design shows a series of parallel benches which are staggered to form small “rooms” of activity where people can sit. Interspersed among the seats are a series of trees to provide canopy and shade coverage. Further south, a sixteen-foot deep area of outdoor seating (including area under the building overhang) rings the ground floor of Building 18 and borders the Plaza. The northern side of the Plaza is formed by the proposed Kiss-N-Ride.

Figure 14: Proposed Site Plan and Use Diagram for Metro Plaza



While staff appreciates the initial design of the Plaza, additional work and detailing is necessary to elevate the overall plaza design to the “iconic” status as identified in the Small Area Plan. The applicant team has indicated continued refinement of the Plaza with features such as embedded lighting in the pavers, lighting features within the benches, interactive art with a technological focus, and other unique features. As this design is still forthcoming, Staff has included a development condition in Building 18’s conditions requiring the applicant to return to the Potomac Yard Design Advisory Committee (PYDAC) to seek additional input on the final design of the Plaza area. At the same PYDAC meeting, staff would seek to see final designs for sitewide features, such as the benches and lighting and updates on the staff request for sustainable and technologically forward site furnishings. (Please see the Common Elements Guide within the Pedestrian and Streetscape Improvements section for a discussion on additional refinement to the public realm).

In addition to the final Plaza design, staff has asked the applicant to prepare an interim Metro Plaza design for consideration. As the final Metro Plaza is to be constructed with Building 18, there could be a period of several years between the opening of the new Potomac Yard Metro Station and the completion of Building 18. During that interim period, Metro Plaza should still operate as a safe, engaging and dynamic space that supports commuters and begins to create a sense of identity for North Potomac Yard. Through PYDAC, staff hopes to work with the applicant to identify an appropriate design.

M. Environmental Sustainability Master Plan

Background:

A fundamental element of the North Potomac Yard Small Area Plan (SAP) is to create a sustainable community, the SAP's vision refers to sustainability as the "long-term environmental, economic, and social health" of the community. The SAP provides a series of recommendations to ensure that redevelopment enhances the natural environment and improves environmental performance with new development. Included in the SAP recommendations is the recommendation that environmental sustainability be considered comprehensively through the Environmental Sustainability Master Plan (ESMP) for the site. While the North Potomac Yard Small Area Plan is based on sustainability, it also acknowledges that the improvements will need to be phased through short-, mid- and long-term recommendations with the goal of carbon neutrality for individual buildings by 2030 and North Potomac Yard by 2040.

Building on the small area plan recommendation, the Coordinated Development District (CDD#19) conditions, required the development of the ESMP to demonstrate a district-wide and comprehensive outlook for sustainability implementation across the site. Unlike the CDD, which is a regulatory zoning designation and approval, the ESMP would serve in a similar function as a policy document, guiding the sustainability strategy for the 20-30 year build out of North Potomac Yard. The ESMP builds upon the approved CDD requirements and identifies a toolkit of strategies that are intended to meet the sustainability goals of the SAP. Implementation of the ESMP strategies would be applied across the CDD and through individual building DSUP to ensure site-wide sustainability performance.

The intent of the ESMP is to provide a framework on how the recommendations of the North Potomac Yard Small Area Plan and the CDD will be achieved. The applicant team developed the North Potomac Yard ESMP dated September 23, 2020 is intended to be consistent with the intent and recommendations of the North Potomac Yard Small Area Plan and CDD Conditions. (*Attachment 3: Environmental Sustainability Master Plan*).

Structure and Role of the Environmental Sustainability Master Plan (ESMP):

The North Potomac Yard ESMP is challenged with balancing robust development levels that can provide the performance metrics which were identified as the criteria to demonstrate compliance with the sustainability objectives, while also maintaining flexibility to allow for rapidly and evolving technology which addresses sustainability.

The ESMP provides the sustainability framework that guides the first phase for North Potomac Yard (approximately 20-acres of the 70-acre site) to ensure that adequate provision is made to accommodate site-wide sustainability measures. The ESMP provides the framework for achieving the goals of the small area plan, while the development special use permits (DSUPs) for each redevelopment phase or building and associated conditions ensure implementation of the ESMP.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

The ESMP establishes short, mid and long-term objectives (Figure X) for achieving carbon neutrality. To ensure progress in alignment with the ESMP goals, the targets below will be used to steer identified strategies within the ESMP across the various impact categories to achieve an increasing level of performance over time. These impact categories are the areas of critical importance to address and monitor to meet carbon neutrality. Developments within North Potomac Yard will be assessed and measured along these performance categories. The ESMP also incorporates reporting and tracking to confirm how measures and technologies are performing over time.

Figure 15: North Potomac Yard ESMP Targets through 2040

Topic	Categories	Definition	Short-Term (0-5 years)	Mid-Term (Projected: 5-10 years)	Long-Term (Projected: 10-20 years)
Carbon	Operational	Maximum Energy Use Intensity (EUI) Tracked using ENERGY STAR Portfolio Manager annually for 5 years.	Blocks 10, 14, 18, 20: 35 - 45 Blocks 15, 19: 45 - 40 Blocks 4, 7E, 7W: 65 - 95		
Carbon	Design	% annual operational energy savings (energy, lifecycle, urban systems)	15%	25%	40%
Carbon	Embodied	% reduction in carbon emissions (materials, lifecycle, urban systems)	5%	10%	15%
Carbon	Renewables	% net annual production	3% - 5%	5%	10%
Carbon	Transportation	% of non-personal auto trips generated	55%	65%	75%
Water	Potable Water	% reduction in potable water use (fixtures)	30%	35%	40%
Water	Irrigation	% reduction in potable water use (irrigation)	20%	50%	75%
Water	Rainwater	% volume of impervious roof surface stormwater harvested for re-use	5%	10%	15%
Waste	Construction	% reduction in waste (materials & diversion)	50%	65%	75%
Waste	Consumables	% reduction in on-going waste (operations)	15%	25%	35%
Site	Open Space	% of site established for open space (ground-level and rooftop)	35%	40%	45%
Site	Heat Island	% of grade-level and above-grade coverage district-wide	25%	50%	90%
Site	SWM Treatment	% reduction in phosphorous	40%	50%	60%
Site	SWM Volume	% runoff volume managed on site	25%	35%	50%
Site	Tree Canopy	% of tree canopy coverage district-wide	40%	45%	50%
Site	Green Roof	% of roof allocated for vegetation (VT <25%; green roof + PV = 50% total)	25%	30%	40%
Site	Vegetation	% exceeding the 2024 Native Plant Standards	Meet	5%	10%

The ESMP is organized as six sections that loosely follow the structure of the City’s Environmental Action Plan (EAP) 2040 document: Carbon, Site, Water, Waste, Health & Wellness, and Resilience. The Carbon section addresses topics including climate change, energy, transportation and outdoor air quality. The Site section identifies strategies related to land use, open space, and site water resources, while the Water section discusses indoor water resources and the reuse of site water. The Waste section addresses solid waste, including waste generated through construction practices. Health & Wellness include indoor air quality, green building, and environmental health strategies and education/outreach are sprinkled throughout each section. The Resilience section discusses strategies for designing infrastructure to promote district-wide climate change resilience. Appendix A of the ESMP provides a matrix of strategies that are anticipated to be implemented as part of the Phase 1 redevelopment approvals.

With approximately 325 strategies identified in the ESMP to guide North Potomac Yard toward environmental sustainability and carbon neutrality, the strategies in the ESMP apply neighborhood-wide, to all phases of development in North Potomac Yard. The ESMP includes strategies that are specific to building-level scale, and others that, as an aggregate, build upon one another to create a toolkit that addresses the entire district. Other strategies, such as stormwater

management or the SWEE (Sewage Waste Energy Exchange) are enacted on a larger, site-wide scale. The applicant proposes that these strategies layer over the building-level tools to provide a cohesive framework of sustainability. Some strategies transect multiple sections and impact multiple priority areas. For example, habitat restoration and native vegetation protection are site-related strategies that also impact resiliency and reduce the need for potable water use.

Community Outreach:

Elements of the ESMP were first introduced to the community during virtual meetings held in Spring 2020 as concepts for Phase 1 buildings were being developed. The formal draft and presentation of the ESMP was submitted to staff in May 2020 and at the Environmental Policy Commission (EPC) June public meeting. At their initial meeting, the EPC commented on the positive elements of taking a comprehensive and holistic approach to sustainability however, the Commission expressed the lack of specific requirements, a need for greater emphasis on carbon reduction, and the desire for some of the mid-term targets to be considered within the short-term.

The Commission also expressed the desire for additional clarity on how targets and metrics would be reported and measured through implementation to ensure the site would meet carbon neutrality goals. A revised version of the ESMP was submitted for review by EPC at an August Worksession to further clarify information within the document and address EPC comments. Following their August Worksession, the EPC provided a letter of proposed recommendations dated August 31st regarding the ESMP to the Planning Commission. During the September Planning Commission Worksession, Planning Commissioners echoed EPC recommendations regarding the ESMP.

General comments from the Environmental Policy Commission include:

- Providing more specificity within the ESMP;
- Setting clear goals to “strive to achieve carbon neutrality by 2040, and to strive to achieve carbon neutral buildings by 2030”;
- Exploration of alternative energy sources and district-wide solutions that reduce carbon emissions;
- Inclusion within the design (rather than list as possible strategies): the use of Power Purchase Agreements for renewable energy, battery storage, more extensive use of rooftop solar, and net-zero ready buildings for the whole district;
- Identifying how per capita energy usage shall be reduced and detailing how this can be accomplished in the ESMP;
- Developing a zero-carbon analysis of the entire district and representative buildings to evaluate the project for electrification, energy cost savings, renewable power, and any limitations (technology, cost, etc.). Performing this analysis and then implementing technologies to reduce fossil fuels while increasing renewables and energy efficiency to reach net zero carbon could promote this project as a showcase in the region for how this developer is committed to addressing the climate crisis and inform future City development plans and regulations; and

- Utilizing analysis to inform DSUP reviews to ensure proposed development phases align with the SAP carbon neutrality goals and CDD conditions for reducing carbon emissions and energy use will be met

General comments from Planning Commissioners echoed the recommendations of the EPC in addition to the following:

- Maximizing the opportunity to capitalize on district-level solutions rather than an aggregate of strategies applied on a building/block level;
- Providing clarity within the ESMP to achieve the SAP and CDD condition goal of carbon neutrality by 2040;
- Reprioritizing some of the mid-term strategies that can readily be applied in the short-term; and
- Providing a more aggressive modal-split goal within the transportation targets.

Staff Analysis:

a. District-Wide Sustainability Measures: Some Planning Commissioners expressed desire for more district-level solutions (larger, site-wide systems) proposed within the Phase 1 redevelopment. As part of the exploration of district-level solutions, site considerations, associated infrastructure, impacts to open space, building design, and public realm were heavily weighed and evaluated. Beyond taking a comprehensive approach to stormwater management across the entire site, the Phase I redevelopment includes a Sewage Waste Energy Exchange (SWEE) and location for future geothermal fields to support the Virginia Tech Innovation Campus. While a district-level energy solution was not integrated within the Phase 1 redevelopment, all buildings within Phase 1 will utilize electrification as the primary energy source (with clearly defined exceptions for portions of buildings). This electrification strategy taken for all the individual buildings within Phase 1 will yield significant impact on carbon reduction across the site.

b. Carbon Neutrality: The primary sustainability goal of the small area plan is to minimize carbon emissions across the site, not to explicitly dictate what measures achieve that outcome. The ESMP provides the framework that affords the flexibility to employ a variety of strategies that can be utilized either as an aggregate of smaller systems on a building/block level or larger district-level systems or a combination of both to achieve the goal of carbon neutrality.

Staff Recommendations:

To address the comments by the Environmental Policy Commission, staff has proposed the following revisions be made to the ESMP document as a condition of its endorsement.

The Environmental Sustainability Master Plan (ESMP) will be used as a guide for achieving the environmental objectives of the North Potomac Yard Small Area Plan. The ESMP's primary goal is to create a low-carbon-emitting community, that aims to minimize Greenhouse Gas (GHG)

emissions in ways that also improve air quality, human health and wellness, water conservation, and resilience. The ESMP will be amended and shall be evaluated with each phase and/or building to ensure ongoing compliance with the intent of the ESMP. The current draft of the ESMP should also be revised to include the following:

Carbon

- Evaluation of the life-cycle cost and carbon impact of high-efficiency electrical equipment for heating, cooling, and domestic hot water such as heat pumps and radiant heating and cooling. Eliminating fossil fuel for building heating and hot water reduces GHGs while improving local and regional air quality. Consider installing electrical plugs and infrastructure to be ready for a low/no cost transition for all electrical operation to achieve both carbon reduction and carbon neutral targets.
- Evaluation of the reduction of embodied carbon (the carbon emitted in the extraction, manufacture, transportation, and installation of materials) for all buildings (including the impact of installing fossil fuel equipment and distribution systems to later be upgraded to all electric).
- Evaluation of measures to minimize or eliminate reliance on fossil fuels.
- Demonstration of how a building achieves carbon neutrality by 2030. If carbon neutrality for buildings cannot be achieved by 2030, alternate methods or credits to offset carbon impact shall be purchased. This can include renewable energy credits (RECs), Power Purchase Agreements (PPAs), and/or other offsets.

Operational Carbon

- Consideration of passive design measures (orientation, massing, window orientation for daylighting, PV available roof area, façade optimization, respond to occupancy) to reduce overall energy demand and active measures such as shared thermal energy plants to more effectively delivery energy to the buildings.
- Maximization of the utilization of non-potable water reuse for landscape, watering, vehicle washing, plumbing trap primers, cooling towers, and consider toilet flushing, where feasible.

Open Space

- Trees and plants should contribute to the goal of biodiversity and increased habitat value. Plant species with habitat value include those that provide nectar and fruit for insects and birds and shelter for birds. Edible native landscaping should also be considered (e.g. service berry).
- Open space around the site will combine ecological function with programmatic use to provide site services to visitors and residents as well as environmental benefits.

- Interpretive signage and demonstration areas should support eco-literacy on site by providing educational materials and opportunities for engagement.
- Open space designs should ensure long-term viability of features including plants and materials.

Biodiversity

- The landscape plans for all applications submitted prior to 2024 shall strive to achieve the Landscape Guidelines Native Plant Standards for 2024. Applications submitted after 2024 shall exceed the 2024 Native Plant Standards by 5% for each category.

Habitat

- Habitat areas shall be included where feasible. Designs shall focus on biodiversity, connectivity, and vertical and horizontal vegetation layering. Plant species with documented pollinator or avian habitat value shall be included in the planning plans.

Stormwater

- Maximizing the amount of roof stormwater managed by green infrastructure.
- Streetscapes, open spaces and parks are anticipated to integrate bio-filtration facilities and/or permeable pavements where appropriate.
- Development blocks will be responsible for treating stormwater runoff within each respective development block using various low impact development (LID) measures.

Transportation

- Strive for more aggressive short-, mid-, and long-term transportation targets to align with the transportation mode-split envisioned by the SAP.

Health and Wellness

- Provide access to healthy and affordable food through permanent and temporary on-site amenities and edible landscaping on residential buildings, where feasible.
- Utilize natural materials and include living (plant) material in common spaces.

Implementation

- The reporting of the ESMP requirements shall be prepared for each building by its owner, property management entity, and reported to the BID and the City on an established reporting schedule.
- Conduct a zero-carbon analysis “of the entire district and representative buildings to evaluate the project for electrification, energy cost savings, renewable power and any limitations (technology, cost, etc.)”. The zero-carbon analysis will be used to determine the prioritization of applicable tools and strategies to achieve ESMP targets and shall be conducted prior to every subsequent update to the ESMP.

In response to these staff comments and comments raised by the EPC and Planning Commission, the applicant incorporated revisions to the ESMP. A summary of ESMP revisions are identified in *Attachment 2: Summary of Changes to the Environmental Sustainability Master Plan*. Additionally, staff has recommended DSUP conditions to each individual building that specifically address achieving carbon neutrality targets and clarifies reporting requirements for how targets and metrics are measured through implementation to ensure each building, and the site, strive to meet carbon neutrality goals and sustainability targets outlined in the ESMP.

Staff finds that with these revisions, the ESMP maintains a framework that provides flexibility to respond to the advances in technology, market pressures, and market viability of sustainable strategies, while ensuring, at a minimum, that the proposed redevelopment is committed to meeting the carbon neutrality targets envisioned by the Small Area Plan and other City policy goals.

N. Green Building Policy and Sustainability

All new development in North Potomac Yard will be subject to the City's 2019 Green Building Policy. Per the Policy, new private developments are asked to achieve a minimum of Silver Certification in Leadership in Energy and Environmental Design (LEED), or an equivalent standard (Green Globes and EarthCraft have been identified as standard third-party equivalents to LEED). Public buildings are asked to achieve LEED Gold Certification from the United States Green Building Council (USGBC) or a recognized equivalent ratings system and equivalent authorizing body.

In addition to achieving either the minimum level of certification for a public or private development project, the Green Building Policy identifies required Performance Points in the areas of Energy Use Reduction, Water Efficiency and Indoor Environmental Quality. All buildings in North Potomac Yard will be held to these adopted City standards. All the Phase 1 buildings are poised to meet a minimum of LEED Silver Certified (or equivalent) with the city's performance points. Please see *Attachment 4: Draft LEED Scorecards for Phase 1 Buildings* for a copy of the applicant's draft scorecards for each of the six buildings.

Furthermore, per CDD Conditions, the applicant team developed an Environmental Sustainability Master Plan (ESMP) to set sitewide benchmarks to achieve carbon neutrality by 2040 and other sitewide sustainability goals. The Environmental Sustainability Master Plan for North Potomac Yard will provide a flexible framework of sustainability metrics for the site and individual buildings and is envisioned as a living document that will evolve alongside changes in technology. This framework will allow property owners and the City to identify shared measures of success and assess compliance over the long-term.

Conditions of approval have been included in the individual building DSUPs to connect the building construction and operations with the implementation of the ESMP.

O. Public Art

Per Condition #118 of CDD #2019-0008, the applicant team is required to provide public art in North Potomac Yard. Condition #118 establishes that each building shall meet the City's Public Art Policy with a contribution of \$0.30 per gross square feet of development with a maximum of \$75,000 per building. Each building may choose to provide public art on site, payment in lieu, or public art on public property to meet the Public Art requirement.

With the coordinated approach to redeveloping Phase 1 of North Potomac Yard, City staff have encouraged the applicant team to develop a consolidated and coordinated Public Art Plan which identifies opportunities for public art across the Innovation District. The Plan, being developed in coordination with the applicant team and City staff, will identify strategic locations across the Innovation District and within Phase 1 to use public art to enhance the identity of the Innovation District. Once key locations have been identified, the per building public art contribution may be pooled for public art for those identified locations; allowing the funding of more significant pieces of public art than each building could typically provide. Per Conditions in each building DSUP, the public art contribution for each building shall be finalized with the release of the building's Final Site Plan and the public art shall be installed in conjunction with Certificate of Occupancy for the parcel upon which the art is located. The applicant may fund the contribution of public art in advance and credit that contribution towards later construction.

In addition to a per building contribution, the applicant team will be providing up to \$300,000 for public art in Potomac Yard Park and up to \$300,000 for public art in Crescent Park. Those contributions are due at the release of the Final Site Plan for each park. The contribution will be provided to the City and the City will commission an original piece of public art in accordance with the approved Public Art Implementation Plan and Policy to be installed in each park.

P. Affordable Housing

The applicant is providing an affordable housing contribution consistent with the North Potomac Yard Small Area Plan (SAP). Consistent with the SAP's vision for inclusive growth and pursuant to CDD #2019-00008 Conditions #113 and #114, the applicant presented two contribution options in its Affordable Housing Plan, dated August 25, for consideration:

Option #1: A monetary contribution to the Housing Trust Fund.

Option #2: Affordable set-aside units of equivalent value to delivered in residential projects constructed as part of Phase 1 development.

At its September 3 meeting, the Alexandria Housing Affordability Advisory Committee (AHAAC) voted unanimously to support the second option to diversify housing opportunity in Phase 1 of the North Potomac Yard development.

Building 10:

For Building 10, after an initial credit of \$300,000 for a previously received North Potomac Yard contribution, the contribution is equivalent to 1 one-bedroom unit affordable at 60 percent of the area median income for a period of 40 years to be delivered in residential Building 15 or Building 19, whichever is constructed first, provided that a maximum of six affordable set-aside rental units will be located in Building 15, and a maximum of eight affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).

North Potomac Yard Small Area Plan

The new vision for inclusive growth in North Potomac Yard requires intentionally developing a community which offers housing affordability and housing options for people with different incomes and abilities and at different stages of life. Expanding housing affordability is a key element in the future success of the Innovation District – both its social and economic vitality, as well as its competitiveness in attracting a stable local workforce as businesses decide whether to locate in the City. Planning for housing affordability in North Potomac Yard enables current residents to share in the benefits the new community will offer, as well as attract future workers who wish to live close to jobs, neighborhood amenities and the new Potomac Yard Metrorail Station and expanded transitway.

Building 14:

For Building 14 the contribution is equivalent to one efficiency, 1 one-bedroom unit and 1 two-bedroom unit affordable at 60 percent of the area median income for a period of 40 years to be delivered in residential Building 15 or Building 19, whichever is constructed first, provided that a maximum of six affordable set-aside rental units will be located in Building 15, and a maximum of eight affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).

Building 15:

For Building 15 the contribution is equivalent to one efficiency and 2 one-bedroom units affordable at 60 percent of the area median income for a period of 40 years. In addition, Building 15 will provide the affordable set-aside rental units consistent with DSUP 2020-00013 Condition #113, DSUP 2020-00014 Condition #112, DSUP 2020-00016 Condition #124, and DSUP 2020-00018 Condition #119 at the time each project seeks Certificate of Occupancy unless the conditions have been previously met in Building 19. A maximum of six affordable set-aside rental

units will be located in Building 15, and a maximum of eight affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).

Building 18:

For Building 18 the contribution is equivalent to one efficiency and 1 one-bedroom unit affordable at 60 percent of the area median income for a period of 40 years to be delivered in residential Building 15 or Building 19, whichever is constructed first, provided that a maximum of six affordable set-aside rental units will be located in Building 15, and a maximum of eight affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).

Building 19:

For Building 19 the contribution is equivalent to 2 one-bedroom units and 1 two-bedroom unit affordable at 60 percent of the area median income for a period of 40 years. In addition, Building 19 will provide the affordable set-aside rental units consistent with DSUP 2020-00013 Condition #113, DSUP 2020-00014 Condition #112, DSUP 2020-00016 Condition #124, and DSUP 2020-00018 Condition #119 at the time each project seeks Certificate of Occupancy unless the conditions have been previously met in Building 15. A maximum of six affordable set-aside rental units will be located in Building 15, and a maximum of eight affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).

Building 20:

For Building 20 the contribution is equivalent to 2 efficiency units affordable at 60 percent of the area median income for a period of 40 years to be delivered in residential Building 15 or Building 19, whichever is constructed first, provided that a maximum of six affordable set-aside rental units will be located in Building 15, and a maximum of eight affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).

It is noted that housing affordability in Phase 2 of the North Potomac Yard development will be promoted through the provision of monetary contributions to the Housing Trust Fund as development occurs, and partnerships between private and nonprofit developers who can leverage third-party resources to help fund affordable units, as well as the colocation of uses on Block 23. As previously reaffirmed to in the June hearing and staff report, the applicant will be dedicating Block 23 to the City of Alexandria to facilitate the development of approximately 150 affordable units through partnership with a nonprofit developer and leverage of third-party resources. Although the actual dedication may not occur until 2027, the applicant's commitment to transfer Block 23 to the City for school and affordable housing vests as part of its Phase I contribution. At the time of the June 2020 hearing, the value of Block 23 (in exchange for Block 4, the previous site of affordable housing to be exchanged for the Virginia Tech Campus) exceeded the value of Block 4 by approximately \$7.5 million, which accrued to the City through the exchange. In addition to the higher value of Block 23, the applicant provided housing contributions totaling \$7 million (2010 dollars) in addition to monetary contributions associated with future development square footage. These new monies reflect a reprogramming of prior public benefit contributions initially designated for other purposes that are now earmarked for housing as part of the Applicant's total community benefits and contributions package for North Potomac Yard. All of the monetary contributions received by the City may be used to potentially acquire more onsite housing and/or for investment in affordable housing elsewhere in the City.

Q. Developer Contributions and the Metrorail Station

As part of the planning and land use approvals for North Potomac Yard, a fundamental element of planning and land use approvals was to ensure that adequate infrastructure could be provided and funded for the planned development including the provision of a new \$320 million Metrorail station. The funding of the Metrorail Station Fund will derive from a number of sources. These include \$57 million (in 2020 dollars) in developer contributions paid over time at various stages of development of North Potomac Yard Phase 1 and Phase 2; allocation of net new tax revenue generated from new development in all of Potomac Yard and its subsequent appreciation; and a 20-cent special tax district special levy which went into effect in 2011 and which applies to all of North Potomac Yard and the northern part of south Potomac Yard. The developer contribution agreement was approved by City Council in 2010 and amended in 2018. In regard to net new tax generation, when the tax generation is sufficient to pay station debt service, excess net new taxes will become new General Fund revenues. The special tax district expires in about 30 years when the bonds issued to fund the station are fully repaid.

In addition to these locally generated private and public funds, the Northern Virginia Transportation Commission provided \$69.5 million in grant funding and the Commonwealth of Virginia plans to provide \$50 million as part of the Amazon/Virginia Tech financial package, as well as a 2.17% long term Virginia Infrastructure Bank loan to help finance a portion the Metrorail Station. The balance of the station will be financed with cash capital and general obligation bonds

to be repaid with the developer contributions, special tax district revenues, and net new taxes generated by Potomac Yard development.

R. Contributions

Contributions in North Potomac Yard are guided by both the CDD Conditions of approval and individual building conditions of approval. Through the CDD, the developer is required to provide a range of contributions that support community benefits in key areas. As summarized in the June CDD Staff report, those contributions are connected to overall development levels, such as the delivery of two-million square feet, instead of being tied to the delivery of a specific building. Some of those key contributions include:

Affordable Housing: Acknowledging the increasing need and desire to provide affordable housing within the City of Alexandria, the applicant team worked with City Staff to identify opportunities to provide additional affordable housing contributions in North Potomac Yard.

- Land Swap between Blocks 4 and 23: As previously discussed in the March 2020 Master Plan Amendment, the applicant team committed to providing Block 23 to the City as a location for a public facility, such as a school and/or affordable housing instead of the previously identified Block 4. As part of this swap, it was acknowledged that the new Block had an additional land value of \$7.5 Million which can be credited towards the applicant's affordable housing contribution. In addition to the larger area of Block 23, the site lends itself to a more traditional rectangular shape which may result in a more efficient design for an affordable housing or school project.
- Additional Contributions: The applicant team reallocated previous community benefit contributions totaling \$7 Million dollars towards affordable housing which will be provided on a pro-rata basis in Phase 2 development.

Community Facilities: The Applicant team has maintained previously promised community facilities and contributions towards these facilities. Key components include:

- Provision of \$5 Million dollars towards a cultural space or theater;
- A contribution of \$15 Million dollars towards the construction of a school;
- Dedication of Block 23 to be used for the site of a community facility, such as a school and/or affordable housing.

Neighborhood Traffic Calming and Traffic: In addition to providing upgrades to the key intersections of Route One and E Glebe and E Reed to maintain acceptable levels of service, the applicant has committed to providing additional traffic mitigation impacts including:

- Up to \$1 Million dollars to provide traffic mitigation in adjacent neighborhoods to minimize potential impacts of Phase 1 Development. The applicant team will collect traffic data and coordinate with the City to identify strategic locations and strategies to protect nearby communities.

- A Transportation Management Plan will be required for each future building DSUP to encourage residents and employees to take public transportation, walk, bike or carpool and reduce single-occupancy vehicle usage on the road.
- Implementation of the City's Bicycle Master Plan through North Potomac Yard to provide better connections through the site and connections to the City's existing trail network.

Open Space: Consistent with the original vision of the 2010 plan and maintained in 2017 and 2020 updates, the applicant is providing a mix of public and private open spaces which will be available for use by the community and building tenants.

- Potomac Yard Park: The applicant is designing and constructing the final portion of Potomac Yard Park, consisting of 4.5 acres which will be dedicated to the City after construction is complete. The City will then own and maintain the Park which will connect with the existing Potomac Yard Park to the south. The applicant team is working with City Staff to program the park to meet a variety of community needs.
- Publicly-Accessible Private Open Spaces: The applicant team is designing and delivering publicly-accessible open space through Market Lawn (next to Building 14) and Metro Plaza (next to Building 18). Each of these spaces will have a unique identity and provide a more urban public gathering space for the community. Active programming and maintenance of these spaces will be provided through a future BID or comparable entity.
- Play Fields: The applicant will provide up to \$1.5 Million for the construction of playing fields in the nearby community.
- Other Open Spaces: Future Improvements in Phase 2 of the project, such as revegetation of the Resource Protection Area adjacent to Four Mile Run and the creation of Crescent Park with up to \$1.3 Million for the construction of a civic-park pavilion and/or comparable amenity.

In addition to the CDD-wide contributions, each building has been conditioned to provide contributions as part of their individual approvals. These contributions include:

Public Art:

The City's Public Art Policy, adopted by City Council in 2012, established a monetary contribution requirement from new development projects within the city which would fund new public art and encourage the growth of public art in the community. As stated in the Public Art section, the contribution may be used for public art on site or dedicated to a fund to further the City's public art efforts in the surrounding community. If the applicant elects for a monetary contribution, instead of direct installation of public art on site, the policy requires a monetary contribution of \$0.30 per gross square foot of development, with a maximum contribution requirement of \$75,000 per building.

The applicant is also able to pursue a coordinated approach to public art in North Potomac Yard, please see the Public Art section for greater detail.

Bicycle Share Stations:

Across all DSUPs in North Potomac Yard Phase 1 (including Virginia Tech), staff are requesting \$250,000 for bikeshare contributions, as is consistent with the contribution schedule based on land use density for each building. Any funding that is not needed for fabrication and installation of the three stations will be used for operations and maintenance of bikeshare stations in North Potomac Yard, which is a significant portion of the costs of the bikeshare program, as the annual cost of operations and maintenance of a single station is typically around \$10,000-\$15,000 a year.

Affordable Housing: Please see the section, Affordable Housing, for a building by building summary of the affordable housing contributions.

S. School Impacts

Between the two proposed residential buildings, Building 15 and Building 19, the applicant proposes to construct up to 474 mid-rise apartments. The student generation rate for market-rate mid-rise apartments is 0.03 students per unit, or 15 students for the 474 market-rate apartments. However, the delivery of the residential buildings is still several years in the future with Building 15 potentially beginning vertical construction in 2025 and Building 19 potentially commencing vertical construction in 20207, with occupancy for both approximately two years later. However, the timing of construction for both buildings may change on overall market demand and student generation expectation will be updated at the time of development.

This project is currently located within the Cora Kelly Elementary School and George Washington Middle School attendance areas. Staff has coordinated with the Alexandria City Public Schools (ACPS) who will integrate the proposed development project in forthcoming school enrollment forecasts. North Potomac Yard is also the location of a future ACPS school site on Block 23 which is to be provided to the City of Alexandria no later than December 2027. Per CDD Conditions, Block 23 is to be the site for the potential co-location of affordable housing and a school or other civic use. As Block 23 redevelops and depending on the school program to be developed at the site, future students living in within North Potomac Yard may attend the future school site.

T. Urban Design Guidelines

In March, the Planning Commission and City Council endorsed the adoption of the *North Potomac Yard Innovation District Design Excellence Prerequisites and Criteria* (referred to as the Design Excellence Standards); an addendum to the existing North Potomac Yard Design Standards which allow for more creativity and innovation to implement a high level of design excellence. At their core, the Design Excellence Standards set a higher level of baseline excellence, by establishing a set of prerequisite conditions an applicant must achieve. If an applicant can opt into the prerequisites, the Design Excellence Standards then permit a greater level of flexibility on the final architectural design.

The *NPY Innovation District Design Excellence Prerequisites* high standard of expectations and baseline design, include:

1. The innovation district is conceived as an integrated whole;
2. Environmental sustainability is integrated with the design of infrastructure, open spaces and the buildings;
3. Quality and durable building materials are specified; and
4. Off-street parking is located below-grade.

As the applicant team committed to the prerequisites, staff and the Potomac Yard Design Advisory Committee (PYDAC) worked over the past year to evaluate the applicant's design proposals for compliance with the Design Excellence Standards. In total, the committee met with the applicant team for a total of 11 times between November 2019 and September 2020 when they voted on the final building designs. Please see **Table 7: Community Meetings** for a summary of the applicant's community meetings, which include all the PYDAC meetings.

On August 26 and September 9, the applicant team from JBG (and Virginia Tech) presented their final building design proposals to the committee. Those building designs reflected several months of discussion and feedback between the applicant team, PYDAC and staff to arrive at designs which comply with the Design Excellence Standards and reflect the identity of the new Innovation District. Over the course of the two meetings, the applicant team received votes to recommend approval for each building. Please see *Attachment 6: Potomac Yard Design Advisory Committee Letter of Recommendation* for a letter of recommendation from the Committee. In addition to the letter of recommendation from the Committee, staff has included the following four attachments;

- *Attachment 7: North Potomac Yard Group 1 Design Excellence Standards Matrix (August 26, 2020 PYDAC Meeting)* and *Attachment 8: North Potomac Yard Group 2 Design Excellence Standards Matrix (September 9, 2020 PYDAC Meeting)*: Copies of the Design Excellence Standards Matrix provide to PYDAC by staff and the applicant. The Matrices have a building-by-building overview for each design criteria and how the applicant believes the building meets the prerequisites and criteria. Staff have also included a response for each design prerequisite or criteria.
- *Attachment 9: North Potomac Yard Group 1 Staff Memorandum to PYDAC (August 26, 2020 PYDAC Meeting)* and *Attachment 10: North Potomac Yard Group 2 Staff Memorandum to PYDAC (September 9, 2020 PYDAC Meeting)*: Copies of Memorandums from Staff to the Committee summarizing the outstanding design criteria for each building and recommendations for continued architectural refinement to achieve the standards.

These documents summarize the outstanding criteria for each building and are discussed further under, *Continued Architectural Refinement*, for each building in the building section.

Ongoing Design Considerations:

While staff has reviewed the applicant's proposal and finds that the building designs are generally consistent with the guidelines, the rapid pace of the applicant's proposal have left several criteria

unresolved in the above Matrices. Sitewide, staff finds there were four prerequisites and/or criteria from the Design Excellence Standards which were outstanding at the time of the PYDAC vote in August and September, but staff is confident they will be resolved in the following:

- **Prerequisite 2.1:** *Environmental sustainability is integrated with the design and infrastructure, open spaces, and buildings.* At the time of the final PYDAC meeting to vote upon compliance with the Design Excellence Standards, staff was continuing to work with the applicant team, the Environmental Policy Commission and soliciting feedback from Planning Commission on the final content for the proposed Environmental Sustainability Master Plan. Through the inclusion of conditions in the individual building DSUPs and revisions to the Master Plan, staff believes the applicant will meet the prerequisite.
- **Prerequisite 4.3:** *All parking is provided entirely below grade. Adequate soil depth is provided to support large canopy trees, surface paving materials, and innovative water management strategies. These features will be integrated into the site design and will be provided at-grade.* And **Criteria 2.3:** *Site design incorporates high quality paving materials, site furnishings, and lighting.* Staff continues to find the proposed streetscape design and sitewide features do not yet demonstrate a unique, innovative and sustainable design approach. Staff encourages the applicant to Continue to evolve the design to create the unique identity of the “Innovation District” which is carried through the publicly accessible open spaces and along the streets. A condition of approval of the DSUPs includes a follow up meeting with PYDAC to review updated streetscape designs.
- **Criteria 5:** *Building Signage is unique and identifiable.* The applicant team has submitted a Coordinated Sign Plan Special Use Permit that would provide signage parameters for all development in Phase 1. The applicant team presented to PYDAC over the summer and was favorably received. Staff and the applicant team are continuing to discuss the sign plan and fine tuning the final signage proposal. Staff expects the Coordinated Sign Plan to be brought forward for consideration by Planning Commission and City Council this winter, as the plan has yet to be approved the applicant is technically not meeting this requirement. However, we believe the criteria will be met upon approval of the Coordinated Sign Plan.

V. BUILDING ARCHITECTURE AND STAFF ANALYSIS

A. Phase 1 Introduction

Redevelopment of North Potomac Yard has been divided into two phases; Phase 1, the focus of this staff report, is approximately 19 acres on the east side of Potomac Avenue and Phase 2 is approximately 45 acres on the west side of Potomac Avenue. The full build-out of Phase 1 will consist of four office buildings, two residential buildings, three academic buildings, a pump station, new Metro Pavilion, the northern extension of Potomac Yard Park, publicly accessible

open spaces and new roads and sidewalks to connect the site. Please note, Virginia Tech's academic buildings (one proposed for immediate construction and two in the future) are covered under a separate staff report.

Given the scale of development, the applicant has proposed a phased construction and delivery of the site to allow for the gradual construction of the buildings that would allow for market absorption over time. As such, the initial proposal identifies the construction of Buildings 7w (Virginia Tech) to be delivered and open by September 2024 to allow for classroom instruction to begin for that fall semester. The immediately adjacent buildings, Building 10 proposed as an office and collaborative incubator space with Virginia Tech and Building 14 as a traditional office building, are proposed to be delivered soon after the Virginia Tech building with a goal of Fall 2024. After the delivery of those initial three buildings, the applicant team has indicated they are seeking to deliver the remaining four buildings in response to market forces or by moving from north to south with the two residential buildings (Buildings 15 and 19) followed by the final delivery of the remaining two office buildings (Buildings 18 and 20). **See Figure 16: Site Diagram with Buildings.**

Figure 16: Site Diagram with Buildings.



Staff supports a phased delivery of the buildings that is responsive to market demand while ensuring that a cohesive and timely construction schedule is maintained. As the current proposal is under one master developer, JBG Smith on behalf of the property owner CPYR Theater, LLC, the timing of the various buildings can be considered as a whole. In recognition of the goal of balancing the delivery of the buildings across the project, staff has modified the standard period of validity under which construction must commence for Buildings 14, 15, 18, 19 and 20. Per section 11-506(C)(2)(A), development projects must commence construction within three years or seek an extension, understanding that some of the buildings may need longer to begin construction due to the overall project phasing, staff has amended Condition 2 (in all DSUP Conditions) for those five buildings. Staff extended the period of validity from 36 months (three years) to 60 months

(five years) for buildings 14, 15 and 19 and 84 months (seven years) for buildings 18 and 20 given the building location on land that is encumbered by WMATA construction easements. Staff believes the extended period for construction will allow for the applicant to match construction timing and demand to market absorption. Should a building need longer than the extended period of validity, there may have been changes to technology, building code requirements and other regulatory policies that the plan should be reviewed for any required updates. Additionally, due to the ongoing COVID-19 Pandemic, City Council voted on July 7, 2020 to grant a six-month extension to all active development special use permits to extend the period of validity under which a project must commence construction. Applications approved during the emergency will receive a pro-rata extension and if the emergency continues, the validity period extension will be expanded automatically until the emergency concludes. As such, this set of applications would be eligible to receive an extension due to the COVID-19 Pandemic and the final duration of the extension is yet unknown.

The following sections provide a building-by-building summary of the unique site design, building architecture and continued architectural refinements sought by staff for each building.

B. Building 10 – DSUP #2020-0013

Figure 17: Contextual Site Plan of Building 10 within the Innovation District (PYDAC Presentation 8/26/20)



Site Design:

The applicant proposes to construct a new seven-story office building of approximately 239,726 net square feet with a mix of office and ground floor retail uses on Block 10 of the Innovation District. Block 10 is situated east of new Street A, between E. Reed Avenue and Silver Meteor Road. Contextually, the building is located in the northern end of the redevelopment of Phase 1, across the street from the Virginia Tech campus to the north and east across New Street A from the new Market Lawn public park on Block 14. As a portion of the building is proposed to be used by Virginia Tech, this building has been referred to as the Partnership Building.

The rectangular parcel of 67,508 square feet has approximately 132 feet of frontage along East Reed Avenue on the north, 292 feet of frontage along New Street A on the west side, 338 feet of frontage along New Street B on the east side and approximately 125 linear feet of frontage on the south along Silver Meteor Avenue. Vehicular access to the building is provided on the south side through one 60-foot long curb-cut along Silver Meteor Avenue. The curb cut provides access to a 22-foot wide underground parking garage entrance and two 12-foot wide loading docks, which will serve the whole building. The site is designed to have public or publicly accessible sidewalks that provide pedestrian access to all sides of the building. See **Figure 18: Building #10 Site Plan (PYDAC Presentation 8/26/20)** for a site plan.

Although one building, the proposed structure is designed with two towers, one on the north side of the building and one on the south. The towers are joined in the middle by the primary building entrance, which provides an east-west through-lobby to New Streets A and B. On the northwest corner of the site is a 5,667 square foot Plaza Area. The Plaza Area is designed for public use with site features to be discussed later and provides exterior retail patio spaces for two adjacent retail units. Accessed from the Plaza Area is a designated entrance for the northern tower, which Virginia Tech has identified as being their entrance for this Partnership Building. The southern tower will also have its own entrance to a lobby on the southwestern side of the building off New Street A, between two additional entrances to retail tenant spaces. There are two retail entrances on the east side of the building off New Street B, with no entrances on the north or south sides of the building.

As has been previously discussed, Block 10 will have a two-level underground parking garage, which connects to the other underground garages proposed under Blocks 14, 15 and 19. Although parking is shared between the four blocks, 425 parking spaces are provided as part of Block 10. Due to a parking garage that is larger than the building footprint, the Block 10 property lines are proposed to the back of the curb along New Streets A and Silver Meteor Drive, which are private streets with public access easements. The eastern property line will also extend to the back of curb along New Street B, which will be a public street. The northern property line is the only property line that aligns with the building footprint, as E. Reed Avenue will be a public street. In addition to the private streets, public access easements are proposed for the sidewalks and landscape areas along New Streets A and B and Silver Meteor Avenue where the sidewalks span the underground parking garage.

Figure 18: Building #10 Site Plan (PYDAC Presentation 8/26/20)



Building Design:

A critical piece of the Innovation District composition, Block 10 is located at the intersection of E. Reed Avenue and New Street A and provides a backdrop to both the Virginia Tech campus and Market Lawn across the street. A material palette of glass, metal, and masonry are employed in innovative ways on the skin of the proposed Partnership Building, including a curtain wall that wraps around the north façade of the North Tower. A folded and pleated glass veil curtain wall wraps the northern tower's façade in a similar manner to the proposed Virginia Tech building. The glass veil is proposed to bridge the building characteristics of the Innovation campus to the north with the Innovation district to the south, and has been designed to reinforce, but not mimic, the signature facades of the Virginia Tech Building 7A.

Due to the long length of the block, the approximately 239,726 square foot office building has been designed to appear as two towers with a continuous two-story base, including slight shifts in massing with a break between the two towers. On the western façade, as seen from New Street A, the southern tower shifts out approximately 33 feet from the northern tower, just south of the main building entrance lobby. On the eastern façade, the northern tower has an approximately 17-foot shift out from the building footprint just north of the main building entrance lobby. Above the two-story lobby and a third level office connection is a proposed multi-level bridge enclosed in glass that is recessed from the east and west facades.

Figure 19: Building #10 NW Corner Aerial View (PYDAC Presentation 8/26/20)



Although both towers are seven stories in height, the northern tower is emphasized by the curtain wall which extends past the roofline at the NW corner, creating a dynamic increase in perceived height and marking the most prominent corner at E. Reed Avenue and New Street A. While this architectural element extends above building height at approximately 110 feet, it does not exceed the maximum building height allowable of 115 feet. The southern tower breaks the seventh-floor datum with masonry piers that continue to the roofline. The two-story retail base datum has been offset to the extent it can be given that the floors align across north and south towers. Also, it should be noted that the seventh story penthouses have been designed to blend with both the north and south towers. The penthouses on the east façade of the north tower and the west façade of the south tower continue the same grid patterns used for those façades, replacing the glass with louvers that recess into the background without disrupting the architectural pattern. While the penthouse on the southern tower exceeds the 95-foot height limit restriction, it does not exceed the up to 15-foot allowance for penthouses, and as currently designed proposes only nine feet, seven inches above the building height.

The ground floors are envisioned to serve multiple retail tenants, a building amenities space and a bicycle room, along with back-of-house areas for building operations. The upper floors of both towers will contain office space, some of which in the northern tower is will be associated with the Virginia Tech Campus. Loading for the entire building will be served through the singular

loading dock in the southern building tower and internal corridors will provide needed connections to ground floor commercial spaces in the northern tower. The proposed materials of metal panels and frosted glass are utilized around the garage and loading bays to help blend these areas with the rest of the building and mask these less pedestrian-friendly facades for an improved pedestrian experience along Silver Meteor Avenue. Due to the need for a small service entrance along the east side of the ground floor for the north tower and exhaust for the underground garage, architectural louvers and service doors have been incorporated into the building's façade to blend with the building and be as minimally noticeable as possible.

A two-story base of strongly sculpted masonry piers creates a strong street wall and rhythm to reinforce active retail use. Above, the building takes on a predominantly glassy expression accented with masonry and metal details, denoting the function of office space. A biased metal panel is used in a shifted pattern along the north tower east façade. A strong, rigid masonry pier framework is used continuously around the south tower. Similar use of materials has been proposed throughout the Innovation district in different ways, resulting in coordination between Building 10 and its neighbors that gives the district a harmonious feel.

Figure 20: Building #10 NW Corner, Northern Tower (PYDAC Presentation 8/26/20)



MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

Figure 21: Building #10 Northeast Corner, Northern Tower (PYDAC Presentation 8/26/20)



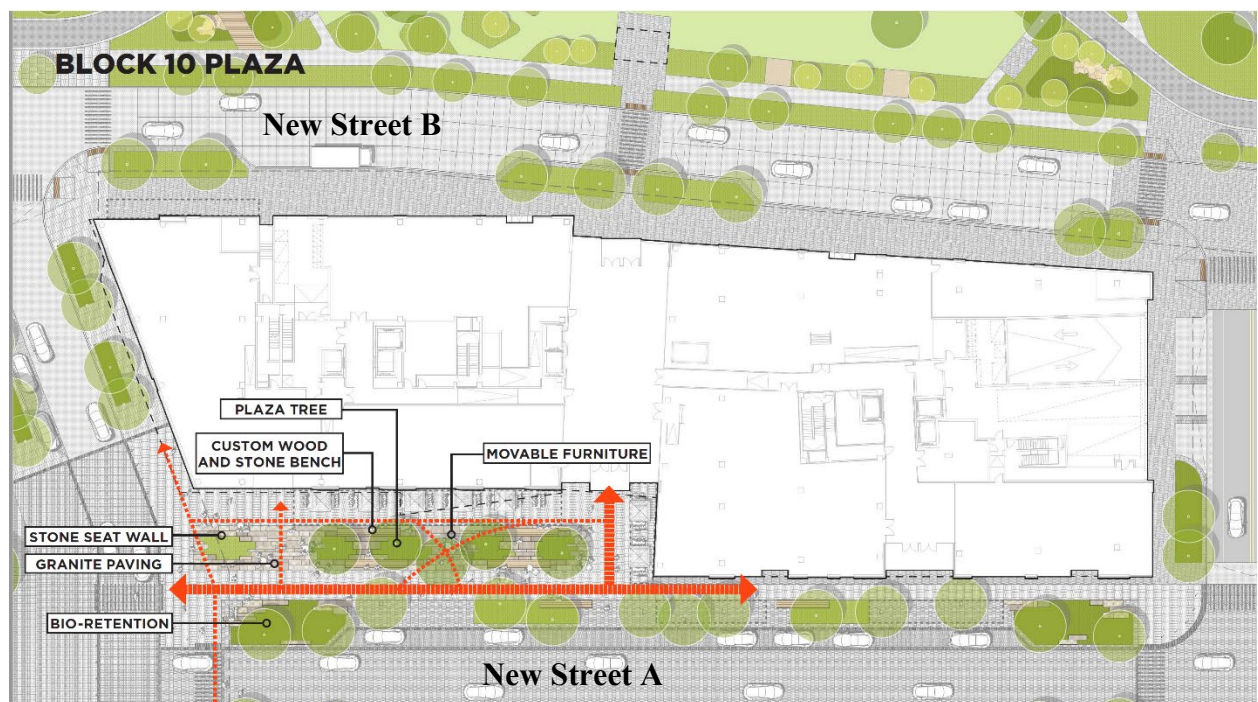
Figure 22: Building #10 Southeast Corner (PYDAC Presentation 8/26/20)



Plaza and Streetscape Design and Open Space:

The streetscape design around Building 10 balances the needs of pedestrians, commuters, shoppers and office users by providing fluidity around and through the building. The 7,163 square foot Plaza Area provides a unique open space both for the building users and the northern Innovated District intersection of New Street A and E. Reed Avenue. Consistent with the streetscape design for Phase 1 of North Potomac Yard, Block 10 utilizes the same unique pavers and streetscape furnishings (as described earlier) that establish the identity of the Innovation District. The location of seating and planters was designed so movement can occur through the space as well as provide visibility to multiple entrances adjacent to the Plaza Area. Included are custom wood and stone benches and seating walls, and granite paving. The landscape plan for the streetscape around the building provides for number of trees that enhance the shade and pedestrian experience, and also ensures the block meets the requirements for crown coverage.

Figure 23: Building #10 Site Plan and Use Diagram for Building 10 Plaza



In addition to the public open space provided in the Plaza Area, 6,042 square feet of private open space is provided from different levels of the office spaces, including a mid-block large terrace area that provides views of the new park to the east and a narrow terrace on the /southwest corner, both accessed from the third floor. The fourth floor has a mid-block terrace on the west side of the office connector bridge. Lastly, there are terraces provided on both the northeast and southeast corners of the building that also provide views of the park and river to the east. The roof of the building has been designed with a green roof as an environmental sustainability component, but

these spaces will not be publicly or privately available. Other environmental sustainability components of the building include the use of highly reflective surfaces on the building facades, including the northern glass veil façade that provides sun shading for the interior of the building.

Continued Architectural Refinement:

Staff finds the overall building architecture successful and appreciates the expressed differentiation between the two towers through the use of different materials and height. However, staff seeks the following architectural refinement to the building design:

1. **Bridge Connection Between the Two Towers:** Mid-block there is an approximately 37-foot gap between the building's two towers that provides a break in massing along the long block, but also provides a visual separation between the differing architectural styles. Within this space, the bottom three floors will provide a 2-story through lobby, and a third story office connection. For floors four through seven, the applicant is proposing a 22-foot wide glass enclosed bridge for each level. The applicant has indicated the bridge would span all building floors in order to provide flexible connections between the two towers for future tenants. Condition #11 in DSUP #2020-0013 conditions the bridge width not to exceed 22 feet to ensure the bridge can provide the desired functionality but does not lose its transparency. Furthermore, the condition encourages light, glassy materials to ensure the design visually recedes as much as possible and does not detract from the strong building design. By conditioning the design of the bridge as outlined above, staff believes the final building design complies with the North Potomac Yard Design Excellence Criteria #6.1, which is to provide a "variety of architectural character, height, massing, and articulation which express a clear overall composition" to achieve architectural excellence.

Requested Modifications:

Please see the section, Requested Modifications (All Buildings), for a discussion of the applicant's requested modifications to the Zoning Ordinance for:

- Relief from the required height-to-setback ratio per Section 6-403 of the Zoning Ordinance; and
- Relief from the required biodiversity standards requirements per Section 11-410(CC)(1) of the Zoning Ordinance.

C. Building 10 Encroachment - #ENC2020-0004

The applicant requests approval of an encroachment into the public right-of-way for an architectural decoration, consisting of a portion of a curtain wall on the north side of the Partnership Building's northern tower. The building tower's glass curtain wall wraps around the northern, east and west sides of the building. Due to the angular shaping of this dynamic curtain wall element, a small portion of the curtain wall projects from the building over the property line and into the public right of way. Thus, in order to achieve the proposed unique façade, an encroachment is being requested.

Figure 24: Axonometric Image of Requested Encroachment Area on Building 10 (in yellow)

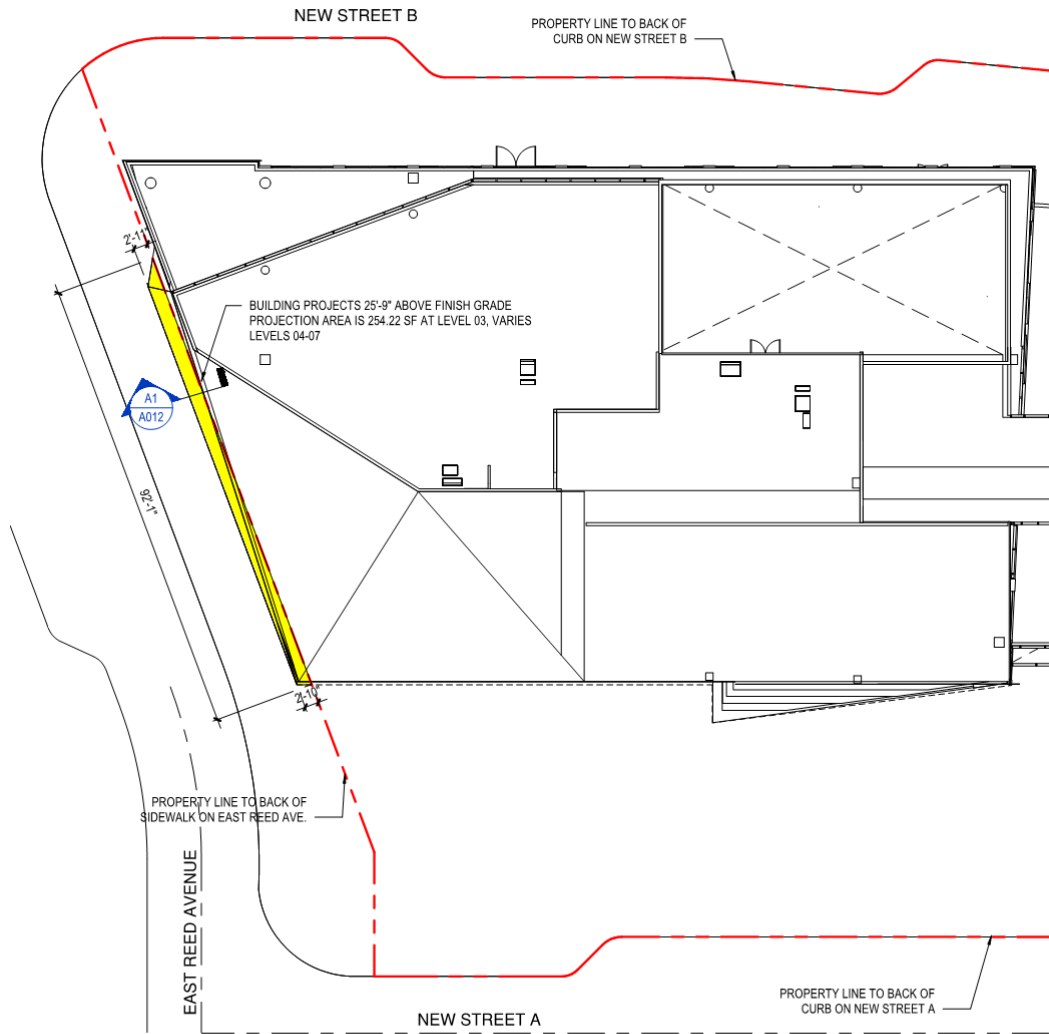


The portion of the curtain wall which seeks an encroachment is approximately 255 square feet, measuring approximately 92 feet in length along E. Reed Avenue and a projection of approximately 2'10" into the public right-of-way. City Code Section 5-2-29 states the City Council can approve an encroachment for architectural decorations which project more than 10 inches beyond the property line when located more than 10 feet above the curb level, as such, the area of the proposed encroachment meets these Code requirements. The depth of the proposed encroachment does not encroach more than 2 feet, 11 inches at the widest point and is over 25 feet above the sidewalk area below.

Staff supports the applicant's request for an encroachment of an architectural decoration into the right-of-way. The curtain wall adds dynamic interest to the building design and responds to the Virginia Tech building on Block 7W, bridging the character of the Innovation campus to the north with the Innovation district to the south. Staff finds the encroachment would allow a unique architectural feature that enhances the building as seen from the adjacent public plaza area, as well

as from Market Lawn to the west and from the new public park to the east that does not negatively impede the activity of the right of way and only enhances the pedestrian experience along E. Reed Avenue.

Figure 25: Diagram of Requested Encroachment for Building 10 (in yellow)



B4 ZONING - PROJECTION PLAN

1" = 20'-0"

D. Building 14 – DSUP #2020-0014

Figure 26: Contextual Site Plan of Building 14 within the Innovation District (PYDAC Presentation 8/26/20)



Site Design:

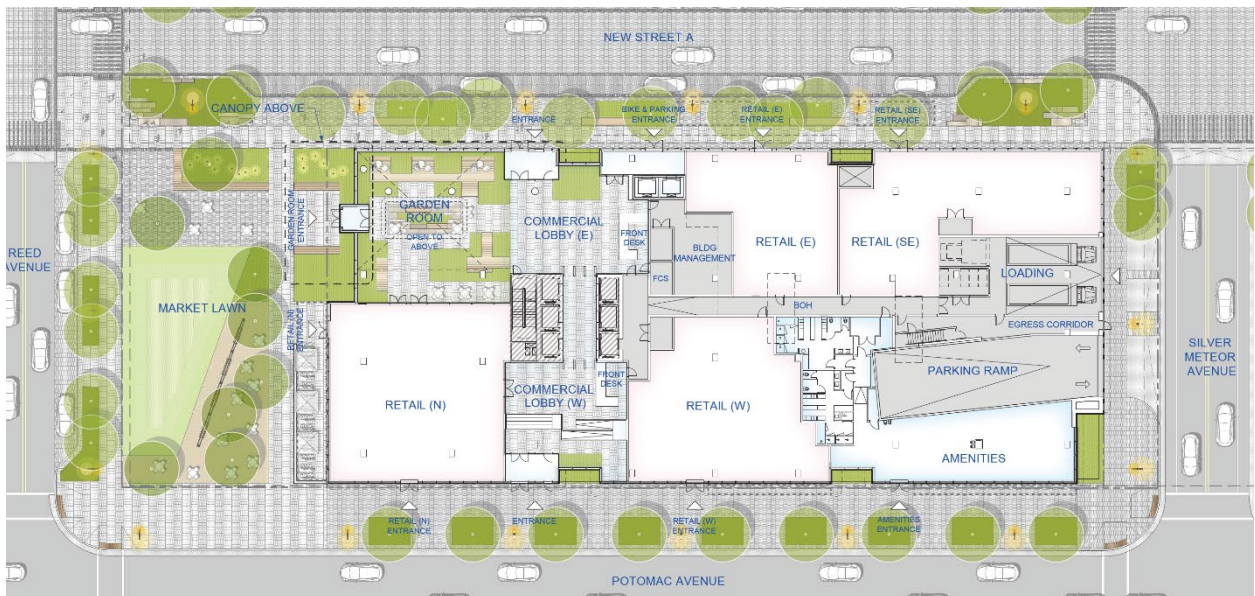
The applicant proposes to construct a new nine-story office building of approximately 247,852 net square feet with a mix of office and ground floor retail uses on Block 14 of the Innovation District. Block 14 is situated west of New Street A, between E. Reed Avenue and Silver Meteor Avenue. Contextually, this building is located in the northern end of the redevelopment of Phase 1, across the street from the Virginia Tech campus to the north, across New Street A from Building 10 (the Partnership Building) and adjacent to Potomac Avenue.

The rectangular parcel of 53,433 square feet has approximately 152 feet of frontage along E. Reed Avenue on the north, 375 feet of frontage along New Street A on the east side and along Potomac Avenue on the west side, and approximately 147 linear feet of frontage on the south along Silver Meteor Avenue. Vehicular access to the building is provided on the south side through one 60-foot long curb-cut along Silver Meteor Avenue. The curb cut provides access to a 22-foot wide underground parking garage entrance and one 28-foot wide loading dock space, which will serve the whole building. The site is designed to have public or publicly accessible sidewalks that provide pedestrian access to all sides of the building. Further, public access to the bicycle and underground vehicle parking will have its own entrance along the eastern side of the ground floor the building, just south of the main building entrances along this façade. See **Figure 27: Building #14 Site Plan (PYDAC Presentation 8/26/20)** for a site plan.

Block 14 includes a 9,675 square foot public park called Market Lawn on the northern side of the parcel and the northern side of the building has been designed to integrate the exterior Market Lawn with the interior of the building. To achieve this integration, the design includes a unique space on the ground level at the northeast corner of the building called the Garden Room. This interior public space is intended to be a continuation of the Market Lawn into the two-story space, which is connected to the main building lobby located in the middle of the block. The building's main lobby provides public access and visibility east-west through the building from Potomac Avenue and New Street A, aligning with a similar through lobby on Block 10 across New Street A. Additionally, there is one retail entrance with adjoining exterior dining space on the north side, and two retail entrances on both the east and west ground-floor level, with an exterior entrance to a building amenity space available on the southwestern side of the ground floor.

As has been previously discussed, Block 14 will have a two-level underground parking garage, which connects to the other underground garages proposed under Blocks 10, 15 and 19. Although parking is shared between the four blocks, 213 parking spaces are provided as part of Block 14. Due to a parking garage that is larger than the building footprint, the Block 14 property lines are proposed to the back of the curb along New Streets A and Silver Meteor Avenue, which are private streets with public access easements. The northern and western property lines align with the building footprint along the public streets of E. Reed Avenue and Potomac Avenue. In addition to the private streets, public access easements are proposed for the sidewalks and landscape areas along New Street A and Silver Meteor Avenue where the sidewalks span the underground parking garage. A capital bikeshare station is proposed within the public right of way adjacent to Market lawn in the northwest corner of Block 14.

Figure 27: Building #14 Site Plan (PYDAC Presentation 8/26/20)



Building Design:

The proposed Building 14 is designed as a modern workplace that incorporates glass and metal elements with a biophilic design of exterior spaces that connect building users to nature. A high-performing façade of a glazed curtain wall with solar shading fins reduces solar heat gain and glare for the building. The fin design is informed by the solar orientation of the building so that each elevation is similar but unique to its context. To break up the fin exterior, integrated exterior spaces with landscaping provide access to nature for building users, as well as visual relief for the public as seen from the surrounding buildings, sidewalks and public spaces. This is accomplished by three cut-outs that create exterior landscaped loggias around the façade of the building, all sized and located to create a dynamic yet balanced composition in the overall massing and serve to activate the building corners. The three loggias are each unique in dimension but are similarly detailed with landscaped areas and the incorporation of wood-clad soffits at exterior ceilings provide a striking natural material visual against the glass and metal exterior façade, especially when seen from the ground.

Due to the long length of the block, the approximately 247,852 square foot office building has been designed to appear as three connecting towers that appear to step down in height from north to south. The building massing consists of vertical insets that break down the scale of the building along its north and south length, providing depth and visual interest to the building as a whole. Each corner of the building, as well as at the insets, is rounded to provide a flow of the building that is more visually appealing than the typical ninety-degree hard corner. To provide a massing break on the north and south sides of the building, there is an approximately nine-foot shift in the building façade, where there is an exposed horizontal glass and aluminum pattern that is reflected on each end of the building.

The upper floors have cascading setback terraces which create an articulated roof line and create a transition to the lower buildings to the south side of the Innovation District and to the taller buildings on the north side. The eight-story southern portion of the building is mostly occupied by a green roof that connects to usable roof area with a mix of exterior and interior space above the middle portion. The interior ninth story of the building connects this usable rooftop open space with the rest of the ninth-floor office space. A mechanical penthouse area is integrated into the ninth floor and centralizes with the interior of the building footprint. Please note, the applicant is seeking additional penthouse height and has requested a Special Use Permit to exceed the maximum allowable height (as discussed under “Special Use Permit Requests” below). Overall, the building height will either meet or be below the maximum allowable height of 115 feet per the North Potomac Yard Small Area Plan.

The ground floors are envisioned to serve multiple retail tenants, a building amenities space and back of house areas for building operations. The upper floors of both towers will contain office space. Loading for the entire building will be served through the singular loading dock in the southern building tower and internal corridors will provide needed connections to ground floor commercial spaces in the northern tower.

Forthcoming Building Refinements:

Since receiving a vote of endorsement by PYDAC at the end of August, the applicant team has identified two building design changes which were not included in the formal submissions to the City. The additional revisions include:

- **Minor Façade Changes Due to FAA Height Concerns:** Additional information was provided by the FAA which indicates a portion of the mechanical penthouse area and corner of the northern end of the building may project into the required FAA flight paths. As such, those areas of the building will have to be lowered or modified to clear any obstructions. Given the ganging of utilities within the penthouse, the required changes may shift the interior elevator core and may result in minor modifications to the building exterior. Staff will work with the applicant team to ensure that any changes to the façade design are minor and consistent with changes through a Minor Site Plan Amendment.
- **Reduction in Retail Square Footage:** After further study, the applicant team has increased the depth of their loading dock to ensure the facility is deep enough to support the expected delivery vehicles servicing the building. As the depth of the loading dock has increased, the total square footage allocated to retail use has decreased by approximately 500 square feet. However, no changes were made to the exterior of the building. The final building square footages will be updated during the Final Site Plan process.

Figure 28: Building #14 Northwest Corner (PYDAC Presentation 8/26/20)



MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

Figure 29: Building #14 West Elevation (PYDAC Presentation 8/26/20)



Figure 30: Building #14 Southwest Corner (PYDAC Presentation 8/26/20)



Figure 31: Building #14 Southeast Corner (PYDAC Presentation 8/26/20)



Market Lawn and Open Space:

The streetscape design around Building 14 balances the needs of pedestrians, commuters, shoppers and office users by providing fluidity around and through the building. The approximately 9,675 square foot Market Lawn area provides a unique open space both for the building uses and the northern Innovation District intersection of New Street A and E. Reed Avenue. Consistent with the streetscape design for Phase 1 of North Potomac Yard, Building 14 utilizes the same unique pavers and streetscape furnishings (as described in section, Pedestrian and Streetscape Improvements) that establish the identity of the Innovation District. The location of seating and planters was designed so movement can occur through the space and around a large, centralized green lawn area. Due to the large space of this area, Condition #22.a has been included in DSUP #2020-0014 which permits the Department of Recreation, Parks and Cultural Affairs to program this space up to five (5) times a year. Please see section, Metro Plaza and Market Lawn, for a more detailed discussion about the design and function of Market Lawn.

On the northeast side of the building, there is a large canopy that has been designed to designate the entrance to the building as well as demarcate the Garden Room. Under this canopy are custom stone and wood bench seating and landscaping elements that are intended to connect to the Garden Room space inside the building. However, as will be discussed under the “Continued Architectural Refinements” section below, further refinement would help make this space better integrated with the Garden Room. The streetscape around the building provides a landscaping plan which provides a number of trees that enhances the shade and pedestrian experience, and also ensures the block meets the requirements for crown coverage.

In addition to the public open space provided in the Market Lawn area, approximately 12,725 square feet of private open space is provided via loggias and terraces on different levels of the office floors. As has been discussed, there is approximately 2,221 square feet of loggias and terraces cut out from the façade of the building that provide private access to the office tenants with a mix of landscaped and gathering spaces. The majority of the roof is a combination of usable and green roof space. The southern portion of the building is mostly occupied by green roof that connects to a roof terrace area that can be used by building tenants and is directly accessible from the ninth floor the building.

Figure 32: Building #14 Diagram of Market Lawn and Interior Garden Room



Figure 33: Building #14 Rendering of Rooftop Open Space



Continued Architectural Refinement:

Staff finds the overall building architecture successful and appreciates the expressed differentiation between the multiple/three towers using different materials and height. However, staff seeks the following architectural refinement of the building design:

1. **Improved Building Materials for Southern Service Area:** The applicant has indicated that the exterior of the garage and loading areas along the southern ground floor area is to incorporate high-quality materials that will blend with the rest of the building to mask these less pedestrian-friendly facades for an improved pedestrian experience along Silver Meteor Avenue. This includes a granite material with a honed finish patterned similar to the fins patter of the building. However, the applicant has indicated a painted metal roll up door for the garage and loading bay, which is of a lower quality than the other service entrances proposed along Silver Meteor Avenue and inconsistent with the high-quality materials of Building 14. A condition has been added that during Final Site Plan review the garage and loading bay doors incorporate high-quality materials that match the overall building

design, to the satisfaction of the Director of Planning & Zoning (Condition #11.f in DSUP #2020-00014).

2. **Integration of Garden Room and Market Lawn:** One of the most unique elements of Building 14 is the inclusion of the Garden Room on the ground floor at the northeast corner of the building. This two-story space has been shown by the applicant to be lushly planted with both in-ground plantings as well as greenery hanging from the ceiling. Throughout the space would be a mix of seating areas of movable tables and chairs as well as permanent benches. This space has been described to blend with the landscaping on the exterior of the building, around the entrance of the building on the north side. However, due to the narrow entrance from the interior to the exterior, as well as the overly large size of the canopy, staff would like to see additional and specific signage included on Final Site Plan submittal that indicates that the Garden Room is open to the public and how it can be accessed (Condition #11.g in DSUP #2020-0014).

Requested Modifications:

Please see the Requested Modifications (All Buildings), section for a discussion of the applicant's requested modifications to the Zoning Ordinance for:

- Relief from the required height-to-setback ratio per Section 6-403 of the Zoning Ordinance; and
- Relief from the required biodiversity standards requirements per Section 11-410(CC)(1) of the Zoning Ordinance.

E. Building 14 Requested Special Use Permit

Additional Penthouse Height:

Section 6-403(B)(3) of the Zoning Ordinance permits the height of a penthouse structure to exceed the maximum of 15-feet through the use of a Special Use Permit; Per this application, the applicant is requesting an increase in penthouse height from 15 to 17-feet.

Section 11-500 of the Zoning Ordinance directs staff to review the potential impact of the Special Use Permit request to assess potential negative impacts of the request and to ensure the proposal: a) will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use; b) will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and c) will substantially conform to the master plan of the city.

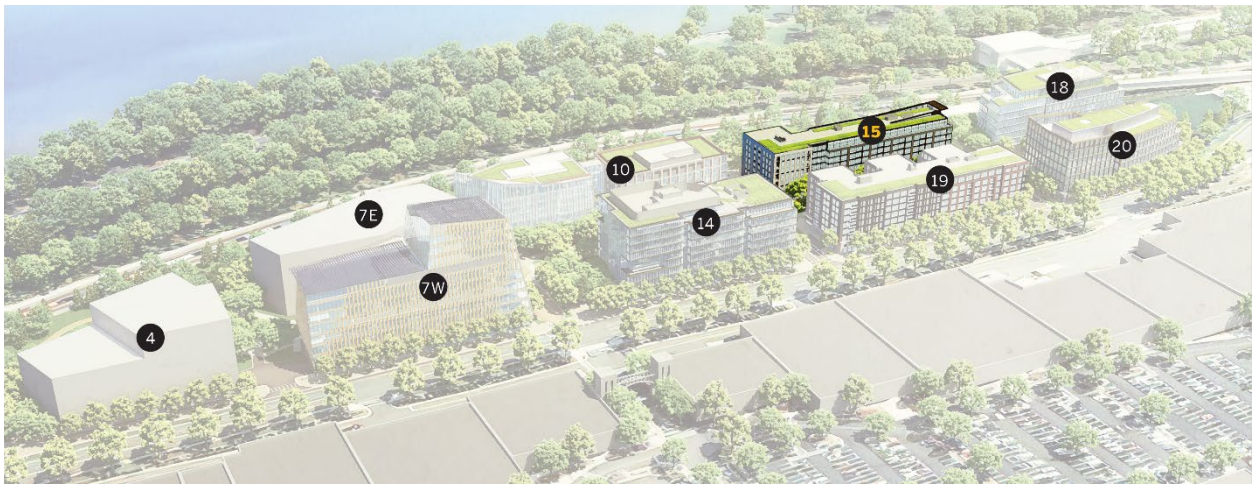
- A) *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:* the additional height of the penthouse will not adversely affect the health or safety of persons residing or working in the neighborhood as the penthouse has been integrated into the overall building design to blend with the accessible

roof of the building. Furthermore, the additional height of the proposed penthouse will adhere to the maximum building heights as established by the Federal Aviation Authority and maintain a clear flight path to Ronald Regan National Airport.

- B) *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:* the additional height of the penthouse will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood as the additional height has been requested to provide space for the required rooftop mechanical equipment and elevator overruns necessary for the safe operations and maintenance of the building. Additionally, the penthouse has been designed central to the building and as part of the accessible roof-top amenities, contributing to the stepped height design of the overall building. As such, the additional height will ensure a safe building and be integrated for overall neighborhood safety and building quality.
- C) *Will substantially conform to the master plan of the city:* Per the North Potomac Yard Small Area Plan, the maximum height of Block 14 is not to exceed 115 feet. The City Zoning Ordinance directs the height of buildings to be measured to the roofline and permitted mechanical penthouses are excluded from the calculation of the building height. Currently, the height of Building 14 is meeting the 115-foot height maximum. By approving the SUP request for the additional penthouse height, the height of the penthouse is permitted, and the height of the building would remain at 115 feet, complying with the City’s Master Plan.

F. Building 15 – DSUP #2020-0015

Figure 34: Contextual Site Plan of Building #15 within the Innovation District (PYDAC Presentation 9/9/20)



Site Design:

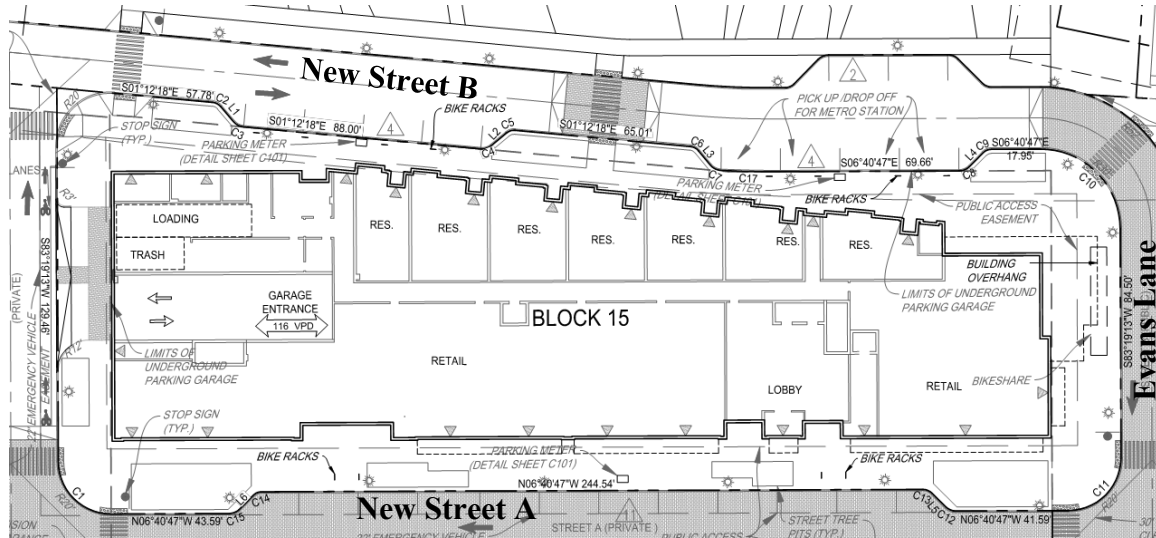
Building 15 is proposed as one of two multifamily residential buildings within North Potomac Yard Phase 1 (along with Building 19). The seven-story building would measure 95 feet to its highest point, which is the upward-sloping roof feature measuring approximately 10 feet tall at the southern end of the building. It would contain a total of 212 units, 78 of which would be studios, 91 of which would be one-bedroom units and 43 of which would be two-bedroom units. The building would consist of approximately 180,000 net square feet, which includes nearly 15,000 square feet of ground-level retail/commercial space. The property on which it would be constructed is known as Block 15, which is an irregularly shaped lot located in the southeastern portion of Phase 1. It measures 51,431 square feet in size and has approximately 382 feet of frontage on New Street B on its eastern side, approximately 85 feet of frontage on Evans Lane to the south, approximately 375 feet of frontage along New Street A to the west, and approximately 145 feet of frontage on Silver Meteor Avenue on its northern end. The future Potomac Yard Metrorail Station is located immediately to the southeast of the site, across the curved portion of street where New Street B and Evans Lane intersect. Metro Plaza, adjacent to the Metro Pavilion and Building 18, is located to the south across Evans Lane. See **Figure 34: Contextual Site Plan of Building #15 within the Innovation District (PYDAC Presentation 9/9/20)** for a site plan.

The siting of the proposed new multifamily residential building on Block 15 is appropriate for its location within the urban neighborhood envisioned for Phase 1. The building occupies nearly all of the land area of the block and an underground parking garage, connected to garages at nearby buildings, is proposed. Building 15 will have a two-level underground parking garage, which connects to the other underground garages proposed under Blocks 10, 14 and 19. Although parking is shared between the four blocks, 306 parking spaces are provided as part of Building 15. The front building walls are close to all four streets that surround the site, but with sufficient room for adequate sidewalks for pedestrians, street trees, lighting, and other streetscape elements. Additional public space is provided on the southeastern corner of the building given its proximity to the Metro Plaza and the future Metrorail Station.

The southern end of the building includes a cantilevered massing on the second through sixth floors of the building, under which retail/commercial space is located and adequate public through-access is maintained. The western side of the building includes continuous retail/commercial uses, interrupted only by the main residential building entrance, consistent with the vision of New Street A as a “retail street.” The northern end of the building contains garage and loading dock entrances, with a 48-foot-wide curb cut onto Silver Meteor Avenue, in the least obtrusive location on the building’s façade. Finally, the eastern side of the building is oriented at an angle that parallels the angled condition of New Street B. This portion of the site contains entrances into individual residential units on the ground level. Private amenity space for residents, which consists of an open-air terrace with a swimming pool, is located on the second level of this portion of the site to leverage views of Potomac Yard Park across New Street B.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
 DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
 DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
 TMP SUP #2020-0042, SNC #2020-0003
 North Potomac Yard – Phase 1

Figure 35: Building #15 Site Plan (PYDAC Presentation 9/9/20)



Building Design:

With regard to massing, the front building walls along the northern, southern, and western building façades of the building largely parallel the street with minor to moderate projections and indentations from ground level to the top floor. However, the eastern building façade contains a much more varied appearance. Whereas the front building wall at the ground level runs parallel to, and matches the angle of, New Street B, the main portion of the second through seventh floors are significantly stepped back (by approximately 23 feet at its greatest point) and oriented straight across, rather than sharing the same angle as the ground-level below. The resulting triangular space on the second floor is the location of the open-air terrace and swimming pool and the massing of the second through seventh floors is therefore L-shaped across the entire building.

The southern end of the building also contains a sloping roof to add visual interest and greater variety in building height. The roof rises gradually upward and, at its tallest point where it overhangs part of the cantilevered portion of the building, it is 10 feet taller than the main roof. A green roof area measuring nearly 8,000 square feet is also proposed across the top of the building.

Building 15 has been designed with high-quality materials and with two distinct sections: the central/southern portion and the northern end. The design intent of the central/southern portion is of two horizontal masses that have been cut vertically and then slipped past each other at their northern and southern ends. The concept is most clearly expressed by the indented portion of the building's eastern façade and the portion of the building on the southern end that cantilevers outward on the third through sixth floors. The northern end features a more traditional, quieter design to complement the central/southern portion.

The eastern façade of the central/southern portion of the building features a modern/industrial style and is primarily clad in metal and glass. An industrial-style window pattern covers most of the

second and seventh levels and extends down to the ground level at the southeastern corner of the building where retail/commercial space is planned. Much of the ground level on the eastern side, however, is clad in brick with glass bay windows in a more traditional style for the individual residential entrances. A horizontally oriented projection is proposed on the third through sixth levels within which sit several frames, each containing four bays. Two of the bays contain glass windows while the other two contain indented, covered balconies. The southern-most frame has been designed with a different but complementary pattern and, as it wraps around to the cantilevered portion at the southern end the building, includes large metal balconies.

The western façade of the central/southern part of the building is also finished mostly in metal and glass. The ground level is finished with glass storefronts, framed in brick, for the anticipated retail/commercial uses. A brown metal finish is proposed around the main residential building entrance, which along with other architectural features, helps to distinguish this entrance from the rest of the ground-level façade. The industrial-style window pattern from the eastern façade continues on the second and seventh stories. The third through sixth floors also project outward slightly and contain smaller frames within, but the design pattern differs slightly from the other side. It contains a repeating three-bay pattern, with two bays of glass and an indented portion in between that is clad in brown metal. Two of the three-bay groupings contain balconies that project about one foot from the building. The projection on the third through sixth floors is interrupted at the portion of the façade above the main residential entrance to provide add greater texture to the building. This portion of the façade is at a similar plane and features a similar industrial-type window pattern as is present on the second and seventh levels of the building.

The northern end features a traditional design, clad in white/cream brick and glass, to create a contrast with the more modern styling of the rest of the building. Storefront glass continues for a portion of the ground-level, and the remaining portion contains the garage/loading entrances that include glass doors styled to complement window patterns found elsewhere on the building. The upper floors of the building are faced with brick and are punctuated with relatively narrow window groupings. The corners of the northern end of the building contain inward, covered balconies that open to the air at narrow, two-story frames.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
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Figure 36: Building #15 Southeast Corner (PYDAC Presentation 9/9/20)



Figure 37: Building #15 Southwest Corner (PYDAC Presentation 9/9/20)



MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
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Figure 38: Building #15 Southwest Corner as Seen from Street level (PYDAC Presentation 9/9/20)



Figure 39: Building #15 Northwest Corner (PYDAC Presentation 9/9/20)



Figure 40: Building #15 Northeast Corner as seen from Potomac Yard Park (PYDAC Presentation 9/9/20)



Streetscape/Open Space:

Consistent with the streetscape design across Phase 1, Building 15 proposes the same unique pavers and streetscape furnishings (as described in Pedestrian and Streetscape Improvements section) to establish the identity of the Innovation District. The streetscape along New Street A has been designed to support pedestrians and active retail/commercial uses with sidewalks between 7.5 and 10 feet in width, exclusive of tree wells, parking lanes, and other obstructions. The streetscape along Evans Lane has been designed as a continuation of Metro Plaza across the street, with wider, flush sidewalks (measuring between 12 and 15 feet wide exclusive of obstructions) and with special pavers to help create a safer environment for commuters traveling to and from the Metrorail Station. The streetscape along New Street B has also been designed to accommodate commuters as well as park users and residents of Building 15. Sidewalks measuring between 7.5 and 10 feet wide are provided, along with street trees, a mid-block crossing for the convenience of park and Metrorail users, and a row of four parking spaces specifically reserved for Metrorail pick-up and drop-off (colloquially known as “Kiss & Ride” spaces.)

The applicant proposes a total of approximately 5,219 square feet of open space at Building 15. A small amount of publicly accessible, ground-level open space (2,151 square feet) that includes sidewalk and tree well areas is located at the southern end of the building adjacent to Evans Lane and across from Metro Plaza. The remaining open space proposed for this project is the open-air terrace and swimming pool, which measures 3,068 square feet in size. The applicant also proposes

indoor and outdoor amenity areas, including a terrace above the cantilevered portion of the building at its southern end, but these areas have not been counted toward open space calculations.

Continued Architectural Refinement:

Staff believes that the proposed Building 15 architecture is largely successful, particularly following its collaboration with the applicant during the review process regarding a number of matters such as façade materials, the sloped roof, and the size of the proposed balconies. However, staff recommends a few architecture-related changes to the building as conditions of approval of the DSUP request. Those changes are:

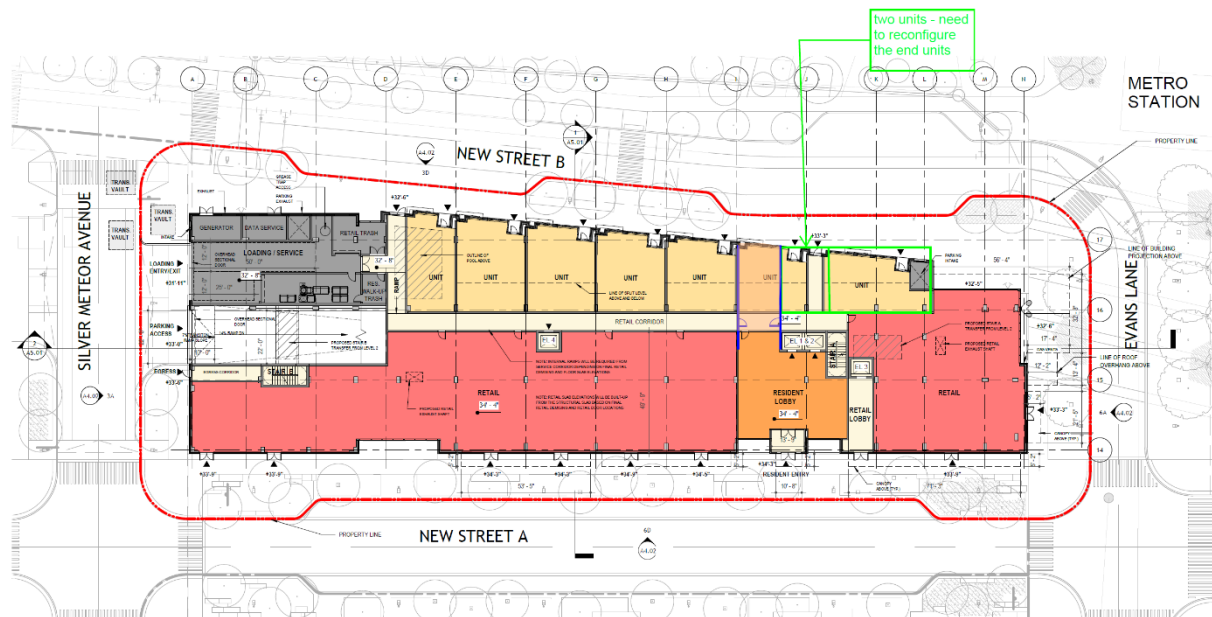
1. **Realignment of the façade projections:** and window patterns on the floors immediately above and to the side of the main residential building entrance;
2. **Elimination or redesign:** of the “spires” that reach up from the edge of the sixth floor above the main building entrance; and
3. **Filling-in of the western side of the sloped roof:** to match the rest of the feature through the use of vision or patterned/fritted glass to be determined through further design studies and working with Staff.
4. **Through Lobby:** Staff recommends for Building 15 that the floor plan for the ground-level residential lobby be reconfigured to achieve a true through-lobby spanning the entire width of the building from the main entrance at New Street A to a secondary but visually enhanced and welcoming *resident-only* entrance fronting directly on New Street B. A through lobby provides a number of benefits, such as ensuring Building 15 has an active presence on New Street B which encourages the building to engage actively with Potomac Yard Park and the future Metrorail Station. Additionally, the North Potomac Yard Small Area Plan encourages mid-block connections and pedestrian porosity and staff believes the introduction of the through lobby provides critical connectivity, in addition to providing building residents a more direct connection to the Metrorail Station. The applicant has worked with staff to provide an updated lobby design which achieves these goals of increased connectivity and has been conditioned through Condition 10.f of DSUP #2020-0015 to update their floor plan through the Final Site Plan process. Please see **Figure 41: Building #15 Diagram of Existing Lobby Design** for a layout of the existing lobby configuration of Building 15. **Figure 42: Building #15 Applicant Proposal for Through Lobby Design** was created by the applicant to demonstrate their proposed revision to the ground floor of Building 15.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
 DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
 DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
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Figure 41: Building #15 Diagram of Existing Lobby Design



Figure 42: Building #15 Applicant Proposal for Through Lobby Design



Requested Modifications:

Please see the Requested Modifications (All Buildings) section for a discussion of the applicant's requested site plan modifications from the following requirements:

- The height-to-setback ratio at Section 6-403 of the Zoning Ordinance; and
- The required biodiversity standards requirements of the Alexandria Landscape Guidelines (Section 11-410(CC)(1) of the Zoning Ordinance).

G. Building 18– DSUP #2020-0016

Figure 43: Contextual Site Plan of Building 18 within the Innovation District (PYDAC Presentation 9/9/20)



Site Design:

The applicant proposes to construct a new eight-story office building of approximately 162,568 net square feet, of which approximately 154,601 net square feet are proposed for office and 7,967 net square feet would consist of ground-floor retail and building amenity space. The building is located in the southeast corner of the intersection of New Street A and Evans Lane. Contextually, this building is situated in the southeast portion of Phase 1, directly west of the new Metrorail Pavilion and south of the forthcoming Metro Plaza, which will fill the space between the building, Evans Lane and the Metro Pavilion.

The site and building design are influenced by the surrounding public spaces. Directly north of the proposed building will be the future Metro Plaza, a critical public open space that is a gateway to the neighborhood and one of the primary placemaking locations in North Potomac Yard. The parcel has approximately 165 feet of frontage along Evans Lane, which curves and forms the

northern boundary of Metro Plaza. To the east of the building, the future Metro Pavilion, elevated pedestrian bridge and Metro rail lines create an eastern boundary which integrates those uses with future bicycle trails and the park at the ground level. The future bicycle trail continues around the southern end of the building and forms the southern property line, while the western side of the parcel is defined with approximately 343 feet of frontage along the curve of New Street A. Public access easements will be provided along all four sides of the building to facilitate pedestrian and bicycle connectivity through the site and building.

The primary pedestrian entrance to the office building is an east-west through lobby on New Street A and along the eastern building front facing the pedestrian Metro Bridge. Additional pedestrian entrances to ground floor retail are envisioned along the ground-floor portions of the building which front Metro Plaza and will be finalized as tenants lease the retail spaces. Prominent bicycle access is provided along the building's eastern face where a ground floor bicycle storage and adjacent changing room with showers are provided as a building amenity. Vehicular access to the building is provided through two curb-cuts on New Street A, with a 22-foot wide curb cut providing direct access to the underground parking garage entrance and an adjacent 18-foot wide curb-cut providing access to the building's loading dock. Potential areas for outdoor dining are concentrated on the building's northern end, facing Metro Plaza.

The western side of Block 18 is the location of the City's proposed DASH Bus Depot, a block-long bus loop which will serve as the terminus of several City bus routes to drop riders in close proximity to the Potomac Yard Metrorail Station. Two bus parking spaces, of approximately 10-feet by 100-feet form a lane along the street, along with two bus shelters and ADA bus loading-unloading pads adjacent to the curb. Landscape plantings along the frontage in of the Bus Depot have been coordinated to ensure the plantings are compatible with frequent bus traffic.

Figure 44: Building #18 Site Plan (PYDAC Presentation 9/9/2)



Building Design:

The eight-story office building is expressed as a series of glassy boxes, which sit over two levels of underground parking of 134 parking spaces. The ground floor of the building has been designed to support future retail uses, building amenities and loading and unloading functions. The top floor of the building contains an embedded mechanical penthouse and outdoor terraces to provide usable open space.

The overall building massing gives the impression of a linear mass which has been pulled from two opposite corners, creating two parallel vertical planes which are sheared from each other to create a simultaneous sense of balance and tension. Both the northwest and southeast corners of the building are cantilevered out over the ground floor to create an opportunity for the building to engage with the site and create protected outdoor space for pedestrians, shoppers and other visitors to the site. Further refining the initial shear of the two linear masses, the design team has created a series of smaller glass boxes which are pushed and pulled in depth to create a visual layering along each building face. The authentic sense of design of each smaller glass box is enhanced through unique mullion patterns and fin designs for each box. However, the overall building composition reads holistically as the underlying materials of glass and copper fins are constants used through the entire composition.

At the northern end of the building, the northwest building projection seems to hover above the Metro Plaza area and creates a protected space which may be used for ground-floor dining and other outdoor uses. The sense of overhanging mass is minimized by the use of minimal window mullions and copper frames on the glass, so that the projection is perceived visually limited and light. As the building moves south, along New Street A, a new glass box emerges and projects forward from the lighter, glassier corner. This volume carries along the western side of the building and wraps half of the southern end of the building and is characterized by horizontal copper fins which project from the face of the building, resulting in strong horizontal shadows. Vertical copper fins are applied in an irregular pattern throughout the glass box and appear in varying widths across the building face, to create a dramatic sense of motion. At the base of the southern end of the building, the applicant team is proposing a decorative, internally-lit wall which will screen the ramp to the parking garage and provide a visually dynamic experience for pedestrians and cyclists along the trail. While the final design of the wall will be resolved in the Final Site Plan process, staff is working closely with the applicant team to ensure the wall is visually refined and interesting in both night and daytime conditions.

Along the eastern building face, the building design continues the vocabulary of overlapping glass boxes with deep vertical and horizontal copper fins to create visual interest. The deep vertical fins are arranged at varying angles relative to the building face, to present a view of wide and narrow vertical bands. As one travels along the face of the building, either by Metro or along the elevated pedestrian walkway, the depth of the vertical fins will change in relation to the viewer, creating a strong sense of movement. Furthermore, the two glass volumes which make up the eastern building

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
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plane are angled dramatically towards each other, forming an apex near the middle of the building, above the recessed east lobby entrance. The apex is accentuated by a narrow vertical slot of clear glass, which runs up to the top floor and then turns north, becoming the glazing for the setback amenity space facing the north roof terrace. The east elevation's convex geometry, combined with the dramatic vertical glass slot and the constantly changing rhythm of the vertical fins, relate directly to the sense of motion embodied by the adjacent rail and Metro systems.

Figure 45: Building #18 Northwest Corner Aerial View (PYDAC Presentation 9/9/20)



Figure 46: Building #18 Northwest Corner Façade (PYDAC Presentation 9/9/2020)



MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
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Figure 47: Building #18 Southwest Corner Façade (PYDAC Presentation 9/9/2020)



Figure 48: Building #18 Southeast Corner Façade (PYDAC Presentation 9/9/2020)



Streetscape Design and Open Space:

Consistent with the streetscape design for Phase 1 of North Potomac Yard, Building 18 utilizes the same unique pavers and streetscape furnishings (as described earlier) that establish the identity of the Innovation District. The streetscape along New Street A has been designed to support the DASH Bus Depot and commuters with wide sidewalks of approximately 8-feet in width, ADA compliant bus loading pads and a landscaping plan which minimizes the number of trees to ensure

compatibility with buses and pedestrians. Along New Street A, the building overhangs the sidewalk approximately six-feet seven-inches to create a protected area for pedestrians.

Metro Plaza, a key civic space in North Potomac Yard is located at the northern end of Parcel 18 and the building has been designed to interact with the Plaza and enhance the site's identity. (Please see the section titled, Metro Plaza and Market Lawn, for a detailed description and analysis of the design of Metro Plaza.) The northern end of the building projects approximately 18 feet into the plaza, and the applicant has identified an area of approximately 16-feet deep which runs along the northern building face and the northern end of the eastern building face to provide outdoor dining directly adjacent to the building, along the Plaza. Staff will continue to work with the applicant on the final area and dimensions of the proposed outdoor dining to ensure that the outdoor dining complements the publicly accessible open space without privatizing too much of the Plaza and discouraging public use of the space. Along the eastern side of the building, the unique streetscape pavers continue from Metro Plaza and create a seamless connection between the Metro Pavilion, the Plaza area and the extension of Potomac Yard Park and the bicycle trail. The southern end of the building is wrapped with an area of grass and plantings which frame the base of the building and create a green buffer between the building and the adjacent bicycle trail.

Aside from the approximately 10,000 square feet of ground-floor open space in Metro Plaza and around the site, the building provides a series of private terraces on the seventh and eighth floors of the building that are accessible to building tenants. Approximately 1,600 square feet of open space on the seventh floor that is divided between two terraces, one on the north overlooking Metro Plaza and one on the south end of the building, overlooking south Potomac Yard. The eighth floor has one larger terrace of approximately 1,200 square feet that overlooks Metro Plaza.

Continued Architectural Refinement:

Staff finds the overall building architecture successful and has no further comments on architectural refinement for the building. However, as noted under the Open Space discussion, staff would like to see continued refinement of the interim and final design of Metro Plaza. As such, staff has included conditions of approval in the DSUP related to the final design of Metro Plaza and the timing for the installation of an interim Metro Plaza area, should the construction of Building 18 take several years to complete.

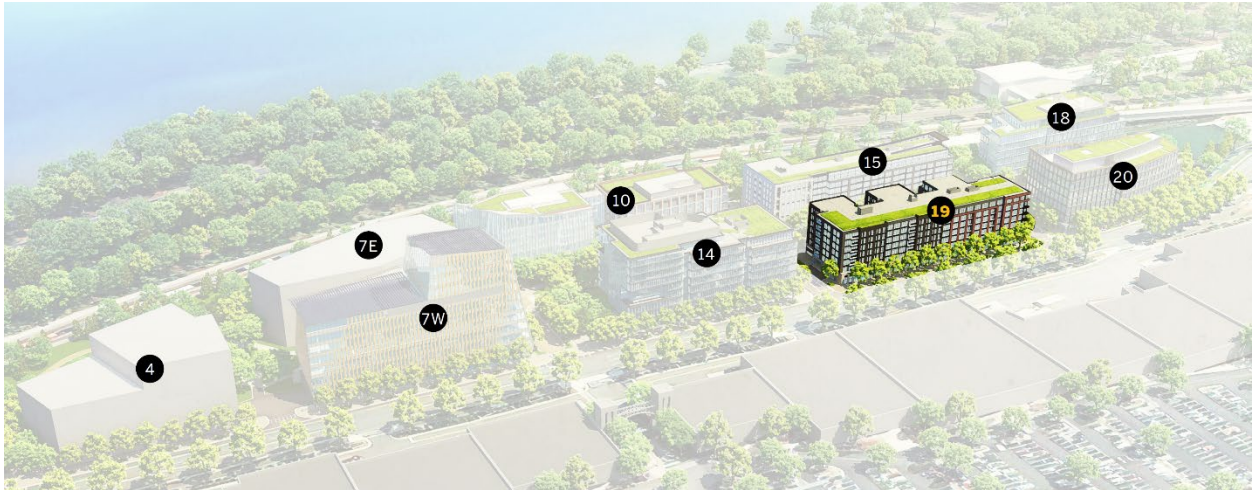
Requested Modifications:

Please see the section, Requested Modifications (All Buildings), for a discussion of the applicant's requested modifications to the Zoning Ordinance for:

- Relief from the required height-to-setback ratio per Section 6-403 of the Zoning Ordinance; and
- Relief from the required biodiversity standards requirements per Section 11-410(CC)(1) of the Zoning Ordinance.

H. Building 19 – DSUP#2020-0017

Figure 49: Contextual Site Plan of Building #19 within the Innovation District (PYDAC Presentation 9/9/20)



Site Design:

The applicant proposes to construct Building 19 as one of two residential buildings within Phase 1, measuring seven stories at a height of 85 feet. As proposed, the building includes 89 studios, 118 one-bedroom units, 47 two-bedroom units, and eight three-bedroom units; for a total of 262 units. The building consists of approximately 220,000 net square feet, including approximately 23,000 square feet of ground-level retail/commercial space. The building is located on Block 19, the southeastern portion of Phase 1. The site measures 52,657 square feet in size with approximately 368 feet of frontage on New Street A on its eastern side, approximately 172 feet of frontage on Evans Lane to the south, approximately 368 feet of frontage along Potomac Avenue to the west, and approximately 145 feet of frontage on Silver Meteor Avenue on its northern end. Block 19 is located immediately to the west of Block 15, the site of the other multifamily residential project proposed as part of Phase 1. It is also one block west of the future Potomac Yard Metrorail Station. See **Figure 50: Building #19 Site Plan (PYDAC Presentation 9/9/20)** for a site plan.

The siting of the proposed new multifamily residential building on Block 19 is appropriate for its location within the urban neighborhood envisioned in Phase 1. The building occupies nearly all of the land area of the block and off-street parking spaces would be provided in an underground garage connected to the garages at adjacent buildings. Building 19 will have a two-level underground parking garage, which connects to the other underground garages proposed under Blocks 10, 14 and 15. Although parking is shared between the four blocks, 182 parking spaces are provided as part of Building 19. The front building walls are close to all four streets that

surround the site, but with sufficient room for adequate sidewalks for pedestrians, street trees, lighting, and other streetscape elements.

The eastern side of the building includes continuous retail/commercial uses, interrupted only by the main residential building entrance, consistent with the vision of New Street A as a “retail street.” The northern end of the building contains garage and loading dock entrances, with a 48-foot wide curb cut onto Silver Meteor Avenue, in the least obtrusive location on the building’s façade. The western side of the building contains entrances into individual residential units proposed on the ground level.

Figure 50: Building #19 Site Plan (PYDAC Presentation 9/9/20)



Building Design:

With regard to massing, the upper floors of the northern, southern, and western façades of the building are located on a similar plane as the ground level, except that some shallow indentations and projections are provided on most of the façades. The massing of the eastern side of the building is considerably more varied, however. The second through seventh floors on this side of the building have been stepped back, or cut away, from the ground-level in three places to create three distinct building wings. These wings are separated by three second-level terraces that would function as private open space for residents. Overall, the building resembles a modified version of the shape of the letter “M” at a bird’s eye view from the east.

The residential Building 19 has been designed using high-quality materials in two distinct sections, the central/northern portion and the southern end, that feature different modern industrial styles. On the central/northern portion of the building, the eastern façade is primarily clad in metal and

glass. The major exception to this treatment may be found at the ground level, which contains large glass storefront windows surrounded by brick. The upper floors alternate between an industrial window pattern surrounded by light gray metal (indented portions) and a modern pattern of narrow windows surrounded by medium/dark gray metal (on the building wings). The building wings also contain inset balconies at their end corners. The northern façade of the central/northern portion of the building includes, at ground level, a portion of storefront glass and glass garage doors that lead to loading docks and the garage entrance. On the upper levels, a modern pattern of double-windows is introduced to the same light gray metal façade used at the indented portions of the eastern façade, thereby enhancing the projecting effect of the eastern façade's building wings. The western façade of the central/northern portion of the building includes brick and glass windows on the ground level for the individual residential units that are directly accessed from the street. The upper floors continue the light gray metal façade with modern double-windows used on the northern façade. Long medium/dark gray metal bays, with the modern pattern of narrow windows used on the other side of the building, project outward from the light gray by a few feet. Small balconies are provided on the northern ends of these projections.

The southern end of the building is finished primarily in red brick and glass. On the western façade, the ground level includes red brick and windows along the individual residential units directly accessible from the sidewalk. Red brick continues on most of the upper floors and an industrial window pattern is used. A portion of the seventh floor, and a small indentation in the building are instead clad in medium/dark gray metal panel. A projection on the second through sixth floors contains a three-bay pattern (of two windows and an indented balcony) that is repeated once. Outward projecting balconies of black metal are located on the third through sixth floors. The red brick and industrial window pattern found on most of the western façade continues around to all floors of the southern façade.

The eastern façade of the southern portion of the building retains the red brick and industrial window pattern design of the other facades on the southern portion of the building. A small, corner indentation and an indented portion of the seventh floor are finished with medium/dark gray metal. Outward projecting balconies of black metal are located at the corner of the eastern and southern façades, overlooking the southeastern private terrace. On the ground level, the retail/commercial space directly on the corner of Evans Lane and New Street A is proposed to be clad in cast concrete to offer contrast and visual interest. The main building entrance is located just to the north of this retail/commercial space, and is designed with canopy and an indented, vertical band of windows to enhance its prominence and accent its location. The remaining portions on the ground level of this southern portion of the building are finished with storefront windows surrounded by red brick.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
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Figure 51: Building #19 Southeast Corner Façade (PYDAC Presentation 9/9/2020)



Figure 52: Building #19 Southwest Corner Façade (PYDAC Presentation 9/9/2020)



MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

Figure 53: Building #19 Northwest Corner Façade (PYDAC Presentation 9/9/2020)



Figure 54: Building #19 Northeast Corner Façade (PYDAC Presentation 9/9/2020)



Streetscape/Open Space:

Consistent with the streetscape design across Phase 1, Building 19 proposes the same unique pavers and streetscape furnishings (as described in Pedestrian and Streetscape Improvements section) to establish the identity of the Innovation District. The streetscape along New Street A has been designed to support pedestrians and active retail/commercial uses with sidewalks of between 8.5 and 11 feet in width, exclusive of tree wells, parking lanes, and other obstructions. The streetscape along Evans Lane has been designed as a continuation of the wider building face-to-curb dimensions to the east, including an unobstructed pedestrian path of approximately 8.5 feet. The streetscape along Potomac Avenue, along which the Metroway BRT line would be located, contains the widest sidewalks at the project at a continuous width of 11 feet (free from obstructions.)

The applicant proposes a total of 5,679 square feet of open space at Building 19, all of which would be private space, available only to residents of the building. The private open space is located at three second-level terraces that are nearly equal in size, ranging from about 1,800 to about 2,000 square feet.

Continued Architectural Refinement:

Staff finds the overall building architecture successful, particularly following its collaboration with the applicant during the review process. Matters discussed regarding the architecture of the building included: adding visual interest to the southeastern corner of the building, enhancing the prominence of the main building entrance, and regularizing the window and balcony patterns on various portions of the building. Staff seeks one additional architectural refinement to the building design as conditions of approval of the DSUP request.

1. **Enhanced Secondary Lobby:** Staff recommends for Building 19 a larger secondary residential lobby for building tenants along Potomac Avenue. The current building design shows a primary residential building lobby along New Street A at the southern end of the building, and a secondary lobby on Potomac Avenue at the northern end of the building. Both lobbies have been located to provide residents with access to an immediately adjacent elevator bank which provides access to upper levels of the building. Staff would encourage a larger residential lobby presence on Potomac Avenue to ensure the building has an active presence on Potomac Avenue, which will be important to allow the building to engage with future redevelopment in Phase 2 on the other side on Potomac Avenue. Additionally, a larger lobby may encourage more frequent resident use of the future BRT stops planned on Potomac Avenue if there is a comfortable and apparent exit to and from the building to said amenity. Please see **Figure 55: Building #19 Diagram of Existing Lobby Design** for a layout of the existing lobby configuration of Building 19. **Figure 56: Building #19 Applicant Diagram of** was created by the applicant to demonstrate an enlarged residential lobby along Potomac Avenue which would facilitate staff's goals for connectivity and usage and the applicant has been conditioned through Condition #10.f of DSUP #2020-0017 to update their floor plan through the Final Site Plan process.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
 DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
 DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
 TMP SUP #2020-0042, SNC #2020-0003
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Figure 55: Building #19 Diagram of Existing Lobby Design

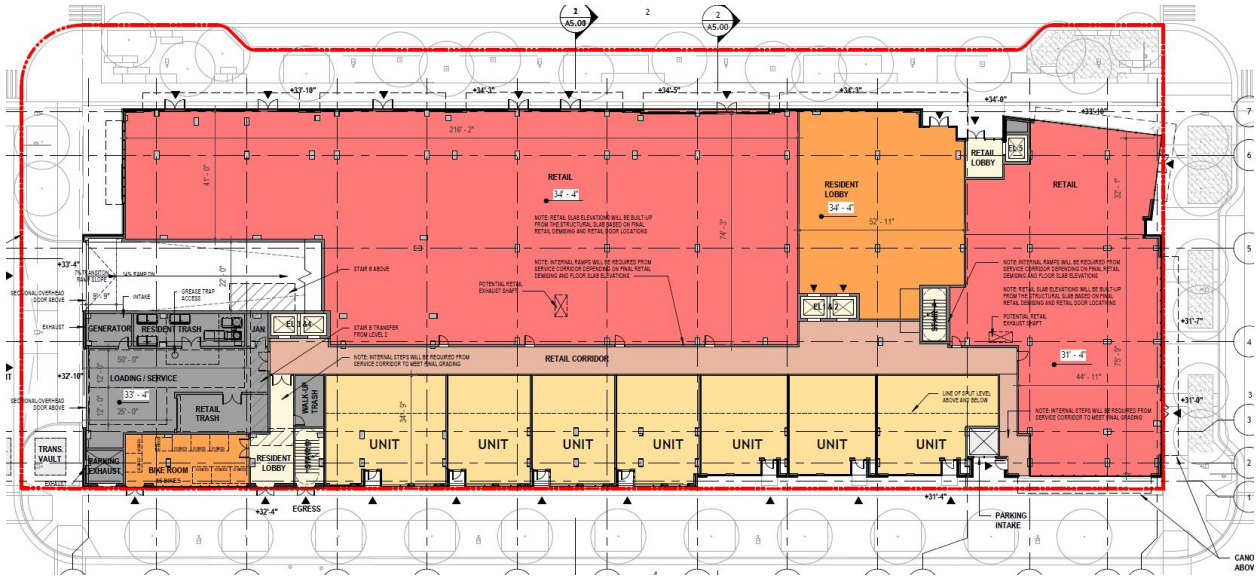
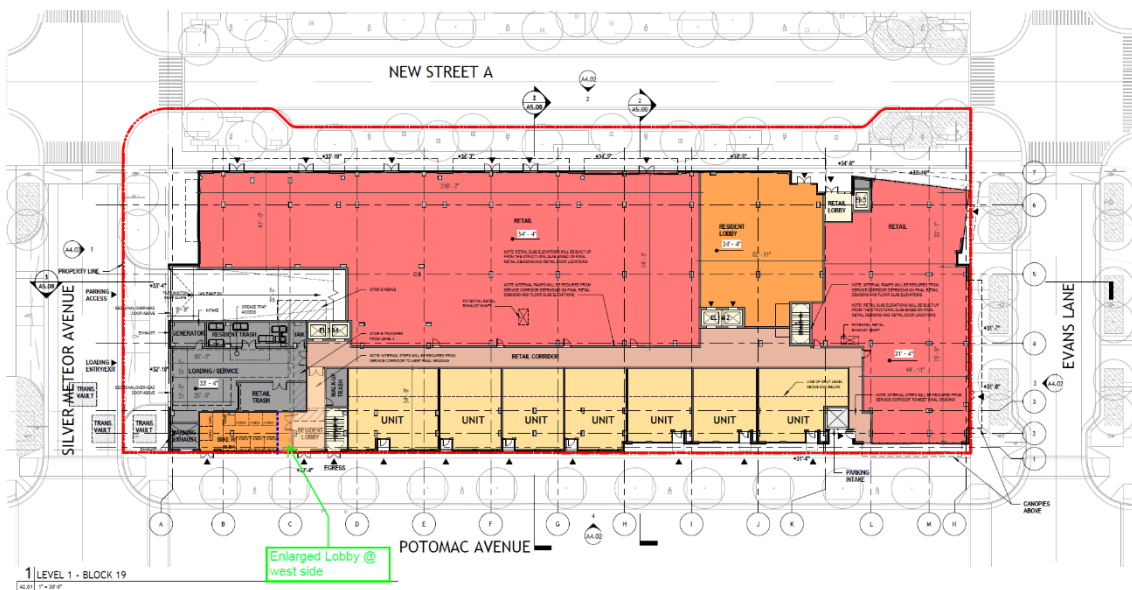


Figure 56: Building #19 Applicant Diagram of Larger Residential Lobby on Potomac Avenue



Requested Modifications:

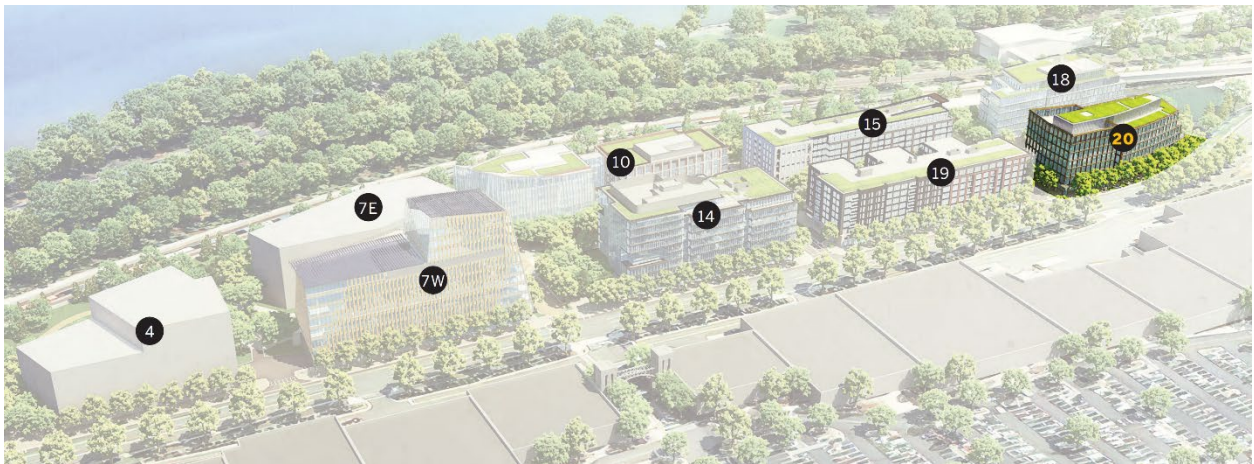
Please see the section, Requested Modifications (All Buildings), for a discussion of the applicant's requested site plan modifications from the following requirements:

- The height-to-setback ratio at Section 6-403 of the Zoning Ordinance; and

- The required biodiversity standards requirements of the Alexandria Landscape Guidelines (Section 11-410(CC)(1) of the Zoning Ordinance).

I. Building 20 – DSUP #2020-00018

Figure 57: Contextual Site Plan of Building #20 within the Innovation District (PYDAC Presentation 9/9/20)



Site Design:

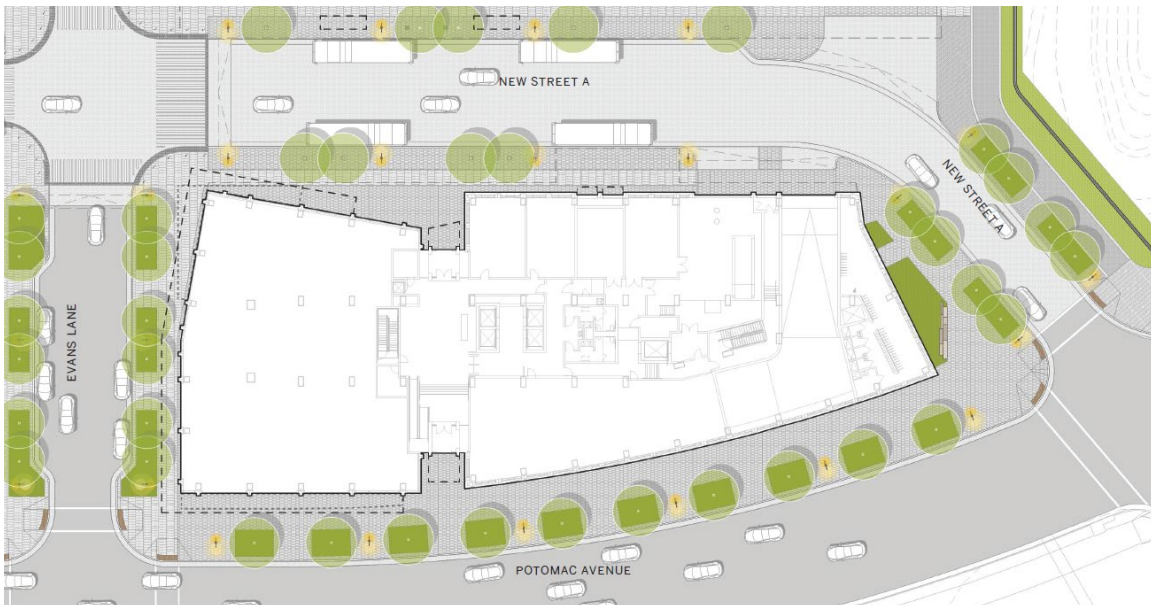
The applicant proposes to construct a new six-story office building of approximately 156,010 net square feet with a mix of office and ground floor retail uses. The office building would be situated in the southwest corner of the intersection of Evans Lane and New Street A. Contextually, this building is located in the southern end of the redevelopment of Phase 1 and in close proximity to the future Metrorail Station.

The roughly rectangular parcel of 37,370 square feet has approximately 130 feet of frontage along Evans Lane on the north, approximately 372 feet of frontage along New Street A which curves and frames the building's eastern and southern parcel boundaries, and approximately 375 linear feet of frontage along Potomac Avenue which curves and forms the western property boundary. All four sides of the building are framed by public streets, which have public or publicly accessible sidewalks to provide pedestrian access to the building from all sides. The primary building entrances create an east-west through-lobby on Potomac Avenue and on New Street A in the approximate middle of the building. Vehicular access to the building is provided through two curb-cuts on New Street A, with a 21-foot wide curb cut providing direct access to the underground parking garage entrance and an adjacent 22-foot wide curb-cut providing access to the building's loading dock. Potential areas for outdoor dining are proposed along the northern side of New Street A and Potomac Avenue and along Evans Lane. See **Figure 58: Building #20 Site Plan (PYDAC Presentation 9/9/20)** for a site plan.

The eastern side of Block 20 is the location of the City’s proposed DASH Bus Depot, a block-long bus depot loop which will serve as the terminus of several bus routes to drop riders in close proximity to the Potomac Yard Metrorail Station. Two bus parking spaces, of approximately 10-feet by 100-feet have been designed along the frontage of the street, with corresponding ADA compliant bus loading-unloading pads adjacent to the curb. Two required bus shelters have been incorporated into the overall building design to optimize space on the sidewalk and create a unique streetscape experience. Landscape plantings along the frontage of the Bus Depot have been coordinated to ensure the plantings are compatible with frequent bus traffic. Vehicular traffic exiting the loading dock and parking garage will have to coordinate their movements with the expected bus traffic.

The underground parking garage establishes the property lines for the building. Along Potomac Avenue and Evans Lane, the underground parking garage roughly follows the above-ground building walls and the property line follows that of the building. Along New Street A, on the parcel’s eastern and southern sides, the underground parking garage extends past the building walls and goes to the back of the curb; accordingly, the property line for the parcel mirrors the underground parking and goes to the back of the curb along New Street A. Public access easements are proposed for the sidewalk and landscape areas along New Street A where the sidewalk spans the underground parking garage.

Figure 58: Building #20 Site Plan (PYDAC Presentation 9/9/20)



Building Design:

The approximately 156,000 square foot office building consists of two connected towers of six-stories each and two levels of underground parking with 119 parking spaces. The two towers are arranged to express a northern tower and a southern tower that are connected by a recessed vertical

seam between the two masses and a shared penthouse which spans the two masses. The upper floors of both towers will contain office space while the ground floor of the northern tower is envisioned to serve retail tenants while the ground floor of the southern tower will contain building amenities and bicycle room, along with back of house areas for building operations. Loading for the entire building will be served through the singular loading dock in the southern building tower and internal corridors will provide needed connections to ground floor commercial spaces in the northern tower. The primary building entrances are located in the recessed vertical seam, at the midpoint of the block and face Potomac Avenue and New Street A.

The two towers use a terra cotta grid pattern to define the building architecture and evoke an early industrial high-rise design. Underneath the classic terra cotta grid, a modern aluminum framed glazing system provides large, open windows that create a modern and well-daylit office space for building users. The northern building tower has six floors of the terra cotta grid, above the ground floor retail-level. The ground floor is visually differentiated by a strong datum line that is expressed as a canopy. The terra cotta grid covers five floors of proposed office space and a sixth-floor expression which screens a roof-top mechanical penthouse area. The grid visually adopts a rectangular expression and both the vertical and horizontal terra cotta profiles are planned with a full 1'-3" projection beyond the face of the glass. The equal depth of the terra cotta profiles will create a uniform distribution of shadows across the building face and balance both the vertical and horizontal expression of the building. The color of the terra cotta is shown as a light-yellow finish with the exact color and surface texture to be refined during the final site plan process.

The southern building tower, while the same height as the northern tower, creates a successful illusion of height differentiation through the application of the terra cotta frame. Along the southern building tower, a strong datum line is expressed at the second floor, visually grouping the ground-floor and second floor uses as one height. This plays against the datum line at the first floor of the northern tower and further gives a sense of difference in height between the two masses. Above the second floor, four floors of the terra cotta grid are expressed with an exposed rooftop penthouse in a metal panel. The terra cotta profiles of the southern tower are again proposed at 1'-3" deep from the face of the glass for the horizontal sections and 5" deep from the face of the glass for the vertical sections. The difference in depth for the vertical and horizontal profiles will result in a stronger read and expression of shadows along the horizontal terra cotta profiles, creating a horizontal emphasis of the building expression. The horizontal expression of the southern tower is emphasized by the design of the southern end of the building which uses a series of two-story terraces fanning out from the end of the building, creating wedge-shaped terraces that provide southern views. The terraces provide a series of usable open spaces for building tenants. The color of the terra cotta is shown as a rich brown and once again, final color and texture will be determined during the final site plan process to compliment the adjacent yellow terra cotta of the northern tower.

The two towers present a balanced and complementary terra cotta grid of differing colors and directional emphasis and play the traditional vertical expression of the northern tower against the more horizontal expression of the southern tower. The two masses are joined by a recessed seam

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
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which breaks the two grid patterns and is covered in a simple glass with minimally visible window mullions.

Figure 59: Building #20 Northeast Corner Façade (PYDAC Presentation 9/9/2020)



Figure 60: Building #20 Northwest Corner Façade, as seen from Potomac Avenue (PYDAC Presentation 9/9/2020)



MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
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Figure 61: Building #20 Southwest Corner Façade, as seen from Potomac Avenue (PYDAC Presentation 9/9/2020)



Figure 62: Building #20 Southeast Corner Façade (PYDAC Presentation 9/9/2020)



Streetscape Design and Open Space:

The streetscape design around Building 20 balances the needs of pedestrians, commuters, shoppers and office users by establishing various areas of activity and uses around the building. Consistent with the streetscape design for Phase 1, Building 20 utilizes the same unique pavers and streetscape furnishings (as described earlier) that establish the identity of the Innovation District. The streetscape along New Street A has been designed to support the DASH Bus Depot and commuters with wide sidewalks of approximately eight-feet in width, ADA compliant bus loading pads and a landscaping plan which minimizes the number of trees and ensures they are more compatible with bus traffic.

Along Evans Lane and a portion of New Street A, at the northern end of the building, the streetscape has been designed to support a retail presence and create an active street by encouraging areas for outdoor dining along the building base. This dining will be covered by a proposed awning (discussed further in the ENC2020-0005 request) to provide a level of protection from the elements and will build upon the active street life that is generated by Metro Plaza and outdoor activities on the adjacent corners. At the southern end of the building, the applicant team has proposed a small plaza with landscaping that will be overlooked by terraces on the upper floors of the building. This plaza will lead into the adjacent bicycle room and may serve as a quieter outdoor space than the northern end of the building.

While Building 20 does not provide a lot of open space, the variety of space and opportunities it presents on site present a range of options for building users. Additional open space is available at the directly adjacent Metro Plaza and the nearby Potomac Yard Park. As established in the earlier Open Space discussion, the applicant team is meeting the required CDD Open Space requirements across the Phase 1 redevelopment.

Continued Architectural Refinement:

Staff finds the overall building architecture successful and appreciates the expressed differentiation in building height between the two towers through the application of the terra cotta frame. However, staff seeks the following architectural refinement of the building design:

1. **Glass Screening for Penthouse in Northern Building Tower:** As previously described, the terra cotta frame on the northern building tower spans the height of the structure and extends a story above the building's main roof to help conceal a rooftop mechanical penthouse area, as well as to create a strong differentiation in perceived height between the two towers. However, the current design for the top floor of the terra cotta frame shows the openings filled with a dark mesh screen to hide the mechanical penthouse instead of glass. This change in materials creates a visual difference with the top floor of the building compared the remaining floors. Per DSUP #2020-0018 Condition 11.g, the applicant is conditioned to replace the proposed mesh material with a visually compatible glass and mullion system so that the top floor appears visually compatible with those below. An example of this seamless treatment of glass infill can be seen in **Figure 63: Top Floor with Full Glass, at Tysons Corner (Illustrative Example for Building 20)** as an existing

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
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building which utilizes a system of full-height glass and mullion to screen the top floor mechanical uses. Staff believes the change to the top floor of the north tower will ensure that the final building design complies with the North Potomac Yard Design Excellence Criteria #4, “Thoughtful Integration of Utilitarian Uses” which encourages the building design to, “creatively integrate... penthouses to minimize unsightly views.. utilizing architectural screening where needed” to achieve architectural excellence.

Figure 63: Top Floor with Full Glass, at Tysons Corner (Illustrative Example for Building 20)



Requested Modifications:

Please see section, Requested Modifications (All Buildings), for a discussion of the applicant’s requested modifications to the Zoning Ordinance for:

- Relief from the required height-to-setback ratio per Section 6-403 of the Zoning Ordinance; and
- Relief from the required biodiversity standards requirements per Section 11-410(CC)(1) of the Zoning Ordinance.

J. Building 20 Requested Special Use Permit

Additional Penthouse Height:

Section 6-403(B)(3) of the Zoning Ordinance permits the height of a penthouse structure to exceed the maximum of 15-feet through the use of a Special Use Permit; Per this application, the applicant is requesting an increase in penthouse height from 15-feet to 18-feet.

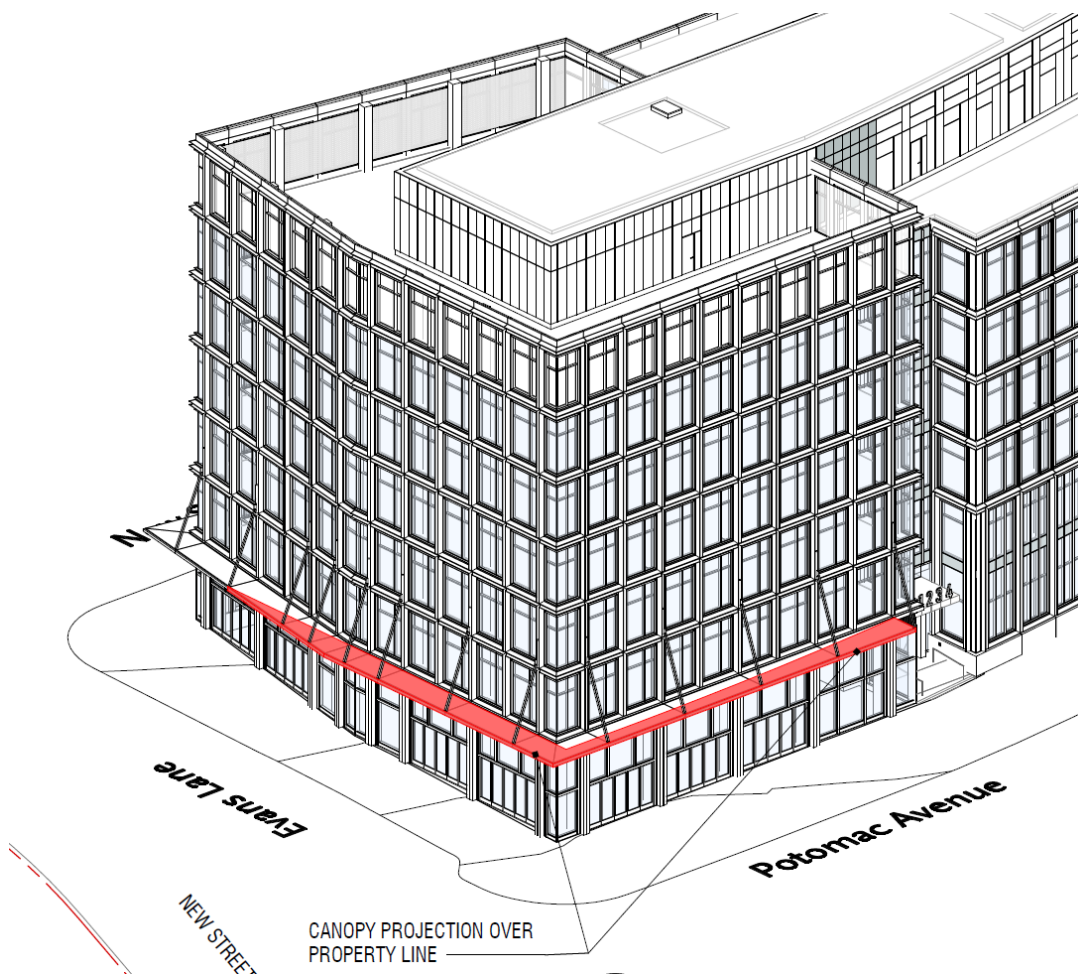
Section 11-500 of the Zoning Ordinance directs staff to review the potential impact of the Special Use Permit request to assess potential negative impacts of the request and to ensure the proposal: a) will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use; b) will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and c) will substantially conform to the master plan of the city.

- A) *Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use:* the additional height of the penthouse will not adversely affect the health or safety of persons residing or working in the neighborhood as the structure has been integrated with the overall building design to blend into the roof of the building. Furthermore, the additional height of the proposed penthouse will adhere to the maximum building heights as established by the Federal Aviation Authority and maintain a clear flight path to Ronald Regan National Airport.
- B) *Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood:* the additional height of the penthouse will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood as the additional height has been requested to provide space for the required rooftop mechanical equipment and elevator overruns necessary for the safe operations and maintenance of the building. As such, the additional height will ensure a safe building and increase the property value and overall neighborhood safety.
- C) *Will substantially conform to the master plan of the city:* Per the North Potomac Yard Small Area Plan, the maximum height of Block 20 is not to exceed 90 feet. The City Zoning Ordinance directs the height of buildings to be measured to the roofline and permitted mechanical penthouses are excluded from the calculation of the building height. Currently, the height of Building ~~90~~ **20** is within the 90-foot height maximum. By approving the SUP request for the additional penthouse height, the height of the penthouse is permitted and the height of the building would remain at 90 feet, complying with the master plan of the city.

K. Building 20 Encroachment - #ENC 2020-0005

The applicant requests approval of an encroachment into the public right-of-way for a continuous canopy on a portion of the north and west sides of the northern building tower. The northern building tower utilizes a continuous canopy which wraps the east, north and west sides of the building along New Street A, Evans Lane and Potomac Avenue, respectively. Given the building's unique angled corner at the intersection of New Street A and Evans Lane, a portion of the building is setback from the property line and does not require an encroachment. The canopy is located above the area proposed for ground floor retail and possible outdoor dining opportunities and is approximately eighteen feet above average finished grade at its lowest point.

Figure 64: Axonometric Image of Requested Encroachment Area on Building 20 (in red)

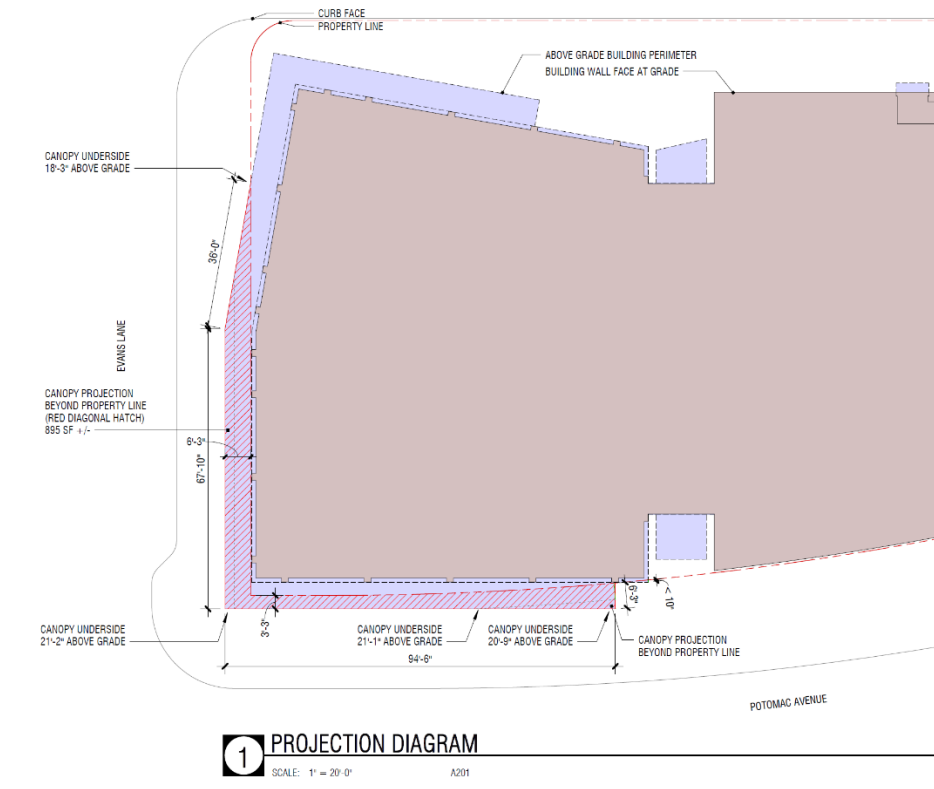


The approximate area of the canopy which seeks an encroachment is 895 square feet and measures approximately 103 feet in length along Evans Lane and approximately 95 feet in length along Potomac Avenue. The City Code permits a canopy to encroach four feet beyond the property line, provided it is at least eight feet above the sidewalk. The area of the proposed canopy encroachment is curved as the angles of the building intersect with the straight lines of the building property lines. The depth of the proposed encroachment varies from 6'-3" at its widest and tapers down to 0" as it follows the curve of the property lines on both Evans Lane and Potomac Avenue.

Staff supports the applicant's request for an encroachment of the canopy into the right-of-way as the canopy adds architectural interest to the building design and emphasizes the importance of the ground-floor retail at a critical intersection of North Potomac Yard. Staff finds the use of a canopy will provide several benefits, including:

- create protection from the elements for pedestrians, shoppers;
- encourage a location for outdoor dining;
- encourage a higher level of activity on the corner which supports overall neighborhood activation; and
- help visually communicate the presence of retail at this important corner.

Figure 65: Diagram of Requested Encroachment for Building #20



L. Requested Modifications (All Buildings)

Each of the six building applications submitted the same modification requests for consideration to facilitate the construction of the proposed building design as submitted to staff.

Modifications:

As part of these applications, the applicant team is requesting the following modifications to the Zoning Ordinance related to the following sections:

- Relief from the required height-to-setback ratio per Section 6-403 of the Zoning Ordinance; and
- Relief from the required biodiversity standards requirements per Section 11-410(CC)(1) of the Zoning Ordinance.

Per Section 11-426 of the Zoning Ordinance, Planning Commission may approve modifications to the site plan if the modifications are deemed:

1. Necessary and desirable to good site development;
2. Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought; and
3. That such modification will not be detrimental to neighboring property or to the public health, safety, and welfare.

The modification requests for relief from the height to setback ratio applies to all six buildings in Phase 1. As laid out, Phase 1 results in relatively narrow blocks which require the applicant to maximize height permitted under the Small Area Plan to achieve the desired building densities. As such, the building height exceeds twice the distance from the building face to the adjacent centerline.

1. *Necessary or desirable to good site development:* In order to achieve a feasible amount of project density to construct new office and residential buildings, the applicant sought to balance efficient floor plates against the Design Excellence Standards to create articulation and variation in building massing and design. The resulting designs to provide a layering of massing, the use of terraces and other design features to create a level of articulation that creates visual interest. Staff balanced those architectural treatments with the development of traditional floor plates that enable the applicant to achieve necessary density to create a viable project. Furthermore, additional changes to the various building designs could alter designs which have received unanimous support for the Potomac Yard Design Advisory Committee.
2. *Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought;* Balancing the building height and relationship to the streetscape has been achieved by implementing the Design Excellence Standards for North Potomac Yard which seek a holistic approach to designing the neighborhood (Prerequisite 1) and to create a uniform street experience with a variety

of open spaces (Criteria 2 and 1). Throughout the design process, staff has evaluated the proposed streetscape design to ensure wide sidewalks, landscaping and other design features create a vibrant and active streetscape. Furthermore, staff has continuously advocated for the varied articulation and depth in building massing to create visually interesting buildings that reveal upper-levels of open space. All buildings in Phase 1 provide a series of open space on the upper levels that are designed to provide additional areas of activity for building tenants which complement the more publicly accessible ground floor spaces and streetscape.

3. *That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.* As all the building parcels in Phase 1 have a similarly narrow and rectangular shape, all buildings are limited in their ability to adhere to the height-to-setback ratio and maintain enough floor area to be financially viable. As the adjacent properties and building designs are submitted by the same applicant, it is reasonable the uniform modification to the height-to-setback ratio is not detrimental to their portfolio of buildings. Furthermore, staff has reviewed the proposed designs with appropriate fire and safety considerations and the building designs will not be detrimental to public health, safety or welfare.

Biodiversity Modification:

The applicant team has requested relief from the biodiversity requirements per the City's Landscape Guidelines. Staff does not support the requested relief from the biodiversity requirements on a building-by-building basis as the applicant could utilize all redevelopment in Phase 1 to achieve a diverse mix of locally and regionally suitable cultivars. Staff has included a condition of approval that through the Final Site Plan process the applicant must meet the biodiversity requirements by coordinating the landscape plans of the parallel building requests to achieve the biodiversity standards.

VI. COMMUNITY

Over the past 11 months, the applicant team has hosted or participated in 31 community-based meetings to present updates and information on the status of the project. *Please see Table 7: Community Meetings for more detail.* The redevelopment of North Potomac Yard has utilized a staggered series of approval requests, starting from big picture Master Plan Amendments in March, the CDD Concept Plan Amendments in June and now the Development Special Use permits for each building. To ensure that the community and applicable boards were kept informed of the project and updates, the applicant team attended a range of meetings to provide information to the community, committees and staff.

In March 2020, the Governor's directive to limit in-person gatherings due to the COVID-19 Pandemic resulted in a switch to all virtual meetings to ensure the applicant, the community and staff could continue reviewing the proposal in a safe manner. For all of the virtual meetings, a

Zoom meeting platform was used and representatives from the applicant team and staff were present for all meetings. City calendars and eNews notifications were used to provide information on upcoming meetings and how to access each meeting electronically. At each meeting, online engagement was encouraged through conversation with panelists and community members were invited to ask questions during the on-line meeting. After each virtual community meeting, a copy of the meeting video was posted on City websites and available for individuals to watch. The applicant team also provided an email address to solicit feedback from those who were unable to attend or ask questions during the live event.

Potomac Yard Design Advisory Committee (PYDAC):

The Potomac Yard Design Advisory Committee is tasked with reviewing preliminary development proposals within CDD #19 and CDD#10 for consistency with the Potomac Yard Urban Design Standards and the Design Excellence Criteria. Starting in November 2019, PYDAC met with the applicant team eleven (11) times to review the range of development applications being requested by the applicant team. In the winter of 2019 into 2020, PYDAC's meetings focused on the initial Master Plan and CDD Concept Amendments before focusing on the building design and review in March 2020 through September 2020. Due to the volume of building DSUPs (seven), each PYDAC meeting after March was typical a paired meeting, breaking the seven buildings across two nights to allow greater time for discussion at each meeting. Staff divided the seven buildings into Group One, the northern three buildings consisting of the Virginia Tech Building 7W and the two office buildings, Building 10 and Building 14. Group Two, in the South consisted of the two office residential buildings, Building 15 and Building 19 and the other two office buildings, Building 18 and Building 20.

Through the review process, the applicant team developed a Design Excellence Matrix which translated the Design Excellence Standards into actionable design criteria for each building. With each submission, the applicant team submitted the Design Excellence Matrix to demonstrate their proposed compliance with each Design Perquisite and Criteria. Staff reviewed the Matrix and provided comments and a Memorandum to the Committee identifying key design considerations for each meeting. All meeting materials were posted in advance to the Potomac Yard Design Advisory Committee Website and meeting recordings were posted after each meeting. At the August 26th and September 9th PYDAC meetings, the committee recommended approval for each of the seven buildings under consideration. Please see *Attachment 6: Potomac Yard Design Advisory Committee Letter of Recommendation* for the Memorandum from PYDAC to the Planning Director, Karl Moritz, with the motions for each building.

Alexandria Affordable Housing Advisory Committee (AAHAC):

The applicant team has met with the Alexandria Housing Affordability Advisory Committee twice since November 2019. The first AAHAC meeting occurred on May 18 in advance of the June 2020 Planning Commission and City Council public hearings for the applicant's CDD Concept Plan Amendment and associated applications. The Affordable Housing Plan (AHP) for the CDD outlined the applicant's overall affordable housing contribution commitments comprising monetary contributions on Phase 1 and Phase 2 development, including heightened contributions

on Phase 2 development associated with the reprogramming of prior public benefit contributions; the retention of the City’s discretion to convert the contributions into on-site affordable units; and the donation of land for public use with the potential for up to 150-units of collocated affordable housing. The applicant’s AHP was approved by the Committee.

The applicant returned to AHAAC on September 3 with an AHP for the DSUP applications. As is discussed in the Affordable Housing section, the applicant presented two options for the Committee’s consideration. *Option #1* offered a monetary contribution to the Housing Trust Fund consistent with the CDD conditions, and *Option #2* offered affordable set-aside units of equivalent value to delivered in residential projects constructed as part of the first phase of Potomac Yard development. The committee voted unanimously to support the second option to diversify housing opportunity in the first phase of development. As such, each building DSUP contains affordable housing conditions which reflect the Committee’s decision to accept affordable set-aside units in the residential buildings.

Environmental Policy Commission (EPC):

The applicant team presented to the Environmental Policy Commission twice, the first meeting on June 15 was an initial review of the Environmental Sustainability Master Plan Draft and the Commission reviewed and provided detailed feedback. On August 17 the applicant team returned to the EPC to present an update on the Master Plan and provided responses to previous Commission comments and questions. At the conclusion of the two meetings, the EPC was pleased with the comprehensive and holistic approach to sustainability however, the Commission expressed concern regarding the lack of specific requirements, the need for a greater emphasis on carbon reduction, and the desire for some of the mid-term targets to be addressed in the short-term. The EPC also expressed the desire for additional clarity for how targets and metrics would be reported and measured through implementation to ensure the site would meet carbon neutrality goals. Please see *Attachment 11: Environmental Planning Commission Letter regarding North Potomac Yard Draft Environmental Sustainability Master Plan* for a copy of the letter from the Environmental Planning Commission to the Planning Commission regarding the Draft of the North Potomac Yard Environmental Sustainability Master Plan. Please see, Section M. Environmental Sustainability Master Plan for a more detailed discussion of the Environmental Sustainability Master Plan.

Parks and Recreation Commission (PRC):

The applicant’s designs were presented to the Parks and Recreation Commission twice, the first meeting occurred on July 9 which consisted of an introductory overview of the proposed open spaces in North Potomac Yard and the general vision for the design and activation of each of the spaces, including Market Lawn, Metro Plaza and Potomac Yard Park. The PRC reviewed the initial proposal and provided feedback to the applicant towards refining the vision. Staff presented the applicant’s updated open space design concepts for Market Lawn and Metro Plaza to the PRC on September 17. At the September meeting, the Commission voted to endorse the designs and endorsed the idea that the applicant team should return to the Potomac Yard Design Advisory Committee to receive additional input on the interim and final design of the Metro Plaza. It is

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP#2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

expected that the applicant will return to the Parks and Recreation Commission later in the fall to seek a final endorsement on the design for the extension of Potomac Yard Park. Please note, at the time of publishing, the letters from the Parks and Recreation Commission to the Planning Commission had yet to be finalized.

Board of Architectural Review (BAR):

As a portion of Phase 1 redevelopment falls within 500 feet of the George Washington Memorial Parkway, the applicant team has sought Board of Architectural Review for design elements which fall in the boundaries of the Old and Historic District. On September 2 the applicant presented the initial architectural design of the Pump Station Building to the BAR received an initial endorsement on the proposed height, mass, scale and general architectural character. The Board recommended that the applicant does not require an additional Concept Review and pending approval from the Planning Commission and City Council, the case could move on to the application for a Certificate of Appropriateness. The applicant team will return to the BAR in the early part of 2021 to review the final Pump Station Design and seek a Certificate of Appropriateness. In addition, the applicant went to the BAR on September 16 to receive a certificate of demolition for the existing theater structure. While not a historic structure, the building falls within the boundaries of the Old and Historic District and therefore requires approval from the BAR to demolish. The Board voted to approve the applicant's request to demolish the theater.

Table 7: Community Meetings

Date	Meeting Forum
November 12, 2019	Planning Commission & City Council Joint Work Session: Discussion on North Potomac Yard Innovation Campus Submissions
November 14, 2019	Community Meeting
November 20, 2019	PYDAC: Applicant introduction for Phase 1 Development in North Potomac Yard
February 5, 2020	PYDAC: Introduction of Design Excellence Standards (addendum to North Potomac Yard Design Guidelines) and applicant introduction to proposed CDD Concept Plan and Master Plan Amendments
February 13, 2020	Community Meeting
March 3, 2020	Planning Commission: Master Plan Amendment to the North Potomac Yard Small Area Plan and hearing for Virginia Tech Subdivision request
March 4, 2020	PYDAC: Applicant Introduction to Group 1 Building Designs
March 11, 2020	PYDAC: Applicant Introduction to Group 2 Building Designs
March 14, 2020	City Council: Master Plan Amendment to the North Potomac Yard Small Area Plan
<i>*All Meetings Transitioned to Virtual Due to COVID-19 Safety Practices *</i>	
April 22, 2020	Community Meeting

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
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May 4, 2020	Community Meeting
May 6, 2020	PYDAC: Applicant Presentation on Architectural Refinements to Group 1 Buildings
May 13, 2020	PYDAC: Applicant Presentation on Architectural Refinements to Group 2 Buildings
May 18, 2020	Alexandria Affordable Housing Advisory Committee: Recommendation on Affordable Housing Contribution Requirements per CDD Amendments
May 19, 2020	Community Meeting
June 2, 2020	Planning Commission: Planning Commission Hearing for Zoning Text Amendment, CDD Concept Plan Amendment Infrastructure Site Plan and Pump Station DSUP
June 15, 2020	Environmental Policy Commission: Introduction to Environmental Sustainability Master Plan
June 20, 2020	City Council: Hearing for Zoning Text Amendment, CDD Concept Plan Amendment Infrastructure Site Plan and Pump Station DSUP
June 24, 2020	PYDAC: Applicant Presentation on Architectural Refinements to Group 1 Buildings and Open Space and Public Realm Overview
June 29, 2020	PYDAC: Applicant Presentation on Architectural Refinements to Group 2 Buildings
July 9, 2020	Parks and Recreation Commission: Introduction to Open Space Planning in North Potomac Yard
July 16, 2020	PYDAC: Applicant Presentation on the Public Realm Experience in North Potomac Yard (Streetscape, Open Space, Building Signage, and Sustainability)
August 17, 2020	Environmental Policy Commission Work Session: Interim update on status of Environmental Sustainability Master Plan
August 26, 2020	PYDAC: Applicant presentation on Architectural Refinements to Group 1 Buildings and PYDAC Recommendation
September 1, 2020	Planning Commission Work Session: Overview of Environmental Sustainability Master Plan
September 2, 2020	Board of Architectural Review: Introduction to the Pump Station Building Architecture
September 3, 2020	Alexandria Affordable Housing Advisory Committee: Vote upon affordable housing contribution proposal
September 9, 2020	PYDAC : Applicant presentation on Architectural Refinements to Group 2 Buildings and PYDAC Recommendation
September 16, 2020	Board of Architectural Review: Theater Demolition
September 17, 2020	Parks and Recreation Commission: Project update and recommendation on Market Lawn and Metro Plaza Design
September 23, 2020	Community Meeting

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

VII. CONCLUSION

Staff recommends approval of the Master Plan Amendment, Coordinated Development District Concept Plan Amendment, Subdivision request, six Development Special Use Permit requests (DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016, DSUP #2020-0017, DSUP #2020-0018), two Encroachment requests (ENC 2020-0004 and ENC #2020-0005), Transportation Master Plan Special Use Permit Request and the Street Name Change request subject to compliance with City codes, ordinances and staff recommendations below.

VIII. STAFF RECOMMENDATIONS

NORTH POTOMAC YARD SUBDIVISION CONDITIONS SUB #2020-00004

- F-1 The final subdivision plat shall comply with the requirements of Section 11-1700 of the Zoning Ordinance. (P&Z)
1. The existing building on the property shall be demolished by March 2, 2021. (P&Z)(CAO)
 2. If the existing building is not demolished by March 2, 2021, the owner(s) of the respective lots (Parcels 826, 827, 828, 829, 839, 831, 832, 833, 834, 835, 836) shall consolidate the parcels into one lot. No new building permits, site plans or grading plans, except those applied for in conjunction with a demolition permit for demolition of the existing building, for improvements to the property will be issued by the City until the existing building is demolished or the properties are consolidated and brought into compliance. (P&Z)(CAO)

**NORTH POTOMAC YARD TRANSPORTATION MANAGEMENT PLAN
CONDITIONS
SUP #2020-00043**

The following TMP SUP Conditions are applicable to DSUP #2020-0013, DSUP #2020-0014, DSUP #2020-0015, DSUP #2020-0016, DSUP #2020-0017, and DSUP #2020-0018.

1. According to Article XI, Section 11-700 of the City's Zoning Ordinance, a Transportation Management Plan is required to implement strategies to encourage residents and employees to take public transportation, walk, bike or share a ride, as opposed to being a sole occupant of a vehicle. Below are the basic conditions from which other details originate. (T&ES)
2. Prior to any lease/purchase agreements, the applicant shall prepare appropriate language to inform tenants/owners of the transportation management plan special use permit and conditions therein, as part of its leasing/purchasing agreements; such language to be reviewed and approved by the City Attorney's office. (T&ES)
3. With the exception of Blocks 4, 7E and 7W which shall establish and manage their own TMP, the applicant shall integrate into the North Potomac Yard District Transportation Management Program when it is organized. All TMP holders in the established district will be part of this District TMP. The objective of this district is to make optimum use of transportation resources for the benefit of residents and employees through economies of scale. No increase in TMP contributions will be required as a result of participation in the District TMP. (T&ES)
4. An annual TMP fund shall be created and managed by the TMP Coordinator, and the funds shall be used exclusively for the approved transportation activities detailed in the attachment. The annual base assessment rate for this development shall be determined as set forth in section 11-708 (TMP Assessments Schedule and Adjustments). The base assessment rate will be adjusted on an annual basis on July 1 of each year in accordance with the Consumers Price Index (CPI-U) as reported by the United States Department of Labor, Bureau of Labor Statistics. The base assessment rate in effect at the time of the project's first certificate of occupancy permit (CO) is the applicable rate when TMP reporting begins. The TMP shall operate on the fiscal year, July 1 to June 30. (T&ES)
5. An on-site TMP Coordinator shall be designated for the entire project prior to release of the first certificate of occupancy. The name, location, email and telephone number of the coordinator will be provided to the City at the time, as well as any changes occurring subsequently. This person will be responsible for implementing and managing all aspects of the TMP and the parking management program for the project. (T&ES) ***

6. The Director of T&ES may require that the funds be paid to the City upon determination that the TMP Coordinator or Association has not made a reasonable effort to use the funds for TMP activities. As so determined, any unencumbered funds remaining in the TMP account at the end of each reporting year may be either reprogrammed for TMP activities during the ensuing year or paid to the City for use in transportation support activities which benefit the site. (T&ES)
7. The TMP Coordinator or Association will submit to the Mobility Services Division the following as detailed attachments; biannual fund reports due in July and January of each fiscal year, and modes of transportation survey, and a TMP Coordinator survey both due in July of each fiscal year. (T&ES)
8. As set forth in section 11-711(B) in the Ordinance, civil penalties shall be assessed to the governing entity for lack of timely compliance with the conditions of this TMP SUP. If after assessment of three civil penalties, any use continues to fail to comply with a condition of its approved TMP, the use may be required to participate in the Citywide TMP Program, may be subject to increased review and reporting requirements, and may be subject to a staff recommendation for action by the City Council to revoke the TMP SUP pursuant to section 11-205 of the Ordinance. (T&ES)
9. The applicant shall contact GoAlex at goalex@alexandriava.gov at Final Site Plan to discuss the integration into the District Transportation Management Program and planning for how the TMP program will be established at the Certificate of Occupancy. (T&ES)

NORTH POTOMAC YARD BUILDING 10 CONDITIONS DSUP #2020-00013

1. Final Site Plan shall be in substantial conformance with the preliminary plan dated August 7, 2020, and as amended on August 21, 2020, and comply with the following conditions of approval. (P&Z)

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval (plus any extensions per the July 7, 2020 City Council Docket Item 15.a. due to the COVID-19 emergency) and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) *
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) **
5. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells. (P&Z)(T&ES)
6. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
 - b. Determine if existing lighting meets minimum standards that are LED and minimum of 3000k within the City right-of-way adjacent to the site. If

lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.

- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens.
- d. All proposed light fixtures in the City right of way shall be LED and provide a color temperature of 3000k, consistent with the technological requirements per the CDD, and shall be installed and maintained by the applicant and subject to a maintenance agreement with the City of Alexandria.
- e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- n. The lighting for the underground/structured parking garage shall be a minimum of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
- o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.
- p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties.
(P&Z) (T&ES) (Police)(BAR)(Code)
7. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
8. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
9. Provide a georeferenced CAD file in AutoCAD2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project, including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI) *

BUILDING:

10. The building design, including the appearance, color and quality of materials, final detailing, three-dimensional expression, building projections, step-backs and massing shall be consistent with the elevations in the Verification of Completeness submission dated August 7, 2020, and as revised August 21, 2020, and as further revised in the elevations presented to PYDAC on August 26, 2020, and the following conditions. If there is a discrepancy between the two sets, the renderings as seen and recommended by PYDAC shall guide. (P&Z)
11. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Windows shall correctly reflect the architectural style, building type and materials that is referenced by the building design.
 - b. The window depths and setbacks shown on the final site plan shall be consistent with those depicted on the renderings shown to PYDAC on August 26, 2020, to the satisfaction of the Director of Planning & Zoning.

- c. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
 - e. The bridge and optional bridge design shall be constructed with glass, with limited visibility of solid material, to increase the visibility through the bridge. The bridge width shall not exceed 22 feet. (P&Z)
12. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
13. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. ***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel requires a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (Code)
14. Prior to the release of the Final Site Plan, update the design of the Plaza Area to include the following revisions:

- a. The outdoor dining areas shall provide a minimum five (5) foot pedestrian pathway between the required ABC fencing and all permanent open space features (i.e. seating or bollards);
 - b. Update all plans to show the location of all tree wells along each right of way, planter areas, and permanent features. (P&Z)
15. Prior to the release of the Final Site Plan, the applicant team shall host an additional meeting with the Potomac Yard Design Advisory Committee (PYDAC) to seek additional input on the design of the final street scape elements, the interim design of Metro Plaza and the final designs of Market Lawn and Metro Plaza. (P&Z)
16. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy.
 - b. The project shall meet the Energy Use Reduction requirements including Optimize Energy Performance, Renewable Energy Production, Advanced Energy Metering and Enhanced Commissioning (or equivalents) defined by the City of Alexandria Green Building Policy.
 - c. The project shall comply the Water Efficiency requirements including Indoor Water Use Reduction and Outdoor Water Use Reduction (or equivalents) defined by the City of Alexandria Green Building Policy.
 - d. The project shall comply the Indoor Environmental Quality requirements including Low Emitting Materials, Construction Indoor Air Quality Management Plan, Thermal Comfort, Daylight and Indoor Air Quality Assessment (or equivalents) defined by the City of Alexandria Green Building Policy.
 - e. The application shall provide a draft scorecard identifying the project's path to LEED, Green Globes or Earthcraft Certification (or equivalent) with the submission of the Preliminary Review documents.
 - f. Provide evidence of the project's registration with LEED, Green Globes or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification and clearly indicate that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. *
 - g. Provide an updated copy of the certification scorecard prior to the release of building permits for above-grade construction. **
 - h. Provide updated energy reports prior to the release of building permits for above-grade construction. **

- i. Provide a draft commissioning plan that includes items “i” through “v” below, prior to the release of building permits for above-grade construction. **
 - i. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.
- j. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
- k. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
- l. Provide evidence that design phase credits have been submitted by the first certificate of occupancy. ***
- m. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy. ***
- n. Provide evidence of submission of materials clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy. ***
- o. Provide documentation certification at the release of the maintenance bond clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality have been achieved as defined by the City of Alexandria Green Building Policy. ****
- p. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green Building policies existing at the time of staffs’ release of Final Site Plan will apply. (P&Z)(T&ES)

17. The applicant shall follow the City's Green Building Policy for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)
18. Provide level 2 electric vehicle charger installations for a total of 64 spaces within the garages serving blocks 10, 14, 15, 18, 19 and 20. The underground garage shall be space planned to enable the future installation of electric panels and conduit for future electric vehicle chargers for up to 15% of the provided spaces. The 64 installed chargers may count towards the 15%. (P&Z) (T&ES)
 - a. With the first final site plan submission, update the plan set to show 26, level 2 chargers within the garage or demonstrate a combined total of 64 spaces across Phase 1.
19. 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 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: www.epa.gov/WaterSense. (T&ES)
20. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

OPEN SPACE/LANDSCAPING:

21. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf
22. **Condition Amended by Planning Commission:** Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RPCA:
 - a. Through the Final Site Plan process the applicant must meet the biodiversity requirements of the City's Landscape Guidelines on a districtwide basis by coordinating the landscape plans of **Potomac Yard Park**, DSUP #2020-0012, DSUP #2020-0013, DSUP #2020-00014, DSUP #2020-0016, DSUP #2020-00015, DSUP #2020-0017, and DSUP#2020-00018. The planting design for street trees shall be modified to increase diversity on New Street A. (P&Z)(PC)

- b. Provide a diagram in the Final Site Plan that clearly delineates street trees on public property/ROW and street trees on private property.
 - c. All street trees on private property shall be the sole responsibility of the applicant in perpetuity. Maintenance shall meet the requirements of the Landscape Guidelines, Chapter 5. (P&Z)(RPCA)
23. Develop a palette of site furnishings in consultation with staff.
- a. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z) (T&ES)
 - b. Prior to the release of the first final site plan for Phase 1 Redevelopment in North Potomac Yard, update the common elements guide to ensure that all site furnishings to be installed in the public rights-of-way comply with City standards. If non-city standard materials are selected and installed in the public rights-of-way, develop and execute a Memorandum of Understanding with T&ES to establish responsibility for installation and maintenance of site furnishings in the public rights-of-way.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features.
 - d. Continue to refine the Common Elements Guide and demonstrate site furnishings provide a sustainable or technologically forward design.
24. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (Code) *

ARCHAEOLOGY:

25. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
26. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

PEDESTRIAN/STREETSCAPE:

27. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
- a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - i. Except as otherwise shown on the preliminary site plan, all crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan.
 - j. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts.
 - k. Provide detectable warning surfaces at all flush transitions between pedestrian and vehicular areas, to the satisfaction of the Director of T&ES.***
 - l. Each building shall construct the final sidewalk and roadway conditions to the opposite curb. *** (P&Z) (T&ES)
28. Prior to the release of the final site plan, develop and execute an agreement with the City of Alexandria for:
- a. The installation and maintenance of non-standard streetlights on all public and private roads in North Potomac Yard.

- b. The installation and maintenance of all non-standard pavers and other materials for all public and private sidewalks in North Potomac Yard.
- c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features. (P&Z) (T&ES)

PARKING:

- 29. Parking shall be consistent with the requirements of the North Potomac Yard CDD Plan in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)
- 30. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than seven (7) feet from the curb. (T&ES).
- 31. Provide a Parking Management Plan with the Final Site Plan submission consistent with the requirements of the North Potomac Yard CDD conditions. (P&Z)(T&ES)
- 32. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking (separate from daily residential visitor parking) provided excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (T&ES)(P&Z)
- 33. 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)
- 34. Provide \$15,600 (\$7,800 per multi-space meter) for purchase and installation of two parking meters prior to release of the final site plan. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z) (T&ES)
- 35. Provide bicycle parking per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. (T&ES) ***

B. TRANSPORTATION

STREETS/TRAFFIC:

36. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
37. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
38. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
39. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
40. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 12 percent and greater, 10 feet transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)
41. If applicable, parking access control equipment that of which includes a gate for controlled access such as, but not limited to, ticket dispenser, card reader or cashier booth shall be located a minimum of 20 FT from the crossing sidewalk and shall not be placed on a slope exceeding 3 percent or to the satisfaction of the Director of T&ES.(T&ES)
42. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)

43. As required per the CDD Conditions, the Final Site Plan shall include streetlight specifications of which includes capability to act as a host for sensors, cameras, and/or 5 G infrastructure, as well as capable of dynamic LED dimming. In addition, plans shall include two 3-inch schedule 80 PVC or HPDE conduit at a depth of 3 FT connection and proposed junction box (JB-S3) meeting VDOT standards and with a lid labeled “Street Lights Comm” connecting each street light fronting the site to each other and a connection to the conduits designated for Street Connection (T&ES)
- a. The property owner shall develop an agreement that allows the City to access utilization of traffic data. (T&ES)
44. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
45. Provide bicycle facilities on the site frontage and through the site per the City’s Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines. This includes sharrows along New Street B and bike lanes on Silver Meteor Avenue as shown on the preliminary plan.
- a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City’s Wayfinding Program.
- b. Install sharrows consistent with AASHTO guidelines. (T&ES)
46. **Condition Amended by Planning Commission:** Where applicable, for streets to be maintained by the City, as shown in Attachment 1 of the staff report, pavement materials shall be constructed to the City of Alexandria’s standards and specifications. Standard pavement materials are defined ~~as~~ **as** VDOT A-3 concrete (curb and gutter, and sidewalk), VDOT A-4 concrete (bus pads, dumpster pads) and asphalt pavement section made up of SM-9.5A (surface), BM-25.0A (base) and 21B (subbase). Alternative materials, such as pavers, bricks, or any other material will not be maintained by the City. Material thickness shall be in accordance with the pavement standard as defined in note C-17 of this document, VDOT Standards and Specifications and the City of Alexandria Standards and Specifications. Concrete and asphalt materials that are used within the public right-of-way shall have no artificial and/or manipulated color other than their natural occurring color (grey/white and black), and only excludes striping and other pre-approved areas by the Director of Transportation of Environmental Services. The final design and materials installed in the public rights-of-way shall be to the satisfaction of the Director of Transportation and Environmental Services. (T&ES) **(PC)**

47. Prior to the release of the final site plan, develop and execute a Memorandum of Understanding with the City of Alexandria for the installation and maintenance of non-standard materials in the public roads in North Potomac Yard.
 - a. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features
 - b. Through the Final Site Plan process, refine the final design of New Street B to utilize City standard materials. (P&Z)(T&ES)
48. Unless otherwise constructed with another building, prior to obtaining a Certificate of Occupancy, the building shall construct the final streetscape on all frontages of the building, extending across the cart way and to the opposite curb, to include adjacent intersections, to the satisfaction of the Director of T&ES. All curb and gutter and ramps must be concrete and curb ramps shall meet City and ADA standards. In the event the construction of the street and/ or intersection changes the approved site plan, a resubmission of the site plan is required. (T&ES)

BUS STOPS AND BUS SHELTERS:

49. Show all existing and proposed bus stop amenities in the vicinity of the site on the Final Site Plan. (T&ES)(Code)
50. Bus shelters shall conform to the existing City standard of the Brasco International Trident model and/or an approved equal. If an approved equal is to be specified, the minimum specifications are: the shelter must be rectangular, glass panels shall have frames, a lean bar shall be placed within the inside of the shelter and away from the glass to prevent breakage, fiberglass roofing, the roof must slope towards the rear of the shelter and solar power. Any approved equal shall be approved by the Director of Transportation and Environmental Services. (T&ES)

ENCROACHMENT:

51. 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. (T&ES)
52. 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)

- 53. 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)
- 54. The encroachment ordinance shall be approved prior to the release of the Final Site Plan. *(T&ES) (P&Z)

C. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS:

- 55. The sewer connection fee must be paid prior to release of the site plan. (T&ES) *
- 56. If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release. (T&ES) *

UTILITIES:

- 57. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
- 58. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
- 59. No transformer and switch gears shall be located in the public right of way. (T&ES)
- 60. All bracing, temporary forms and structures shall be removed prior to backfill and compaction around the foundations and utilities. Upon removing temporary construction measures, backfill material that will be located beneath any pavement sections shall be compacted to no less than 95% compaction based of soils based on Unified (ASTM D 2488) soil classification and the Atterberg tests (liquid and plastic limits) shall be conducted. Independent geotechnical engineer shall perform and verify these tests, and provide results within ten (10) calendar days after completion to the City. If the soil compaction and/or temporary bracing is not found to be within the requirements, the Owner shall be in compliance prior final acceptance. (T&ES)

61. Prior to and after construction, the Owner shall use closed circuit television (CCTV) to inspect all storm and sanitary sewer manholes and pipes that are being connected to. Storm lines shall be inspected from the point of connection to the point of outfall / daylighting to a natural channel. Sanitary sewers shall be inspected from the point of connection to a trunk main. Based on the inspection of the post construction, the City may require additional cleaning and/or correction to the systems based on construction activities. All records for CCTV shall be provided within ten (10) calendar days of the inspection to the Owner. (T&ES)
62. Public and/or private utilities that service the building(s) or other improvements, shall not be placed under any BMP structure (rain gardens, tree wells, etc.), with the exception of pervious pavement, and utilities shall have a minimum of ten (10) feet horizontally on each side of the BMP for clearance to the extent feasible. (T&ES)
63. The Final Site Plan shall include the proposed installation of a connected underground conduit grid underneath the sidewalk or final roadway condition in preparation of fiber and cable installation to provide high-speed communication and connectivity (T&ES).
 - a. Building Connection: The Final Site Plan shall include two 4-inch open space risers on each floor of the building connecting to the conduit designated for the Street Connection at a depth of 3 FT, with minimum bend radius of 3 FT where appropriate. A junction box JB-S4, meeting VDOT standards and with a lid labeled “Communications”, shall be installed at every intersection connecting to the conduit designated for the Street Connection.

SOLID WASTE:

64. If the property is a required user, the development must meet all the minimum street standards for the City to provide solid waste collection service. See Alexandria Virginia Code of Ordinances Title 5 Chapter 1 Solid Waste Control. Collection vehicles must be able to pick up solid waste from private streets without backing up. The containers must be stored inside the units or within an enclosure that completely screens them from view. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way for collection. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
65. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and

park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES) *

66. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per block face dedicated to recycling collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES)

D. ENVIRONMENTAL

STORMWATER MANAGEMENT:

67. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. Compliance with the WQVD shall be met for the overall phase through the Water Management Master Plan (WMMP) (DSP2020-0012) (T&ES)
68. This site plan shall be incorporated into the Water Management Master Plan (WMMP) for Phase I of North Potomac Yard (DSP2020-00012). The WMMP must be approved prior to the release of the final site plan. Any changes to applicable components of this plan also require a resubmittal of the WMMP. (T&ES)

69. **Condition Deleted by Planning Commission:** ~~Sidewalks adjacent to public street B must be constructed of permeable pavement. (T&ES)~~
70. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
71. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
72. 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 removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)
73. Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by *The City of Alexandria As-Built Stormwater Requirements* to the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
74. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
75. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require

installation of descriptive signage to the satisfaction of the Director of T&ES.
(T&ES)

76. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES) *
77. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/ or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA, master association, and/ 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) *****
78. If units will be sold as individual units and a homeowner's association (HOA) / master association established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
 - c. For any nonresidential properties and properties with units not sold individually, 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)

79. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) ****
80. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) ****

WATERSHED, WETLANDS, & RPAs:

81. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
82. The stormwater collection system is located within the Four Mile Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
83. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND:

84. Indicate whether there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated

environmental investigations or assessments performed to substantiate this determination. (T&ES)

85. **Condition Amended by Planning Commission:** If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/~~demo plan/grading plan~~] shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) ***(PC)**
86. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and

Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES) (Code)

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

NOISE:

88. The applicant shall conform with the City's noise ordinance and no amplified sound shall be audible at the property line after 11:00 PM. (T&ES)
89. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
90. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)
91. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)

AIR POLLUTION:

92. **Condition Amended by Planning Commission:** If ~~a~~ **ka** restaurant use is proposed, kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)(**PC**)
93. 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)

E. CONSTRUCTION MANAGEMENT

94. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan. (T&ES) *
95. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction 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 an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. 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.
 - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
96. Provide off-street parking for all construction workers without charge to the construction workers. 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 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) *
97. Pedestrian access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
98. Bicycle access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
99. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
100. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
101. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
102. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days

prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)

103. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
104. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z) (T&ES)
105. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)
106. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
107. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z) (Code) ***
108. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first-floor elevation. The wall check shall be prepared and sealed by a registered

engineer or surveyor and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

109. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
110. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
111. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES)

F. CONTRIBUTIONS

112. Contribute \$40,000 to the City prior to Final Site Plan release to install a bike share station in North Potomac Yard as part of a coordinated bike share program. Any funding not needed for bike share fabrication and installation may be used for Operations and Maintenance of the bike share program in North Potomac Yard or installation of Bike Share stations in other portions of North Potomac Yard subject to consultation and agreement of property owner. (T&ES)

HOUSING:

113. The applicant shall provide one (1) one-bedroom affordable set-aside rental unit, or a mix of units to the satisfaction of the Director of Housing, in Building 15 (DSUP 2020-00015) or Building 19 (DSUP2020-0017), whichever is constructed first. A maximum of six (6) affordable set-aside rental units will be located in Building 15 and a maximum of eight (8) affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first

Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).

- a. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances and any parking charges) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident 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 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the developer's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit or may be allowed to remain in the same unit, 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 unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.
- c. Households receiving Housing Choice Voucher assistance will not be denied admission based on receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- d. The applicant agrees that residents of set-aside units shall have access to all amenities offered on the entire Development.
- e. The set-aside units shall be of the same size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided.
- f. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility 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.
- g. Residents of the set-aside units may be charged a monthly parking fee of up to \$50.00 (in 2020 dollars) or the standard fee whichever is lower for their

first parking space. Any additional parking spaces will be subject to standard fees.

- h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
- i. The applicant shall list all set-aside units at www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
- j. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- k. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager. (Housing)

PUBLIC ART:

- 114. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
- 115. With the first final site plan submission in Phase 1 of North Potomac Yard, the applicant shall submit a draft of a consolidated and coordinated public art plan outlining locations for public art throughout Phase 1 and conceptually for Phase 2 of North Potomac Yard. The public art plan shall be approved by RPCA prior to the release of the First Final Site Plan in Phase 1.
 - a. All public art locations will be on private property and accessible to the public.
 - b. Public art contributions may either be provided on a building-by-building basis or combined to fund public art at identified locations.
 - c. The public art plan will identify timing for each piece of public art. (RPCA)
- 116. Prior to the release of the Final Site Plan, the applicant shall identify the following, in accordance with the consolidated and coordinated public art plan:

- a. The applicant shall have selected the artist, and medium (if applicable). The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen.
- b. The location of the building's proposed public art, either on-site or committed to a location within North Potomac Yard;
- c. The final amount of the required public art contribution;
- d. Timeline for the installation of public art. (RP&CA) (P&Z)

G. USES AND SIGNS

RETAIL USES:

117. **Condition Amended by Planning Commission:** Day care centers shall be permitted ~~[with an administrative special use permit]~~ **as a permitted use with administrative approval of a pick-up and drop-off plan** provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
- a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)(**PC**)
118. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
- a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. The hours of operation for outdoor dining for the restaurant shall be consistent with Section 11-513 of the Zoning Ordinance.
 - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided to prevent the entertainment from disturbing building residents. (Code)(P&Z) (T&ES)
119. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along New Street A and New Street B shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.

- c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
- 120. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
- 121. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
- 122. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)
- 123. **Condition Amended by Planning Commission:** The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on the **BID** restaurant's website. (T&ES)(PC)

SIGNAGE:

*The following sign conditions shall be applicable unless a separate coordinated sign plan for North Potomac Yard is reviewed and approved by Planning Commission and City Council. If a separate plan ~~is~~ **is** approved, those conditions shall govern signage. **

- 124. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z.*
 - a. Commercial signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.

- c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
 - e. Signs shall be designed of high-quality materials and installation of building mounted signage shall not damage the building.
 - f. A sign permit application is required for new or replacement signs and signage shall comply with all applicable codes and ordinances. (P&Z)
125. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. * (T&ES)
126. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)
127. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
128. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign. (P&Z)

H. ENVIRONMENTAL SUSTAINABILITY MASTER PLAN

ESMP COMPLIANCE

129. The building shall employ a variety of tools from those listed within the identified toolkit of strategies described in the endorsed ESMP or additional strategies to the satisfaction of the Director of T&ES and P&Z. (P&Z) (T&ES)

CARBON

130. **Condition Amended by Planning Commission:** The applicant shall be responsible for demonstrating how the building demonstrates achieving carbon neutrality by 2030. If carbon neutrality for buildings can't be achieved by 2030, after 2030 the applicant shall pursue methods to offset carbon impact. Methods can include

renewable energy credits (RECs), Power Purchase Agreements (PPAs), other industry accepted credits available in 2030, ~~and/or can be incorporated in future buildings,~~ at the applicant's discretion. (P&Z) (T&ES)

131. The building shall use electricity except for limited accessory elements of the building such as food and beverage uses, emergency generators, and research and laboratory areas. For these limited accessory elements, the buildings shall be designed to support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z) (T&ES)
132. Prior to release of the building permit, the applicant shall conduct a zero-carbon analysis for the building. The zero-carbon analysis will be used as a benchmark for associated revisions to the ESMP toolkit and targets in future phases in order to improve performance towards achieving carbon neutrality by 2030. (P&Z) (T&ES)
133. Rooftops shall be solar ready to be able to handle the equipment after installation. Pull-wire ready conduit shall be provided for a potential future roof PV system. Space shall be provided for solar related electric panel in or near a building electrical closet. (P&Z) (T&ES)

OPEN SPACE

134. The landscape plans for all applications submitted prior to 2024 shall strive to achieve the Landscape Guidelines Native Plant Standards for 2024. (RPCA)
135. Habitat areas shall be included where feasible. Designs shall focus on biodiversity, connectivity, and vertical and horizontal vegetation layering. Plant species with documented pollinator or avian habitat value shall be included in the planting plans. (P&Z) (RPCA)
136. Site furniture shall be selected for sustainability and durability with a minimum life expectancy of 15 years. (P&Z) (RPCA)
137. A landscape maintenance plan shall be developed for the site as set forth in the landscape guidelines. (P&Z) (RPCA)
138. Prior to the first Certificate of Occupancy, develop an educational component, such as a sign, to identify key sustainable features of the building and/or site about the environmentally sustainable practices being implemented. Signage can be placed indoors or outdoors. (P&Z) (RPCA)

IMPLEMENTATION & REPORTING

139. Prior to the release of the Final Site Plan, the applicant shall provide a draft ESMP scorecard for the building. The ESMP Scorecard shall outline all the tools and strategies employed in the building design.
 - a. Prior to issuance of the building permit, an updated ESMP scorecard shall be submitted reflecting the final design of each building/site in furtherance of Appendix A of the ESMP.
 - b. The Final ESMP scorecard shall be provided within 12 months of certificate of occupancy.
 - c. Within 12 months of certificate of occupancy, update Appendix A of the ESMP and include in each building plan set, the “list of strategies to make the buildings more efficient” and ensure all categories are definitive for the building. No options should be pending or for further study. (P&Z) (T&ES)
140. Provide the BID with the Energy Star Portfolio Manager or comparable report tracking the energy and water consumption, greenhouse gas emissions, and waste management for the building to monitor sustainability performance as outlined in the endorsed ESMP. Annually, for the first 5-years after certificate of occupancy, the applicant shall update the ESMP scorecard accordingly. (P&Z) (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

- R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) ****
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.

- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) ****
- F - 1. Per CDD Condition 93 a, Prior to the issuance of the first Certificate of Occupancy permit within CDD#19, the Applicant shall provide a one-time monetary contribution of \$200,000, adjusted annually by the CPI-U for each year following 2010, to the National Park Service for trees and landscaping on National Park Service land located between the George Washington Memorial Highway and CDD#19.
- F - 2. Per CDD Conditions, it is expected that this building shall participate in the future formation of a BID or similar coordinated management entity for North Potomac Yard. Per CDD Condition 102, Prior to the release of the first Certificate of Occupancy in Phase 1, the final BID Governance Structure shall be docketed for hearing or have received approval from City Council. Public Institutions within the proposed BID Boundaries will participate as feasible.

Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C -1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Transportation and Environmental Services (T&ES)

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's website:

<https://www.alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%202002-09%20December%203,%202009.pdf>

- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15”. The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)

- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)
- F - 10. 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 - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 12. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)

- F - 14. 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 - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as “Information Only.” (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
 - a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- 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 stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 5 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 - 6 (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 - 7 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 - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste

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

- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- Monday Through Friday from 7 AM To 6 PM and
 - Saturdays from 9 AM to 6 PM.
 - No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:

- d. Monday Through Friday from 9 AM To 6 PM and
- e. Saturdays from 10 AM To 4 PM
- f. No pile driving is permitted on Sundays and holidays.

Section 11-5-109 restricts work in the right of way for excavation to the following:

- g. Monday through Saturday 7 AM to 5 pm
- h. No excavation in the right of way is permitted on Sundays. (T&ES)

- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *
- C - 28 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

AlexRenew Comments

- R - 1. Applicant to include the following notes on the DSUP plans and the plans issued for construction:

- a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
- b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3381 x2020.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.
- R - 1. In the event an existing building will be razed, the Alexandria Fire Department would like the opportunity to explore utilizing the structure before demolition for training exercises. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Police Department

Parking Garage Recommendations

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. Only tenants with proper electronic access cards should be able to enter the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 3. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Miscellaneous

- R - 4. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 5. It is recommended that all the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

- R - 6. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Asterisks denote the following:

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

NORTH POTOMAC YARD BUILDING 14 CONDITIONS DSUP #2020-00014

1. **Condition Amended by Staff:** Final Site Plan shall be in substantial conformance with the preliminary plan dated August 7, 2020, and as amended on August ~~21~~ 23, 2020, and comply with the following conditions of approval. (P&Z)(**PC**)

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 60 months after initial approval (plus any extensions per the July 7, 2020 City Council Docket Item 15.a. due to the COVID-19 emergency) and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 30 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) *
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) **
5. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells. (P&Z)(T&ES)
6. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.

- b. Determine if existing lighting meets minimum standards that are LED and minimum of 3000k within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens.
- d. All proposed light fixtures in the City right of way shall be LED and provide a color temperature of 3000k, consistent with the technological requirements per the CDD, and shall be installed and maintained by the applicant and subject to a maintenance agreement with the City of Alexandria.
- e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- n. The lighting for the underground/structured parking garage shall be a minimum of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
- o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties.
(P&Z) (T&ES) (Police)(BAR)(Code)
7. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
8. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
9. Provide a georeferenced CAD file in AutoCAD2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project, including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI) *

BUILDING:

10. **Condition Amended by Planning Commission:** The building design, including the appearance, color and quality of materials, final detailing, three-dimensional expression, building projections, step-backs and massing shall be consistent with the elevations in the Verification of Completeness submission dated August 7, 2020, and as revised August ~~21~~ **23**, 2020, and as further revised in the elevations presented to PYDAC on August 26, 2020, and the following conditions. If there is a discrepancy between the two sets, the renderings as seen and recommended by PYDAC shall guide. (P&Z)(**PC**)
11. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Windows shall correctly reflect the architectural style, building type and materials that is referenced by the building design.

- b. The window depths and setbacks shown on the final site plan shall be consistent with those depicted on the renderings shown to PYDAC on August 26, 2020, to the satisfaction of the Director of Planning & Zoning.
 - c. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
 - e. Update the final site plan to include the building fins material, location, and minimum depth, as detailed in the June 4, 2020 PYDAC presentation.
 - f. With the First Final Site Plan submission, redesign the loading bay and garage doors on the first floor south elevation to be a high-quality material with, translucent lites, or comparable quality material to other buildings in the Innovation District, with a grid design to match the finish of the storefront mullions or similar color, subject to the satisfaction of the Director of Planning and Zoning.
 - g. With the first final site plan, include proposed signage to indicate the Garden Room is open to the public during regular business hours. (P&Z)
12. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
13. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. ***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel requires a building permit and shall be

- constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
- e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (Code)
14. Prior to the release of the Final Site Plan, update the design of the Market Lawn to include the following revisions:
- a. The outdoor dining areas shall provide a minimum five (5) foot pedestrian pathway between the required ABC fencing and all permanent open space features (i.e. seating bollards, public art). (P&Z)
15. Prior to the release of the Final Site Plan, the applicant team shall host an additional meeting with the Potomac Yard Design Advisory Committee (PYDAC) to seek additional input on the design of the final street scape elements, the interim design of Metro Plaza and the final designs of Market Lawn and Metro Plaza. (P&Z)
16. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy.
- b. The project shall meet the Energy Use Reduction requirements including Optimize Energy Performance, Renewable Energy Production, Advanced Energy Metering and Enhanced Commissioning (or equivalents) defined by the City of Alexandria Green Building Policy.
- c. The project shall comply the Water Efficiency requirements including Indoor Water Use Reduction and Outdoor Water Use Reduction (or equivalents) defined by the City of Alexandria Green Building Policy.
- d. The project shall comply the Indoor Environmental Quality requirements including Low Emitting Materials, Construction Indoor Air Quality Management Plan, Thermal Comfort, Daylight and Indoor Air Quality Assessment (or equivalents) defined by the City of Alexandria Green Building Policy.
- e. The application shall provide a draft scorecard identifying the project's path to LEED, Green Globes or Earthcraft Certification (or equivalent) with the submission of the Preliminary Review documents.
- f. Provide evidence of the project's registration with LEED, Green Globes or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification and clearly indicate that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. *

- g. Provide an updated copy of the certification scorecard prior to the release of building permits for above-grade construction. **
- h. Provide updated energy reports prior to the release of building permits for above-grade construction. **
- i. Provide a draft commissioning plan that includes items “i” through “v” below, prior to the release of building permits for above-grade construction. **
 - i. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.
- j. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
- k. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
- l. Provide evidence that design phase credits have been submitted by the first certificate of occupancy. ***
- m. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy. ***
- n. Provide evidence of submission of materials clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy.***
- o. Provide documentation certification at the release of the maintenance bond clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality have been achieved as defined by the City of Alexandria Green Building Policy. ****
- p. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green

Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)

17. The applicant shall follow the City's Green Building Policy for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)
18. Provide level 2 electric vehicle charger installations for a total of 64 spaces within the garages serving blocks 10, 14, 15, 18, 19 and 20. The underground garage shall be space planned to enable the future installation of electric panels and conduit for future electric vehicle chargers for up to 15% of the provided spaces. The 64 installed chargers may count towards the 15%.
 - a. With the first final site plan submission, update the plan set to show 10, level 2 chargers within the garage or demonstrate a combined total of 64 spaces across Phase 1. (P&Z) (T&ES)
19. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. 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: www.epa.gov/WaterSense. (T&ES)
20. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

OPEN SPACE/LANDSCAPING:

21. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf
22. **Condition Amended by Planning Commission:** Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RPCA:
 - a. The City will have the right to program no fewer than five (5) events annually in the Market Lawn area of North Potomac Yard. An MOU, acceptable to the Director of RPCA, will be entered into between the parties setting forth more specific details. The terms of the MOU will include that

- the number of events may be increased by the mutual written agreement of the parties.
- b. Through the Final Site Plan process the applicant must meet the biodiversity requirements of the City's Landscape Guidelines on a districtwide basis by coordinating the landscape plans of **Potomac Yard Park**, DSUP #2020-0012, DSUP #2020-0013, DSUP #2020-0014, DSUP #2020-0016, DSUP #2020-0015, DSUP #2020-0017, and DSUP#2020-00018. The planting design for street trees shall be modified to increase diversity on New Street A. (P&Z)(PC)
 - c. Provide a diagram in the Final Site Plan that clearly delineates street trees on public property/ROW and street trees on private property.
 - d. All street trees on private property shall be the sole responsibility of the applicant in perpetuity. Maintenance shall meet the requirements of the Landscape Guidelines, Chapter 5. (P&Z)(RPCA)
23. Develop a palette of site furnishings in consultation with staff.
- a. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features.
 - b. Prior to the release of the first final site plan for Phase 1 Redevelopment in North Potomac Yard, update the common elements guide to ensure that all site furnishings to be installed in the public rights-of-way comply with City standards. If non-city standard materials are selected and installed in the public rights-of-way, develop and execute a Memorandum of Understanding with T&ES to establish responsibility for installation and maintenance of site furnishings in the public rights-of-way.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features.
 - d. Continue to refine the Common Elements Guide and demonstrate site furnishings provide a sustainable or technologically forward design. (P&Z) (T&ES)
24. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (Code) *

ARCHAEOLOGY:

25. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of

artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

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

PEDESTRIAN/STREETSCAPE:

27. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
- a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - i. Except as otherwise shown on the preliminary site plan, all crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan.
 - j. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards at the schedule agreed upon in the North Potomac Yard CDD Conditions and per the transportation study findings.

- All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
- k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts.
 - l. Provide detectable warning surfaces at all flush transitions between pedestrian and vehicular areas, to the satisfaction of the Director of T&ES.***
 - m. Each building shall construct the final sidewalk and roadway conditions to the opposite curb.*** (P&Z) (T&ES)
28. Prior to the release of the final site plan, develop and execute an agreement with the City of Alexandria for:
- a. The installation and maintenance of non-standard streetlights on all public and private roads in North Potomac Yard.
 - b. The installation and maintenance of all non-standard pavers and other materials for all public and private sidewalks in North Potomac Yard.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features. (P&Z) (T&ES)

PARKING:

29. Parking shall be consistent with the requirements of the North Potomac Yard CDD Plan in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)
30. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than seven (7) feet from the curb. (T&ES).
31. Provide a Parking Management Plan with the Final Site Plan submission consistent with the requirements of the North Potomac Yard CDD conditions. (P&Z)(T&ES)
32. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking (separate from daily residential visitor parking) provided excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (T&ES)(P&Z)
33. 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)

34. Provide \$23,400 (\$7,800 per multi-space meter) for purchase and installation of three parking meters prior to release of the final site plan. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z) (T&ES)
35. Provide bicycle parking per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. (T&ES) ***

B. TRANSPORTATION

STREETS/TRAFFIC:

36. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
37. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
38. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
39. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
40. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 12 percent and greater, 10 feet transition

slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)

41. If applicable, parking access control equipment that of which includes a gate for controlled access such as, but not limited to, ticket dispenser, card reader or cashier booth shall be located a minimum of 20 FT from the crossing sidewalk and shall not be placed on a slope exceeding 3 percent or to the satisfaction of the Director of T&ES.(T&ES)
42. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
43. As required per the CDD Conditions, the Final Site Plan shall include streetlight specifications of which includes capability to act as a host for sensors, cameras, and/or 5 G infrastructure, as well as capable of dynamic LED dimming. In addition, plans shall include two 3-inch schedule 80 PVC or HPDE conduit at a depth of 3 FT connection and proposed junction box (JB-S3) meeting VDOT standards and with a lid labeled “Street Lights Comm” connecting each street light fronting the site to each other and a connection to the conduits designated for Street Connection (T&ES)
 - a. The property owner shall develop an agreement that allows the City to access utilization of traffic data. (T&ES)
44. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
45. The Final Site Plan shall include a signal layout, consistent with the detailed signal plan sheet, for the E. Reed Avenue and Potomac Avenue intersection, as well as the Silver Meteor Avenue and Potomac Avenue intersection. The signal layout should include, but not limited to, an approximate location of traffic signal equipment and pavement markings associated with the intersection operation. (T&ES).
46. Provide bicycle facilities on the site frontage and through the site per the City’s Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines. This includes bike lanes on Silver Meteor Avenue as shown on the preliminary plan.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City’s Wayfinding Program.

- b. Install sharrows consistent with AASHTO guidelines. (T&ES)
47. **Condition Amended by Planning Commission:** Where applicable, for streets to be maintained by the City, as shown in Attachment 1 of the staff report, pavement materials shall be constructed to the City of Alexandria's standards and specifications. Standard pavement materials are defined ~~as~~ **as** VDOT A-3 concrete (curb and gutter, and sidewalk), VDOT A-4 concrete (bus pads, dumpster pads) and asphalt pavement section made up of SM-9.5A (surface), BM-25.0A (base) and 21B (subbase). Alternative materials, such as pavers, bricks, or any other material will not be maintained by the City. Material thickness shall be in accordance with the pavement standard as defined in note C-17 of this document, VDOT Standards and Specifications and the City of Alexandria Standards and Specifications. Concrete and asphalt materials that are used within the public right-of-way shall have no artificial and/or manipulated color other than their natural occurring color (grey/white and black), and only excludes striping and other pre-approved areas by the Director of Transportation of Environmental Services. The final design and materials installed in the public rights-of-way shall be to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)(**PC**)
48. Prior to the release of the final site plan, develop and execute a Memorandum of Understanding with the City of Alexandria for the installation and maintenance of non-standard materials in the public roads in North Potomac Yard.
- a. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features
 - b. Through the Final Site Plan process, refine the final design of New Street B to utilize City standard materials. (P&Z)(T&ES)
49. Unless otherwise constructed with another building, prior to obtaining a Certificate of Occupancy, the building shall construct the final streetscape on all frontages of the building, extending across the cart way and to the opposite curb, to include adjacent intersections, to the satisfaction of the Director of T&ES. All curb and gutter and ramps must be concrete and curb ramps shall meet City and ADA standards. In the event the construction of the street and/ or intersection changes the approved site plan, a resubmission of the site plan is required. (T&ES)
50. Provide a reserved space for a Capital Bikeshare Station with a minimum of 7 feet 45 feet and show on the Final Site Plan in a location that is to the satisfaction of the Director of T&ES. (T&ES)

BUS STOPS AND BUS SHELTERS:

51. Show all existing and proposed bus stop amenities in the vicinity of the site on the Final Site Plan. (T&ES)(Code)
52. Street trees in proximity to bus stop approaches or directly adjacent to travel lanes shall be planted and maintained pursuant to the Landscape Guidelines:
 - a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses. (T&ES)(P&Z)
53. Bus shelters shall conform to the existing City standard of the Brasco International Trident model and/or an approved equal. If an approved equal is to be specified, the minimum specifications are: the shelter must be rectangular, glass panels shall have frames, a lean bar shall be placed within the inside of the shelter and away from the glass to prevent breakage, fiberglass roofing, the roof must slope towards the rear of the shelter and solar power. Any approved equal shall be approved by the Director of Transportation and Environmental Services. (T&ES)

C. **PUBLIC WORKS**

WASTEWATER/SANITARY SEWERS:

54. The sewer connection fee must be paid prior to release of the site plan. (T&ES) *
55. If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release. (T&ES) *

UTILITIES:

56. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
57. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)

58. No transformer and switch gears shall be located in the public right of way. (T&ES)
59. All bracing, temporary forms and structures shall be removed prior to backfill and compaction around the foundations and utilities. Upon removing temporary construction measures, backfill material that will be located beneath any pavement sections shall be compacted to no less than 95% compaction based of soils based on Unified (ASTM D 2488) soil classification and the Atterberg tests (liquid and plastic limits) shall be conducted. Independent geotechnical engineer shall perform and verify these tests, and provide results within ten (10) calendar days after completion to the City. If the soil compaction and/or temporary bracing is not found to be within the requirements, the Owner shall be in compliance prior final acceptance. (T&ES)
60. Prior to and after construction, the Owner shall use closed circuit television (CCTV) to inspect all storm and sanitary sewer manholes and pipes that are being connected to. Storm lines shall be inspected from the point of connection to the point of outfall / daylighting to a natural channel. Sanitary sewers shall be inspected from the point of connection to a trunk main. Based on the inspection of the post construction, the City may require additional cleaning and/or correction to the systems based on construction activities. All records for CCTV shall be provided within ten (10) calendar days of the inspection to the Owner. (T&ES)
61. Public and/or private utilities that service the building(s) or other improvements, shall not be placed under any BMP structure (rain gardens, tree wells, etc.), with the exception of pervious pavement, and utilities shall have a minimum of ten (10) feet horizontally on each side of the BMP for clearance to the extent feasible. (T&ES)
62. The Final Site Plan shall include the proposed installation of a connected underground conduit grid underneath the sidewalk or final roadway condition in preparation of fiber and cable installation to provide high-speed communication and connectivity (T&ES).
- a. Building Connection: The Final Site Plan shall include two 4-inch open space risers on each floor of the building connecting to the conduit designated for the Street Connection at a depth of 3 FT, with minimum bend radius of 3 FT where appropriate. A junction box JB-S4, meeting VDOT standards and with a lid labeled “Communications”, shall be installed at every intersection connecting to the conduit designated for the Street Connection.

SOLID WASTE:

63. If the property is a required user, the development must meet all the minimum street standards for the City to provide solid waste collection service. See Alexandria Virginia Code of Ordinances Title 5 Chapter 1 Solid Waste Control. Collection vehicles must be able to pick up solid waste from private streets without backing up. The containers must be stored inside the units or within an enclosure that completely screens them from view. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way for collection. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
64. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES) *
65. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per block face dedicated to recycling collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES)

D. ENVIRONMENTAL

STORMWATER MANAGEMENT:

66. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria

Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. Compliance with the WQVD shall be met for the overall phase through the Water Management Master Plan (WMMP) (DSP2020-0012). (T&ES)

67. This site plan shall be incorporated into the Water Management Master Plan (WMMP) for Phase I of North Potomac Yard (DSP2020-00012). The WMMP must be approved prior to the release of the final site plan. Any changes to applicable components of this plan also require a resubmittal of the WMMP. (T&ES)
68. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
69. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
70. 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 removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)
71. Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by *The City of Alexandria As-Built Stormwater Requirements* to the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)

72. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
73. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
74. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES) *
75. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/ or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA, master association, and/ 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) ****
76. If units will be sold as individual units and a homeowner's association (HOA) / master association established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.

- b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
 - c. For any nonresidential properties and properties with units not sold individually, 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)
77. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) *****
78. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) *****

WATERSHED, WETLANDS, & RPAs:

79. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
80. The stormwater collection system is located within the Four Mile Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
81. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent

of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND:

82. Indicate whether there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)
83. **Condition Amended by Planning Commission:** If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/~~demo plan/grading plan~~] shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs:

26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).

- f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) **(PC)***
84. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES) (Code)
85. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

NOISE:

86. The applicant shall conform with the City's noise ordinance and no amplified sound shall be audible at the property line after 11:00 PM. (T&ES)
87. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
88. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)
89. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)

AIR POLLUTION:

90. **Condition Amended by Planning Commission:** If ~~ka~~ **a** restaurant use is proposed, kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)(**PC**)
91. 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)

E. CONSTRUCTION MANAGEMENT

92. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan. (T&ES) *
93. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
- a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction 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 an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. 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.

- i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
94. Provide off-street parking for all construction workers without charge to the construction workers. 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 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) *
95. Pedestrian access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
96. Bicycle access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
97. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
98. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of the Metrobus stop at E. Reed

Ave., a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)

99. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
100. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
101. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)
102. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
103. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z) (T&ES)
104. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)

105. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
106. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z) (Code) ***
107. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first-floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
108. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
109. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
110. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained

until such time that all requirements are met, and the bond(s) released by the City.
(T&ES)

F. CONTRIBUTIONS

111. Contribute \$40,000 to the City prior to Final Site Plan release to install a bike share station in North Potomac Yard as part of a coordinated bike share program. Any funding not needed for bike share fabrication and installation may be used for Operations and Maintenance of the bike share program in North Potomac Yard or installation of Bike Share stations in other portions of North Potomac Yard subject to consultation and agreement of property owner. (T&ES)

HOUSING:

112. The applicant shall provide one (1) efficiency, one (1) one-bedroom, and one (1) two-bedroom affordable set-aside rental units, or a mix of units to the satisfaction of the Director of Housing, in Building 15 (DSUP 2020-0015) or Building 19 (DSUP 2020-0017), whichever is constructed first. A maximum of six (6) affordable set-aside rental units will be located in Building 15 and a maximum of eight (8) affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).
 - a. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances and any parking charges) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident 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 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the developer's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit or may be allowed to remain in the same unit, 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 unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.

- c. Households receiving Housing Choice Voucher assistance will not be denied admission based on receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- d. The applicant agrees that residents of set-aside units shall have access to all amenities offered on the entire Development.
- e. The set-aside units shall be of the same size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided.
- f. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility 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.
- g. Residents of the set-aside units may be charged a monthly parking fee of up to \$50.00 (in 2020 dollars) or the standard fee whichever is lower for their first parking space. Any additional parking spaces will be subject to standard fees.
- h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
- i. The applicant shall list all set-aside units at www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
- j. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- k. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager. (Housing)

PUBLIC ART:

113. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
114. With the first final site plan submission in Phase 1 of North Potomac Yard, the applicant shall submit a draft of a consolidated and coordinated public art plan outlining locations for public art throughout Phase 1 and conceptually for Phase 2 of North Potomac Yard. The public art plan shall be approved by RPCA prior to the release of the First Final Site Plan in Phase 1.
 - a. All public art locations will be on private property and accessible to the public.
 - b. Public art contributions may either be provided on a building-by-building basis or combined to fund public art at identified locations.
 - c. The public art plan will identify timing for each piece of public art. (RPCA)
115. Prior to the release of the Final Site Plan, the applicant shall identify the following, in accordance with the consolidated and coordinated public art plan:
 - a. The applicant shall have selected the artist, and medium (if applicable). The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen.
 - b. The location of the building's proposed public art, either on-site or committed to a location within North Potomac Yard;
 - c. The final amount of the required public art contribution;
 - d. Timeline for the installation of public art. (RP&CA) (P&Z)

G. USES AND SIGNS

RETAIL USES:

116. **Condition Amended by Planning Commission:** Day care centers shall be permitted ~~[with an administrative special use permit]~~ **as a permitted use with administrative approval of a pick-up and drop-off plan** provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
 - a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.

- b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z)
(T&ES)(**PC**)
117. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
- a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. The hours of operation for outdoor dining for the restaurant shall be consistent with Section 11-513 of the Zoning Ordinance.
 - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided to prevent the entertainment from disturbing building residents. (Code)(P&Z) (T&ES)
118. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along New Street A, East Reed Avenue and Potomac Avenue shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
119. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
120. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
121. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)

122. **Condition Amended by Planning Commission:** The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on the **BID restaurant's** website. (T&ES)(PC)

SIGNAGE:

*The following sign conditions shall be applicable unless a separate coordinated sign plan for North Potomac Yard is reviewed and approved by Planning Commission and City Council. If a separate plan ~~is~~ approved, those conditions shall govern signage. **

123. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z.*
- a. Commercial signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
 - e. Signs shall be designed of high-quality materials and installation of building mounted signage shall not damage the building.
 - f. A sign permit application is required for new or replacement signs and signage shall comply with all applicable codes and ordinances. (P&Z)
124. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. * (T&ES)
125. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)

- 126. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
- 127. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign. (P&Z)

H. ENVIRONMENTAL SUSTAINABILITY MASTER PLAN

ESMP COMPLIANCE

- 128. The building shall employ a variety of tools from those listed within the identified toolkit of strategies described in the endorsed ESMP or additional strategies to the satisfaction of the Director of T&ES and P&Z. (P&Z) (T&ES)

CARBON

- 129. **Condition Amended by Planning Commission:** The applicant shall be responsible for demonstrating how the building demonstrates achieving carbon neutrality by 2030. If carbon neutrality for buildings can't be achieved by 2030, after 2030 the applicant shall pursue methods to offset carbon impact. Methods can include renewable energy credits (RECs), Power Purchase Agreements (PPAs), other industry accepted credits available in 2030, ~~and/or can be incorporated in future buildings,~~ at the applicant's discretion. (P&Z) (T&ES)(**PC**)
- 130. The building shall use electricity except for limited accessory elements of the building such as food and beverage uses, and emergency generators. For these limited accessory elements, the buildings shall be designed to support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z)(T&ES)
- 131. Prior to release of the building permit, the applicant shall conduct a zero-carbon analysis for the building. The zero-carbon analysis will be used as a benchmark for associated revisions to the ESMP toolkit and targets in future phases in order to improve performance towards achieving carbon neutrality by 2030. (P&Z) (T&ES)
- 132. Rooftops shall be solar ready to be able to handle the equipment after installation. Pull-wire ready conduit shall be provided for a potential future roof PV system. Space shall be provided for solar related electric panel in or near a building electrical closet. (P&Z) (T&ES)

OPEN SPACE

133. The landscape plans for all applications submitted prior to 2024 shall strive to achieve the Landscape Guidelines Native Plant Standards for 2024. (RPCA)
134. Habitat areas shall be included where feasible. Designs shall focus on biodiversity, connectivity, and vertical and horizontal vegetation layering. Plant species with documented pollinator or avian habitat value shall be included in the planting plans. (P&Z) (RPCA)
135. Site furniture shall be selected for sustainability and durability with a minimum life expectancy of 15 years. (P&Z) (RPCA)
136. A landscape maintenance plan shall be developed for the site as set forth in the landscape guidelines. (P&Z) (RPCA)
137. Prior to the first Certificate of Occupancy, develop an educational component, such as a sign, to identify key sustainable features of the building and/or site about the environmentally sustainable practices being implemented. Signage can be placed indoors or outdoors. (P&Z) (RPCA)

IMPLEMENTATION & REPORTING

138. Prior to the release of the Final Site Plan, the applicant shall provide a draft ESMP scorecard for the building. The ESMP Scorecard shall outline all the tools and strategies employed in the building design.
 - a. Prior to issuance of the building permit, an updated ESMP scorecard shall be submitted reflecting the final design of each building/site in furtherance of Appendix A of the ESMP.
 - b. The Final ESMP scorecard shall be provided within 12 months of certificate of occupancy.
 - c. Within 12 months of certificate of occupancy, update Appendix A of the ESMP and include in each building plan set, the “list of strategies to make the buildings more efficient” and ensure all categories are definitive for the building. No options should be pending or for further study. (P&Z) (T&ES)
139. Provide the BID with the Energy Star Portfolio Manager or comparable report tracking the energy and water consumption, greenhouse gas emissions, and waste management for the building to monitor sustainability performance as outlined in the endorsed ESMP. Annually, for the first 5-years after certificate of occupancy, the applicant shall update the ESMP scorecard accordingly. (P&Z) (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

- R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) ****
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) *****
- F - 1. Per CDD Condition 93 a, Prior to the issuance of the first Certificate of Occupancy permit within CDD#19, the Applicant shall provide a one-time monetary contribution of \$200,000, adjusted annually by the CPI-U for each year following 2010, to the National Park Service for trees and landscaping on National Park Service land located between the George Washington Memorial Highway and CDD#19.
- F - 2. Per CDD Conditions, it is expected that this building shall participate in the future formation of a BID or similar coordinated management entity for North Potomac Yard. Per CDD Condition 102, Prior to the release of the first Certificate of Occupancy in Phase 1, the final BID Governance Structure shall be docketed for hearing or have received approval from City Council. Public Institutions within the proposed BID Boundaries will participate as feasible.

Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C -1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Transportation and Environmental Services (T&ES)

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable

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

- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage

to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)

- F - 10. 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 - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 12. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. 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 - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as “Information Only.” (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
 - a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.

- c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *

F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

- 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 stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 5 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 - 6 (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 - 7 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 - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer

further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
 - a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
 - d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
Section 11-5-109 restricts work in the right of way for excavation to the following:
 - g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

one acre. See memo to industry 08-14 which can be found on-line here:
<http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *

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

AlexRenew Comments

- R - 1. Applicant to include the following notes on the DSUP plans and the plans issued for construction:
- a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
 - b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3381 x2020.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.
- R - 1. In the event an existing building will be razed, the Alexandria Fire Department would like the opportunity to explore utilizing the structure before demolition for training exercises. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Police Department

Parking Garage Recommendations

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.

R - 2. Only tenants with proper electronic access cards should be able to enter the stairwells from the underground parking garage. This makes the stairwells safer for residents.

R - 3. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Miscellaneous

R - 4. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

R - 5. It is recommended that all the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.

R - 6. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Asterisks denote the following:

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

NORTH POTOMAC YARD BUILDING 15 CONDITIONS DSUP #2020-00015

1. Final Site Plan shall be in substantial conformance with the preliminary plan dated August 7, 2020 and comply with the following conditions of approval. (P&Z)

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 60 months after initial approval (plus any extensions per the July 7, 2020 City Council Docket Item 15.a. due to the COVID-19 emergency) and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 30 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements prior to the Final Site Plan submission. The plat(s) shall be submitted, including all frontages inclusive of the roadway. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) *
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) **
5. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells. (P&Z)(T&ES)
6. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.

- b. Determine if existing lighting meets minimum standards that are LED and minimum of 3000k within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens.
- d. All proposed light fixtures in the City right of way shall be LED and provide a color temperature of 3000k, consistent with the technological requirements per the CDD, and shall be installed and maintained by the applicant and subject to a maintenance agreement with the City of Alexandria.
- e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- n. The lighting for the underground/structured parking garage shall be an average of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
- o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES) (Police)(BAR)(Code)
7. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
8. Provide a georeferenced CAD file in AutoCAD2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project, including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI) *

BUILDING

9. The building design, including the appearance, color and quality of materials, fine detailing, three-dimensional expression, building projections, step-backs and massing shall be consistent with the elevations in the Verification of Completeness Submission dated August 7, 2020 and as further revised in the elevations presented to PYDAC on September 9, 2020, and the following conditions. If there is a discrepancy between the two sets, the renderings as seen and recommended by PYDAC shall guide. (P&Z)
10. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Windows shall correctly reflect the architectural style, building type and material that is referenced by the building design.
 - b. The window depths and setbacks shown on the final site plan shall be consistent with those depicted on the renderings shown to PYDAC on September 9, 2020, to the satisfaction of the Director of Planning & Zoning.
 - c. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.

- e. The underside of all balconies shall be finished and present a visually cohesive appearance.
 - f. Revise the ground-level floor plan and elevations to incorporate a through lobby (as shown in Attachment 13) including a secondary entrance on New Street B. The through lobby should achieve visual continuity through the building, and the secondary entrance must be contiguous to the primary lobby and not connected to it via a corridor. The final design shall be to the satisfaction of the Director of Planning & Zoning.
 - g. Extend the depth of the proposed balconies on the western façade of the building outward from the building to a point approximately 18 inches from the façade of the adjacent bay.
 - h. Eliminate the two projecting spires above the main residential entrance at the seventh floor.
 - i. Redesign the area around and above the main building entrance to more closely align/center the window frames and projections with each other.
 - j. Add spandrel glass to fill-in the western side of the sloped roof feature at the southern end of the building. (P&Z)
11. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
12. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated Guidelines for Preparations of Mock-Up Panels Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. ***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel requires a building permit and shall be

- constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
- e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (Code)
13. Prior to the release of the final site plan, depict anticipated outdoor dining areas on the plan set. Outdoor dining areas shall provide a minimum five-foot pedestrian pathway between required ABC fencing and all permanent streetscape features (such as seating or bollards.) Outdoor dining areas shall be excluded from open space calculations. (P&Z)(RPCA)
14. Prior to the release of the final site plan, enlarge the public access easements to include all areas between the building and the curb. (P&Z)
15. Prior to the release of the Final Site Plan, the applicant team shall host an additional meeting with the Potomac Yard Design Advisory Committee (PYDAC) to seek additional input on the design of the final street scape elements, the interim design of Metro Plaza and the final designs of Market Lawn and Metro Plaza. (P&Z)
16. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy.
 - b. The project shall meet the Energy Use Reduction requirements including Optimize Energy Performance, Renewable Energy Production, Advanced Energy Metering and Enhanced Commissioning (or equivalents) defined by the City of Alexandria Green Building Policy.
 - c. The project shall comply the Water Efficiency requirements including Indoor Water Use Reduction and Outdoor Water Use Reduction (or equivalents) defined by the City of Alexandria Green Building Policy.
 - d. The project shall comply the Indoor Environmental Quality requirements including Low Emitting Materials, Construction Indoor Air Quality Management Plan, Thermal Comfort, Daylight and Indoor Air Quality Assessment (or equivalents) defined by the City of Alexandria Green Building Policy.
 - e. The application shall provide a draft scorecard identifying the project's path to LEED, Green Globes or Earthcraft Certification (or equivalent) with the submission of the Preliminary Review documents.
 - f. Provide evidence of the project's registration with LEED, Green Globes or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the

- certification and clearly indicate that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. *
- g. Provide an updated copy of the certification scorecard prior to the release of building permits for above-grade construction. **
 - h. Provide updated energy reports prior to the release of building permits for above-grade construction. **
 - i. Provide a draft commissioning plan that includes items “i” through “v” below, prior to the release of building permits for above-grade construction. **
 - i. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.
 - j. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
 - k. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
 - l. Provide evidence that design phase credits have been submitted by the first certificate of occupancy. ***
 - m. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy. ***
 - n. Provide evidence of submission of materials clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy.***
 - o. Provide documentation certification at the release of the maintenance bond clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality have been achieved as defined by the City of Alexandria Green Building Policy. ****

- p. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
- 17. The applicant shall follow the City's Green Building Policy for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)
- 18. Install Energy Star labeled appliances in all multi-family residential units. (T&ES)
- 19. Provide level 2 electric vehicle charger installations for a total of 64 spaces within the garages serving blocks 10, 14, 15, 18, 19 and 20. The underground garage shall be space planned to enable the future installation of electric panels and conduit for future electric vehicle chargers for up to 15% of the provided spaces. The 64 installed chargers may count towards the 15%.
 - a. With the first final site plan submission, update the plan set to show 8, level 2 chargers within the garage or demonstrate a combined total of 64 spaces across Phase 1. (P&Z) (T&ES)
- 20. 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 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: www.epa.gov/WaterSense. (T&ES)
- 21. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

OPEN SPACE/LANDSCAPING

- 22. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf

23. **Condition Amended by Planning Commission:** Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RPCA:
- a. Through the Final Site Plan process the applicant must meet the biodiversity requirements of the City's Landscape Guidelines on a districtwide basis by coordinating the landscape plans of **Potomac Yard Park**, DSUP #2020-0012, DSUP #2020-0013, DSUP #2020-00014, DSUP #2020-0016, DSUP #2020-00015, DSUP #2020-0017, and DSUP#2020-00018. The planting design for street trees shall be modified to increase diversity on New Street A. (P&Z)
 - b. Provide a diagram in the Final Site Plan that clearly delineates street trees on public property/ROW and street trees on private property.
 - c. All street trees on private property shall be the sole responsibility of the applicant in perpetuity. Maintenance shall meet the requirements of the Landscape Guidelines, Chapter 5. (P&Z)(RPCA)(**PC**)
24. Develop a palette of site furnishings in consultation with staff:
- a. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features.
 - b. Prior to the release of the first final site plan for Phase 1 Redevelopment in North Potomac Yard, update the common elements guide to ensure that all site furnishings to be installed in the public rights-of-way comply with City standards. If non-city standard materials are selected and installed in the public rights-of-way, develop and execute a Memorandum of Understanding with T&ES to establish responsibility for installation and maintenance of site furnishings in the public rights-of-way.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features.
 - d. Continue to refine the Common Elements Guide and demonstrate site furnishings provide a sustainable or technologically forward design. (P&Z) (T&ES)
25. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (Code) *

ARCHEOLOGY

26. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
27. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

PEDESTRIAN/STREETSCAPE

28. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. All concrete sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development,.
 - i. Except as otherwise shown on the preliminary site plan, all crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan.
 - j. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts. ***

- k. Provide detectable warning surfaces at all flush transitions between pedestrian and vehicular areas, to the satisfaction of the Director of T&ES.
 - l. Each building shall construct the final sidewalk and roadway conditions to the opposite curb. (P&Z) (T&ES)
29. Prior to the release of the final site plan, develop and execute an agreement with the City of Alexandria for:
- a. The installation and maintenance of non-standard streetlights on all public and private roads in North Potomac Yard.
 - b. The installation and maintenance of all non-standard pavers and other materials for all public and private sidewalks in North Potomac Yard.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features. (P&Z)(T&ES)

PARKING

30. Parking shall be consistent with the requirements of the North Potomac Yard CDD Plan in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)
31. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
32. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than seven (7) feet from the curb. (T&ES).
33. Provide a Parking Management Plan with the Final Site Plan submission consistent with the requirements of the North Potomac Yard CDD conditions. (P&Z)(T&ES)
34. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking (separate from daily residential visitor parking) provided excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (T&ES)(P&Z)
35. All on-street parking controls and restrictions within the project area shall be determined by the City. The four southern-most spaces on the west side of New Street B shall be designated as short-term parking to be available for peak time period pick-up and drop-off activities associated with the metro station. Any such controls and restrictions which the applicant desires shall be shown on the Final Site Plan. (P&Z) (T&ES)

36. Provide \$23,400 (\$7,800 per multi-space meter) for purchase and installation of three parking meters prior to release of the final site plan. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z) (T&ES)
37. Provide bicycle parking per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. (T&ES) ***

B. TRANSPORTATION

STREETS/TRAFFIC

38. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
39. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
40. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
41. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
42. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 12 percent and greater, 10 feet transition

slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)

43. If applicable, parking access control equipment that of which includes a gate for controlled access such as, but not limited to, ticket dispenser, card reader or cashier booth shall be located a minimum of 20 FT from the crossing sidewalk and shall not be placed on a slope exceeding 6 percent or to the satisfaction of the Director of T&ES. (T&ES)
44. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
45. As required per the CDD Conditions, the Final Site Plan shall include street light specifications of which includes capability to act as a host for sensors, cameras, and/or 5 G infrastructure, as well as capable of dynamic LED dimming. In addition, plans shall include two 3-inch schedule 80 PVC or HPDE conduit at a depth of 3 FT connection and proposed junction box (JB-S3) meeting VDOT standards and with a lid labeled “Street Lights Comm” connecting each street light fronting the site to each other and a connection to the conduits designated for Street Connection (T&ES)
46. The property owner shall develop an agreement that allows the City to access utilization of traffic data. (T&ES)
47. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
48. Provide bicycle facilities on the site frontage and through the site per the City’s Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines. This includes sharrows along New Street B and bike lanes on Silver Meteor Avenue as shown on the preliminary plan.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City’s Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines. (T&ES)
49. **Condition Amended by Planning Commission:** Where applicable, for streets to be maintained by the City, as shown in Attachment 1 of the staff report, pavement materials shall be constructed to the City of Alexandria’s standards and specifications. Standard pavement materials are defined ~~as~~ as VDOT A-3 concrete

(curb and gutter, and sidewalk), VDOT A-4 concrete (bus pads, dumpster pads) and asphalt pavement section made up of SM-9.5A (surface), BM-25.0A (base) and 21B (subbase). Alternative materials, such as pavers, bricks, or any other material will not be maintained by the City. Material thickness shall be in accordance with the pavement standard as defined in note C-17 of this document, VDOT Standards and Specifications and the City of Alexandria Standards and Specifications. Concrete and asphalt materials that are used within the public right-of-way shall have no artificial and/or manipulated color other than their natural occurring color (grey/white and black), and only excludes striping and other pre-approved areas by the Director of Transportation of Environmental Services. The final design and materials installed in the public rights-of-way shall be to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)(**PC**)

50. Prior to the release of the final site plan, develop and execute a Memorandum of Understanding with the City of Alexandria for the installation and maintenance of non-standard materials in the public roads in North Potomac Yard.
 - a. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features
 - b. Through the Final Site Plan process, refine the final design of New Street B to utilize City standard materials. (P&Z)(T&ES)
51. Unless otherwise constructed with another building, prior to obtaining a Certificate of Occupancy, the building shall construct the final streetscape on all frontages of the building, extending across the cartway and to the opposite curb, to include adjacent intersections, to the satisfaction of the Director of T&ES. All curb and gutter and ramps must be concrete and curb ramps shall meet City and ADA standards. In the event the construction of the street and/ or intersection changes the approved site plan, a resubmission of the site plan is required. (T&ES)
52. Provide a reserved space for a Capital Bikeshare Station with a minimum of 7 feet by 55 feet and show on the Final Site Plan in the location shown on the Preliminary Site Plan. (T&ES)

BUS STOPS/BUS SHELTERS

53. Show all existing and proposed bus stop amenities in the vicinity of the site on the Final Site Plan. (T&ES) (Code)
54. Bus shelters shall conform to the existing City standard of the Brasco International Trident model and/or an approved equal. If an approved equal is to be specified, the minimum specifications are: the shelter must be rectangular, glass panels shall have frames, a lean bar shall be placed within the inside of the shelter and away

from the glass to prevent breakage, fiberglass roofing, the roof must slope towards the rear of the shelter and solar power. Any approved equal shall be approved by the Director of Transportation and Environmental Services. (T&ES)

C. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS

- 55. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
- 56. The sewer connection fee must be paid prior to release of the Final site plan. (T&ES) *
- 57. If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release. (T&ES) *

UTILITIES

- 58. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
- 59. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
- 60. No transformer and switch gears shall be located in the public right of way. (T&ES)
- 61. All bracing, temporary forms and structures shall be removed prior to backfill and compaction around the foundations and utilities. Upon removing temporary construction measures, backfill material that will be located beneath any pavement sections shall be compacted to no less than 95% compaction based of soils based on Unified (ASTM D 2488) soil classification and the Atterberg tests (liquid and plastic limits) shall be conducted. Independent geotechnical engineer shall perform and verify these tests, and provide results within ten (10) calendar days after completion to the City. If the soil compaction and/or temporary bracing is not found to be within the requirements, the Owner shall be in compliance prior final acceptance. (T&ES)

62. Prior to and after construction, the Owner shall use closed circuit television (CCTV) to inspect all storm and sanitary sewer manholes and pipes that are being connected to. Storm lines shall be inspected from the point of connection to the point of outfall / daylighting to a natural channel. Sanitary sewers shall be inspected from the point of connection to a trunk main. Based on the inspection of the post construction, the City may require additional cleaning and/or correction to the systems based on construction activities. All records for CCTV shall be provided within ten (10) calendar days of the inspection to the Owner. (T&ES)
63. Public and/or private utilities that service the building(s) or other improvements, shall not be placed under any BMP structure (rain gardens, tree wells, etc.) with the exception of pervious pavement, and utilities shall have a minimum of ten (10) feet horizontally on each side of the BMP for clearance to the extent feasible. (T&ES)
64. The Final Site Plan shall include the proposed installation of a connected underground conduit grid underneath the sidewalk or final roadway condition in preparation of fiber and cable installation to provide high-speed communication and connectivity.
 - a. Building Connection: The Final Site Plan shall include two 4-inch open space risers on each floor of the building connecting to the conduit designated for the Street Connection at a depth of 3 FT, with minimum bend radius of 3 FT where appropriate. A junction box JB-S4, meeting VDOT standards and with a lid labeled “Communications”, shall be installed at every intersection connecting to the conduit designated for the Street Connection. (T&ES)

SOLID WASTE

65. If the property is a required user, the development must meet all the minimum street standards for the City to provide solid waste collection service. See Alexandria Virginia Code of Ordinances Title 5 Chapter 1 Solid Waste Control. Collection vehicles must be able to pick up solid waste from private streets without backing up. The containers must be stored inside the units or within an enclosure that completely screens them from view. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way for collection. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
66. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and

at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES) *

67. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per block face dedicated to recycling collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES)

D. ENVIRONMENTAL

STORMWATER MANAGEMENT

68. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. Compliance with the WQVD shall be met for the overall phase through the Water Management Master Plan (WMMP) (DSP2020-0012) (T&ES)
69. This site plan shall be incorporated into the Water Management Master Plan (WMMP) for Phase I of North Potomac Yard (DSP2020-00012). The WMMP must be approved prior to the release of the final site plan. Any changes to applicable components of this plan also require a resubmittal of the WMMP. (T&ES)
70. **Condition Deleted by Planning Commission:** ~~Sidewalks adjacent to public street B must be constructed of permeable pavement. (T&ES) (PC)~~

71. Per Memo to Industry No. 01-18, a minimum of 65% of the total phosphorus (TP) removal required by the Virginia Stormwater Management Program (VSMP) must be achieved using nonproprietary surface BMPs approved by the Virginia Stormwater BMP Clearinghouse. Additional green infrastructure must be added to the site to meet the 65% requirement. (T&ES)
72. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
73. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
74. 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 removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)
75. Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by The City of Alexandria As-Built Stormwater Requirements to the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
76. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.

- b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
77. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
78. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES) *
79. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/ or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA, master association, and/ 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) ****
80. If units will be sold as individual units and a homeowner's association (HOA) / master association established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's/ Master Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

- c. For any nonresidential properties and properties with units not sold individually, 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)
- 81. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) ****
- 82. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) ****

WATERSHED, WETLANDS, & RPAs

- 83. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff shall be contained within the existing outfall pipe for the 10-year storm event and the 100-year post development peak runoff shall not exceed the pre-development levels. A detention waiver may be requested for runoff exceeding the predevelopment levels for the 2-year and 10-year storm events provided the existing outfall pipe is found to be adequate due to the location of the development in the watershed. (T&ES)
- 84. The stormwater collection system is located within the Four Mile Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
- 85. Provide Environmental Site Assessment Notes that clearly delineate, map, describe and/or explain the following environmental features if located on site: the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams and associated buffer;

highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND

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

(Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).

- f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) *
88. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES) (Code)
89. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

NOISE

90. 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). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Once the final building design has been established, conduct a building shell analysis if needed, identifying specific options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the commercial activities at this building including but not limited to HVAC, compressors, fans and other anticipated noise- and vibration- generating activities such as amplified music or weight lifting, etc., as well as loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

91. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release. (T&ES) *
92. The applicant shall conform with the City's noise ordinance and no amplified sound shall be audible at the property line after 11:00 PM. (T&ES)
93. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
94. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)
95. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)

AIR POLLUTION

96. 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)
97. If a restaurant use is proposed, kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
98. 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)

E. CONSTRUCTION MANAGEMENT

99. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No street lights shall be removed without authorization from the City of Alexandria.

- b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction 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 an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. 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.
 - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
100. Provide off-street parking for all construction workers without charge to the construction workers. 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 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) *
101. Pedestrian access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 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)

102. Bicycle access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
103. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
104. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
105. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
106. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)
107. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
108. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z) (T&ES)

109. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)
110. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
111. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z) (Code) ***
112. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first-floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)
113. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
114. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

115. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES)

F. CONTRIBUTIONS

116. Contribute \$30,000 to the City prior to Final Site Plan release to install a bike share station in North Potomac Yard as part of a coordinated bike share program. Any funding not needed for bike share fabrication and installation may be used for Operations and Maintenance of the bike share program in North Potomac Yard or installation of Bike Share stations in other portions of North Potomac Yard subject to consultation and agreement of property owner. (T&ES)

HOUSING

117. The applicant shall provide one (1) efficiency and two (2) one-bedroom affordable set-aside rental units, or a mix of units to the satisfaction of the Director of Housing at the time of Certificate of Occupancy. (Housing)
- a. The applicant shall also provide the affordable set-aside rental units consistent with DSUP 2020-00013 Condition 113, DSUP 2020-00014 Condition 112, DSUP 2020-00016 Condition 124, and DSUP 2020-00018 Condition 119 at the time each project seeks Certificate of Occupancy unless the conditions have been met in Block 19. A maximum of six (6) affordable set-aside rental units will be located in Building 15 and a maximum of eight (8) affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11). (Housing)
 - b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances and any parking charges) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident households annually.

- c. 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 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the applicant option when the final lease term concludes, the over-income household may be offered a comparable market rate unit or may be allowed to remain in the same unit, 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 unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.
- d. Households receiving Housing Choice Voucher assistance will not be denied admission based on receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- e. The applicant agrees that residents of set-aside units shall have access to all amenities offered on the entire development.
- f. The set-aside units shall be comparable size and floor plan and with the same finishes as other similar units in the development. Concentrations of set-aside units will be avoided.
- g. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility 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.
- h. Residents of the set-aside units may be charged a monthly parking fee of up to \$50.00 (in 2020 dollars) or the standard fee whichever is lower for their first parking space. Any additional parking spaces will be subject to standard fees.
- i. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.

- j. The applicant shall list all set-aside units at www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
- k. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- l. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent.
- m. If the project involves the use of federal funds, the applicant shall comply with all federal related statutes, laws and authorities associated with the funding.
- n. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager. (Housing)

PUBLIC ART

- 118. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
- 119. With the first final site plan submission in Phase 1 of North Potomac Yard, the applicant shall submit a draft of a consolidated and coordinated public art plan outlining locations for public art throughout Phase 1 and conceptually for Phase 2 of North Potomac Yard. The public art plan shall be approved by RPCA prior to the release of the First Final Site Plan in Phase.
 - a. All public art locations will be on private property and accessible to the public.
 - b. Public art contributions may either be provided on a building-by-building basis or combined to fund public art at identified locations.
 - c. The public art plan will identify timing for each piece of public art. (RPCA)
- 120. Prior to the release of the Final Site Plan, the applicant shall identify the following, in accordance with the consolidated and coordinated public art plan:
 - a. The applicant shall have selected the artist, and medium (if applicable). The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen.
 - b. The location of the building's proposed public art, either on-site or committed to a location within North Potomac Yard;

- c. The final amount of the required public art contribution;
 - d. Timeline for the installation of public art. (RP&CA) (P&Z)
121. Public art shall be installed with the first Certificate of Occupancy permit request for the building site upon which the art is proposed, to the satisfaction of the Directors of P&Z and/or RP&CA. Adjacent buildings are eligible to prepay their public art contributions in order to achieve timely installation of public art. (RP&CA) (P&Z)
122. Public art located on a property shall be the responsibility of the property owner, including all maintenance of the public art in perpetuity. (RP&CA) (P&Z)

G. USES AND SIGNS

RETAIL USES

123. Day care centers shall be permitted as a permitted use with administrative approval of a pick-up and drop-off plan provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
- a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)
124. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
- a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. The hours of operation for outdoor dining for the restaurant shall be consistent with Section 11-513 of the Zoning Ordinance.
 - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided to prevent the entertainment from disturbing building residents. (Code)(P&Z) (T&ES)
125. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 15 feet floor to floor height.

- b. All retail entrances along New Street A and New Street B shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
126. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
127. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
128. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)
129. The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on any future BID website. (T&ES)

SIGNAGE

*The following sign conditions shall be applicable unless a separate coordinated sign plan for North Potomac Yard is reviewed and approved by Planning Commission and City Council. If a separate plan is approved, those conditions shall govern signage. **

130. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z.*
- a. Commercial signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with

- individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
- c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
 - e. Signs shall be designed of high-quality materials and installation of building mounted signage shall not damage the building.
 - f. A sign permit application is required for new or replacement signs and signage shall comply with all applicable codes and ordinances. (P&Z)
131. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances * (T&ES)
132. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)
133. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
134. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign. (P&Z)

H. ENVIRONMENTAL SUSTAINABILITY MASTER PLAN

ESMP COMPLIANCE

135. The building shall employ a variety of tools from those listed within the identified toolkit of strategies described in the endorsed ESMP or additional strategies to the satisfaction of the Director of T&ES and P&Z. (P&Z) (T&ES)

CARBON

136. **Condition Amended by Planning Commission:** The applicant shall be responsible for demonstrating how the building demonstrates achieving carbon neutrality by 2030. If carbon neutrality for buildings can't be achieved by 2030, after 2030 the

applicant shall pursue methods to offset carbon impact. Methods can include renewable energy credits (RECs), Power Purchase Agreements (PPAs), other industry accepted credits available in 2030, ~~and/or can be incorporated in future buildings,~~ at the applicant's discretion. (P&Z) (T&ES)(**PC**)

137. The building shall use electricity except for limited accessory elements of the building such as food and beverage uses, emergency generators, and common areas systems. For these limited accessory elements, the buildings shall be designed to support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z)(T&ES)
138. Prior to release of the building permit, the applicant shall conduct a zero-carbon analysis for the building. The zero-carbon analysis will be used as a benchmark for associated revisions to the ESMP toolkit and targets in future phases in order to improve performance towards achieving carbon neutrality by 2030. (P&Z) (T&ES)

OPEN SPACE

139. Rooftops shall be solar ready to be able to handle the equipment after installation. Pull-wire ready conduit shall be provided for a potential future roof PV system. Space shall be provided for solar related electric panel in or near a building electrical closet. (P&Z) (T&ES)
140. The landscape plans for all applications submitted prior to 2024 shall strive to achieve the Landscape Guidelines Native Plant Standards for 2024. (RPCA)
141. Habitat areas shall be included where feasible. Designs shall focus on biodiversity, connectivity, and vertical and horizontal vegetation layering. Plant species with documented pollinator or avian habitat value shall be included in the planting plans. (P&Z) (RPCA)
142. Site furniture shall be selected for sustainability and durability with a minimum life expectancy of 15 years. (P&Z) (RPCA)
143. A landscape maintenance plan shall be developed for the site as set forth in the landscape guidelines. (P&Z) (RPCA)
144. Prior to the first Certificate of Occupancy, develop an educational component, such as a sign, to identify key sustainable features of the building and/or site about the environmentally sustainable practices being implemented. Signage can be placed indoors or outdoors. (P&Z) (RPCA)

IMPLEMENTATION & REPORTING

145. Prior to the release of the Final Site Plan, the applicant shall provide a draft ESMP scorecard for the building. The ESMP Scorecard shall outline all the tools and strategies employed in the building design. (P&Z) (T&ES)
- a. Prior to issuance of the building permit, an updated ESMP scorecard shall be submitted reflecting the final design of each building/site in furtherance of Appendix A of the ESMP.
 - b. The Final ESMP scorecard shall be provided within 12 months of certificate of occupancy.
 - c. Within 12 months of certificate of occupancy, update Appendix A of the ESMP and include in each building plan set, the “list of strategies to make the buildings more efficient” and ensure all categories are definitive for the building. No options should be pending or for further study. (P&Z) (T&ES)
146. Provide the BID with the Energy Star Portfolio Manager or comparable report tracking the energy and water consumption, greenhouse gas emissions, and waste management for the building to monitor sustainability performance as outlined in the endorsed ESMP. Annually, for the first 5-years after certificate of occupancy, the applicant shall update the ESMP scorecard accordingly. (P&Z) (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

- R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) ****
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines

shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.

- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) ****
- F-2 Per CDD Conditions, it is expected that this building shall participate in the future formation of a BID or similar coordinated management entity for North Potomac Yard. Per CDD Condition 102, Prior to the release of the first Certificate of Occupancy in Phase 1, the final BID Governance Structure shall be docketed for hearing or have received approval from City Council. Public Institutions within the proposed BID Boundaries will participate as feasible.

Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C -1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Transportation & Environmental Services

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>

- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15”. The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be

installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)

- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)
- F - 10. 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 - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)
- F - 12. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. 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 - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as “Information Only.” (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets:
- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. (TES) *
- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- 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 stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)
- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow

control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)

- C - 4 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 5 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 - 6 (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 - 7 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 - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)

- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available on the "Recycling at Work" page of the City website, or by contacting the City's Resource Recovery Division at 703.746.4135, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found on the "Recycling at Work" page of the City website or by calling the Resource Recovery Division at 703.746.4135 or by emailing CommercialRecycling@alexandriava.gov (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone)

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

- C - 18 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
 - a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
 - d. Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
 - e. Monday Through Friday from 9 AM To 6 PM and
 - f. Saturdays from 10 AM To 4 PM
 - g. No pile driving is permitted on Sundays and holidays.
 - h. Section 11-5-109 restricts work in the right of way for excavation to the following:

- i. Monday through Saturday 7 AM to 5 pm
 - j. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *
- C - 28 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

AlexRenew Comments

- R – 1. Applicant to include the following notes on the DSUP plans and the plans issued for construction:
- a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
 - b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3381 x2020.

Fire Department

- F - 1. All new fire hydrants on private streets within this development shall be the responsibility of the developer, property owner, or their agent to inspect, test, service and maintain. The City shall own and maintain all fire hydrants on public streets.
- R - 1. In the event an existing building will be razed, the Alexandria Fire Department would like the opportunity to explore utilizing the structure before demolition for training exercises. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Police Department

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Miscellaneous

- R - 5. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 6. It is recommended that all the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a "breaking and entering" when the windows are open for air.
- R - 7. It is recommended that a "door-viewer" (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

Asterisks denote the following:

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

NORTH POTOMAC YARD BUILDING 18 CONDITIONS DSUP #2020-00016

1. Final Site Plan shall be in substantial conformance with the preliminary plan dated August 7, 2020, and as amended on August 21, 2020, and comply with the following conditions of approval. (P&Z)

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 84 months after initial approval (plus any extensions per the July 7, 2020 City Council Docket Item 15.a. due to the COVID-19 emergency) and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 42 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements prior to the Final Site Plan submission. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) *
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) **
5. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells. (P&Z)(T&ES)
6. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.

- b. Determine if existing lighting meets minimum standards that are LED and minimum of 3000k within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens.
- d. All proposed light fixtures in the City right of way shall be LED and provide a color temperature of 3000k, consistent with the technological requirements per the CDD, and shall be installed and maintained by the applicant and subject to a maintenance agreement with the City of Alexandria.
- e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- n. The lighting for the underground/structured parking garage shall be a minimum of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
- o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties.
(P&Z) (T&ES) (Police)(BAR)(Code)
7. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
8. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
9. Provide a georeferenced CAD file in AutoCAD2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project, including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI) *

BUILDING:

10. **Condition Amended by Planning Commission:** The building design, including the appearance, color and quality of materials, final detailing, three-dimensional expression, building projections, step-backs and massing shall be consistent with the elevations in the Verification of Completeness submission dated August 7, 2020, and as revised August ~~21-23~~, 2020, and as further revised in the elevations presented to PYDAC on August 26, 2020, and the following conditions. If there is a discrepancy between the two sets, the renderings as seen and recommended by PYDAC shall guide. (P&Z)(**PC**)
11. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Final window design shall be consistent with the rendered images in terms of mullion location and style and depth of window recession relative to the vertical and horizontal fins.

- b. The window depths and setbacks shown on the final site plan shall be consistent with those depicted on the renderings shown to PYDAC on September 9, 2020, to the satisfaction of the Director of Planning & Zoning.
 - c. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
 - e. Update the final site plan to include the building fins material, location, and minimum depth, as detailed in the June 4, 2020 PYDAC presentation.
 - f. With the first Final Site Plan submission, update the plan set to label the loading dock and parking garage doors with a translucent or frosted glass.
 - g. With the first Final Site Plan submission, provide a detailed schematic of the wall between the parking garage entrance and the trail to the south. The detailed information should include the depth of the wall; information on the proposed internal lighting mechanisms; an initial concept for the external pattern on the wall; proposed materials and colors.
 - h. Prior to the release of the Final Site Plan, ensure the plan set is updated to include any proposed architectural lighting or other decorative features. (P&Z)
12. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
13. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated *Guidelines for Preparations of Mock-Up Panels* Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. ***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *

- i. The mock-up panel shall include a sample of the proposed wall at the southern end of the building between the garage entrance and the bicycle trail.
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel requires a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (Code)
14. Prior the release of the Final Site Plan, update the location of the proposed Public Access Easements to include the area along the eastern side of Building 18, between the building and the Metro Pavilion and to the south and over the proposed bicycle trail. (P&Z)
15. Prior to the release of the Final Site Plan, the applicant team shall submit an interim design for Metro Plaza which shall be constructed and open to the public within 18 months of the expiration or release of the WMATA Easements. The final design of the interim Metro Plaza shall be to the satisfaction of the Directors of T&ES and P&Z. (P&Z)
16. Prior to the release of the Final Site Plan, depict anticipated outdoor dining areas on the plan set. Outdoor dining areas shall provide a minimum five-foot pedestrian pathway between required ABC fencing and all permanent streetscape features (such as seating or bollards). Outdoor dining areas shall be excluded from open space calculations. (P&Z)
17. Prior to the release of the Final Site Plan, the applicant team shall host an additional meeting with the Potomac Yard Design Advisory Committee (PYDAC) to seek additional input on the design of the final street scape elements, the interim design of Metro Plaza and the final designs of Market Lawn and Metro Plaza. (P&Z)
18. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy.
 - b. The project shall meet the Energy Use Reduction requirements including Optimize Energy Performance, Renewable Energy Production, Advanced Energy Metering and Enhanced Commissioning (or equivalents) defined by the City of Alexandria Green Building Policy.

- c. The project shall comply the Water Efficiency requirements including Indoor Water Use Reduction and Outdoor Water Use Reduction (or equivalents) defined by the City of Alexandria Green Building Policy.
- d. The project shall comply the Indoor Environmental Quality requirements including Low Emitting Materials, Construction Indoor Air Quality Management Plan, Thermal Comfort, Daylight and Indoor Air Quality Assessment (or equivalents) defined by the City of Alexandria Green Building Policy.
- e. The application shall provide a draft scorecard identifying the project's path to LEED, Green Globes or Earthcraft Certification (or equivalent) with the submission of the Preliminary Review documents.
- f. Provide evidence of the project's registration with LEED, Green Globes or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification and clearly indicate that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. *
- g. Provide an updated copy of the certification scorecard prior to the release of building permits for above-grade construction. **
- h. Provide updated energy reports prior to the release of building permits for above-grade construction. **
- i. Provide a draft commissioning plan that includes items "i" through "v" below, prior to the release of building permits for above-grade construction. **
 - i. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.
- j. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
- k. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
- l. Provide evidence that design phase credits have been submitted by the first certificate of occupancy. ***

- m. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy. ***
 - n. Provide evidence of submission of materials clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy.***
 - o. Provide documentation certification at the release of the maintenance bond clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality have been achieved as defined by the City of Alexandria Green Building Policy. ****
 - p. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
19. The applicant shall follow the City's Green Building Policy for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)
20. Provide level 2 electric vehicle charger installations for a total of 64 spaces within the garages serving blocks 10, 14, 15, 18, 19 and 20. The underground garage shall be space planned to enable the future installation of electric panels and conduit for future electric vehicle chargers for up to 15% of the provided spaces. The 64 installed chargers may count towards the 15%.
- a. With the first final site plan submission, update the plan set to show 8, level 2 chargers within the garage or demonstrate a combined total of 64 spaces across Phase 1. (P&Z) (T&ES)
21. 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 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: www.epa.gov/WaterSense. (T&ES)
22. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

OPEN SPACE/LANDSCAPING:

23. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf
24. **Condition Amended by Planning Commission:** Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RPCA:
- a. The City will have the right to program no fewer than five (5) events annually in the Metro Plaza area of North Potomac Yard. An MOU, acceptable to the Director of RPCA, will be entered into between the parties setting forth more specific details. The terms of the MOU will include that the number of events may be increased by the mutual written agreement of the parties.
 - b. Update the open space calculations on the cover sheet. Ensure the area of the kiss-n-ride is excluded from open space calculations.
 - c. Per CDD 19 Metro Plaza is to be 0.3 acres, Market Lawn is to be 0.2 acres, and Potomac Yard Park is to be 4.5 acres. DSUP #2020-0015, DSUP #2020-0014, and DSUP #2020-10025 shall provide a combined effective minimum of 5.0 acres.
 - d. On Sheets C400 and C500, revise the 'Area for This Plan' to include Metro Plaza.
 - e. Revise the planting plan to refine the balance of sun and shade in Metro Plaza.
 - f. Through the Final Site Plan process the applicant must meet the biodiversity requirements of the City's Landscape Guidelines on a districtwide basis by coordinating the landscape plans of **Potomac Yard Park**, DSUP #2020-0012, DSUP #2020-0013, DSUP #2020-00014, DSUP #2020-0016, DSUP #2020-00015, DSUP #2020-0017, and DSUP#2020-00018. The planting design for street trees shall be modified to increase diversity on New Street A. (P&Z)
 - g. Provide a diagram in the Final Site Plan that clearly delineates street trees on public property/ROW and street trees on private property.
 - h. All street trees on private property shall be the sole responsibility of the applicant in perpetuity. Maintenance shall meet the requirements of the Landscape Guidelines, Chapter 5. (P&Z)(RPCA)(**PC**)
25. Prior to the release of the Final Site Plan, update the design of Metro Plaza to include the following revisions:

- a. The integration of lighting either in the benches, pavers or decorative lighting above the Plaza;
 - b. The location and style of potential kiosks or other digital technology;
 - c. Updated paving designs or other mechanism to clearly delineate the Emergency Vehicle Easement to the satisfaction of the Fire Department;
 - d. The final design of crosswalks leading towards Metro Plaza to ensure the materials and design can withstand the expected volume of bus traffic;
 - e. Updated sheets and narrative response to detail how the area of the Metro Pavilion will be integrated with the pavers in Metro Plaza;
 - f. Updated paver design to include a delineation in the paving line, underneath the proposed bollards to divide the Kiss-N-Ride and the Plaza area;
 - g. Update Plan set to clearly demonstrate areas of permeable pavers in all on-street parking and public sidewalks, as required by the CDD. Currently, the visual legend for the paving materials does not allow for that level of discernment;
 - h. Updated details and information on the proposed benches for Metro Plaza;
 - i. Revise the location of streetlight at the crosswalk where Evans Lane becomes New Street B to remove the streetlight from its location among collapsible bollards; and
 - j. The final dimensions of potential outdoor dining areas to ensure the balance between the private and public uses of Metro Plaza is maintained. (P&Z)
26. Develop a palette of site furnishings in consultation with staff.
- a. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z) (T&ES)
 - b. Prior to the release of the first final site plan for Phase 1 Redevelopment in North Potomac Yard, update the common elements guide to ensure that all site furnishings to be installed in the public rights-of-way comply with City standards. If non-city standard materials are selected and installed in the public rights-of-way, develop and execute a Memorandum of Understanding with T&ES to establish responsibility for installation and maintenance of site furnishings in the public rights-of-way.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features.
 - d. Continue to refine the Common Elements Guide and demonstrate site furnishings provide a sustainable or technologically forward design. (P&Z)(T&ES)
27. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all

walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
(Code) *

ARCHAEOLOGY:

28. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
29. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

PEDESTRIAN/STREETSCAPE:

30. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. All brick sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances. Any changes must be approved by the Director of T&ES.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - i. Except as otherwise shown on the preliminary site plan, all crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective

material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan.

- j. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts.
 - k. Provide detectable warning surfaces at all flush transitions between pedestrian and vehicular areas, to the satisfaction of the Director of T&ES.***
 - l. Each building shall construct the final sidewalk and roadway conditions to the opposite curb.***
 - m. The proposed furnishings, plantings, and infrastructure in the Metro Plaza shall be placed so as not to impede on a minimum of 20-foot wide clear path for pedestrians to the Potomac Yard Metro Station entrance as shown on the preliminary plans .*** (P&Z) (T&ES)
31. Prior to the release of the final site plan, develop and execute an agreement with the City of Alexandria for:
- a. The installation and maintenance of non-standard streetlights on all public and private roads in North Potomac Yard.
 - b. The installation and maintenance of all non-standard pavers and other materials for all public and private sidewalks in North Potomac Yard.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features. (P&Z) (T&ES)

PARKING:

32. Parking shall be consistent with the requirements of the North Potomac Yard CDD Plan in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)
33. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than seven (7) feet from the curb. (T&ES).
34. Provide a Parking Management Plan with the Final Site Plan submission consistent with the requirements of the North Potomac Yard CDD conditions. (P&Z)(T&ES)
35. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking (separate from daily

residential visitor parking) provided excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (T&ES)(P&Z)

36. 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)
37. Provide bicycle parking per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. (T&ES) ***

B. TRANSPORTATION

STREETS/TRAFFIC:

38. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
39. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
40. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
41. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
42. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent.

For non-parking ramps with slopes of 12 percent and greater, 10 feet transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)

43. If applicable, parking access control equipment that of which includes a gate for controlled access such as, but not limited to, ticket dispenser, card reader or cashier booth shall be located a minimum of 20 FT from the crossing sidewalk and shall not be placed on a slope exceeding 3 percent or to the satisfaction of the Director of T&ES.(T&ES)
44. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
45. As required per the CDD Conditions, the Final Site Plan shall include streetlight specifications of which includes capability to act as a host for sensors, cameras, and/or 5 G infrastructure, as well as capable of dynamic LED dimming. In addition, plans shall include two 3-inch schedule 80 PVC or HPDE conduit at a depth of 3 FT connection and proposed junction box (JB-S3) meeting VDOT standards and with a lid labeled “Street Lights Comm” connecting each street light fronting the site to each other and a connection to the conduits designated for Street Connection (T&ES)
 - a. The property owner shall develop an agreement that allows the City to access utilization of traffic data. (T&ES)
46. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
47. Provide bicycle facilities on the site frontage and through the site per the City’s Transportation Master Plan, Pedestrian and Bicycle Mobility Plan, Complete Streets Guidelines and applicable Small Area Plans and Design Guidelines. This includes sharrows along New Street B and a trail connecting from the existing trail along Potomac Ave to the south to the proposed trail in Potomac Yard Park as shown on the preliminary plan. (T&ES)
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City’s Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines. (T&ES)
48. **Condition Amended by Planning Commission:** Where applicable, for streets to be maintained by the City, as shown in Attachment 1 of the staff report, pavement

materials shall be constructed to the City of Alexandria's standards and specifications. Standard pavement materials are defined as ~~ad~~ VDOT A-3 concrete (curb and gutter, and sidewalk), VDOT A-4 concrete (bus pads, dumpster pads) and asphalt pavement section made up of SM-9.5A (surface), BM-25.0A (base) and 21B (subbase). Alternative materials, such as pavers, bricks, or any other material will not be maintained by the City. Material thickness shall be in accordance with the pavement standard as defined in note C-17 of this document, VDOT Standards and Specifications and the City of Alexandria Standards and Specifications. Concrete and asphalt materials that are used within the public right-of-way shall have no artificial and/or manipulated color other than their natural occurring color (grey/white and black), and only excludes striping and other pre-approved areas by the Director of Transportation of Environmental Services. The final design and materials installed in the public rights-of-way shall be to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)(PC)

49. Prior to the release of the final site plan, develop and execute a Memorandum of Understanding with the City of Alexandria for the installation and maintenance of non-standard materials in the public roads in North Potomac Yard.
 - a. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features
 - b. Through the Final Site Plan process, refine the final design of New Street B to utilize City standard materials. (P&Z)(T&ES)
50. Unless otherwise constructed with another building, prior to obtaining a Certificate of Occupancy, the building shall construct the final streetscape on all frontages of the building, extending across the cart way and to the opposite curb, to include adjacent intersections, to the satisfaction of the Director of T&ES. All curb and gutter and ramps must be concrete and curb ramps shall meet City and ADA standards. In the event the construction of the street and/ or intersection changes the approved site plan, a resubmission of the site plan is required. (T&ES)
51. As is consistent with the transportation recommendations in the NPY Environmental Sustainability Master Plan, provide a bicycle maintenance station in the vicinity of the Metro Plaza. (T&ES)

BUS STOPS AND BUS SHELTERS:

52. Show all existing and proposed bus stop amenities in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination and the ability to accommodate future real time, solar powered bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus

stop bench design shall meet City standards unless approval of the Director of T&ES is granted for alternate designs. Design and specifications for the City standard bus shelter can be found at: www.alexandriava.gov/6548. (T&ES) (Code)

53. The two bus stops and shelters on the east side of New Street A shall meet ADA requirements and City Standards per the following:
- a. Install an unobstructed 10-foot wide, parallel to the roadway, by 8-foot wide, perpendicular to the curb, illuminated bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and accessible from a transit shelter and adjacent sidewalk. The loading pad's cross slope shall be less than 2 percent. The exiting width of the sidewalk may be counted towards the 8-foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
 - b. No parking shall be allowed on the block face with the two bus stops. (T&ES)
 - c. Prior to the release of the Final Site Plan, provide proposed construction details for the DASH bus shelters and ensure the final dimensions and designs are consistent with City Standards and to the satisfaction of the Directors of T&ES and DASH.
 - d. Prior to the release of the final site plan, update the intersection of New Street A and Evans Lane with materials able to withstand the impact of the adjacent DASH Bus Depot. The final design should be load rated and to the satisfaction of the Director of T&ES. (T&ES)
54. Street trees in proximity to bus stop approaches or directly adjacent to travel lanes shall be planted and maintained pursuant to the Landscape Guidelines:
- a. Located to avoid conflict with vehicles, specifically:
 - i. Trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop.
 - ii. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses. (P&Z)(T&ES)
55. Bus shelters shall conform to the existing City standard of the Brasco International Trident model and/or an approved equal. If an approved equal is to be specified, the minimum specifications are: the shelter must be rectangular, glass panels shall have frames, a lean bar shall be placed within the inside of the shelter and away from the glass to prevent breakage, fiberglass roofing, the roof must slope towards the rear of the shelter and solar power. Any approved equal shall be approved by the Director of Transportation and Environmental Services. (T&ES)

C. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS:

- 56. The sewer connection fee must be paid prior to release of the site plan. (T&ES) *
- 57. If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer. Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release. (T&ES) *

UTILITIES:

- 58. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
- 59. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
- 60. No transformer and switch gears shall be located in the public right of way. (T&ES)
- 61. All bracing, temporary forms and structures shall be removed prior to backfill and compaction around the foundations and utilities. Upon removing temporary construction measures, backfill material that will be located beneath any pavement sections shall be compacted to no less than 95% compaction based on Unified (ASTM D 2488) soil classification and the Atterberg tests (liquid and plastic limits) shall be conducted. Independent geotechnical engineer shall perform and verify these tests, and provide results within ten (10) calendar days after completion to the City. If the soil compaction and/or temporary bracing is not found to be within the requirements, the Owner shall be in compliance prior final acceptance. (T&ES)
- 62. Prior to and after construction, the Owner shall use closed circuit television (CCTV) to inspect all storm and sanitary sewer manholes and pipes that are being connected to. Storm lines shall be inspected from the point of connection to the point of outfall / daylighting to a natural channel. Sanitary sewers shall be inspected from the point of connection to a trunk main. Based on the inspection of the post construction, the City may require additional cleaning and/or correction to the systems based on construction activities. All records for CCTV shall be provided within ten (10) calendar days of the inspection to the Owner. (T&ES)

63. Public and/or private utilities that service the building(s) or other improvements, shall not be placed under any BMP structure (rain gardens, tree wells, etc.) with the exception of pervious pavement, and utilities shall have a minimum of ten (10) feet horizontally on each side of the BMP for clearance to the extent feasible. (T&ES)
64. The Final Site Plan shall include the proposed installation of a connected underground conduit grid underneath the sidewalk or final roadway condition in preparation of fiber and cable installation to provide high-speed communication and connectivity (T&ES).
 - a. Building Connection: The Final Site Plan shall include two 4-inch open space risers on each floor of the building connecting to the conduit designated for the Street Connection at a depth of 3 FT, with minimum bend radius of 3 FT where appropriate. A junction box JB-S4, meeting VDOT standards and with a lid labeled “Communications”, shall be installed at every intersection connecting to the conduit designated for the Street Connection.

SOLID WASTE:

65. If the property is a required user, the development must meet all the minimum street standards for the City to provide solid waste collection service. See Alexandria Virginia Code of Ordinances Title 5 Chapter 1 Solid Waste Control. Collection vehicles must be able to pick up solid waste from private streets without backing up. The containers must be stored inside the units or within an enclosure that completely screens them from view. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way for collection. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
66. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptacle usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES) *

67. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per block face dedicated to recycling collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptacle usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES)

D. ENVIRONMENTAL

STORMWATER MANAGEMENT:

68. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. Compliance with the WQVD shall be met for the overall phase through the Water Management Master Plan (WMMP) (DSP2020-0012) (T&ES)
69. This site plan shall be incorporated into the Water Management Master Plan (WMMP) for Phase I of North Potomac Yard (DSP2020-00012). The WMMP must be approved prior to the release of the final site plan. Any changes to applicable components of this plan also require a resubmittal of the WMMP. (T&ES)
70. The minimum phosphorous removal of 1.02 lbs. must be met either on site or through additional BMPs installed offsite in the overall phase as shown on the stormwater master plan. If this plan relies on offsite BMPs installed in other locations in the phase to meet the minimum phosphorous removal, these BMP facilities must be either constructed, or under construction, at the time of final site plan approval and may not be used to meet the minimum phosphorous removal of other site plans. (T&ES)

71. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
72. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
73. 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 removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)
74. Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by *The City of Alexandria As-Built Stormwater Requirements* to the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
75. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
76. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)

77. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES) *
78. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/ or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA, master association, and/ 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) ****
79. If units will be sold as individual units and a homeowner's association (HOA) / master association established the following two conditions shall apply:
 - a. The Applicant shall furnish the Homeowner's Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
 - c. For any nonresidential properties and properties with units not sold individually, 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)

80. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) *****
81. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) *****

WATERSHED, WETLANDS, & RPAs:

82. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. (T&ES)
83. The stormwater collection system is located within the Four Mile Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
84. Provide Environmental Site Assessment Notes that clearly delineate the individual components of the RPA (where applicable) as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND:

85. Indicate whether there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)

86. **Condition Amended by Planning Commission:** If environmental site assessments or investigations discover the presence of contamination on site, the final ~~{site plan/demo plan/grading plan}~~ shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) **(PC)**
87. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted

and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES) (Code)

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

NOISE:

89. The applicant shall conform with the City's noise ordinance and no amplified sound shall be audible at the property line after 11:00 PM. (T&ES)
90. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
91. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)
92. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)

AIR POLLUTION:

93. If a restaurant use is proposed, kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
94. 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)

E. CONSTRUCTION MANAGEMENT

95. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan. (T&ES) *
96. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction 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 an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. 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.
 - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
97. Provide off-street parking for all construction workers without charge to the construction workers. 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 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) *
98. Pedestrian access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
99. Bicycle access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
100. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
101. Transit stops adjacent to the site shall remain open if feasible for the duration of construction in accordance with the North Potomac Yard CDD Conditions. (T&ES)
102. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
103. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
104. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The

Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)

105. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
106. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z) (T&ES)
107. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)
108. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
109. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z) (Code) ***
110. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first-floor elevation. The wall check shall be prepared and sealed by a registered

engineer or surveyor and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

111. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
112. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
113. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES)

F. CONTRIBUTIONS

114. Contribute \$30,000 to the City prior to Final Site Plan release to install a bike share station in North Potomac Yard as part of a coordinated bike share program. Any funding not needed for bike share fabrication and installation may be used for Operations and Maintenance of the bike share program in North Potomac Yard or installation of Bike Share stations in other portions of North Potomac Yard subject to consultation and agreement of property owner. (T&ES)

HOUSING:

115. The applicant shall provide one (1) efficiency and one (1) one-bedroom affordable set-aside rental units, or a mix of units to the satisfaction of the Director of Housing, in Building 15 (DSUP 2020-0014) or Building 19 (DSUP 2020-0017), whichever is constructed first. A maximum of six (6) affordable set-aside rental units will be located in Building 15 and a maximum of eight (8) affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its

first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).

- a. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances and any parking charges) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident 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 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the developer's option when the final lease term concludes, the over-income household may be offered a comparable market rate unit or may be allowed to remain in the same unit, 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 unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.
- c. Households receiving Housing Choice Voucher assistance will not be denied admission based on receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- d. The applicant agrees that residents of set-aside units shall have access to all amenities offered on the entire Development.
- e. The set-aside units shall be of the same size and floor plan and with the same finishes as other similar units in the Development. Concentrations of set-aside units will be avoided.
- f. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility 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.
- g. Residents of the set-aside units may be charged a monthly parking fee of up to \$50.00 (in 2020 dollars) or the standard fee whichever is lower for their

first parking space. Any additional parking spaces will be subject to standard fees.

- h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
- i. The applicant shall list all set-aside units at www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
- j. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- k. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager. (Housing)

PUBLIC ART:

- 116. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
- 117. With the first final site plan submission in Phase 1 of North Potomac Yard, the applicant shall submit a draft of a consolidated and coordinated public art plan outlining locations for public art throughout Phase 1 and conceptually for Phase 2 of North Potomac Yard. The public art plan shall be approved by RPCA prior to the release of the First Final Site Plan in Phase 1.
 - a. All public art locations will be on private property and accessible to the public.
 - b. Public art contributions may either be provided on a building-by-building basis or combined to fund public art at identified locations.
 - c. The public art plan will identify timing for each piece of public art. (RPCA)
- 118. Prior to the release of the Final Site Plan, the applicant shall identify the following, in accordance with the consolidated and coordinated public art plan:

- a. The applicant shall have selected the artist, and medium (if applicable).
The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen.
 - b. The location of the building's proposed public art, either on-site or committed to a location within North Potomac Yard;
 - c. The final amount of the required public art contribution; and
 - d. Timeline for the installation of public art. (RP&CA) (P&Z)
119. Public art shall be installed with the first Certificate of Occupancy permit request for the building site upon which the art is proposed, to the satisfaction of the Directors of P&Z and/or RP&CA. Adjacent buildings are eligible to prepay their public art contributions in order to achieve timely installation of public art. (RP&CA) (P&Z)
120. Public art located on a property shall be the responsibility of the property owner, including all maintenance of the public art in perpetuity. (RP&CA) (P&Z)

G. USES AND SIGNS

RETAIL USES:

121. **Condition Amended by Planning Commission:** Day care centers shall be permitted ~~[with an administrative special use permit]~~ **as a permitted use with administrative approval of a pick-up and drop-off plan** provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
- a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES) **(PC)**
122. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
- a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. The hours of operation for outdoor dining for the restaurant shall be consistent with Section 11-513 of the Zoning Ordinance.

- c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided to prevent the entertainment from disturbing building residents. (Code)(P&Z) (T&ES)
123. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along New Street A and Metro Plaza shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
124. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
125. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
126. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)
127. **Condition Amended by Planning Commission:** The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on the ~~BID-restaurant's~~ website. (T&ES) **(PC)**

SIGNAGE:

*The “Sign” conditions shall be applicable unless a separate coordinated sign plan for North Potomac Yard is reviewed and approved by Planning Commission and City Council. If a separate plan is approved, those conditions shall govern signage**

128. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z.*
 - a. Commercial signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
 - e. Signs shall be designed of high-quality materials and installation of building mounted signage shall not damage the building.
 - f. A sign permit application is required for new or replacement signs and signage shall comply with all applicable codes and ordinances. (P&Z)
129. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. * (T&ES)
130. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)
131. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
132. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign. (P&Z)

H. **ENVIRONMENTAL SUSTAINABILITY MASTER PLAN**

ESMP COMPLIANCE

133. The building shall employ a variety of tools from those listed within the identified toolkit of strategies described in the endorsed ESMP or additional strategies to the satisfaction of the Director of T&ES and P&Z. (P&Z) (T&ES)

CARBON

134. **Condition Amended by Planning Commission:** The applicant shall be responsible for demonstrating how the building demonstrates achieving carbon neutrality by 2030. If carbon neutrality for buildings can't be achieved by 2030, after 2030 the applicant shall pursue methods to offset carbon impact. Methods can include renewable energy credits (RECs), Power Purchase Agreements (PPAs), other industry accepted credits available in 2030, ~~and/or can be incorporated in future buildings,~~ at the applicant's discretion. (P&Z) (T&ES)(**PC**)
135. The building shall use electricity except for limited accessory elements of the building such as food and beverage uses, and emergency generators. For these limited accessory elements, the buildings shall be designed to support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z)(T&ES)
136. Prior to release of the building permit, the applicant shall conduct a zero-carbon analysis for the building. The zero-carbon analysis will be used as a benchmark for associated revisions to the ESMP toolkit and targets in future phases in order to improve performance towards achieving carbon neutrality by 2030. (P&Z) (T&ES)
137. Rooftops shall be solar ready to be able to handle the equipment after installation. Pull-wire ready conduit shall be provided for a potential future roof PV system. Space shall be provided for solar related electric panel in or near a building electrical closet. (P&Z) (T&ES)

OPEN SPACE

138. The landscape plans for all applications submitted prior to 2024 shall strive to achieve the Landscape Guidelines Native Plant Standards for 2024. (RPCA)
139. Habitat areas shall be included where feasible. Designs shall focus on biodiversity, connectivity, and vertical and horizontal vegetation layering. Plant species with

documented pollinator or avian habitat value shall be included in the planting plans. (P&Z) (RPCA)

140. Site furniture shall be selected for sustainability and durability with a minimum life expectancy of 15 years. (P&Z) (RPCA)
141. A landscape maintenance plan shall be developed for the site as set forth in the landscape guidelines. (P&Z) (RPCA)
142. Prior to the first Certificate of Occupancy, develop an educational component, such as a sign, to identify key sustainable features of the building and/or site about the environmentally sustainable practices being implemented. Signage can be placed indoors or outdoors. (P&Z) (RPCA)

IMPLEMENTATION & REPORTING

143. Prior to the release of the Final Site Plan, the applicant shall provide a draft ESMP scorecard for the building. The ESMP Scorecard shall outline all the tools and strategies employed in the building design.
 - a. Prior to issuance of the building permit, an updated ESMP scorecard shall be submitted reflecting the final design of each building/site in furtherance of Appendix A of the ESMP.
 - b. The Final ESMP scorecard shall be provided within 12 months of certificate of occupancy.
 - c. Within 12 months of certificate of occupancy, update Appendix A of the ESMP and include in each building plan set, the “list of strategies to make the buildings more efficient” and ensure all categories are definitive for the building. No options should be pending or for further study. (P&Z) (T&ES)
144. Provide the BID with the Energy Star Portfolio Manager or comparable report tracking the energy and water consumption, greenhouse gas emissions, and waste management for the building to monitor sustainability performance as outlined in the endorsed ESMP. Annually, for the first 5-years after certificate of occupancy, the applicant shall update the ESMP scorecard accordingly. (P&Z) (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

- R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) ****
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) ****
- F - 1. Per CDD Conditions, it is expected that this building shall participate in the future formation of a BID or similar coordinated management entity for North Potomac Yard. Per CDD Condition 102, Prior to the release of the first Certificate of Occupancy in Phase 1, the final BID Governance Structure shall be docketed for hearing or have received approval from City Council. Public Institutions within the proposed BID Boundaries will participate as feasible.

Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area

per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.

- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C -1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Transportation and Environmental Services (T&ES)

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall

show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The

acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)

- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)
- F - 10. 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 - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main

crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- F - 12. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. 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 - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as “Information Only.” (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
 - a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- 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 stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 5 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 - 6 (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 - 7 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 - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available online at: www.alexandriava.gov/solidwaste or by contacting the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found at: www.alexandriava.gov/solidwaste or by calling the Solid Waste Division at 703.746.4410 or by e-mailing CommercialRecycling@alexandriava.gov. (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*

- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
 - d. Monday Through Friday from 9 AM To 6 PM and
 - e. Saturdays from 10 AM To 4 PM
 - f. No pile driving is permitted on Sundays and holidays.
Section 11-5-109 restricts work in the right of way for excavation to the following:
 - g. Monday through Saturday 7 AM to 5 pm
 - h. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *
- C - 28 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General

Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

AlexRenew Comments

- R - 1. Applicant to include the following notes on the DSUP plans and the plans issued for construction:
- a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
 - b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3381 x2020.

Fire Department

- F - 1. All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service.
- R - 1. In the event an existing building will be razed, the Alexandria Fire Department would like the opportunity to explore utilizing the structure before demolition for training exercises. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Police Department

Parking Garage Recommendations

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. Only tenants with proper electronic access cards should be able to enter the stairwells from the underground parking garage. This makes the stairwells safer for residents.
- R - 3. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.

Miscellaneous

- R - 4. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

- R - 5. It is recommended that all the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 6. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Asterisks denote the following:

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

NORTH POTOMAC YARD BUILDING 19 CONDITIONS DSUP #2020-00017

1. Final Site Plan shall be in substantial conformance with the preliminary plan dated August 7, 2020, and as amended on August 21, 2020, and comply with the following conditions of approval. (P&Z)

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 60 months after initial approval (plus any extensions per the July 7, 2020 City Council Docket Item 15.a. due to the COVID-19 emergency) and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 30 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements prior to the Final Site Plan submission. The plat(s) shall be submitted, including all frontages inclusive of the roadway. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) *
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) **
5. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells. (P&Z)(T&ES)
6. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.

- b. Determine if existing lighting meets minimum standards that are LED and minimum of 3000k within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens.
- d. All proposed light fixtures in the City right of way shall be LED and provide a color temperature of 3000k, consistent with the technological requirements per the CDD, and shall be installed and maintained by the applicant and subject to a maintenance agreement with the City of Alexandria.
- e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- n. The lighting for the underground/structured parking garage shall be an average of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
- o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES) (Police)(BAR)(Code)
7. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
8. Provide a georeferenced CAD file in AutoCAD2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project, including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI) *

BUILDING

9. The building design, including the appearance, color and quality of materials, fine detailing, three-dimensional expression, building projections, step-backs and massing shall be consistent with the elevations in the Verification of Completeness Submission dated August 7, 2020 and as revised August 21, 2020, as further revised in the elevations presented to PYDAC on September 9, 2020, and the following conditions. If there is a discrepancy between the two sets, the renderings as seen and recommended by PYDAC shall guide. (P&Z)
10. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Windows shall correctly reflect the architectural style, building type and material that is referenced by the building design.
 - b. The window depths and setbacks shown on the final site plan shall be consistent with those depicted on the renderings shown to PYDAC on September 9, 2020, to the satisfaction of the Director of Planning & Zoning.
 - c. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.

- e. The underside of all balconies shall be finished and present a visually cohesive appearance.
 - f. Revise the ground-level floor plan and elevations as shown in Attachment 13 to include an enlarged secondary lobby on Potomac Avenue. The final design shall be to the satisfaction of the Director of Planning & Zoning. (P&Z)
11. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at ¼"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
12. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated Guidelines for Preparations of Mock-Up Panels Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. ***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel requires a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (Code)
13. Prior to the release of the final site plan, depict anticipated outdoor dining areas on the plan set. Outdoor dining areas shall provide a minimum five-foot pedestrian pathway between required ABC fencing and all permanent streetscape features (such as seating or bollards.) Outdoor dining areas shall be excluded from open space calculations. (P&Z)

14. Prior to the release of the final site plan, enlarge the public access easements to include all areas between the building and the curb. If necessary, provide public access easements for areas between sidewalks and bus shelters. (P&Z)
15. Prior to the release of the Final Site Plan, the applicant team shall host an additional meeting with the Potomac Yard Design Advisory Committee (PYDAC) to seek additional input on the design of the final street scape elements, the interim design of Metro Plaza and the final designs of Market Lawn and Metro Plaza. (P&Z)
16. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuance and achievement of this certification shall be monitored through the following:
 - a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy.
 - b. The project shall meet the Energy Use Reduction requirements including Optimize Energy Performance, Renewable Energy Production, Advanced Energy Metering and Enhanced Commissioning (or equivalents) defined by the City of Alexandria Green Building Policy.
 - c. The project shall comply the Water Efficiency requirements including Indoor Water Use Reduction and Outdoor Water Use Reduction (or equivalents) defined by the City of Alexandria Green Building Policy.
 - d. The project shall comply the Indoor Environmental Quality requirements including Low Emitting Materials, Construction Indoor Air Quality Management Plan, Thermal Comfort, Daylight and Indoor Air Quality Assessment (or equivalents) defined by the City of Alexandria Green Building Policy.
 - e. The application shall provide a draft scorecard identifying the project's path to LEED, Green Globes or Earthcraft Certification (or equivalent) with the submission of the Preliminary Review documents.
 - f. Provide evidence of the project's registration with LEED, Green Globes or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification and clearly indicate that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. *
 - g. Provide an updated copy of the certification scorecard prior to the release of building permits for above-grade construction. **
 - h. Provide updated energy reports prior to the release of building permits for above-grade construction. **
 - i. Provide a draft commissioning plan that includes items "i" through "v" below, prior to the release of building permits for above-grade construction. **

- i. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
 - iii. Functions to be tested including, but not limited to, calibrations and economizer controls.
 - iv. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
 - v. Measurable criteria for performance.
 - j. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
 - k. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
 - l. Provide evidence that design phase credits have been submitted by the first certificate of occupancy. ***
 - m. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy. ***
 - n. Provide evidence of submission of materials clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy.***
 - o. Provide documentation certification at the release of the maintenance bond clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality have been achieved as defined by the City of Alexandria Green Building Policy. ****
 - p. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
17. The applicant shall follow the City's Green Building Policy for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)
18. Install Energy Star labeled appliances in all multi-family residential units. (T&ES)

19. Provide level 2 electric vehicle charger installations for a total of 64 spaces within the garages serving blocks 10, 14, 15, 18, 19 and 20. The underground garage shall be space planned to enable the future installation of electric panels and conduit for future electric vehicle chargers for up to 15% of the provided spaces. The 64 installed chargers may count towards the 15%.
 - a. With the first final site plan submission, update the plan set to show 4, level 2 chargers within the garage or demonstrate a combined total of 64 spaces across Phase 1. (P&Z) (T&ES)
20. 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 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: www.epa.gov/WaterSense. (T&ES)
21. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

OPEN SPACE/LANDSCAPING

22. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, available online at: www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf
23. **Condition Amended by Planning Commission:** Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RPCA:
 - a. Through the Final Site Plan process the applicant must meet the biodiversity requirements of the City's Landscape Guidelines on a districtwide basis by coordinating the landscape plans of **Potomac Yard Park**, DSUP #2020-0012, DSUP #2020-0013, DSUP #2020-00014, DSUP #2020-0016, DSUP #2020-00015, DSUP #2020-0017, and DSUP#2020-00018. The planting design for street trees shall be modified to increase diversity on New Street A. (P&Z)
 - b. Provide a diagram in the Final Site Plan that clearly delineates street trees on public property/ROW and street trees on private property.

- c. All street trees on private property shall be the sole responsibility of the applicant in perpetuity. Maintenance shall meet the requirements of the Landscape Guidelines, Chapter 5. (P&Z)(RPCA)(**PC**)
24. Develop a palette of site furnishings in consultation with staff:
- a. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features.
 - b. Prior to the release of the first final site plan for Phase 1 Redevelopment in North Potomac Yard, update the common elements guide to ensure that all site furnishings to be installed in the public rights-of-way comply with City standards. If non-city standard materials are selected and installed in the public rights-of-way, develop and execute a Memorandum of Understanding with T&ES to establish responsibility for installation and maintenance of site furnishings in the public rights-of-way.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features.
 - d. Continue to refine the Common Elements Guide and demonstrate site furnishings provide a sustainable or technologically forward design. (P&Z) (T&ES)
25. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES) (Code) *

ARCHEOLOGY

26. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
27. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

PEDESTRIAN/STREETSCAPE

28. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
- a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. All concrete sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development,.
 - i. Except as otherwise shown on the preliminary site plan, all crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan.
 - j. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards at the schedule agreed upon in the North Potomac Yard CDD Conditions and per the transportation study findings. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
 - k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts. ***
 - l. Provide detectable warning surfaces at all flush transitions between pedestrian and vehicular areas, to the satisfaction of the Director of T&ES.
 - m. Each building shall construct the final sidewalk and roadway conditions to the opposite curb. (P&Z) (T&ES)

29. Prior to the release of the final site plan, develop and execute an agreement with the City of Alexandria for:
 - a. The installation and maintenance of non-standard streetlights on all public and private roads in North Potomac Yard.
 - b. The installation and maintenance of all non-standard pavers and other materials for all public and private sidewalks in North Potomac Yard.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features. (P&Z)(T&ES)

PARKING

30. Parking shall be consistent with the requirements of the North Potomac Yard CDD Plan in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)
31. All residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to purchase or lease the residential unit). (T&ES)
32. Provide wheel stops for all 90-degree and angled vehicle parking spaces adjacent to a sidewalk if the back of the sidewalk is less than seven (7) feet from the curb. (T&ES).
33. Provide a Parking Management Plan with the Final Site Plan submission consistent with the requirements of the North Potomac Yard CDD conditions. (P&Z)(T&ES)
34. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking (separate from daily residential visitor parking) provided excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (T&ES)(P&Z)
35. 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)
36. Provide \$23,400 (\$7,800 per multi-space meter) for purchase and installation of three parking meters prior to release of the final site plan. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z) (T&ES)

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

B. TRANSPORTATION

STREETS/TRAFFIC

38. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
39. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
40. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
41. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
42. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 12 percent and greater, 10 feet transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)
43. If applicable, parking access control equipment that of which includes a gate for controlled access such as, but not limited to, ticket dispenser, card reader or cashier booth shall be located a minimum of 20 FT from the crossing sidewalk and shall

not be placed on a slope exceeding 6 percent or to the satisfaction of the Director of T&ES. (T&ES)

44. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
45. As required per the CDD Conditions, the Final Site Plan shall include street light specifications of which includes capability to act as a host for sensors, cameras, and/or 5 G infrastructure, as well as capable of dynamic LED dimming. In addition, plans shall include two 3-inch schedule 80 PVC or HPDE conduit at a depth of 3 FT connection and proposed junction box (JB-S3) meeting VDOT standards and with a lid labeled “Street Lights Comm” connecting each street light fronting the site to each other and a connection to the conduits designated for Street Connection (T&ES)
46. The property owner shall develop an agreement that allows the City to access utilization of traffic data. (T&ES)
47. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
48. The Final Site Plan shall include a signal layout, consistent with the detailed signal plan sheet, for the Silver Meteor Avenue and Potomac Avenue intersection, as well as the Evans Lane and Potomac Avenue intersection. The signal layout should include, but not limited to, an approximate location of traffic signal equipment and pavement markings associated with the intersection operation. (T&ES)
49. Provide bicycle facilities on the site frontage and through the site per the City’s Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines. This includes bike lanes on Silver Meteor Avenue as shown on the preliminary plan.
 - a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City’s Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines. (T&ES)
50. **Condition Amended by Planning Commission:** Where applicable, for streets to be maintained by the City, as shown in Attachment 1 of the staff report, pavement materials shall be constructed to the City of Alexandria’s standards and specifications. Standard pavement materials are defined ~~as~~ as VDOT A-3 concrete

(curb and gutter, and sidewalk), VDOT A-4 concrete (bus pads, dumpster pads) and asphalt pavement section made up of SM-9.5A (surface), BM-25.0A (base) and 21B (subbase). Alternative materials, such as pavers, bricks, or any other material will not be maintained by the City. Material thickness shall be in accordance with the pavement standard as defined in note C-17 of this document, VDOT Standards and Specifications and the City of Alexandria Standards and Specifications. Concrete and asphalt materials that are used within the public right-of-way shall have no artificial and/or manipulated color other than their natural occurring color (grey/white and black), and only excludes striping and other pre-approved areas by the Director of Transportation of Environmental Services. The final design and materials installed in the public rights-of-way shall be to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)(**PC**)

51. Prior to the release of the final site plan, develop and execute a Memorandum of Understanding with the City of Alexandria for the installation and maintenance of non-standard materials in the public roads in North Potomac Yard.
 - a. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features
 - b. Through the Final Site Plan process, refine the final design of New Street B to utilize City standard materials. (P&Z)(T&ES)
52. Unless otherwise constructed with another building, prior to obtaining a Certificate of Occupancy, the building shall construct the final streetscape on all frontages of the building, extending across the cartway and to the opposite curb, to include adjacent intersections, to the satisfaction of the Director of T&ES. All curb and gutter and ramps must be concrete and curb ramps shall meet City and ADA standards. In the event the construction of the street and/ or intersection changes the approved site plan, a resubmission of the site plan is required. (T&ES)

BUS STOPS/BUS SHELTERS

53. Show all existing and proposed bus amenities in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant; all bus shelters shall include a bench, illumination and the ability to accommodate future real time, solar powered bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards and the approval of the Director of T&ES. Design and specifications for the City standard bus shelter can be found at: www.alexandriava.gov/6548. (T&ES) (Code)
54. Install an unobstructed 35-foot wide, parallel to the roadway, by 8-foot-wide, perpendicular to the curb bus stop passenger loading pad that is illuminated on

Potomac Avenue just north of Evans Lane. The bus stop shall be a minimum of 40 north of the crosswalk to ensure that adequate space is provided for the bus to clear the intersection.

- a. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The loading pad's cross slope shall be less than 2 percent. The exiting width of the sidewalk may be counted towards the 8-foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
 - b. Create a 90-foot "No Parking, Bus Stop Zone" since the bus stop is located along the curb on the far side of an intersection. (T&ES)
55. Street trees in proximity to bus stop approaches or directly adjacent to travel lanes shall be planted and maintained pursuant to the Landscape Guidelines and located to avoid conflict with vehicles, specifically:
- a. Trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop.
 - b. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.(P&Z)(T&ES)
56. Bus shelters shall conform to the existing City standard of the Brasco International Trident model and/or an approved equal. If an approved equal is to be specified, the minimum specifications are: the shelter must be rectangular, glass panels shall have frames, a lean bar shall be placed within the inside of the shelter and away from the glass to prevent breakage, fiberglass roofing, the roof must slope towards the rear of the shelter and solar power. Any approved equal shall be approved by the Director of Transportation and Environmental Services. (T&ES)

C. PUBLIC WORKS

WASTEWATER/SANITARY SEWERS

57. Discharge from pool(s) shall be connected to the sanitary sewer. (T&ES)
58. The sewer connection fee must be paid prior to release of the Final site plan. (T&ES) *
59. If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer Submit two originals of the Oil and Grease separator

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

UTILITIES

60. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
61. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
62. No transformer and switch gears shall be located in the public right of way. (T&ES)
63. All bracing, temporary forms and structures shall be removed prior to backfill and compaction around the foundations and utilities. Upon removing temporary construction measures, backfill material that will be located beneath any pavement sections shall be compacted to no less than 95% compaction based of soils based on Unified (ASTM D 2488) soil classification and the Atterberg tests (liquid and plastic limits) shall be conducted. Independent geotechnical engineer shall perform and verify these tests, and provide results within ten (10) calendar days after completion to the City. If the soil compaction and/or temporary bracing is not found to be within the requirements, the Owner shall be in compliance prior final acceptance. (T&ES)
64. Prior to and after construction, the Owner shall use closed circuit television (CCTV) to inspect all storm and sanitary sewer manholes and pipes that are being connected to. Storm lines shall be inspected from the point of connection to the point of outfall / daylighting to a natural channel. Sanitary sewers shall be inspected from the point of connection to a trunk main. Based on the inspection of the post construction, the City may require additional cleaning and/or correction to the systems based on construction activities. All records for CCTV shall be provided within ten (10) calendar days of the inspection to the Owner. (T&ES)
65. Public and/or private utilities that service the building(s) or other improvements, shall not be placed under any BMP structure (rain gardens, tree wells, etc.) with the exception of pervious pavement, and utilities shall have a minimum of ten (10) feet horizontally on each side of the BMP for clearance to the extent feasible. (T&ES)
66. The Final Site Plan shall include the proposed installation of a connected underground conduit grid underneath the sidewalk or final roadway condition in

preparation of fiber and cable installation to provide high-speed communication and connectivity.

- a. Building Connection: The Final Site Plan shall include two 4-inch open space risers on each floor of the building connecting to the conduit designated for the Street Connection at a depth of 3 FT, with minimum bend radius of 3 FT where appropriate. A junction box JB-S4, meeting VDOT standards and with a lid labeled “Communications”, shall be installed at every intersection connecting to the conduit designated for the Street Connection. (T&ES)

SOLID WASTE

67. If the property is a required user, the development must meet all the minimum street standards for the City to provide solid waste collection service. See Alexandria Virginia Code of Ordinances Title 5 Chapter 1 Solid Waste Control. Collection vehicles must be able to pick up solid waste from private streets without backing up. The containers must be stored inside the units or within an enclosure that completely screens them from view. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way for collection. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
68. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES) *
69. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per block face dedicated to recycling collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the

design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES)

D. ENVIRONMENTAL

STORMWATER MANAGEMENT

70. The City of Alexandria's stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area shall be treated in a Best Management Practice (BMP) facility. Compliance with the WQVD shall be met for the overall phase through the Water Management Master Plan (WMMP) (DSP2020-0012) (T&ES)
71. This site plan shall be incorporated into the Water Management Master Plan (WMMP) for Phase I of North Potomac Yard (DSP2020-00012). The WMMP must be approved prior to the release of the final site plan. Any changes to applicable components of this plan also require a resubmittal of the WMMP. (T&ES)
72. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
73. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)
74. 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 removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES)

75. Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by The City of Alexandria As-Built Stormwater Requirements to the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
76. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
77. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
78. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES) *
79. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/ or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA, master association, and/ 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) ****

80. If units will be sold as individual units and a homeowner's association (HOA) / master association established the following two conditions shall apply:
- a. The Applicant shall furnish the Homeowner's/ Master Association with an Owner's Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.
 - b. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.
 - c. For any nonresidential properties and properties with units not sold individually, 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)
81. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division on digital media prior to release of the performance bond. (T&ES) ****
82. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. (T&ES) ****

WATERSHED, WETLANDS, & RPAs

83. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff shall be contained within the existing outfall pipe for the 10-year storm event and the 100-year post development peak runoff shall not exceed the pre-development levels. A detention waiver may be requested for runoff exceeding the predevelopment levels for the 2-year and 10-year storm events provided the existing outfall pipe is found to be adequate due to the location of the development in the watershed. (T&ES)
84. The stormwater collection system is located within the Four Mile Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
85. Provide Environmental Site Assessment Notes that clearly delineate, map, describe and/or explain the following environmental features if located on site: the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND

86. Indicate whether there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)
87. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of

- environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
- d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) *
88. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES) (Code)
89. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

NOISE

90. 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). In addition, include analysis of the levels of noise residents of the project will be exposed to due to loading and unloading activities, idling and traffic. Once the final building design has been established, conduct a building shell analysis if needed, identifying specific options to minimize noise and vibration exposure to future residents at the site, particularly in those units closest to the commercial activities at this building including but not limited to HVAC, compressors, fans and other anticipated noise- and vibration- generating activities such as amplified music or weight lifting, etc., as well as loading areas, garage entrances, interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall / roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

91. The noise study and noise commitment letter shall be submitted and approved prior to Final Site Plan release. (T&ES) *
92. The applicant shall conform with the City's noise ordinance and no amplified sound shall be audible at the property line after 11:00 PM. (T&ES)
93. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
94. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)
95. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)

AIR POLLUTION

96. 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)

97. If a restaurant use is proposed, kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
98. 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)

CONSTRUCTION MANAGEMENT

99. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction 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 an overall proposed schedule for construction;
 - f. Include a plan for temporary pedestrian circulation;
 - g. Include the location and size of proposed construction trailers, if any;
 - h. 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.
 - i. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
100. Provide off-street parking for all construction workers without charge to the construction workers. 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 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) *
101. Pedestrian access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
102. Bicycle access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
103. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
104. Transit stops adjacent to the site shall remain open if feasible for the duration of construction in accordance with the North Potomac Yard CDD Conditions. (T&ES)
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 a part of the Sheeting and Shoring Permit. (T&ES)
106. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
107. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The

Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)

108. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
109. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z) (T&ES)
110. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)
111. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
112. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z) (Code) ***
113. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and

the first-floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

114. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
115. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
116. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES)

E. CONTRIBUTIONS

117. Contribute \$30,000 to the City prior to Final Site Plan release to install a bike share station in North Potomac Yard as part of a coordinated bike share program. Any funding not needed for bike share fabrication and installation may be used for Operations and Maintenance of the bike share program in North Potomac Yard or installation of Bike Share stations in other portions of North Potomac Yard subject to consultation and agreement of property owner. (T&ES)

HOUSING

118. The applicant shall provide two (2) one-bedroom and one (1) two-bedroom affordable set-aside rental units, or a mix of units to the satisfaction of the Director of Housing at the time of Certificate of Occupancy. (Housing)
 - a. The applicant shall also provide the affordable set-aside rental units consistent with DSUP 2020-00013 Condition 113, DSUP 2020-00014 Condition 112, DSUP 2020-00016 Condition 124, and DSUP 2020-00018 Condition 119 at the time each project seeks Certificate of Occupancy

unless the conditions have been met in Block 19. A maximum of six (6) affordable set-aside rental units will be located in Building 15 and a maximum of eight (8) affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11). (Housing)

- b. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances and any parking charges) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident households annually. (Housing)
- c. 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 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the applicant option when the final lease term concludes, the over-income household may be offered a comparable market rate unit or may be allowed to remain in the same unit, 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 unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household. (Housing)
- d. Households receiving Housing Choice Voucher assistance will not be denied admission based on receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent. (Housing)
- e. The applicant agrees that residents of set-aside units shall have access to all amenities offered on the entire development. (Housing)
- f. The set-aside units shall be comparable size and floor plan and with the same finishes as other similar units in the development. Concentrations of set-aside units will be avoided. (Housing)

- g. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility 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. (Housing)
- h. Residents of the set-aside units may be charged a monthly parking fee of up to \$50.00 (in 2020 dollars) or the standard fee whichever is lower for their first parking space. Any additional parking spaces will be subject to standard fees. (Housing)
- i. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing. (Housing)
- j. The applicant shall list all set-aside units at www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA. (Housing)
- k. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period. (Housing)
- l. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent. (Housing)
- m. If the project involves the use of federal funds, the applicant shall comply with all federal related statutes, laws and authorities associated with the funding. (Housing)
- n. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager. (Housing)

PUBLIC ART

- 119. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
- 120. With the first final site plan submission in Phase 1 of North Potomac Yard, the applicant shall submit a draft of a consolidated and coordinated public art plan

outlining locations for public art throughout Phase 1 and conceptually for Phase 2 of North Potomac Yard. The public art plan shall be approved by RPCA prior to the release of the First Final Site Plan in Phase.

- a. All public art locations will be on private property and accessible to the public.
 - b. Public art contributions may either be provided on a building-by-building basis or combined to fund public art at identified locations.
 - c. The public art plan will identify timing for each piece of public art. (RPCA)
121. Prior to the release of the Final Site Plan, the applicant shall identify the following, in accordance with the consolidated and coordinated public art plan:
- a. The applicant shall have selected the artist, and medium (if applicable). The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen.
 - b. The location of the building's proposed public art, either on-site or committed to a location within North Potomac Yard;
 - c. The final amount of the required public art contribution;
 - d. Timeline for the installation of public art. (RP&CA) (P&Z)
122. Public art shall be installed with the first Certificate of Occupancy permit request for the building site upon which the art is proposed, to the satisfaction of the Directors of P&Z and/or RP&CA. Adjacent buildings are eligible to prepay their public art contributions in order to achieve timely installation of public art. (RP&CA) (P&Z)
123. Public art located on a property shall be the responsibility of the property owner, including all maintenance of the public art in perpetuity. (RP&CA) (P&Z)

F. USES AND SIGNS

RETAIL USES

124. Day care centers shall be permitted as a permitted use with administrative approval of a pick-up and drop-off plan provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
- a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)

125. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
 - a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. The hours of operation for outdoor dining for the restaurant shall be consistent with Section 11-513 of the Zoning Ordinance.
 - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided to prevent the entertainment from disturbing building residents. (Code)(P&Z) (T&ES)
126. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
 - a. Provide a minimum 15 feet floor to floor height with the exception of the area below the pool which shall be a minimum of 14 feet from floor to below the pool slab.
 - b. All retail entrances along Evans Lane and New Street A shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
127. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
128. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
129. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)

130. The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on any future BID website. (T&ES)

SIGNAGE

*The following sign conditions shall be applicable unless a separate coordinated sign plan for North Potomac Yard is reviewed and approved by Planning Commission and City Council. If a separate plan is approved, those conditions shall govern signage**

131. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z
- a. Commercial signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
 - e. Signs shall be designed of high-quality materials and installation of building mounted signage shall not damage the building.
 - f. A sign permit application is required for new or replacement signs and signage shall comply with all applicable codes and ordinances. (P&Z)
132. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances * (T&ES)
133. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)

134. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
135. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign. (P&Z)

G. ENVIRONMENTAL SUSTAINABILITY MASTER PLAN

ESMP COMPLIANCE

136. The building shall employ a variety of tools from those listed within the identified toolkit of strategies described in the endorsed ESMP or additional strategies to the satisfaction of the Director of T&ES and P&Z. (P&Z) (T&ES)

CARBON

137. **Condition Amended by Planning Commission:** The applicant shall be responsible for demonstrating how the building demonstrates achieving carbon neutrality by 2030. If carbon neutrality for buildings can't be achieved by 2030, after 2030 the applicant shall pursue methods to offset carbon impact. Methods can include renewable energy credits (RECs), Power Purchase Agreements (PPAs), other industry accepted credits available in 2030, ~~and/or can be incorporated in future buildings,~~ at the applicant's discretion. (P&Z) (T&ES)(**PC**)
138. The building shall use electricity except for limited accessory elements of the building such as food and beverage uses, emergency generators, and common areas systems. For these limited accessory elements, the buildings shall be designed to support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z)(T&ES)
139. Prior to release of the building permit, the applicant shall conduct a zero-carbon analysis for the building. The zero-carbon analysis will be used as a benchmark for associated revisions to the ESMP toolkit and targets in future phases in order to improve performance towards achieving carbon neutrality by 2030. (P&Z) (T&ES)

OPEN SPACE

140. Rooftops shall be solar ready to be able to handle the equipment after installation. Pull-wire ready conduit shall be provided for a potential future roof PV system. Space shall be provided for solar related electric panel in or near a building electrical closet. (P&Z) (T&ES)

141. The landscape plans for all applications submitted prior to 2024 shall strive to achieve the Landscape Guidelines Native Plant Standards for 2024. (RPCA)
142. Habitat areas shall be included where feasible. Designs shall focus on biodiversity, connectivity, and vertical and horizontal vegetation layering. Plant species with documented pollinator or avian habitat value shall be included in the planting plans. (P&Z) (RPCA)
143. Site furniture shall be selected for sustainability and durability with a minimum life expectancy of 15 years. (P&Z) (RPCA)
144. A landscape maintenance plan shall be developed for the site as set forth in the landscape guidelines. (P&Z) (RPCA)
145. Prior to the first Certificate of Occupancy, develop an educational component, such as a sign, to identify key sustainable features of the building and/or site about the environmentally sustainable practices being implemented. Signage can be placed indoors or outdoors. (P&Z) (RPCA)

IMPLEMENTATION & REPORTING

146. Prior to the release of the Final Site Plan, the applicant shall provide a draft ESMP scorecard for the building. The ESMP Scorecard shall outline all the tools and strategies employed in the building design. (P&Z) (T&ES)
 - a. Prior to issuance of the building permit, an updated ESMP scorecard shall be submitted reflecting the final design of each building/site in furtherance of Appendix A of the ESMP. (P&Z) (T&ES)
 - b. The Final ESMP scorecard shall be provided within 12 months of certificate of occupancy. (P&Z) (T&ES)
 - c. Within 12 months of certificate of occupancy, update Appendix A of the ESMP and include in each building plan set, the “list of strategies to make the buildings more efficient” and ensure all categories are definitive for the building. No options should be pending or for further study. (P&Z) (T&ES)
 - d. Provide the BID with the Energy Star Portfolio Manager or comparable report tracking the energy and water consumption, greenhouse gas emissions, and waste management for the building to monitor sustainability performance as outlined in the endorsed ESMP. Annually, for the first 5-years after certificate of occupancy, the applicant shall update the ESMP scorecard accordingly. (P&Z) (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

- R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) ****
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) ****
- F-2 Per CDD Conditions, it is expected that this building shall participate in the future formation of a BID or similar coordinated management entity for North Potomac Yard. Per CDD Condition 102, Prior to the release of the first Certificate of Occupancy in Phase 1, the final BID Governance Structure shall be docketed for hearing or have received approval from City Council. Public Institutions within the proposed BID Boundaries will participate as feasible.

Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C -1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Transportation and Environmental Services (T&ES)

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)
- F - 2. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's website:
<http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf>
- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)
- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)
- F - 10. 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 - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or

clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- F - 12. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. 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 - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as “Information Only.” (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets:
 - a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. (TES) *
- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- 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 stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 5 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 - 6 (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 - 7 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 - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available on the "Recycling at Work" page of the City website, or by contacting the City's Resource Recovery Division at 703.746.4135, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found on the "Recycling at Work" page of the City website or by calling the Resource

Recovery Division at 703.746.4135 or by emailing
CommercialRecycling@alexandriava.gov (T&ES)

- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
 - d. Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
 - e. Monday Through Friday from 9 AM To 6 PM and
 - f. Saturdays from 10 AM To 4 PM
 - g. No pile driving is permitted on Sundays and holidays.
 - h. Section 11-5-109 restricts work in the right of way for excavation to the following:
 - i. Monday through Saturday 7 AM to 5 pm
 - j. No excavation in the right of way is permitted on Sundays. (T&ES)
- C - 25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *
- C - 28 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General

Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

AlexRenew Comments

4. Applicant to include the following notes on the DSUP plans and the plans issued for construction:
 - a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
 - b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3381 x2020.

Fire Department

- F - 1. All new fire hydrants on private streets within this development shall be the responsibility of the developer, property owner, or their agent to inspect, test, service and maintain. The City shall own and maintain all fire hydrants on public streets.
- R - 1. In the event an existing building will be razed, the Alexandria Fire Department would like the opportunity to explore utilizing the structure before demolition for training exercises. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Police Department

- R - 1. It is recommended that the section of the underground garage dedicated to the residents is gated off from the retail section and is controlled by electronic means. This should help alleviate unwanted persons tampering with resident's vehicles and other crimes.
- R - 2. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 3. Only residents with proper electronic access cards should be able to enter the stairwells from the underground parking garage. This makes the stairwells safer for residents.

- R - 4. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.
- R - 5. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 6. It is recommended that all the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 7. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

Asterisks denote the following:

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

NORTH POTOMAC YARD BUILDING 20 CONDITIONS DSUP #2020-00018

1. Final Site Plan shall be in substantial conformance with the preliminary plan dated August 7, 2020, and as amended on August 21, 2020, and comply with the following conditions of approval. (P&Z)

A. SITE PLAN

2. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 84 months after initial approval (plus any extensions per the July 7, 2020 City Council Docket Item 15.a. due to the COVID-19 emergency) and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 42 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. The period of validity may be extended upon petition by the applicant and after adequate notice and public hearing. (P&Z)
3. Submit the plat and all applicable easements prior to the Final Site Plan submission. The plat(s) shall be submitted, including all frontages inclusive of the roadway. The plat(s) shall be approved prior to or concurrently with the release of the Final Site Plan. (P&Z) (T&ES) *
4. The plat shall be recorded, and a copy of the recorded plat, dedications and deeds shall be submitted with the first request for a building permit. (P&Z) (T&ES) **
5. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and T&ES. These items include:
 - a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
 - b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
 - c. Do not locate above grade utilities in dedicated open space areas and tree wells. (P&Z)(T&ES)
6. Provide a lighting plan with the Final Site Plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES and/or P&Z in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.

- b. Determine if existing lighting meets minimum standards that are LED and minimum of 3000k within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
- c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens.
- d. All proposed light fixtures in the City right of way shall be LED and provide a color temperature of 3000k, consistent with the technological requirements per the CDD, and shall be installed and maintained by the applicant and subject to a maintenance agreement with the City of Alexandria.
- e. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
- f. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
- g. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas.
- h. If site lights are included in the photometric plan to comply with City's lighting standards, then these lights shall be put on photovoltaic switches.
- i. Provide location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
- j. Detail information indicating proposed light pole and any footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view or light poles shall be direct bury.
- k. The lighting for the areas not covered by the City of Alexandria's standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
- l. Provide numeric summary for various areas (i.e., roadway, walkway/sidewalk, alley, and parking lot, etc.) in the proposed development.
- m. The walls and ceilings in the garage must be light-colored concrete (painted or dyed) to increase reflectivity and improve lighting levels at night.
- n. The lighting for the underground/structured parking garage shall be an average of 5.0-foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5-foot candles.
- o. Light fixtures for the underground/structured parking garage shall be recessed into the ceiling for any areas that can be seen from the public ROW.

- p. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.
 - q. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - r. Full cut-off lighting shall be used as applicable at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES) (Police)(BAR)(Code)
7. Provide a unit numbering plan for each floor of a multi-unit building with the first Final Site Plan submission. The unit numbers should comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and 300 level numbers for third floor and continue in this scheme for the remaining floors. Indicate unit's use (i.e.: Residential, Retail, Office) if known. (P&Z)
8. The Emergency Vehicle Easement (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
9. Provide a georeferenced CAD file in AutoCAD2018.dwg format, which follows the National CAD Standards, of the dimension plan of this project, including existing conditions, proposed conditions and grading elements. This information will be used to compile a master CAD reference to ensure all proposed features are correctly located and will connect. (P&Z) (DPI) *

BUILDING

10. The building design, including the appearance, color and quality of materials, fine detailing, three-dimensional expression, building projections, step-backs and massing shall be consistent with the elevations in the Verification of Completeness Submission dated August 7, 2020 and as revised August 21, 2020, as further revised in the elevations presented to PYDAC on September 9, 2020, and the following conditions. If there is a discrepancy between the two sets, the renderings as seen and recommended by PYDAC shall guide. (P&Z)
11. Provide the following building refinements to the satisfaction of the Director of P&Z:
- a. Final window design shall be consistent with the rendered images in terms of mullion location and style and depth of window recession to the terra cotta frame.

- b. The window depths and setbacks shown on the final site plan shall be consistent with those depicted on the renderings shown to PYDAC on September 9, 2020, to the satisfaction of the Director of Planning & Zoning.
 - c. Any ventilation for the retail/commercial use shall be integrated with the overall building design, reviewed and approved to the satisfaction of the Director of Planning and Zoning.
 - d. All wall mounted vents shall be flush mounted and architecturally integrated with the building design with regard to both placement and color.
 - e. For the northern building tower, the vertical and horizontal terra cotta profiles shall be 1'-3" deep from the face of the glass.
 - f. The terra cotta profiles of the southern tower shall be 1'-3" deep from the face of the glass for the horizontal sections and 5" deep from the face of the glass for the vertical sections.
 - g. Façade infill in the north wing penthouse level shall be visually compatible with that of the office levels below. With the first Final Site Plan submission, update the plan set to show materials and detailing, which utilizes a compatible glass and mullion system to appear complementary to the office windows below, or other materials to the satisfaction of the Director of Planning and Zoning. (P&Z)
12. Provide detailed drawings (enlarged and coordinated plan-section-elevation studies, typically at 1/4"=1'-0" scale, in color, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections) in color to evaluate the building base, entrance canopy, stoops, window and material details including the final detailing, finish and color of these elements during the Final Site Plan review. Separate design drawings shall be submitted for each building typology or different bay type. (P&Z)
13. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the Preliminary Plan and as set forth in the associated Guidelines for Preparations of Mock-Up Panels Memo to Industry, effective May 16, 2013. The following submissions shall be provided to review the materials, finishes and architectural details, prior to selection of final building materials:
- a. Provide a materials board that includes all proposed materials and finishes at first Final Site Plan. *
 - b. The materials board shall remain with the Department of Planning and Zoning until the final certificate of occupancy, upon which all samples shall be returned to the applicant. ***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first Final Site Plan. *
 - d. Construct an on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building

- materials. The mock-up panel requires a building permit and shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials. **
- e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z) (Code)
14. Prior to the release of the Final Site Plan, update the proposed public access easements to include:
- a. the ground-floor plaza at the southern end of the building.
 - b. All proposed bus shelters and areas between sidewalks and the shelters
 - c. Areas of outdoor dining shall be excluded from any public access easements. (P&Z)
15. Prior to the release of the Final Site Plan, update the plan set to show areas of outdoor dining:
- a. The outdoor dining areas shall provide a minimum five (5) foot pedestrian pathway between the required ABC fencing and all permanent open space features (i.e. seating or bollards) (P&Z)
16. Prior to the release of the Final Site Plan, the applicant team shall host an additional meeting with the Potomac Yard Design Advisory Committee (PYDAC) to seek additional input on the design of the final street scape elements, the interim design of Metro Plaza and the final designs of Market Lawn and Metro Plaza. (P&Z)
17. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. The project shall comply with the requirements defined by the City of Alexandria 2019 Green Building Policy.
 - b. The project shall meet the Energy Use Reduction requirements including Optimize Energy Performance, Renewable Energy Production, Advanced Energy Metering and Enhanced Commissioning (or equivalents) defined by the City of Alexandria Green Building Policy.
 - c. The project shall comply the Water Efficiency requirements including Indoor Water Use Reduction and Outdoor Water Use Reduction (or equivalents) defined by the City of Alexandria Green Building Policy.
 - d. The project shall comply the Indoor Environmental Quality requirements including Low Emitting Materials, Construction Indoor Air Quality Management Plan, Thermal Comfort, Daylight and Indoor Air Quality Assessment (or equivalents) defined by the City of Alexandria Green Building Policy.

- e. The application shall provide a draft scorecard identifying the project's path to LEED, Green Globes or Earthcraft Certification (or equivalent) with the submission of the Preliminary Review documents.
- f. Provide evidence of the project's registration with LEED, Green Globes or Earthcraft (or equivalent) with the submission of the first Final Site Plan and provide a draft checklist showing how the project plans to achieve the certification and clearly indicate that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria 2019 Green Building Policy. *
- g. Provide an updated copy of the certification scorecard prior to the release of building permits for above-grade construction. **
- h. Provide updated energy reports prior to the release of building permits for above-grade construction. **
- i. Provide a draft commissioning plan that includes items "i" through "v" below, prior to the release of building permits for above-grade construction. **
- j. A narrative description of the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
- k. A listing of the specific equipment, appliances or systems to be tested and a description of the tests to be performed.
- l. Functions to be tested including, but not limited to, calibrations and economizer controls.
- m. Conditions under which the test will be performed. Testing shall affirm winter and summer design conditions and full outside air conditions.
- n. Measurable criteria for performance.
- o. Provide updated water efficiency documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
- p. Provide updated daylight analysis documentation reflecting any changes from the Final Site Plan prior to the release of building permits for above-grade construction. **
- q. Provide evidence that design phase credits have been submitted by the first certificate of occupancy. ***
- r. Provide a commission report including issues log, completed pre-function checklists and any completed functional performance tests by the final certificate of occupancy. ***
- s. Provide evidence of submission of materials clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality are being met as defined by the City of Alexandria Green Building Policy for Design Phase credits to the U.S. Green Building Council (USGBC), Green Globes or Earthcraft (or equivalent) prior to issuance of a certificate of occupancy.***

- t. Provide documentation certification at the release of the maintenance bond clearly indicating that requirements for Energy Use Reduction, Water Efficiency and Indoor Environmental Quality have been achieved as defined by the City of Alexandria Green Building Policy. ****
 - u. Failure to achieve the certification level, as required by the City of Alexandria 2019 Green Building Policy, will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve the certification level, then any City-wide Green Building policies existing at the time of staffs' release of Final Site Plan will apply. (P&Z)(T&ES)
18. The applicant shall follow the City's Green Building Policy for recycling and/or reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES) (P&Z)
19. Provide level 2 electric vehicle charger installations for a total of 64 spaces within the garages serving blocks 10, 14, 15, 18, 19 and 20. The underground garage shall be space planned to enable the future installation of electric panels and conduit for future electric vehicle chargers for up to 15% of the provided spaces. The 64 installed chargers may count towards the first 15%.
- a. With the first final site plan submission, update the plan set to show 8, level 2 chargers within the garage or demonstrate a combined total of 64 spaces across Phase 1. (P&Z)(T&ES)
20. 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 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: www.epa.gov/WaterSense. (T&ES)
21. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

OPEN SPACE/LANDSCAPING

22. Develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Director of P&Z. Landscape plans shall be submitted in accordance with the City of Alexandria's Landscape Guidelines, available online at:

www.alexandriava.gov/uploadedFiles/recreation/ParkPlanning/LandscapeGuidelinesFinalv2Final.pdf (P&Z)(RPCA)

23. **Condition Amended by Planning Commission:** Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RPCA:
- a. Through the Final Site Plan process the applicant must meet the biodiversity requirements of the City's Landscape Guidelines on a districtwide basis by coordinating the landscape plans of **Potomac Yard Park**, DSUP#2020-0012, DSUP #2020-0013, DSUP #2020-00014, DSUP #2020-0016, DSUP #2020-00015, DSUP #2020-0017, and DSUP#2020-00018. The planting design for street trees shall be modified to increase diversity on New Street A.
 - b. Remove Sugar Maple from the plant schedule. This tree should no longer be planted in Alexandria. Replacement species should meet the Landscape Guidelines' biodiversity and native plant standards.
 - c. Provide a diagram in the Final Site Plan that clearly delineates street trees on public property/ROW and street trees on private property.
 - d. All street trees on private property shall be the sole responsibility of the applicant in perpetuity. Maintenance shall meet the requirements of the Landscape Guidelines, Chapter 5. (P&Z)(RPCA)(**PC**)
24. Develop a palette of site furnishings in consultation with staff.
- a. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, and other associated features. (P&Z) (T&ES)
 - b. Prior to the release of the first final site plan for Phase 1 Redevelopment in North Potomac Yard, update the common elements guide to ensure that all site furnishings to be installed in the public rights-of-way comply with City standards. If non-city standard materials are selected and installed in the public rights-of-way, develop and execute a Memorandum of Understanding with T&ES to establish responsibility for installation and maintenance of site furnishings in the public rights-of-way.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features.
 - d. Continue to refine the Common Elements Guide and demonstrate site furnishings provide a sustainable or technologically forward design. (P&Z)(T&ES)
25. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails — if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all

walls shall be to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
(Code) *

ARCHAEOLOGY

26. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)
27. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, unless authorized by Alexandria Archaeology. Failure to comply shall result in project delays. The language noted above shall be included on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology)

PEDESTRIAN/STREETSCAPE

28. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6 feet in commercial, mixed-use or other high-density areas and 5 feet in single-family or other lower density areas.
 - d. All concrete sidewalks shall comply with the City's Memos to Industry 05-08 and 01-13.
 - e. Sidewalks shall be flush across all driveway crossings.
 - f. All newly constructed curb ramps in Alexandria shall be concrete with detectable warning and shall conform to current VDOT standards.
 - g. Provide separate curb ramps for each direction of crossing (i.e., two ramps per corner). Curb ramps shall be perpendicular to the street to minimize crossing distances.
 - h. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development.
 - i. Except as otherwise shown on the preliminary site plan, all crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks [white, thermoplastic ladder crosswalks as shown in the Manual

- on Uniform Traffic Control Devices (MUTCD)] may be required as directed by staff at Final Site Plan.
- j. Install pedestrian countdown signals and pedestrian activated push-buttons in accordance with City Standards at the schedule agreed upon in the North Potomac Yard CDD Conditions and per the transportation study findings. All pedestrian-activated push buttons shall be accessible per ADA Accessibility Guidelines (ADAAG).
 - k. All below grade utilities placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials to minimize any potential visible impacts. *** (P&Z) (T&ES)
29. Provide detectable warning surfaces at all flush transitions between pedestrian and vehicular areas, to the satisfaction of the Director of T&ES. (T&ES)
30. Each building shall construct the final sidewalk and roadway conditions to the opposite curb. (T&ES)
31. Prior to the release of the final site plan, develop and execute an agreement with the City of Alexandria for:
- a. The installation and maintenance of non-standard streetlights on all public and private roads in North Potomac Yard;
 - b. The installation and maintenance of all non-standard pavers and other materials for all public and private sidewalks in North Potomac Yard.
 - c. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features. (P&Z)(T&ES)

PARKING

32. Parking shall be consistent with the requirements of the North Potomac Yard CDD Plan in effect at the time of approval by City Council and/or Planning Commission. (P&Z) (T&ES)
33. Provide a Parking Management Plan with the Final Site Plan submission consistent with the requirements of the North Potomac Yard CDD conditions. (P&Z)(T&ES)
34. Parking spaces within the parking garage that are required to comply with zoning requirements may be made available for public/off-site parking (separate from daily residential visitor parking) provided excess parking can be demonstrated to the satisfaction of the Directors of P&Z and T&ES. (T&ES)(P&Z)

35. 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)
36. Provide \$15,600 (\$7,800 per multi-space meter) for purchase and installation of two parking meters prior to the release of the final site plan. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z)(T&ES)
37. Provide bicycle parking per Alexandria's current Bicycle Parking Standards. Bicycle parking standards, acceptable rack types for short- and long-term parking and details for allowable locations are available at: www.alexandriava.gov/bicycleparking. Details on location and type of bicycle parking shall be provided on the Final Site Plan. Bicycle parking must be installed and operational prior to first CO. (T&ES) ***

B. TRANSPORTATION

STREETS/TRAFFIC

38. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES)
39. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction & Inspection staff and Code Administration staff to document existing conditions prior to any land disturbing activities. (T&ES) (Code)
40. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)
41. Show turning movements of standard vehicles in the parking structure and/or parking lots. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
42. The maximum desirable slope on parking ramps to garage entrance/exit shall not exceed 15 percent. For slopes 10 percent and greater, provide trench drains

connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 12 percent and greater, 10 feet transition slopes at the top and bottom of the ramp shall be required, and the transition slope shall be half of the ramp slope percentage. (T&ES)

43. If applicable, parking access control equipment that of which includes a gate for controlled access such as, but not limited to, ticket dispenser, card reader or cashier booth shall be located a minimum of 20 FT from the crossing sidewalk and shall not be placed on a slope exceeding 3 percent or to the satisfaction of the Director of T&ES.(T&ES)
44. Wall mounted obstructions at the wall end of a parking space shall extend no more than 24 inches from the wall and shall be at least 48 inches from the garage floor. Spaces with obstructions that exceed this requirement will not be counted as usable parking spaces. (T&ES)
45. As required per the CDD Conditions, the Final Site Plan shall include street light specifications of which includes capability to act as a host for sensors, cameras, and/or 5 G infrastructure, as well as capable of dynamic LED dimming. In addition, plans shall include two 3-inch schedule 80 PVC or HPDE conduit at a depth of 3 FT connection and proposed junction box (JB-S3) meeting VDOT standards and with a lid labeled “Street Lights Comm” connecting each street light fronting the site to each other and a connection to the conduits designated for Street Connection (T&ES)
 - a. The property owner shall develop an agreement that allows the City to access utilization of traffic data. (T&ES)
46. Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration. (T&ES)
47. The Final Site Plan shall include a signal layout, consistent with the detailed signal plan sheet, for the Evans Lane and Potomac Avenue intersection, as well as the New Street A and Potomac Avenue intersection. The signal layout should include, but not limited to, an approximate location of traffic signal equipment and pavement markings associated with the intersection operation. (T&ES)
48. Provide bicycle facilities on the site frontage and through the site per the City’s Transportation Master Plan, Pedestrian and Bicycle Mobility Plan and applicable Small Area Plans and Design Guidelines.

- a. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO and MUTCD. For shared-use paths, signs should be consistent with the City's Wayfinding Program.
 - b. Install sharrows consistent with AASHTO guidelines. (T&ES)
49. **Condition Amended by Planning Commission:** Where applicable, for streets to be maintained by the City, as shown in Attachment 1 of the staff report, pavement materials shall be constructed to the City of Alexandria's standards and specifications. Standard pavement materials are defined ~~as~~ as ~~ad~~ VDOT A-3 concrete (curb and gutter, and sidewalk), VDOT A-4 concrete (bus pads, dumpster pads) and asphalt pavement section made up of SM-9.5A (surface), BM-25.0A (base) and 21B (subbase). Alternative materials, such as pavers, bricks, or any other material will not be maintained by the City. Material thickness shall be in accordance with the pavement standard as defined in note C-17 of this document, VDOT Standards and Specifications and the City of Alexandria Standards and Specifications. Concrete and asphalt materials that are used within the public right-of-way shall have no artificial and/or manipulated color other than their natural occurring color (grey/white and black), and only excludes striping and other pre-approved areas by the Director of Transportation of Environmental Services. The final design and materials installed in the public rights-of-way shall be to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)(**PC**)
50. Prior to the release of the final site plan, develop and execute a Memorandum of Understanding with the City of Alexandria for the installation and maintenance of non-standard materials in the public roads in North Potomac Yard.
- a. Prior to first submission of the building permit, submit proof of recordation of a Memorandum of Understanding for a maintenance agreement for all non-standard materials and features
 - b. Through the Final Site Plan process, refine the final design of New Street B to utilize City standard materials. (P&Z)(T&ES)
51. Unless otherwise constructed with another building, prior to obtaining a Certificate of Occupancy, the building shall construct the final streetscape on all frontages of the building, extending across the cartway and to the opposite curb, to include adjacent intersections, to the satisfaction of the Director of T&ES. All curb and gutter and ramps must be concrete and curb ramps shall meet City and ADA standards. In the event the construction of the street and/ or intersection changes the approved site plan, a resubmission of the site plan is required. (T&ES)

BUS STOPS AND BUS SHELTERS

52. Show all existing and proposed bus amenities in the vicinity of the site on the Final Site Plan. Any proposed features shall be ADA compliant; all bus shelters shall

include a bench, illumination and the ability to accommodate future real time, solar powered bus information LED screens and electric connections to the satisfaction of the Director of T&ES. The final bus shelter, bus canopy, and bus stop bench design shall meet City standards unless approval of the Director of T&ES is granted for alternate designs. Design and specifications for the City standard bus shelter can be found at: www.alexandriava.gov/6548. (T&ES) (Code)

53. The two bus stops and shelters on the west side of New Street A shall meet ADA requirements and City Standards per the following:
- a. Install an unobstructed 10-foot wide, parallel to the roadway, by 8-foot wide, perpendicular to the curb, illuminated bus stop passenger loading pad. The unobstructed loading area should be at the front of the boarding zone and accessible from a transit shelter and adjacent sidewalk. The loading pad's cross slope shall be less than 2 percent. The exiting width of the sidewalk may be counted towards the 8-foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible. See attached standard details.
 - b. No parking shall be allowed on the block face with the two bus stops.
 - c. Prior to the release of the Final Site Plan, provide proposed construction details for the DASH bus shelters and ensure the final dimensions and designs are consistent with City Standards and to the satisfaction of the Directors of T&ES and DASH.
 - d. Prior to the release of the final site plan, update the intersection of New Street A and Evans Lane with materials able to withstand the impact of the adjacent DASH Bus Depot. The final design should be load rated and to the satisfaction of the Director of T&ES. (T&ES)
54. Street trees in proximity to bus stop approaches or directly adjacent to travel lanes shall be planted and maintained pursuant to the Landscape Guidelines:
- a. Located to avoid conflict with vehicles, specifically:
 - b. Trees shall be excluded from a 40-foot zone which represents the length of the bus as it is serving the stop.
 - c. Trees within both the 10-foot departure zone and the 20-foot approach zone (on either side of the 40-foot zone) shall be selectively located to minimize conflict with vehicles and to allow direct line of sight for approaching buses.(T&ES)
55. Bus shelters shall conform to the existing City standard of the Brasco International Trident model and/or an approved equal. If an approved equal is to be specified, the minimum specifications are: the shelter must be rectangular, glass panels shall have frames, a lean bar shall be placed within the inside of the shelter and away from the glass to prevent breakage, fiberglass roofing, the roof must slope towards

the rear of the shelter and solar power. Any approved equal shall be approved by the Director of Transportation and Environmental Services. (T&ES)

ENCROACHMENT

56. 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. (T&ES)
57. 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)
58. 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)
59. The encroachment ordinance shall be approved prior to the release of the Final Site Plan. *(T&ES) (P&Z)

C. PUBLIC WORKS

WASTEWATER/SANITARY SEWER

60. The sewer connection fee must be paid prior to release of the Final site plan. (T&ES) *
61. If a commercial kitchen is constructed, then the kitchen facility shall be provided with an oil & grease separator and the discharge from the separator shall be connected to a sanitary sewer Submit two originals of the Oil and Grease separator Maintenance Agreement with the City prior to the release of the final site plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to site plan release. (T&ES) *

UTILITIES

62. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. (T&ES)
63. All overhead power and communication lines fronting the development all around shall be undergrounded. (T&ES)
64. No transformer and switch gears shall be located in the public right of way. (T&ES)
65. All bracing, temporary forms and structures shall be removed prior to backfill and compaction around the foundations and utilities. Upon removing temporary construction measures, backfill material that will be located beneath any pavement sections shall be compacted to no less than 95% compaction based of soils based on Unified (ASTM D 2488) soil classification and the Atterberg tests (liquid and plastic limits) shall be conducted. Independent geotechnical engineer shall perform and verify these tests, and provide results within ten (10) calendar days after completion to the City. If the soil compaction and/or temporary bracing is not found to be within the requirements, the Owner shall be in compliance prior final acceptance. (T&ES)
66. Prior to and after construction, the Owner shall use closed circuit television (CCTV) to inspect all storm and sanitary sewer manholes and pipes that are being connected to. Storm lines shall be inspected from the point of connection to the point of outfall / daylighting to a natural channel. Sanitary sewers shall be inspected from the point of connection to a trunk main. Based on the inspection of the post construction, the City may require additional cleaning and/or correction to the systems based on construction activities. All records for CCTV shall be provided within ten (10) calendar days of the inspection to the Owner. (T&ES)
67. Public and/or private utilities that service the building(s) or other improvements, shall not be placed under any BMP structure (rain gardens, tree wells, etc.), with the exception of pervious pavement and utilities shall have a minimum of ten (10) feet horizontally on each side of the BMP for clearance to the extent feasible. (T&ES)
68. The Final Site Plan shall include the proposed installation of a connected underground conduit grid underneath the sidewalk or final roadway condition in preparation of fiber and cable installation to provide high-speed communication and connectivity (T&ES).
 - a. Building Connection: The Final Site Plan shall include two 4-inch open space risers on each floor of the building connecting to the conduit designated for the Street Connection at a depth of 3 FT, with minimum bend radius of 3 FT where appropriate. A junction box JB-S4, meeting VDOT standards and with a lid labeled “Communications”, shall be installed at

every intersection connecting to the conduit designated for the Street Connection. (T&ES)

SOLID WASTE

69. If the property is a required user, the development must meet all the minimum street standards for the City to provide solid waste collection service. See Alexandria Virginia Code of Ordinances Title 5 Chapter 1 Solid Waste Control. Collection vehicles must be able to pick up solid waste from private streets without backing up. The containers must be stored inside the units or within an enclosure that completely screens them from view. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way for collection. The official setout location of the containers shall be approved by the Director of T&ES. (T&ES)
70. Provide \$1402 per receptacle to the Director of T&ES for purchase and installation of one (1) Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid per block face dedicated to trash collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES) *
71. Provide \$1626 per receptacle to the Director of T&ES for the purchase and installation of one (1) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band per block face dedicated to recycling collection, for a total of four (4) receptacles. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan. If an alternate receptable usage is desired, the design, style, and color must be reviewed and approved by the Director of T&ES to ensure compatibility with city collection of waste. Once selection is approved, a maintenance and collection agreement is required and shall be approved by the Director of T&ES before the release of the Final Site Plan. (T&ES)*

D. ENVIRONMENTAL

STORMWATER MANAGEMENT

72. The City of Alexandria’s stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site’s post-development impervious area shall be treated in a Best Management Practice (BMP) facility. Compliance with the WQVD shall be met for the overall phase through the Water Management Master Plan (WMMP) (DSP2020-0012) (T&ES)
73. This site plan shall be incorporated into the Water Management Master Plan (WMMP) for Phase I of North Potomac Yard (DSP2020-00012). The WMMP must be approved prior to the release of the final site plan. Any changes to applicable components of this plan also require a resubmittal of the WMMP. (T&ES)
74. The minimum phosphorous removal of 1.39 lbs. must be met either on site or through additional BMPs installed offsite in the overall phase as shown on the stormwater master plan. If this plan relies on offsite BMPs installed in other locations in the phase to meet the minimum phosphorous removal requirements, these BMP facilities must be either constructed, or under construction, at the time of final site plan approval and may not be used to meet the minimum phosphorous removal requirements of other site plans.(T&ES)
75. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES)
76. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia

Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES)

77. 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)
78. Construction inspection checklists and associated photographic documentation must be completed for each stormwater best management practice (BMP) and detention facility during construction. Prior to the release of the performance bond, the applicant must submit all documents required by The City of Alexandria As-Built Stormwater Requirements to the City including as built plans, CAD data, BMP certifications and completed construction inspection checklists. (T&ES)
79. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. (T&ES) ****
80. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
81. Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP Schedule and Guidelines Addendum with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the Final Site Plan. (T&ES) *
82. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/ or owner, the Applicant shall execute a maintenance service

contract with a qualified private contractor for a minimum of three (3) years, and transfer the contract to the HOA, master association, and/ 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) ****

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

this certification, provide a description of the maintenance measures performed.
(T&ES) ****

WATERSHED, WETLANDS & RPAs

86. The project site lies within Four Mile Run Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff shall be contained within the existing outfall pipe for the 10-year storm event and the 100-year post development peak runoff shall not exceed the pre-development levels. A detention waiver may be requested for runoff exceeding the predevelopment levels for the 2-year and 10-year storm events provided the existing outfall pipe is found to be adequate due to the location of the development in the watershed. (T&ES)
87. The stormwater collection system is located within the Four Mile Run watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)
88. Provide Environmental Site Assessment Notes that clearly delineate, map, describe and/or explain the following environmental features if located on site: the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES)

CONTAMINATED LAND

89. Indicate whether there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES)
90. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
 - a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.

- b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES) *
91. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the Final Site Plan. (T&ES) (Code)
92. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor

barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES)

NOISE

93. The applicant shall conform with the City's noise ordinance and no amplified sound shall be audible at the property line after 11:00 PM. (T&ES)
94. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)
95. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked. This includes a prohibition on idling for longer than 10 minutes in the loading dock area. The applicant shall post of minimum of two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES)
96. All roof top HVAC and other mechanical equipment shall be equipped with appropriate noise reducing devices such as (but not limited to) silencers, acoustic plenums or louvers or enclosures, if required, in order to comply with the City noise limit at the property lines for that building. (T&ES)

AIR POLLUTION

97. If a restaurant use is proposed, kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)
98. 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)

E. CONSTRUCTION MANAGEMENT

99. Submit a construction phasing plan to the satisfaction of the Director of T&ES, for review, approval and partial release of Erosion and Sediment Control for the Final Site Plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of

Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan. (T&ES)*

100. Submit a separate construction management plan to the Directors of P&Z, T&ES and Code Administration prior to Final Site Plan release. The plan shall:
 - a. No street lights shall be removed without authorization from the City of Alexandria.
 - b. If street lights are to be removed from the public right of way, then temporary lights shall be provided until the installation and commissioning of new lights.
 - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction 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;
 - i. Include an overall proposed schedule for construction;
 - ii. Include a plan for temporary pedestrian circulation;
 - iii. Include the location and size of proposed construction trailers, if any;
 - iv. 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.
 - e. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z) (T&ES)
101. Provide off-street parking for all construction workers without charge to the construction workers. 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 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) *

102. Pedestrian access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
103. Bicycle access adjacent to the site shall remain open during construction in accordance with the North Potomac Yard CDD Conditions. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 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)
104. No major construction staging shall be allowed within the public right-of-way. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (T&ES) **
105. Transit stops adjacent to the site shall remain open if feasible for the duration of construction in accordance with the North Potomac Yard CDD Conditions. (T&ES)
106. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Director of T&ES as a part of the Sheeting and Shoring Permit. (T&ES)
107. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
108. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified a minimum of 14 calendar days prior to the meeting date, and the meeting must be held before any permits are issued. (P&Z) (T&ES)

109. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the project planner in the Department of P&Z to review the scope of installation procedures and processes. This is in addition to the pre-construction meeting required above. (P&Z)
110. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, and/or and T&ES. (P&Z) (T&ES)
111. Install a temporary informational sign on the site prior to approval of the Final Site Plan for the project. The sign shall notify the public of the nature of the project and shall include the name and telephone number of the community liaison, including an emergency contact number for public questions regarding the project. The sign shall be displayed until construction is complete. (P&Z) (T&ES)
112. Implement a waste and refuse control program during the construction phase of this development. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. Provide information on the program in construction management plan. If program is implemented in coordination with green building certification, include documentation as appropriate per the City's Green Building Policy and conditions herein. (T&ES)
113. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. (P&Z) (Code) ***
114. Submit a wall check prior to the commencement of construction of the first floor above grade framing for the building(s). The wall check shall include the building footprint, as depicted in the released Final Site Plan, the top-of-slab elevation and the first-floor elevation. The wall check shall be prepared and sealed by a registered engineer or surveyor and submitted to Planning & Zoning. Approval of the wall check by Planning & Zoning is required prior to commencement of framing. (P&Z)

115. Submit an as-built development site plan survey, pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Transportation and Environmental Services Site Plan Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. (P&Z) (T&ES) ***
116. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
117. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES)

F. CONTRIBUTIONS

118. Contribute \$30,000 to the City prior to Final Site Plan release to install a bike share station in North Potomac Yard as part of a coordinated bike share program. . Any funding not needed for bike share fabrication and installation may be used for Operations and Maintenance of the bike share program in North Potomac Yard or installation of Bike Share stations in other portions of North Potomac Yard subject to consultation and agreement of property owner. (T&ES)

HOUSING:

119. The applicant shall provide two (2) efficiency affordable set-aside rental units, or a mix of units to the satisfaction of the Director of Housing, in Building 15 (DSUP 2020-0015) or Building 19 (DSUP 2020-0017), whichever is constructed first. A maximum of six (6) affordable set-aside rental units will be located in Building 15 and a maximum of eight (8) affordable set-aside rental units will be located in Building 19. If the first residential building already contains the maximum affordable units, then the affordable units will be provided in the second residential building. In the event the second residential building does not obtain its first

Certificate of Occupancy by October 17, 2030, then the maximum number of affordable set-aside rental units in the first residential building will be eleven (11).

- a. Rents payable for the set-aside units shall not exceed the maximum rents allowed under the Federal Low Income Housing Tax Credit program for households with incomes at or below 60 percent of the Washington D.C. Metropolitan Area Median Family Income (taking into account utility allowances and any parking charges) for a period of 40 years from the date of initial occupancy of each affordable unit. The applicant shall re-certify the incomes of resident 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 percent of the then-current income limit. The household will be given one additional one-year lease term at the affordable rent and will be notified that at the end of one year the household will not be eligible to continue at the affordable rent. At the applicant option when the final lease term concludes, the over-income household may be offered a comparable market rate unit or may be allowed to remain in the same unit, 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 unit within the building does not exist (e.g. a three-bedroom unit), the over-income tenant must be given notice and required to vacate the unit and replaced with an income-eligible household.
- c. Households receiving Housing Choice Voucher assistance will not be denied admission based on receiving such assistance. A household will be considered income qualified if the amount of rent it can pay based on income, together with the voucher payment, is sufficient to cover the applicable rent.
- d. The applicant agrees that residents of set-aside units shall have access to all amenities offered on the entire development.
- e. The set-aside units shall be comparable size and floor plan and with the same finishes as other similar units in the development. Concentrations of set-aside units will be avoided.
- f. If the market rents are less than anticipated, the tax credit rents (as adjusted for utility 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.
- g. Residents of the set-aside units may be charged a monthly parking fee of up to \$50.00 (in 2020 dollars) or the standard fee whichever is lower for their

first parking space. Any additional parking spaces will be subject to standard fees.

- h. The applicant shall notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing 45 days prior to leasing and provide the City with marketing information, including the affordable rents, fees, and property amenities. The City will notify interested parties of the availability of set-aside units. The applicant shall not accept applications for affordable set-aside units until 45 days after written notification has been provided to the Office of Housing.
- i. The applicant shall list all set-aside units at www.VirginiaHousingSearch.com, an online housing search database sponsored by VHDA.
- j. The applicant shall provide the City with access to the necessary records and information to enable annual monitoring for compliance with the above conditions for the 40-year affordability period.
- k. The total of non-refundable fees, excluding application and pet fees, shall not exceed 15% of gross affordable rent.
- l. If the project involves the use of federal funds, the applicant shall comply with all federal related statutes, laws and authorities associated with the funding.
- m. Amendments to the approved Affordable Housing Plan must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager. (Housing)

PUBLIC ART:

- 120. Per the City's Public Art Policy, adopted December 13, 2014, work with City staff to determine ways to incorporate public art elements on-site, or provide an equivalent monetary contribution to be used toward public art within the Small Area Plan planning area, to the satisfaction of the Directors of RP&CA and P&Z. The in-lieu contribution shall be \$.30 per gross square foot, with a maximum contribution of \$75,000 per building. In the event public art is provided on-site, the public art shall be of an equivalent value. (RP&CA) (P&Z)
- 121. With the first final site plan submission in Phase 1 of North Potomac Yard, the applicant shall submit a draft of a consolidated and coordinated public art plan outlining locations for public art throughout Phase 1 and conceptually for Phase 2 of North Potomac Yard. The public art plan shall be approved by RPCA prior to the release of the First Final Site Plan in Phase.
 - a. All public art locations will be on private property and accessible to the public.
 - b. Public art contributions may either be provided on a building-by-building basis or combined to fund public art at identified locations.

- c. The public art plan will identify timing for each piece of public art. (RPCA)
122. Prior to the release of the Final Site Plan, the applicant shall identify the following, in accordance with the consolidated and coordinated public art plan:
- a. The applicant shall have selected the artist, and medium (if applicable). The applicant is strongly encouraged to concurrently provide information on construction materials and the recommended maintenance regimen.
 - b. The location of the building's proposed public art, either on-site or committed to a location within North Potomac Yard;
 - c. The final amount of the required public art contribution;
 - d. Timeline for the installation of public art. (RP&CA) (P&Z)
123. Public art shall be installed with the first Certificate of Occupancy permit request for the building site upon which the art is proposed, to the satisfaction of the Directors of P&Z and/or RP&CA. Adjacent buildings are eligible to prepay their public art contributions in order to achieve timely installation of public art. (RP&CA) (P&Z)
124. Public art located on a property shall be the responsibility of the property owner, including all maintenance of the public art in perpetuity. (RP&CA) (P&Z)

G. USES AND SIGNS

RETAIL USES:

125. Day care centers shall be permitted as a permitted use with administrative approval of a pick-up and drop-off plan provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.
- a. A plan that shows drop off and pick up areas must be provided and must be reviewed to ensure that the drop off and pick up areas will create minimal impact on pedestrian and vehicular traffic and will be safe for the day care users. The plan must be approved by the Directors of P&Z and T&ES.
 - b. Day care uses must not occupy more than 1/3 retail square footage. (P&Z) (T&ES)
126. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.

- a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. The hours of operation for outdoor dining for the restaurant shall be consistent with Section 11-513 of the Zoning Ordinance.
 - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)
127. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
- a. Provide a minimum 15 feet floor to floor height.
 - b. All retail entrances along New Street A and Evans Lane shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - c. The placement or construction of items that block the visibility of the interior of the store from the street and sidewalk (e.g. storage cabinets, carts, shelving, boxes, coat racks, storage bins, closets, etc.) shall be prohibited. This is not intended to prevent retailers from displaying their goods in display cases that are oriented towards the street frontage. This requirement shall be included as part of the lease for each tenant. (P&Z)
128. The applicant shall encourage its employees who drive to use off-street parking. (T&ES)
129. The applicant shall encourage its employees to use public transportation to travel to and from work. The business shall contact Go Alex at goalex@alexandriava.gov for information on establishing an employee transportation benefits program. (T&ES)
130. The applicant shall provide information about alternative forms of transportation to access the site, including but not limited to printed and electronic business promotional material, posting on the business website, and other similar methods. Contact Go Alex at goalex@alexandriava.gov for more information about available resources. (T&ES)
131. The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on any future BID website. (T&ES)

SIGNAGE:

*The following sign conditions shall be applicable unless a separate coordinated sign plan for North Potomac Yard is reviewed and approved by Planning Commission and City Council. If a separate plan is approved, those conditions shall govern signage**

132. Design and develop a coordinated sign plan, which includes a color palette, for all proposed commercial signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of P&Z.
 - a. Commercial signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign.
 - d. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
 - e. Signs shall be designed of high-quality materials and installation of building mounted signage shall not damage the building.
 - f. A sign permit application is required for new or replacement signs and signage shall comply with all applicable codes and ordinances. (P&Z)
133. Design and develop a sign plan for wayfinding and directional signage. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Director of T&ES. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances * (T&ES)
134. Provide signage at the entrances to the parking garage with retail parking that is consistent with the City's Wayfinding standards for identifying parking garages. (T&ES)
135. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
136. A freestanding monument sign must comply with Article IX of the Zoning Ordinance. Adjacent plantings should be coordinated with the proposed sign. (P&Z)

H. **ENVIRONMENTAL SUSTAINABILITY MASTER PLAN**

ESMP COMPLIANCE

137. The building shall employ a variety of tools from those listed within the identified toolkit of strategies described in the endorsed ESMP or additional strategies to the satisfaction of the Director of T&ES and P&Z. (P&Z) (T&ES)

CARBON

138. **Condition Amended by Planning Commission:** The applicant shall be responsible for demonstrating how the building demonstrates achieving carbon neutrality by 2030. If carbon neutrality for buildings can't be achieved by 2030, after 2030 the applicant shall pursue methods to offset carbon impact. Methods can include renewable energy credits (RECs), Power Purchase Agreements (PPAs), other industry accepted credits available in 2030, ~~and/or can be incorporated in future buildings,~~ at the applicant's discretion. (P&Z) (T&ES)(**PC**)
139. The building shall use electricity except for limited accessory elements of the building such as food and beverage uses, emergency generators, and research and laboratory areas. For these limited accessory elements, the buildings shall be designed to support low cost and easy conversion from fossil fuel to electricity in the future. (P&Z) (T&ES)
140. Prior to release of the building permit, the applicant shall conduct a zero-carbon analysis for the building. The zero-carbon analysis will be used as a benchmark for associated revisions to the ESMP toolkit and targets in future phases in order to improve performance towards achieving carbon neutrality by 2030. (P&Z) (T&ES)
141. Rooftops shall be solar ready to be able to handle the equipment after installation. Pull-wire ready conduit shall be provided for a potential future roof PV system. Space shall be provided for solar related electric panel in or near a building electrical closet. (P&Z) (T&ES)

OPEN SPACE

142. The landscape plans for all applications submitted prior to 2024 shall strive to achieve the Landscape Guidelines Native Plant Standards for 2024. (RPCA)
143. Habitat areas shall be included where feasible. Designs shall focus on biodiversity, connectivity, and vertical and horizontal vegetation layering. Plant species with documented pollinator or avian habitat value shall be included in the planting plans. (P&Z) (RPCA)

- 144. Site furniture shall be selected for sustainability and durability with a minimum life expectancy of 15 years. (P&Z) (RPCA)
- 145. A landscape maintenance plan shall be developed for the site as set forth in the landscape guidelines. (P&Z) (RPCA)
- 146. Prior to the first Certificate of Occupancy, develop an educational component, such as a sign, to identify key sustainable features of the building and/or site about the environmentally sustainable practices being implemented. Signage can be placed indoors or outdoors. (P&Z) (RPCA)

IMPLEMENTATION & REPORTING

- 147. Prior to the release of the Final Site Plan, the applicant shall provide a draft ESMP scorecard for the building. The ESMP Scorecard shall outline all the tools and strategies employed in the building design.
 - a. Prior to issuance of the building permit, an updated ESMP scorecard shall be submitted reflecting the final design of each building/site in furtherance of Appendix A of the ESMP.
 - b. The Final ESMP scorecard shall be provided within 12 months of certificate of occupancy.
 - c. Within 12 months of certificate of occupancy, update Appendix A of the ESMP and include in each building plan set, the “list of strategies to make the buildings more efficient” and ensure all categories are definitive for the building. No options should be pending or for further study. (P&Z) (T&ES)
- 148. Provide the BID with the Energy Star Portfolio Manager or comparable report tracking the energy and water consumption, greenhouse gas emissions, and waste management for the building to monitor sustainability performance as outlined in the endorsed ESMP. Annually, for the first 5-years after certificate of occupancy, the applicant shall update the ESMP scorecard accordingly. (P&Z) (T&ES)

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning (P&Z)

- R - 1. For all first-floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-746-3823) as each new tenant is determined, and an appropriate address based on the location of the primary entrance door of the new space will be assigned.
- C - 1 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. (P&Z) (T&ES) ****
- C - 2 Tree conservation and protection plans shall identify all trees to be removed, and all trees to be protected / preserved. Construction methods to reduce disturbance within driplines shall also be identified. An on-site inspection of existing conditions shall be held with the City Arborist and Natural Resources Division Staff prior to the preparation of the Tree Conservation and Protection Plan.
- C - 3 The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three (3) years after completion. (P&Z) (T&ES) ****
- F-1 Per CDD Conditions, it is expected that this building shall participate in the future formation of a BID or similar coordinated management entity for North Potomac Yard. Per CDD Condition 102, Prior to the release of the first Certificate of Occupancy in Phase 1, the final BID Governance Structure shall be docketed for hearing or have received approval from City Council. Public Institutions within the proposed BID Boundaries will participate as feasible.

Code Administration (Building Code)

- F - 1. The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. A preconstruction conference is recommended for large projects. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200.
- C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

- C - 2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements.
- C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.
- C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.
- C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.
- C - 6 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.
- C - 7 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C - 8 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.
- C - 9 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection.

Archaeology

- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology.
- C -1. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

Transportation & environmental services (T&ES)

- F - 1. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting

the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

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

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

- F - 3. The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES)
- F - 4. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 5. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 6. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)
- F - 7. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4-inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26,

ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured “Y” or “T” or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured “Y” or “T”, or else install a manhole. (T&ES)

- F - 8. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. (T&ES)
- F - 9. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6-inch clearance shall be encased in concrete. (T&ES)
- F - 10. 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 - 11. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved, then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main

crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

- F - 12. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)
- F - 13. Dimensions of parking spaces, aisle widths, etc. within the parking garage shall be provided on the plan. Note that dimensions shall not include column widths. (T&ES)
- F - 14. 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 - 15. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)
- F - 16. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)
- F - 17. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and shall replicate the existing vehicular and pedestrian routes as nearly as practical. Pedestrian and bike access shall be maintained adjacent to the site per Memo to Industry #04-18. These sheets are to be provided as “Information Only.” (T&ES)
- F - 18. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)
 - a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F - 19. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)
- 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 stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES)

- C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the stormwater quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)
- C - 3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES)
- C - 4 If it is determined that the site is not in compliance with Section 13-1-3 of the City Code, then the applicant shall make additional improvements to adjust lighting levels to the satisfaction of the Director of T&ES to comply with the Code. (T&ES)
- C - 5 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 - 6 (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 - 7 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 - 8 In compliance with Title 5: Transportation and Environmental Services, Section 5-1-2(12b) of the City Charter and Code, the City of Alexandria shall provide solid waste collection services to the condominium townhomes portion of the development. All refuse / recycling receptacles shall be placed at the City Right-of-Way. (T&ES)
- C - 9 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES)
- C - 10 The applicant shall provide required storage space for both trash and recycling materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space Guidelines", or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of the collection trucks and the trucks shall not back up to collect trash or recycling. The City's storage space guidelines are available on the "Recycling at Work" page of the City website, or by contacting the City's Resource Recovery Division at 703.746.4135, or via email at commercialrecycling@alexandriava.gov. (T&ES)
- C - 11 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)
- C - 12 The applicants shall submit a Recycling Implementation Plan (RIP) form to the Solid Waste Division, as outlined in Article H of Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle. Instructions for how to obtain a RIP form can be found on the "Recycling at Work" page of the City website or by calling the Resource Recovery Division at 703.746.4135 or by emailing CommercialRecycling@alexandriava.gov (T&ES)
- C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)
- C - 14 Bond for the public improvements must be posted prior to release of the site plan. (T&ES)*

- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan. (T&ES) *
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)
- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)

- C - 24 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- a. Monday Through Friday from 7 AM To 6 PM and
 - b. Saturdays from 9 AM to 6 PM.
 - c. No construction activities are permitted on Sundays and holidays.
 - d. Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
 - e. Monday Through Friday from 9 AM To 6 PM and
 - f. Saturdays from 10 AM To 4 PM
 - g. No pile driving is permitted on Sundays and holidays.
 - h. Section 11-5-109 restricts work in the right of way for excavation to the following:
 - i. Monday through Saturday 7 AM to 5 pm
 - j. No excavation in the right of way is permitted on Sundays. (T&ES)
- C -25 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES)
- C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 27 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the Final Site Plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. (T&ES) *
- C - 28 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder Book must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General

Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm)

AlexRenew Comments:

- F-1 Applicant to include the following notes on the DSUP plans and the plans issued for construction:
- a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
 - b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3381 x2020.

Fire Department:

- F - 1. All new fire hydrants on private streets within this development shall be the responsibility of the developer, property owner, or their agent to inspect, test, service and maintain. The City shall own and maintain all fire hydrants on public streets.
- R - 1. In the event an existing building will be razed, the Alexandria Fire Department would like the opportunity to explore utilizing the structure before demolition for training exercises. If such an agreement can be reached, conditions of use between the parties and a hold harmless agreement will be provided to the owner or their representative.

Police Department:

- R - 1. It is recommended that the doors in the garage (garage level only) leading into the stairwell have controlled electronic access.
- R - 2. Only tenants with proper electronic access cards should be able to enter the stairwells from the underground parking garage. This makes the stairwells safer for tenants.
- R - 3. The controlled electronic access should not interfere with the emergency push-bar release located on the inside of the stairwell door that allows for emergency exit of the building.
- R-4 It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.

Asterisks denote the following:

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

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

MPA #2020-0005, CDD #2020-0004, SUB #2020-0004,
DSUP#2020-0013, DSUP#2020-0014, DSUP2020-0015, DSUP#2020-0016,
DSUP #2020-0017, DSUP #2020-0018, ENC #2020-0004, ENC #2020-0005,
TMP SUP #2020-0042, SNC #2020-0003
North Potomac Yard – Phase 1

IX. ATTACHMENTS

Attachment 1: Diagram of Maintenance Responsibilities for Public and Private Streets

Attachment 2: Summary of Changes to the Environmental Sustainability Master Plan

Attachment 3: Environmental Sustainability Master Plan

Attachment 4: Draft LEED Scorecards for Phase 1 Buildings

Attachment 5: Revised MOU between Alexandria and CPYR 03.21.19

Attachment 6: Potomac Yard Design Advisory Committee Letter of Recommendation

Attachment 7: North Potomac Yard Group 1 Design Excellence Standards Matrix (August 26, 2020 PYDAC Meeting)

Attachment 8: North Potomac Yard Group 2 Design Excellence Standards Matrix (September 9, 2020 PYDAC Meeting)

Attachment 9: North Potomac Yard Group 1 Staff Memorandum to PYDAC (August 26, 2020 PYDAC Meeting)

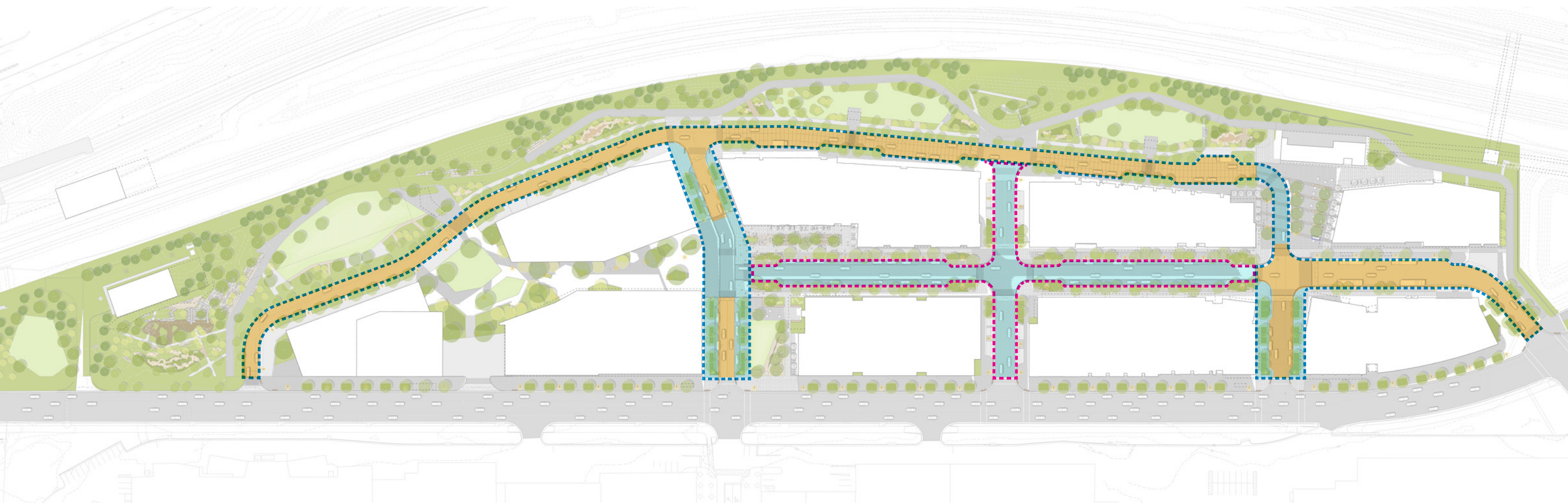
Attachment 10: North Potomac Yard Group 2 Staff Memorandum to PYDAC (September 9, 2020 PYDAC Meeting)



Attachment 11: Environmental Planning Commission Letter regarding North Potomac Yard Draft Environmental Sustainability Master Plan

Attachment 12: Revised Lobby Plans for Buildings # 15 and #19

Attachment 13: Master Plan Amendment Resolution

MAINTENANCE PLAN



- | | | | |
|---|----------------|---|-----------------------|
|  | PUBLIC STREET |  | CITY MAINTENANCE |
|  | PRIVATE STREET |  | APPLICANT MAINTENANCE |

North Potomac Yard, Environmental Sustainability Master Plan

Re: ESMP Document Revisions

Date: September 23, 2020

We are pleased to submit a revised Environmental Sustainability Master Plan. Below is a summary of changes made to the document per comments made by the EPC, Planning Commission, City Staff, and Alexandria residents.

Page	Section	Subsection	Change
All	Site, Waste, Water, Carbon, Health & Wellness, Resilience		Moved multiple strategies from long- and mid-term to short-term. Increased thresholds (example: bike racks from 15% of residents to 1 per 2.5 residential units).
1 - 10	Introduction		General wording changes in Introduction sections to align with DSUP and City Staff conversations.
3	Overarching Goals		Clarification on what Figure 5 illustrates.
4 - 5	(New) Carbon Neutrality and Electrification		This section ties together the goals and strategies listed the document related to how NPY will strive to achieve Carbon Neutrality. It clarifies NPY's district-wide, holistic strategy regarding Carbon Neutrality. It also highlights that all buildings in the district will be electric and that NPY will be analyzing renewables and zero-carbon feasibility, and applying the results to future designs.
5	Sustainability is Top of Mind		Brief clarification on how LEED is woven in from early conceptual stages.
6 - 7	Targets for Advancement of Sustainability		Updated Table 2. Summary of District-Wide NPY ESMP Targets through 2040. Specific information on how, and when, targets and benchmarks will be tracked. Specific information on how, and when, LEED Scorecards and Appendix A will be updated.
10	Timeline-Based Sustainable Strategies		Clarification on the Mid-Term definition.
13 - 14	Site	Stormwater	Moved strategies from mid-term to short-term.
15	Site	Open Space	Added wording to clarify that open space also includes habitat and natural features. Strengthened connection to the Habitat section.
16 - 17	Site	Habitat	Added wording to strengthen connection to Open Space section.
40, 48	Carbon	Background; Operational	Clarified that all buildings will be electric.
44, 48	Carbon	Embodied; Operational	Added Zero-Carbon feasibility studies to Short-Term Strategies lists.
51	Carbon	Operational	Removed 'switching from natural gas to electricity' from mid- and long-term strategies, as buildings will be electric starting in the short-term.
54 - 55	Carbon	Renewables	Added PPA purchases, micro-grid feasibility analyses, minimum one net-zero building, and partnerships with Dominion VA Power as possible strategies.
57 - 58	Carbon	Transportation	Reordered goals and strategies to emphasize walking/ biking/ public transportation over automobile transportation.
60, 64	Health & Wellness	Background; IAQ	Added language on COVID impacts and studies.
72 - 73	Resilience	Infrastructure	Moved strategies from long-term to mid-term or short-term.

ENVIRONMENTAL SUSTAINABILITY MASTER PLAN

North Potomac Yard
Alexandria, Virginia





Prepared By:




In Partnership With:





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Introduction and Executive Summary

The North Potomac Yard Small Area Plan “envisions North Potomac Yard as an environmentally and economically sustainable and diverse 21st Century urban, transit-oriented, mixed-use community that is compatible with adjacent neighborhoods.” In furtherance of that vision, this Environmental Sustainability Master Plan (ESMP) will serve as the sustainability roadmap for the 20-30 year build out of new development within Potomac Yard. By establishing goals, targets for advancement, and a variety of short-term, mid-term and long-term strategies, the ESMP will ensure that Sustainability— environmental, social, and economic— is top of mind for development within North Potomac Yard. By following the guidance in this document, over time, North Potomac Yard is poised to achieve a high level of positive impact in all three areas.

Consistent with the Small Area Plan recommendations, the ESMP focuses on a path to “strive to achieve carbon

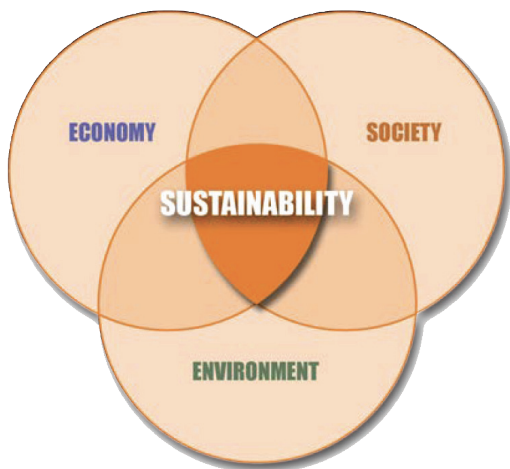


Figure 2. Sustainability has three foundations: economic, social, and environmental

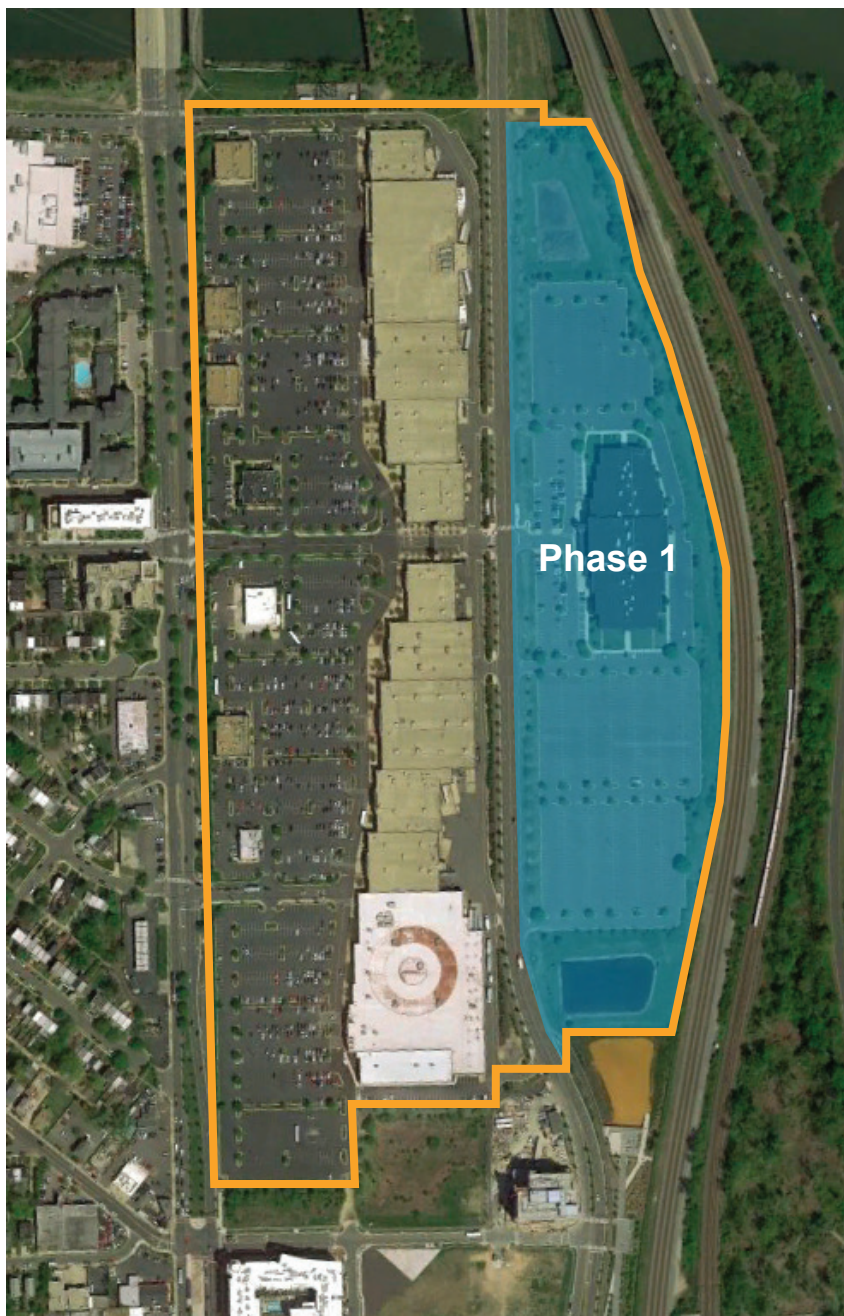


Figure 1. North Potomac Yard aerial photo

neutrality by 2040 and to strive to achieve carbon neutral buildings by 2030.” In addition to addressing this ambitious goal for carbon, the Plan equitably addresses all areas of sustainability, including site, waste, water, health and wellness, and resilience. North Potomac Yard will demonstrate environmental leadership through the consideration and implementation of various strategies listed in the sections below. This plan is a guide for development, proposing possible pathways to achieve sustainability and should not be interpreted as a prescriptive list of requirements, as one size does not fit all and different buildings may incorporate different strategies from the toolkit while working together toward the same sustainability goals.

Project Description

North Potomac Yard contains approximately 64 acres of retail and surface parking lots and is located along Route 1 in the northeastern section of the City just south of Four Mile Run. The western portion of the site consists of a suburban-style, surface-parked shopping center anchored by major retailers and restaurants. The eastern portion of the site consists of a surface parked movie theater, flanked by a stormwater management pond to the north and one to the south.

The proposed redevelopment of North Potomac Yard envisions an urban, mixed-use, transit-oriented development that will include office, residential, academic, hotel, entertainment, retail, and restaurant uses. New infrastructure, including major utilities, streets, sidewalks, streetscape, bicycle facilities, and public parks and publicly accessible, open spaces will be included throughout the project. The 64-acre area within North Potomac Yard is anticipated to be redeveloped over time in phases as detailed below:



Figure 3. University of Massachusetts, Amherst

Phase 1 is located on the east side of Potomac Avenue, contains approximately 19 acres, and is currently improved with and a movie theater, associated surface parking lot, and two stormwater management ponds. The current concept for Phase 1 includes a mixture of office buildings, multifamily residential buildings, academic buildings, and ground floor retail and restaurants. New public parks and private and publicly accessible open spaces will also be created. Anchored on the southern end by the new Potomac Yard Metrorail station, Phase 1 will also be the new home of Virginia Tech's Innovation Campus, a magnet for leading tech talent, research, and education with cutting-edge research and development facilities.

Phase 2 is located on the west side of Potomac Avenue, contains approximately 45 acres and is currently improved with a shopping center and associated surface parking lot. Phase 2 is planned to include additional office buildings, multifamily residential buildings, academic buildings, a hotel and ground floor retail and restaurants. The continuation of the Phase I open space, vehicular, bicycle, and pedestrian network, plus the addition of a dedicated

Bus Rapid Transit route, will provide the framework for the development blocks in Phase 2. Due to the large amount of land in Phase 2, it is likely to be broken down into additional smaller phases over time.

ESMP Phasing

The ESMP is a living document that will guide all phases of development in North Potomac Yard. As such, it is designed to be revisited and revised over time with each new phase to capture the latest and greatest, economically viable, strategies for advancing sustainability. This ESMP is currently providing real-time guidance for Phase 1 conceptual designs and development planning to address goals and implement strategies within the toolkit identified in the ESMP on both a site-wide and individual building level.

Synergies and Structure

The ESMP builds upon City of Alexandria standards and policies, striving to exceed code and recommending innovative strategies where they are market-feasible and have the ability to create impactful change. Some key references and standards include the City of Alexandria's:

- North Potomac Yard Small Area Plan
- Environmental Action Plan 2040 (EAP 2040)
- Green Building Policy
- North Potomac Yard CDD conditions
- Vision Zero Action Plan
- Landscape Guidelines
- Open Space Master Plan
- NPY Water Management Master Plan
- Solid Waste Management Plan
- Chesapeake Bay Action Plan

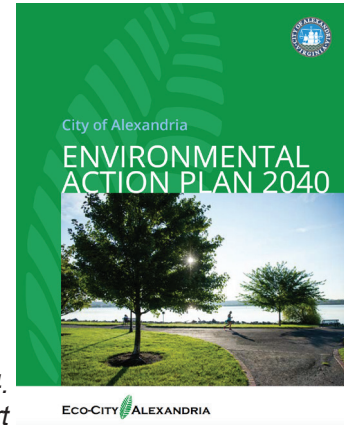


Figure 4.
EAP 2040 Report

The sections, goals, and strategies in this document apply neighborhood-wide, to all phases of development in North Potomac Yard. While some strategies are specific to building-level scale, the strategies build upon one another to create a toolkit that addresses the entire district. Other strategies are enacted on a larger, site-wide scale. These strategies layer over the building-level tools to provide a cohesive framework of sustainability. Some strategies can be found in multiple sections because their impact spans multiple priority areas. For example, habitat restoration and native vegetation protection are Site-related strategies that also impact Resiliency, and reduce the need for potable Water use.

This document loosely follows the EAP 2040 structure, recategorizing priority areas in a way that applies to NPY's unique site and development conditions. The **Carbon** chapter includes topics relating to climate change, energy, transportation and outdoor air quality. **Site** contains information related to land use, open space, and site water resources, while the **Water** chapter discusses indoor water resources and the reuse of site water. The **Waste** section includes solid waste, including waste generated through construction practices. **Health & Wellness** includes indoor air quality, and green building, environmental health, and education/outreach are sprinkled throughout each chapter. The **Resilience** section discusses how infrastructure can be designed to promote district-wide climate change resilience.

Overarching Goals

The ESMP's overarching goals are consistent with the North Potomac Yard Small Area Plan, the Green Building Policy, and the EAP 2040. North Potomac Yard will incorporate the toolkit of strategies geared towards achieving the various goals within each area of sustainability. Advancement in sustainability can be achieved through a combination of approaches:

- Meeting code thresholds in ways that are environmentally preferable as opposed to standard practice;
- Meeting performance-based thresholds rather than meeting prescriptive code thresholds; looking at the weighted value and "sum of the parts" in lieu of traditional incremental requirements; and
- Laying the groundwork now through a combination of standard practices in order to implement future innovative strategies.

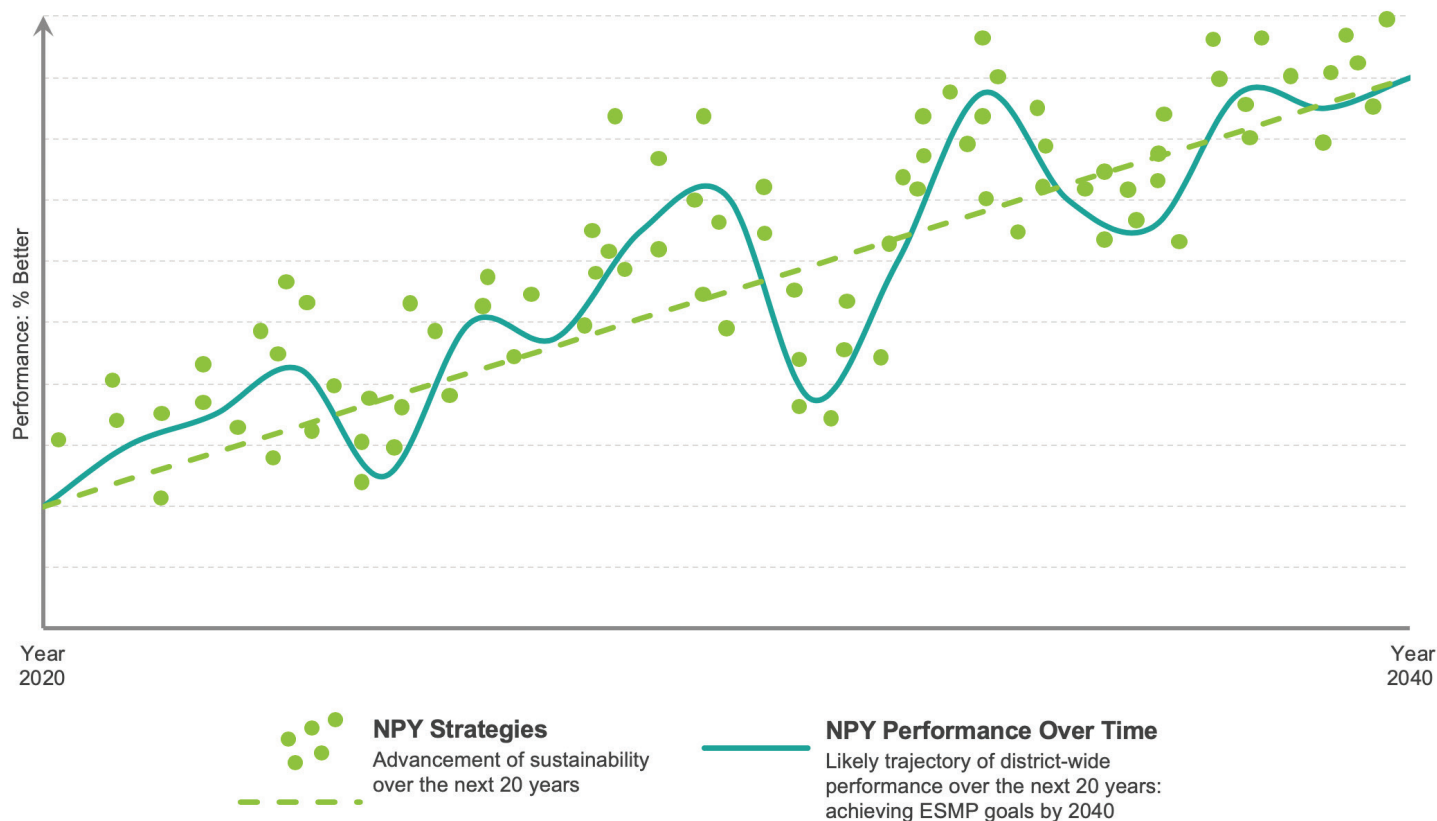


Figure 5. Conceptual North Potomac Yard Performance Through 2040: strategies will be selected that, when combined, move the district closer and closer to Carbon Neutrality and increase sustainable performance overall.

Building upon the success the City of Alexandria has had in reducing per capita emissions by roughly 22% since 2005¹, North Potomac Yard will also aim to reduce per capita CO₂ emissions by using available carbon footprint calculators that focus on primary sources of CO₂ emissions such as buildings, solid waste, and transportation. The calculators will be run for each building in the design phase for comparative data use. Energy usage will be tracked after occupancy through ENERGY STAR Benchmarking.

Carbon Neutrality and Electrification

North Potomac Yard, as a district, will strive to achieve carbon neutrality by 2040. Individual buildings within NPY are striving to achieve carbon neutrality by 2030. Carbon neutrality is a driver for the overall district, and making progress towards this target is a major goal of the project. All buildings will evaluate measures to eliminate reliance on fossil fuels.

Net Zero Carbon feasibility studies will be conducted to identify what strategies would need to be implemented across North Potomac Yard in order to achieve carbon neutrality goals. This exercise will take into account embodied carbon, operational energy estimates, on- and off-site renewable energy possibilities, microgrids, and building design opportunities. The feasibility studies will be conducted based on Phase 1 designs around the time of Building Permit, and used to inform future phases of development.

North Potomac Yard will also design all buildings, including those in Phase 1, with electrification in mind. Buildings are planned to be **all-electric**, with the necessary exceptions of emergency generators, residential common spaces, future restaurant tenant spaces, and research laboratory uses. NPY will investigate how to transition these natural gas uses to electricity over time as technologies advance.

1. "Climate Change," City of Alexandria, www.alexandriava.gov/tes/eco-city

The process that North Potomac Yard is exploring in order to make progress towards Carbon Neutrality is as follows:

First, conduct Zero-Carbon feasibility studies.

Second, design all-electric buildings with low-embodied carbon materials.

Third, research and incorporate renewables to the extent feasible.

Fourth, research and purchase PPAs and/or RECs and/or industry-accepted credits.

Fifth, track operational energy annually for 5 years.

Finally, tweak building operations where feasible to improve operational energy performance.

Energy Use Intensity (EUI) reduction will be estimated in late Design and again at Certificate of Occupancy for each building and the district based on the current version of ASHRAE. Once buildings are operational, EUI will be tracked, as noted above, by ENERGY STAR Portfolio Manager and in partnership with a BID or other comparable entity. EUI will be reduced through the strategies listed in this ESMP. Specific strategies will be chosen when the buildings are designed, so reduction percentages will be finalized around the time of building permit.

Renewables - both on-site and off-site - are a critical component of carbon neutrality that will be studied for the entire NPY district. Buildings will be designed to be solar-ready. Also, collaboration with Dominion Virginia Power, the feasibility of microgrid technologies, energy storage, and other district-wide, community-centric strategies are being explored as part of North Potomac Yard's holistic approach.

Sustainability is Top-of-Mind

The ESMP will influence and set the tone and direction for the overall design strategy in each Phase of development. The following pages outline approximately 325 strategies to guide North Potomac Yard toward environmental sustainability and carbon neutrality by 2040. Accordingly, the toolkit established by the ESMP will continue to drive detailed discussions with the architectural, landscape, and civil design teams beginning at early concept design of each phase of the project.

LEED certifications for the district (LEED for Neighborhood Development) and the blocks (LEED for New Construction and LEED for Core & Shell) will be pursued. LEED has been a part of NPY's strategy from early conceptual design, and will influence how the entire district is constructed. See the "Green Building and LEED" section for detailed information.

Attached as Appendix A is a Sustainability Strategy Matrix that lists site-wide and block-level approaches to sustainability for Phase 1. A similar exercise will be conducted for future phases of development during their conceptual design development.

Table 1. District-Wide Phase 1 Sustainability Strategies

Of the 118 strategies identified, 110 (93%) are being explored as part of Phase 1 and 79 (67%) are District-Wide			
Category Strategies	District-Wide Strategies: Included	District-Wide Strategies: Possible	District-Wide Strategies: Under Investigation
Site: 25	17	4	2
Waste: 9	3	2	1
Water: 10	4	2	1
Carbon: 41	13	7	5
Health & Wellness: 19	9	2	3
Resilience: 6	1	2	1

Targets for Advancement of Sustainability

Positive environmental impacts can be realized by implementing the strategies within the toolkit outlined in this plan. In order to ensure progress toward achieving positive impact and carbon neutrality, North Potomac Yard will gear identified strategies to achieve an increasing level of performance over time across the critical impact categories shown below in alignment with the ESMP Goals.

Block and building level design and operation account for the majority of performance related to each of these targets and carbon neutrality as a whole. Performance will be monitored at the block level and also evaluated for the entire development.

Topic	Categories	Definition	Short-Term (0-5 years)	Mid-Term (Projected: 5-10 years)	Long-Term (Projected: 10-20 years)
Carbon	Operational	Maximum Energy Use Intensity (EUI) Tracked using ENERGY STAR Portfolio Manager annually for 5 years.	Blocks 10, 14, 18, 20: 35 - 45 Blocks 15, 19: 45 - 40 Blocks 4, 7E, 7W: 65 - 95		
Carbon	Design	% annual operational energy savings (energy, lifecycle, urban systems)	15%	25%	40%
Carbon	Embodied	% reduction in carbon emissions (materials, lifecycle, urban systems)	5%	10%	15%
Carbon	Renewables	% net annual production	3% - 5%	5%	10%
Carbon	Transportation	% of non-personal auto trips generated	55%	65%	75%
Water	Potable Water	% reduction in potable water use (fixtures)	30%	35%	40%
Water	Irrigation	% reduction in potable water use (irrigation)	20%	50%	75%
Water	Rainwater	% volume of impervious roof surface stormwater harvested for re-use	5%	10%	15%
Waste	Construction	% reduction in waste (materials & diversion)	50%	65%	75%
Waste	Consumables	% reduction in on-going waste (operations)	15%	25%	35%
Site	Open Space	% of site established for open space (ground-level and rooftop)	35%	40%	45%
Site	Heat Island	% of grade-level and above-grade coverage district-wide	25%	50%	90%
Site	SWM Treatment	% reduction in phosphorous	40%	50%	60%
Site	SWM Volume	% runoff volume managed on site	25%	35%	50%
Site	Tree Canopy	% of tree canopy coverage district-wide	40%	45%	50%
Site	Green Roof	% of roof allocated for vegetation (VT <25%; green roof + PV = 50% total)	25%	30%	40%
Site	Vegetation	% exceeding the 2024 Native Plant Standards	Meet	5%	10%

Table 2. Summary of District-Wide NPY ESMP Targets through 2040

- Development Special Use Permits approved 0-5 years from 2020 will target the Short-Term column.
- Development Special Use Permits approved 5-10 years from 2020 will target the Mid-Term column.
- Development Special Use Permits approved 10-20 years from 2020 will target the Long-Term column.

In order to confirm that the development is meeting the targets outlined in Table 2, metrics have been identified to track the progress of several strategies. Though some strategies can be analyzed at the neighborhood level, much of the tracking will be performed on the individual block level and data will be compiled to reflect district-wide performance.

- Operational energy savings will be tracked using the estimated energy savings of each block modeled during the design development phase using the current version of ASHRAE 90.1 as the baseline. The baseline will change over time.
- ENERGY STAR Portfolio Manager will be used to track the EUIs of all blocks, and commits to sharing dashboard summaries (Statement of Energy Performance) with the City.
- Performance of potable water reduction will be tracked against the calculated (projected) water usage for each block based on the design and fixtures specified.

- Waste reduction and diversion data will be collected during construction and then ideally annually during operations to ensure the development as a whole is meeting reduction targets.
- The percentage of vegetated roof for NPY will be tracked based on the allocation of green roof for each block at the time of submission.
- Transportation targets are cumulative, and will improve as more buildings come online.
- The remaining targets will be analyzed based on regular assessment of the block and district designs during design development phases.
- ESMP Scorecards will be developed and updated at Building Permit, within 12 months of Certificate of Occupancy, and annually for 5 years post-occupancy. The scorecards will report on progress related to each topic listed in Table 2 on the previous page, and will be developed and aggregated through a BID or other comparable entity. The ESMP Scorecards will track district performance and provide updates on larger site-wide efforts towards sustainability.
- LEED Scorecard updates will be developed at major permit milestones to track neighborhood and building Certification progress. All Design phase LEED credits will be approved after Building Permit, and all Construction phase credits will be approved after Certificate of Occupancy. Proof of Certification will be provided within 12 months of Certificate of Occupancy.
- Progress on all strategies listed in Appendix A will be reported at Building Permit.

The ESMP targets, written with the EAP 2040 benchmarks in mind, will be reevaluated as time passes and future Phases begin design. This document will be updated with the DSUP submissions for future phases. The (projected) Mid- and Long-Term targets are theoretical and will be revisited and recalibrated based on emerging technologies, economic viability, unforeseen market factors, and evolving codes when future applications are submitted.

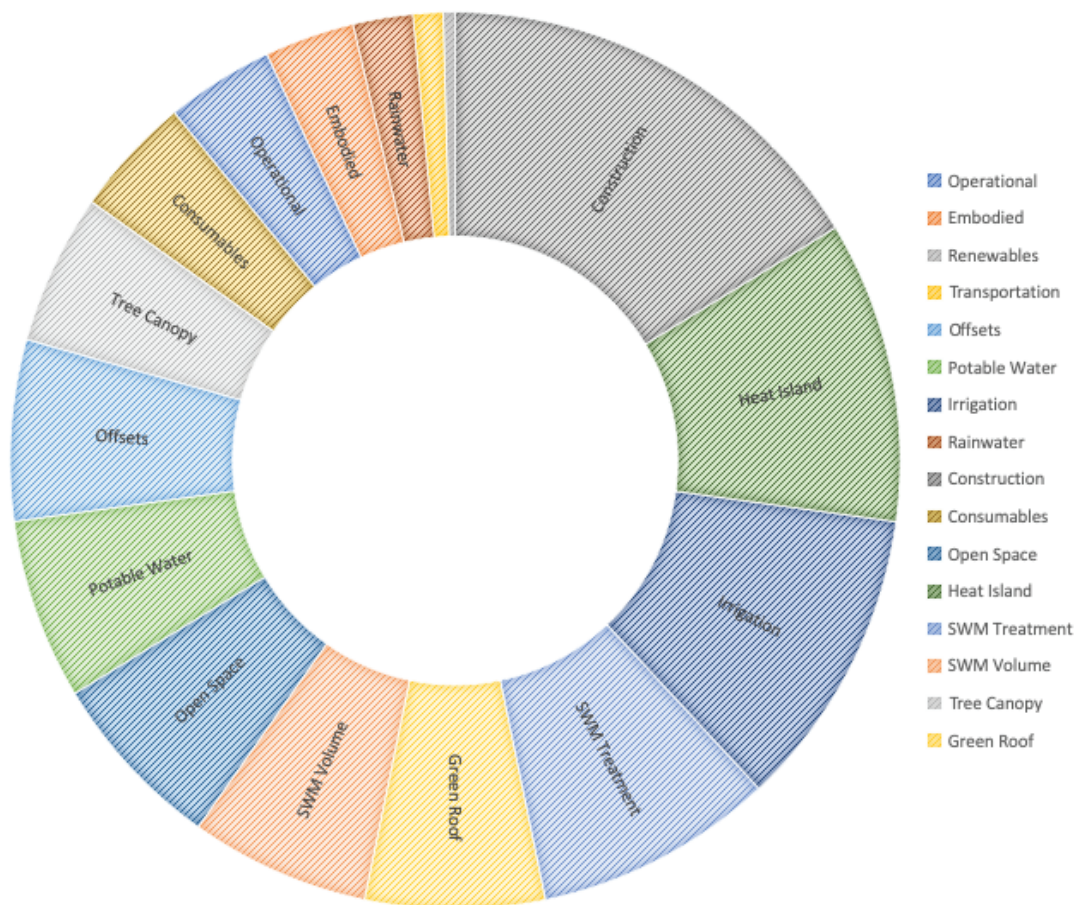


Figure 6. NPY Sustainable Performance Relative to Standard Practice

Green Building and LEED

The Small Area Plan recommends that the area-wide sustainability be provided through LEED-ND Silver or comparable certification. LEED for Neighborhood Development (LEED-ND) was engineered to inspire and help create more sustainable, well-connected neighborhoods. It looks beyond the building scale to consider entire communities. It applies to new land development projects or redevelopment projects containing residential uses, nonresidential uses, or a mix. Projects can be certified at any stage of the development process: in the design development phase all the way to substantial completion of construction.

The rating system provides a framework and accountability mechanism for developing a comprehensive sustainability plan for large-scale mixed-use developments. Since the rating system considers a district-wide development comprised of multiple buildings, it results in a well-balanced community that energizes itself from within. Strategies are grouped under three primary headings that focus on creating a vibrant sense of place that has diverse offerings, is connected to the community, reduces its environmental impact, and preserves resources. These categories and credit characteristics are defined below.²

- Smart Location & Linkage (SLL) Smart, Conserve, Affordable Housing near public transportation, Jobs, Site, Habitat
- Neighborhood Pattern & Design (NPD) Connect, Public, Mixed-Use, Educate
- Green Infrastructure & Building (GIB) Resource Optimization, Historic
- Innovation & Regional Priority Exemplary Performance, Regional, Innovative



Figure 7. CityCentre Plaza, Houston, TX

The North Potomac Yard development will pursue LEED v4 ND Silver Certification. The development will leverage strategies from the rating system and work to incorporate the elements throughout each phase of the project. The following strategies, which are in line with sustainability goals for the development, are targeted in order to achieve maximum impact and cohesion throughout the project:

- Retain rainwater on site by managing the 85th percentile storm event. Incorporate bioretention and vegetative roofs with optimized retention layers; consider rainwater re-use for process water make-up water.
- Optimize transportation options by providing bicycle maintenance equipment, implementing smart wayfinding technologies, installing EV charging stations, and locating covered and comfortable transit shelters.
- Implement a robust waste management system, providing means for storing and recycling hazardous and electronic waste
- Install high-efficiency infrastructure including street lighting, traffic lights, and water/ wastewater pumps
- Target renewable energy (geothermal, SWEE, and PV) for the neighborhood

2. LEED for Neighborhood Development, US Green Building Council; www.usgbc.org/credits

The Small Area Plan also recommends that buildings achieve LEED Silver or comparable certification, or whatever City Green Building Policy is in effect. The most recent update to the City's Green Building Policy was adopted by City Council in 2019, following a robust process, including a task force comprised of representatives of a variety of constituencies assembled to develop consensus-based recommendations. The Policy will be reviewed and revised over time, and future phases of development within North Potomac Yard will develop in accordance with the City's Policy in effect at that time.

Pairing the rigor of the LEED v4 ND Silver Certification with Alexandria's 2019 Green Building Policy results in equitable contribution across the development. It ensures no single part of the neighborhood carries the bulk of the LEED performance effort and that all levels of impact and performance are addressed equitably district wide. As part of the development conditions, all office buildings will achieve at minimum LEED BD+C: Core and Shell at the Silver level, all multi-family buildings will achieve LEED BD+C: New Construction or Multifamily Midrise at the Silver level, and all other uses will meet Alexandria's Green Building Policy requirements.

An example LEED ND Scorecard, with a potential path to certification, is provided in Appendix B. Targeted strategies will be fully evaluated at each phase of development, being mindful of impact, technology, demand, sustainability as well as overall developmental goals, conditions, and requirements.

Timeline-Based Sustainable Strategies

There are many layers, levels, and scales of complexity involved in the creation of a high-performance sustainable neighborhood within a phasing strategy over a twenty-plus year timeframe. A goal of the project is to create a site that has capacity for change and is ahead of the curve in order to adapt alongside development cycles. This will ensure maximum impact and flexibility given changes in market conditions and building codes, evolution in technology, synergies between strategies, compounding effect, and other factors. Strategies can have targets that define their level of success at key points in time. Some lend themselves more to metrics-based tracking, whereas others are more qualitative in nature. All strategies identified in the ESMP, whether Short-, Mid-, or Long-Term, will be evaluated for cost-effectiveness and market viability at the time of design and anticipated construction.

Identifying strategies that are timeline-based ensures that progress continues, and sustainability is "top of mind" at each phase of development. At the beginning, and throughout, the design of each phase, strategies will be evaluated for their short-, mid-, and long-term impacts. Timeline-based strategies celebrate building design and neighborhood character through the lens of sustainability from the very beginning. There are multiple ways to define the time component of a strategy:



- parallel with code evolution;
- when the strategy is implemented or constructed;
- when a strategy reaches critical mass and its full impact is realized;
- set, objective increments of years.

For the purposes of this ESMP, sustainability strategies are categorized into Short-, Mid-, and Long-Term opportunities.

Figure 8. Active roof space

A **Short-Term** sustainable strategy is one that:

- is a readily available technology with proven performance;
- is incorporated when the first building comes online;
- is considered in design of buildings approved within 0 - 5 years of 2020; and
- can be a unique and distinct component of a Mid- or Long-Term strategy.

A **Mid-Term** sustainable strategy is one that:

- a technology today that will become more widely adopted over the next few years;
- is incorporated after the first building comes online;
- is considered in design of buildings approved within 5 - 10 years of 2020;
- may be considered for incorporation into future phases of development, pending cost-effectiveness and market viability; and
- can build upon a collection of Short-Term strategies.

A **Long-Term** sustainable strategy is one that:

- is more aspirational in nature;
- anticipates and provides near-term accommodations for future technologies, best practices, and infrastructure;
- is considered in design of buildings approved within 10 - 20 years after 2020;
- may be considered for incorporation into future phases of development, pending cost-effectiveness and market viability; and
- can build upon a collection of Short- and Mid-Term strategies.

North Potomac Yard Phase 1 began in 2020 and it is anticipated that the development cycle will last approximately 8 years. Phase 2 is to be determined. The short-, mid-, and long-term strategy timing will be updated with each DSUP submission to ensure that appropriate strategies are still targeted as the project evolves.

The following sections of this ESMP go into more detail on the combination of sustainable strategies that fit within these timeline-based categories. They have been studied and developed in order to achieve the goals of maximum impact, feasibility of implementation, and market viability. Not every strategy is applicable to every phase or building. Goals strategies, and targets listed in this document will be reevaluated at each phase of development, and will evolve as technology, demand, and feasibility change.

Throughout this document you will see the following icons below to help orient the reader to what strategies and tools are considered Short-, Mid-, and Long-term.

Short-Term Tools 

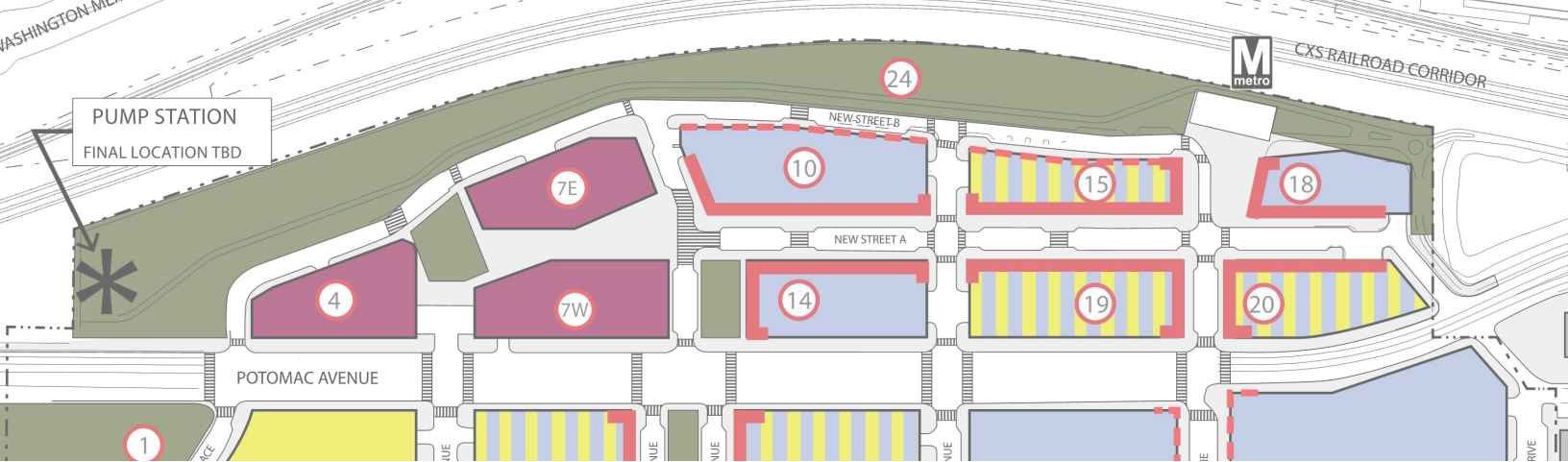
Mid-Term Tools 

Long-Term Tools 



SITE





Site

BACKGROUND

This section provides targets for achieving a sustainable site through the recognition of landscape as a core component of North Potomac Yard (NPY), vital to its overall environmental success. “Site” refers to the exterior fabric of the entire NPY district, to include open spaces, rights-of-ways, vegetated areas, and the layout and linkages of buildings. A sustainable site is one that:

- prioritizes ecosystem services;
- views precipitation as a resource rather than a waste product;
- protects waterbodies and ecological communities;
- preserves existing and/or creates new habitat and biodiversity;
- provides gathering spaces that are accessible, equitable, functional, and fun;
- celebrates the local and regional environmental fabric;
- balances flora and fauna with programmatic needs; and
- provides a mix of land uses and transit-oriented development.

Incorporating site sustainability principles as core priorities at project inception, as is being done through this ESMP, guides the evolution of the design throughout build-out of all phases. Employing site-sensitive and low-impact design techniques, construction best practices, and environmentally-sensitive ongoing operations will help NPY achieve a high level of sustainable site performance over time.

Building-scale strategies combine across the site and then across the entire NPY district, linking to larger City and regional ecosystems. Environmentally-sensitive designs- such as providing tree canopy and habitat linkages throughout the site- result in a web of infrastructure that is critical for species viability, natural resource function, and human wellness. Thoughtful and sustainable development of NPY ensures that it is more resilient to withstand the changing climate.

Topic	Categories	Definition	Short-Term (0-5 years)	Mid-Term (Projected: 5-10 years)	Long-Term (Projected: 10-20 years)
Site	Open Space	% of site established for open space (ground-level and rooftop)	35%	40%	45%
Site	Heat Island	% of grade-level and above-grade coverage district-wide	25%	50%	90%
Site	SWM Treatment	% reduction in phosphorous	40%	50%	60%
Site	SWM Volume	% runoff volume managed on site	25%	35%	50%
Site	Tree Canopy	% of tree canopy coverage district-wide	40%	45%	50%
Site	Green Roof	% of roof allocated for vegetation (VT <25%: green roof + PV = 50% total)	25%	30%	40%
Site	Vegetation	% exceeding the 2024 Native Plant Standards	Meet	5%	10%

Table 2.1 Targets for Advancement of Sustainability- Site Strategies



Stormwater

I-1

DEFINITION

Stormwater management (SWM) is the effort to reduce the quantity, and improve the quality, of runoff due to rain, snow, and other precipitation events. As storm events become more irregular and unpredictable due to climate change, the need to manage stormwater effectively will also increase. Current development standards lead to increased water runoff due to the replacement of natural groundcover with impervious surfaces. Since these surfaces prevent water from naturally filtering into the ground, water that falls here travels down-grade as runoff. If there is no SWM onsite, water will run offsite, collecting many chemicals and pollutants in its path, and into local waterways or the stormwater system. These systems are not typically designed to handle such large volumes of water resulting from significant storm events, and are certainly not capable of handling the increased volume of water that is predicted due to climate change. Implementing successful SWM practices now is essential to the health of our environment and the success of our stormwater system in the future. Treating rainwater as a resource, rather than a waste product, expands the possibilities surrounding its management. The neighborhood's natural hydrology is considered as stormwater is managed as close to the "source" as possible.

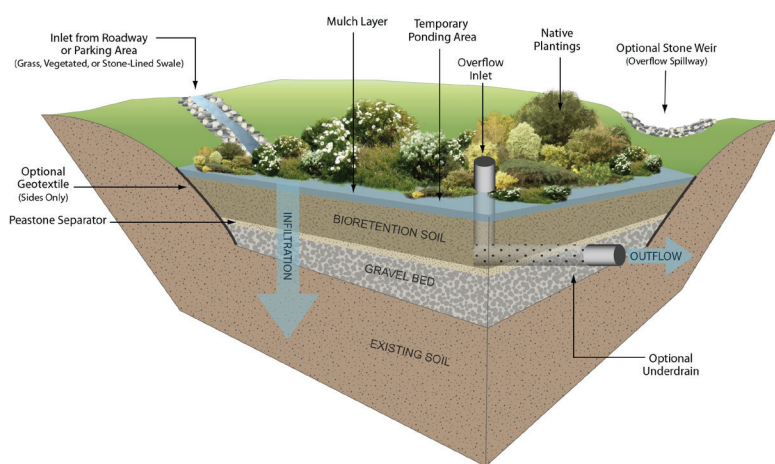


Figure 9. Bioretention cross section

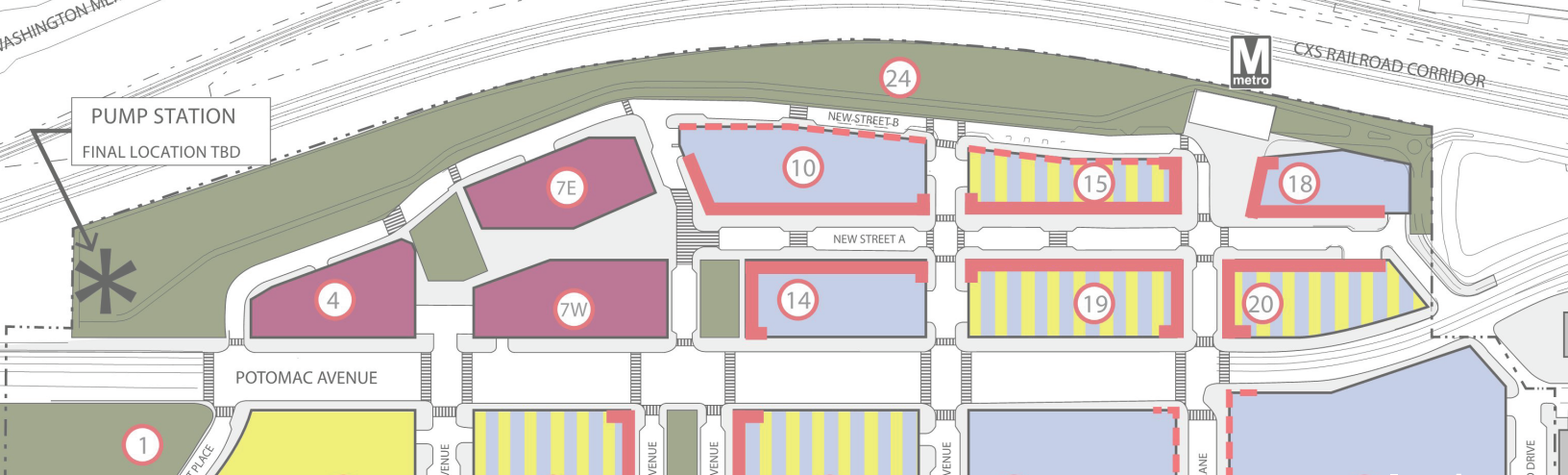
GOALS

1. Manage stormwater onsite, to the extent possible.
2. Reduce the development impact on the municipal water system.
3. Design sites that are resilient to changing environmental conditions.
4. Implement SWM strategies to manage high percentile storm events.
5. Become an example for SWM for future projects.
6. Educate the public on the importance of SWM features implemented at NPY.

TOOLKIT

Short-Term

- Replace impervious surfaces with open green space and vegetation to increase stormwater percolation, resulting in filtration and groundwater recharge.
- Use permeable hardscape systems- such as pervious concrete, asphalt, and interlocking pavers- to allow stormwater infiltration close to its source.



Stormwater

I-1

TOOLKIT

Short-Term cont.

- Reuse collected stormwater for non-potable water sources- such as irrigation, cooling towers, and toilet/urinal flushing- to reduce burden on the municipal water system.
- In lieu of piping for conveyance, construct linear bioretention to mimic the natural drainage of the NPY watershed.
- Utilize erosion and sedimentation control practices that exceed the minimum standards summarized in the USDA's Guidance for Use of Erosion and Sediment Control Measures with Construction Activity³.
- Install extensive and intensive vegetated roofs on at least 25% of the total roof area in the NPY district.
- Develop a policy to ensure regular maintenance of hardscape surfaces to reduce contaminants conveyed by runoff.

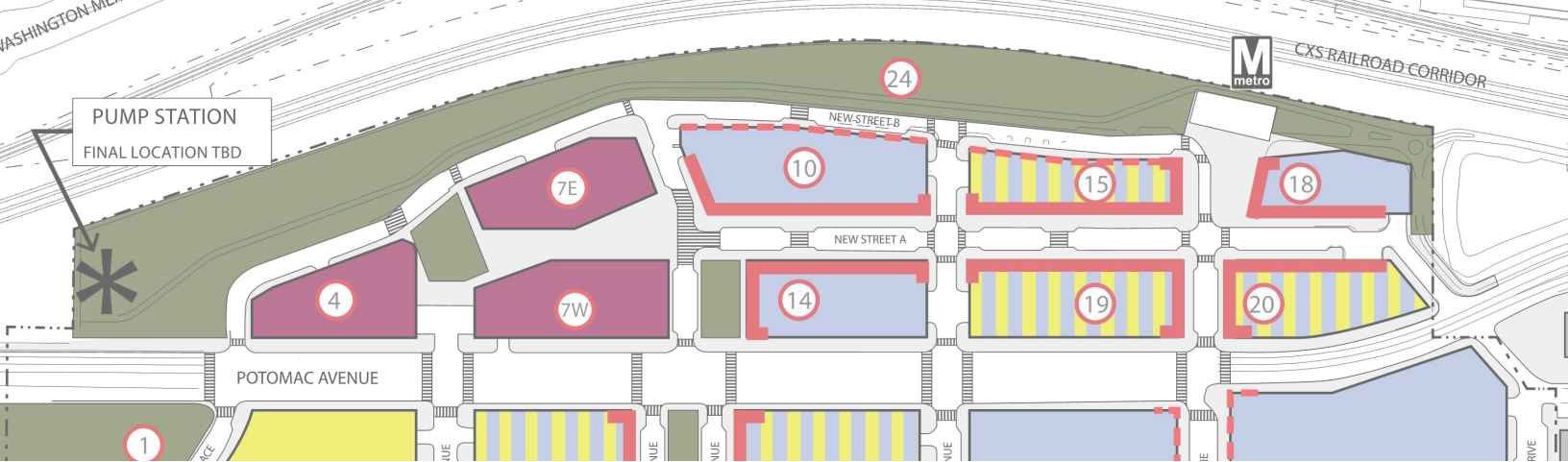
Mid-Term

- Implement monitoring activities to ensure the success of the SWM system. Water quality testing, inlet/ outlet function, bioretention plant health, runoff and erosion reduction over time, etc. are all indicators of success.
- Phase out or reduce chemical treatment of vegetation, snow/ice, and pests, and investigate the use of more natural products where complete phase-out is not possible.

Long-Term

- As new technologies are developed and additional development is constructed in the NPY district, upgrade the SWM system to include additional facilities (where appropriate) and replace facilities that may not be as high-performing as they were at installation.
- Evaluate the performance of constructed block-level green infrastructure to inform adaptive design. Consider any changes in the percentile storm event the project should be managing, and develop strategies to address increasing volume of stormwater due to climate change.
- Consider installing "purple roof" systems on 20% of the roof area. These systems incorporate substantial stormwater detention beyond what extensive and intensive green roofs are capable of.

3. USDA NRCS, <https://directives.sc.egov.usda.gov/>



Open Space

I-2

DEFINITION

One of the most effective ways to improve occupant social and physical well-being is to provide activated open-space. Incorporating open space provides numerous environmental benefits such as habitat creation, linkages to other habitats, reduced heat island effect, and natural stormwater management. Including well-designed outdoor spaces supports the wellness and sustainability goals for NPY.

GOALS

1. Incorporate accessible open space that encourages both social and physical well-being.
2. Integrate site design to include active and healthy accessible outdoor spaces that are adaptable.
3. Encourage social and physical activity through well-designed outdoor space.
4. Create open spaces that provide ecosystem services and support environmental sustainability.
5. Weave habitat connections, natural features, and ecosystem services into open space designs.

TOOLKIT

Short-Term

- Design for walkability through a network of sidewalks and trails.
- Design open space areas with the ability to accommodate a variety of activities.
- Include native vegetation with substantial habitat value.
- Include infrastructure that promotes social and physical activity, such as play areas, tables, and seating areas.
- Design to promote community with social/ civic gathering spaces.
- Design inclusive and diverse spaces that work for all.
- Activate roof areas as accessible open spaces for building occupants (using both vegetation and hardscape).
- Provide canopy coverage over seating, walkways, and gathering spaces

Mid-Term

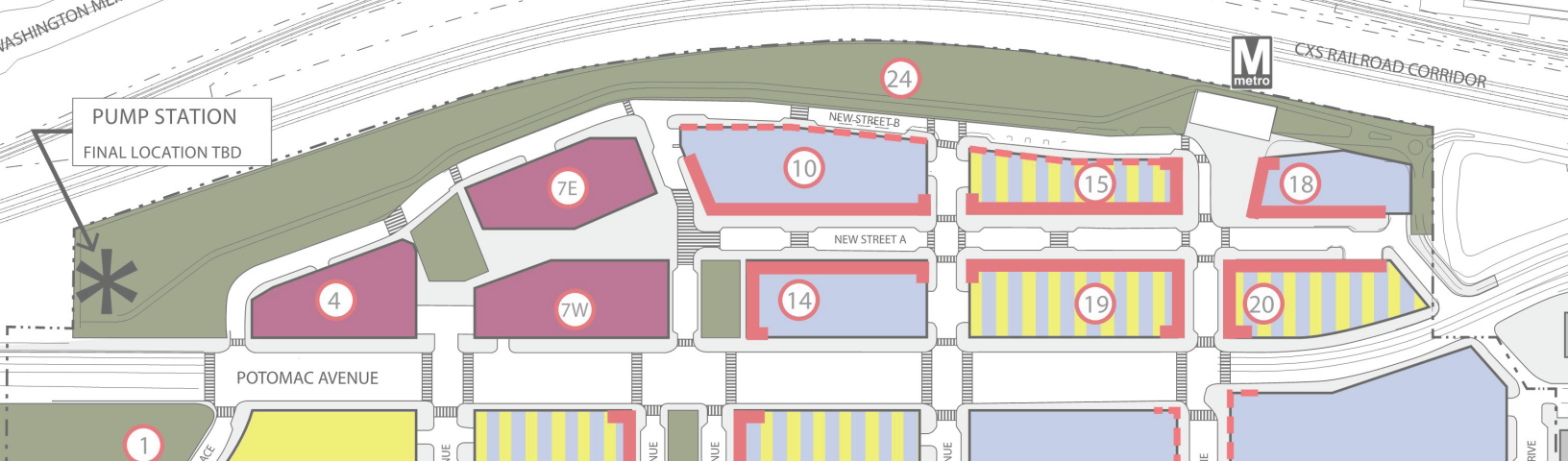
- Develop annual schedule of events (dual use of public streets)
- Explore urban gardens for promoting local food production.

Long-Term

- Connect to, and leverage, a larger network of parks in future phases.



Figure 10. Rooftop open space, 150 Charles Street, New York City.



Habitat

I-3

DEFINITION

Preserving and restoring natural habitats is important for reducing the environmental impacts of development. The more we build, the less natural habitat remains for local ecosystems to thrive. By incorporating habitat creation into building or neighborhood developments, biodiversity in an urban environment will be improved. In the case of NPY the new plan will look to re-energize with more natural cover solutions, where possible, when compared to the current condition. RPA mitigation, as required by CDD conditions, will be implemented to sustainably enhance water quality and create habitat while also connecting the public to the natural waterway through both recreational and educational opportunities.

GOALS

1. Improve habitat creation beyond existing pre-developed condition.
2. Promote human interaction with natural habitat in open spaces.
3. Utilizing natural, or native, landscaping to improve biodiversity.
4. Maintaining healthy habitat onsite with regular upkeep.
5. Explore intuitive habitat education for visitors and residents.

TOOLKIT

Short-Term

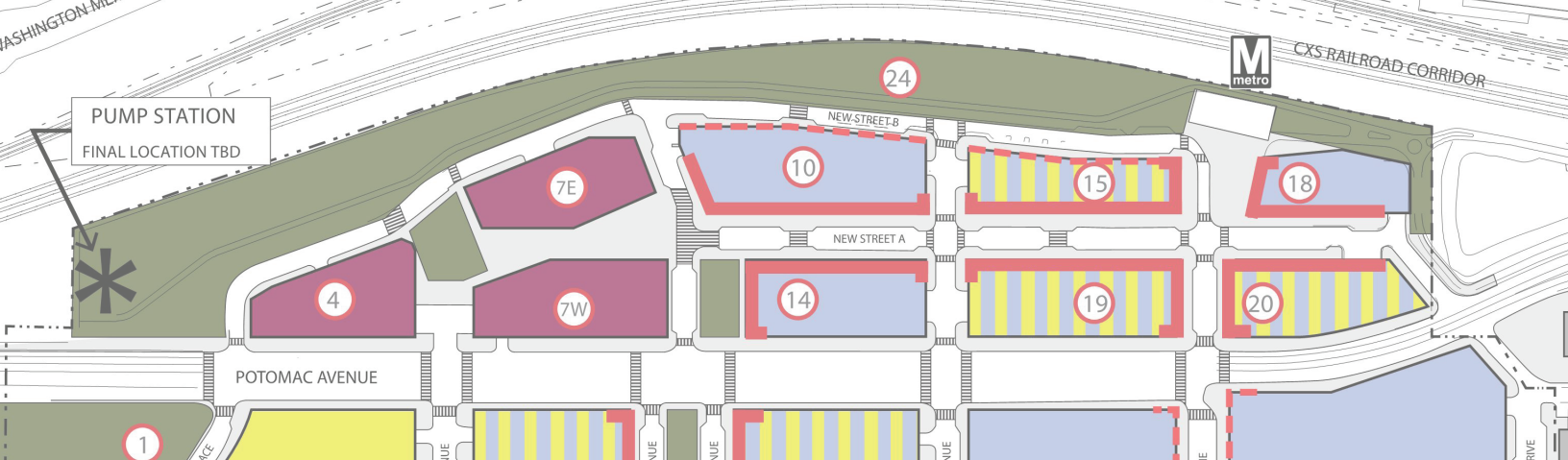
- Consider native and adaptive plantings for the entire site to promote habitat creation and help reduce outdoor water usage.
- Clearly delineate the boundary of any protected habitat areas on plans that are part of the site or facilities maintenance documents.
- Do not use protected habitat areas to store equipment or materials or dispose of waste, whether organic or inorganic.
- Plan for environmental conditions specific to the site (even a native species will not thrive if planted in an inappropriate microclimate).
- Consider the adjacent natural resources and linking to these resources.



Figure 11. Living roof in Thunder Bay, ON



Figure 12. Native plantings, Partners Healthcare Administrative Campus



Habitat

I-3

Short-Term (cont'd)

- Source plants from reputable nurseries that can attest to the plant origins, ideally nursery-propagated specimens that originated in the same ecoregion as the project site.
- When specifying adapted vegetation, choose cultivars of native vegetation that are not considered invasive plants or noxious weeds, and that grow reliably well in the project's locality with minimal maintenance, winter protection, pest protection, irrigation, and fertilizer.
- Restore natural slopes where feasible.
- Provide layered vegetation that includes sufficient canopy coverage.
- Familiarize the community with the local ecosystem, supporting high impact education through thoughtful open space design and programming (e.g. constructing boardwalks along established riparian buffers and erecting educational signage that describes the services provided by flora and fauna).
- Ensure open spaces throughout NPY are designed with habitat- flora and fauna- in mind.

Mid-Term

- Monitor habitat areas for invasive species and remove them when they are identified.
- Design extensive and/or intensive green roof systems that promote habitat and biodiversity.
- Begin collecting data on site plantings and habitat.

Long-Term

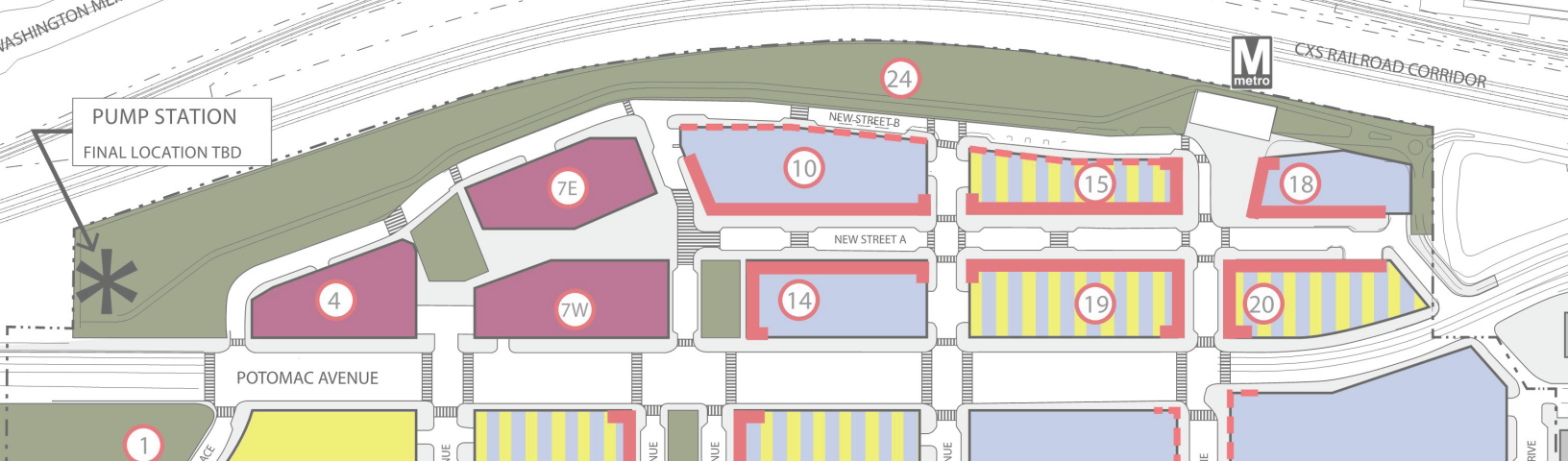
- Establish an adaptive landscaping plan that considers the changing climate.
- Use data collected on site plantings and landscaping to inform future site decisions and development.



Figure 13.
(left)
Bioretention
area with
native plants



Figure
14. (right)
Habitat and
water body
restoration
area



Heat Island

I-4

DEFINITION

Passive cooling is a suite of design approaches aimed at controlling and dissipating heat gain of surfaces exposed to solar radiation, thereby minimizing the need for active approaches. These approaches introduce ways of offsetting excessive absorption of solar energy within large urban and exurban core areas that hold dense concentrations of concrete, steel, and asphalt. This section looks at Heat Island Reduction and how it can be implemented broadly within the context of NPY. Borrowing concepts of green infrastructure, this strategy attempts to replicate much of the natural world through a design of materials and methods into the built environment of the project site. Using a joint approach of natural materials and technological methods, communities are sure to see a reduction in associated issues related to the heat island effect in the form of decreased energy costs, air pollution, and heat-related illness.

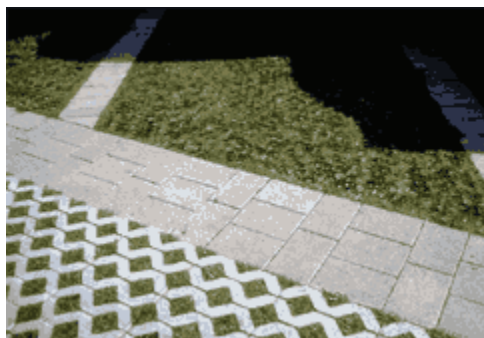


Figure 15. Open-grid and highly-reflective paving



Figure 16. Reducing heat island effects in urban areas.
High Line, New York City

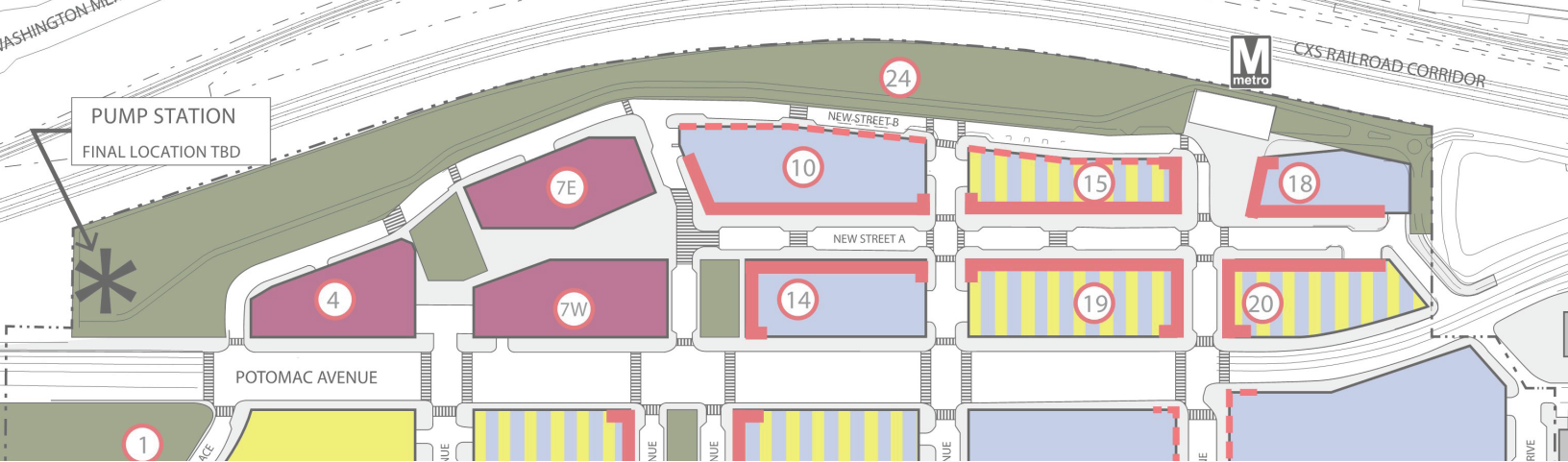
According to a climate study put together by Climate Central⁴, the surrounding area of DC experiences a temperature surge of up to 21 degrees (F) during the summer as opposed to surrounding rural areas. Aerial imagery shows Alexandria to be a hot spot tethered to the larger Metropolitan region by a web of roadways with significant thermal mass⁵.

GOALS

1. Employ heat island reduction materials and methods with a restorative approach.
2. Increase urban tree canopy, and utilize green roofs to the extent possible.
3. Employ high Solar Reflectance Index (SRI) materials, open grid, and energy generation systems.
4. Restore areas of vulnerable hot spots with vegetation and other structures.
5. Expand corridors for natural air circulation.
6. Use of cool materials with high emissivity and reflectance.
7. Efficient technological approaches that minimize energy release or expenditure.

4. "Hot and Getting Hotter: Heat Islands Cooking U.S. Cities," Climate Central

5. "Detailed maps of urban heat island effects in Washington, DC, and Baltimore," NOAA



Heat Island

I-4

TOOLKIT

Short-Term

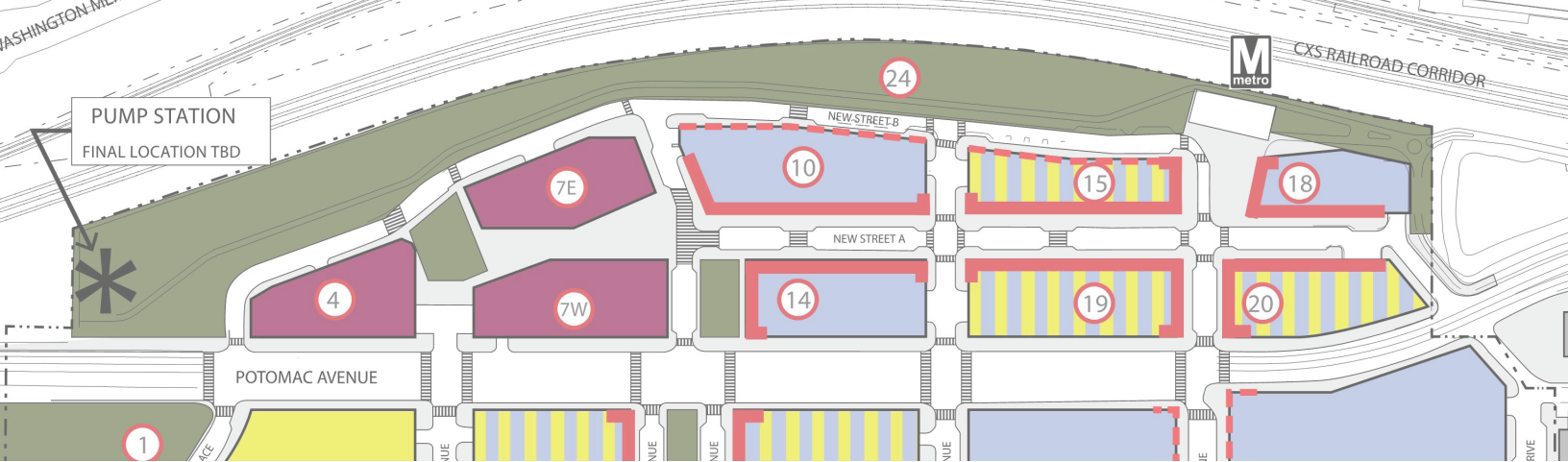
- Protect and increase vegetation through tree cover and plant beds that will aid in shading and evapotranspiration.
- Install vegetated roofs, solar roofs, or other sustainable strategies on at least 50% of the total roof area in the NPY district.
- Use ground-level paving materials with a three-year aged solar reflectance (SR) value of at least 0.28 or an initial SR of 0.33.
- Use roofing materials with an SRI of 39 minimum for steep roofs, and 82 minimum for low-sloped or flat roofs.
- Provide shading structures (i.e. trellises, structured canopy, umbrellas, etc.) covered by energy generation systems - such as photovoltaics - that will offset nonrenewable energy use.
- Where feasible, design pavement with open-grid systems that will minimize thermal absorption.

Mid-Term

- Inspect and replace deteriorated hardscape materials that have decreased solar reflectance due to weatherization.
- Regularly maintain landscaped areas to promote healthy development that will contribute to air quality and reduced onsite temperatures.
- Restrict use of lawn care equipment using nonrenewable fuel sources and/or minimize usage on days of low air quality.



Figure 17. Vegetation and high-reflectance surfaces lower heat gain and create a pleasant environment for people.



Heat Island

I-4

Mid-Term cont.

- Have in place extensive and intensive vegetated roofs, high-SRI roof materials, high-SR paving, and plant canopy coverage on at least 50% of NPY district (roofs and ground-level combined).
- Model the heat island impact effects of various design scenarios.

Long-Term

- Continue to reevaluate landscape and hardscape maintenance protocols to ensure the health of mature plants and the reflectance of hardscape materials.
- Have in place extensive and intensive vegetated roofs, high-SRI roof materials, high-SR paving, and plant canopy coverage on at least 90% of NPY district (roofs and ground-level combined).

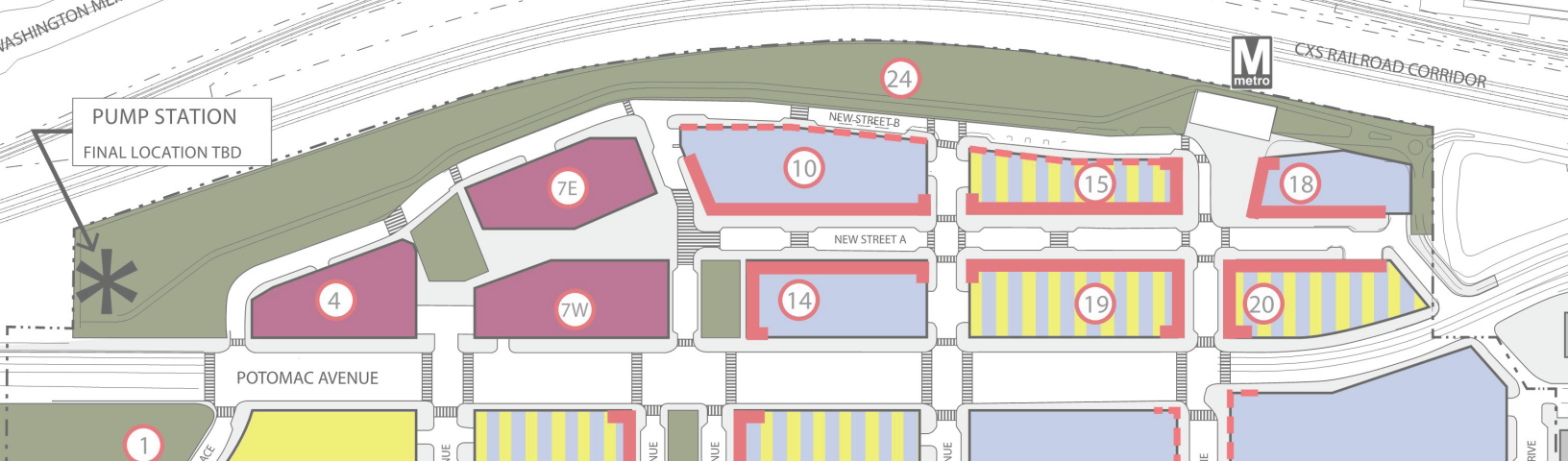


Figure 18. A reduction in heat island effect can be felt after dark. Lower air and surface temperatures result in more pleasant, usable public open spaces.



Waste





Waste

BACKGROUND

Responsibly managing waste on both a building and neighborhood-level within NPY is a key project goal. Reducing overall waste, achieving a high recycling rate, and offering ample opportunities for occupants to responsibly dispose of their waste is critical to addressing emerging environmental concerns and taking advantage of evolving technologies.

Solid Waste Management is an essential service in any community, and having an efficient system in place has multiple benefits not only to the local community but to the greater region and world. Actions taken to develop a comprehensive solid waste management system that results in the reduction of overall waste will not only have a positive environmental impact but will also result in the reduction of costs and resources required to manage and dispose of solid waste. The City of Alexandria recognizes Solid Waste removal as one of the City’s more important regular responsibilities and core services⁶. “Solid waste” is defined as any garbage or discarded material resulting from operations or activities⁷.

Construction projects are large generators of waste, and account for one of the main landfill sources. Standard practice involves little recycling or reuse of demolition and construction waste. The number one priority related to this topic for NPY is reducing the volume generated so that there is less to remove, recycle, and process as waste.

NPY will focus on avoidance, waste minimization, recycling/ composting, and reuse initiatives. According to the Waste Management Hierarchy,⁸ these are the preferred opportunities to achieve a sustainable waste management program, therefore reducing the need to dispose of the waste in a landfill.

Food scraps make up 30% of our waste stream and generate billions of tons of greenhouse gas emissions if not handled carefully⁹. Implementing a robust composting program will provide community benefits reduce overall waste sent to the landfill.

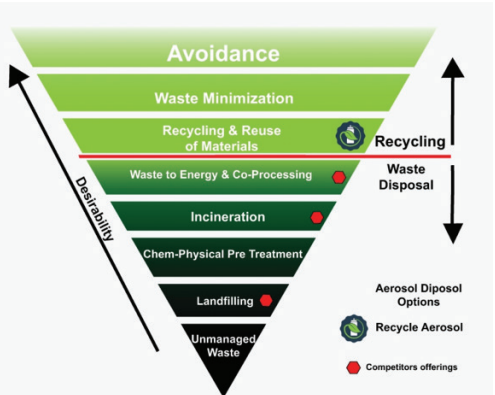
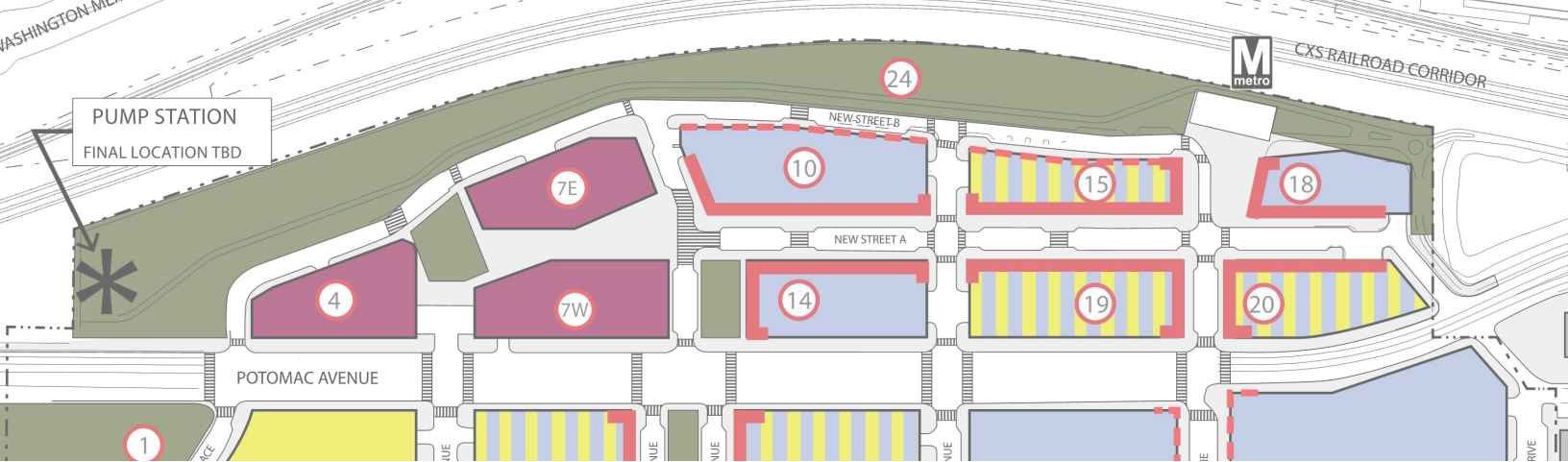


Figure 19. Waste Management Hierarchy

Topic	Categories	Definition	Short-Term (0-5 years)	Mid-Term (Projected: 5-10 years)	Long-Term (Projected: 10-20 years)
Waste	Construction	% reduction in waste (materials & diversion)	50%	65%	75%
Waste	Consumables	% reduction in on-going waste (operations)	15%	25%	35%

Table 2.2 Targets for Advancement of Sustainability - Waste Strategies

6. “Waste Smart – Alexandria’s 20-Year Strategic Plan to Sustainable Recover Resources,” City of Alexandria; 7. “Criteria for the Definition of Solid Waste,” US EPA; 8. “The Waste Management Hierarchy,” US EPA; 9. “Food & Organic Recycling,” Waste Management



Construction

II-1

Definition

Construction waste is identified as materials that originate from demolition, excavation, general construction activities and construction trailer operations. This includes the following specific materials: concrete/asphalt/stone, masonry/brick, drywall/gypsum board, ceramic/porcelain tile, carpet, glass, metal, wood, plastic, cardboard/paper and food waste. Construction waste places an increased burden on our ecosystem due to our inability to process and safely eliminate that which cannot be recycled thus resulting in more landfills and incineration facilities. According to trends and market research performed by the World Bank, future projections indicate that the amount of solid waste generated from construction will increase to 2.2 billion tons per year by 2025¹⁰.

GOALS

1. Reduce overall waste generated by construction practices.
2. Prioritize innovative alternatives to waste generation.
3. Minimize the environmental impacts of construction trailer and staging area operations.



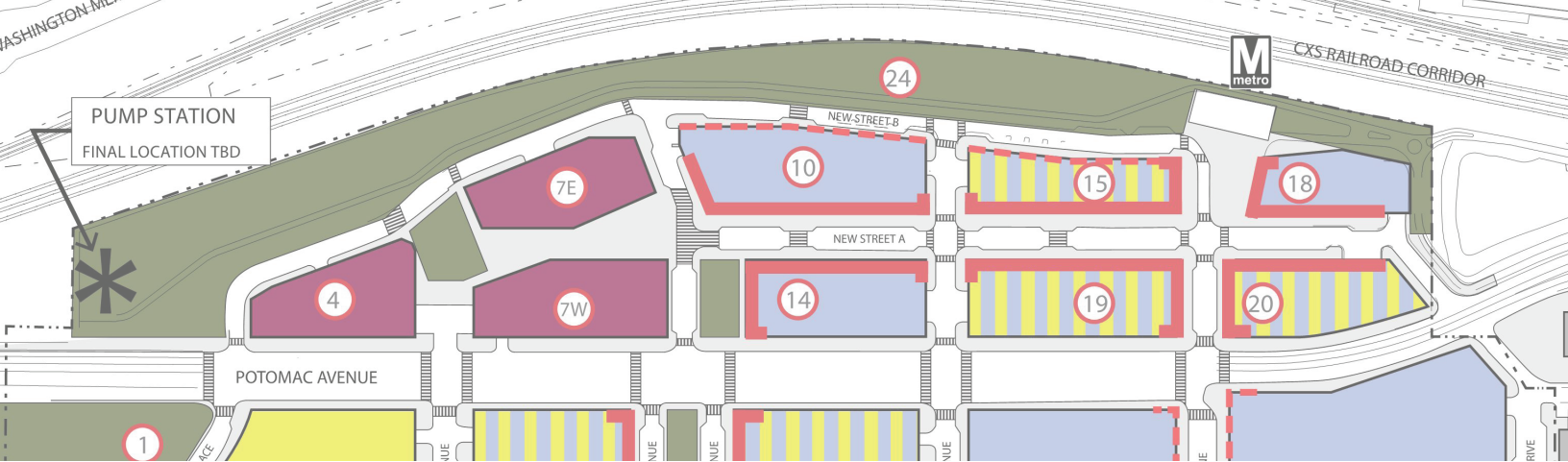
Figure 20. Separating and labeling waste diversion streams onsite.

TOOLKIT

Short-Term

- Establish master site construction waste management plans/policies.
- Educate and inform all contractors on recycling protocols/processes identified within the construction waste management plans via submission of plans for record, scheduling of recycling kick-off training and monthly contractor meetings onsite.
- Strive for an overall minimum construction waste diversion rate of 50%. Reference the MWCOC Builders Recycling Guide which lists companies that recycle construction and demolition materials in the DC Metro area for recycling, reuse, and disposal.

10. "What a Waste: An Updated Look into the Future of Solid Waste Management," World Bank, September 2018



Construction

II-1

Short-Term cont.

- Strive for a recycling diversion rate of 100% of all cardboard/paper waste originating from construction trailer operations. Cardboard must be separated from plastic film, wrap, and bags along with any styrofoam in order to be recycled properly.
- Establish contractor check-ins and reporting protocols related to waste diversion rates.
- Explore alternative waste diversion strategies such as buy-backs, closed-loop recycling, and material surplus donation.

Mid-Term

- Strive for a minimum construction waste diversion rate of 75%. Specify disclosure requirements for management of waste streams.
- Explore third-party verification using a verified hauler.
- Compost food waste generated by construction trailer personnel and arrange for pickup by a local composting company for use at municipal or community gardens. Consider packaging separation requirements for composting.

Long-Term

- Strive for a minimum construction waste diversion rate of 90%.
- Pursue Zero-Waste Certification goals related to construction waste.



Figure 21. Separate waste streams ready for recycling



Infrastructure

II-2

DEFINITION

Infrastructure waste is identified as waste generated from site activities with scopes of work that include roadways, parking lots, sidewalks, curbs, unit paving, backfill/base/sub-base, water retention tanks/vaults, rainwater piping systems, sanitary sewer piping systems, potable water piping systems, and steam energy distribution systems. The materials that make up these infrastructure types are highly recyclable and mainly include cementitious components, stone, metal and plastic. Due to this, it is critical that we encourage and educate responsible reuse and recycling practices related to these infrastructure scopes of work. NPY is committed to solutions that minimize overall site construction-related waste and its harmful impact on the environment.



Figure 22. Infrastructure reuse- Project Divert

GOALS

1. Reduce the embodied carbon of district-wide site infrastructure.
2. Prioritize the carbon footprint of infrastructure through early planning and collaboration between designers, suppliers, and the construction team.
3. Educate stakeholders on the impacts of infrastructure and the opportunities that exist to make positive change.

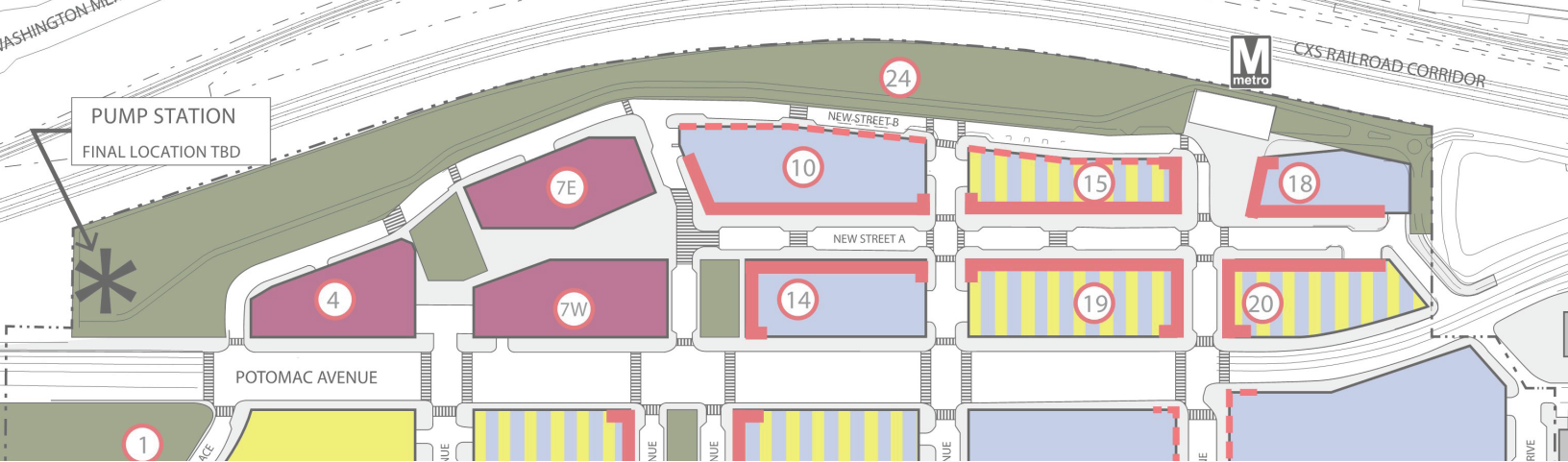
TOOLKIT

Short-Term

- Reuse demolished asphalt, concrete, and stone as backfill, base and sub-base materials.
- Strive for the sum of the postconsumer recycled content, on-site reused materials and one-half of the pre-consumer recycled content to constitute at least 50% of the total mass of infrastructure materials.
- Use ISO/IEC 14021, Environmental Labels and Declaration, Self-Declared Environmental Claims (Type II environmental labeling) to identify the recycled content of infrastructure used onsite.
- Pursue Institute for Sustainable Infrastructure "Envision" verification where feasible.



Figure 23. Concrete can be crushed and reused for other applications



Infrastructure

II-2

Mid-Term

- Strive to achieve the sum of postconsumer recycled content + on-site reused materials + one-half of the pre-consumer recycled content constitutes at least 75% of the total mass of infrastructure materials.
- Research and consider alternative non-toxic materials for use in site infrastructure.

Long-Term

- Strive to achieve the sum of the postconsumer recycled content + on-site reused materials + one-half of the pre-consumer recycled content constitutes at least 90% of the total mass of infrastructure materials.
- Evaluate the supply chain and production processes of infrastructure when making decisions about design.
- Purchase materials from manufacturers and producers that have committed to renewable energy production or have offset operations with renewable energy.

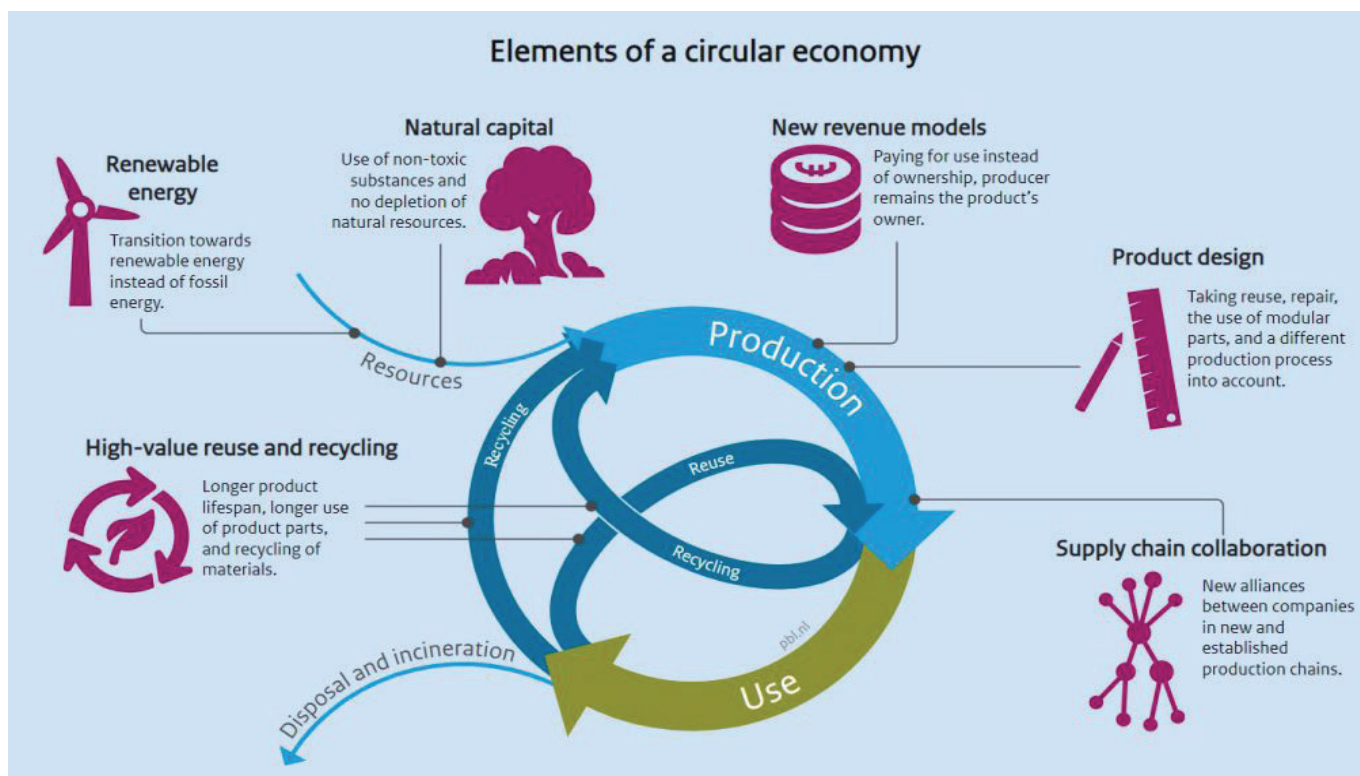


Figure 24. Waste reduction, diversion, and recycling/reuse are key components of a circular, sustainable economy.



Ongoing Operations

II-3

DEFINITION

Upon redevelopment, there are a variety of different types of waste that North Potomac Yard will address operationally on an ongoing basis including:

- Recyclable Materials – Metal, Glass, Paper, Cardboard, and Plastic Bottles/Containers¹¹
- Compostable Waste – Fruit scraps, vegetable scraps, bread, pasta, rice, grains, cereal, nuts, beans, seeds, coffee grounds, filters, tea bags, egg shells, flowers.
- Non-Compostable Waste – Meat, fish, shellfish, dairy products (cheese, butter, ice cream, etc.), fats oils, grease, pet waste, foam, plastic bags/wrap/film, yard waste, rubber bands, small fruit labels, diapers¹²
- Bulk Waste – Furniture (desks, chairs, couches, tables, etc.) and Electronics (TVs, computers, printers/scanners, hard drives, phones, CDs, DVDs, etc.)
- Wet Waste – Paper towels from public or private facilities. Certain wet waste products can be composted
- Non-Recyclable Waste – Material that is not capable of being recycled or reused (i.e. must be disposed of in a landfill)¹³
- Hazardous Waste – Batteries, Mercury Containing Light Bulbs, Refrigerants



Figure 25. Composting collection



Figure 26. Recycling of paper, cardboard, metals, plastics, and glass will help meet solid waste reduction goals.

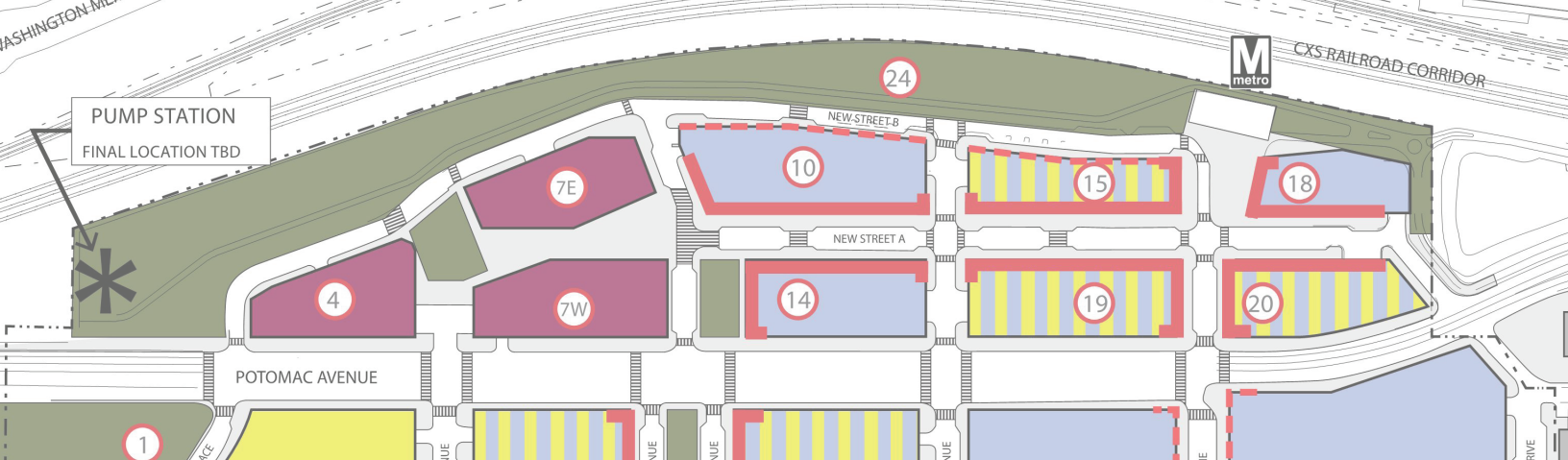
GOALS

1. Implement innovative waste management strategies where feasible.
2. Encourage behavior change by educating occupants, tenants, and visitors on best practices for effective waste management.
3. Make waste diversion a priority through a series of flexible, ongoing strategies to confirm performance.

11. "Recycling 101," Waste Management

12. "Compost Resource Recovery Stations," City of Alexandria

13. "Recycling 101," Waste Management



Ongoing Operations

II-3

TOOLKIT

Short-Term

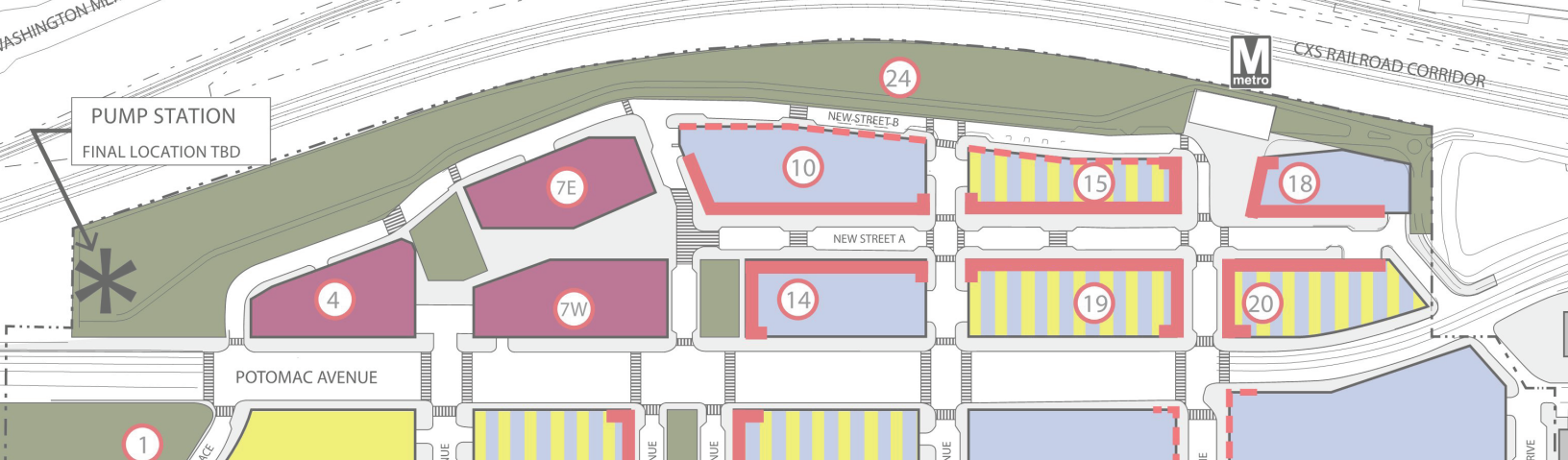
- Provide larger recycling containers in comparison to the size of trash containers.
- Provide ample opportunities for recycling bins throughout public space both indoors and outdoors as well as sufficient storage for peak demand.
- Incorporate network connected trash and recycling bins with solar compactors (reduces collection frequency).
- Install special glass-only recycling containers throughout the public space both indoors and outdoors.
- Install recycling signage/imagery to clearly outline proper recycling practices and help with quick decision making.
- Provide training for all FTE in residential or commercial spaces on sustainable purchasing habits and proper waste disposal.
- Optimize the location of waste collection areas or bins to ensure better access for both users and the waste collection agency.
- Provide three (3) reusable bags to each new resident that moves in the residential buildings.
- Require landscapers to mulch or compost organic yard waste that is created through routine landscaping operations.
- Incorporate waste tracking (Arc Platform, Energy Star, EnergyWatch, etc.) to analyze ongoing waste operations and determine if waste generation is being reduced and diversion rates are high.
- Complete annual waste audits of the properties within the NPY area to determine recycling rates and areas for improvements.
- Sustainable Purchasing: Encourage the purchasing of materials or products that can either be recycled or composted.

Mid-Term

- Conduct bi-annual educational campaigns to provide information on the importance of proper waste disposal.



Figure 27. Clear signage helps occupants recycle and compost more effectively



Ongoing Operations

II-3

Mid-Term cont.

- Conduct bi-annual educational campaigns to provide information on the importance of proper waste disposal.
- Develop a website with resources for visitor and occupant use. Include information on what can be recycled or composted, and how to recycle and compost. Provide directions to donation sites, recycling centers and composting locations, and resources such as downloadable signs, media kits or sample letters to tenants. Establish a forum for furniture re-use/recycling and donations within the complex.
- Provide separation infrastructure in order to encourage tenant composting.
- Expand glass recycling to include a glass recycling collection container within the NPY area. Or provide a glass recycling container within each building or phase of NPY.
- Implement a drop off and storage area for potentially hazardous office or household wastes such as batteries, light bulbs, oil, and more. Coordinate with Alexandria City staff on monitoring.
- Encourage the use of commercial compactor rooms within buildings to reduce the frequency of trash collection/pick up.

Long-Term

- Coordinate with nearby schools or academic institutions to develop educational outreach and programs.
- Require waste hauler vendors to have corporate sustainability report or program in place.
- Incorporate infrastructure to support food recovery efforts with local food banks and restaurants (note that policy/code will have to change)
- Coordinate with local farmers markets or composting organizations to develop a collection or drop off point within NPY.
- Share waste tracking data with occupants to inform research and development of new technologies.

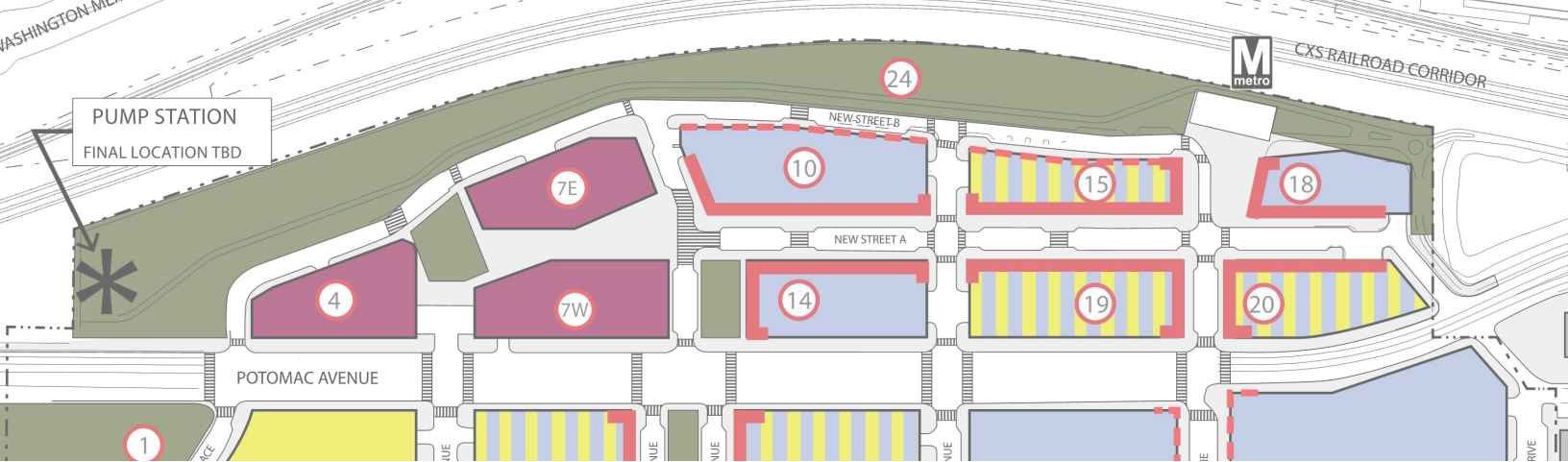
Figure 28. Providing commingled and glass recycling options will help NPY achieve solid waste reduction goals.





WATER





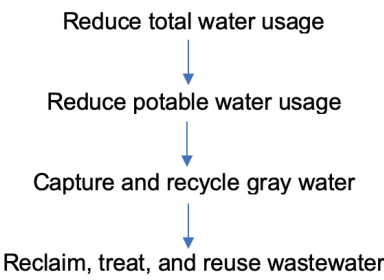
Water

BACKGROUND

This section focuses on the importance of water conservation on a building and neighborhood-level. Reducing water usage- to include both potable water and graywater- through more efficient equipment and fixtures, capture, and recycling is critical to ensuring that the water balance of the site, neighborhood, and watershed is maintained. Actions taken to reduce water demand at the micro-local level (residential units, retail and office fit-outs, etc.) can result in scaled impact at the community level. What is done on a neighborhood level impacts the larger community and the world; using less water means there is more available for everyone.

Reducing water usage also reduces the amount of energy needed to process it, which in turn reduces carbon dioxide and the need for fossil fuels. It also aids in the conservation of local water bodies, which we rely on for drinking water and recreation. Potable water is a shared resource on which everyone relies. While currently underpriced, as the climate changes, weather patterns become more extreme, and water becomes scarcer, this could change. Designing “water-smart” buildings and landscapes now is a means to build more resilient communities.

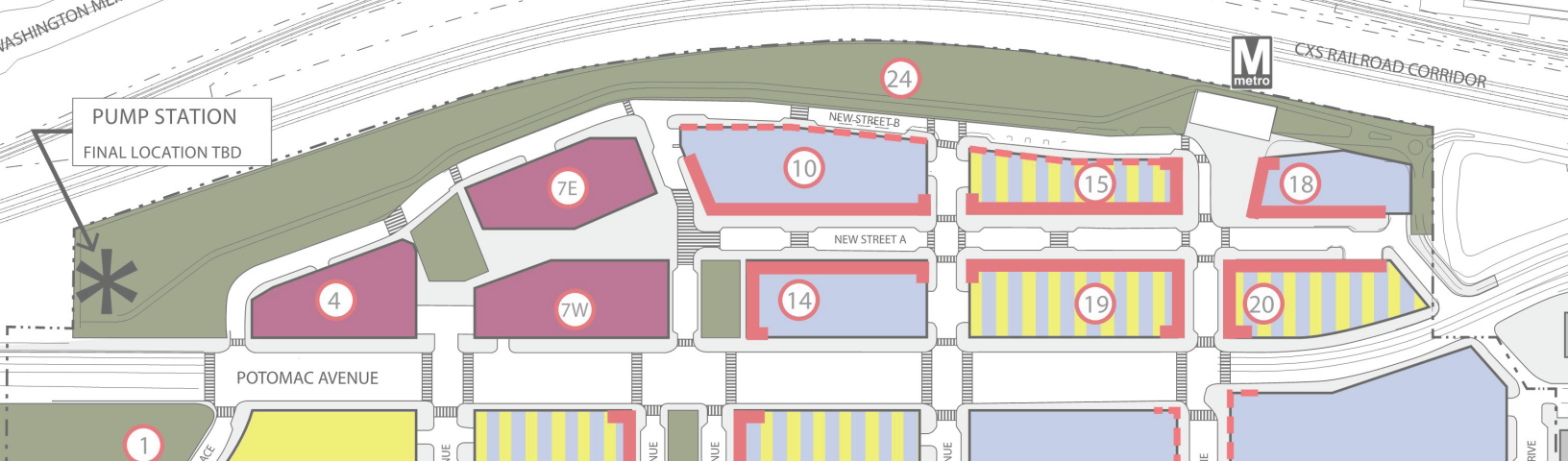
NPY will focus on an “efficiency first” approach, which means reducing the need and use of water where feasible. If the project can first reduce the demand for water, it can then supplement some of the remaining need with treated graywater where possible:



A majority of the strategies listed in the Water toolkits are Short- or Mid-Term, as they can be implemented at building construction or within a few years of building delivery.

Topic	Categories	Definition	Short-Term (0-5 years)	Mid-Term (Projected: 5-10 years)	Long-Term (Projected: 10-20 years)
Water	Potable Water	% reduction in potable water use (fixtures)	30%	35%	40%
Water	Irrigation	% reduction in potable water use (irrigation)	20%	50%	75%
Water	Rainwater	% volume of impervious roof surface stormwater harvested for re-use	5%	10%	15%

Table 2.3 Targets for Advancement of Sustainability - Water Strategies



Potable Reduction

III-1

DEFINITION

Potable water, also known as drinking water, refers to water that has been treated and is safe to drink, handle, use for food preparation, and bathe in. It is a finite resource, and only 0.007% of the world's water is available and potable¹⁴. The project's water sources include the Potomac River and Occoquan Reservoir.

GOALS

1. Employ effective water conservation to maximize the value of the resource.
2. Specify high-performance and quality fixtures that do not compromise experience.
3. Encourage tenants, occupants, and visitors to be mindful of excessive water usage.

TOOLKIT

Short-Term

- Install WaterSense-labeled water fixtures, such as toilets, urinals, lavatory faucets, showerheads, and kitchen faucets.
- Install low-flow water fixtures; possible flow rates include 1.28 gpf or dual-flush toilets, 0.125 gpf urinals, 0.8 – 1.5 gpm lavatory faucets, 1.5 – 2.25 gpm showerheads, 1.0 – 2.0 kitchen faucets, 1.4 gpm pre-rinse spray valves. Flow rates will vary depending on building and occupant type.
- Install showerheads with pause buttons.
- Design the landscape such that the species chosen, plant spacing, soil conditions, and overall density results in a minimum 50% reduction in water required from the calculated baseline for the site's peak watering month.
- Avoid providing irrigation beyond the establishment period: where drought-tolerant plants can be used, install only temporary irrigation to ensure their viability will be provided for 2 years.
- Implement sustainable irrigation controls such as installing smart scheduling technologies and weather and soil moisture sensors.
- Install submetering infrastructure on major water end uses.

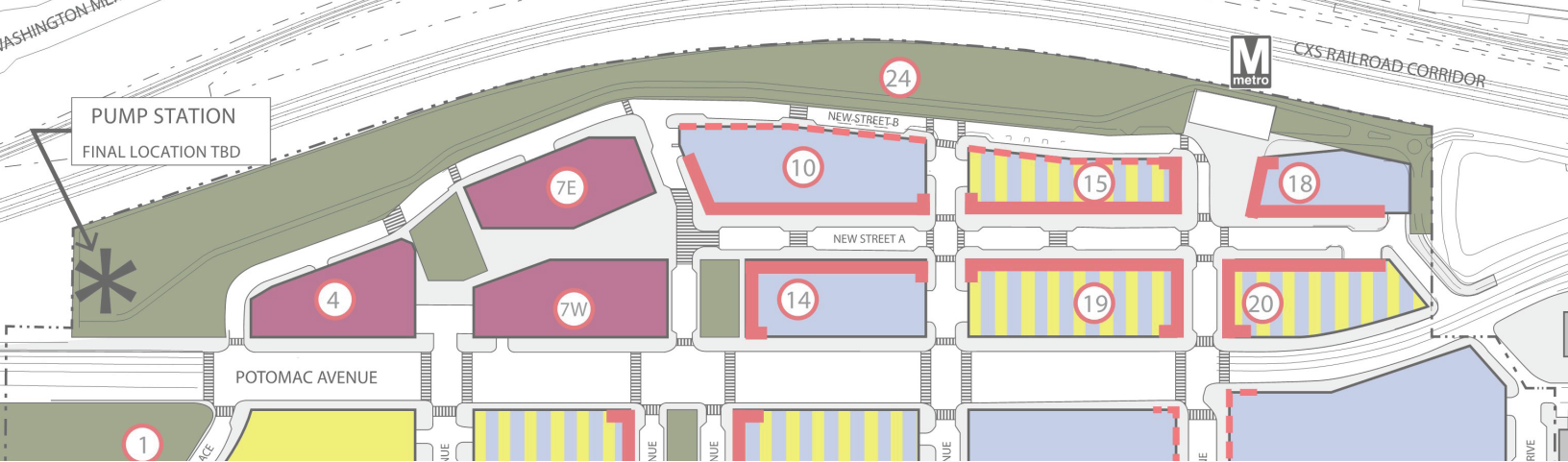


Figure 29. Irrigation rain sensor



Figure 30. Low-flow water fixture

14. "Freshwater Crisis," National Geographic



Potable Reduction

III-1

Short-Term cont.

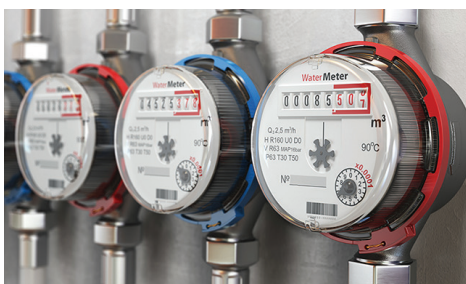
- Meter overall building and site water use and share data with a third-party.
- Ensure ongoing maintenance of landscaped areas to remove weeds, add mulch, balance soil nutrients and structure, and remove dead branches in order to reduce unnecessary water demand.
- Commission and regularly audit site irrigation systems to identify inefficiencies, fix leaks, adjust sensors, and relocate or remove sprinklers if watering needs have changed.
- Develop a Legionella Management Plan compliant with ASHRAE 188.
- For site wide designs utilizing gray water use, install trap primers for all buildings.

Mid-Term

- Install building-wide leak detection systems with sensors (wicking, moisture, contact, acoustical water flow), alarms, and automatic shutoff to identify leaks and inefficiencies.
- Test water quality at key locations in buildings and provide results to occupants.
- Implement a legionella management plan that includes processes for corrective action.

Long-Term

- As technologies evolve, replace water fixtures with more efficient models.
- Develop an action plan to future-proof NPY in the event that extreme weather events negatively affect the community's potable water supply.
- Share water use data with project occupants, institutions, and even the public to inform research and development of new technologies.
- Participate in an ongoing certificate purchasing program to offset potable water use and support offsite, receiving waterbody restoration.
- Ensure filtration or treatment, beyond municipal treatment, is in place at the building level to not exceed sediment, microorganism, dissolved metal, organic pollutant, disinfectant, pesticide, fertilizer, and public additive thresholds.



Figures 31, 32. Submeters alert building operators to possible leaks in order to prevent unnecessary water use.

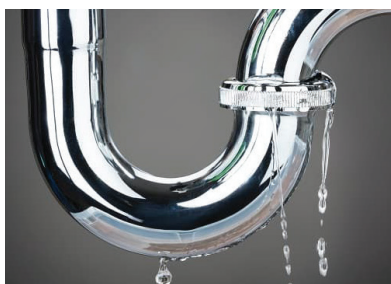
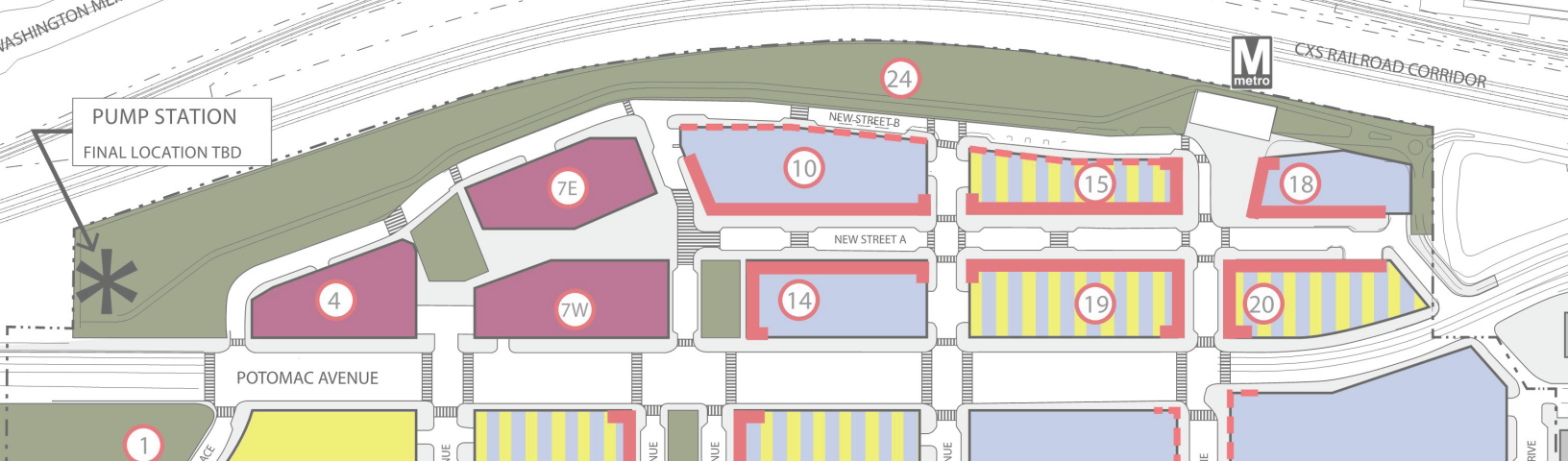


Figure 33. Filtration ensures a high level of water quality



Reuse Opportunities

III-2

DEFINITION

Water reuse enables buildings and sites to reduce the amount of potable water consumed by collecting, treating, and recycling water in a closed system. Recycled water can include water collected onsite or offsite, whether municipally supplied or generated by the project. Examples of alternative water sources include air conditioner condensate, rainwater, foundation drain water, industrial process water, and fire pump test water.

GOALS

1. Explore opportunities for water reuse onsite.
2. Reduce pollutant load to storm and sanitary sewers.
3. Utilize stormwater and greywater as resources rather than waste products.

TOOLKIT

Short-Term

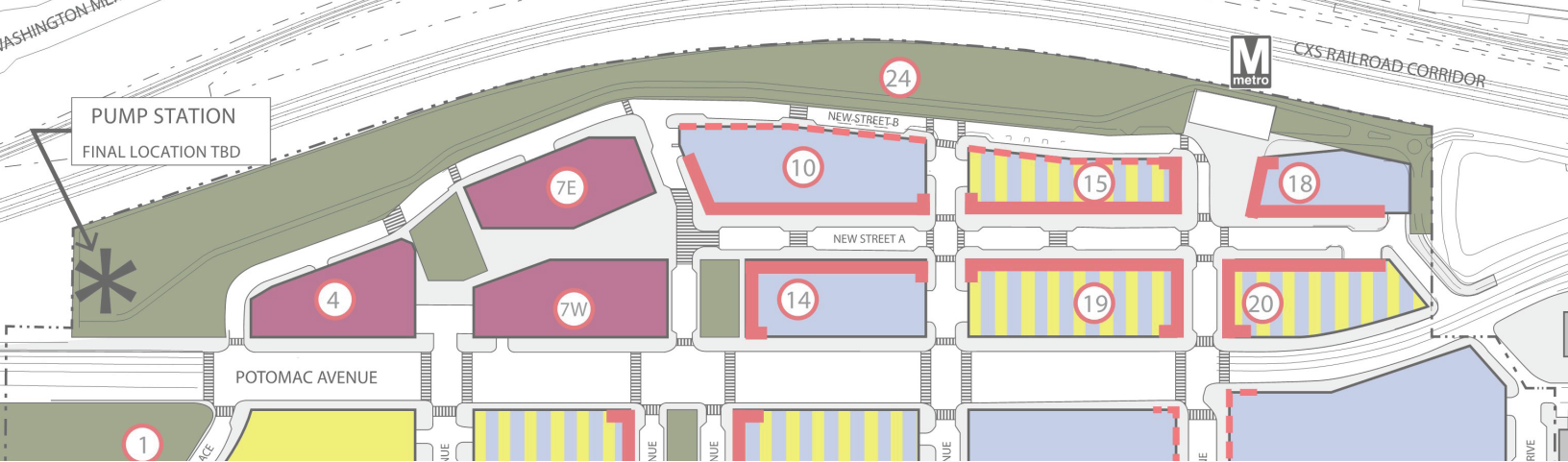
- Tap into a cistern to supply reused rainwater to streetscape, tree pits, parks, and open spaces, if and where needed.
- Collect and pipe rainwater to reuse in cooling towers after filtration.
- Capture and reroute condensate water for use in irrigation or back into the cooling tower as makeup water.
- Provide infrastructure for connections to a future Sanitary Wastewater Energy Exchange (SWEE) system.

Mid-Term

- Install a SWEE system to extract thermal energy from wastewater as an energy source for buildings. As the wastewater capacity increases, more energy is generated.
- Reuse greywater for uses where contact is not likely to occur (i.e. toilets and urinals).
- Implement a non-potable water safety plan to inspect all alternative water infrastructure for potential contaminants and exposure risk. Monitor odor control and operational parameters. List corrective actions.



Figure 34. Tree well bioretention basins



Reuse Opportunities

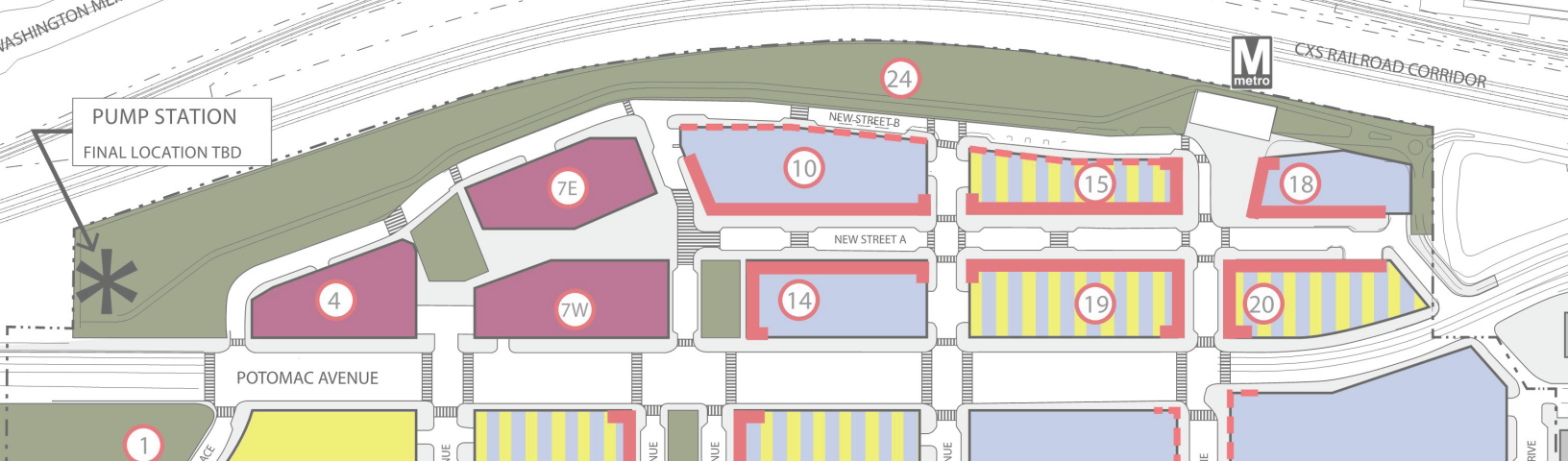
III-2

Long-Term

- Realize the full impact of the SWEE system through an increase in wastewater volume when future phases of development come online.
- Install systems that recover nutrients (i.e. nitrogen, phosphorus, carbon loading) from used water and convert them into alternative ecological or agricultural applications.
- Minimize the generation of wastewater, or treat and reuse blackwater onsite.



Figure 35. SWEE infrastructure



Process Water

III-3

DEFINITION

Process water includes all water uses that cannot be used for drinking or human consumption. Cooling systems, irrigation, cleaning, and appliances use a large amount of water. Process water can account for up to 50% of a residential building's total annual water use and almost 90% of an office building's use¹⁵. Of the process water used in commercial buildings, cooling systems make up 34% and appliances account for 14%¹⁶.

GOALS

1. Prioritize the efficiency of major process water end-use
2. Balance process water efficiency with daily operational needs
3. Establish protocols to reduce water use in maintenance operations
4. Maintain equipment, appliances, and fixtures to optimize performance over time.

TOOLKIT

Short-Term

- Install ENERGY STAR appliances, such as clothes washers, dishwashers, ice machines, tankless water heaters.
- For heat rejection and cooling, prohibit once-through cooling with potable water for any equipment or appliances that reject heat.
- Create an operations manual that includes protocols for efficient indoor and outdoor water use in operations, to be implemented at building delivery.
- Equip cooling towers and evaporative condensers with makeup water meters, conductivity controllers, overflow alarms, and efficient drift eliminators.

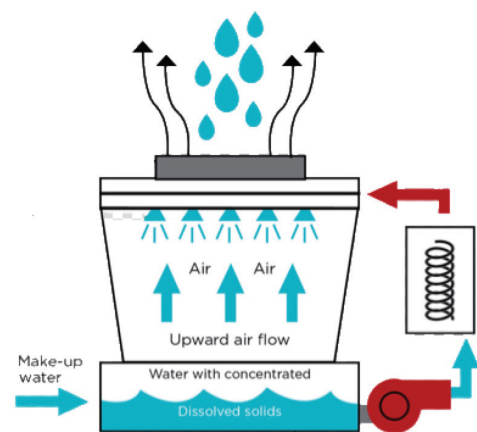


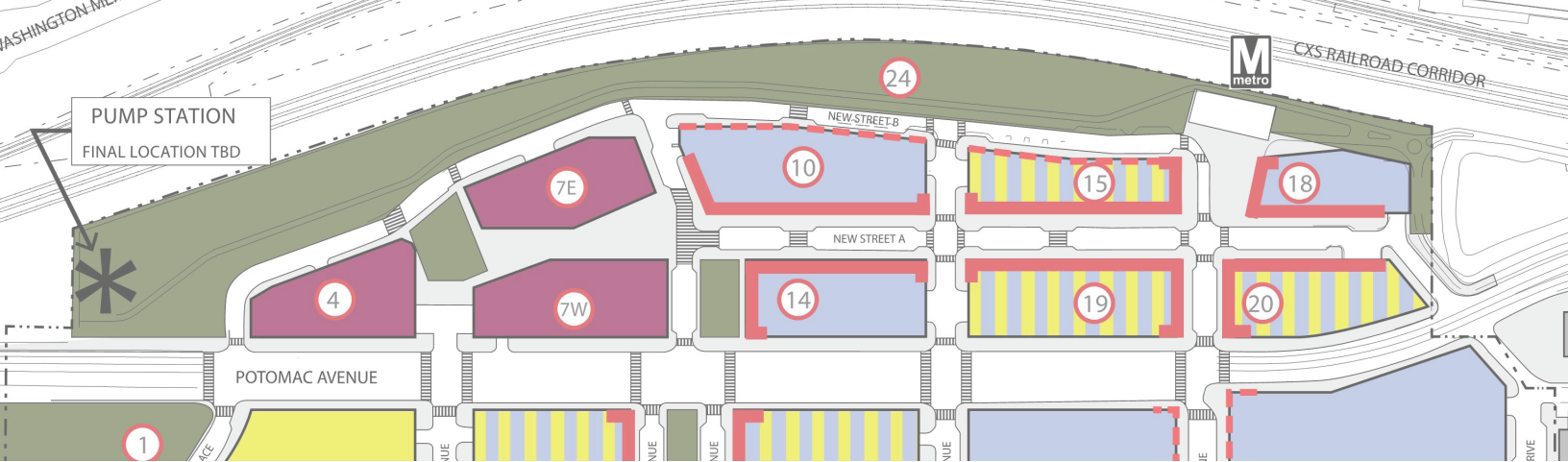
Figure 36. Cooling tower water use



Figure 37. ENERGY STAR appliances save energy and water

15. "Increasing Efficiency of Building Systems," US Department of Energy; "WaterSense at Work," US EPA

16. "Water Efficiency for Commercial Buildings," Massachusetts Water Resources Authority



Process Water

III-3

Mid-Term

- Revise the operations manual according to evolving technologies and best practices.
- Implement detailed submetering of process water from janitor closets, pool rooms, water-using appliances, irrigation, boilers, domestic hot water, humidification systems, etc.

Long-Term

- Conduct a water audit that includes an analysis of water consumption, fixtures, and seasonal changes to identify use trends and opportunities for renovations or retrofits.
- Ongoing performance verification: use meters and data tracking to ensure current water usage still meets or exceeds original Long-Term targets.



Figure 38. Process water, including water used for cleaning and maintenance, presents and opportunity for water savings.



Figure 39. Stormwater can be collected and reused for irrigation

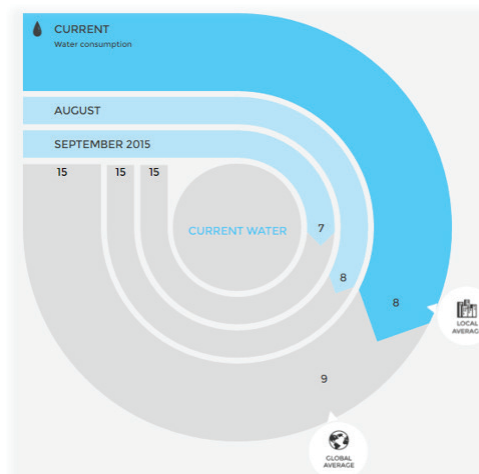
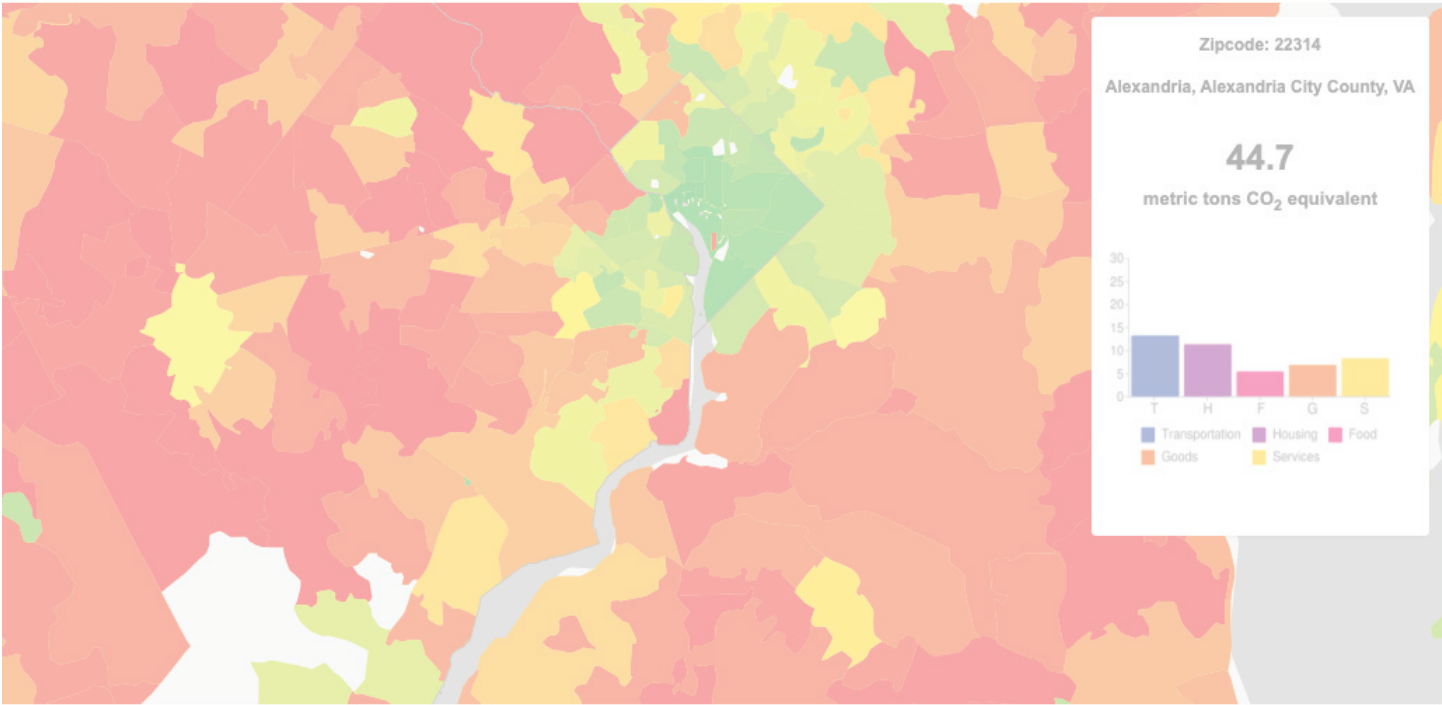
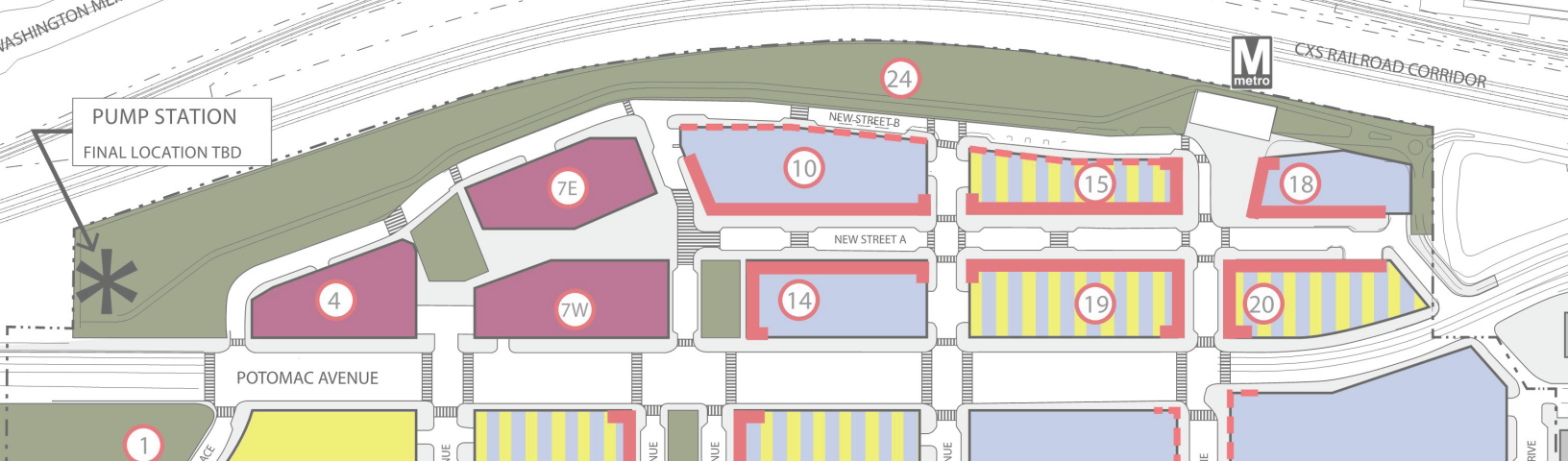


Figure 40. Building water use can be tracked in an ongoing manner.



CARBON





Carbon

IV

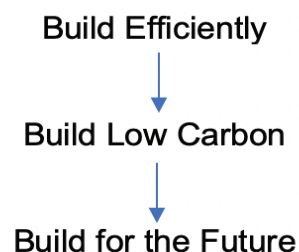
BACKGROUND

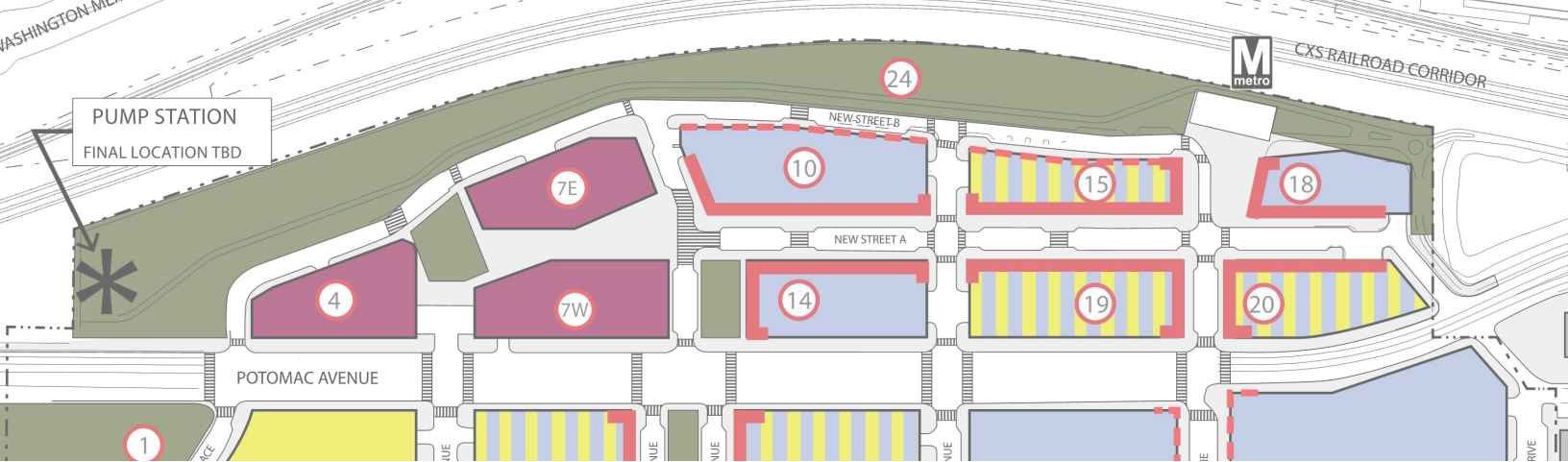
Embodied Carbon

Building construction and operations account for 39% of global greenhouse gas emissions, making it an important target for reducing overall CO₂ emissions. A lot of direct attention has been put on reducing operational carbon produced by building energy consumption¹⁷. However, 11% of global CO₂ emissions is produced in the form of embodied carbon from the extraction, manufacture, transport, and construction of building materials¹⁸. Unlike operational carbon emissions, which can be reduced over time with building energy efficiency renovations, embodied carbon emissions are locked in once critical decisions around structure and material choices are made and the building is built.

According to Architecture 2030, “new research from the IPCC, the UN, and the scientific community stresses the critical importance of a near-term milestone: if we do not achieve a 45-55% reduction in total global emissions over the next 10-20 years, we will have lost the opportunity to meet the 1.5/2 degrees Celsius warming threshold and climate change will become irreversible.”¹⁹ Over the past couple decades, we’ve made significant strides in reducing carbon emissions associated with operating buildings, and will continue to do so. In addition to operational carbon, an immediate focus on embodied carbon is essential to addressing climate change and meeting Paris Climate Agreement targets.

This section focuses on embodied carbon reduction strategies both at the building and neighborhood-level for North Potomac Yard. Embodied carbon is concentrated in the structure and enclosure of buildings, as well as materials used for infrastructure in site development. The most effective way to reduce overall district embodied carbon is to consider a variety of strategies early in design. NPY will focus on the following strategies to reduce embodied carbon throughout the site:





Carbon

IV

BACKGROUND (cont'd)

Operational Energy

Building energy efficiency is imperative in order to reduce the carbon footprint of the NPY district. Operational carbon includes all energy and material flows, lifecycle, and urban systems such as wastewater, street lighting, embodied carbon of streetscape, and transportation electrification. The collection of strategies focuses less on prescriptive solutions for equipment selection and operation, and instead defines a process of strategic considerations, critical review and performance guidelines that will guide the overall NPY development project towards long-term and sustained energy reductions.

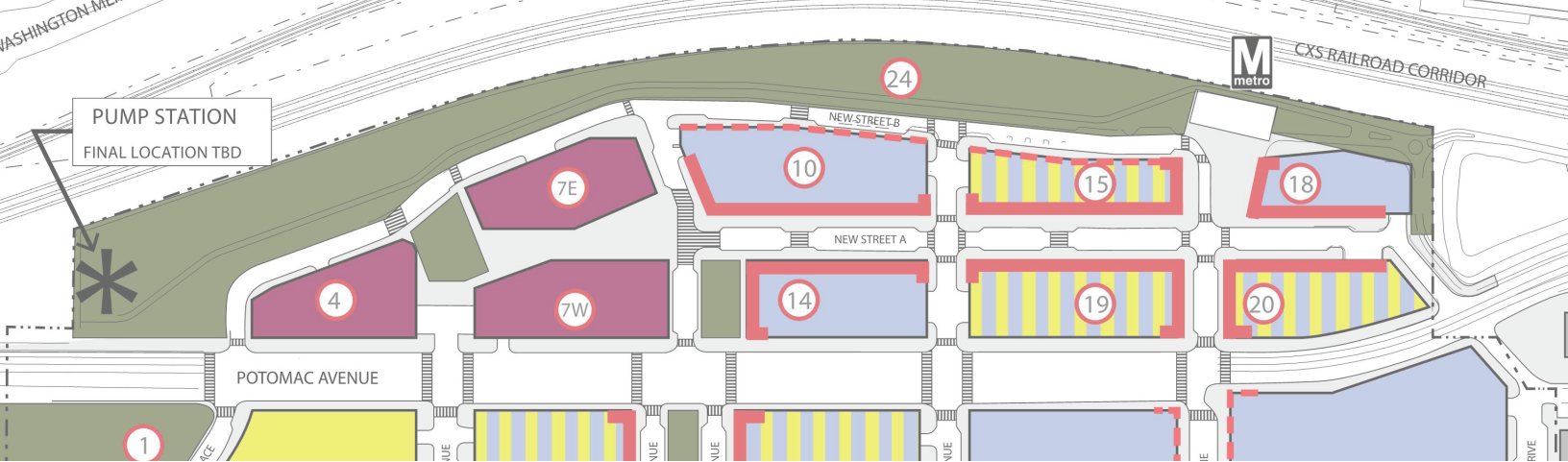
The NPY district will be designed with the goal of 100% electrification. Natural gas will likely be the initial energy source for some support functions (generators, etc), but electrification readiness of those components will be prioritized. Net-Zero buildings are a goal that will be kept in mind when designing the entire NPY district.

Renewables

Incorporation of renewable energy sources into NPY will be key to meeting aggressive carbon reduction goals. Fossil fuels – coal, oil, and natural gas – have high carbon compositions and when burned to create energy, release significant carbon into the atmosphere, contributing to the growing climate problems on the both local and global scales. On and off-site renewable energy generation looks to broaden the blend of and demand for fossil-fuel based energy sources to support the built environment. The technologies and economics for renewable energy is rapidly changing and it is important to build in, where possible, flexibility to take advantage of this evolution. Introduction of focused renewable energy solutions will put NPY on a path to meet carbon-neutral goals over the coming years.

In 2019, Virginia set a target of 100% carbon-free power by 2050. VA ranks high in future market opportunities for renewables, as it recently signed a record 420 MW solar and wind power contract for state government agencies²⁰. The broader solar market in the state and nation continues to grow. Whether by generating electricity with on-site renewable energy sources or by investing in Renewable Energy Certificates, progress towards carbon reduction goals can be made using the strategies outlined on following pages.

20. "Governor Ralph Northam Signs Executive Order to Expand Access to Renewable Energy, Support Clean Energy Jobs of the Future"



Carbon

IV

BACKGROUND (cont'd)

Transportation

The contribution of transportation to carbon emissions is significant, but carbon-neutrality goals can be realized through a coordinated, cohesive, district-wide approach. Sustainable transportation in NPY includes:

- designing transportation systems to be more energy efficient,
- organizing on-site transportation infrastructure to prioritize efficiency,
- setting the project up for future shifts towards electrification, and
- changing behavior to reduce traffic and manage demand.

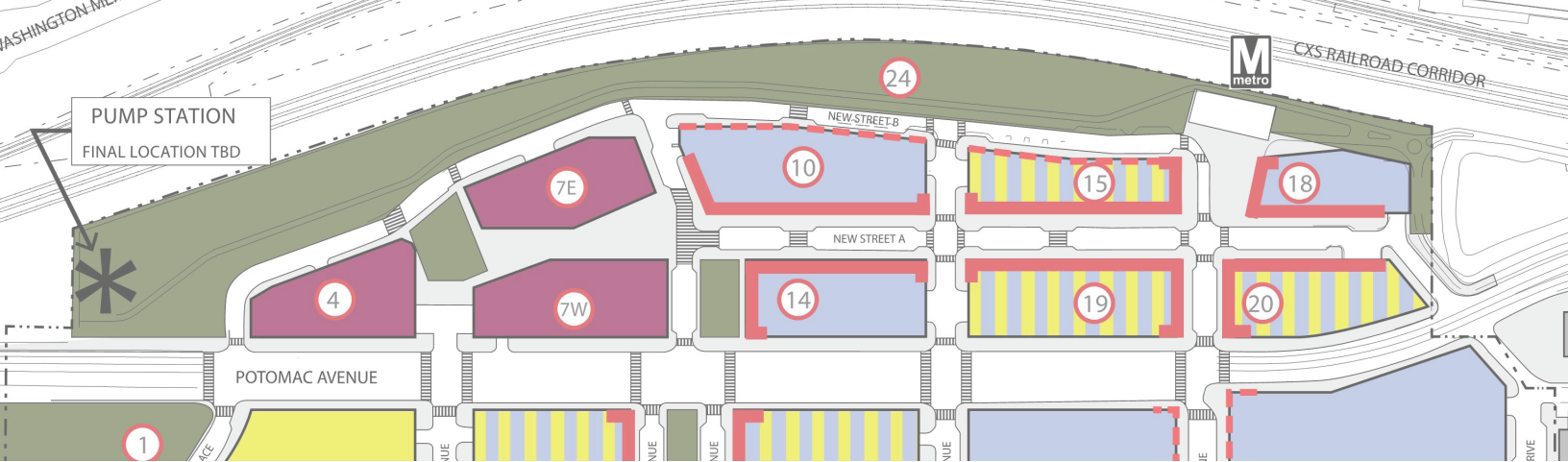
Petroleum-reliant transportation, while ubiquitous in society, is harmful to the environment: burning one gallon of gasoline creates about 20 pounds of CO₂²¹, which adds up significantly when considering how many vehicles are on the road today. Reducing single occupancy vehicles and fossil fuel based transportation will account for a percentage reduction in carbon. Modes of transportation (such as fully electric and hybrid vehicles and bicycles) powered by energy produced without fossil fuels emit significantly less (or zero) greenhouse gases. NPY will encourage a shift towards alternative transportation options, such as Metrorail, buses, bicycles, walking, and carpooling, resulting in a reduction of carbon emissions.

21. “Gasoline explained: Gasoline and the environment,” US Energy Information Administration

Carbon	Operational	Maximum Energy Use Intensity (EUI) Tracked using ENERGY STAR Portfolio Manager annually for 5 years.	Blocks 10, 14, 18, 20: 35 - 45		
			Blocks 15, 19: 45 - 40		
Carbon	Design	% annual operational energy savings (energy, lifecycle, urban systems)	15%	25%	40%
Carbon	Embodied	% reduction in carbon emissions (materials, lifecycle, urban systems)	5%	10%	15%
Carbon	Renewables	% net annual production	3% - 5%	5%	10%
Carbon	Transportation	% of non-personal auto trips generated	55%	65%	75%

Table 2.4 Targets for Advancement of Sustainability - Carbon Strategies

NPY will strive to achieve carbon neutrality by 2040, and strive to achieve carbon neutral buildings by 2030.



Embodied Carbon

IV-1

DEFINITION

Build efficiently: one of the most effective ways to reduce environmental impact, and in this case embodied carbon, is to reduce the use of new, carbon-intensive materials. Although as a society we will always keep building to accommodate existing and new community needs, it is important to consider opportunities to design efficiently and reduce the demand for new materials wherever possible. Focused attention on the building life cycle will result in a neighborhood that has a lower carbon footprint.

Build low-carbon: after finding opportunities to reduce the amount of material in the design, specifying low carbon materials is the best way to reduce embodied carbon. From specifying a high recycled content to choosing an alternative material that requires less processing, there are many strategies to specifying materials with reduced environmental impact. New infrastructure will be a focus of carbon reduction.

Build for the future: once strategies for reducing material and specifying lower impact material have been incorporated, considering how the buildings and site can be adapted for the future will ensure that the development continues to reduce its embodied carbon. Making spaces more adaptable and building components easily replaceable reduces the need for building new in the future, and therefore reducing overall embodied carbon.

NPY is committed to building efficiently to reduce embodied carbon, while ensuring that development performs effectively. Where feasible and market-viable, the project will design and specify materials to reduce overall embodied carbon. Balancing current functionality with future unknown needs will be an important component of achieving an adaptable neighborhood that can change with time.

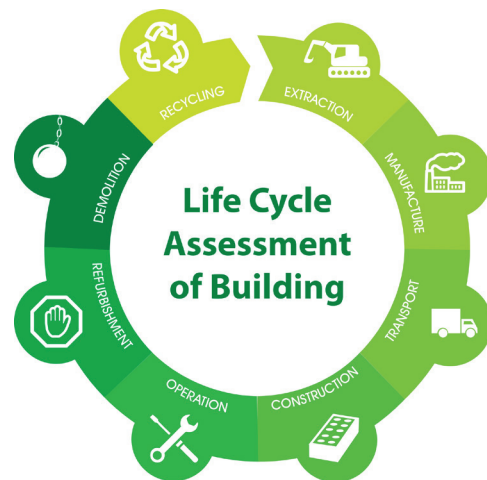


Figure 41. Building and material components included in an LCA

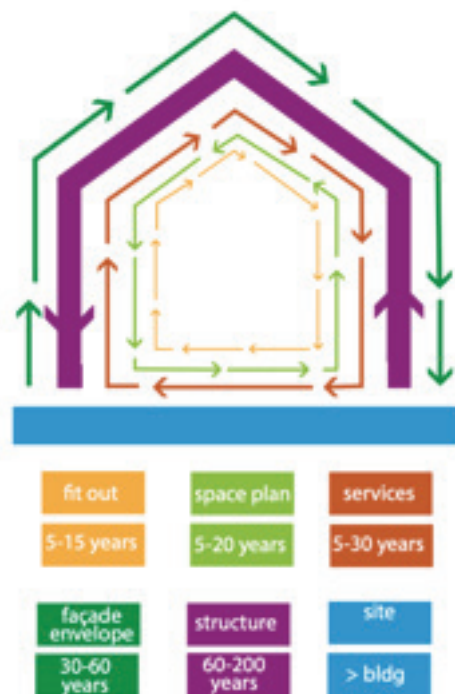
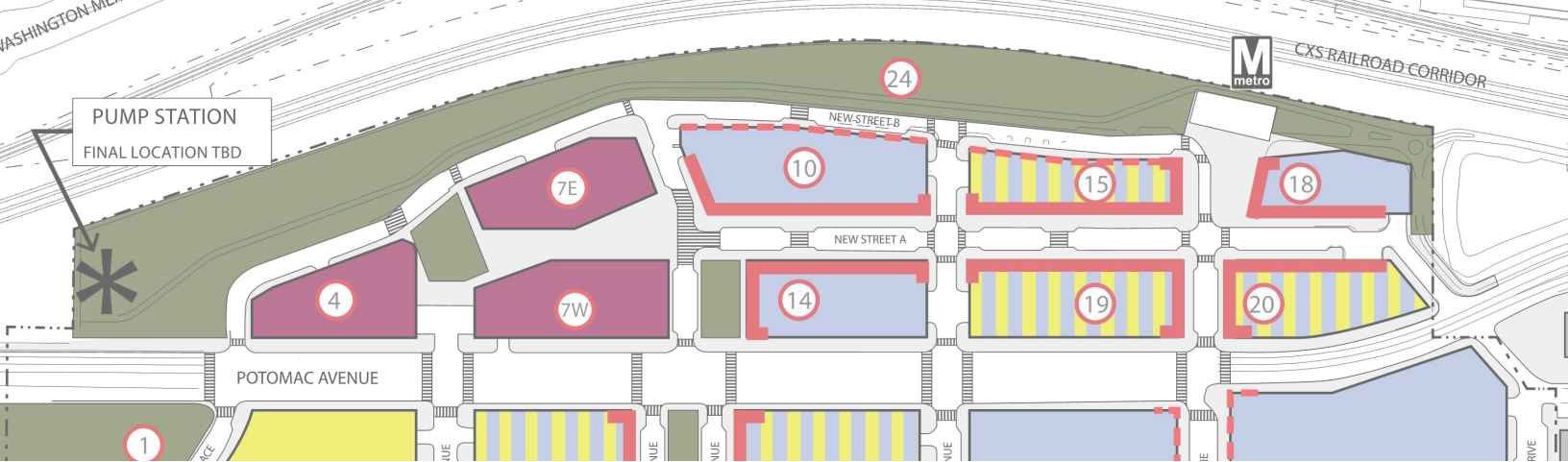


Figure 42. Average life cycle of building and site components



Embodied Carbon

IV-1

GOALS

1. Design and construct buildings to maximize material efficiency.
2. Promote district-wide solutions that focus on low-carbon, efficient materials.
3. Embrace innovative low-carbon technologies and adaptable space design.
4. Establish maintenance and deconstruction guidelines for equipment, finishes, and façades to optimize life cycle.

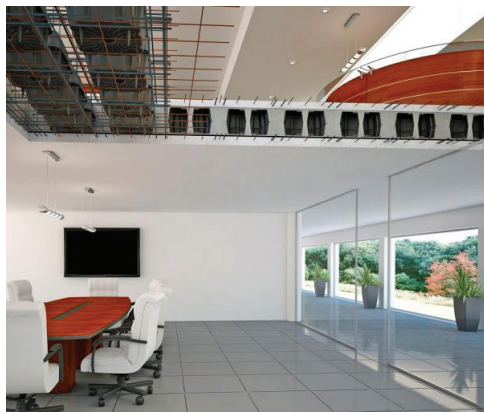


Figure 43. Voided slab construction

TOOLKIT

Short-Term

- Select products that are bio-based, rapidly renewable, recycled, and/or reused. Do not use tropical wood products. Exclusively purchase FSC certified wood products.
- Source wood and timber products from manufacturers that are recognized by the Sustainable Forestry Initiative (SFI), American Tree Farm System (ATFS), and Forest Stewardship Council (FSC). Source rock, metals, and minerals from a third-party standard for sustainable resource extraction, such as the National Stone Council (NSC) 373 for dimensional stone products.
- Consider renovation or material reuse, wherever feasible.
- Design using efficiency strategies that reduce the amount of waste generated during construction.
- Reduce overall weight of the superstructure, decreasing loads to the foundation.
- Seek to simplify the design when possible; simple designs typically require less material.
- Review material efficiency options like designing to standard building sizes or for a repeating module.
- Reduce the amount of reinforcement in the design.
- Consider spaces that can be shared or multi-functional, therefore reducing the need for more spaces.
- Work closely with the design team to ensure the structural system is the most appropriate for the façade system.
- Specify products with high recycled content.

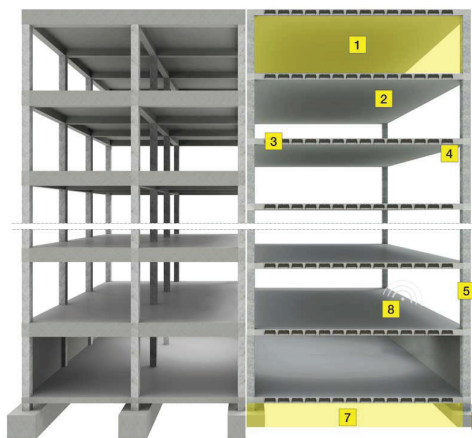
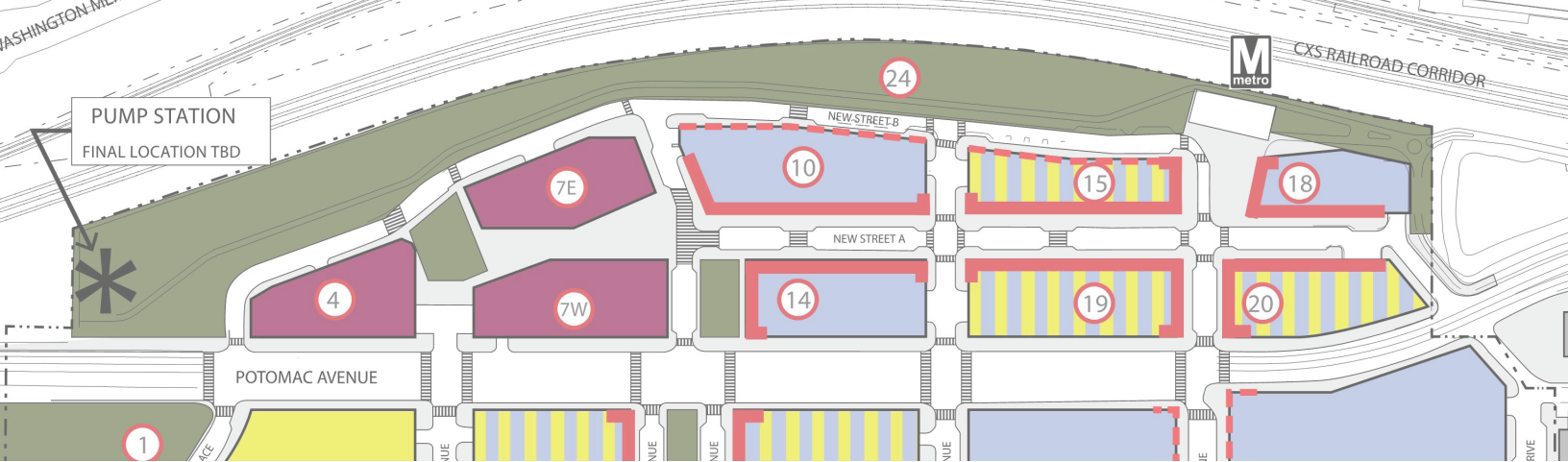


Figure 44. Voided slab construction-cross section



Embodied Carbon

IV-1

Short-Term cont.

- Use a high cement replacement mix (slag & fly ash) when feasible, managing the need for early strength gain through scheduling.
- Use recycled aggregate where possible.
- Use EC3 or other material carbon database to compare the embodied carbon of materials.
- Perform Life Cycle Assessment on buildings to meet carbon reduction targets.
- Use 100% recycled reinforcing steel.
- Design buildings and spaces which are sufficiently flexible to be adapted to meet future requirements, while also having a timeless or adaptable aesthetic.
- Support the transition from first to second user and allow for changes in use.
- Design to provide easy access for maintenance and facilitate replacement of shorter life span components.
- Incorporate larger floor to ceiling heights than required to allow change of use and for provision of future services.
- Consider pursuing a Living Building Certification.
- Assess feasibility of Net-Zero Carbon district-wide and on the block level.

Mid-Term

- Consider using concrete products like CarbonCure, which enables CO₂ to be added to ready mix concrete. The CO₂ is permanently sequestered into the concrete, while further minimizing the concrete's carbon impact by reducing its most carbon-intensive ingredient.
- As mass timber becomes readily available, consider designing wood structures.
- Consider the use of more natural and renewable materials.
- Mechanically fix systems rather than adhesive fix so they can be demounted and re-used or recycled, supporting a circular economy.
- Consider modular construction.
- Consider a voided slab design that may reduce overall weight of the building.

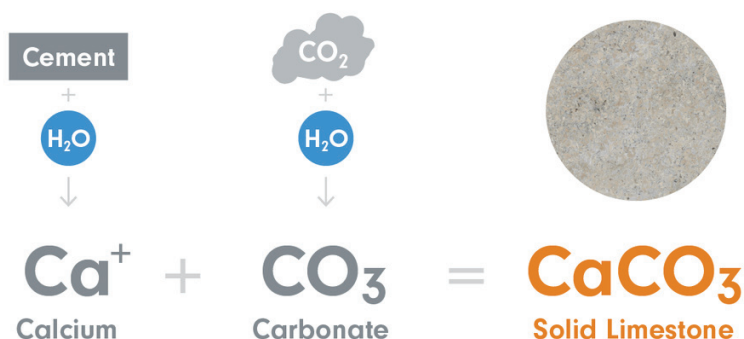
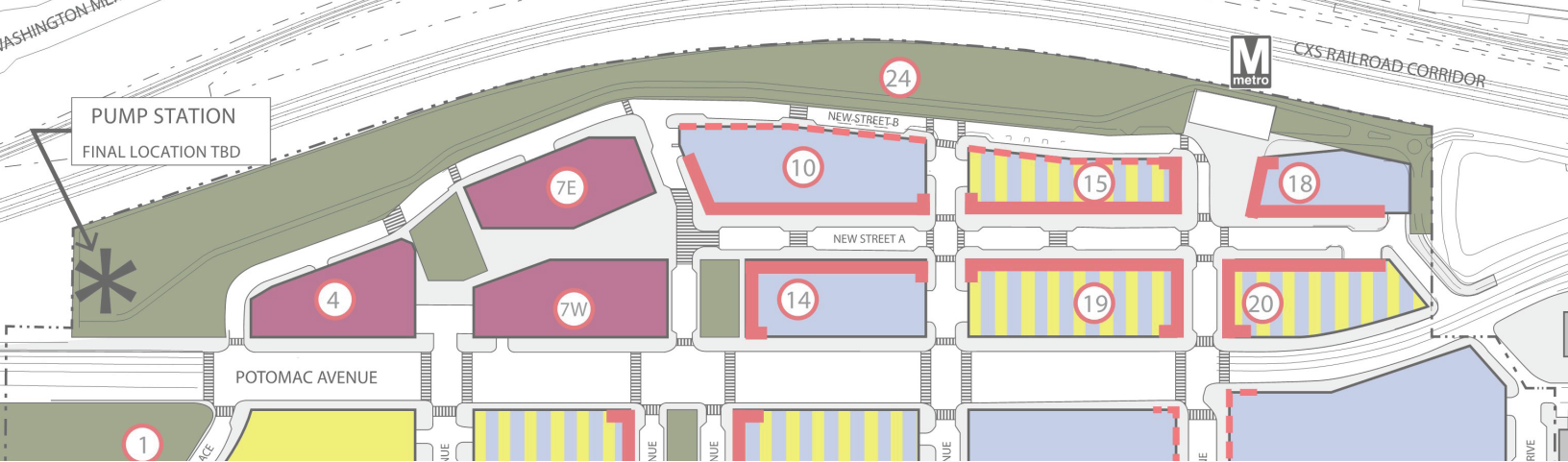


Figure 45. CarbonCure process



Embodied Carbon

IV-1

Long-Term

- Consider off-site construction opportunities which occur in a more controlled environment that can reduce waste.
- As renewable energy technologies become more prevalent, purchase materials from manufacturers that use renewable energy resources for manufacturing goods.
- As more information emerges about concrete alternatives, consider materials such as Limecrete or Hempcrete where performance requirements allow, such as in ground floor slabs.
- Consider and research new and innovative materials with reduced embodied carbon.
- Explore methods of creating longevity without additional coatings, as they can reduce the recyclability of the material.
- Design for easier whole building deconstruction to reduce future material salvage time and effort.
- Design buildings in layers with their associated lifespans.
- Design for deconstruction to enable components to be disassembled and replaced.

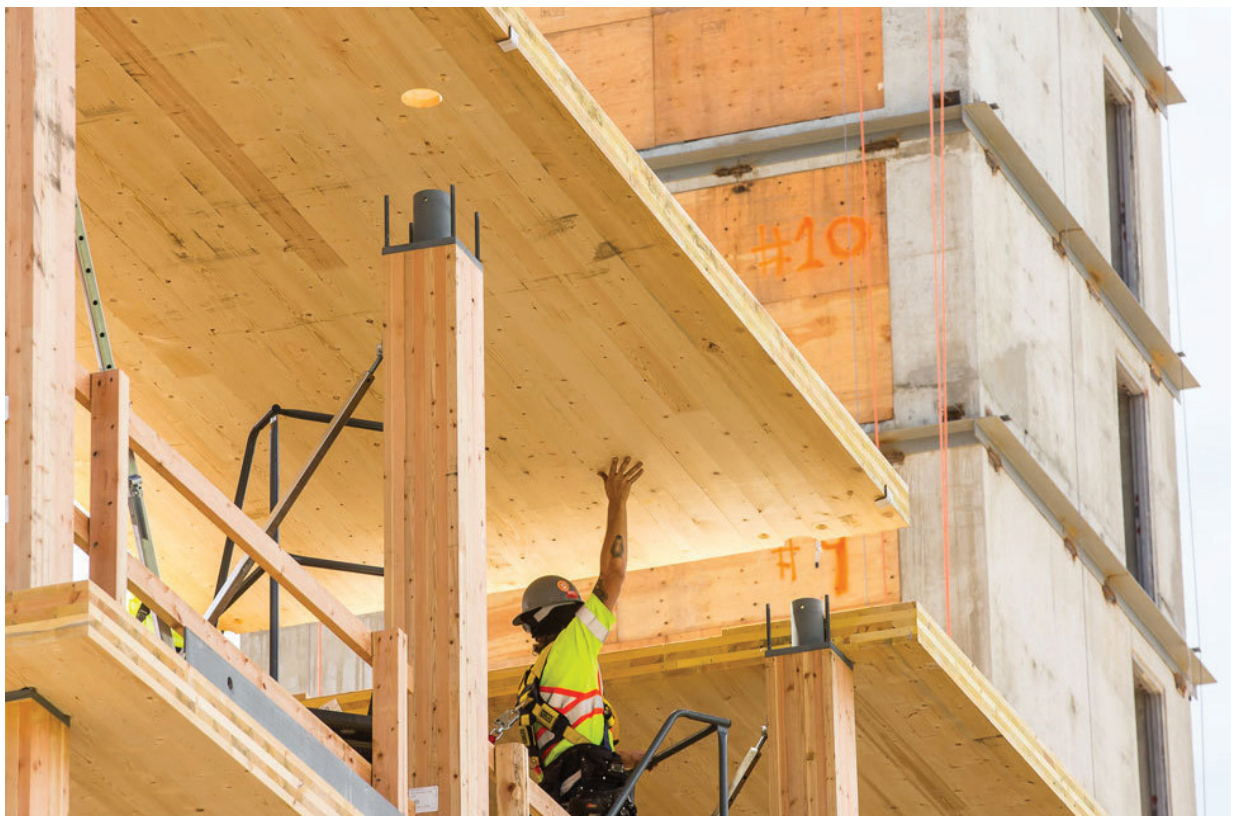
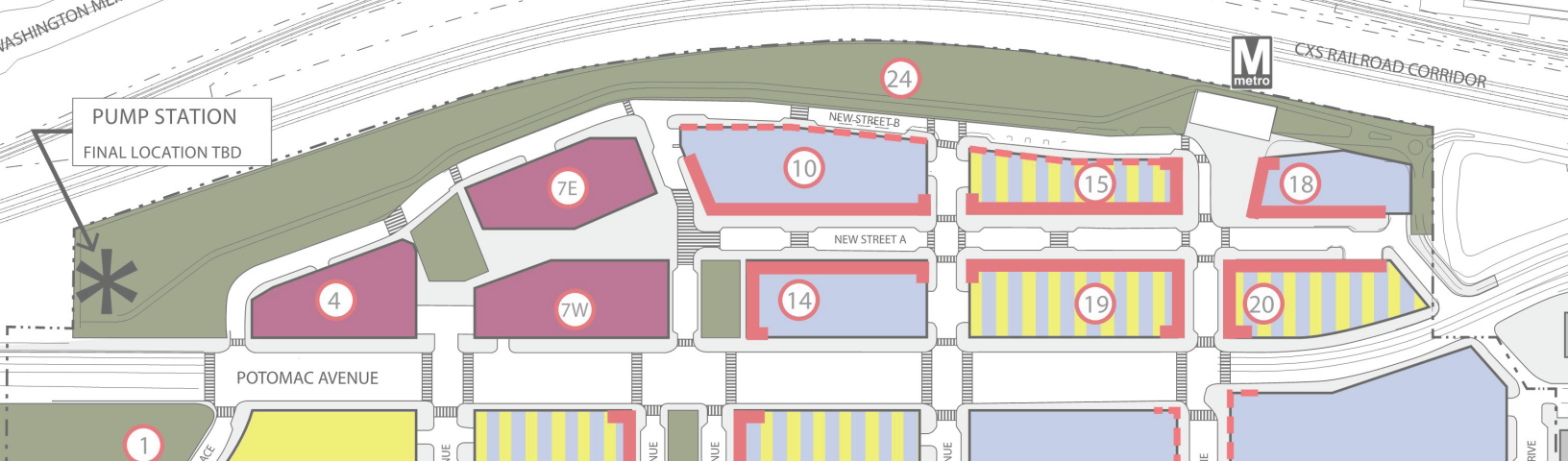


Figure 46. Mass timber construction has lower overall embodied carbon compared to typical construction



Operational Carbon

IV-2

DEFINITION

Passive Design and Envelope Optimization: Building massing, envelope, and orientation not only affect heating and cooling loads, but also allow for effective daylighting and have a significant impact on occupant comfort. Envelope loads generally represent 20% to 50% of building peak heating and cooling loads and have a significant impact on operational energy. Effective insulation and solar design can reduce these peak loads by 25% to 75%, which reduces installed equipment sizes while also reducing operating costs. Many passive design and envelope improvements are one-time investments that require little or no ongoing maintenance or replacement during a typical 30-year building lifecycle.



Figure 47. Buildings account for 39% of global energy-related CO2 emissions annually

Internal Loads Optimization: Internal energy loads such as lighting, appliances, elevators, computers, printers, and other plug load equipment are dynamic and generally account for 25 - 50% of the total annual building energy consumption. Although some of these loads may not be completely within the owner's control, design strategies are available to minimize energy consumption from these end-uses.

Effective Ventilation Control and Design: Ventilation can account for 25%-50% of the total heating/cooling load for buildings and provides a compelling opportunity for reducing energy consumption over the life of a building. Most spaces are designed to be over-ventilated during most operating hours. For example, most residential spaces are ventilated 24/7 whether the space is occupied or not. Also, most outside air calculations focus on dilution of contaminants through ventilation and not the actual quality of the air.

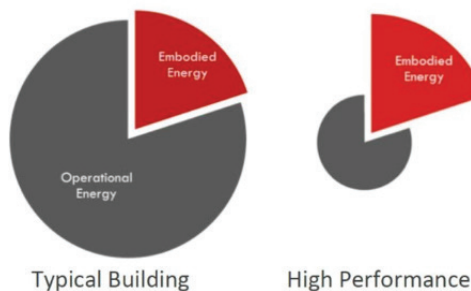
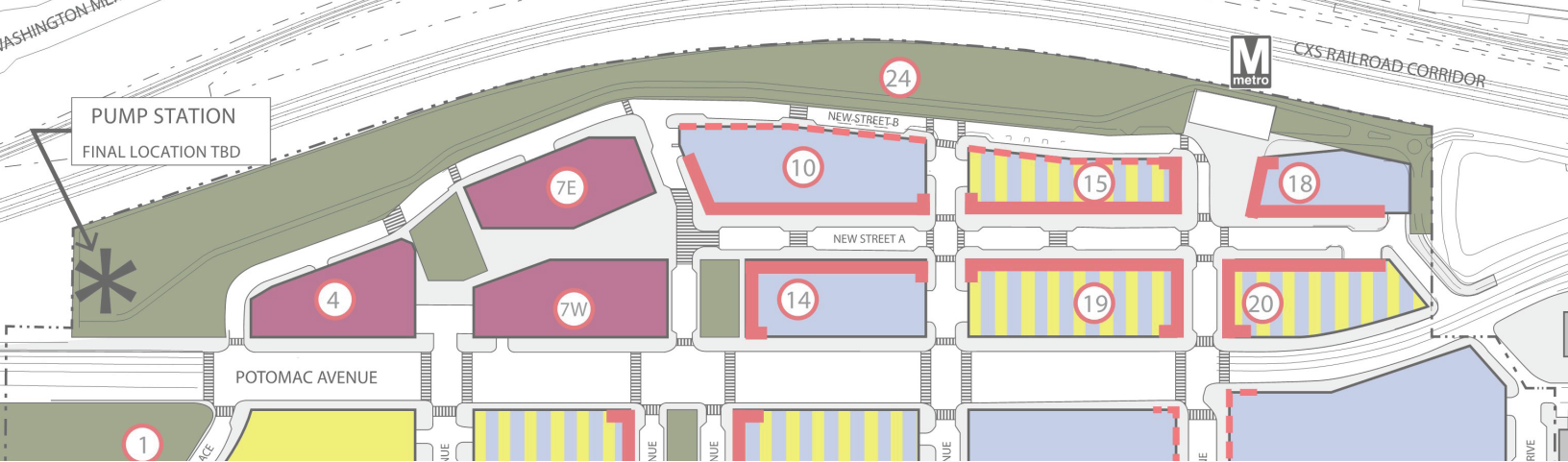


Figure 48. In a high-performance building, operational energy is a much smaller percentage of its overall energy profile.

Decarbonization-Ready Systems: As the power generation mix of the Virginia electric grid continues to move toward renewable energy and away from coal, natural gas, and oil, the optimal systems and fuels for a zero-carbon building will change. By analyzing emissions, data systems can be designed and planned to minimize carbon impacts over the life of the building.



Operational Carbon

IV-2

Optimizing Systems for Internal Loads and Variable Occupancy: Changing loads within a building not only impacts total energy use but also the efficiency and effectiveness of HVAC systems providing space temperature control, humidity control, and ventilation. Most office leases currently require as much as 3 W/sf plug load allowance and/or a total plug + lighting allowance of 5 W/sf, while typical office spaces have operational plug loads of 0.34 W/sf to 1.53 W/sf. Many VAV systems are designed for a minimum constant lighting/equipment load and will over-condition or run inefficiently when faced with consistently reduced plug and lighting loads. Reductions in constant loads can also complicate the ability of some systems to effectively provide ventilation air without over conditioning and/or reheating.

Measurement and Verification: All energy systems change with time and use and must be continuously monitored, measured, and adjusted in order to maintain proper functionality and performance. Beginning with new equipment startup and extending through the life of building, the following scenarios generally require periodic evaluation & adjustments:

- HVAC equipment balancing, calibration, and sequences of operation
- Equipment failure & degradation
- Sensor calibration drift
- Operating hours & usage patterns

After the initial startup testing of equipment and systems, many building owners do not pursue on-going monitoring unless there is equipment failure or obvious operational flaws. Building operating and energy profiles are building-specific and highly dynamic, which makes data monitoring and collection an invaluable resource to better understand the performance of a building.

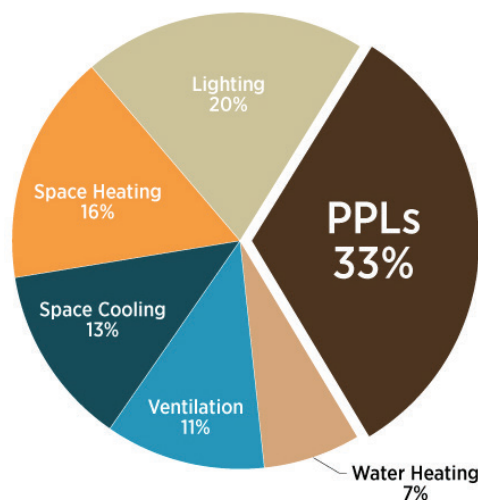
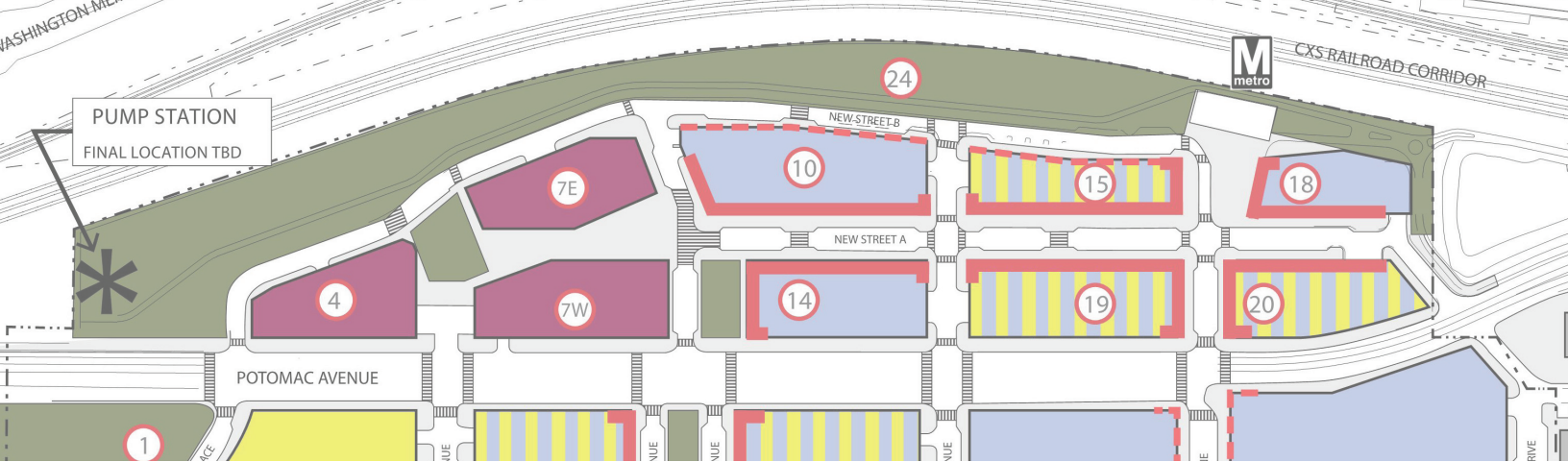


Figure 49. Plug loads can account for up to 1/3 of the energy use in commercial buildings.



Operational Carbon

IV-2

GOALS

1. Design buildings that reduce internal loads, optimize ventilation, and balance performance with high indoor air quality.
2. Install systems that minimize Greenhouse Gas impacts on the neighborhood and region.
3. Go beyond energy and comfort standards while being responsive to changing demands and technologies.
4. Achieve 100% electrification across the NPY district.
5. Remain flexible in order to continually improve operational energy efficiency across NPY.

TOOLKIT

General Short-Term

- Develop a zero-carbon analysis of the entire district and representative buildings to evaluate the project for electrification, energy cost savings, renewable power, and any limitations (technology, cost, etc).
- Design and build all-electric buildings.
- Install smart controls in all buildings.
- Design buildings to accommodate for sub-metering of tenants.

General Mid-Term

- Update the Zero-Carbon Analysis based on emerging technologies, cost, etc.

General Long-Term

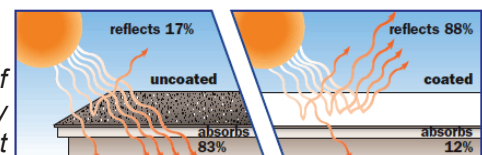
- Construct at least one Net-Zero building. Target net-zero future phases of development.

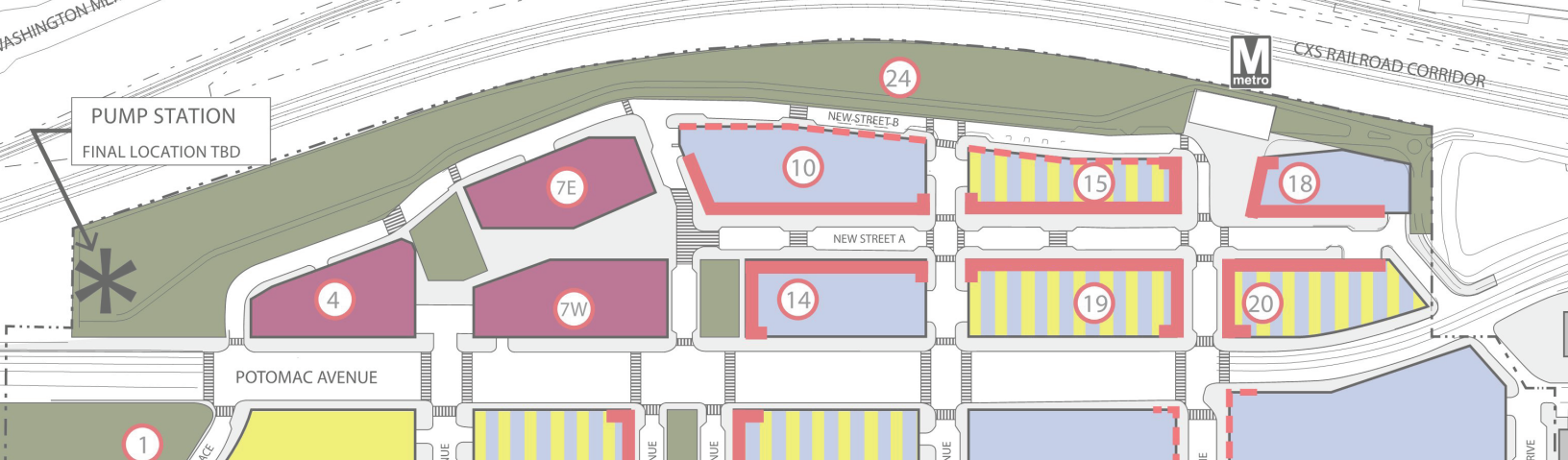
Passive Design and Envelope Optimization

Short-Term

- Meet or exceed ASHRAE 90.1-2013 Prescriptive performance requirements for all exterior opaque assemblies (wall, roof, floor, slab).
- Work to optimize glazing performance by analyzing options for: the glazing system U-value and SHGC, overhangs on south-facing glazing, dynamic glazing able to respond to both solar heat gains and glare, automatically-controlled shading able to respond to both solar heat gains and glare, and light shelves in open & regularly occupied spaces.
- Design for increased thermal performance.
- Use roofing materials with an SRI of 82 minimum.

Figure 50. Reflective roof materials save energy by absorbing less heat





Operational Carbon

IV-2

Short-Term cont.

- Include top-lighting that meets the prescriptive requirements of ASHRAE for minimum skylight fenestration area.

Mid-Term

- Re-evaluate passive solar optimization based on current technologies. Adjust settings for dynamic glazing, mechanical shades, and daylight harvesting devices to optimize based on any changes to the building.
- Consider incorporating new technologies or existing technologies that may have become more widely used and cost effective including: dynamic glazing, passive daylight harvesting strategies, high efficiency window framing systems, and new advances in window coatings and IGU design.

Long-Term

- Re-evaluate passive solar optimization based on current technologies. Adjust settings for dynamic glazing, mechanical shades, and daylight harvesting devices to optimize based on any changes to the building.
- Consider incorporating new technologies or existing technologies that may have become more widely used and cost effective including: phase-Change Materials (PCMs) built into wall and roof assemblies and integrated solar photovoltaic films, glazing systems, and roofing options.

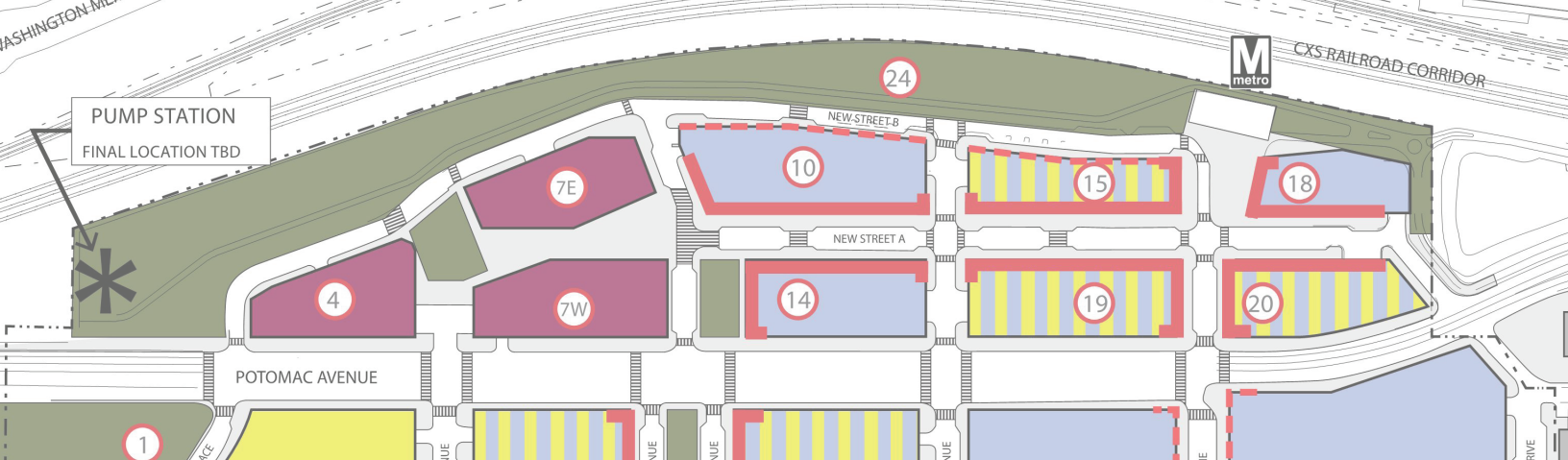
Internal Loads Optimization

Short-Term

- Define space-by-space lighting power targets at least 15% below the ASHRAE 90.1-2013 allowance.
- Design lighting based on IESNA footcandle guidelines and avoid excessive electric light levels.
- Specify all EnergyStar qualified appliances including refrigerators, dishwashers, washing machines, and dryers.
- Specify all hard-wired lighting as Energy Star LED (no A19 screw-in socket connections).
- Meet ASHRAE 90.1-2013 requirements for Hotel guest room controls.
- Exceed all ASHRAE 90.1-2013 automatic lighting shutoff/turn-on control requirements.
- Exceed ASHRAE 90.1-2013 daylight control zones for sidelighting and toplighting by 25%.
- Exceed all ASHRAE 90.1-2013 automatic plug-load shutoff control requirements and provide signage educating tenants about properly using occupancy-controlled plugs.

Mid-Term

- Provide end-use metering to tenants using a cloud-base app or website.
- Integrate smart plug-load controls with Hotel reservation systems that turn off unnecessary plug loads and lighting when rooms are not rented.



Operational Carbon

IV-2

Long-Term

- Re-evaluate internal loads and controls based on current technology, which may include: fiber optic lighting fixtures and other means to deliver natural daylight deep into spaces with full necessary controls, and “biolights” or other light sources that do not require electric energy.

Effective Ventilation Control and Design

Short-Term

- Prioritize systems that decouple ventilation air and space conditioning (Dedicated Outdoor Air System (DOAS) with distributed space conditioning systems).
- Consider other methods such as radiant cooling and heating.
- For Office uses, install dampers with EMS control for all OA boxes and incorporate DCV based on occupancy sensors (offices and small zones) or CO2 (high occupancy spaces such as conference rooms).
- Install motorized dampers with connection to EMS at all dwelling units or install appropriate infrastructure for future installation (power, control wires, dampers).
- Install motorized dampers tied into Hotel room master switch to shut off ventilation when unoccupied.
- Develop alternate control sequences and design systems to allow full shutoff of outside air when spaces are not occupied that can be deployed in the future.
- Utilize energy recovery for mechanical ventilation when feasible.

Mid-Term

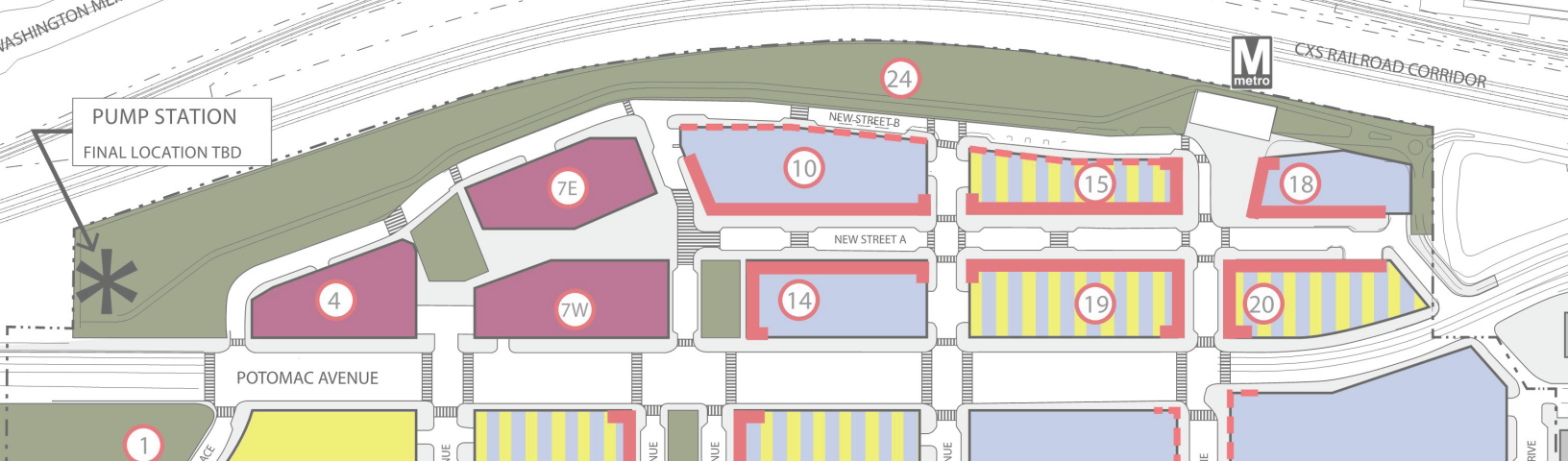
- Adjust control sequences to shutoff outside air in spaces that are not occupied using occupancy sensors or other technology such as decoupled ventilation and VAV.
- Incorporate high-efficiency filtration and use testing-based methods to determine outside air volumes for VAV systems.

Long-Term

- Develop point-harvesting strategies to create real-time isolation zones based on measured occupancy and usage.
- Use AI for optimization of systems operation.
- Eliminate all outdoor air ventilation and instead maintain air quality by using a high efficiency hybrid filtration and purification system that eliminates particulates, microorganisms, and gaseous contaminants from indoor air.



Figure 51. Dynamic and responsive glazing



Operational Carbon

IV-2

Decarbonization-Ready Systems

Short-Term

- Prioritize selection of systems that minimize GHG emissions.
- Pre-install necessary electrical connections and space allowances for future conversion to heat pump or other domestic water heating technology.
- Design and build all-electric buildings, with the exception of emergency generators, restaurants, residential common areas, and required academic lab spaces.

Mid-Term

- Continue to explore, and implement where possible, switching from natural gas to electric generators, residential common areas, and restaurant cooking.

Long-Term

- Achieve zero fossil fuel usage.
- Harness the Potomac River or sewer reclaim for heat sink/source.

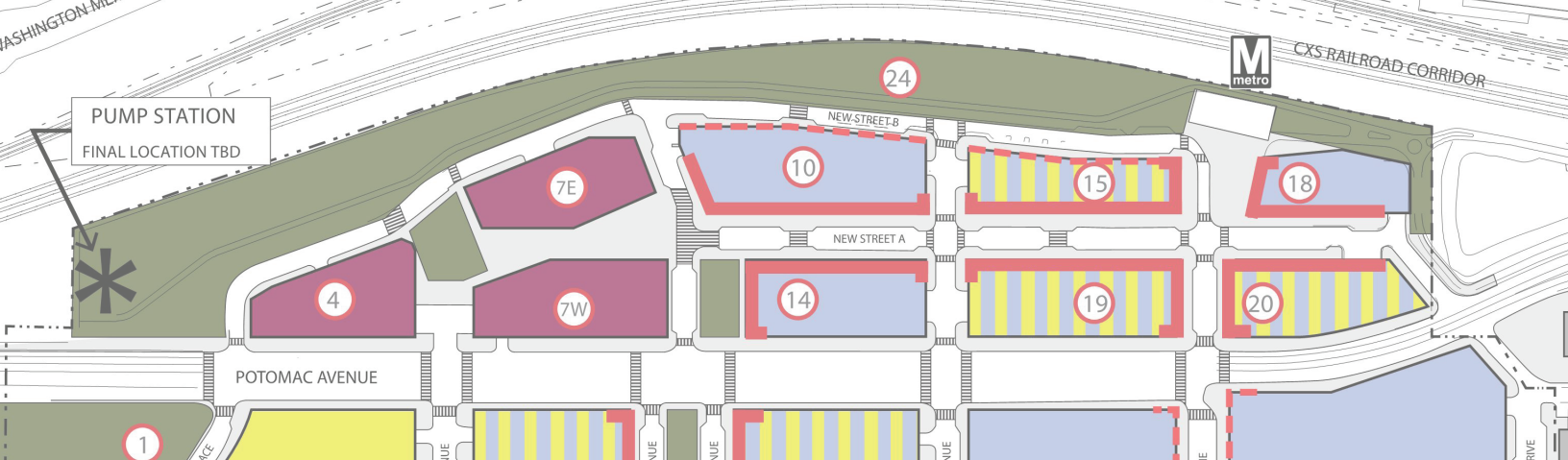
Optimizing Systems for Internal Loads and Variable Occupancy

Short-Term

- Design all systems to exceed zone isolation requirements of ASHRAE 90.1-2013, which requires the ability to isolate and operate separately zone groups based on occupancy and operation with the ability to isolate zones to 25,000 sf or less. For offices, exceed minimum by creating at least two isolation zones for each floor.



Figure 52. Central domestic hot water



Operational Carbon

IV-2

Short-Term cont.

- Develop alternative Ventilation Rate Procedure (VRP) calculations for multizone systems to illustrate ventilation can be provided at reduced loads without reheat or overcooling.
- Develop alternative sequences of operation that can be customized to the loads, operation, and needs of different isolation zones. Investigate remote controlled plug loads.

Mid-Term

- Incorporate high efficiency filtration and use testing-based methods to determine outside air volumes for VAV systems.
- Re-evaluate needs, sequences, and schedules of new tenants any time a space is turned over and adjust sequences and equipment as necessary.

Long-Term

- Develop point-harvesting strategies to create real-time isolation zones based on measured occupancy and usage.
- Use AI for optimization of systems operation.

Measurement and Verification

Short-Term

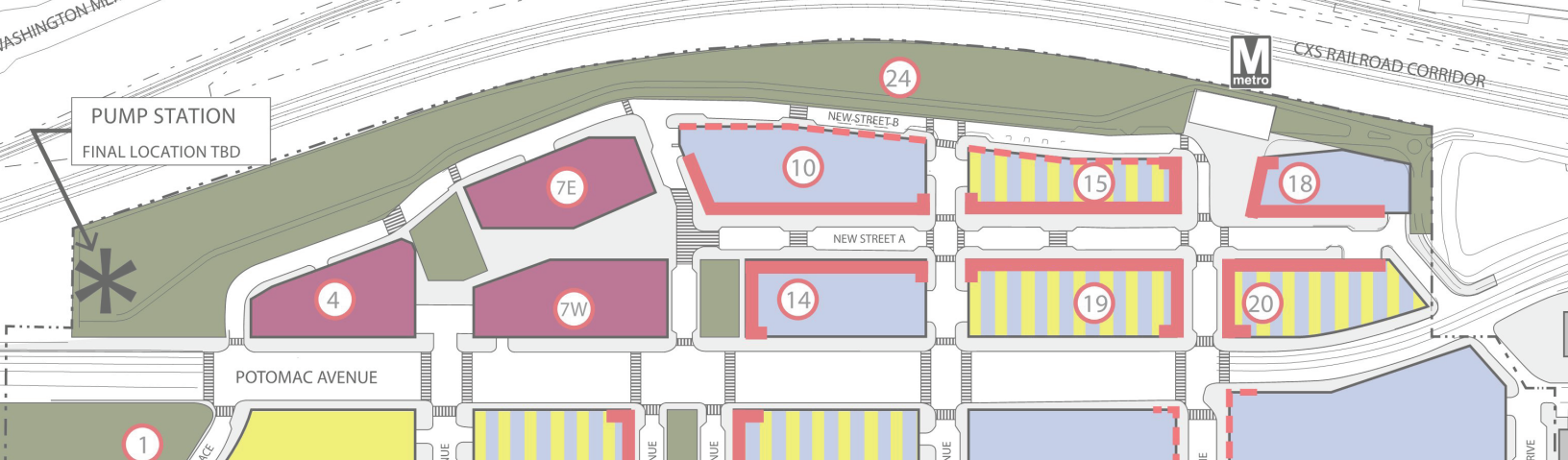
- Meet the requirements of LEED v4 Advanced Energy Metering credit, capturing all individual end-uses representing 10% or more of the building's total annual energy.
- Plan for a scheduled review process to verify building operation using International Performance Measurement & Verification Protocols (IPMVP) that will use a Calibrated Simulation to account for actual weather and will adjust based on occupancy and operation.
- Install metering on all major central equipment (pumps, cooling towers, central water heaters, lighting, etc.).
- Design dwelling unit breaker boxes to group 110V outlets, lighting, and, appliances on separate breakers to allow for future metering.

Mid-Term

- Regularly review building operation to verify performance.
- Mitigate any identified issues to maintain performance through sensor recalibration, equipment replacement, adjustment of sequences, retro-commissioning, or additional testing and balancing.

Long-Term

- Implement an automated continuous commissioning process.



Renewables

IV-3

DEFINITION

Renewable energy refers to energy collected or generated from natural sources that are consistently replenished. Such resources include wind, water (rain, waves, tides), sunlight, and geothermal heat. Renewables present a way for NPY to transition away from traditional, carbon-intensive fossil fuel energy. Renewable energy includes approaches implemented either on or off-site, which combined can ideally provide all the energy a development needs resulting in decarbonization of the operational energy component of a building. Where this is not possible due to space, budget, or technology constraints, other strategies will be folded in to offset the more carbon-intensive energy uses of the development. Some examples of renewable energy strategies include:

- Photovoltaics (PV): the process of converting sunlight to electricity, primarily using silicon solar cells.
- Sewage Wastewater Energy Exchange (SWEE): the practice of extracting heat energy from sewage and recycling it back into buildings for heating and cooling purposes.
- Net-metering: a billing mechanism that credits renewable energy system owners for surplus electricity contributed to the overall grid.
- Power Purchase Agreements (PPAs): direct-supply agreements between a power producer (seller) and an end-user (buyer) related to a specific renewable energy project or projects. Financing, planning, installation and operation of the renewable energy project is handled by the seller.
- RECs, which offset electricity consumption, and Carbon Offsets, which offset natural gas and electricity consumption, support PPAs and PVs to reach the goal of carbon neutrality.



Figure 53. Solar Photovoltaics

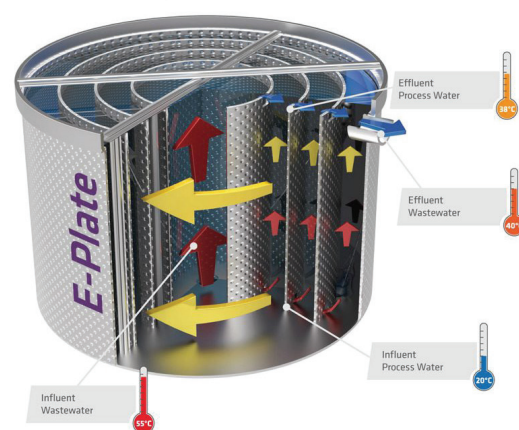
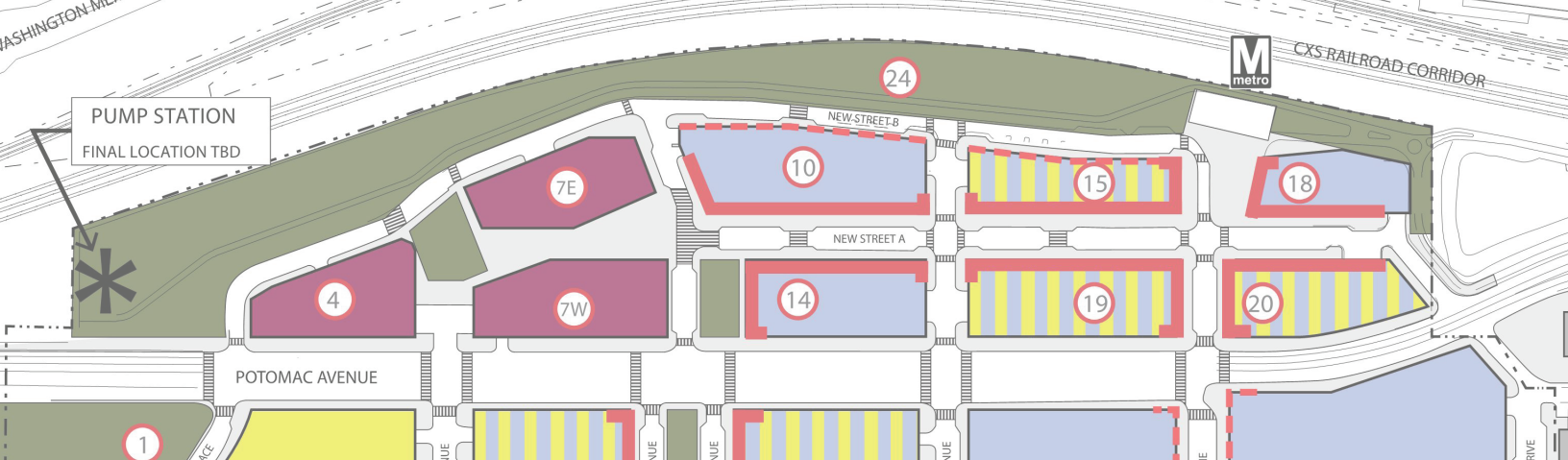


Figure 54. SWEE Heat Exchanger



Renewables

IV-3

GOALS

1. Capitalize on opportunities to transition away from traditional fuel sources.
2. Educate building occupants to promote success of transition to renewables.
3. Utilize multiple forms of renewable energy to maintain a diverse energy portfolio and work towards carbon neutrality by 2040.

TOOLKIT

Short-term

- Install rooftop solar PV on academic buildings and design all buildings to be PV ready.
- Incorporate Solar Orientation Informed design techniques into design development phases.
- Provide infrastructure for future connections to a Sanitary Wastewater Energy Exchange (SWEE).
- Build accommodations for ground source heat pump infrastructure that is capable of being installed and expanded in the future.
- Purchase PPAs, Carbon Offsets and/or RECs to supplement progress towards meeting renewable energy thresholds.
- Establish renewable energy usage goals and tools for tracking energy consumption over 5, 10, and 20-year periods to ensure future accountability.
- Partner with local schools on renewable energy educational materials.
- Analyze the feasibility of micro-grids with distributed resource plans.

Mid-Term

- Enter into more PPA contracts to offset a portion of fossil fuel use; ensure PPA contracts span a minimum of 7 years.
- Construct select building walls to be vertical PV-ready.



Figure 55. Construction trailer PV

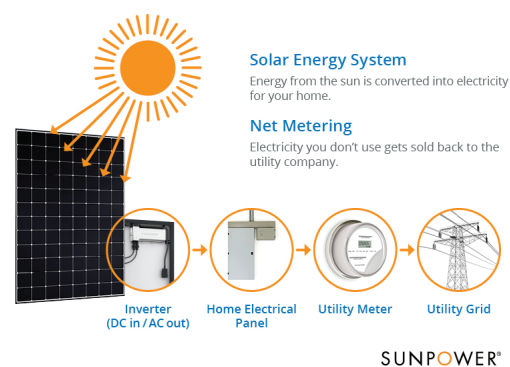
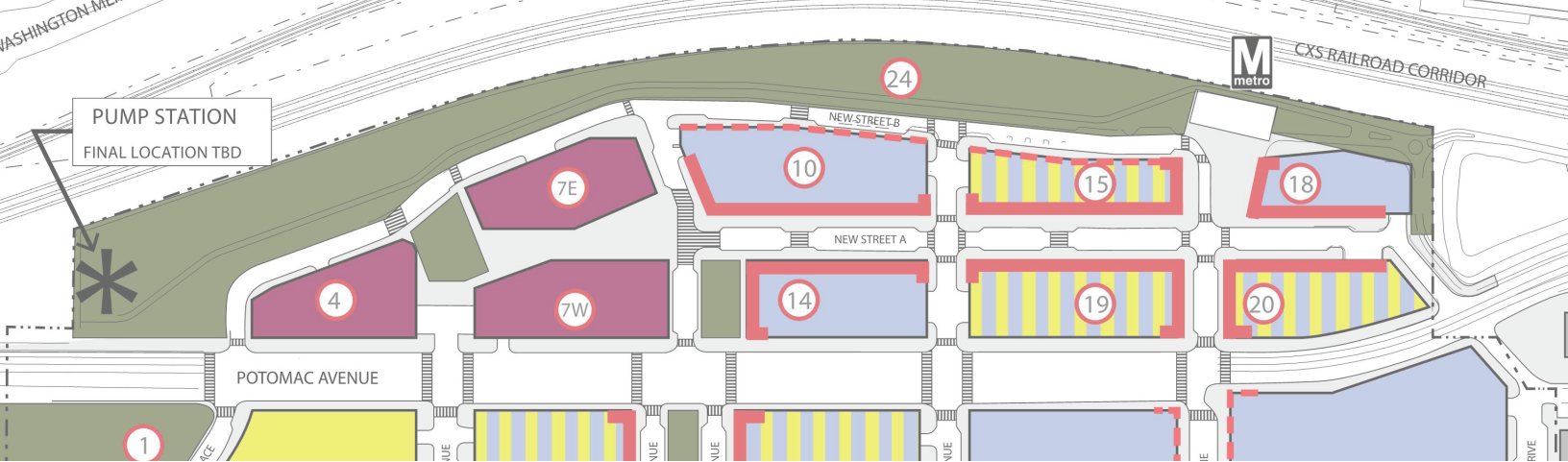


Figure 56. The Net Metering process



Renewables

IV-3

Mid-Term cont.

- Reserve space in buildings for battery energy storage.
- Install a SWEE to extract thermal energy from wastewater as an energy source for buildings.
- Utilize temporary PV and natural lighting for construction trailers and office space during construction phase.
- Construct building roofs to be PV-ready: have electrical infrastructure and mounting hardware in place for future installation of solar PV panels.
- Explore partnerships with Dominion Virginia Power.

Long-Term

- Reevaluate PPA contracts; extend the quantity needed to offset the remaining neighborhood fossil fuel usage after increases in electrification capabilities have been maximized.
- Collaborate with energy and LEED consultants to create educational program for occupants.
- Monitor energy consumption to project future load with building-level and unit-level metering.
- Add battery energy storage capabilities to buildings.
- Reevaluate the market viability of adding PV panels to residential buildings and install panels when cost-effective.
- Realize the full impact of the SWEE system through an increase in wastewater volume when future phases of development come online.

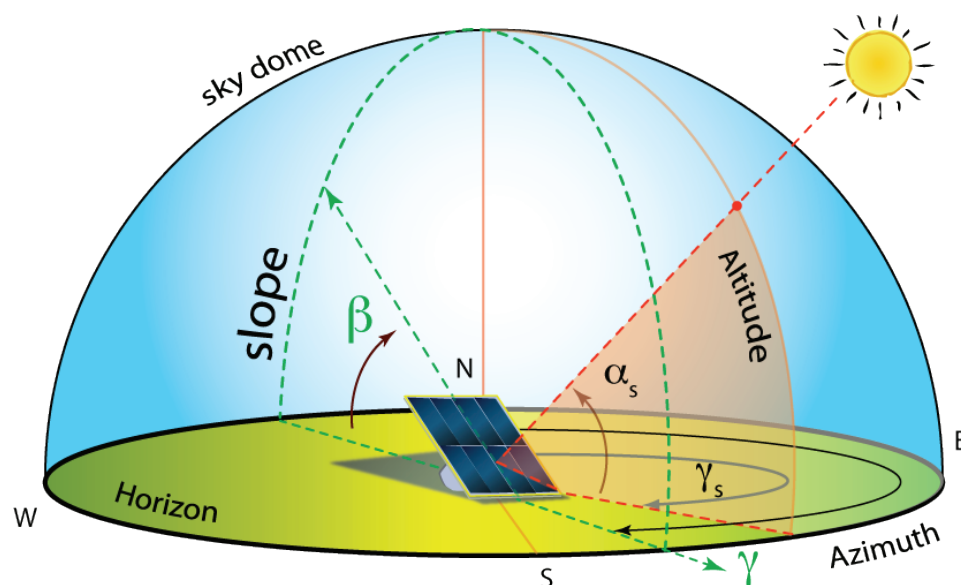
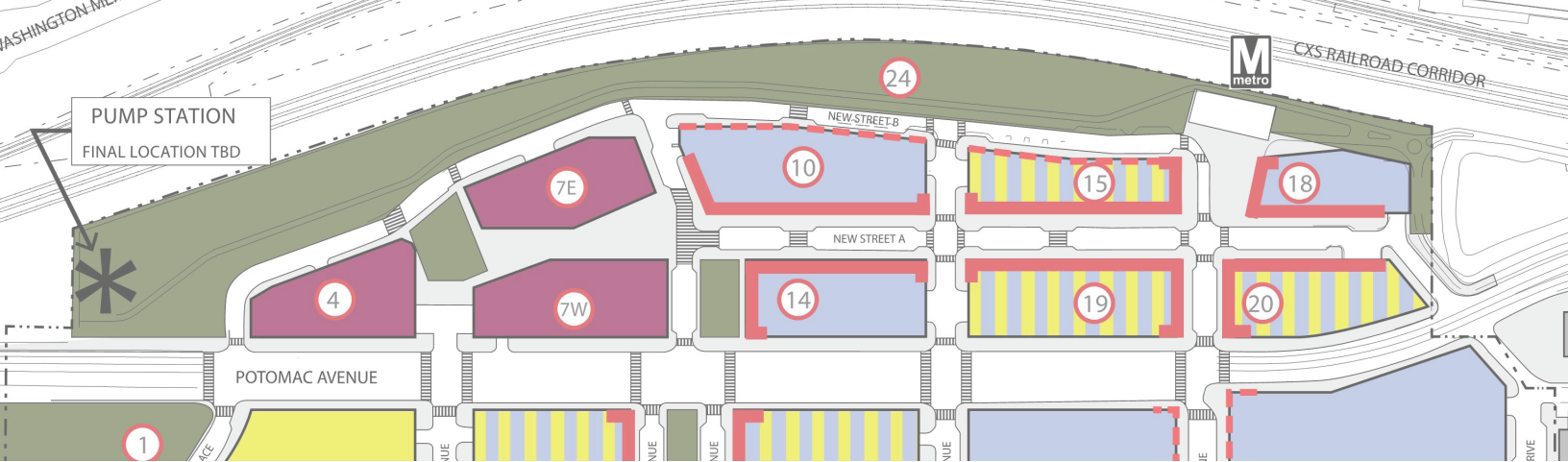


Figure 57. Solar exposure and orientation of PV panels



Transportation

IV-4

DEFINITION

Transportation accounts for nearly a third of greenhouse gas (GHG) emissions in the United States²², but by reducing the number of vehicles on the road this can be drastically reduced. Alternative transportation – transportation other than cars powered by fossil fuels – offers numerous decarbonization and environmental benefits. It reduces traffic congestion on roadways, thereby improving air quality and overall quality of life for commuters. The U.S. Department of Transportation reports that light rail produces, on average, 76% less GHG emissions per mile than the average single-occupancy non-electric vehicle²³. Electric Vehicles (EVs) are transforming personal transportation, from manufacturing to maintenance, fuel consumption to automobile purchasing habits. EVs are expected to surpass traditional gasoline automobiles in the coming decades as their performance and range become more reliable. NPY is located in a transit-dense community, especially with the addition of the Potomac Yard Metrorail station, and has the opportunity to further increase transit options for its occupants and visitors. Walking and biking are truly carbon-free, resulting in lower infrastructure costs, less noise and CO₂ pollution, and improved physical and mental health. Creating a pedestrian and bicycle-friendly community will make these modes of transportation more appealing.

Most to least carbon-intensive modes of transportation:

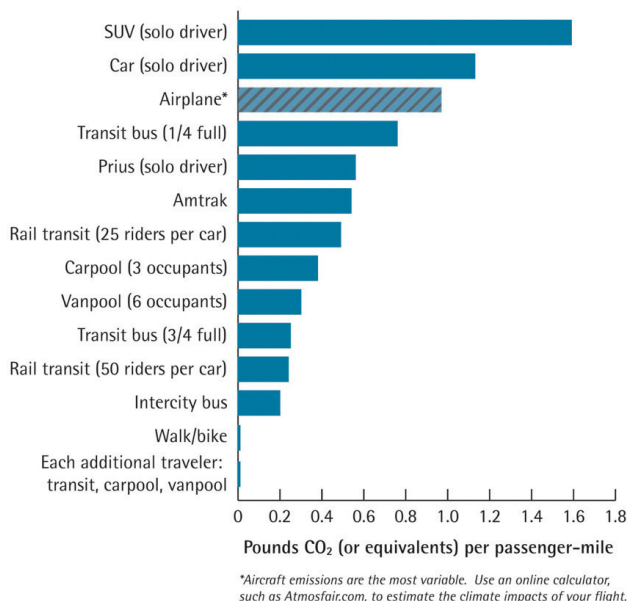
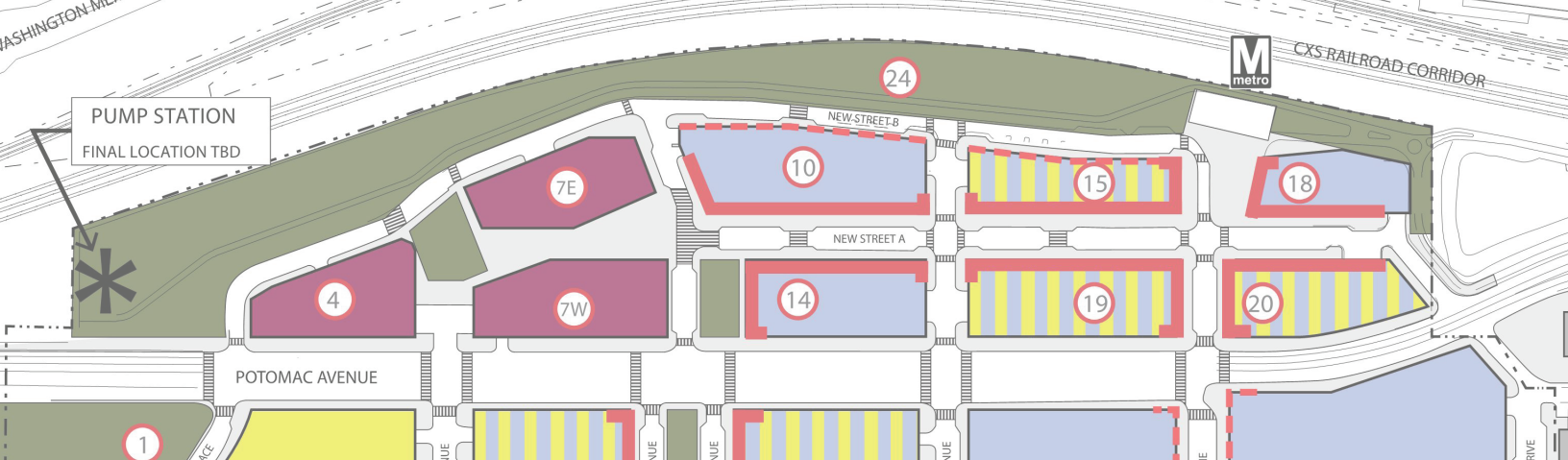


Figure 58. SightLine Institute



Transportation

IV-4

GOALS

1. Prioritize the reduction of automobile dependency and increase convenient, accessible, and affordable alternatives.
2. Provide low-carbon and carbon-free transportation infrastructure to reduce district-wide GHG emissions.
3. Maintain flexibility for expansion of low-carbon transportation options as technology and market conditions evolve.

TOOLKIT

Short-term

- Design interconnected trails, sidewalks, and bike lane networks, including bridges and covered walkways if needed, to encourage modes of transportation other than vehicles.
- Calculate and make publicly available the WalkScore® of buildings in NPY.
- Incorporate secure, covered bicycle storage and maintenance stations. Provide at least 1 storage space per 2.5 residential units and enough for 5% of all nonresidential building FTEs.
- Ensure there are showers and changing rooms accessible to all nonresidential FTEs.
- Create physical or visual separation between vehicles and bicycle travel lane in location of designated facilities.
- Include EV charging infrastructure and ensure associated parking spaces are distributed equitably throughout the site.
- Install conduit/raceways to make future installation of charging stations easier. Include panel capacity and plan for service ampacity for EV infrastructure.
- Reserve priority parking spots for low emissions vehicles and carpools.
- Place interactive digital transportation screens inside buildings and in public spaces.
- Provide accommodations for car share programs for use by neighborhood and City occupants.
- Establish district or building programs for discounted transit fees, subsidy benefits, and incentives.



Figure 59. Example WalkScore



Figure 60. Bicycle storage for occupants



Figure 61. Charging and priority parking for electric vehicles



Transportation

IV-4

Short-Term cont.

- Designate carpool and rideshare pick-up and drop-off locations.
- Share 20% of office, residential, and retail parking.
- Arrange regular shuttle service (using low- or no-emissions buses) to transportation and civic hubs throughout the region. Include shuttle service in Transportation Management Plan.
- Educate occupants on diverse uses in the neighborhood and respective biking/walking routes, multi-modal options like transit and micro-mobility.
- Consider on-street EV charging where feasible within the development.
- Eliminate parking subsidies and discounts.

Mid-Term

- Increase community-wide incentives for public transportation.
- Monitor energy consumption for EV charging and regulate electricity sources to prioritize electricity for charging purposes.
- Reevaluate district transportation-related carbon emissions every other year.
- Conduct updated transportation studies to determine how mode usage has changed.
- Reduce new parking to 40% below the Institute of Transportation Engineers (ITE) / City guidelines.
- Provide digital information to direct occupants to parking and transportation options through open APIs, signage, websites, or apps.

Long-Term

- Expand high-speed electric vehicle charging infrastructure and designated parking; implement an EV charging incentivization program to increase EV charging onsite.
- Reevaluate vehicle parking needs with each phase and avoid the addition of new, non-EV parking spaces as much as possible (target 50% below the Institute of Transportation Engineers guidelines).
- Create a platform for publicly tracking community EV usage.
- Conduct updated traffic studies to determine how vehicular usage has changed.
- Consider redesigning and repurposing vehicular rights of way to become pedestrian-oriented open space.



Figure 62. Tracking EV usage and associated energy consumption

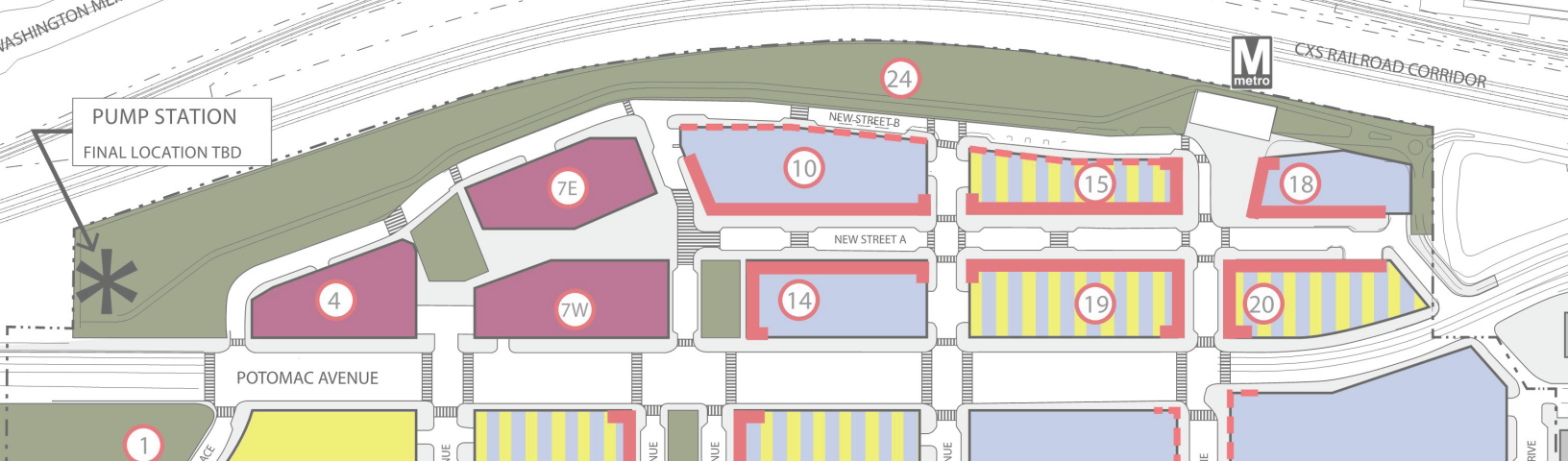


Figure 63. Bus service and shuttle connections



HEALTH & WELLNESS





Health & Wellness V

BACKGROUND

This section focuses on the importance of occupant health and wellness and what can be done to improve experiences within the NPY buildings and at the district-wide scale. Sustainability not only includes environmental and economic sustainability, but social sustainability as well. Wellness is a key component of sustainable design, as the capacity to thrive is directly linked to our health and overall quality of life. Physical fitness, clean air and water, direct and indirect (visual) access to the natural environment, and the ability to choose conditions that suit our needs all play vital roles in social sustainability.

One of the three basic, but essential, human needs has been commonly defined as ‘shelter’. We have become so akin with this resource that the average human spends approximately 90% of their time indoors. While our relationship with the indoors remains one of necessity, it has also evolved into one of enjoyment and recreation. NPY will be a community which celebrates this complexity and ensures that the internal, built environment will maintain the highest quality environment for its residents, tenants, staff, and visitors.

The impacts of COVID on how we build and develop will be key to creating spaces that serve to support the health of all occupants. NPY will fold analyses into the larger discussions around building, park, and district-wide designs.

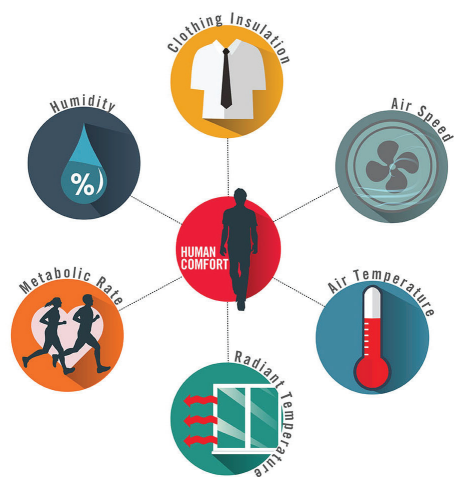


Figure 64. Elements of human comfort

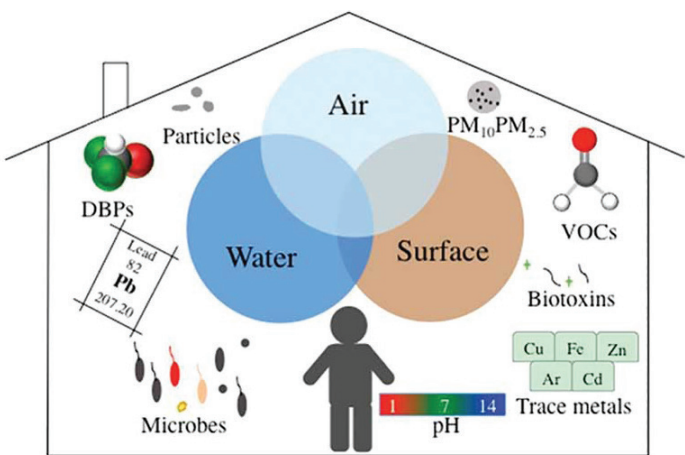
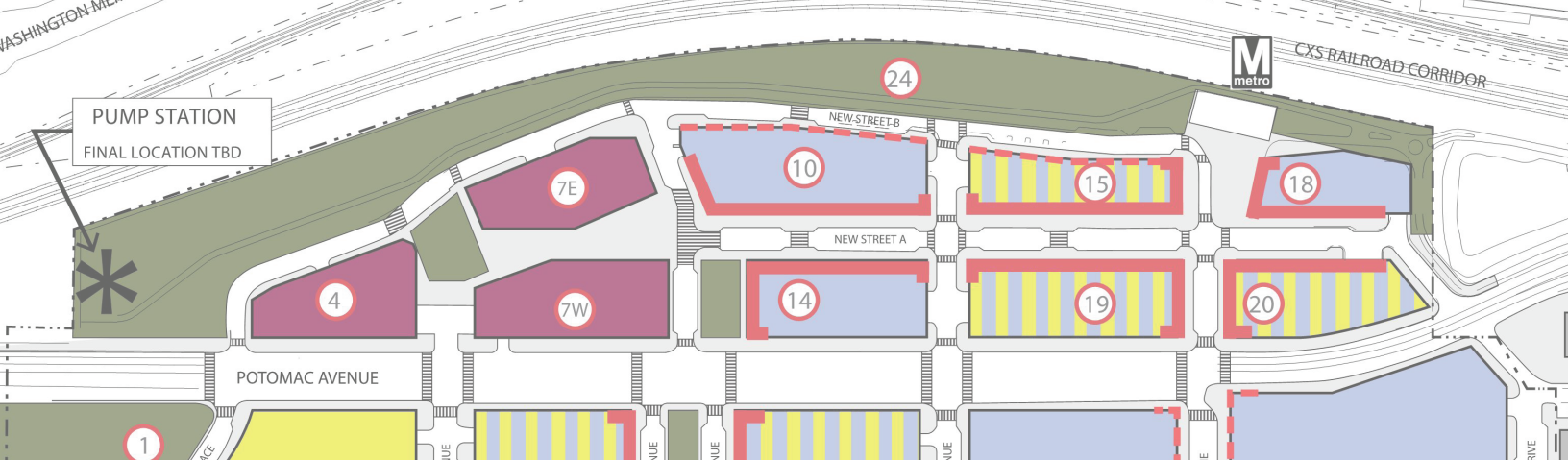


Figure 65. Impacts of indoor particulate matter on human health can be severe



Materials

V-1

DEFINITION

When selecting structural and finish materials used onsite, it is important to evaluate the human health impacts they will have. Globally, the production of materials releases emissions that can be detrimental to human health. Locally, the health of building occupants can be directly influenced by materials used to construct the indoor environment. Selecting materials that optimize the user experience is essential to maintain the health and wellness of building occupants.

GOALS

1. Reduce interior emissions from materials used onsite.
2. Provide a natural indoor environment.
3. Specify healthy, low/no VOC materials and finishes.
4. Prioritize products with material transparency and product disclosure.

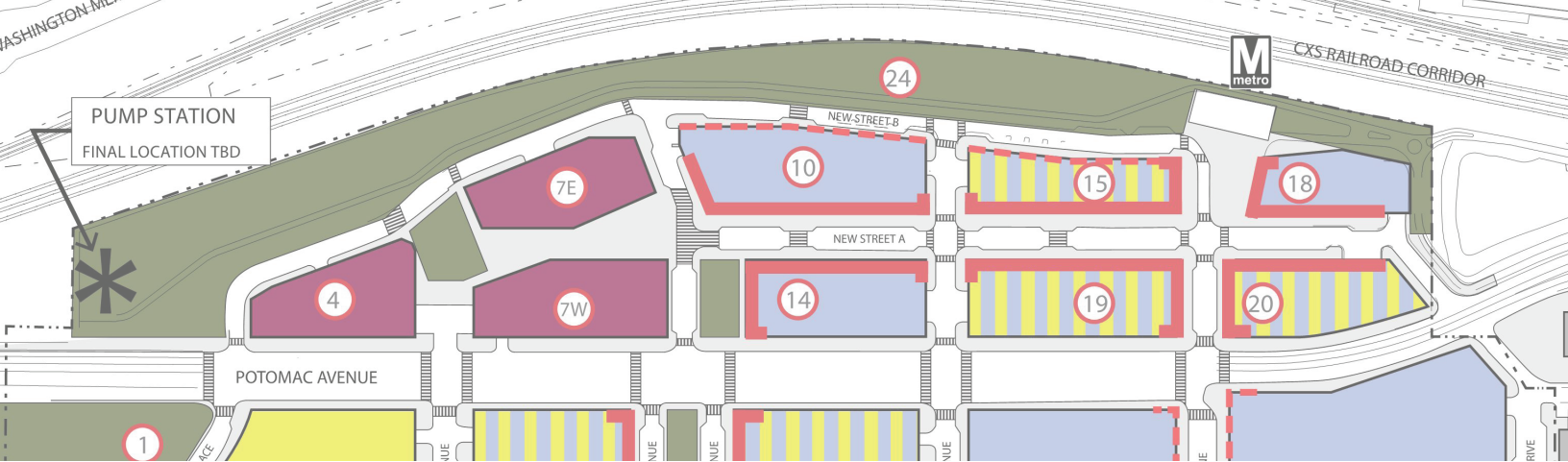
TOOLKIT

Short-Term

- Prioritize products that have disclosed their material ingredients and health impacts. These products have evaluated their ingredients and analyzed how they impact human health over the product's lifetime.
- Choose products with reduced life cycle impacts. These materials have Environmental Product Declarations (EPDs), which are product life cycle assessments that evaluate the product's impact on the environment over its lifetime.
- Prioritize products that have disclosed their emissions content and are compliant with VOC and TVOC emissions standards. These products reduce human health impacts from interior off-gassing of harmful chemicals.
- Build with resilient materials. Using sustainable materials that last longer will reduce the frequency of product replacement, which will decrease the emissions of VOCs and other chemicals in new materials.



Figure 66. Choose products that disclose ingredients and health impacts



Materials

V-1

Short-Term, cont.

- Conduct full building Life Cycle Assessments to consider the cradle to grave impact of the structural materials used on the project. The LCA will provide an evaluation of the buildings impact for 6 categories including global warming potential and acidification of land and water sources. All 6 impact categories have direct or indirect implications on human health.
- Use the LCA to demonstrate that embodied carbon emissions are reduced by the required NPY threshold.
- When designing the interior of the space, consider using natural materials such as wood or stone. Select naturally colored paint, maximize natural light, and include vegetation as a way to improve air quality. All of these aspects of biophilic design have been proven to improve the mental and physical health and wellness of building occupants.
- Use natural acoustic absorption materials such as green walls or non-natural materials such as ACT to optimize the user experience.

Mid-Term

- Use products that are adapted to the interior environment in which they are being applied. If installing carpet in an office, use carpet tiles, which can be easily replace if damaged. For residential buildings, use floor materials that can be easily cleaned to reduce the need for replacement, such as solid wood flooring or tile.
- Continue to conduct full building Life Cycle Assessments on future building designs.
- Assign a "Materials Manager." Designate one individual, or a group of individuals, to be responsible for verifying all purchases of new materials on site. This individual should evaluate materials for their immediate and long-term impacts on human health.



Figure 67. Example EPD label

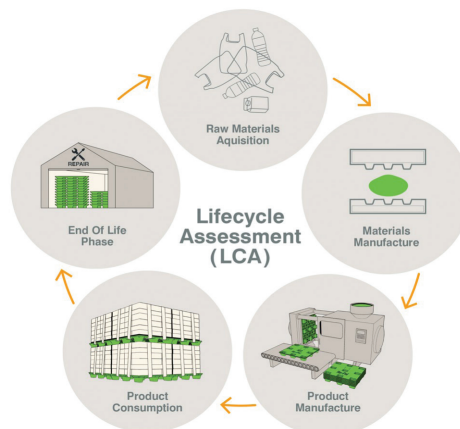
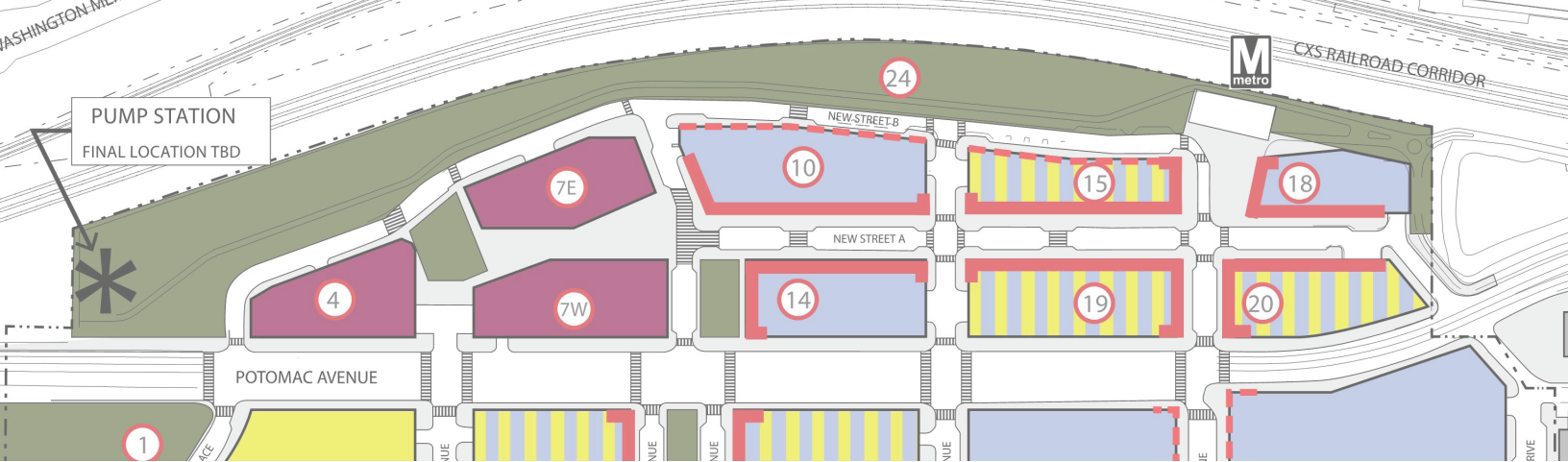


Figure 68. Product phases analyzed in an LCA



Materials

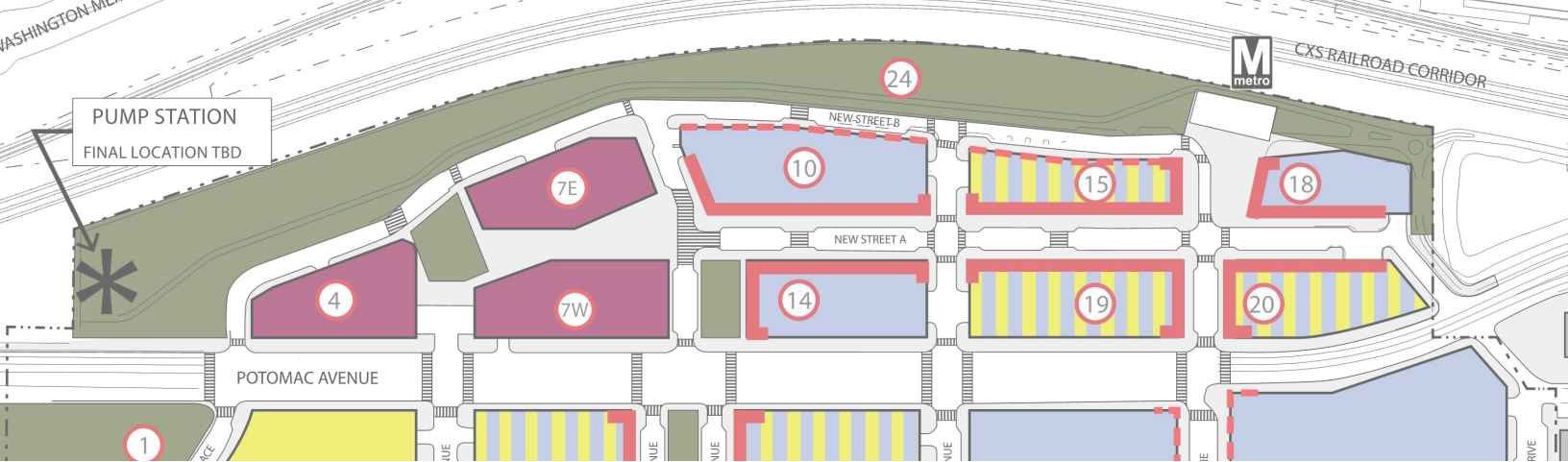
V-1

Long-Term

- Create and implement a Material Replacement Policy. Set standards for replacing materials by determining a set of questions to ask the individual or tenant who is requesting the product replacement. Questions include: does the damage impact the functionality of the product? Can the product be easily replaced, or will it require a full replacement of an entire system?
- Be aware of, and adapt to, the changing industry standards around material health impacts and ensure new materials installed onsite comply with these standards.
- Continue to conduct full building Life Cycle Assessments on future building designs.



Figure 69. Biophilic design improves the mental and physical health and wellness of building occupants



Indoor Air Quality

V-2

DEFINITION

The U.S. Environmental Protection Agency (EPA) defines Indoor Air Quality (IAQ) as “the quality of air within and around buildings and structures especially as it relates to its occupants.”²⁵ The quality of air in buildings is dependent upon the air being delivered to the building from outside, and the maintenance of that air once it is circulated throughout the building. The most common factors that impact air quality include, but are not limited to: temperature, humidity, dust or Particulate Matter (PM), mold, Volatile Organic Compounds (VOCs), Carbon Dioxide (CO₂), Formaldehydes (H₂O₂), and Nitrogen and Sulfur Oxides (NO_x, SO_x).

An essential priority of NPY is the health and well-being of its students, faculty, visitors, residents, tenants, and FTEs during construction and once the project is operational. Indoor air quality is a key component of a healthy neighborhood.



Figure 70. Typical IAQ pollutants

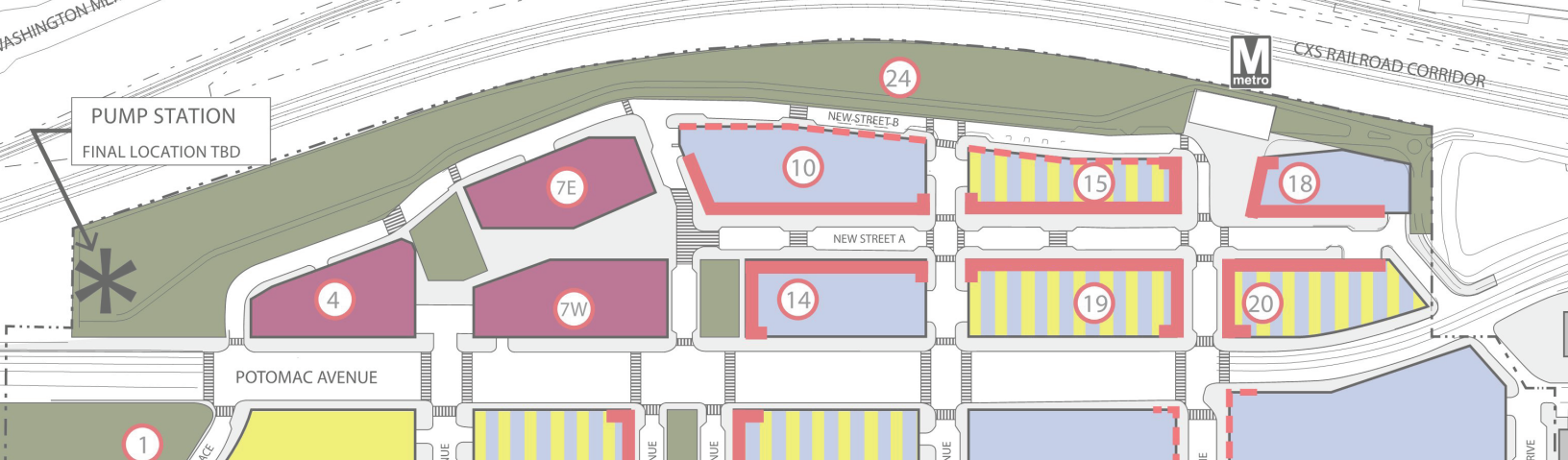
GOALS

1. Meet high environmental standards for ventilation systems, air filtration, and interior finishes.
2. Implement comprehensive plan for the monitoring and maintenance of IAQ.
3. Promote mental and physical health for building occupants.
4. Enhance community knowledge surrounding building functionality and smart IAQ practices.

TOOLKIT

Short-Term

- Conduct a COVID impact analysis.
- Develop a standard Construction Phase IAQ Management Plan modeled after SMACNA.
- Prohibit tobacco use on site during and after construction.
- Conduct regular sustainability and IAQ walkthroughs of construction sites
- Purchase only low or no VOC and NAUF products and materials.
- Conduct WELL and Fitwel feasibility analyses.



Indoor Air Quality

V-2

Short-Term, cont.

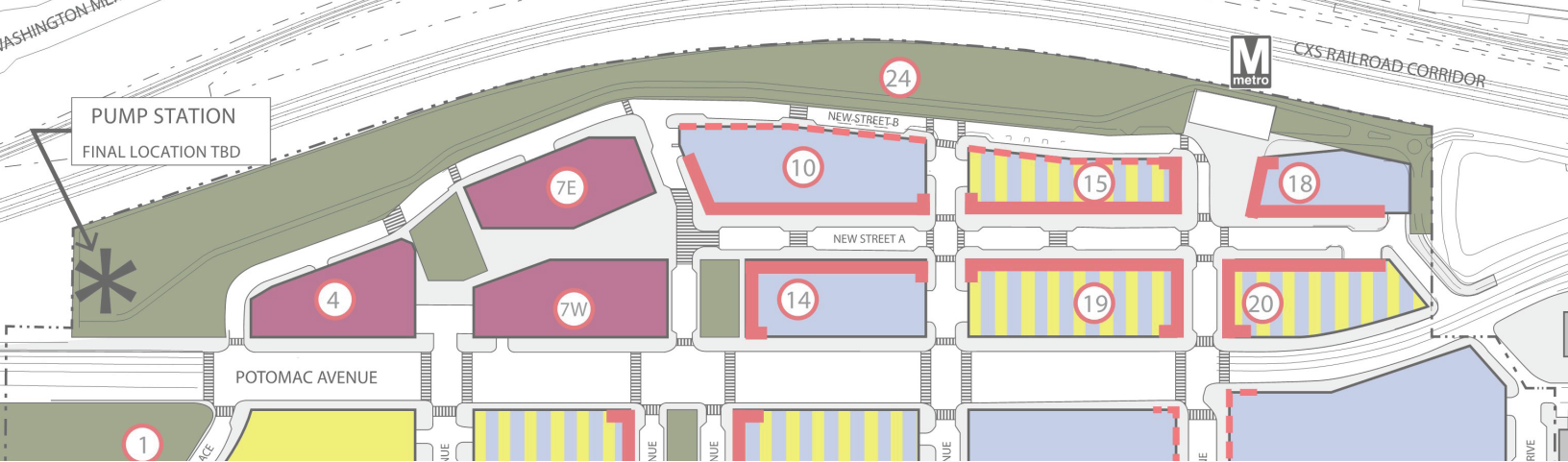
- Provide educational signage for occupants that explains what common practices and items often have the greatest impact on air quality (plants, candles, cleaning products).
- Establish green cleaning protocols that go above and beyond standard green cleaning practices.
- Establish a mandatory Integrated Pest Management (IPM) plan for all buildings and site area, which utilizes non-hazardous and naturally derived insecticides and herbicides.
- Furnish all building entrances (not just the main doors) with permanently installed walk-off mats.
- Develop a Legionella Management Plan compliant with ASHRAE 188.

Mid-Term

- Accommodate continuously monitored IAQ through software-connected remote technologies. Devices will be able to alert the responsible party if any air quality parameters exceed acceptable thresholds.
- Hold regular seminars for housekeeping staff to reiterate cleaning procedures. Include training requirements in custodial contracts.
- Replace all pre and final filters in applicable mechanical systems on an annual basis or once they are loaded.
- Meet or exceed the air leakage requirements established by the International Energy Conservation Code (IECC).
- Conduct annual air testing based on the parameters outlined in the latest version ASHRAE 62.1/62.2-Ventilation for Acceptable Indoor Air Quality in Commercial and Residential Buildings.
- Conduct semi-annual water tests of cooling towers and water features for Legionella.
- Regularly conduct visual inspections of HVAC equipment and ductwork for dust, debris, mold growth, and moisture build up and outline standard practices to react to these factors.
- Ensure building Engineers are given the educational and technological tools to improve building IAQ and performance.
- Record instances IAQ complaints in the building to quantify occupant satisfaction and target areas for improvement.
- Achieve the WELL Standard requirements for air quality by testing for more stringent levels of the following parameters: VOCs, PMs and Inorganic Gases, Radon, and Ozone.

Long-Term

- Establish and refine an informational program which educates occupants on the mechanical functionality of the buildings within NPY and fosters smart practices and habits to maintain a high level of air quality.
- Publish results of IAQ and Legionella testing and make publicly available for occupants to review.



Comfort

V-3

DEFINITION

Natural Lighting: Lighting influences on the cognitive function and regulate the body to prevent depression. Natural Lighting creates an optimal environment to improve the visual experience and health of the individual. Daylight access can influence the productivity and mood of individuals and help with the sleep/wake cycle. Circadian lighting mimics this natural cycle with the transition of light color throughout the day. Influences from cooler colored lights can impact the naturally occurring melatonin in our bodies and disrupt the normal sleep cycles. These concepts can improve health particularly for individuals that suffer from Season Affective Disorder, Post Traumatic Stress Disorder, dementia, and sleep disorders.

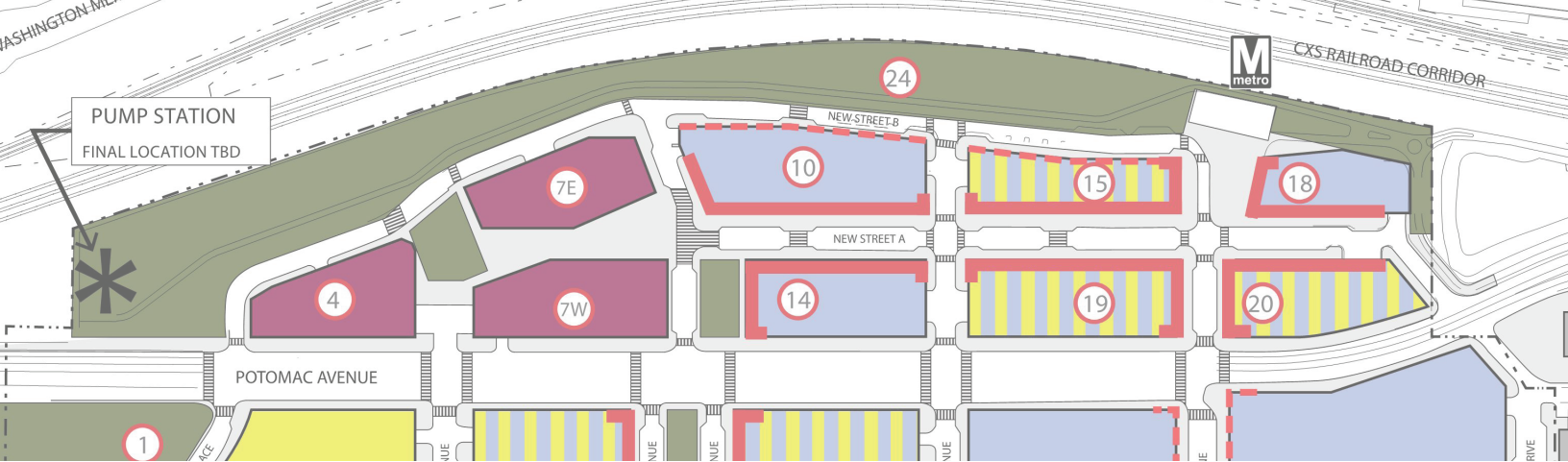
Access to Nature and Restorative Spaces: A view to nature can enhance our creativity and provide restorative healing effects. Biophilic elements have demonstrated improvements in productivity, emotional welfare. The environment we live in can influence the level of stress and promote creativity. Integrating plants, water, light and views, and indirect access to nature using natural materials, patterns, colors or images is the design strategy behind biophilia.

Thermal Comfort: The spread of disease more likely in environments that are extreme temperatures and humidity. Thermal comfort is very personal to the individual, but can be improved with the occupant capability to adjust the thermal environment. ASHRAE Standard 55 was developed specifies conditions for acceptable thermal environments in buildings. Using guidance for appropriate design conditions within this standard can help with the framework for environments with improved thermal comfort and improve the occupant health and perception of comfort.

Fitness: Physical activity has numerous benefits that go beyond improved health and weight loss. Regular exercise can improve balance and reduce stress. It can provide an avenue to socialize or provide an opportunity for centering the mind. Providing multiple opportunities for occupants to move and elevate their physical activity will improve the occupant health and wellbeing. Proper hydration can improve cognitive ability and function.



Figure 71. Natural lighting in buildings helps to create an optimal environment



Comfort

V-3

GOALS

1. Prioritize a high level of occupant comfort control over interior spaces.
2. Promote opportunities for interaction with nature and biophilia.
3. Optimize lighting conditions for all occupants through innovative practices spanning daylighting, light quality, and circadian rhythm impacts.

TOOLKIT

Short-Term

- Explore feasibility of WELL, Fitwel, and RESET certifications.
- Optimize regularly occupied spaces to natural light. Orient areas for maximized congregation and time spent to be in close proximity to building perimeter.
- Target a visual light transmittance greater than forty percent for glazing (VLT >40%).
- Install glare control devices to be installed on spaces with high incidence of solar exposure.
- Electric lighting requirements to install all LED lighting with color rendering index of at least 90 (CRI >90).
- Install daylight controls to turn on electric lighting only when natural lighting is not sufficient.
- Design stairs to be more prominent than elevators.
- Design to include biophilic elements in each regularly occupied space (plants, water, art, materials).
- Provide rooftop and courtyard garden spaces that provide respite opportunities for occupants to connect to nature. Plantings should provide visual interest year-round, if possible.
- Orient areas for maximized congregation and time spent to be in close proximity to building perimeter with unobstructed views to the outside.
- Include indoor plants in common spaces and transitional spaces to provide connection to nature for areas without views.
- Provide water features that provide sound masking and introduce a visual element of movement.

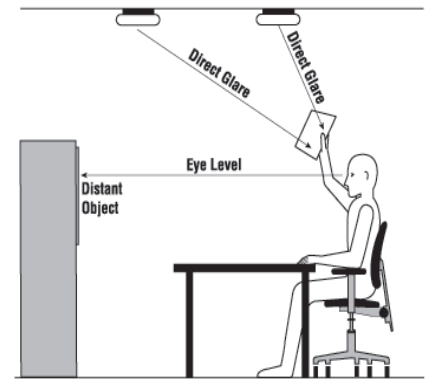


Figure 72. Glare produced by lighting

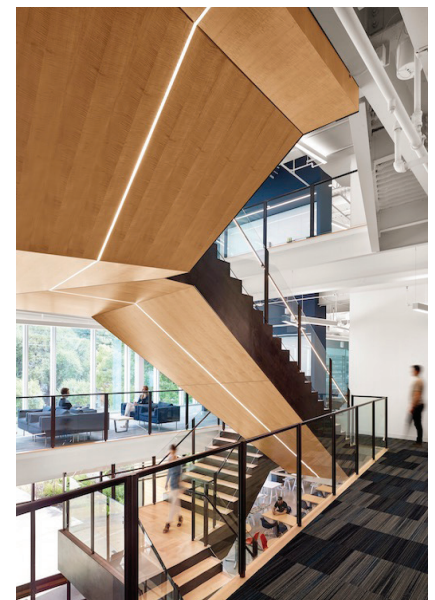
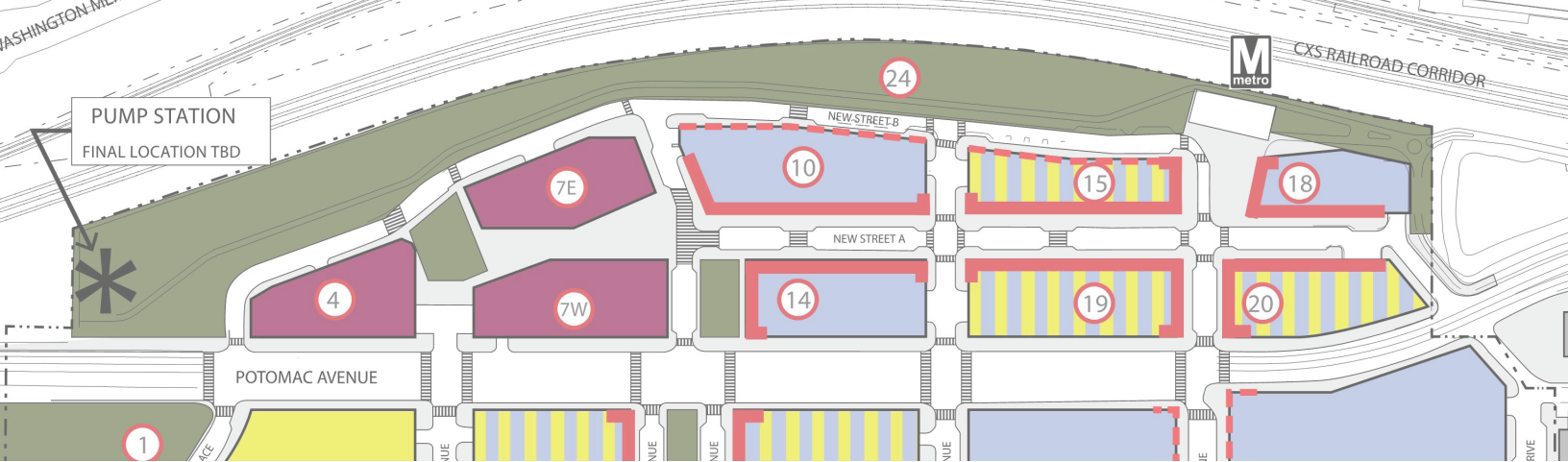


Figure 73. Prominent staircases encourage occupants to be more active by taking the stairs rather than the elevator.



Comfort

V-3

Short-Term, cont.

- Support controllability through smart thermostats. These devices are capable of learning habits and providing remote control.
- Provide operable windows for opportunity to experience natural ventilation.
- Continuously monitor main thermal comfort parameters. Provide multiple sensors and record trends for the following: dry-bulb temperature, relative humidity, air speed and mean radiant temperature.
- Add CO2 sensors in densely occupied rooms to notify occupants when fresh air is needed.

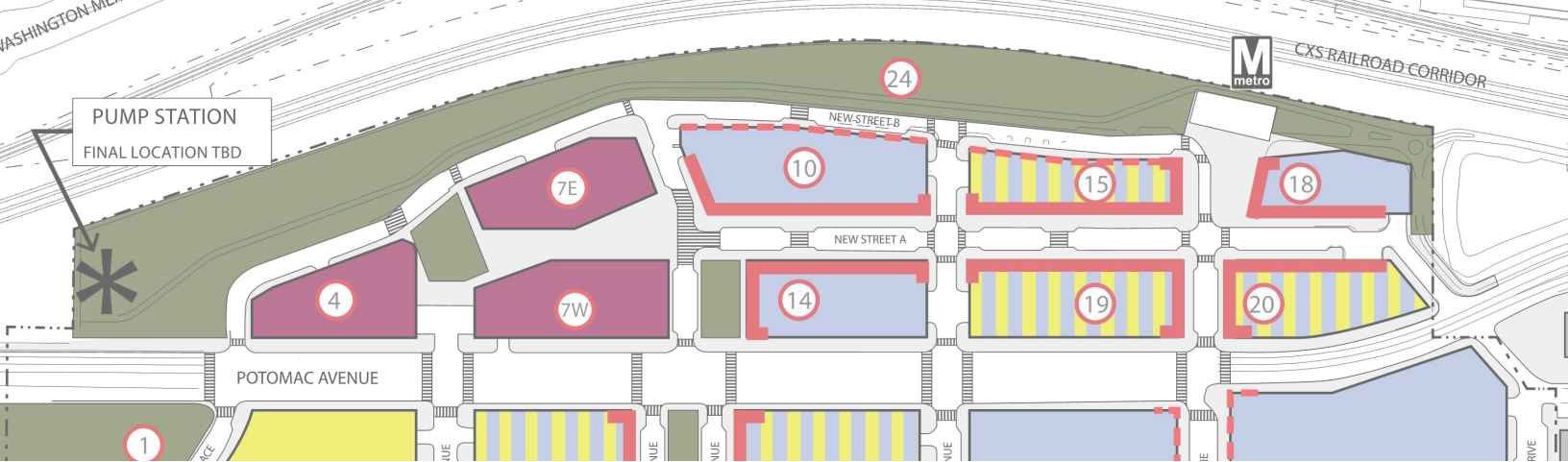


Figure 74. Operable windows allow for natural ventilation

- Provide service request process where occupants can identify issues via application to directly notify management of maintenance issues.
- Use humidity control devices set to modulate relative humidity between 30-60%.
- Dedicate interior and exterior space for physical fitness, recreation, and game activities.
- Provide exercise equipment that includes muscle-strength and cardiorespiratory equipment.
- Equip bicycle rooms with bike parking, showers, changing rooms, and bike repair equipment.
- Provide occupants access to at least one staircase that extends the height of the building.

Mid-Term

- Design light shelves, skylights, and light tube systems into future buildings.
- Install circadian lighting in bedrooms.
- Develop quiet areas and alcoves, especially areas with tree canopy coverage.
- Continuously monitor main thermal comfort parameters. Provide multiple sensors and record trends for the following: dry-bulb temperature, relative humidity, air speed and mean radiant temperature.
- Provide service request process where occupants can identify issues via application to directly notify management of maintenance issues.
- Zone office workstations to provide thermal comfort controls for all workstations.



Comfort

V-3

Mid-Term, cont.

- Design the site and buildings to include transitional indoor/outdoor exercise space. Encourage occupant use by enhancing the exercise experience with access to natural light and air.
- Install whole building sediment water filtration systems.
- Test building water quality annually.

Long-Term

- Install full circadian lighting systems. Cycle lighting to include cool white during daylight hours to suppress melatonin growth and keep occupants more alert and active. Transition lighting to a warm white color in the evenings to promote melatonin and help occupants relax.
- Provide stipends for adventure or nature trips to encourage opportunities to connect with nature.
- Implement smart-home system integration, including smart thermostat controls, geofencing capability, scheduled setpoint assistance, shade integration, and remote capability.
- Seasonally survey occupant comfort level.
- Provide regular physical fitness and mindfulness educational classes to building occupants.
- Provide virtual instructor-led training programs.
- Install whole building UV water filtration system.

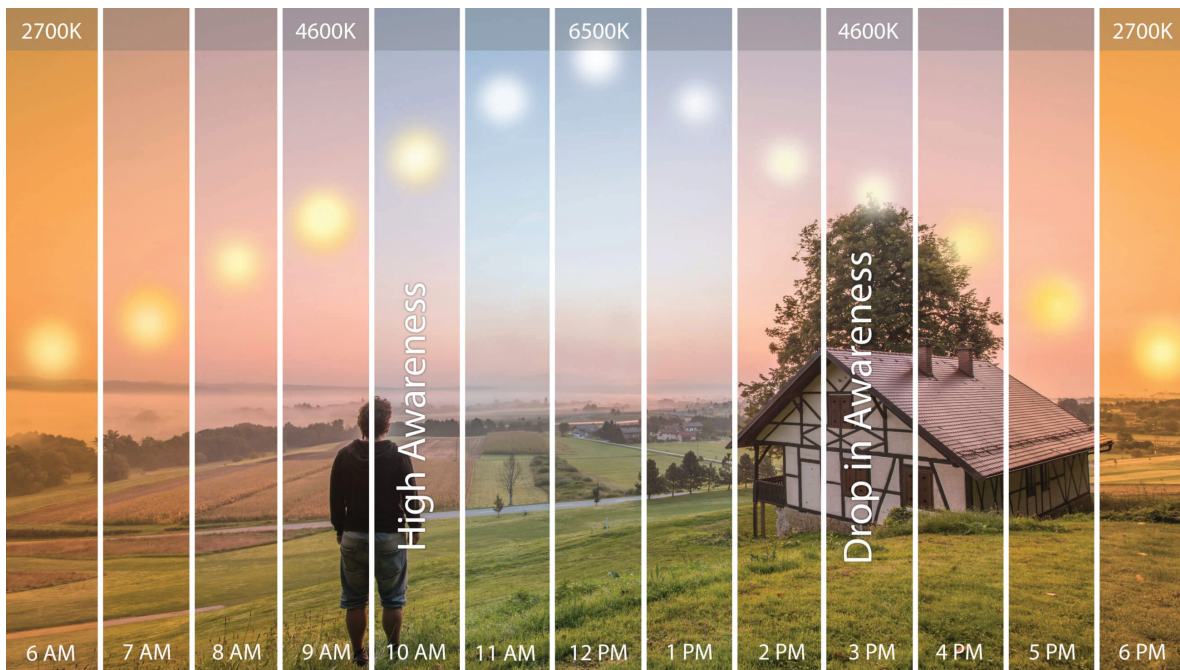
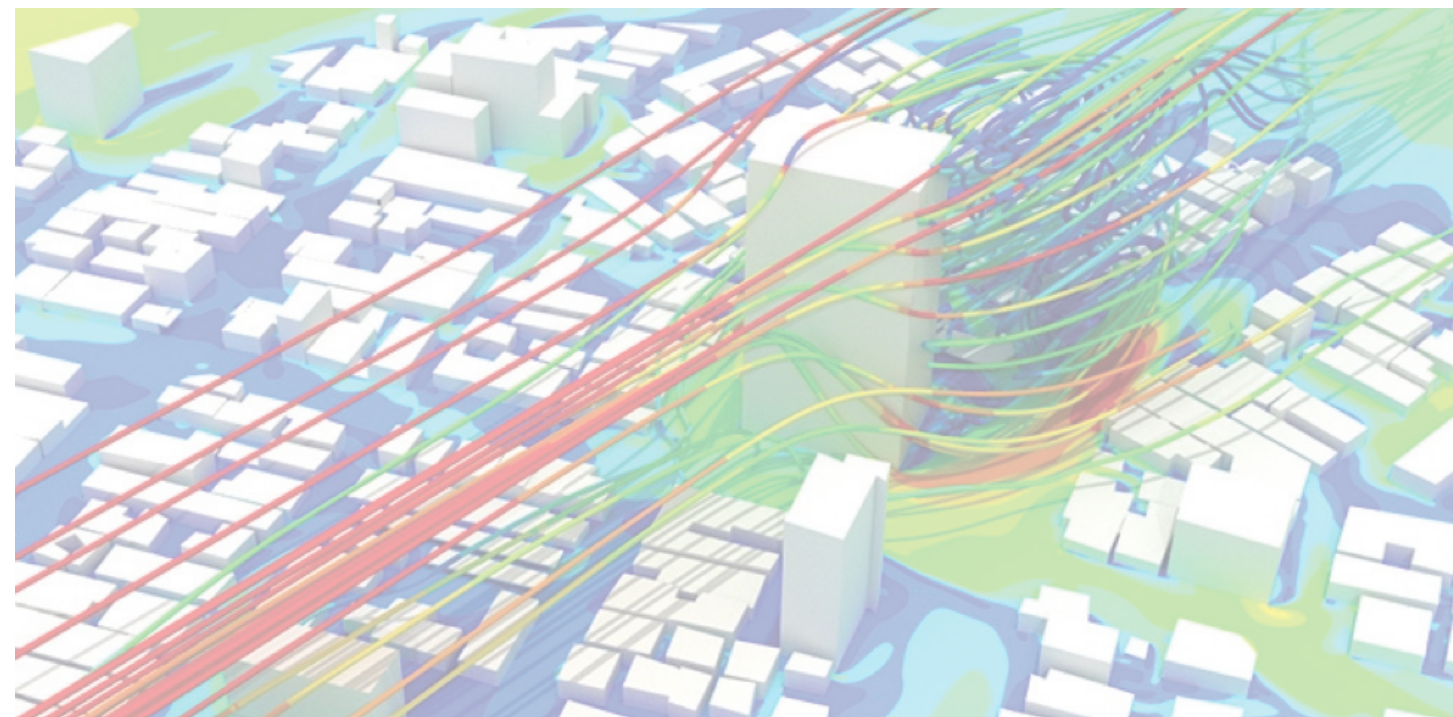
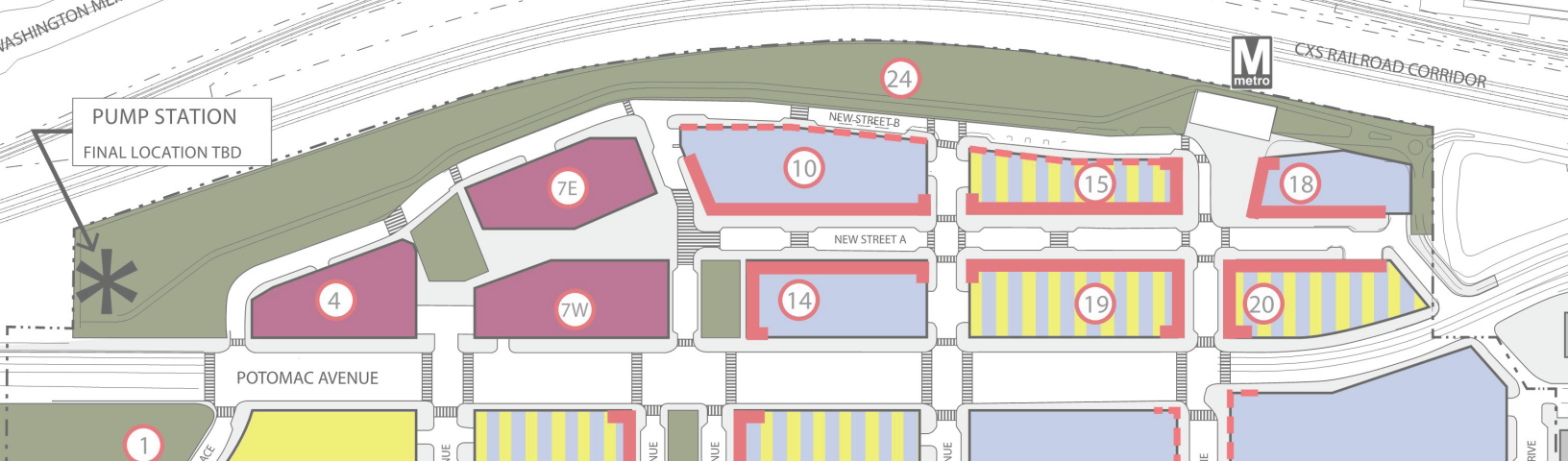


Figure 75. Circadian lighting is designed to follow the human circadian rhythm



RESILIENCE





Resilience

VI

BACKGROUND

The expansion of urban environments over the last century has drastically increased atmospheric levels of greenhouse gases. Buildings use approximately 40% of total global energy and are responsible for 30% of greenhouse gas emissions²⁶. One effect of this rapid increase in CO₂ is that extreme weather events have become more common and destructive. Global temperatures have steadily risen, water bodies have become more acidic, and snow cover has decreased. Our area experiences, and will likely continue to experience, an overall increase in extreme weather conditions and storms: heat stress, flooding, and storm surge, in particular.

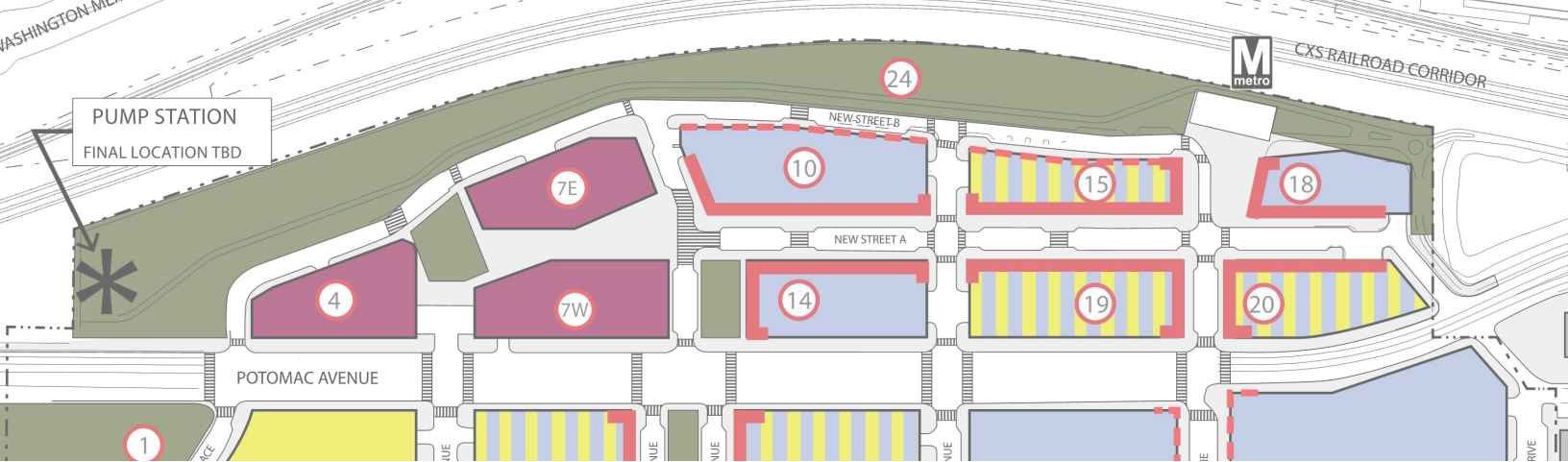
In response to the rapidly changing climate, North Potomac Yard will practice resilience on a site-wide scale. Resilience is the process of adapting to environmental changes while maintaining essential functionality. Although emergency response protocols are important, equipping the neighborhood with resilient infrastructure as a preventative measure will go further to help NPY withstand unpredictable future environmental challenges. The site will become a protective environment for its community members by incorporating equipment and systems to prepare for urgent, unpredictable events.

The ESMP focuses on five interconnected resilience themes: products/manufacturers, essential systems and equipment, adaptable buildings, an evolving site, and community. Balancing flexibility and adaptability with prevention and redundancy will be important in achieving a resilient neighborhood with infrastructure that can stand the test of time.

26. "Why the Building Sector?," Architecture 2030



Figure 76. Windmill Hill Park shoreline



Infrastructure VI-1

DEFINITION

Resilient infrastructure begins with preventative measures that can decrease the environmental risk to the project investment. It includes implementing measures that will help mitigate climate change risks while also designing for the project to withstand and weather through difficult environmental conditions, especially as the climate changes and natural disasters become increasingly unpredictable. Resilient infrastructure also includes designing robust and resourceful systems that can provide safety and stability for occupants in the case of natural disaster emergencies.

GOALS

1. Develop a resilient community capable of withstanding changing weather patterns.
2. Implement a palate of durable, long-lasting, and natural materials to prolong the longevity of building and site elements.
3. Prioritize flexible spaces capable of operating passively to provide basic functions in case of emergency: light, heating/cooling, water, and comfort.



Figure 77. Battery bank

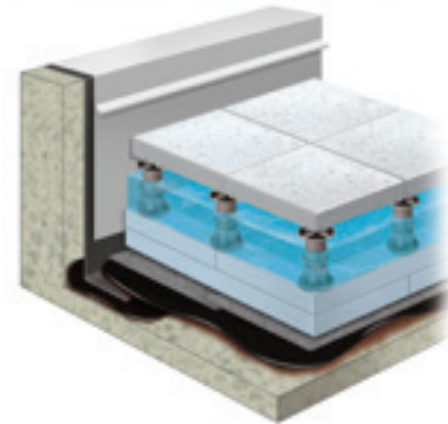
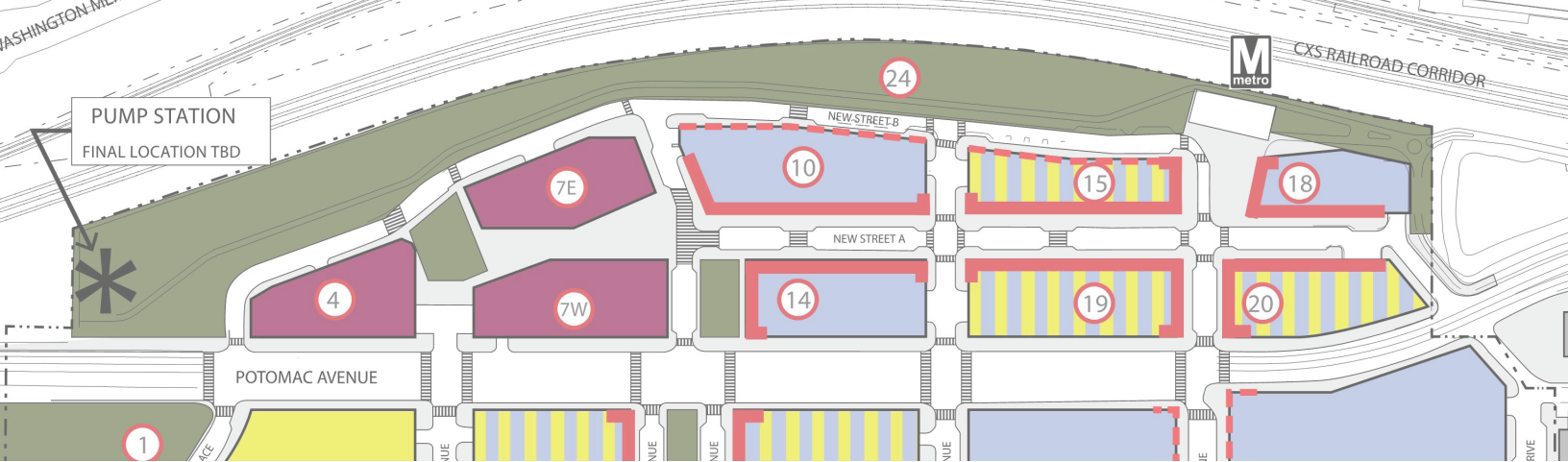


Figure 78. Blue Roof cross section

TOOLKIT

Short-Term

- Design the district to account for current flood zones and possible future flood zones based on FEMA projections. Specific strategies may include programming high-risk zones as riparian or vegetated buffer with limited access to pedestrians.
- Use materials such as brick and stone for building and site elements that are long-lasting and timeless. Use of these materials should be balanced against carbon intensity of extraction.
- Select products that can be re-used or recycled in the event of degradation, destruction, or deconstruction.
- Mass and orient buildings to promote and create air movement for pedestrian comfort; consider shape and adjacency to other buildings.



Infrastructure

VI-1

Short-Term, cont.

- Protect critical equipment and systems from the 500-yr flood and 2-3 ft sea level rise. Systems and equipment may include back-up generators, switchgear, pumps.
- Consider integrated technology nano- or micro-grid technologies and systems which can support multiple facilities in campus-oriented architecture with community resource locations supported as well.
- Plant large-canopy tree species at regular intervals to provide places of respite from the heat and sun.
- Provide flexible space(s) that can transform to evacuation areas.
- Design for integration of on-site renewables in the future; ensure roof designs can support photovoltaics.
- Design flexible spaces for aging populations, disabled occupants, and changing needs in multifamily buildings. Elements include levers, handles, switches; movable, adjustable cabinets; turning radius, opening widths.
- Use infrastructure designs that reduce the heat island effect.
- Consider pursuing a Living Building Certification.

Mid-Term

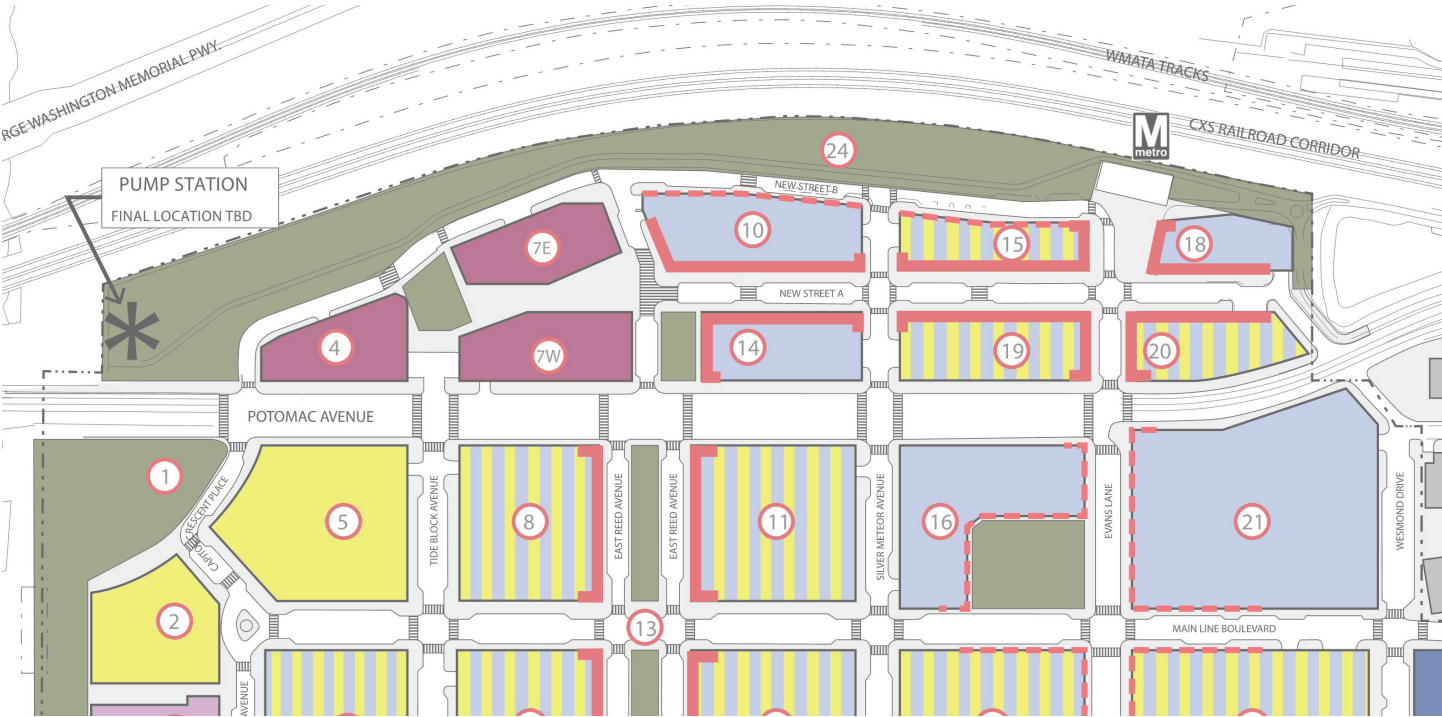
- Create designated tree corridors- shade walkways, roads, hardscape features, and social gathering spaces.
- Provide space to support urban agriculture, community supported agriculture (CSA's), farmer's markets, and other local food sources.

Long-Term

- Incorporate cisterns, blue roofs, or other measures to support potable water demand and conveyance of greywater and blackwater, especially during loss of power, for 1 week. 1-week storage requirement will require significant physical space and electrical infrastructure, these should be planned early into building footprints.
- Revisit edges of the neighborhood that are prone to storm surges, and consider redeveloping portions into "flex" water features, capable of taking on water during storms and serving as a visual amenity.
- Incorporate battery storage banks to support building operations in the event of extreme weather events, natural disasters, loss of power. Plan for on-site storage to support critical power requirements for 1 week.
- Accommodate growth and change by incorporating adaptable spaces and elements using materials and systems that are easy to remove and replace based on market needs.



APPENDICES



Strategies		Application of Strategies												
SITE														
Possible Strategy	District-Wide	Block 4	Block 7E	Block 7W	Block 10	Block 14	Block 15	Block 18	Block 19	Block 20	PY Park	Metro Plaza	Mkt Square	Infrastructure
Green Infrastructure	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Cistern	X	X	X	X	X	X		X						
Vegetated roof	X	X	X	X	X	X	X	X	X	X				
Rainwater harvesting	X	X	X	X	X	X		X						
Native plant communities	X	X	X	X	X	X	X	X	X	X	X	X	X	
Unprogrammed open space	X	X	X	X	X	X					X			
Restored habitat	X										X			
Offsite habitat offset	X	X	X	X	X	X	X	X	X	X				
Active play area	X				X						X	X	X	
Rooftop usable space	X	X	X	X	X	X	X	X						
Tree canopy coverage	X	X	X	X	X	X	X	X	X	X	X	X	X	
Highly-reflective surface	X	X	X	X	X	X	X	X	X	X	X	X	X	
Sidewalk and trail network	X	X	X	X	X	X	X	X	X	X	X	X	X	
Connection hub	X	X	X	X							X	X	X	
Social and civic gathering space	X	X	X	X	X	X					X	X	X	
Onsite food production	X				X	X	X	X	X	X				

WASTE														
Possible Strategy	District-Wide	Block 4	Block 7E	Block 7W	Block 10	Block 14	Block 15	Block 18	Block 19	Block 20	PY Park	Metro Plaza	Mkt Square	Infrastructure
Demolition and construction diversion	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Waste to energy														
Solid waste management plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Composting	X	X	X	X	X	X	X	X	X	X				
Commercial recycling	X	X	X	X	X	X		X		X	X	X	X	
Residential recycling							X		X					
Zero Waste certification		X	X	X										
Infrastructure reuse														X
Construction material reduction	X	X	X	X										
Participate in ongoing performance verification	X	X	X	X	X	X	X	X	X	X				
Bulk waste (electronics, furniture) recycling		X	X	X			X		X					

Key

X

Included in current design

X

Possible: needs further discussion

X

Under investigation

Not under consideration

Appendix: Phase 1 Strategies

A

Strategies		Application of Strategies												
WATER														
Possible Strategy	District-Wide	Block 4	Block 7E	Block 7W	Block 10	Block 14	Block 15	Block 18	Block 19	Block 20	PY Park	Metro Plaza	Mkt Square	Infrastructure
WaterSense- labeled fixtures	X	X	X	X	X	X	X	X	X	X				
Low-flow water fixtures	X	X	X	X	X	X	X	X	X	X				
Rainwater reuse for irrigation	X	X	X	X	X	X		X						
Sanitary Wastewater Energy Exchange		X	X	X										
Participate in ongoing performance verification	X	X	X	X	X	X	X	X	X	X				
Greywater reuse for toilet flushing		X	X	X										
Condensate water reuse		X	X	X	X	X		X						
Rainwater reuse for cooling tower														
Wastewater reduction or reuse		X	X	X										
Irrigation controls (moisture, weather, etc)	X	X	X	X	X	X	X	X	X	X	X	X	X	
No irrigation beyond establishment period	X	X	X	X							X	X	X	
HEALTH & WELLNESS														
Possible Strategy	District-Wide	Block 4	Block 7E	Block 7W	Block 10	Block 14	Block 15	Block 18	Block 19	Block 20	PY Park	Metro Plaza	Mkt Square	Infrastructure
Low-VOC materials	X	X	X	X	X	X	X	X	X	X				
Product ingredient disclosure	X	X	X	X	X	X	X	X	X	X				
Access to quality views	X	X	X	X	X	X	X	X	X	X	X	X	X	
Access to daylight	X	X	X	X	X	X	X	X	X	X	X	X	X	
Biophilia- general	X	X	X	X	X	X	X	X	X	X	X	X	X	
Interior bio-walls for air treatment + circulation	X	X	X	X	X	X	X	X	X	X				
Water filtration		X	X	X			X		X					
MERV 13 air filters	X	X	X	X	X	X	X	X	X	X				
Ongoing water and air performance testing	X	X	X	X	X	X	X	X	X	X				
Green cleaning products	X	X	X	X	X	X	X	X	X	X				
Integrated pest management	X	X	X	X	X	X	X	X	X	X				
Develop equity plan (access + inclusion)	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Bike storage and showers	X	X	X	X	X	X	X	X	X	X				
Acoustic absorption materials		X	X	X										
Water features		X	X	X			X		X		X	X	X	
Fitness facilities	X	X	X	X	X	X	X	X	X	X				
Participate in ongoing performance verification	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Fitness membership subsidies		X	X	X										
CSA Subscription Program							X		X					
RESILIENCE														
Possible Strategy	District-Wide	Block 4	Block 7E	Block 7W	Block 10	Block 14	Block 15	Block 18	Block 19	Block 20	PY Park	Metro Plaza	Mkt Square	Infrastructure
Emergency back-up power		X	X	X										
Demand control infrastructure	X	X	X	X	X	X	X	X	X	X				
Riparian buffer	X													
Implementation of resilience plan	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Flood management channels														
Rainwater management	X	X	X	X	X	X		X			X	X	X	
Back up communication channels		X	X	X										

Appendix: Phase 1 Strategies

A

Strategies		Application of Strategies												
Possible Strategy	District-Wide	CARBON												
		Block 4	Block 7E	Block 7W	Block 10	Block 14	Block 15	Block 18	Block 19	Block 20	PY Park	Metro Plaza	Mkt Square	Infrastructure
Power Purchase Agreements					X	X	X	X	X	X	X	X	X	
Solid waste emissions reductions	X													
EV car charging stations	X	X	X	X	X	X	X	X	X	X				
Carbon offsets	X				X	X	X	X	X	X	X	X	X	
Sanitary Wastewater Energy Exchange		X	X	X										
Energy storage wheel					X	X	X	X	X	X				
Renewable Energy Certificates	X				X	X	X	X	X	X	X	X	X	
Solar orientation-informed design	X	X	X	X		X								
Priority parking for LEV vehicles	X	X	X	X	X	X	X	X	X	X				
Rooftop solar	X	X	X	X	X	X	X	X	X	X				
Vertical solar PV walls														
Building integrated photovoltaic		X	X	X										
Argon gas for IGUs	X	X	X	X										
Preatreatment of outdoor air	X	X	X	X	X	X	X	X	X	X				
High-performance low-E coating	X	X	X	X	X	X	X	X	X	X				
Triple pane IGU		X	X	X										
Electrochromatic glass		X	X	X										
Automatic shade controls		X	X	X	X	X		X		X				
Participate in ongoing performance verification	X	X	X	X	X	X	X	X	X	X				
Improved thermal enclosure	X	X	X	X	X	X	X	X	X	X				
VRF / VRV							X		X					
Optimized corridor ventilation	X	X	X	X			X		X					
Ground source heat pumps		X	X											
Radiant floor heating														
Phase-change wall insulation		X	X	X										
Lighting power density reduction	X	X	X	X		X	X	X	X	X	X	X	X	X
Garage lighting LPD <0.1 W/sf	X	X	X	X	X	X	X	X	X	X				
Occupancy sensors	X	X	X	X	X	X	X	X	X	X				
Battery energy storage		X	X											
Active daylighting controls	X	X	X	X	X	X	X	X	X	X				
Public transportation subsidies	X	X	X	X	X	X	X	X	X	X				
Heat pump water heaters		X	X	X										
VFD controls	X	X	X	X	X	X	X	X	X	X				
Energy recovery wheel		X	X	X	X	X		X		X				
Plug load controls		X	X	X	X	X		X		X				
High-efficiency LED site lighting	X	X	X	X	X	X	X	X	X	X	X	X	X	X
EnergyStar appliances	X	X	X	X	X	X	X	X	X	X				
Central heat pumps- hydronic system		X	X	X										
Passive solar design		X	X	X		X								
Air barrier sealing + testing - exceed code		X	X	X										
Carbon sinks - landscape	X	X	X	X							X	X	X	
Embodied carbon reduction- structure	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Carbon-sequestering materials (i.e. concrete)	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Building Life Cycle Assessments	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Appendix: Sample LEED ND Scorecard

B



SAMPLE - North Potomac Yard

LEED v4 for Neighborhood Development Plan

May 2020



16 3 9 Smart Location & Linkage Possible Points: 28

Yes	?	No			
Y			Prereq 1	Smart Location	
Y			Prereq 2	Imperiled Species and Ecological Communities	
Y			Prereq 3	Wetland and Water Body Conservation	
Y			Prereq 4	Agricultural Land Conservation	
Y			Prereq 5	Floodplain Avoidance	
5		5	Credit 1	Preferred Locations	10
2			Credit 2	Brownfield Remediation	2
5	2		Credit 3	Access to Quality Transit	7
		2	Credit 4	Bicycle Facilities <i>Building Level</i>	2
3			Credit 5	Housing and Jobs Proximity	3
	1		Credit 6	Steep Slope Protection	1
1			Credit 7	Site Design for Habitat or Wetland and Water Body Conservation	1
		1	Credit 8	Restoration of Habitat or Wetlands and Water Bodies	1
		1	Credit 9	Long-Term Conservation Mgmt of Habitat or Wetlands & Water Bodies	1

18 12 11 Neighborhood Pattern & Design Possible Points: 41

Yes	?	No			
Y			Prereq 1	Walkable Streets	
Y			Prereq 2	Compact Development	
Y			Prereq 3	Connected and Open Community	
3	2	4	Credit 1	Walkable Streets <i>Building Level</i>	9
4		2	Credit 2	Compact Development	6
3	1		Credit 3	Mixed-Use Neighborhoods	4
2	3	2	Credit 4	Housing Types and Affordability	7
		1	Credit 5	Reduced Parking Footprint <i>Building Level</i>	1
	2		Credit 6	Connected and Open Community	2
1			Credit 7	Transit Facilities	1
1	1		Credit 8	Transportation Demand Management	2
1			Credit 9	Access to Civic & Public Space	1
1			Credit 10	Access to Recreation Facilities	1
	1		Credit 11	Visitability and Universal Design <i>Building Level</i>	1
	1	1	Credit 12	Community Outreach and Involvement	2
		1	Credit 13	Local Food Production	1
2			Credit 14	Tree-Lined and Shaded Streetscapes	2
	1		Credit 15	Neighborhood Schools	1

4 0 0 Regional Priority Credits Possible Points: 4

Yes	?	No			
1			Credit 1.1	Regional Priority: Brownfield Remediation (th: 1)	1
1			Credit 1.2	Regional Priority: Housing and Jobs Proximity (th:2)	1
1			Credit 1.3	Regional Priority: Connected and open community (th: 1)	1
1			Credit 1.4	Regional Priority: Rainwater Management (th: 2)	1

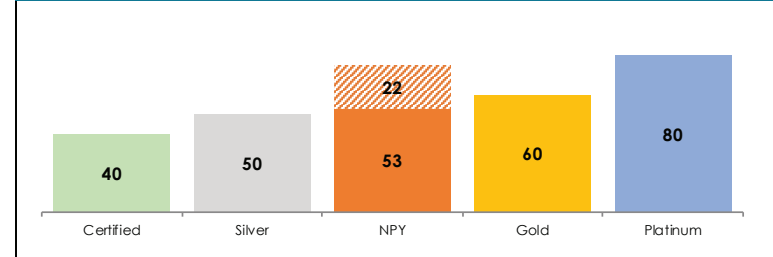
12 4 15 Green Infrastructure & Buildings Possible Points: 31

Yes	?	No			
Y			Prereq 1	Certified Green Building <i>Building Level</i>	
Y			Prereq 2	Minimum Building Energy Performance <i>Building Level</i>	
Y			Prereq 3	Indoor Water Use Reduction <i>Building Level</i>	
Y			Prereq 4	Construction Activity Pollution Prevention	
5			Credit 1	Certified Green Buildings <i>Building Level</i>	5
		2	Credit 2	Optimize Building Energy Performance <i>Building Level</i>	2
		1	Credit 3	Indoor Water Use Reduction	1
2			Credit 4	Outdoor Water Use Reduction	2
		1	Credit 5	Building Reuse	1
		2	Credit 6	Historic Resource Preservation and Adaptive Reuse	2
		1	Credit 7	Minimized Site Disturbance	1
2	1	1	Credit 8	Rainwater Management	4
	1		Credit 9	Heat Island Reduction <i>Building Level</i>	1
		1	Credit 10	Solar Orientation	1
	1	2	Credit 11	Renewable Energy Production	3
		2	Credit 12	District Heating and Cooling	2
1			Credit 13	Infrastructure Energy Efficiency	1
		2	Credit 14	Wastewater Management	2
	1		Credit 15	Recycled and Reused Infrastructure	1
1			Credit 16	Solid Waste Management <i>Building Level</i>	1
1			Credit 17	Light Pollution Reduction <i>Building Level</i>	1

3 3 0 Innovation and Design Process Possible Points: 6

Yes	?	No			
1			Credit 1.1	Exemplary Performance: LEED Certified Buildings (100%)	1
1			Credit 1.2	Exemplary Performance: 30% Reduction Infrastructure Energy	1
	1		Credit 1.3	Innovation: O&M Starter Kit <i>Building Level</i>	1
	1		Credit 1.4	Innovation: EV Chargers	1
	1		Credit 1.5	Innovation or Pilot Credit TBD	1
1			Credit 2	LEED Accredited Professional	1

53 22 35 Total 110



Appendix: CDD Conditions Addressed in the ESMP

C

CDD Conditions: Addressed in ESMP		
No.	Condition	Document Reference
63	<i>Green Building</i>	
63	LEED ND Silver	Section "Green Building and LEED"
63	All Other Uses - Green Building Policy	Section "Green Building and LEED"
64	<i>ESMP</i>	
64.a	Identify methods for reducing carbon emissions	Section "Carbon", including subsections "Embodied Carbon", "Operational Energy", "Renewables", "Transportation toolkits"
64.b	Phasing Plan for implementing ESMP	Section "Introduction"
64.c	Estimate of CO ₂ e emissions utilizing carbon footprint calculator, focusing on primary sources of CO ₂ such as buildings, solid waste, transportation	Section "Carbon", within "Background"
64.d	Narrative outlining district-wide sustainability, energy, and environmental systems to be utilized	
64.e	Demonstrate zero or low emissions vehicles shall be given preferred parking	Section "Carbon", within subsection "Transportation" toolkit
64.f	Identify proposed methods of complying with LEED/Green Building goals noted in green building condition	Section "Green Building and LEED"
64.g	Identify how per capital energy use shall be reduced	Introduction, Section "Carbon", within subsection "Operational Energy" toolkits
64.h	Explore feasibility of tracking multi-family residential energy usage; provide tracking documentation at first occupancy	Section "Carbon", within subsection "Operational Energy", under "Measurement and Verification" toolkit
64.i	Identify emerging technologies, clean/renewable energy sources	Section "Carbon", within subsection "Renewables"
64.j	Include solid waste management plan; address reduction, reuse, recycling, recover and proper disposal per Article H to Title 5 (Ordinance 4438) of Alexandria City Code	Exhibit - "NPY Solid Waste Management Plan- Example.pdf"
64.k	Construction and Demolition Waste Management Plan; address reuse, recycling, and proposal disposal	Exhibit - "NPY Construction Waste Mgmt Plan- Example.pdf"
64.l	Identify location/programs providing identification, exposure, and educational opportunities for building users and pedestrians within development regarding implemented sustainable measures	Section "Waste", subsection "Ongoing Operations", specific to waste disposal; Section "Carbon", subsection "Renewables", specific to transition to renewables; Section "Health and Wellness", subsection "Indoor Air Quality", specific to common practices by occupants, cleaning protocols, and building engineer training; Section "Health and Wellness", subsection "Comfort", specific to fitness and mindfulness educational material; Section "Resiliency", subsection "Climate Change", specific to community ecosystem services
64.m	Summarize sustainable aspects of Water Management Master Plan and Comprehensive Open Space Plan (P&Z) (T&ES)	Section "Site", subsection "Open Space", "Stormwater"
65	<i>Low Flow Fixtures</i>	
65	Install low flow fixtures per <u>North Potomac Yard Small Area Plan</u>	Section "Water", subsection "Potable Reduction", short term toolkit
66	<i>Water Management Master Plan</i>	
66.a	Identify predevelopment and postdevelopment phosphorous loading in lbs/ac/yr	Section "Site- Stormwater", subsection "Toolkit"
66.b	Identify percentage reduction in overall phosphorous loading	Section "Site- Stormwater", subsection "Toolkit"
66.c	Mechanism for tracking percentage of vegetated roofs, sustainable practice roofs, and irrigation minimums	Section "Site", subsection "Stormwater"; Section "Targets for Advancement of Sustainability"
66.d	Phasing Plan illustrating limits of disturbance narrative clearly describing the sequencing of DSUP, infrastructure and park plan submittals	N/A
66.e	Stormwater management and low impact design facilities.	Section "Site- Stormwater", subsection "Toolkit"
66.f	Resource Protection Area revegetation measures if appropriate.	Section "Site- Habitat", subsection "Toolkit"
66.g	Low flow fixtures, water conservation measures or other facilities or infrastructure	Section "Site- Stormwater", Section "Water"
66.h	Approval of the WMMP for Phase 1 of the development is required prior to beginning any land disturbance	N/A

Appendix: NPY Small Area Plan Recommendations

C

NPY Small Area Plan: Environmental Sustainability & Performance Recommendations Addressed in the ESMP

Topic	Recommendation	ESMP Document Reference
<i>Environmental Leadership</i>		
2.1	North Potomac Yard should strive to achieve carbon neutrality by 2040, and to strive to achieve carbon neutrality by 2030.	Section "Introduction and Executive Summary" - "Sustainability is Top-of-Mind" and "Targets for Success," Section "Carbon"; Appendices A and C
2.2	Provide a mix of land uses and a transit-oriented development as part of the redevelopment of the Plan area.	Sections "Site," and "Carbon" - "Transportation"
2.3	Explore the possibility of community gardens so that residents and visitors can have access to edible and non-edible plantings as well as offer a unique educational opportunity.	Section "Site" - "Open Space," and Section "Resilience"
<i>Reduce Energy Use</i>		
2.4	Explore a minimum of LEED Silver or comparable, or the City's green building standards and requirements, whichever is greater. In addition, new buildings will comply with the Environmental Action Plan (EAP), as implemented through City policies. Energy consumption/utilization and stormwater should be prioritized in the certification for the buildings.	Section "Introduction and Executive Summary" - "Synergies and Structure," and "Goals", Section "Green Building and LEED"; Appendices A and C
2.5	Encourage on-site generation and storage of renewable electricity from solar photovoltaic (PV) and other available renewable resources.	Section "Site" - "Heat Island," Section "Carbon" - "Renewables", Section "Resilience" - "Infrastructure"
2.6	Integrate the use of natural daylighting in all proposed buildings.	Section "Carbon" - "Operational Energy", Section "Health and Wellness" - "Comfort"
<i>District – Wide Sustainability Measures</i>		
2.7	Require the submission of an Environmental Sustainability Master Plan as part of the submission of the first development special use permit (DSUP) that demonstrates the compliance with the goals and recommendations of the Plan and identifies short-term, mid-term and long-term strategies to achieve the goal of district-wide sustainability measures. The Plan should be updated with each subsequent block(s) and/or building(s) to show how the project achieves the Plan's goals.	Section "Introduction and Executive Summary" - "Phases," and "Timeline-Based Sustainable Strategies"; Appendices A and C
2.8	Require Plan area-wide sustainability through LEED-ND Silver or comparable.	Section "Green Building and LEED"; Appendix B
2.9	Explore the development of district energy systems for heating and cooling that take advantage of local renewable energy sources, including but not limited to geothermal energy, sewage heat, anaerobic digestion, and waste heat from buildings.	Section "Carbon"
2.10	Require the provision of green roofs for new development.	Section "Site," - "Stormwater," "Open Space," "Habitat," and "Heat Island"
2.11	Provide an integrated open space network, which incorporates environmental components as part of its design.	Section "Site," s- "Open Space"
2.12	Design new development to prioritize travel by pedestrians, bikes, and transit, and minimize the need for car use.	Sections "Site," and "Carbon" - "Transportation"
2.13	Provide affordable housing within ½ mile of the Metrorail station.	Section "Green Building and LEED"
<i>Reduce Stormwater Runoff – Water Conservation</i>		
2.14	Establish minimum quantities of green roof and/or solar power generation on building roofs.	Section "Site," - "Stormwater" and "Heat Island," Section "Carbon," Section "Introduction and Executive Summary" - "Targets for Success"
2.15	Encourage reuse of captured rainwater.	Section "Water" s- "Reuse Opportunities"
2.16	Require stormwater management, and, if feasible, recaptured water- to be integrated as part of the street, open space, and proposed buildings design.	Section "Site" - "Stormwater"
2.17	Encourage water conservation using sustainable methods such as ultra-low and/or low flow plumbing fixtures.	Section "Water" - "Potable Reduction"
2.18	Use native plant species and water-efficient landscaping.	Section "Site" - "Stormwater" and "Habitat," Section "Water" - "Potable Reduction," "Reuse Opportunities", and "Process Water"
<i>Design for Longevity</i>		
2.19	Design buildings for long-term aesthetic appeal and flexibility for future changes in use.	Section "Carbon" - "Embodied Carbon", Section "Resilience"
2.20	Utilize quality building materials that consider the long term life cycle of the building.	Section "Carbon" - "Embodied Carbon"
2.21	Maintain a walkable small block network of streets and sidewalks for pedestrians; avoid super blocks.	Sections "Green Building and LEED" and "Site"; Appendix B

Construction Waste Management Plan

Scope

This plan applies to all waste related to construction and demolition activities. This policy will be consulted prior to arranging for waste disposal. The Project Team is responsible for designating a Construction Waste Management point of contact to oversee the requirements of this plan are implemented. All subcontractors will be required to assist the Project Team with the requirements.

Goals

Divert a minimum of **75%** construction and demolition materials from the landfill. Identify at least five different materials to be diverted from landfills or incinerators, and whether the materials will be sorted on site or comingled. Calculations can be done by weight or volume, but must be consistent throughout. Land clearing debris and hazardous waste are not included in the calculation.

Method

The contractor will identify all the materials on-site that can be salvaged or recycled and develop a list of the location and method of disposal. Identify at least five materials to be diverted. Materials that have a high probability of being recyclable and will contribute to the diversion rate and are listed in the table below.

The following diversion rates will be targeted:

Recyclable Material	Target Diversion Rates	Percentage of Overall Waste Stream
Drywall	10%	10%
Concrete	15%	15%
Rebar	15%	15%
Insulation	--	--
Metal	10%	10%
Cardboard	3%	3%
Wood	20%	20%
Carpet	--	--
Brick	--	--
Concrete Masonry Units	2%	2%
Asphalt	25%	25%
Total	100%	100%

Waste generated through demolition and construction activities will be collected and stored onsite. Recyclable and landfill materials will be collected in two separate containers. Recyclable materials will be comingled and sorted off site by the waste

hauler. Proper signage will be provided to identify the materials collected in each container. The contractor will monitor the containment areas to prevent contamination.

Recycling Procedures

It is anticipated that dumpsters will be provided for all commingled recyclables. All construction waste will be delivered to a recovery facility for separation will then separate these materials into the correct category (plastic, metals, etc.) off-site, where the contents will also be weighed and the tonnage figures will be converted into landfill diversion percentages for the project. The following containers will be provided:

- 20 yard dumpsters – For heavier materials, such as concrete and asphalt.
- 30 yard dumpsters – For general construction & demolition waste.

Designated areas will be established for construction and demolition recycling. Recyclables and salvageable waste products will be protected, handled and stored at the site in a manner that maximizes recovery of identified materials. Generally, materials shall be recycled as followed:

- Cardboard and Mixed Paper – break down and keep dry, recycle
- Carpet and pad – return to manufacturer, recycle remaining
- Ceiling Tile – Reuse when possible, recycle remaining
- Untreated wood – Remove metal, recycle
- Metal – separate and recycle
- Gypsum – aim to break down in large pieces, recycle
- Doors, frames – reuse or recycle
- Glass – contact local community organization for donation, recycle

Note that for any fluorescent lamps, high intensity discharge lamps and mercury-containing thermostats removed from the site shall also be recycled. In the event that they are generated on-site, these materials will be stored in an enclosed recycling container. This container will be labeled as containing universal waste and the date this waste was first generated shall be specified on the container. Any broken bulbs will be placed in a vapor tight container, which will not be reopened prior to disposal.

Performance Metrics

The waste hauler will remove each storage container onsite as needed. The hauler will provide the contractor a report of the materials removed from the project site. The report will contain the weight or volume of each material waste stream and the location of disposal or diversion. The contractor will compile all waste reports and provide monthly tracking sheet to the LEED consultant. The monthly tracking report shall include the information in the following table. The reports will clearly identify the amount of material recycled, salvaged, and disposed in the landfill.

Material	Hauler/Location	Disposed In Landfill (tons)	Recycled/Salvaged (tons)
Material	Hauler/Location	Disposed In Landfill (tons)	Recycled/Salvaged (tons)
Asphalt			
Concrete			
Metals			
Wood			
Glass			

Brick			
Paper			
Cardboard			
Plastic			
Gypsum			
Insulation			
Other			
Total			

Communication

The waste management plan will be distributed to all subcontractors and will be included in weekly discussion with subcontractors. Appropriate signage will be installed so that all contractors and subcontractors can identify the proper collection container of disposal.

Contacts

Title	Name	Email	Telephone
General Contractor			
Hauler			

Solid Waste Management Plan

Scope

This plan applies to all ongoing waste leaving the building. This policy will be consulted prior to arranging for waste disposal. This policy covers the following:

- all ongoing waste, including the ongoing purchasing including:
 - food and beverage waste, containers, paper, office supplies
- office equipment, appliances, audiovisual equipment
- electric powered equipment
- hazardous waste, such as mercury-containing lamps and batteries

Goals

To encourage diversion of waste from landfills materials in the building.

- Ongoing consumables
 - At least 50% of the total ongoing consumables disposed during the performance period are to be recycled or diverted, with the additional goal of exceeding at least 70%.
 - Separate mixed paper and comingled containers from refuse for recycling in each multiple-family dwelling.
- Durable Goods
 - Reuse or recycle at least 75% of the durable goods during the performance period.

Performance Metric

Waste generating will be tracked by building management and appointed representatives of each tenant. Management will provide the tenant and all management personnel Solid Waste Tracking log. Inputs to the tracking log include:

- Date of disposal/recycle/compost
- Type of waste.
- Amount of waste.
- Disposal method.
- Total waste generated monthly

Procedures

The procedures and strategies to meet the goals and intent of this policy are as follows:

- Provide easily accessible recycling and composting areas for all building occupants that accept cardboard, paper, metals, plastic, and glass at a minimum.

Solid Waste Management Plan

- Housekeeping must empty all recycling areas within the building into the central recycling storage area for the whole building. The building management will have a contract with a waste management company to pick up comingled recyclables.
- The waste management company must perform waste stream audits at the request of the property management. Waste stream audits must be performed during the performance period to document the waste disposal methods for the whole building.
- The waste management vendor must report waste stream audit results to property manager.

Responsible Party

Teams and individuals involved in activities pertaining to this policy.

- Property Manager – Key tasks include contracting with vendor to take comingled recyclables and perform waste stream audits.
 - It is the property manager's responsibility to work with the tenant to identify opportunities for recycling in the building.
 - The property manager must track waste disposal methods for the building management's control.
- Tenant Main Contact – The tenant main contact will be responsible for tracking waste disposal methods within the tenant's control. This person will report to the property manager each month of the performance period.

Contacts

Title	Name	Email	Telephone
Property Manager			
Vendor			

Image References

Cover Images

Metro tracks: NPY Small Area Plan
Park rendering: NPY Small Area Plan
Streetscape rain garden: State College, PA
PV panels: ICB Projects, SunPower

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ATTACHMENT #4



LEED for BD+C v4: Core & Shell

NPY: Block 10

August 4, 2020



0	1	0	Integrated Process	Possible Points:	1
	1		Credit Integrated Process		1

16	0	4	Location and Transportation	Possible Points:	20
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		16	Credit 1 LEED for Neighborhood Development (Silver = 12 pts)	PATH 1	20
2			Credit 2 Sensitive Land Protection		2
2		1	Credit 3 High Priority Site		3
4		2	Credit 4 Surrounding Density and Diverse Uses		6
6			Credit 5 Access to Quality Transit	PATH 2	6
1			Credit 6 Bicycle Facilities (v4.1)		1
		1	Credit 7 Reduced Parking Footprint		1
1			Credit 8 Electric Vehicles (v4.1)		1

6	0	5	Sustainable Sites	Possible Points:	11
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Y			Prereq Construction Activity Pollution Prevention	Req	
1			Credit 1 Site Assessment		1
		2	Credit 2 Site Development - Protect or Restore Habitat		2
1			Credit 3 Open Space		1
1		2	Credit 4 Rainwater Management (v4.1)		3
1		1	Credit 5 Heat Island Reduction		2
1			Credit 6 Light Pollution Reduction		1
1			Credit 7 Tenant Design and Construction Guidelines		1

4	2	5	Water Efficiency	Possible Points:	11
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Y			Prereq 1 Outdoor Water Use Reduction	Req	
Y			Prereq 2 Indoor Water Use Reduction	Req	
Y			Prereq 3 Building-Level Water Metering	Req	
1		1	Credit 1 Outdoor Water Use Reduction (v4.1)		2
2	2	2	Credit 2 Indoor Water Use Reduction		6
		2	Credit 3 Cooling Tower Water Use		2
1			Credit 4 Water Metering		1

8	3	22	Energy and Atmosphere	Possible Points:	33
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Y			Prereq 1 Fundamental Commissioning and Verification	Req	
Y			Prereq 2 Minimum Energy Performance	Req	
Y			Prereq 3 Building-Level Energy Metering	Req	
Y			Prereq 4 Fundamental Refrigerant Management	Req	
3		3	Credit 1 Enhanced Commissioning		6
5	2	11	Credit 2 Optimize Energy Performance		18
		1	Credit 3 Advanced Energy Metering		1
		2	Credit 4 Demand Response		2
		3	Credit 5 Renewable Energy Production (v4 or v4.1)		3
	1		Credit 6 Enhanced Refrigerant Management		1
		2	Credit 7 Green Power and Carbon Offsets (v4 or v4.1)		2

4	0	10	Materials and Resources	Possible Points:	14
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Y			Prereq 1 Storage and Collection of Recyclables	Req	
Y			Prereq 2 Construction and Demolition Waste Management Planning	Req	
		6	Credit 1 Building Life-Cycle Impact Reduction		6
1		1	Credit 2 Product Disclosure and Optimization - Environmental Product (v4.1)		2
		2	Credit 3 Product Disclosure and Optimization - Sourcing of Raw Materials		2
1		1	Credit 4 Product Disclosure and Optimization - Material Ingredients (v4.1)		2
2			Credit 5 Construction and Demolition Waste Management		2

3	1	6	Indoor Environmental Quality	Possible Points:	10
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Y			Prereq Minimum Indoor Air Quality Performance	Req	
Y			Prereq Environmental Tobacco Smoke Control	Req	
1		1	Credit 1 Enhanced Indoor Air Quality Strategies		2
1		2	Credit 2 Low-Emitting Materials (v4.1)		3
1			Credit 3 Construction Indoor Air Quality Management Plan		1
		3	Credit 4 Daylight		3
1	1		Credit 5 Quality Views		1

5	0	1	Innovation	Possible Points:	6
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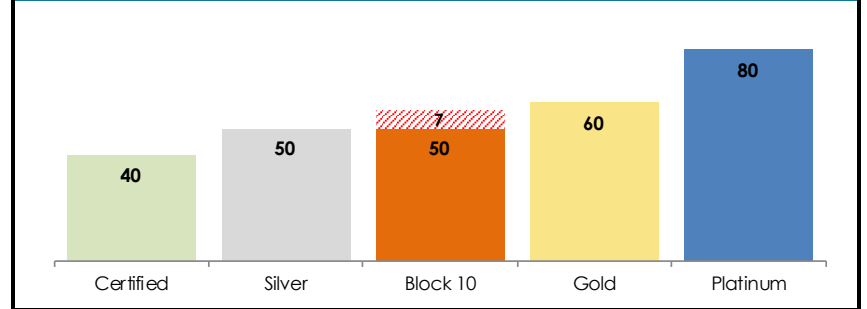
4		1	Credit 1 Innovation		5
1			Credit 2 LEED Accredited Professional		1

4	0	0	Regional Priority Credits (22305)	Possible Points:	4
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1			Credit 1.1 Regional Priority: High Priority Site (1 pt)		1
1			Credit 1.2 Regional Priority: Surrounding Density and Diverse Uses (2 pts)		1
1			Credit 1.3 Regional Priority: Access to Quality Transit (1 pt)		1
1			Credit 1.4 Regional Priority: Green Vehicles (1 pt)		1

Total

50	7	53	Total	Possible Points:	110
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LEED for BD+C v4: Core & Shell

NPY: Block 14

August 4, 2020



0	1	0	Integrated Process	Possible Points:	1
	1		Credit Integrated Process		1

16	0	4	Location and Transportation	Possible Points:	20
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		16	Credit 1 LEED for Neighborhood Development (Silver = 12 pts)	PATH 1	20
2			Credit 2 Sensitive Land Protection		2
2		1	Credit 3 High Priority Site		3
4		2	Credit 4 Surrounding Density and Diverse Uses		6
6			Credit 5 Access to Quality Transit	PATH 2	6
1			Credit 6 Bicycle Facilities (v4.1)		1
		1	Credit 7 Reduced Parking Footprint		1
1			Credit 8 Electric Vehicles (v4.1)		1

6	0	5	Sustainable Sites	Possible Points:	11
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Y			Prereq Construction Activity Pollution Prevention	Req	
1			Credit 1 Site Assessment		1
		2	Credit 2 Site Development - Protect or Restore Habitat		2
1			Credit 3 Open Space		1
1		2	Credit 4 Rainwater Management (v4.1)		3
1		1	Credit 5 Heat Island Reduction		2
1			Credit 6 Light Pollution Reduction		1
1			Credit 7 Tenant Design and Construction Guidelines		1

4	2	5	Water Efficiency	Possible Points:	11
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Y			Prereq 1 Outdoor Water Use Reduction	Req	
Y			Prereq 2 Indoor Water Use Reduction	Req	
Y			Prereq 3 Building-Level Water Metering	Req	
1		1	Credit 1 Outdoor Water Use Reduction (v4.1)		2
2	2	2	Credit 2 Indoor Water Use Reduction		6
		2	Credit 3 Cooling Tower Water Use		2
1			Credit 4 Water Metering		1

8	4	21	Energy and Atmosphere	Possible Points:	33
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Y			Prereq 1 Fundamental Commissioning and Verification	Req	
Y			Prereq 2 Minimum Energy Performance	Req	
Y			Prereq 3 Building-Level Energy Metering	Req	
Y			Prereq 4 Fundamental Refrigerant Management	Req	
3		3	Credit 1 Enhanced Commissioning		6
5	3	10	Credit 2 Optimize Energy Performance		18
		1	Credit 3 Advanced Energy Metering		1
		2	Credit 4 Demand Response		2
		3	Credit 5 Renewable Energy Production (v4 or v4.1)		3
	1		Credit 6 Enhanced Refrigerant Management		1
		2	Credit 7 Green Power and Carbon Offsets (v4 or v4.1)		2

4	0	10	Materials and Resources	Possible Points:	14
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Y			Prereq 1 Storage and Collection of Recyclables	Req	
Y			Prereq 2 Construction and Demolition Waste Management Planning	Req	
		6	Credit 1 Building Life-Cycle Impact Reduction		6
1		1	Credit 2 Product Disclosure and Optimization - Environmental Product (v4.1)		2
		2	Credit 3 Product Disclosure and Optimization - Sourcing of Raw Materials		2
1		1	Credit 4 Product Disclosure and Optimization - Material Ingredients (v4.1)		2
2			Credit 5 Construction and Demolition Waste Management		2

3	1	6	Indoor Environmental Quality	Possible Points:	10
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Y			Prereq Minimum Indoor Air Quality Performance	Req	
Y			Prereq Environmental Tobacco Smoke Control	Req	
1		1	Credit 1 Enhanced Indoor Air Quality Strategies		2
1		2	Credit 2 Low-Emitting Materials (v4.1)		3
1			Credit 3 Construction Indoor Air Quality Management Plan		1
		3	Credit 4 Daylight		3
1	1		Credit 5 Quality Views		1

5	0	1	Innovation	Possible Points:	6
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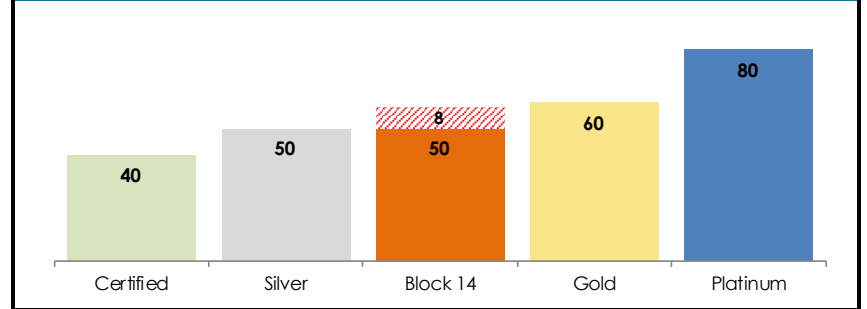
4		1	Credit 1 Innovation		5
1			Credit 2 LEED Accredited Professional		1

4	0	0	Regional Priority Credits (22305)	Possible Points:	4
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1			Credit 1.1 Regional Priority: High Priority Site (1 pt)		1
1			Credit 1.2 Regional Priority: Surrounding Density and Diverse Uses (2 pts)		1
1			Credit 1.3 Regional Priority: Access to Quality Transit (1 pt)		1
1			Credit 1.4 Regional Priority: Green Vehicles (1 pt)		1

Total

50	8	52	Total	Possible Points:	110
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LEED for BD+C v4: New Construction

NPY: Block 15

August 4, 2020



0 1 0 Integrative Process Possible Points: 1

Y	?	N
	1	

Credit Integrative Process

11 0 5 Location and Transportation Possible Points: 16

Y	?	N			
		16	Credit	LEED for Neighborhood Development	PATH 1 16
1			Credit	Sensitive Land Protection	PATH 2 1
1	1		Credit	High Priority Site	2
3	2		Credit	Surrounding Density & Diverse Uses	5
5			Credit	Access to Quality Transit	5
	1		Credit	Bicycle Facilities	1
	1		Credit	Reduced Parking Footprint	1
1			Credit	Green Vehicles	1

5 0 5 Sustainable Sites Possible Points: 10

Y	?	N			
Y			Prereq	Construction Activity Pollution Prevention	Required
			Credit	Site Assessment	1
		2	Credit	Site Development - Protect or Restore Habitat	2
1			Credit	Open Space	1
1	2		Credit	Rainwater Management	3
1	1		Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1

5 1 5 Water Efficiency Possible Points: 11

Y	?	N			
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
1	1		Credit	Outdoor Water Use Reduction	2
3	1	2	Credit	Indoor Water Use Reduction	6
		2	Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

11 3 19 Energy and Atmosphere Possible Points: 33

Y	?	N			
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
3		3	Credit	Enhanced Commissioning	6
8	2	8	Credit	Optimize Energy Performance	18
	1		Credit	Advanced Energy Metering	1
		2	Credit	Demand Response	2
		3	Credit	Renewable Energy Production	3
	1		Credit	Enhanced Refrigerant Management	1
		2	Credit	Green Power and Carbon Offsets	2

4 0 9 Materials and Resources Possible Points: 13

Y	?	N			
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
		5	Credit	Building Life-Cycle Impact Reduction	5
1		1	Credit	Product Disclosure & Optimization - Environmental Product Declarations	2
		2	Credit	Product Disclosure & Optimization - Sourcing of Raw Materials	2
1		1	Credit	Product Disclosure & Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

7 1 8 Indoor Environmental Quality Possible Points: 16

Y	?	N			
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
2			Credit	Enhanced Indoor Air Quality Strategies	2
2		1	Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
		2	Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
1		1	Credit	Interior Lighting	2
		3	Credit	Daylight	3
	1		Credit	Quality Views	1
		1	Credit	Acoustic Performance	1

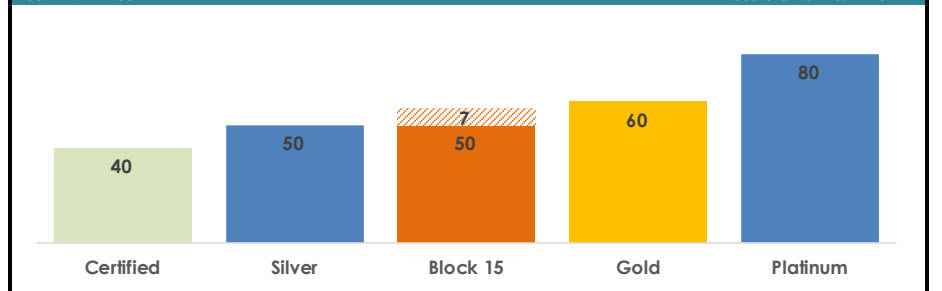
5 0 1 Innovation Possible Points: 6

Y	?	N			
4		1	Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

2 1 1 Regional Priority Credits (22305) Possible Points: 4

Y	?	N			
1			Credit	Access to Quality Transit (4 pts)	1
1			Credit	Green Vehicles (1pt)	1
	1		Credit	Optimize Energy Performance (10 pts)	1
		1	Credit	Reduced Parking (1 pt), Site Development (2 pts), or Rainwater (3 pts)	1

50 7 53 Possible Points: 110





LEED for BD+C v4: Core & Shell

NPY: Block 20

August 4, 2020



0	1	0	Integrated Process	Possible Points:	1
	1		Credit Integrated Process		1

16	0	4	Location and Transportation	Possible Points:	20
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		16	Credit 1 LEED for Neighborhood Development (Silver = 12 pts)	PATH 1	20
2			Credit 2 Sensitive Land Protection		2
2		1	Credit 3 High Priority Site		3
4		2	Credit 4 Surrounding Density and Diverse Uses		6
6			Credit 5 Access to Quality Transit	PATH 2	6
1			Credit 6 Bicycle Facilities (v4.1)		1
		1	Credit 7 Reduced Parking Footprint		1
1			Credit 8 Electric Vehicles (v4.1)		1

6	0	5	Sustainable Sites	Possible Points:	11
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Y			Prereq Construction Activity Pollution Prevention	Req	
1			Credit 1 Site Assessment		1
		2	Credit 2 Site Development - Protect or Restore Habitat		2
1			Credit 3 Open Space		1
1		2	Credit 4 Rainwater Management (v4.1)		3
1		1	Credit 5 Heat Island Reduction		2
1			Credit 6 Light Pollution Reduction		1
1			Credit 7 Tenant Design and Construction Guidelines		1

5	1	5	Water Efficiency	Possible Points:	11
---	---	---	------------------	------------------	----

Y			Prereq 1 Outdoor Water Use Reduction	Req	
Y			Prereq 2 Indoor Water Use Reduction	Req	
Y			Prereq 3 Building-Level Water Metering	Req	
1		1	Credit 1 Outdoor Water Use Reduction (v4.1)		2
3	1	2	Credit 2 Indoor Water Use Reduction		6
		2	Credit 3 Cooling Tower Water Use		2
1			Credit 4 Water Metering		1

7	4	22	Energy and Atmosphere	Possible Points:	33
---	---	----	-----------------------	------------------	----

Y			Prereq 1 Fundamental Commissioning and Verification	Req	
Y			Prereq 2 Minimum Energy Performance	Req	
Y			Prereq 3 Building-Level Energy Metering	Req	
Y			Prereq 4 Fundamental Refrigerant Management	Req	
3		3	Credit 1 Enhanced Commissioning		6
4	3	11	Credit 2 Optimize Energy Performance		18
		1	Credit 3 Advanced Energy Metering		1
		2	Credit 4 Demand Response		2
		3	Credit 5 Renewable Energy Production (v4 or v4.1)		3
	1		Credit 6 Enhanced Refrigerant Management		1
		2	Credit 7 Green Power and Carbon Offsets (v4 or v4.1)		2

4	0	10	Materials and Resources	Possible Points:	14
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Y			Prereq 1 Storage and Collection of Recyclables	Req	
Y			Prereq 2 Construction and Demolition Waste Management Planning	Req	
		6	Credit 1 Building Life-Cycle Impact Reduction		6
1		1	Credit 2 Product Disclosure and Optimization - Environmental Product (v4.1)		2
		2	Credit 3 Product Disclosure and Optimization - Sourcing of Raw Materials		2
1		1	Credit 4 Product Disclosure and Optimization - Material Ingredients (v4.1)		2
2			Credit 5 Construction and Demolition Waste Management		2

3	1	6	Indoor Environmental Quality	Possible Points:	10
---	---	---	------------------------------	------------------	----

Y			Prereq Minimum Indoor Air Quality Performance	Req	
Y			Prereq Environmental Tobacco Smoke Control	Req	
1		1	Credit 1 Enhanced Indoor Air Quality Strategies		2
1		2	Credit 2 Low-Emitting Materials (v4.1)		3
1			Credit 3 Construction Indoor Air Quality Management Plan		1
		3	Credit 4 Daylight		3
1	1		Credit 5 Quality Views		1

5	0	1	Innovation	Possible Points:	6
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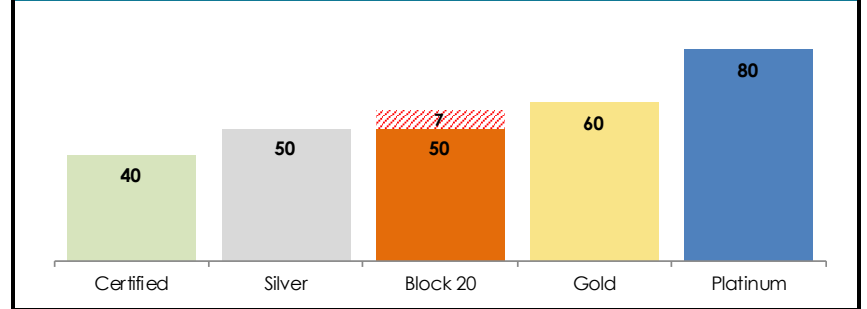
4		1	Credit 1 Innovation		5
1			Credit 2 LEED Accredited Professional		1

4	0	0	Regional Priority Credits (22305)	Possible Points:	4
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1			Credit 1.1 Regional Priority: High Priority Site (1 pt)		1
1			Credit 1.2 Regional Priority: Surrounding Density and Diverse Uses (2 pts)		1
1			Credit 1.3 Regional Priority: Access to Quality Transit (1 pt)		1
1			Credit 1.4 Regional Priority: Green Vehicles (1 pt)		1

Total

50	7	53	Total	Possible Points:	110
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LEED for BD+C v4: New Construction

NPY: Block 19

August 4, 2020



0 1 0 Integrative Process Possible Points: 1

Y	?	N
	1	

Credit Integrative Process

11 0 5 Location and Transportation Possible Points: 16

Y	?	N			
		16	Credit	LEED for Neighborhood Development	PATH 1 16
1			Credit	Sensitive Land Protection	PATH 2 1
1	1		Credit	High Priority Site	2
3	2		Credit	Surrounding Density & Diverse Uses	5
5			Credit	Access to Quality Transit	5
	1		Credit	Bicycle Facilities	1
	1		Credit	Reduced Parking Footprint	1
1			Credit	Green Vehicles	1

5 0 5 Sustainable Sites Possible Points: 10

Y	?	N			
Y			Prereq	Construction Activity Pollution Prevention	Required
			Credit	Site Assessment	1
		2	Credit	Site Development - Protect or Restore Habitat	2
1			Credit	Open Space	1
1	2		Credit	Rainwater Management	3
1	1		Credit	Heat Island Reduction	2
1			Credit	Light Pollution Reduction	1

5 1 5 Water Efficiency Possible Points: 11

Y	?	N			
Y			Prereq	Outdoor Water Use Reduction	Required
Y			Prereq	Indoor Water Use Reduction	Required
Y			Prereq	Building-Level Water Metering	Required
1		1	Credit	Outdoor Water Use Reduction	2
3	1	2	Credit	Indoor Water Use Reduction	6
		2	Credit	Cooling Tower Water Use	2
1			Credit	Water Metering	1

11 3 19 Energy and Atmosphere Possible Points: 33

Y	?	N			
Y			Prereq	Fundamental Commissioning and Verification	Required
Y			Prereq	Minimum Energy Performance	Required
Y			Prereq	Building-Level Energy Metering	Required
Y			Prereq	Fundamental Refrigerant Management	Required
3		3	Credit	Enhanced Commissioning	6
8	2	8	Credit	Optimize Energy Performance	18
	1		Credit	Advanced Energy Metering	1
	2		Credit	Demand Response	2
	3		Credit	Renewable Energy Production	3
	1		Credit	Enhanced Refrigerant Management	1
	2		Credit	Green Power and Carbon Offsets	2

4 0 9 Materials and Resources Possible Points: 13

Y	?	N			
Y			Prereq	Storage and Collection of Recyclables	Required
Y			Prereq	Construction and Demolition Waste Management Planning	Required
		5	Credit	Building Life-Cycle Impact Reduction	5
1		1	Credit	Product Disclosure & Optimization - Environmental Product Declarations	2
		2	Credit	Product Disclosure & Optimization - Sourcing of Raw Materials	2
1		1	Credit	Product Disclosure & Optimization - Material Ingredients	2
2			Credit	Construction and Demolition Waste Management	2

7 1 8 Indoor Environmental Quality Possible Points: 16

Y	?	N			
Y			Prereq	Minimum Indoor Air Quality Performance	Required
Y			Prereq	Environmental Tobacco Smoke Control	Required
2			Credit	Enhanced Indoor Air Quality Strategies	2
2		1	Credit	Low-Emitting Materials	3
1			Credit	Construction Indoor Air Quality Management Plan	1
		2	Credit	Indoor Air Quality Assessment	2
1			Credit	Thermal Comfort	1
1		1	Credit	Interior Lighting	2
		3	Credit	Daylight	3
	1		Credit	Quality Views	1
		1	Credit	Acoustic Performance	1

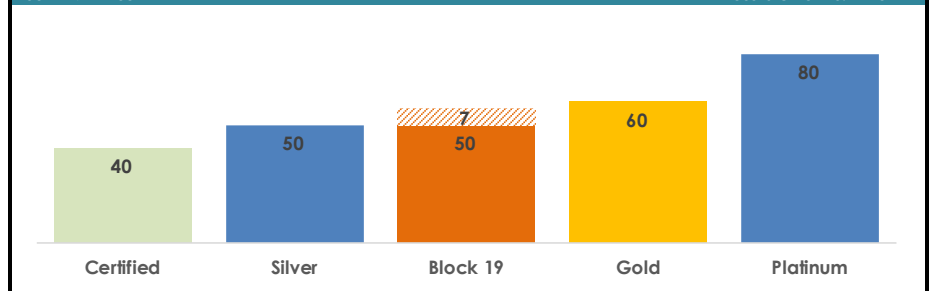
5 0 1 Innovation Possible Points: 6

Y	?	N			
4		1	Credit	Innovation	5
1			Credit	LEED Accredited Professional	1

2 1 1 Regional Priority Credits (22305) Possible Points: 4

Y	?	N			
1			Credit	Access to Quality Transit (4 pts)	1
1			Credit	Green Vehicles (1pt)	1
	1		Credit	Optimize Energy Performance (10 pts)	1
		1	Credit	Reduced Parking (1 pt), Site Development (2 pts), or Rainwater (3 pts)	1

50 7 53 Possible Points: 110





LEED for BD+C v4: Core & Shell

NPY: Block 20

August 4, 2020



0	1	0	Integrated Process	Possible Points:	1
	1		Credit Integrated Process		1

16	0	4	Location and Transportation	Possible Points:	20
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		16	Credit 1 LEED for Neighborhood Development (Silver = 12 pts)	PATH 1	20
2			Credit 2 Sensitive Land Protection		2
2		1	Credit 3 High Priority Site		3
4		2	Credit 4 Surrounding Density and Diverse Uses		6
6			Credit 5 Access to Quality Transit	PATH 2	6
1			Credit 6 Bicycle Facilities (v4.1)		1
		1	Credit 7 Reduced Parking Footprint		1
1			Credit 8 Electric Vehicles (v4.1)		1

6	0	5	Sustainable Sites	Possible Points:	11
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Y			Prereq Construction Activity Pollution Prevention	Req	
1			Credit 1 Site Assessment		1
		2	Credit 2 Site Development - Protect or Restore Habitat		2
1			Credit 3 Open Space		1
1		2	Credit 4 Rainwater Management (v4.1)		3
1		1	Credit 5 Heat Island Reduction		2
1			Credit 6 Light Pollution Reduction		1
1			Credit 7 Tenant Design and Construction Guidelines		1

5	1	5	Water Efficiency	Possible Points:	11
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Y			Prereq 1 Outdoor Water Use Reduction	Req	
Y			Prereq 2 Indoor Water Use Reduction	Req	
Y			Prereq 3 Building-Level Water Metering	Req	
1		1	Credit 1 Outdoor Water Use Reduction (v4.1)		2
3	1	2	Credit 2 Indoor Water Use Reduction		6
		2	Credit 3 Cooling Tower Water Use		2
1			Credit 4 Water Metering		1

7	4	22	Energy and Atmosphere	Possible Points:	33
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Y			Prereq 1 Fundamental Commissioning and Verification	Req	
Y			Prereq 2 Minimum Energy Performance	Req	
Y			Prereq 3 Building-Level Energy Metering	Req	
Y			Prereq 4 Fundamental Refrigerant Management	Req	
3		3	Credit 1 Enhanced Commissioning		6
4	3	11	Credit 2 Optimize Energy Performance		18
		1	Credit 3 Advanced Energy Metering		1
		2	Credit 4 Demand Response		2
		3	Credit 5 Renewable Energy Production (v4 or v4.1)		3
	1		Credit 6 Enhanced Refrigerant Management		1
		2	Credit 7 Green Power and Carbon Offsets (v4 or v4.1)		2

4	0	10	Materials and Resources	Possible Points:	14
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Y			Prereq 1 Storage and Collection of Recyclables	Req	
Y			Prereq 2 Construction and Demolition Waste Management Planning	Req	
		6	Credit 1 Building Life-Cycle Impact Reduction		6
1		1	Credit 2 Product Disclosure and Optimization - Environmental Product (v4.1)		2
		2	Credit 3 Product Disclosure and Optimization - Sourcing of Raw Materials		2
1		1	Credit 4 Product Disclosure and Optimization - Material Ingredients (v4.1)		2
2			Credit 5 Construction and Demolition Waste Management		2

3	1	6	Indoor Environmental Quality	Possible Points:	10
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Y			Prereq Minimum Indoor Air Quality Performance	Req	
Y			Prereq Environmental Tobacco Smoke Control	Req	
1		1	Credit 1 Enhanced Indoor Air Quality Strategies		2
1		2	Credit 2 Low-Emitting Materials (v4.1)		3
1			Credit 3 Construction Indoor Air Quality Management Plan		1
		3	Credit 4 Daylight		3
1	1		Credit 5 Quality Views		1

5	0	1	Innovation	Possible Points:	6
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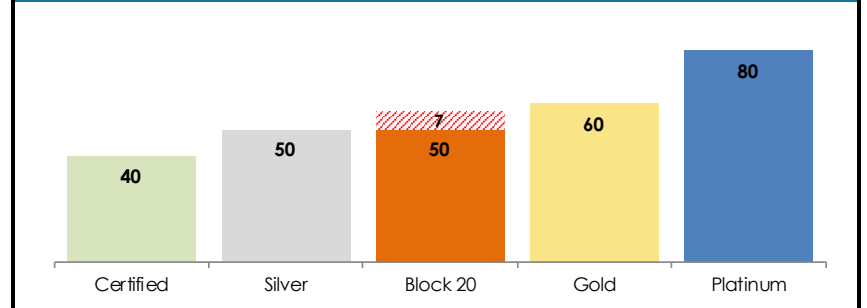
4		1	Credit 1 Innovation		5
1			Credit 2 LEED Accredited Professional		1

4	0	0	Regional Priority Credits (22305)	Possible Points:	4
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1			Credit 1.1 Regional Priority: High Priority Site (1 pt)		1
1			Credit 1.2 Regional Priority: Surrounding Density and Diverse Uses (2 pts)		1
1			Credit 1.3 Regional Priority: Access to Quality Transit (1 pt)		1
1			Credit 1.4 Regional Priority: Green Vehicles (1 pt)		1

Total

50	7	53	Total	Possible Points:	110
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**REVISED MEMORANDUM OF
UNDERSTANDING BY AND BETWEEN
CITY OF ALEXANDRIA, VIRGINIA
AND
CPYR**

Schedule of Revisions:

Original Memorandum of Agreement dated June 12, 2010 and signed by Parties on June 14, 2010

Revised Memorandum of Agreement approved by City Council on December 11, 2018 and signed by the Parties on March 21st, 2019

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MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF ALEXANDRIA,
VIRGINIA AND CPYR, INC. REGARDING POTOMAC YARD METRORAIL STATION
FINANCING

This Memorandum of Understanding is entered into the ____ day of March, 2019 between the City of Alexandria, Virginia, a municipal corporation (“**City**”) and CPYR Shopping Center, LLC and CPYR Theater, LLC, Delaware limited liability companies and its successors and assigns (**collectively known as “CPYR” or “Owner”**). The City and CPYR are collectively referred to as the “**Parties**”.

Recitals

1. CPYR is the owner of North Potomac Yard and wishes to redevelop the existing retail center generally in conformance with the North Potomac Yard Small Area Plan, as amended through June 13, 2017. Lionstone Investments (“**Lionstone**”) is the investment adviser to CPYR and JBG Smith is the development consultant to CPYR;
2. The City and the Owner have engaged in a cooperative planning process which has produced the North Potomac Yard Small Area Plan adopted by the Alexandria City Council May 15, 2010 and amended by the City Council on June 13, 2017 (“**SAP**”) and the rezoning of the property to Coordinated Development District #19 on May 15, 2010 (“**Rezoning**”). A critical element of the SAP is the proposed Potomac Yard Metrorail Station (“**Metrorail Station**”).
3. The City and CPYR both wish to facilitate the design, funding and construction of the new Metro Station to serve Potomac Yard and North Potomac Yard and have engaged in discussions regarding the funding of the Metro Station.
4. The 2010 SAP and related Rezoning approval were predicated on these financial principles that remain in effect:
 - a. Construction of the Metrorail Station is required to support the level of development approved in 2010 for North Potomac Yard;
 - b. Amendments to the Master Plan and the Rezoning of North Potomac Yard could not have gone forward until the City was satisfied that an acceptable financial plan had been developed and agreed to;
 - c. A clear, detailed and conservative financial plan is, and has always been contemplated, with no negative cash impact projected for the City’s General Fund in any given year;
 - d. Developer contributions from CPYR as detailed in this Memorandum of Understanding have been and remain a key element of the financing plan for the Potomac Yard Metrorail Station.
 - e. A shortfall guarantee by CPYR provides the City a financial backstop in the event that

a deficit gap between Metrorail debt service and operating expenses and Potomac Yard Metrorail Station Fund revenues occurs.

5. The Parties wish to set forth their mutual understanding of the next steps in the process for planning development of the Metrorail Station and redevelopment of North Potomac Yard and wish to set forth their respective commitments and obligations to each other.

Agreement

Now, therefore, in consideration of the material undertakings set forth hereafter, the City and CPYR, each pursuant to due and proper authority, agree to the following, which shall govern the Parties' actions with respect to the matters contained herein.

1. Effect of Agreement. This Memorandum of Understanding ("MOU") sets forth the Parties' mutual expectations to proceed with various material undertakings and the negotiation of binding agreements and governmental approvals in the future. If either Party fails to perform as set forth in this MOU, the other Party may terminate this MOU, but shall have no additional remedy against the other based solely on this MOU. The Parties expect that future agreements and governmental approvals will be binding in accordance with the law that governs such actions, including remedies for default where applicable and as provided in such agreements. All such agreements and governmental approvals are subject to the legislative discretion of the City Council and all municipal immunities enjoyed by the City, as well as legislative and administrative approvals associated with construction of the Metrorail station and development proposals for North Potomac Yard. All obligations placed on CPYR herein shall apply to CPYR and its successors and assigns.
2. Processing of Land Use Applications. The Parties anticipate that the land use approvals for development of North Potomac Yard will proceed in the ordinary course for such reviews, including staff review, public notice and comment, Potomac Yard Design Advisory Committee review and action, Planning Commission review and action, and City Council review and action.

CPYR and the City will develop and agree to a detailed development schedule for Phase 1 and CPYR will provide a general project timetable for subsequent development phases.

CPYR and the City agree to make all reasonable efforts to adhere to the timelines in the detailed development schedule, allowing for any delays occasioned by the construction of the Metrorail station or the proposed Dominion Virginia Power line in the CSX Rail corridor or Potomac Avenue, any litigation associated with the Metrorail station or development approvals, and circumstances outside the control of either the City or CPYR.

3. Establishment of Potomac Yard Metrorail Station Fund ("Station Fund"). The City has established the Station Fund which includes contributions from the below described sources. All cash contributions by the Owner to the Station Fund shall be payable without offset,

deduction or counterclaim of any kind, except as expressly set forth herein. The Station Fund is a separate segregated fund, the proceeds of which may be used only for the purposes stated in Section 5 of this MOU. The funds in the Station Fund may not be diverted from the Station Fund for other purposes, except as described in this section below.

- a. Net New Tax Revenues¹. Net new tax revenues generated by the several Landbays at Potomac Yard and North Potomac Yard ("Net New Tax Revenues"), commencing as of the final effective date of the Rezoning, but in any case, no earlier than June 15, 2011 for real property tax revenues, and July 1, 2011 for other tax revenues. Net New Tax Revenues shall include all new real property taxes (i.e., increased ad valorem real estate taxes over and above the base year in which the Rezoning occurs, whether due to increased assessed values, new construction or development, or changes in the tax rates, including the real estate tax rate, in effect in the base year) payable to the City from all Landbays at Potomac Yard and North Potomac Yard, less the percentage amount² of gross tax receipts for each type of use representing the estimated cost of providing services required by such use, as follows, such percentage to remain in effect so long as the Potomac Yard Metrorail Station Debt Instruments³ are outstanding. Net New Tax Revenues shall also include increased business tangible, sales (1% City levy), meals, transient occupancy and business licenses tax receipts from net new development in Potomac Yard and North Potomac Yard; the same percentages described below will be applied to such other types of taxes, depending on the source of the tax, i.e. net new sales taxes will be subject to the retail percentage, net new transient occupancy tax shall be subject to the Hotel/Hospitality percentage, and so forth. Excluded from net new taxes would be: (1) any new tax category or new classification not in place and approved by the Alexandria City Council as of July 1, 2018, including but not limited to the commercial transportation add-on real estate tax for transportation purposes, and (2) any taxes restricted by federal or state law or regulation which would be inconsistent with the payment of debt service on the Debt Instruments issued to finance the Metrorail Station in Potomac Yard.
 - i. Townhouse: 33% of revenues utilized for services, leaving 67% percent of gross new tax revenues to be utilized as Net New Tax Revenues and placed in the Station Fund.
 - ii. Multifamily: 38% of revenues utilized for services, leaving 62% of gross new tax revenues to be utilized as Net New Tax Revenues and placed in the Station Fund.

¹ The Parties recognize that transfer of Net New Tax Revenues into the Station Fund are subject to actual appropriations and the current City Council cannot bind future Councils to make such appropriations.

² Source for all percentages is the Tischler Fiscal Impact Report, 2017 and are subject to change if the City updates that report.

³ Debt Instruments are defined as general obligation bonds, general obligation bond anticipation notes, loans from the state or federal governments such as the Virginia Transportation Infrastructure Bank and/or the Build America program, or any other borrowing instrument that the City deems in the interest of financing the Potomac Yard Metrorail Station construction project.

- iii. Office: 12% of revenues utilized for services, leaving 88% percent of gross new tax revenues to be utilized as Net New Tax Revenues and placed in the Station Fund.
 - iv. Retail: 16% of revenues utilized for services, leaving 84% percent of gross new tax revenues to be utilized as Net New Tax Revenues and placed in the Station Fund.
 - v. Hotel/Hospitality: 7% of revenues utilized for services, leaving 93% percent of gross new tax revenues to be utilized as Net New Tax Revenues and placed in the Station Fund.
- b. Special Tax District Revenues. Special Tax District revenues generated by the special tax districts established in Sections 3-2-189 and 3-2-190 of the City Code as the same may be amended. North Potomac Yard is part of the Tier I Special Tax District and is subject to a tax levy currently in the amount of \$0.20 per \$100 of assessed value. That \$0.20 rate is projected to be in place through 2048 when it is projected to start declining as station debt service declines.
- c. Developer Contributions.
Catalyst Phase – Developer Contributions: Buildings that have preliminary development special use permit (DSUP) and all other applicable CDD approvals within 3 years of the date of execution of the MOU (or as extended by any litigation associated with the Metrorail station or development approvals) will be eligible for a Catalyst Phase developer contribution to implement the North Potomac Yard Small Area Plan and to incentivize the construction of office, hotel and retail uses adjacent to the Metrorail station within North Potomac Yard during the Catalyst Phase.

The Catalyst Phase developer contributions will be \$11.37 /sq. ft of floor area (January 2018 dollars) that will escalate annually on January 1 of each year starting on January 1, 2019 based on the prior calendar year's change in Consumer Price Index (CPI) as measured by the Federal Bureau of Labor Statistics on all residential uses. Office, hotel and retail uses will not be required to pay a developer contribution as referenced herein.

Buildings that do not receive a certificate of occupancy permit within 10 years of the execution of the MOU, or buildings that have not commenced substantial construction in compliance with Section 11-418 of the Zoning Ordinance within 8 years of the execution of the MOU, will not be eligible for the Catalyst Phase developer contribution and will be subject to the Non-Catalyst Phase developer contribution.

Non Catalyst Phase – Developer Contribution: After the Catalyst Phase defined above has expired, the developer contribution will be \$11.37/sq. ft of floor area (January 2018 dollars) that will escalate annually on January 1 of each year starting

on January 1, 2019 based on the prior calendar year's change in CPI as measured by the Federal Bureau of Labor Statistics for all residential, office, hotel and retail uses up to 4.9 million sq. ft of floor area in addition to the square feet of floor area of office, hotel and retail development that does not provide a developer contribution within the Catalyst Phase.

- d. Interest earned on funds deposited in the Station Fund, including interest earned by any investment of Debt Instrument proceeds will be invested by the City as per Code of Virginia investment laws for short-term cash investments and shall remain in the Fund and may be used for any purposes allowed by the Station Fund.
4. Financing of Metrorail Station Construction. The City has determined that the long term benefits to the City from redevelopment of Potomac Yard, including the construction of a Metrorail Station serving Potomac Yard, merit the incurrence by the City of indebtedness of approximately \$206 million as set forth in the attached memorandum dated April 4, 2018 from City Manager Mark Jinks to the City Council to pay hard and soft costs of construction, capitalized interest, and issuance costs necessary to place in service an operating Metrorail Station serving Potomac Yard.
5. Utilization of Funds from Potomac Yard Metrorail Station Fund. The City may use funds accumulated in the Station Fund for one or more of the following five purposes: (1) to pay cash in a yet-to-be determined amount for Potomac Yard Metrorail Station's planning, administration, and construction expenditures; (2) to be set aside as an extra contingent (above the \$30 million planned construction budget contingent) to cover unforeseen/ unbudgeted construction costs; (3) to pay principal and/or interest on any borrowing undertaken to fund the Potomac Yard Metrorail Station project; (4) to pay operating costs allocated by the Washington Metropolitan Area Transit Authority due to the Potomac Yard Metrorail Station, or (5) to be used or held in reserve to cover future operating and capital costs related to the Potomac Yard Metrorail station. The funds in the Station Fund may not be diverted from the Station Fund for other purposes, except as described in Section 3 herein.
6. Financing Plan⁴. The financing plan for the construction of the Metrorail Station (the "Financing Plan") has evolved so that the following financing plan, which remains subject to change, is currently contemplated:
 - a. The projected cost of construction of the Metrorail Station, using the highest cost alternative B-2 to construct a "mid-point" cost and debt service projection, is approximately \$206 million. Capitalized interest and bond issuance costs are estimated at approximately \$9.7 million.
 - b. The City plans to issue Debt Instruments, in an amount estimated at \$215.7 million, to fund construction of the Metrorail Station. The financial plan is to issue the

⁴ The current financing plan, which is subject to change, is based on WSP "Potomac Yard 2018 Financing and Feasibility Final Update", June 2018

General Obligation Bonds as tax exempt bonds, issue bond anticipation notes, utilize the federal Build America loan program and utilize the Virginia Transportation Infrastructure Bank loan program. The city also plans to utilize a to-be-determined amount of cash from the Potomac Yard Station Fund to pay for a portion of station construction and related costs.

- c. Construction period interest is planned to be capitalized during at least the first seven years after issuance of the Debt Instruments.
- d. It is estimated that Debt Instruments will provide that repayment of interest only during years one through seven (1-7), with repayment of principal planned to commence in year six (6).
- e. Although neither the Owner nor the current City Council can bind future Councils, the present intent is that when the debt incurred to finance the construction of the Metrorail Station has been fully amortized, and any funds advanced by the City due to shortfalls in the Station Fund have been repaid, the Special Tax Districts would be terminated. This is projected to be approximately 40 years after the issuance of the first Debt Instruments.
- f. Since 2010, the City has submitted preliminary and updated Financing Plans to the City's bond counsel and financial advisors, and has discussed this proposed financing with the applicable rating agencies, to obtain evaluation and comment on the Financing Plan and to identify any issues that need to be addressed to ensure that the Financing Plan remains conservative, with a sound financing structure and shared risk, and that it will not put at risk the City's AAA/Aaa bond ratings.
- g. The City shall have no obligation to actually issue Debt Instruments until certain conditions have been met, including but not limited to (i) approval of the final financing plan and underwriting prospectus by the City's financial advisors (and any underwriters if the bond sale is negotiated and not a competitive transaction) and counsel; (ii) issuance of all necessary permits for commencement of construction of the Metrorail Station (iii) the Owner has fulfilled all of its obligations with respect to cash contributions and the documentation of the Shortfall Guarantee in a manner sufficient to the City, its underwriters, lenders and counsel; (iv) confirmation that based on the final plans for the Metrorail Station and the construction cost estimates provided as part of the design build process, the Metrorail Station can be constructed and placed in service for a total cost not to exceed \$320 million; (v) a court validation of the planned bond issue, or issues, if deemed necessary by the City and (vi) the execution of a design-build contract between the Washington Metropolitan Area Transit Authority and its selected design-build contractor. If a condition to the City's obligation to issue the debt instruments is not satisfied and the financing does not close, the Guarantor shall not be obligated to make the Shortfall Guarantee Deposit, or if such Deposit

has previously been made, it will be returned to the Guarantor.

- h. Once the Debt Instruments are issued, the City will be obligated to make payments of principal and interest on the debt, as and when the same come due, or to suffer the consequences of a default in payment, including adverse effects on the City's bond ratings. If the various development and financial projections are not met, the City will need to meet its obligations in servicing the indebtedness. The Shortfall Guarantee and Shortfall Guarantee Deposit provide comfort that cash shortfalls in servicing the debt (including principal and interest) will be met by the Owner, deferring any loss to the City. However, inasmuch as the City is liable on the debt, if the Shortfall Guarantee is exhausted or the Guarantor defaults in its obligation to make or reimburse the Shortfall Guarantee Deposit or to otherwise make payments of shortfalls as and when due, the City will likely have the responsibility to make up the difference. Should this occur, interest shall accrue on any amounts paid by the City other than from the Station Fund, at the Applicable Federal Rate from the time incurred and paid out by the City until the time such funds are returned to the City, such amounts to be repaid to the City when funds in the Station Fund are available to do so (including from the \$11.37 per square foot CPI adjusted payments or net new taxes). If the Shortfall Guarantor defaults in its obligation to make payments under the Shortfall Guarantee or to timely replenish the Shortfall Guarantee Deposit in accordance with Section 8 herein, the owner agrees that the City shall have no obligation to issue building permits for new development in North Potomac Yard until the default is cured.
 - i. All parties recognize that the Financing Plan is based on current projections of cost, and timing of construction, and that if the projected costs increase materially or the timing of construction is significantly delayed prior to finalization and closing of all of the financing elements, all terms and conditions of financing will need to be reassessed and renegotiated. However, in no event will the City be obligated to issue debt instruments in excess of the planned \$206,000,000 principal amount.
- 7. Regional, State or Federal Funding. No Regional, State or Federal funds received shall reduce the amount of the Developer Contribution or the Shortfall Guarantee, although it is recognized that any available Regional, State or Federal grant funding should reduce risk for all parties and will likely reduce the amount needed to be borrowed, or in the case of State or Federal loans, reduce the costs of borrowing.
- 8. Shortfall Guarantee. In order to reduce the risk that the City will draw upon its General Fund revenue to make payments on the debt for the Metrorail Station, CPYR will provide a contingent guarantee of any shortfall in any given year (the "Shortfall Guarantee"), between amounts required to be paid to service indebtedness (including both principal and interest, in accordance with the terms of the approved financing), and funds on hand in the Station Fund. The Shortfall Guarantee will be provided by Owner (the "Shortfall Guarantor"), the financial assets and condition of which are approved by the City and must be reapproved at the time of financing by the City's underwriters in accordance with

the terms of the financing.

- a. The Shortfall Guarantee shall total \$32 million with the Shortfall Guarantor not obligated to pay more than \$16 Million during each of the two phases of the development (Phase 1 being east of Potomac Avenue and Phase 2 being west of Potomac Avenue; See Exhibit 1) (the “Shortfall Guarantee Cap”) but no more than \$10 million in any single calendar year.
- b. The City shall give the Shortfall Guarantor at least six months written notice of any estimated shortfall amount due, and provide detailed calculations of how that shortfall was estimated to the Shortfall Guarantor, and upon what date the Shortfall payments would be due.
- c. Within 45 days of receipt of the City’s six months written notice of any estimated shortfall amount due, the Shortfall Guarantor will deposit into a separate fund controlled by the City (the “Shortfall Guarantee Fund”) the sum of \$10 million to cover possible draws under the Shortfall Guarantee (the “**Shortfall Guarantee Deposit**”). Interest earned on the Shortfall Guarantee Fund will remain with such Fund.
- d. The City may draw upon the Shortfall Guarantee Fund to make Shortfall Guarantee payments as and when payments are due on the debt instruments. The Shortfall Guarantor shall be obligated to replenish, within ninety (90) days, any funds drawn from the Shortfall Guarantee Fund, so that at all times the sum of \$10 million will be available for use to cover Shortfall Guarantee obligations. However, the obligation to replenish the Shortfall Guarantee Fund shall be subject to the same annual cap of \$10 million and Shortfall Guarantee Cap of \$16 million for Phase I and \$16 million for Phase II of the North Potomac Yard development.
- e. The overall Shortfall Guarantee Cap for Phase I shall be offset by any Developer Contributions that have been paid in accordance with Section 3c herein. To the extent that any Shortfall Guarantee Deposits have been made prior to Developer Contributions being due, the Developer Contributions to be paid shall not exceed the overall Shortfall Guarantee Cap less any amount that has been deposited in the Shortfall Guarantee Fund. Any funds remaining in the Shortfall Guarantee Fund after the last Certificate of Occupancy for Phase I shall remain available for drawdown after Phase I is completed but before Phase II begins.
- f. Phase II will begin when the first building permit is issued for development in Phase II. For Phase II, the overall Shortfall Guarantee cap will be reset at \$16 million and deposits will occur as set forth in Sections 8b-8d above. The overall Shortfall Guarantee Cap for Phase II shall be offset by any Developer Contributions that have been paid in Phase II in accordance with Section 3c herein. To the extent that any Shortfall Guarantee Deposits remain from Phase I or have been made in Phase II prior to Developer Contributions being due for Phase II, the Developer Contributions

to be paid shall not exceed the overall Shortfall Guarantee Cap for Phase II less any amount that has been deposited in the Shortfall Guarantee Fund.

- g. Excluding the planned first three years of capitalized interest to pay debt service, subsequent to the City fiscal year in which the last debt service payment of capitalized interest is paid, if after three subsequent consecutive fiscal years of no shortfalls requiring the use of any Shortfall Guarantee funds, any remaining Shortfall Guarantee Deposit funds may be credited against future \$11.37 per square foot (as annually adjusted by the CPI) Developer Contributions due from North Potomac Yard, subject to Section 8f herein. Any credits against Developer Contributions must be to the Shortfall Guarantor, or if credits are proposed to be allowed to a third party other than the Shortfall Guarantor, the granting of such credits must be approved in writing by the Shortfall Guarantor. In addition, if after the first eight years of capitalized interest and the amortization of principal amount of indebtedness has stabilized at its ultimate level (currently projected for 2036), there shall occur three consecutive years in which the total of collections from the Special Tax District and Net New Tax Revenues exceed the annual debt service, any funds remaining in the Shortfall Guarantee Deposit will be released to the Shortfall Guarantor (the “**Shortfall Guarantee Release Date**”). The City shall annually produce a reconciliation of the Station Fund and make it publicly available to all parties who request a copy.
- h. If any Shortfall Guarantee amount becomes due during Phase I or Phase II and is not paid by CPYR, Inc. or other acceptable Shortfall Guarantor at the time requested by the City, the City shall have the right to record a lien against the parcel(s) within North Potomac Yard that are owned by CPYR, Inc. and part of that phase of development (See Exhibit), such lien to have the priority of a deed of trust recorded at the time the lien notice is filed by the City among the Land Records of Alexandria, Virginia. The City’s right to record a lien for any unpaid Shortfall Guarantee amount shall be memorialized in a document recorded in the Land Records of the City of Alexandria, encumbering the parcel(s) of North Potomac Yard property owned by CPYR within the phase during which the default occurs.
- i. After the Shortfall Guarantee Release Date, notwithstanding the requirement in Section 3a herein, the City may decide to deposit only some or none of the Net New Tax Revenues generated by North Potomac Yard or other Potomac Yard Landbays, if the City determines, in its sole discretion, that those amounts are not projected to be reasonably required to pay projected future debt service on debt issued to finance the Potomac Yard Metrorail Station or to pay projected Potomac Yard Metrorail Station operating costs. It is recognized by all parties that Special Tax District revenues under the Code of Virginia limit use of Special Tax District Funds to those purposes for which the Special Tax District was created.
- j. The Parties recognize that transfer of Net New Tax Revenues into the Station Fund are subject to actual appropriations and the current City Council cannot bind future Councils to make such appropriations. Prior to the Shortfall Guarantee Release

date, in any calendar year the City Council does not authorize the transfer of all of Net New Tax Revenues into the Station Fund, the obligation of the Shortfall Guarantor to make Shortfall Guarantee payments in that calendar year shall be reduced by an amount equal to the amount of Net New Tax Revenues that would have been paid into the Station Fund but for the City Council's decision not to authorize such transfer.


- k. In the event that the Shortfall Guarantee is not utilized to pay debt service on the Debt Instruments issued for the Potomac Yard Metrorail Station, any unused portion thereof shall be paid to the City, for debt repayment, or for public improvements or amenities recommended by the North Potomac Yard Small Area Plan, as determined by the City Council. Such funds shall be paid to the City subject to the following: Upon the occurrence of the Shortfall Guarantee Release Date, the Director of Planning & Zoning will determine the total amount of floor area remaining pursuant to the CDD concept design plan for which a final site plan has not been approved as of the Shortfall Guarantee Release Date. The Applicant shall pay the unused portion of the Shortfall Guarantee (adjusted to reflect increases in the CPI subsequent to January 1, 2020) on a pro rata basis for each remaining square foot of floor area upon approval of each final site plan subsequent to the Shortfall Guarantee Release Date. However, if after the passage of five (5) years from the Shortfall Guarantee Release Date, final site plans have not been approved for all floor area authorized by the CDD concept design plan, the final payment of the unused portion of the Shortfall Guarantee (adjusted to reflect increases in the CPI subsequent to January 1, 2020) shall be due and payable in full on such fifth anniversary of the Shortfall Guarantee Release Date. In the event final site plans have been approved for all floor area authorized by the CDD concept design plan prior to the Shortfall Guarantee Release Date, the Applicant will make full payment of the unused portion of the Shortfall Guarantee (adjusted to reflect increases in the CPI subsequent to January 1, 2020) to the City within six months of the Shortfall Guarantee Release Date.
 - l. Notwithstanding any other provision of this MOU, the total financial liability to CPYR for payment of the applicable square foot of development amounts and for Shortfall Guarantee payments under this MOU shall not exceed \$55,713,000 in 2018 dollars.
9. Comprehensive Plan Process. The North Potomac Yard Small Area Plan was adopted by the City Council on May 15, 2010 and amended June 13, 2017. Nothing contained as part of this MOU modifies or limits the ability of the Planning Commission and/or City Council to approve, defer or deny any proposed amendment to the North Potomac Yard Small Area Plan, or any future rezoning. Also the plan including the Metrorail station construction is subject to regulation by NPS, FAA and other state and federal agencies.
10. Redevelopment Preceding Metrorail Station Construction. In order to reduce the City's risk of diverting General Fund revenues to pay for debt service for the Station, the City will allow redevelopment of North Potomac Yard to proceed prior to the opening of the Metrorail Station in phases as specified in the CDD Concept Development Plan #2009-

0001, or as may be amended by City Council through any amendments to the CDD Concept Development Plan.

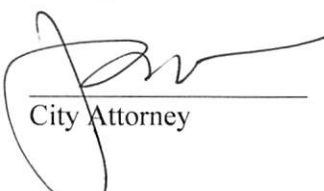
11. Conditions of Development Approval. The Owner's ability to proceed with redevelopment and to provide the Developer Contributions and Shortfall Guarantee is affected by the financial impact of the public benefit contributions and development conditions that will be or have been imposed in the Rezoning, CDD conceptual design plan and preliminary development special use permits (collectively "Land Use Approval Conditions"). The parties intend that obligations imposed in subsequent Land Use Approval Conditions will generally be consistent with the terms of this MOU and other public benefits approved with Rezoning #2009-0001, CDD Conceptual Design Plan #2009, and TMPSUP #2009-0061 as to extent and financial impact.
12. Vested Rights. The City will work with the Owner during the Land Use process, to provide commercially reasonable assurances acceptable to the City of Alexandria City Attorney's Office and the Owner, against arbitrary actions by the City subsequent to the approval of the Rezoning that would deprive the Owner of approved uses, heights and densities. The Owner retains any protections available pursuant to section 15.2-2307 of the Virginia Code. This may take the form of a post-rezoning DSUP process. However, any Owner protection involving vested rights must take into consideration the fundamental proposition that (i) phasing of development is conditioned as set forth in the conditions for CDD Concept Development Plan #2009-0001 as may be amended; (ii) any default by the Owner under the Shortfall Guarantee or in making cash contributions for the Metrorail Station would expose the City to significant financial liabilities and would be a basis for denying a request for vested rights, or for revoking a prior determination of vesting.
13. Financing Plan Subject to Change. All parties recognize that the financing plan discussed in this MOU is based on current projections of cost and timing of construction, and that if material adverse changes occur prior to finalization and closing of the last contemplated debt financing, all terms and conditions of financing and Developer Contributions will need to be reassessed and renegotiated.
14. Future City Councils. Nothing contained in this MOU shall be construed to bind the current or any future City Council, until such time as the City Council takes actions that would be binding on future City Councils (such as the issuance of general obligation bonds or notes).
15. Amendments. This MOU shall not be supplemented or amended without the written consent of each of the parties hereto and the parties hereto acknowledge and agree that the approval of the City Council of the City is required to supplement or amend this Agreement.
16. This Memorandum of Understanding replaces the June 14, 2010 MOU between Parties.

In Witness whereof, the Parties have executed this Memorandum of Understanding on
March 21st, 2019.

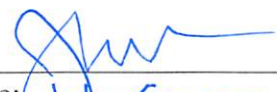
CITY OF ALEXANDRIA, VIRGINIA

By: 
Name: Mark Jinks
Its: City Manager

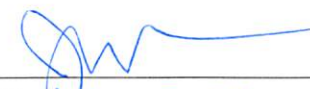
Approved as to Form:

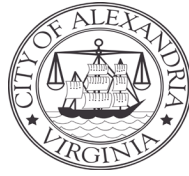

City Attorney

CPYR Shopping Center, LLC, a Delaware
limited liability company

By:  JS
Name: John Enerson
Its: Vice President

CPYR Theater, LLC, a Delaware limited
liability company

By:  JS
Name: John Enerson
Its: Vice President



POTOMAC YARD DESIGN ADVISORY COMMITTEE

DATE: September 22, 2020

TO: Karl Moritz, Director of Planning
City of Alexandria

FROM: Jason Albers, Chair
On behalf of the Potomac Yard Design Advisory Committee (PYDAC)

SUBJECT: North Potomac Yard, Phase 1 Development – Committee Recommendations

Per Section 5-610 of the City’s Zoning Ordinance, the Potomac Yard Design Advisory Committee (PYDAC) is tasked with reviewing applications for preliminary development plan special use permit approval within CDD No. 10 Potomac Yard/Greens and CDD No. 19 North Potomac Yard, for compliance with the respective urban design guidelines or design standards applicable therein, and make recommendation on such applications to the planning commission and city council through the director.

In that role, the Committee met eleven (11) times since November 2019 to review six concurrent Development Special Use Permits for consideration within the boundaries of CDD #19 in an area known as the “Innovation District,” *See Table 1 for a list of meeting dates and topics*. Over the eleven meetings, the committee reviewed concept submissions for compliance with the *North Potomac Yard Design Excellence Standards*, an addendum to the *North Potomac Yard Design Guidelines* which was adopted by Planning Commission and City Council in March 2020. Given the volume of Development Special Use Permits to be reviewed by the Committee, meetings were typically spread over two nights to allow the committee adequate time to review and discuss each building.

The six Development Special Use Permits under consideration are the first development proposals within CDD #19 and the first projects to utilize the new *North Potomac Yard Design Excellence Standards*. Over two evenings, August 26, 2020 and September 9, 2020, the Committee met with the applicant team to review the final building design submissions and make recommendations on the proposed designs. The summary below is a building-by-building overview of the Committee’s recommendation. *Please see Tables 2 and 3 for committee attendance at each meeting.*

August 26, 2020 Record of Recommendations from PYDAC

Building 7w: Virginia Tech Academic Building Designed by SmithGroup Architects

- The Committee voted unanimously to recommend approval of the Building 7w design, as presented on August 26th with no additional conditions.

Building 10: Partnership Building (Office) Designed by Hickok Cole Architects

- The Committee voted unanimously to recommend approval of the Building 10 design, as presented on August 26th with no additional conditions.

Building 14: Office Building Designed by Cook Fox Architects

- The Committee voted unanimously to recommend approval of the Building 14 design, as presented on August 26th with the requested condition that the applicant provide an updated exhibit detailing the quality, color and proposed design of the parking and loading garage doors along Silver Meteor Avenue be provided to staff to be included in the Final Staff Report.

September 9, 2020 Record of Recommendations from PYDAC

Building 15: Residential Building Designed by Hord Coplan Macht Architects

- The Committee voted unanimously to recommend approval of the Building 15 design, as presented on September 9th with no additional conditions.

Building 18: Office Building Designed by Hickok Cole Architects

- The Committee voted unanimously to recommend approval of the Building 18 design, as presented on September 9th with no additional conditions.
- The Committee voted unanimously to request a condition requesting the applicant return to PYDAC to seek additional input from the committee on the sitewide design elements, Market Lawn, an interim Metro Plaza design and a final Metro Plaza design as outlined in the staff memorandum to PYDAC for the August 26th and September 9th meetings, related to compliance with Criteria 4.3 and 2.3 of the Design Excellence Standards.

Building 19: Residential Building Designed by Hord Coplan Macht Architects

- The Committee voted unanimously to recommend approval of the Building 19 design, as presented on September 9th with the requested condition to provide additional flexibility

in the final materials, fenestration detailing and signage of the one-story retail base (corner element) at the northwest intersection of New Street A and Evans Lane.

Building 20: Office Building Designed by Elkus Manfredi Architects

- The Committee voted seven-to-two to recommend approval of the Building 20 design, as presented on September 9th with no additional conditions with Ms. Appleby voting nay and Mr. May abstaining.

Table 1: PYDAC Meeting Schedule for Phase 1 Redevelopment of North Potomac Yard

Date	Meeting Forum
November 20, 2019	PYDAC: Applicant introduction for Phase 1 Development in North Potomac Yard
February 5, 2020	PYDAC: Introduction of Design Excellence Standards (addendum to North Potomac Yard Design Guidelines) and applicant introduction to proposed CDD Concept Plan and Master Plan Amendments
March 4, 2020	PYDAC: Applicant Introduction to Group 1 Building Designs
March 11, 2020	PYDAC: Applicant Introduction to Group 2 Building Designs
<i>*All Meetings Transitioned to Virtual Due to COVID-19 Safety Practices *</i>	
May 6, 2020	PYDAC: Applicant Presentation on Architectural Refinements to Group 1 Buildings
May 13, 2020	PYDAC: Applicant Presentation on Architectural Refinements to Group 2 Buildings
June 24, 2020	PYDAC: Applicant Presentation on Architectural Refinements to Group 1 Buildings and Open Space and Public Realm Overview
June 29, 2020	PYDAC: Applicant Presentation on Architectural Refinements to Group 2 Buildings
July 16, 2020	PYDAC: Applicant Presentation on the Public Realm Experience in North Potomac Yard (Streetscape, Open Space, Building Signage, and Sustainability)
August 26, 2020	PYDAC: Applicant presentation on Architectural Refinements to Group 1 Buildings and PYDAC Recommendation
September 9, 2020	PYDAC : Applicant presentation on Architectural Refinements to Group 2 Buildings and PYDAC Recommendation

Potomac Yard Design Advisory Committee
North Potomac Yard Phase 1 Committee Recommendations
September 18, 2020

Table 2: Committee Attendance on August 26, 2020 PYDAC Meeting

Member	Attendance	Member	Attendance
Jason Albers	Present	Matthew Johnston	Present
Nancy Appleby	Present	Peter May*	Present
Corey Faherty	Present	Jeremy Moss	Present
Jeremy Fretts	Present	Kristen Nunnally	Present
Travis Herret	Present	Amol Vaidya	Absent

*As a representative of the National Park Service on the Committee, Mr. May abstained from all voting during the evening but participated in the discussion. All “unanimous” votes below include an abstention from Mr. May.

Table 3: Committee Attendance on September 9, 2020 PYDAC Meeting

Member	Attendance	Member	Attendance
Jason Albers	Present	Matthew Johnston	Present
Nancy Appleby	Present	Peter May*	Present
Corey Faherty	Present	Jeremy Moss	Present
Jeremy Fretts	Present	Kristen Nunnally	Present
Travis Herret	Absent	Amol Vaidya	Present

*As a representative of the National Park Service on the Committee, Mr. May abstained from all voting during the evening but participated in the discussion. All “unanimous” votes below include an abstention from Mr. May.

ATTACHMENT #7

Potomac Yard Design Advisory Committee
Design Excellence Matrix

Group 1 Buildings and Pump Station
August 26, 2020

Prerequisites	Text	Yes / No	Applicant Comments	Staff Comments
P-1.1	The Innovation District is conceived as an integrated whole. A minimum of five blocks is planned with a mix of land uses and developed and designed with District-wide consideration of individual buildings and spaces.	Yes	Phase 1 of the proposed Innovation District encompasses Blocks 4, 7, 10, 14, 15, 18, 19, and 20. A mix of institutional, research, office, residential, retail, and open space are conceived of as an integrated, vibrant, mixed-use neighborhood woven together through a contextually sensitive public realm.	Complies.
P-1.2	The blocks show variety and interest in massing and articulation across the District.	Yes	Massing and heights vary in response to each building's physical context, relative prominence, and use type. Height variation, as established by the approved master plan, contributes to variety in massing, with the articulation of each building responding creatively to the open space network, streetscape, Metro station, and solar orientation. Additionally, as the designs have progressed, architectural features on each building contribute to the overall variation. In order to fully achieve this, the Applicant has requested a CDD and Master Plan Amendment for Blocks 15 and 18.	Staff agrees with the applicant's general assessment of the range of diversity in building massing but believes more needs to be done to avoid the ubiquitous datum line imposed by both the SAP and FAA restrictions. While Buildings 7A, 10, 14 and 20 have made significant strides in this area, other buildings need additional carving, stepping, and articulation. Note in particular bridge comments for Building 10.

PYDAC – Group 1
Design Excellence Matrix

P-1.3	Buildings in a prominent location or with a prominent use have an architecture which reflects their contextual importance, including key buildings in the Virginia Tech Campus, Block 10 (at the end of Reed Avenue) and Block 18 (at the Metro Station entrance).	Yes	Prominent buildings, including Virginia Tech campus, Block 10, and Block 18 demonstrate architecture that expresses their individual identity, while maintaining sensitivity to context. See Design Excellence Criteria responses for Block 7W, Block 10, and Block 18.	Complies.
P-2.1	Environmental sustainability is integrated with the design and infrastructure, open spaces, and buildings. The applicant will demonstrate an integrated building approach to design, open space and infrastructure to meet or exceed the sustainability goals.	Yes	Numerous sustainability measures are integrated into the infrastructure, open space, and individual building design. The infrastructure will feature bioretention swales/tree pits along the streets. The open space design encourages pedestrian and bike porosity throughout the site and incorporates native plantings. The design and planning for the buildings incorporates sustainability through solar orientation, green roof elements, and biophilic design.	Not yet met: Staff is continuing to review the recently submitted Environmental Sustainability Master Plan to ensure the plan provides a roadmap to achieving a sustainable approach to developing Phase 1 of North Potomac Yard.
P-2.2	The District's Environmental Sustainability Master Plan demonstrates compliance with the goals and recommendations of the North Potomac Yard Small Area Plan and identifies short-term, mid-term, and long-term strategies to achieve the goal of district-wide sustainability measures.	Yes	The Applicant has submitted a draft of the Environmental Sustainability Master Plan (ESMP) to staff in accordance with the Small Area Plan guidance. In the ESMP, the Applicant has identified short-term, mid-term and long-term sustainability strategies for each block in Phase I.	Ongoing: Staff will continue to work with the Applicant team on the final content and criteria of the Environmental Sustainability Master Plan to ensure the plan incorporates building design objectives to achieve demonstrated measures of sustainability. Staff is

PYDAC – Group 1
Design Excellence Matrix

				also hopeful that design evolution will result in strategies which lead to experiential design elements that can be understood and interacted with by users and visitors alike.
P-2.3	Buildings and site design also comply with the applicable Green Building Policy and Landscape Guidelines.	Yes	Building design will meet LEED NC Silver and Neighborhood design will meet LEED ND Silver. Site-wide, open spaces are designed to meet the general standards in the 2019 Landscape Guidelines.	Complies. Staff will include conditions in individual building DSUPs to ensure compliance.
P-3	Quality and durable building materials are specified. Building materials will be limited to natural stone, metal, porcelain tile, terra cotta, brick, wood, concrete, glass, photo-voltaic panels, glass or materials of equal quality, performance and longevity.	Yes	All buildings have been designed with high-quality building materials.	Complies (with exception of certain parking and loading entrance details, materials and doors)
P-4.1	Off-street parking is located below grade. All parking is provided entirely below grade.	Yes	At full build-out of Phase I, all off-street parking is below grade.	Complies.
P-4.2	Adequate soil depth is provided to support large canopy trees, surface paving materials, and innovative water management strategies.	Yes	Soil depth at tree wells will support large canopy trees and permeable pavers in the street parking zones. Innovative stormwater management strategies are integrated throughout the district.	Complies. Staff will include conditions in individual building DSUPs to ensure compliance.

P-4.3	These features will be integrated into the site design and will be provided at-grade.	Yes	Streetscape features will be provided at grade and are conceived as an integrated design approach to create a visually and spatially consistent public realm.	Not yet met: Staff would encourage the applicant team to develop a unique streetscape design and sitewide features which demonstrate a unique, innovative and sustainable design approach. Continue to evolve the design to create the unique identity of the “Innovation District” which is carried through the publicly accessible open spaces and along the streets.
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Block 7W

Criteria	Text	Yes / No	Applicant Comments	Staff Comments
C-1	A variety of open spaces are provided.			
C-1.1	A variety of open spaces, which contribute to the regional network, are provided.	Yes	Blocks 4 and 7 contain a series of outdoor spaces that provide a variety of spatial experiences, through compression and expansion, and tactile experiences including a hardscape entry plaza at Reed Ave, quiet areas with seat walls for small gathering and open lawn for larger gatherings. The loading area for buildings 4 and 7W can be repurposed as a flexible plaza for open air or tented events. These campus environments engage the public realm and link directly to the local and regional open space network. Additionally, a terrace on level 8 provides outdoor gathering space and is another type of open space provided.	Complies.
C-1.2	The District includes public and private open spaces that, in concert with the regional Potomac Yard Park, support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.	Yes	The series of experiences connecting Reed Avenue through campus to the park on the east side of the development vary to support large and small activities.	Complies.
C-2	An active public realm (streets, sidewalk, streetscapes).			

C-2.1	The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-exterior visibility, and high-quality architecture.	Yes	At the ground level, glass walls wrap the east façade, south facade and south end of the west facade to connect activities inside and out into the campus and streetscape. On the campus side, interior and exterior spaces are both programmed for collaboration zones, creating activity clusters on both sides of the double height glass walls. Along Potomac Avenue, glass curtain walls at areas showcasing research and science are highlighted with increased openness of the facade's gradation of projecting fins above.	Complies.
C-2.2	Streetscape design incorporates the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit.	Yes	In progress, additional detail to be provided with a later submission.	Complies.
C-2.3	Site design incorporates high quality paving materials, site furnishings, and lighting.	Yes	In progress, additional detail to be provided with a later submission.	Complies.
C-2.4	Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	Yes	Service for blocks 4 and 7 is consolidated to one area on Potomac Avenue, allowing for pedestrians to circulate through the campus separately from the service area.	Complies.
C-3	Inclusive design of buildings and open spaces.			

C-3.1	Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act.	Yes	Blocks 4 and 7 walkways will all be 5% grade or less creating a campus environment without ramps or steps, and building entrances will be prominent, with the goal of inclusivity and ease of use.	Complies.
C3.2	Across the District, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.	Yes	The variety of open space, designed to be inclusive, will naturally attract people of all ages, and abilities, to encourage interaction for work and recreation - including Virginia Tech prospective students, current students, staff and faculty as well as alumni and their families.	Complies.
C-4	Utilitarian uses are thoughtfully integrated.			
C-4.1	Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.	Yes	The building does not have a mechanical penthouse; a small amount of exterior equipment will be located behind a screen on level 8. Louvers for mechanical system demand are integrated into the building form, creating a reveal to reduce scale along the west façade.	<p>Ongoing: Staff agrees the site and building design well integrate the utilitarian functions.</p> <p>However, staff would encourage Virginia Tech to address the design of the two temporary surface parking lots. Staff would like to see the lots be designed in a way that allows them to be used in other ways such as added gathering spaces, incorporate environmentally appropriate features such as increased tree canopy, pervious paving, and</p>

				screening features along the street frontages.
C-5	Building Signage is unique and identifiable.			
C-5.1	Signage design integrates high quality graphics with a variety of diverse signage styles into the architectural elements and streetscape to form an attractive composition.	Yes	The Coordinated Sign Program (CSP) encompasses a variety of sign types and styles that will be a cohesive part of the architecture, streetscape and overall experience in the public realm throughout the Innovation District. Sign types addressed in the CSP include, but are not limited to, building top signs, building entrance signs, a variety of sign types for retail and restaurant uses, vehicular and pedestrian wayfinding signs, historic interpretive signs, project icon signs that will identify the District and contribute to a unique sense of place, and innovative digital display signs that take advantage of technology to foster a sense of arrival in the Innovation District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.2	Signage utilizes high quality materials and appropriate lighting to ensure successful integration with the quality of buildings and site design.	Yes	The CSP includes guidelines for materials, illumination, and methods of installation for the various sign types throughout the District to ensure signs are integrated with the quality of buildings and site design.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.3	Signage is creative, unique to the user, and enhances the visual	Yes	The parameters established by the CSP maintain a cohesive, District-wide approach to signage while allowing flexibility and	Not yet met: Staff is reviewing the first coordinated sign plan

	experience while providing clear, concise information and direction.		encouraging creativity in sign design for individual tenants throughout the District.	submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-6	Architectural Excellence.			
C-6.1	There is variety of architectural character, height, massing, and articulation which express a clear overall composition among the buildings within the District.	Yes	Virginia Tech's Academic 1 is designed as an urban icon with increased height relative to the other buildings and a high degree of sculpting. The building acts as a bellwether and marks entry to the VT campus.	Complies.
C-6.2	Individual buildings express their purpose and program through design while positively contributing to both the character of the overall urban plan as well as the individual block context.	Yes	The building contributes a meaningful, unique form derived entirely from site context; utilizing computational modeling to optimize solar energy capture. This correlates directly to research, innovation and ongoing work within Virginia Tech and sets the precedence for the two future campus buildings in iteration of this theme. The campus plan responds directly to the urban surroundings by opening the campus core to the terminus of a retail street, setting urban edges at the perimeter of campus, and softening and greening the campus landscape as it connects to the city park.	Complies.

C-6.3	Building massing generates depth, a layering of visual interest and expresses the building's program.	Yes	The unique massing is directly tied to utilization of site opportunities, technological innovation and programmatic needs, which creates facades that address scale, shading, and proportion. The form was derived in part through computational analysis, expressive of the building's program which is primarily graduate level computer science and computer engineering.	Complies.
C-6.4	Buildings read as holistic and comprehensible entities.	Yes	The building facades and roof create a singular sculpted form to support the conceptual idea of a site-specific, environmentally responsive solution.	Complies.
C-6.5	Materials are used creatively, employ expressive and innovative detailing and are consistent with the underlying building concept.	Yes	Building details support the sculpted form, working to optimize solar exposure where desired and block it where necessary, with all components working together while creating interesting intersections, joints and resolution of massing elements. The detailing weaves together visually warm elements with the performative technologies integrated into the facade.	Complies.

Block 10

Criteria	Text	Yes / No	Applicant Comments	Staff Comments
C-1	A variety of open spaces are provided.			
C-1.1	A variety of open spaces, which contribute to the regional network, are provided.	Yes	The North tower aligns with 7E to complete that urban gesture. A plaza is formed in the resultant space and creates a dialogue with the Market Lawn to the east across New Street A at Block 14 and with the Virginia Tech Campus Hub to the north across East Reed.	Complies.
C-1.2	The District includes public and private open spaces that, in concert with the regional Potomac Yard Park, support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.	Yes	The South tower aligns with New Street A and the rest of the development to the south, funneling the space back down to an active retail corridor with a strong street wall condition. Roof terraces occur at the third, fourth, and seventh levels for office tenant access.	Complies.
C-2	An active public realm (streets, sidewalk, streetscapes).			
C-2.1	The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-	Yes	Block 10's massing has made room for a plaza space at the NW corner of the block, which highlights entry into the building and allows the ground floor program to spill out into the public realm.	Does not comply. Staff would encourage the further refinement of the plaza design to provide more clear sight lines into the northernmost building lobby and create

	exterior visibility, and high-quality architecture.			more open and inviting gathering space.
C-2.2	Streetscape design incorporates the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit.	Yes	The streetscape design incorporates the City's Complete Street Design Guidelines. Each street has a frontage zone, pedestrian zone, and amenity zone. The amenity zones will provide space for bike parking, lighting, trees, plantings, and bioretention. The streetscape dimensions have been coordinated with staff and are reflected in the infrastructure DSP and building DSUP.	Complies.
C-2.3	Site design incorporates high quality paving materials, site furnishings, and lighting.	Yes	Paving materials for the sidewalks will be a concrete unit paver at varying modules to differentiate the sidewalk zones. Along Potomac Avenue the pedestrian zone will be concrete. All street amenity zones will incorporate permeable pavers. Site furnishings and lighting will be selected to complement the aesthetic of the district and create a cohesive feel.	Not yet met: see prerequisite 4.3 for staff comments regarding site furnishings and the final design of publicly accessible open spaces.
C-2.4	Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	Yes	The parking garage entry is limited to 22' curb cut, and the loading bays to 12' wide each. Service and garage entries will have a crossing that is flush with the sidewalk and made of the same material to prioritize pedestrian experience. Garage doors are recessed from the face of building and are incorporated into the architectural façade design to respond to the comments received by the city.	Complies.
C-3	Inclusive design of buildings and open spaces.			

C-3.1	Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act.	Yes	Block 10 will be designed to meet or exceed the requirements of the Americans with Disabilities Act.	Complies.
C3.2	Across the District, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.	Yes	Block 10 will house an incubator and startup space for Virginia Tech's campus, fostering partnerships and entrepreneurship as part of an innovation ecosystem. This will bring a diverse range of ages and people to this building and the district. Additional office and retail tenants will add to the mix. Public spaces such as the entry plaza, interior communal spaces, and roof terraces encourage collisions of ideas and mingling of the building's occupants.	Complies.
C-4	Utilitarian uses are thoughtfully integrated.			
C-4.1	Site and building design creatively integrate all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative	Yes	Building parking entry and loading has been located to the south side of the block along a tertiary street, Silver Meteor, and the width of the opening minimized. Mechanical penthouses at both towers are embedded in the top floor and integrated into the architectural articulation of the skin.	Complies.

	screening where needed.			
C-5	Building Signage is unique and identifiable.			
C-5.1	Signage design integrates high quality graphics with a variety of diverse signage styles into the architectural elements and streetscape to form an attractive composition.	Yes	The Coordinated Sign Program (CSP) encompasses a variety of sign types and styles that will be a cohesive part of the architecture, streetscape and overall experience in the public realm throughout the Innovation District. Sign types addressed in the CSP include, but are not limited to, building top signs, building entrance signs, a variety of sign types for retail and restaurant uses, vehicular and pedestrian wayfinding signs, historic interpretive signs, project icon signs that will identify the District and contribute to a unique sense of place, and innovative digital display signs that take advantage of technology to foster a sense of arrival in the Innovation District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.2	Signage utilizes high quality materials and appropriate lighting to ensure successful integration with the quality of buildings and site design.	Yes	The CSP includes guidelines for materials, illumination, and methods of installation for the various sign types throughout the District to ensure signs are integrated with the quality of buildings and site design.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.3	Signage is creative, unique to the user, and enhances the visual experience while providing	Yes	The parameters established by the CSP maintain a cohesive, District-wide approach to signage while allowing flexibility and encouraging creativity in sign design for individual tenants throughout the District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate

	clear, concise information and direction.			with the applicant and PYDAC to finalize the signage proposal.
C-6	Architectural Excellence.			
C-6.1	There is variety of architectural character, height, massing, and articulation which express a clear overall composition among the buildings within the District.	Yes	The massing of Block 10 is broken up into two towers – North and South, with a contiguous two story base. Although both towers are 7 stories, the Northern tower is emphasized by the curtain wall which extends past the roofline at the NW corner, creating a dynamic increase in perceived height and marking the most prominent corner at East Reed and New Street A. The southern tower breaks the 7th floor datum with masonry piers that continue to the roofline. The two story retail base datum has been offset to the extent it can be given that the floors align across north and south towers.	Generally, staff supports the architectural design of the two tower elements of Building 10. However, the proposed bridge between the two towers weakens the architectural composition by removing the sense of two separate towers and clear articulation of the towers. Staff does not support the proposed bridge spanning the full height of the two seven-story towers, but would consider the connection of up to two levels via circulation-only bridges.
C-6.2	Individual buildings express their purpose and program through design while positively contributing to both the character of the overall urban plan as	Yes	A critical piece of the Innovation District composition, Block 10 is located at the terminus of East Reed, it provides a backdrop to the market lawn and responds to the Virginia Tech building 7W. A folded and pleated glass veil curtain wall wraps the north tower's west and north facades, expressing the incubator office inside. It is a prominent building with a unique and dynamic character, bridging the character of the Innovation	Complies.

	well as the individual block context.		campus to the north with the Innovation district to the south.	
C-6.3	Building massing generates depth, a layering of visual interest and expresses the building's program.	Yes	A two story base of masonry piers creates a strong street wall and rhythm for active retail use. Above, the building takes on a more glassy expression accented with masonry and metal details, denoting the function of office space. A biased metal panel is used in a shifted pattern along the north tower east façade. A strong, rigid masonry pier framework is used continuously around the south tower.	Complies.
C-6.4	Buildings read as holistic and comprehensible entities.	Yes	The simplicity of a two tower massing connected by a base can be read easily and materials are used seamlessly across the building.	Complies.
C-6.5	Materials are used creatively, employ expressive and innovative detailing and are consistent with the underlying building concept.	Yes	A timeless material palette of glass, metal, and masonry is employed in innovative ways on the skin, including a curtain wall on the North and West facades of the North Tower. The folded glass plane is treated with a ceramic frit pattern that accentuates the concept of a veil, providing protection to the intellectual property being incubated inside. Metal details channel the rail yard history and conveys the convergence of technology and human potential housed in the building. Masonry piers evoke the site's industrial past and are reminiscent of train trestle bridges.	Complies.

Block 14

Criteria	Text	Yes / No	Applicant Comments	Staff Comments
C-1	A variety of open spaces are provided.			
C-1.1	A variety of open spaces, which contribute to the regional network, are provided.	Yes	Open spaces are provided at the ground floor and upper levels of the building.	Complies.
C-1.2	The District includes public and private open spaces that, in concert with the regional Potomac Yard Park, support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.	Yes	The Market Lawn open space is immediately adjacent to the north of the building for public use. Private open space is located at the 4th, 7th, 8th, and 9th floors at exterior landscaped loggias (inset) and setback roof terraces.	Complies.
C-2	An active public realm (streets, sidewalk, streetscapes).			

C-2.1	The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-exterior visibility, and high-quality architecture.	Yes	The ground floor facade consists of glazed storefront to provide interior-exterior visibility into the commercial lobby and other ground floor uses. The solar shading fin structure on the facade stops at varying heights above the storefront, adding visual interest. The footprint of the ground floor follows the ins-and-outs of the massing the building above, creating a pedestrian-scaled experience and integrates landscaping next to the building at the sidewalk level.	<p>Not yet met: Staff believes the applicant is on track to finalize the design of Market Lawn in a way that prioritizes the public realm and active uses of the outdoor space while creating strong sightlines and connections with the indoor Garden Room experience. However, the final design has yet to be reviewed by PYDAC.</p> <p>Please see comment under prerequisite 4.3 for staff comments regarding site furnishings and the final design of publicly accessible open spaces.</p>
C-2.2	Streetscape design incorporates the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit.	Yes	The streetscape design incorporates the City's Complete Streets Design Guidelines. Each street has a frontage zone, pedestrian zone, and amenity zone. The amenity zones will provide space for bike parking, lighting, trees, plantings, and bioretention. The streetscape dimensions have been coordinated with staff and are reflected in the infrastructure DSP and building DSUP.	Complies.
C-2.3	Site design incorporates high quality paving materials, site furnishings, and lighting.	Yes	Paving materials for the sidewalks will be a concrete unit paver at varying modules to differentiate the sidewalk zones. Along Potomac Avenue the pedestrian zone will be concrete. All street amenity zones will incorporate permeable pavers. Site furnishings and lighting will be	Not yet met: see prerequisite 4.3 for staff comments regarding site furnishings and the final design of publicly accessible open spaces.

			selected to complement the aesthetic of the district and create a cohesive feel.	
C-2.4	Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	Yes	Service and garage entries will have a crossing that is flush with the sidewalk and made of the same material to make them pedestrian friendly.	Complies.
C-3	Inclusive design of buildings and open spaces.			
C-3.1	Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act.	Yes	All portions of the building will be designed per the requirements of the Americans with Disabilities Act and will take into consideration the needs of diverse users.	Complies.

C3.2	Across the District, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.	Yes	The Market Lawn is located near the adjacent open spaces at block 7W and 10 to help create a center of activity.	Complies
C-4	Utilitarian uses are thoughtfully integrated.			
C-4.1	Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.	Yes	The parking garage entrance, loading dock and associated support functions are consolidated along the south façade, away from primary building entrances. The mechanical penthouse and rooftop equipment is concealed by an architectural screen wall that is in keeping with the architectural design of the building. The screen wall is set back from the primary elevation to reduce visibility from the street level.	Not yet met: Staff can not confirm the proposed materials for the doors of the loading dock and garage entrance to verify compliance with the Design Excellence criteria. The final materials for the two doors should utilize a frosted glass panel with indirect interior lighting, or similarly high-quality material for the door.
C-5	Building Signage is unique and identifiable.			
C-5.1	Signage design integrates high quality graphics with a variety of diverse signage	Yes	The Coordinated Sign Program (CSP) encompasses a variety of sign types and styles that will be a cohesive part of the architecture, streetscape and overall experience in the public	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.

	styles into the architectural elements and streetscape to form an attractive composition.		realm throughout the Innovation District. Sign types addressed in the CSP include, but are not limited to, building top signs, building entrance signs, a variety of sign types for retail and restaurant uses, vehicular and pedestrian wayfinding signs, historic interpretive signs, project icon signs that will identify the District and contribute to a unique sense of place, and innovative digital display signs that take advantage of technology to foster a sense of arrival in the Innovation District.	
C-5.2	Signage utilizes high quality materials and appropriate lighting to ensure successful integration with the quality of buildings and site design.	Yes	The CSP includes guidelines for materials, illumination, and methods of installation for the various sign types throughout the District to ensure signs are integrated with the quality of buildings and site design.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.3	Signage is creative, unique to the user, and enhances the visual experience while providing clear, concise information and direction.	Yes	The parameters established by the CSP maintain a cohesive, District-wide approach to signage while allowing flexibility and encouraging creativity in sign design for individual tenants throughout the District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-6	Architectural Excellence.			

C-6.1	There is variety of architectural character, height, massing, and articulation which express a clear overall composition among the buildings within the District.	Yes	The building massing consists of vertical insets to break down the scale of the building along its north/south length. Cascading setback terraces at the upper floors create an articulated roof line, and connects the lower buildings to the south to the taller buildings to the north. The top occupied floor is limited to the north side of the building footprint, further emphasizing the articulation of the varied roof line.	Complies.
C-6.2	Individual buildings express their purpose and program through design while positively contributing to both the character of the overall urban plan as well as the individual block context.	Yes	The building is designed as a modern workplace that incorporates elements of biophilic design to connect building users to nature, and to restore the natural environment of the site. The high-performing façade of a glazed curtain wall with solar shading fins reduces solar heat gain and glare for building users. Integrated plantings throughout the building provide access to nature for building users and everyone in the District.	Complies.
C-6.3	Building massing generates depth, a layering of visual interest and expresses the building's program.	Yes	The vertical insets and setback terraces noted in C-6.1 provide depth and visual interest. The massing also includes three cut-outs that create exterior landscaped loggias for use by office users. These loggias are sized and located to	Complies.

			create a dynamic yet balanced composition to the overall massing, and to activate the building corners.	
C-6.4	Buildings read as holistic and comprehensible entities.	Yes	A consistent façade treatment is carried across all facades. The fin design is informed by the solar orientation of the building so that each elevation is similar but unique to its context. A language of radiused edges at changes in massing is consistent on all facades. The three loggias are unique in dimension, but similarly detailed.	Complies.
C-6.5	Materials are used creatively, employ expressive and innovative detailing and are consistent with the underlying building concept.	Yes	Vertical solar shading fins are paired with wood-toned soffits at exterior ceilings and landscaped exterior terraces. The use of these natural materials expresses the concept of a building that is connected to the natural environment.	Complies.

Pump Station

Criteria	Text	Yes / No	Applicant Comments	Staff Comments
C-1	A variety of open spaces are provided.			
C-1.1	A variety of open spaces, which contribute to the regional network, are provided.	Yes	Open spaces are provided under a separate cover with Potomac Yard Park DSUP.	Complies.
C-1.2	The District includes public and private open spaces that, in concert with the regional Potomac Yard Park, support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.	Yes	For its contribution to the overall District open space system, the Pump Station includes an Educational Walkway with exhibits displaying the infrastructure's function. A shade structure covers this walkway and is integrated with the Natural Play Area to the west. Finally, a green roof on top of the Pump Station, adds another vegetated plane to the Potomac Yard Park landscape.	Complies.
C-2	An active public realm (streets, sidewalk, streetscapes).			

C-2.1	The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-exterior visibility, and high-quality architecture.	Yes	The infrastructural nature of the Pump Station precludes active use at the ground floor. As an alternative, the exterior educational walkway exhibits will be used to inform and engage the public in the building's interior functions. The design of the building façade priorities the pedestrian by utilizing a relief of the façade surface to reduce the perceived height of the building. A linear light at this reveal activates and frames the features of the exhibit area and service access points.	Not yet met: staff would encourage further refinement of the educational walkway to identify opportunities for windows into the building to display the equipment within the building and/or incorporate additional interactive learning opportunities for the AlexRenew mission in the context of the Innovation District.
C-2.2	Streetscape design incorporates the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit.	Yes	There are no streets adjacent to the Pump Station site. The service access road and parking will be designed per AlexRenew's requirements and integrated into the design of the Potomac Yard Park.	Not yet met: Staff would encourage consistency with the pump station driveway materials and the park paving materials so the driveway area is indistinguishable from park surfaces where they intersect, and better integrated with the overall park design.
C-2.3	Site design incorporates high quality paving materials, site furnishings, and lighting.	Yes	Paving materials, fencing and site furnishings will be designed to comply with AlexRenew's standards and requirements for the long term maintenance and function of the Pump Station. All park materials and furnishings will be provided under a	Not yet met: Staff would encourage consistency with the pump station driveway materials and the park paving materials so the driveway area is better integrated with the overall park design.

			separate cover with the Potomac Yard Park DSUP.	
C-2.4	Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	Yes	The equipment access doors have been located along the north and east facades to minimize their visibility from the park.	Not yet met: staff would encourage the location of the above ground fuel tank and transformed to be tucked behind the pump station building so they are less visible than the proposed location. The two units are situated in a highly visible location further south of the initial building.
C-3	Inclusive design of buildings and open spaces.			
C-3.1	Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act.	Yes	As an infrastructure building, the Pump Station is not designed for public access. All exterior space open to public access, including the educational walkway, will be designed to meet or exceed the requirements of the Americans with Disabilities Act.	Complies.
C3.2	Across the District, buildings and open spaces invite users of different ages, interests, and abilities to	Yes	At grade, the Educational Walkway will provide exhibits and learning experiences for visitors to engage with and understand the Pump Station's functions in the context of the park ecosystem and the larger North Potomac Yard development.	Complies.

	engage with the spaces.			
C-4	Utilitarian uses are thoughtfully integrated.			
C-4.1	Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.	Yes	In addition to the treatment of loading and parking access noted in C-2.4, the Pump Station also utilizes the green roof plantings to screen mechanical equipment located on the roof from view. Fencing as required by AlexRenew and landscape screening are employed around the south and east facades to shield equipment from the park for safety and security.	Not yet met: staff would encourage the location of the above ground fuel tank and transformed to be tucked behind the pump station building so they are less visible than the proposed location. The two units are situated in a highly visible location further south of the initial building.
C-5	Building Signage is unique and identifiable.			
C-5.1	Signage design integrates high quality graphics with a variety of diverse signage styles into the architectural elements and streetscape to	Yes	The Coordinated Sign Program (CSP) encompasses a variety of sign types and styles that will be a cohesive part of the architecture, streetscape and overall experience in the public realm throughout the Innovation District. Sign types addressed in the CSP include, but are not limited to, building top signs, building entrance	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.

	form an attractive composition.		signs, a variety of sign types for retail and restaurant uses, vehicular and pedestrian wayfinding signs, historic interpretive signs, project icon signs that will identify the District and contribute to a unique sense of place, and innovative digital display signs that take advantage of technology to foster a sense of arrival in the Innovation District.	
C-5.2	Signage utilizes high quality materials and appropriate lighting to ensure successful integration with the quality of buildings and site design.	Yes	The CSP includes guidelines for materials, illumination, and methods of installation for the various sign types throughout the District to ensure signs are integrated with the quality of buildings and site design.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.3	Signage is creative, unique to the user, and enhances the visual experience while providing clear, concise information and direction.	Yes	The parameters established by the CSP maintain a cohesive, District-wide approach to signage while allowing flexibility and encouraging creativity in sign design for individual tenants throughout the District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-6	Architectural Excellence.			

C-6.1	There is variety of architectural character, height, massing, and articulation which express a clear overall composition among the buildings within the District.	Yes	The Pump Station is a stand-alone building in Potomac Yard Park and its character is tied directly to the language of the park. The shade structure will employ materials and qualities of other shade structure follies in the park, and the building itself seeks to recede and be a backdrop for the landscape and park.	Complies.
C-6.2	Individual buildings express their purpose and program through design while positively contributing to both the character of the overall urban plan as well as the individual block context.	Yes	As an infrastructural building, the Pump Station seeks to minimize its impact on the Potomac Yard Park, while still providing educational and interactive engagement with its purpose.	Complies.
C-6.3	Building massing generates depth, a layering of visual interest and expresses the building's program.	Yes	The Pump Station's low rectangular massing is dictated by functional concerns. Its simplicity allows for it to be graded into the park to further reduce the building's perceived volume.	Complies.
C-6.4	Buildings read as holistic and comprehensible entities.	Yes	An active line of light, created by a reveal between two planes of metal panel, traces all four sides of the building. This move ties the building	Complies.

			together and serves to highlight important exhibit material and even provide integrated lighting for the service access points.	
C-6.5	Materials are used creatively, employ expressive and innovative detailing and are consistent with the underlying building concept.	Yes	The Pump Station building seeks to recede into the Potomac Yard Park landscape and to that end employs a simple, dark metal panel cladding with minimal patterning. A lighter, wood shade structure gestures towards the park and becomes the foreground element focusing visitors on the education walkway exhibits and directing views back into the park.	Complies.

ATTACHMENT #8

Potomac Yard Design Advisory Committee
Design Excellence Matrix
September 9, 2020

Prerequisites	Text	Yes / No	Applicant Comments	Staff Comments
P-1.1	The Innovation District is conceived as an integrated whole. A minimum of five blocks is planned with a mix of land uses and developed and designed with District-wide consideration of individual buildings and spaces.	Yes	Phase 1 of the proposed Innovation District encompasses Blocks 4, 7, 10, 14, 15, 18, 19, and 20. A mix of institutional, research, office, residential, retail, and open space are conceived of as an integrated, vibrant, mixed-use neighborhood woven together through a contextually sensitive public realm.	Complies.
P-1.2	The blocks show variety and interest in massing and articulation across the District.	Yes	Massing and heights vary in response to each building's physical context, relative prominence, and use type. Height variation, as established by the approved master plan, contributes to variety in massing, with the articulation of each building responding creatively to the open space network, streetscape, Metro station, and solar orientation. Additionally, as the designs have progressed, architectural features on each building contribute to the overall variation. In order to fully achieve this, the Applicant has requested a CDD and Master Plan Amendment for Blocks 15 and 18.	Staff agrees with the applicant's general assessment of the range of diversity in building massing but believes more needs to be done to avoid the ubiquitous datum line imposed by both the SAP and FAA restrictions. While Buildings 7A, 10, 14 and 20 have made significant strides in this area, other buildings need additional carving, stepping, and articulation. Note in particular bridge

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				comments for Building 10.
P-1.3	Buildings in a prominent location or with a prominent use have an architecture which reflects their contextual importance, including key buildings in the Virginia Tech Campus, Block 10 (at the end of Reed Avenue) and Block 18 (at the Metro Station entrance).	Yes	Prominent buildings, including Virginia Tech campus, Block 10, and Block 18 demonstrate architecture that expresses their individual identity, while maintaining sensitivity to context. See Design Excellence Criteria responses for Block 7W, Block 10, and Block 18.	Complies.
P-2.1	Environmental sustainability is integrated with the design and infrastructure, open spaces, and buildings. The applicant will demonstrate an integrated building approach to design, open space and infrastructure to meet or exceed the sustainability goals.	Yes	Numerous sustainability measures are integrated into the infrastructure, open space, and individual building design. The infrastructure will feature bioretention swales/tree pits along the streets. The open space design encourages pedestrian and bike porosity throughout the site and incorporates native plantings. The design and planning for the buildings incorporates sustainability through solar orientation, green roof elements, and biophilic design.	Not yet met: Staff is continuing to review the recently submitted Environmental Sustainability Master Plan (ESMP) to ensure the plan provides a roadmap to achieving a sustainable approach to developing Phase 1 of North Potomac Yard. Conditions will be included in individual building DSUPs to incorporate elements of the ESMP.
P-2.2	The District's Environmental Sustainability Master Plan demonstrates compliance with the goals and recommendations of the North Potomac Yard Small Area Plan and identifies short-term, mid-term, and long-term	Yes	The Applicant has submitted a draft of the Environmental Sustainability Master Plan (ESMP) to staff in accordance with the Small Area Plan guidance. In the ESMP, the Applicant has identified short-term, mid-term and long-term sustainability strategies for each block in Phase I.	Ongoing: Staff will continue to work with the Applicant team on the final content and criteria of the Environmental

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	strategies to achieve the goal of district-wide sustainability measures.			Sustainability Master Plan to ensure the plan incorporates building design objectives to achieve demonstrated measures of sustainability. Staff is also hopeful that design evolution will result in strategies which lead to experiential design elements that can be understood and interacted with by users and visitors alike.
P-2.3	Buildings and site design also comply with the applicable Green Building Policy and Landscape Guidelines.	Yes	Building design will meet LEED NC Silver and Neighborhood design will meet LEED ND Silver. Site-wide, open spaces are designed to meet the general standards in the 2019 Landscape Guidelines.	Complies. Staff will include conditions in individual building DSUPs to ensure compliance.
P-3	Quality and durable building materials are specified. Building materials will be limited to natural stone, metal, porcelain tile, terra cotta, brick, wood, concrete, glass, photo-voltaic panels, glass or materials of equal quality, performance and longevity.	Yes	All buildings have been designed with high-quality building materials.	Complies.
P-4.1	Off-street parking is located below grade. All parking is provided entirely below grade.	Yes	At full build-out of Phase I, all off-street parking is below grade.	Complies.

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P-4.2	Adequate soil depth is provided to support large canopy trees, surface paving materials, and innovative water management strategies.	Yes	Soil depth at tree wells will support large canopy trees and permeable pavers in the street parking zones. Innovative stormwater management strategies are integrated throughout the district.	Complies. Staff will include conditions in individual building DSUPs to ensure compliance.
P-4.3	These features will be integrated into the site design and will be provided at-grade.	Yes	Streetscape features will be provided at grade and are conceived as an integrated design approach to create a visually and spatially consistent public realm.	Not yet met: Staff would encourage the applicant team to develop a unique streetscape design and sitewide features which demonstrate a unique, innovative and sustainable design approach. Continue to evolve the design to create the unique identity of the “Innovation District” which is carried through the publicly accessible open spaces and along the streets.

Block 15

Prerequisites	Text	Yes / No	Applicant Comments	Staff Comments
C-1	A variety of open spaces are provided.			
C-1.1	A variety of open spaces, which contribute to the regional network, are provided.	Yes	One large roof terrace is planned on the east side of the 2nd floor, one gathering terrace is planned on the 7th floor next to the rooftop amenity space, as well as connectivity to Metro Plaza across Evans Lane.	Complies.
C-1.2	The District includes public and private open spaces that, in concert with the regional Potomac Yard Park, support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.	Yes	Metro Plaza on the south side of the block is a public shared open space with Block 18, 19, and 20. In addition, two private outdoor terraces are planned in the building for residents use to provide mix of active, social, and passive uses.	Not yet met. Staff would encourage larger residential balconies along New Street A. The current balconies are very narrow and do not provide useable open space for building tenants. Staff would encourage a balcony design which provides approximately 3 feet in depth and may project feet from the face of the building. Slightly larger balconies, which could contain a small table and chairs or other personal items, would create usable outdoor space.
C-2	An active public realm (streets, sidewalk, streetscapes).			

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C-2.1	The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-exterior visibility, and high-quality architecture.	Yes	Retail spaces are planned along Evans Lane at the Metro Plaza and the New Street A. The residential lobby is planned between retail spaces at New Street A. Glass storefront with brick piers are designed to ensure the interior-exterior visibility and connection. Comfortable sidewalks are provided, with room to pass and pause. Seating walls and benches are planned as places to rest and designated seating areas for retail use.	Complies.
C-2.2	Streetscape design incorporates the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit.	Yes	The streetscape design incorporates the City's Complete Street Design Guidelines. Each street has a frontage zone, pedestrian zone, and amenity zone. The amenity zones will provide space for bike parking, lighting, trees, plantings, and bioretention. The streetscape dimensions have been coordinated with staff and are reflected in the infrastructure DSP and building DSUP.	Complies.
C-2.3	Site design incorporates high quality paving materials, site furnishings, and lighting.	Yes	Paving materials for the sidewalks will be a concrete unit paver at varying modules to differentiate the sidewalk zones. The amenity zone will incorporate permeable pavers. Site furnishings and lighting will be selected to complement the aesthetic of the district and create a cohesive feel.	Not yet met: see prerequisite 4.3 for staff comments regarding site furnishings and the final design of publicly accessible open spaces.
C-2.4	Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	Yes	Service and garage entries will have a crossing that is flush with the sidewalk and made of the same material to make them unobtrusive to pedestrians.	Complies.
C-3	Inclusive design of buildings and open spaces.			

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C-3.1	Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act.	Yes	Currently, tactile paving and bollards are planned at the intersections of the sidewalks, for better and safer pedestrian experience, including individuals with disabilities. Block 15 will be designed to meet or exceed the requirements of the Americans with Disabilities Act.	Complies.
C3.2	Across the District, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.	Yes	Block 15 will have retail uses along New the Street A and Evans Lane with outdoor seating opportunities to serve both the residential tenants and a diverse range of people who work and live around the District. There is a large roof terrace planned on the east side of the 2nd floor and one rooftop gathering terrace planned on the 7th floor for the tenants use.	Complies.
C-4	Utilitarian uses are thoughtfully integrated.			
C-4.1	Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.	Yes	The garage entrance, the loading dock, utility and mechanical spaces, and the residential trash rooms are all strategically located at the east side of Silver Meteor Avenue. The retail space along New Street A wraps around and continues into Silver Meteor Ave, and trees are also planned to shield the utilitarian uses. The revised design also reduced the width of the entrances, minimized the impacts to the pedestrian by providing flushed sidewalk condition, and improved the architectural design of the north end façade.	Complies.
C-5	Building Signage is unique and identifiable.			
C-5.1	Signage design integrates high quality graphics with a variety of diverse signage styles into the architectural elements and	Yes	The Coordinated Sign Program (CSP) encompasses a variety of sign types and styles that will be a cohesive part of the architecture, streetscape and overall experience in the public realm throughout the Innovation District. Sign types addressed in the	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate

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	streetscape to form an attractive composition.		CSP include, but are not limited to, building top signs, building entrance signs, a variety of sign types for retail and restaurant uses, vehicular and pedestrian wayfinding signs, historic interpretive signs, project icon signs that will identify the District and contribute to a unique sense of place, and innovative digital display signs that take advantage of technology to foster a sense of arrival in the Innovation District.	with the applicant and PYDAC to finalize the signage proposal.
C-5.2	Signage utilizes high quality materials and appropriate lighting to ensure successful integration with the quality of buildings and site design.	Yes	The CSP includes guidelines for materials, illumination, and methods of installation for the various sign types throughout the District to ensure signs are integrated with the quality of buildings and site design.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.3	Signage is creative, unique to the user, and enhances the visual experience while providing clear, concise information and direction.	Yes	The parameters established by the CSP maintain a cohesive, District-wide approach to signage while allowing flexibility and encouraging creativity in sign design for individual tenants throughout the District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-6	Architectural Excellence.			

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C-6.1	There is variety of architectural character, height, massing, and articulation which express a clear overall composition among the buildings within the District.	Yes	The building diagram consists of two substantially different, yet complimentary building masses, each with its own architectural character and facade articulation. The playful massing of the building creates a strong presence at the Metro Plaza with the large, cantilevered volume supported by sculptural angled supports. A one-story retail base underlies the entire building and transforms into a series of walk-up units on the east side of the building. Above this base, an outdoor amenity terrace overlooks views to the park and Potomac River. The top of the building is accentuated with an angled roof form that helps to break the skyline and adds visual interest at the prominent location adjacent to the Metro Station.	Complies.
C-6.2	Individual buildings express their purpose and program through design while positively contributing to both the character of the overall urban plan as well as the individual block context.	Yes	The character of the building complements the context of the Innovation District while also making clear its function as a residential building. While the floating bar complements the design vocabulary of the adjacent buildings, the detailing of the façade is more porous, with integrated balconies and terraces. The building's amenity spaces are also highlighted with larger glazed openings and exterior terraces.	Complies.
C-6.3	Building massing generates depth, a layering of visual interest and expresses the building's program.	Yes	The building massing is conceived of as a "floating bar" connected to a masonry volume via a glassy link. This design creates a simple and clear dialogue between the heaviness of the masonry volume and the lightness of the floating bar. The façade of the floating bar expresses multiple layers of depth; the external metal frame; the underlying horizontal spandrel that slides behind it; the recessed balconies; and the wood panel balcony screens. The masonry façade is expressed in a more grid-like pattern with elegantly detailed frames around the	Complies.

			windows and balcony recesses at the corners. All of this sits on a base which clearly delineates the extent of the retail program.	
C-6.4	Buildings read as holistic and comprehensible entities.	Yes	The design creates a simple and clear dialogue between the heaviness of the masonry volume and the lightness of the floating bar. While each volume contains details unique to its own façade, they work together to create a holistic composition that expresses the coming together of the separate elements.	Complies.
C-6.5	Materials are used creatively, employ expressive and innovative detailing and are consistent with the underlying building concept.	Yes	The metal panel used on the frame of the floating bar reinforces the concept of technology and innovation, while the horizontal metal channel detail recalls the industrial railyard heritage of the site. The simple brick detailing on the masonry volume also suggests the type of warehouse structure that could have once existed on the site, reinforcing the industrial aesthetic. Wood accents inspired by the industrial aesthetic add warmth and color to the facades. Material colors have been chosen to create balance and contrast within the facade elements. Additionally, the materials get visually lighter as they approach the top of the building, creating visual strength at the base and openness at the roofline.	Complies.

Block 18

Prerequisites	Text	Yes / No	Applicant Comments	Staff Comments
C-1	A variety of open spaces are provided.			
C-1.1	A variety of open spaces, which contribute to the regional network, are provided.	Yes	Open spaces are provided at the ground floor and upper levels of the building, and the building design responds to the Metro Plaza.	Complies.
C-1.2	The District includes public and private open spaces that, in concert with the regional Potomac Yard Park, support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.	Yes	Block 18 is directly adjacent to the Metro Station and Metro Plaza. As such, it will support the activation of that space with a through-lobby and ground floor retail space facing Metro Plaza. Roof terraces occur at the seventh and roof level for office tenant access.	Complies.
C-2	An active public realm (streets, sidewalk, streetscapes).			
C-2.1	The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-exterior visibility, and high-quality architecture.	Yes	Prominent retail space with glass storefront along the east, north, and west facades is provided at the ground floor to serve the building occupants and pedestrian traffic created by the adjacent Metro Station.	Complies.
C-2.2	Streetscape design incorporates the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit.	Yes	The streetscape design incorporates the City's Complete Street Design Guidelines. Each street has a frontage zone, pedestrian zone, and amenity zone. The amenity zones will provide space for bike parking, lighting, trees, plantings, and bioretention. The streetscape dimensions have been coordinated with staff and are reflected in the infrastructure DSP and building DSUP.	Complies.

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C-2.3	Site design incorporates high quality paving materials, site furnishings, and lighting.	Yes	Paving materials for the sidewalks will be a concrete unit paver at varying modules to differentiate the sidewalk zones. Along Potomac Avenue the pedestrian zone will be concrete. All street amenity zones will incorporate permeable pavers. Site furnishings and lighting will be selected to complement the aesthetic of the district and create a cohesive feel.	No- Staff finds the current design of Metro Plaza does not achieve a significant level of design or create a unique sense of place that contributes to the overall identity of the Innovation District. Continue to refine the design and create a unique space.
C-2.4	Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	Yes	Service and garage entries will have a crossing that is flush with the sidewalk and made of the same material to make them pedestrian friendly.	Complies.
C-3	Inclusive design of buildings and open spaces.			
C-3.1	Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act.	Yes	Block 18 will be designed to meet or exceed the requirements of the Americans with Disabilities Act.	Complies.
C3.2	Across the District, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.	Yes	Block 18 will have prominent retail uses along the Metro Plaza with outdoor seating opportunities to serve both the building occupants and engage a diverse range of people using Metro. Block 18 also seeks to provide a roof top amenity with indoor and outdoor space to take advantage of the prominent site at Metro Plaza and views to the NE of Washington, DC's monumental core.	Complies.
C-4	Utilitarian uses are thoughtfully integrated.			

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C-4.1	Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.	Yes	Building parking entry and loading has been located to the south side of the block away from building entries, and the width of the opening minimized. The parking garage entry is limited to 22' curb cut, and the loading bay to 18' wide. The sidewalk is a flush condition across all drive ways to prioritize pedestrian experience. Garage doors are recessed from the face of building and are incorporated into the architectural façade design. The wall enclosing the parking ramp at the south facade will become a feature clad with a patterned and lit screen to provide interest and light to the bike path. The mechanical penthouse uses the patina-ed copper color and perforated screening elements to tie it closely to the façade.	Complies.
C-5	Building Signage is unique and identifiable.			
C-5.1	Signage design integrates high quality graphics with a variety of diverse signage styles into the architectural elements and streetscape to form an attractive composition.	Yes	The Coordinated Sign Program (CSP) encompasses a variety of sign types and styles that will be a cohesive part of the architecture, streetscape and overall experience in the public realm throughout the Innovation District. Sign types addressed in the CSP include, but are not limited to, building top signs, building entrance signs, a variety of sign types for retail and restaurant uses, vehicular and pedestrian wayfinding signs, historic interpretive signs, project icon signs that will identify the District and contribute to a unique sense of place, and innovative digital display signs that take advantage of technology to foster a sense of arrival in the Innovation District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.2	Signage utilizes high quality materials and appropriate lighting to ensure successful integration with the quality of buildings and site design.	Yes	The CSP includes guidelines for materials, illumination, and methods of installation for the various sign types throughout the District to ensure	Not yet met: Staff is reviewing the first coordinated sign plan submission and will

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			signs are integrated with the quality of buildings and site design.	continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.3	Signage is creative, unique to the user, and enhances the visual experience while providing clear, concise information and direction.	Yes	The parameters established by the CSP maintain a cohesive, District-wide approach to signage while allowing flexibility and encouraging creativity in sign design for individual tenants throughout the District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-6	Architectural Excellence.			
C-6.1	There is variety of architectural character, height, massing, and articulation which express a clear overall composition among the buildings within the District.	Yes	Block 18 embraces a horizontal massing. The building's linear nature is expressed by two shifted bars which culminate in a vertical expression at the north and south facades.	Complies.
C-6.2	Individual buildings express their purpose and program through design while positively contributing to both the character of the overall urban plan as well as the individual block context.	Yes	Block 18 will be a boutique commercial office building directly adjacent to the Metro Station as such it uses rich, dark materiality and transparent, glassy retail spaces to entice passersby. Finely crafted façade details will lend it a tailored quality unique in the district.	Complies.
C-6.3	Building massing generates depth, a layering of visual interest and expresses the building's program.	Yes	The shifted bars of the massing create significant cantilevers at the north and south ends, generating interest and depth. The movement of the elevated Metro walkway along the east façade is mirrored in the architectural articulation of the skin. A series of chamfered mullions create a patterning that responds to the speed of the metro on the east façade and the more staid pedestrian movement	Complies.

			along New Street A. The east and west facades each include a recessed break that highlights entry on either end of a through lobby.	
C-6.4	Buildings read as holistic and comprehensible entities.	Yes	Block 18 uses the same series of mullions in different ways across the façade to create cohesion as well as difference and interest.	Complies.
C-6.5	Materials are used creatively, employ expressive and innovative detailing and are consistent with the underlying building concept.	Yes	A patinaed copper-look metal creates a color accent within a dark bronze frame. Cantilevers provide opportunities for a rich overhead materiality and sheltered experience adjacent to retail.	Complies.

Block 19

Prerequisites	Text	Yes / No	Applicant Comments	Staff Comments
C-1	A variety of open spaces are provided.			
C-1.1	A variety of open spaces, which contribute to the regional network, are provided.	Yes	At the 2nd floor, three sizeable outdoor terraces are planned on the east side to maximize the residential tenants' outdoor experience. The most southern terrace provides a more active use and the other two provide a quieter and passive use.	Complies.
C-1.2	The District includes public and private open spaces that, in concert with the regional Potomac Yard Park, support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.	Yes	Three sizeable east side terraces (Along New Street A) are planned at the 2nd floor for residential residents use to provide a mix of active, social and passive uses. The most southern terrace provides a more active use and the other two provide a quieter and passive use. The ground floor street-facing retail space with outdoor seating opportunities will support and activate the public uses.	Complies.
C-2	An active public realm (streets, sidewalk, streetscapes).			
C-2.1	The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-exterior visibility, and high-quality architecture.	Yes	Retail spaces are planned along Evans Lane and New Street A. The residential lobby is planned between the retail spaces at New Street A. Glass storefront with masonry piers are designed to ensure the interior -exterior visibility and connection. Comfortable sidewalks are provided, with room to pass and pause, and benches and retail seating area are planned as places to rest and socialize.	Complies.

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C-2.2	Streetscape design incorporates the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit.	Yes	The streetscape design incorporates the City's Complete Street Design Guidelines. Each street has a frontage zone, pedestrian zone, and amenity zone. The amenity zones will provide space for bike parking, lighting, trees, plantings, and bioretention. The streetscape dimensions have been coordinated with staff and are reflected in the infrastructure DSP and building DSUP.	Complies.
C-2.3	Site design incorporates high quality paving materials, site furnishings, and lighting.	Yes	Paving materials for the sidewalks will be a concrete unit paver at varying modules to differentiate the sidewalk zones. The amenity zone will incorporate permeable pavers. Site furnishings and lighting will be selected to complement the aesthetic of the district and create a cohesive feel.	Not yet met: see prerequisite 4.3 for staff comments regarding site furnishings and the final design of publicly accessible open spaces.
C-2.4	Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	Yes	Service and garage entries will have a crossing that is flush with the sidewalk and made of the same material to make them unobtrusive to pedestrians.	Complies.
C-3	Inclusive design of buildings and open spaces.			
C-3.1	Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act.	Yes	Currently, tactile paving and bollards are planned at the intersections of the sidewalks, for better and safer pedestrian experience, including individuals with disabilities. Block 19 will be designed to meet or exceed the requirements of the Americans with Disabilities Act.	Complies
C3.2	Across the District, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.	Yes	Block 19 will have retail uses along New the Street A and Evans Lane with outdoor seating opportunities to serve both the residential tenants and a diverse range of people who works and lives around the District. There are three roof terraces planned at the 2nd floor for the tenants use.	Complies
C-4	Utilitarian uses are thoughtfully integrated.			

C-4.1	Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.	Yes	The garage entrance, the loading dock, utility and mechanical spaces, and the residential and retail trash room are all strategically located at the west side of Silver Meteor Avenue. The retail space along New Street A wraps around and continues into Silver Meteor Ave, and trees are also planned to shield the utilitarian uses. The revised design also reduced the width of the entrances, minimized the impacts to the pedestrian by providing flushed sidewalk condition, and improved the architectural design of the north end façade.	Complies.
C-5	Building Signage is unique and identifiable.			
C-5.1	Signage design integrates high quality graphics with a variety of diverse signage styles into the architectural elements and streetscape to form an attractive composition.	Yes	The Coordinated Sign Program (CSP) encompasses a variety of sign types and styles that will be a cohesive part of the architecture, streetscape and overall experience in the public realm throughout the Innovation District. Sign types addressed in the CSP include, but are not limited to, building top signs, building entrance signs, a variety of sign types for retail and restaurant uses, vehicular and pedestrian wayfinding signs, historic interpretive signs, project icon signs that will identify the District and contribute to a unique sense of place, and innovative digital display signs that take advantage of technology to foster a sense of arrival in the Innovation District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.2	Signage utilizes high quality materials and appropriate lighting to ensure successful integration with the quality of buildings and site design.	Yes	The CSP includes guidelines for materials, illumination, and methods of installation for the various sign types throughout the District to ensure	Not yet met: Staff is reviewing the first coordinated sign plan submission and will

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			signs are integrated with the quality of buildings and site design.	continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.3	Signage is creative, unique to the user, and enhances the visual experience while providing clear, concise information and direction.	Yes	The parameters established by the CSP maintain a cohesive, District-wide approach to signage while allowing flexibility and encouraging creativity in sign design for individual tenants throughout the District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-6	Architectural Excellence.			
C-6.1	There is variety of architectural character, height, massing, and articulation which express a clear overall composition among the buildings within the District.	Yes	The building is designed to express a clear composition; the dichotomy between the brick warehouse structure and the metal-clad towers. The play between these elements, including height, massing, and articulation, creates variation and visual interest, while also reinforcing the overall composition of the District.	Complies.
C-6.2	Individual buildings express their purpose and program through design while positively contributing to both the character of the overall urban plan as well as the individual block context.	Yes	The design concept suggests the story of two buildings; a brick building which appears to have been an existing warehouse and a future addition constructed of metal panel. This concept of a historic warehouse building expresses the character and history of the site as a former industrial railyard. Meanwhile the more modern metal panel additions represent a more contemporary aesthetic in line with the Innovation District. On the second level, large glazed openings define the building's amenity spaces which spill out onto the adjacent amenity courtyards and open towards the Metro Plaza.	Complies.

C-6.3	Building massing generates depth, a layering of visual interest and expresses the building's program.	Yes	The building massing generates depth through a series of courtyards above the retail base. The primary courtyard overlooks the Metro Plaza and visually extends the open space beyond the street corner. Two additional smaller courtyards are carved between the tower volumes, creating visual depth and allowing light and air to penetrate down to the retail street level. The visual play between the metal-clad towers and the brick volume creates an additional level of richness and variety. The brick piers are furred out to create additional depth adjacent to the windows to add a sense of heaviness and mass to the structure. Additionally, projected and recessed balconies allow for further visual depth and interest, including wood panel accents that add color and texture.	Complies.
C-6.4	Buildings read as holistic and comprehensible entities.	Yes	The diagram of the massing is simple and holistic. The building is divided into two main pieces, an L-shaped brick structure and a U-shaped metal panel structure. The warehouse volume is detailed with simple, large multi-story openings, while the metal panel volume is detailed as a series of vertical slit openings. Together they represent the juxtaposition of a traditional and a modern warehouse aesthetic. A retail base sits below the tower volumes, allowing the retail to slide through independent of the structure above. The diagram of the building is clear and well-defined and reinforces the overall design strategy in the Innovation District.	Complies.

C-6.5	Materials are used creatively, employ expressive and innovative detailing and are consistent with the underlying building concept.	Yes	The red brick volume is detailed in a way to emphasize the heaviness of the brick itself and the thickness of the window openings. Large, vertically oriented window detailing, with gridded mullions and metal channel headers, recalls the design of historic warehouses, reinforcing the industrial aesthetic and railyard history of the site. The brick base receives an enhanced level of detail to create texture and richness and activate the pedestrian experience. The vertical, dark grey metal panels on the tower volumes also recall an industrial aesthetic, but does so in a more contemporary and innovative way, suggesting that they were future additions onto the existing warehouse structure. On the one-story retail component, a unique cladding material is used to reinforces the industrial history of the site.	Complies.
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Block 20

Prerequisites	Text	Yes / No	Applicant Comments	Staff Comments
C-1	A variety of open spaces are provided.			
C-1.1	A variety of open spaces, which contribute to the regional network, are provided.	Yes	Open spaces are provided at the ground floor and upper levels of the building.	Complies.
C-1.2	The District includes public and private open spaces that, in concert with the regional Potomac Yard Park, support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.	Yes	For its contribution to the overall District open space system, Block 20 offers space for sidewalk café seating, roof decks providing office tenants with access to the outdoors and views, and softens a large portion of the roof with a green roof system. Building geometry also inflects in plan on the north, east, and south sides opening Evans Lane toward Metro Plaza and providing smaller scale spaces where people can stop and interact alongside pedestrian zones.	Complies.
C-2	An active public realm (streets, sidewalk, streetscapes).			
C-2.1	The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-exterior visibility, and high-quality architecture.	Yes	The north volume of Block 20 provides sheltering canopies to foster the potential for sidewalk café seating with large retail openings designed to accommodate glazing that might open to the street, further activating sidewalks. The south volume also features extensive street level glazing which might be translucent where needed to obscure building services while still appearing lit from the street.	Complies.

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C-2.2	Streetscape design incorporates the City's Complete Streets Design Guidelines, with amenities and infrastructure for pedestrians, bicyclists, and transit.	Yes	The streetscape design incorporates the City's Complete Street Design Guidelines. Each street has a frontage zone, pedestrian zone, and amenity zone. The amenity zones will provide space for bike parking, lighting, trees, plantings, and bioretention. DASH bus shelters are incorporated into the building design as well as canopies on the north that provide shelter for pedestrians. The streetscape dimensions have been coordinated with staff and are reflected in the infrastructure DSP and building DSUP.	Complies.
C-2.3	Site design incorporates high quality paving materials, site furnishings, and lighting.	Yes	Paving materials for the sidewalks will be a concrete unit paver at varying modules to differentiate the sidewalk zones. Along Potomac Avenue the pedestrian zone will be concrete. All street amenity zones will incorporate permeable pavers. Site furnishings and lighting will be selected to complement the aesthetic of the district and create a cohesive feel.	Not yet met: see prerequisite 4.3 for staff comments regarding site furnishings and the final design of publicly accessible open spaces.
C-2.4	Service areas will be designed to be compatible with the public realm and pedestrian experience while remaining as unobtrusive as possible.	Yes	The loading and garage access doors have been minimized in width as much as possible. These service doors are framed by the same high-quality architectural expression as the rest of the south volume, incorporating them into a consistent street experience. Rather than typical solid coiling doors, the overhead doors are sectional doors designed with divided lights to complement the ground floor fenestration while referencing the site's industrial past in a refined way and allowing those areas to appear transparent and lively. Service and garage entries will have a crossing that is flush with the sidewalk and made of the same material to make them unobtrusive to pedestrians.	Complies.
C-3	Inclusive design of buildings and open spaces.			

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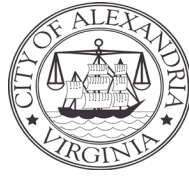
C-3.1	Building and open space design responds to the needs of diverse users and meets or exceeds the requirements of the Americans with Disabilities Act.	Yes	The project is located near a variety of transportation options including bike lanes, a new Metro station, and the DASH bus. The site and building at Block 20 will be designed to meet or exceed the requirements of the Americans with Disabilities Act.	Complies.
C3.2	Across the District, buildings and open spaces invite users of different ages, interests, and abilities to engage with the spaces.	Yes	At grade level, the north volume has bays of a retail-type glazing system promoting indoor/outdoor connection with the activity on the street. A through-block lobby provides main entries on both Potomac Avenue and New Street A. Bus shelters are incorporated into the building design.	Complies.
C-4	Utilitarian uses are thoughtfully integrated.			
C-4.1	Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.	Yes	In addition to the treatment of loading and parking access noted in C-2.4, Block 20 also integrates much of the penthouse level into the architectural expression of the north volume. The remaining portion of the penthouse steps back noticeably from the main perimeter of the building beyond a green roof buffer. Patterning of these façade panels references mullion patterns of the floors below unifying the design. The transformers are located below grade so as to not interfere with pedestrian flow or facade design at the ground level.	No: Staff finds the use of a perforated metal screen on the upper floor of the northern tower does not successfully integrate the penthouse area with the overall building design. Staff strongly recommends the use of glass instead of metal screen to achieve the design excellence standards, accomplished through recessing of the penthouse functions far enough away from the perimeter to

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				permit required ventilation.
C-5	Building Signage is unique and identifiable.			
C-5.1	Signage design integrates high quality graphics with a variety of diverse signage styles into the architectural elements and streetscape to form an attractive composition.	Yes	The Coordinated Sign Program (CSP) encompasses a variety of sign types and styles that will be a cohesive part of the architecture, streetscape and overall experience in the public realm throughout the Innovation District. Sign types addressed in the CSP include, but are not limited to, building top signs, building entrance signs, a variety of sign types for retail and restaurant uses, vehicular and pedestrian wayfinding signs, historic interpretive signs, project icon signs that will identify the District and contribute to a unique sense of place, and innovative digital display signs that take advantage of technology to foster a sense of arrival in the Innovation District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.2	Signage utilizes high quality materials and appropriate lighting to ensure successful integration with the quality of buildings and site design.	Yes	The CSP includes guidelines for materials, illumination, and methods of installation for the various sign types throughout the District to ensure signs are integrated with the quality of buildings and site design.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and PYDAC to finalize the signage proposal.
C-5.3	Signage is creative, unique to the user, and enhances the visual experience while providing clear, concise information and direction.	Yes	The parameters established by the CSP maintain a cohesive, District-wide approach to signage while allowing flexibility and encouraging creativity in sign design for individual tenants throughout the District.	Not yet met: Staff is reviewing the first coordinated sign plan submission and will continue to coordinate with the applicant and

				PYDAC to finalize the signage proposal.
C-6	Architectural Excellence.			
C-6.1	There is variety of architectural character, height, massing, and articulation which express a clear overall composition among the buildings within the District.	Yes	Building 20 inflects to open up Evans Lane to Metro Plaza where Building 18 steps back to articulate the plaza's edge. The north volume also offers a taller expression to punctuate the south end of the retail spine along New Street A. The shape of the south end of the building steps up to meet the scale of the district as a whole.	Complies.
C-6.2	Individual buildings express their purpose and program through design while positively contributing to both the character of the overall urban plan as well as the individual block context.	Yes	Block 20 is one project of the North Potomac Yard collection that contributes to the creation of an urban fabric connecting those blocks that are specifically identified to be signature buildings within the urban master plan. It offers a nicely detailed, but clear and metered rhythm in the frames of the facade, scaled to the pedestrian, the car, and the space of the building's tenants.	Complies.
C-6.3	Building massing generates depth, a layering of visual interest and expresses the building's program.	Yes	To reduce the scale of the full block, the building is portioned into two main volumes meeting at an inset 'seam'. The north volume uses the MEP Penthouse to create a contrast in height with the south volume and celebrate its position at Potomac and Evans inflecting the way to Metro Plaza. At the south end the mass flairs and steps down with amenity roof decks and views to the Potomac River.	Complies.
C-6.4	Buildings read as holistic and comprehensible entities.	Yes	Variations in color and terra cotta and window detailing distinguish each volume. However, primary materials, bay sizes, and certain architectural details hold consistent to unify the composition.	Complies.

C-6.5	Materials are used creatively, employ expressive and innovative detailing and are consistent with the underlying building concept.	Yes	Formed Terra Cotta shapes framing gracious windows give depth, visual interest, identity, and transparency to both the north and south volumes of Block 20. The regular cadence of the facade frames is a suggestive, but contemporary reinterpretation of warehouse buildings of the era of North Potomac Yard - industrial giving way to innovation. Tall floor to floor heights support an appealing proportion of building facade elements, provide flexibility for the future, and are an attractive addition to the master plan portfolio for innovation district office tenants.	Complies.
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DEPARTMENT OF PLANNING AND ZONING

DATE: August 20, 2020

TO: Potomac Yard Design Advisory Committee (PYDAC)

FROM: Planning & Zoning Staff

SUBJECT: North Potomac Yard, Phase 1 Development – Group 1 Recommendations

Introduction

The applicant, CPYR Theater, LLC, CPYR Shopping Center, LLC and the Virginia Tech Foundation Inc, have submitted their final presentation on the design of the Group 1 buildings for Phase 1 redevelopment of North Potomac Yard. The applicant team is seeking PYDAC's recommendations for the final design of the Group 1 buildings, including Building 7W, Building 10 and Building 14. The PYDAC website contains a link to the applicant's presentation.

In addition to the presentation on the PYDAC website, the applicant team has completed the Design Excellence Matrix for the sitewide prerequisites and the criteria for each building and their justification for each building's compliance with the criteria. For each category, staff has responded with our confirmation that the building complies with the applicable criteria, or in areas where compliance is not clear, suggested a continued refinement for the proposed building or site design to meet the Design Excellence Criteria for North Potomac Yard.

Broadly, each building is achieving the Design Excellence Criteria and this Memorandum summarizes those areas of design where staff finds continued work on the building or site design is important to achieve the Criteria's intent for excellence.

Sitewide Prerequisites:

Prerequisite 4.3: *These features will be integrated into the site design and will be provided at-grade.*

- **Staff Response:** Staff does not find the proposed sitewide features fully achieve a unique design or demonstrate a sustainable design approach. Sitewide features, such as lighting, benches and bollards exhibit a high-quality of material but do not evoke a unique identity as the "Innovation District" or demonstrate a commitment to technology or sustainability. Staff recognizes that this final level of design may be forthcoming but due to the previous review schedule, has not had time to evolve. As such, staff would recommend that the

interim design of Metro Plaza, the final design of the Metro Plaza, Market Lawn, Building 10 Plaza and the streetscape that connects these critical areas come back to PYDAC for a final review. Staff would encourage the continued refinement of sitewide design elements to further demonstrate sustainable or a technological approach, such as solar belly trashcans, solar lights or other unique and as yet undeveloped features that build an identity and connect the streetscape to public open space.

- **Recommended Condition Language:** The applicant team shall seek approval from PYDAC on the final design of Metro Plaza, Market Lawn, the Block 10 Plaza and the public realm along New Street A to demonstrate an integrated design of the at-grade publicly accessible spaces and features that give the district a unique identity and achieve the Design Excellence Standards.

Building 7W:

Criteria 4.1: *Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.*

- **Staff Response:** Staff does not find the final design of the interim surface parking lots achieves the intent of the Design Excellence Standards. Staff would like to see the lots be designed in a way that allows them to be used in other ways such as added gathering spaces, incorporate environmentally appropriate features such as increased tree canopy, pervious paving, and screening features along the street frontages.
- **Recommended Condition Language:** The Virginia Tech applicant team shall continue to work with City Staff to refine the final design of the interim surface parking lots and minimize the appearance of surface parking lot uses by increasing the level of screening and number of trees, or creating a design which clearly encourages alternate uses for the space during the evenings or weekends.

Building 10:

Criteria 2.1: *The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-exterior visibility, and high-quality architecture.*

- **Staff Response:** Staff does not find the proposed design of the Block 10 plaza achieves the intent of the Design Excellence Standards as the number of planters and trees at the northern end of the plaza area blocks the visual sightlines and pedestrian approach into the building lobby of the northern tower. The location of the northernmost area of trees and plantings blocks the interior-exterior visibility of this critical corner that connects the Virginia Tech Campus building and the Building 10 Partnership building.
- **Recommended Condition Language:** Prior to the release of the Final Site Plan for Building 10, revise the site plan and landscape plans to remove the northernmost area of

plantings and trees in the Block 10 Plaza and create a stronger visual and functional connection between the Virginia Tech campus and Building 10.

Criteria 2.3: *Site design incorporates high quality paving materials, site furnishings, and lighting.*

- **Staff Response:** See Staff comment regarding prerequisite 4.3 and a staff recommendation to review the final streetscape design with sitewide elements and final design of key publicly accessible open spaces such as Market Lawn, Metro Plaza, and the Block 10 Plaza.

Criteria 6.1: *There is variety of architectural character, height, massing, and articulation which express a clear overall composition among the buildings within the District.*

- **Staff Response:** Staff finds the initial building design, with two separate towers connected by a strong base achieves the Design Excellence Standards to demonstrate a variety of architectural character, massing and articulation. The two masses balance each other and the clean break provides a clear distinction in the massing. Staff does not support the applicant's request to have a bridge between the two towers which spans the full height of the seven-stories as the clear articulation between the towers is lost. Staff believes a compromise in the height of the bridge will provide the applicant with the desired connectivity for leasing purposes while preserving the architectural excellence of the two-tower design.
- **Recommended Condition Language:** The building design may utilize a bridge between the two towers which is a maximum of two levels above the second floor. The bridge shall consist of circulation space only (no office).

Building 14:

Criteria 2.1: *The public realm prioritizes the pedestrian experience and ground floors of buildings include active uses, interior-exterior visibility, and high-quality architecture.*

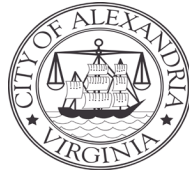
- **Staff Response:** The final design of Market Lawn has yet to be reviewed by Staff or PYDAC. Initial studies of the space have indicated a mix of unique site features and designs which could achieve design excellence that promote active uses in a prominent publicly accessible open space while maintaining interior-exterior visibility with the interior Garden Room. However, without reviewing the final design, staff can not verify this criterion has been met.
- **Recommended Condition Language:** The applicant team shall seek approval from PYDAC on the final design of Metro Plaza, Market Lawn, the Block 10 Plaza and the public realm along New Street A to demonstrate an integrated design of the at-grade street design, including proposed features, and publicly accessible public spaces which achieve the Design Excellence Standards.

Criteria 2.3: *Site design incorporates high quality paving materials, site furnishings, and lighting.*

- **Staff Response:** See Staff comment regarding prerequisite 4.3 and a staff recommendation to review the final streetscape design with sitewide elements and final design of key publicly accessible open spaces such as Market Lawn, Metro Plaza, Block 10 Plaza.

Criteria 4.1: *Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.*

- **Staff Response:** Staff is unable to verify the proposed materials for the garage door and loading dock door at the southern end of Building 14. The overall framing of the two doors does show high-quality materials but the doors themselves appear to be a standard metal roll-down door which does not align with the Design Excellence Standards to use high quality materials or creative screening.
- **Recommended Condition Language:** The final materials for the garage door and loading dock door should utilize a frosted glass panel with indirect interior lighting, or material of comparable quality.



DEPARTMENT OF PLANNING AND ZONING

DATE: September 3, 2020

TO: Potomac Yard Design Advisory Committee (PYDAC)

FROM: Planning & Zoning Staff

SUBJECT: North Potomac Yard, Phase 1 Development – Group 2 Recommendations

Introduction

The applicant, CPYR Theater, LLC, CPYR Shopping Center, LLC and the Virginia Tech Foundation Inc, have submitted their final presentation on the design of the Group 2 buildings for Phase 1 redevelopment of North Potomac Yard. The applicant team is seeking PYDAC's recommendations for the final design of the Group 1 buildings, including Building 15, Building 18, Building 19 and Building 20. The PYDAC website contains a link to the applicant's presentation.

In addition to the presentation on the PYDAC website, the applicant team has completed the Design Excellence Matrix for the sitewide prerequisites and the criteria for each building and their justification for each building's compliance with the criteria. For each category, staff has responded with our confirmation that the building complies with the applicable criteria, or in areas where compliance is not clear, suggested a continued refinement for the proposed building or site design to meet the Design Excellence Criteria for North Potomac Yard.

Broadly, each building is achieving the Design Excellence Criteria and this Memorandum summarizes those areas of design where staff finds continued work on the building or site design is important to achieve the Criteria's intent for excellence.

Sitewide Prerequisites:

Prerequisite 4.3: *These features will be integrated into the site design and will be provided at-grade.*

- **Staff Response:** Staff does not find the proposed sitewide features fully achieve a unique design or demonstrate a sustainable design approach. Sitewide features, such as lighting, benches and bollards exhibit a high-quality of material but do not evoke a unique identity as the "Innovation District" or demonstrate a commitment to technology or sustainability. Staff recognizes that this final level of design may be forthcoming but due to the previous

review schedule, has not had time to evolve. As such, staff would recommend that the interim design of Metro Plaza, the final design of the Metro Plaza, Market Lawn, Building 10 Plaza and the streetscape that connects these critical areas come back to PYDAC for another meeting to allow for additional input by PYDAC.

- Staff would encourage the continued refinement of sitewide design elements to further demonstrate sustainable or a technological approach, such as solar belly trashcans, solar lights or other unique and as yet undeveloped features that build an identity and connect the streetscape to public open space.

Building 15:

Criteria C 1.2: *The District includes public and private open spaces that, in concert with the regional Potomac Yard Park, support a variety of active, social, and passive uses in a mix of urban plazas, lawns, shared streets, rooftop open spaces, and recreational areas.*

- **Staff Response:** Staff finds the current proposal for the private residential balconies which overlook New Street A are too small to provide usable private open space to the building tenants. The current balconies are approximately 16 inches in depth and staff would encourage balconies with a desired width of approximately 36 inches (three feet) to provide usable open space. With 36 inches in depth, balconies can comfortably provide space for small chairs and tables.
- Staff would recommend enlarging the proposed balconies so that they extend past the face of the building and project over New Street A to provide an overall width of three feet. The additional projections from the building face will also increase the visual interest of the building architecture per Criteria 6.1 which encourages a variety of articulation. However, if projecting balconies are not feasible, staff would support balconies which are further recessed into the building to achieve the desired depth and usability for building tenants..

Building 18:

Criteria 2.3: *Site design incorporates high quality paving materials, site furnishings, and lighting.*

- **Staff Response:** Staff finds the current proposal for the final design of Metro Plaza does not demonstrate a design for the Plaza that is consistent with the Plaza's role as a key civic space in North Potomac Yard. Staff recognizes that this final level of design may be forthcoming but due to the previous review schedule, has not had time to evolve. Staff would encourage further refinement of the initial design concepts, as shared with PYDAC, and the finalization of the proposed Plaza design.

- Staff would recommend that an interim and final design of Metro Plaza come back to PYDAC for another meeting to allow for additional input by PYDAC. This meeting would allow the applicant team to share a final design and interim design of Metro Plaza to PYDAC and the community once the concepts have evolved. This meeting could include any updates to the streetscape elements per Prerequisite 4.3.

Building 20:

Criteria 4.1: *Site and building design creatively integrates all support functions, parking garage entrances, loading docks, utility and mechanical spaces and penthouses to eliminate unsightly views and conflicts with pedestrians, and utilize creative screening where needed.*

- **Staff Response:** Staff finds the use of a dark mesh perforated metal screen material to screen the mechanical penthouse on the top floor of the northern tower, creates a visual difference between the top floor of the building and the floors below which utilize glass. As Criteria 4.1 encourages creative screening to eliminate unsightly views of penthouses and other mechanical uses, staff would encourage the consistent use of glass to screen the penthouse area and ensure the top floor reads as a portion of the active office use.
- Staff would encourage replacing the perforated metal screen in the top floor of the northern tower, with a glass material to create vertical consistency between the top floor and floors below.



August 31, 2020

Nathan Macek,
Chair
Alexandria Planning Commission
301 King Street
Alexandria, Virginia

Re: Environmental Policy Commission (EPC) comments on the draft North Potomac Yard
Environmental Sustainability Master Plan

Dear Mr. Macek:

On behalf of the EPC, I am writing to share our comments on the draft North Potomac Yard (NPY) Environmental Sustainability Master Plan (ESMP) which was shared with the EPC during our June 15, 2020 meeting and discussed again on August 17th. The EPC commends Sustainable Building Partners, JBG Smith and Virginia Tech for their description of the possible plans described in the ESMP. They covered a broad range of topics addressing the many issues raised by the development of NPY. We greatly appreciate the discussions and willingness of the NPY applicant to answer EPC member questions and make changes to their draft following our virtual meetings.

The City of Alexandria declared a Climate Emergency on October 22, 2019, and issued an Environmental Action Plan (EAP 2040) in July, 2019. The City also issued a Green Building Policy last year. One of the most important targets of the EAP was “reduce community-wide greenhouse gas (GHG) emissions by 50% by FY2030 and 80-100% by FY2050.”¹

NPY Small Area Plan Carbon Neutrality Goal

Presumably in support the EAP’s targets, the NPY Small Area Plan (SAP) set a clear goal to “strive to achieve carbon neutrality by 2040, and to strive to achieve carbon neutral buildings by 2030.” It is unclear how this ESMP does that.

We acknowledge the novel, first-of-its-kind nature of this ESMP and we believe that it should set a bar to be exceeded by each ESMP to follow. In that context, we firmly believe that this Plan should and must be more specific. We are disappointed that the ESMP does not describe a timeline in aspirational terms or otherwise on how the NPY can achieve carbon neutral buildings by 2030 or carbon neutrality overall by 2040. There is only the simple statement on page 40 that states: “The project will strive to achieve carbon neutrality by 2040 and strive to achieve carbon neutral buildings by 2030.” Instead, the EPC would like to see clear metrics on design elements and actions detailing exactly how these goals will be achieved within the DSUP.

NPY CDD Conditions for Reducing Carbon Emissions and Energy Use

Further, one of the conditions of Coordinated Development District (CDD) for NPY is “identify

¹ The EPC largely focused on the reductions to GHG emissions due to its critical nature, but that is not meant to be interpreted that other areas are not important as well.

methods to reduce carbon emissions.” Regrettably, the ESMP appears to reflect this condition by simply listing a series of possible ways to reduce carbon without committing to any. We believe the applicant has missed a sizable opportunity to create a connected community of grid-interactive efficient buildings. When it comes to energy for the site, the NPY plan does not seem to fully embrace the “district” potential of the development and instead focuses on each building individually. The EPC recommends that the applicant include in the design (rather than list as possible strategies): the use of Power Purchase Agreements for renewable energy,² battery storage, more extensive use of rooftop solar, and net-zero ready buildings for the whole district.³

Another CDD condition is “identify how per capita energy usage shall be reduced.” Although the word “shall” is used in the CDD, no measurable specifics with a timeline are referenced detailing how this will be accomplished in the ESMP. Instead, it states operational energy use reduction targets relative to ASHRAE baseline, and energy use is then “tracked”, “explained” or “defined” without any per capita metric stated.⁴ Unless specifics are required demonstrating exactly how and by how much energy usage will be reduced, site-wide emissions will increase, not decrease due to overall change in use of this land.

In Appendix A, the ESMP provides a list of strategies to make the buildings more energy efficient, however most are only listed as “possible” rather than “included in the design.” The EPC strongly recommends that many of the “possibilities” be included as requirements due to the fact that retrofitting is so much more difficult than requiring energy efficient items in the design at the outset. These should include using heat pumps for energy and hot water, radiant floor heating, and other items found in newer ASHRAE⁵ 90.1 standards. This would enable the development to be better prepared for state mandated increasing energy efficiency standards required by the recently enacted Virginia Clean Economy Act (VCEA) that ramps up to 5% per year in 2025.⁶ While this standard only applies to electric utilities, it is zero-sum - so users will pay consistently higher rates or reduce their own usage.

Role of Planned Zero-Carbon Analysis in Shaping Design

The EPC enthusiastically supports the Plan (on page 47) to “Develop a zero-carbon analysis of the entire district and representative buildings to evaluate the project for electrification, energy cost savings, renewable power, and any limitations (technology, cost, etc.)”. However, the NPY team did not indicate this was a driver for the overall project. The EPC believes this must be the overall driver of any Environmental Sustainability Master Plan. Performing this analysis and then implementing technologies to reduce fossil fuels while increasing renewables and energy efficiency to reach net zero carbon could promote this project as a showcase in the region for how this developer is committed to addressing the climate crisis and inform future City development plans and regulations. The Development Special Use Permit (DSUP) reviews should be informed by these analyses to determine if the proposed development phases with regard to the SAP carbon neutrality goals and CDD conditions for reducing carbon emissions and energy use will be met.

² Power Purchase Agreements are now widely used and should not be considered as “fringe” technology as depicted in Chapter IV-3 on page 53.

³ None of these technologies should be listed as “fringe” since all employ readily available proven technologies. Perhaps the developers should better explain why they define certain technologies as fringe despite their proven usage.

⁴ See pages 4-6 and Section IV-2 Operational Carbon.

⁵ ASHRAE 90.1 standards is the commercial energy standard for all buildings except low-rise. ASHRAE standards are adopted by governments as code requirements sometimes with amendments or exceptions. See <https://www.ashrae.org/technical-resources/bookstore/standard-90-1>

⁶ <https://lis.virginia.gov/cgi-bin/legp604.exe?201+ful+CHAP1193> see page 30 4.B.2.d

Other Specific Concerns of the EPC

While this ESMP may not be the document to outline a commitment by the applicant to detail how they will meet the specifics of the EAP 2040 or Green Building Policy, we believe it should reflect how they will meet or potentially exceed the City's targets/goals. Below are additional very specific concerns raised by EPC members:

On page 53, the ESMP Carbon Offsets target is shown to offset 30% of emissions with RECs⁷, PPAs, or carbon offsets for DSUPs in years 0-5 years from 2020, but it is unclear how the proposed buildings cut GHG emissions another 70% over the next 5 years to meet the carbon neutral building target by 2030 referenced in the SAP and on page 1 of the ESMP. It should be noted that REC's and offsets do not actually reduce carbon, they just shift the responsibility to someone else. Therefore, we would prefer to see a stronger position on actually reducing carbon production on the overall site.

The long-term value of net-zero buildings is evident and aligns with the EAP goals, yet the topic is not included even as a long-term strategic item in the ESMP. There is further opportunity to develop the NPY as a "zero energy district" to support carbon reductions, energy independence, resilience, and risk mitigation overall. We'd like to see options included on zero carbon buildings as well as zero energy district under long-term strategies for NPY.

The proposed buildings are planned to be LEED Silver office buildings and LEED Certified residential buildings (p.7). The 2019 Green Building Policy sets a minimum level of certification for private buildings at LEED Silver. Given the climate emergency, the EPC believes the applicant should describe methods to achieve higher level of certification or other specifics to achieve the carbon neutral buildings by 2030 target.

Although all of the buildings will likely be operating in 2050 when the City and Commonwealth are targeting net zero carbon in 2050 and the SAP in 2040, there does not appear to be a plan for how to get to zero carbon by 2040 or 2050 for all of the buildings.

The overall project should consider expanding the use of geothermal energy production beyond a demonstration project on the University campus.

Consistency across the document appears to be lacking at times. Some sections contain aspirational targets/goals following action verbs such as "strive, explore, pursue or encourage," while other sections include very specific, measureable requirements using "exceed, use, eliminate, meet or exceed." We believe this leads to confusion on the reader's part as to whether this is only an aspirational document with no commitment to future specifics or one which leads to specific, measurable requirements for each of the aspirational goals in the next planning document. Also, the ESMP targets do not seem to be harmonized across topics and across the life cycle of the proposed buildings.

The mid-term operational carbon (IV-2) section proposes switching to electric heat and heat pump hot water after a certain degree of decarbonization occurs in the electricity supply – 450 lbs/MWh. However, there is no discussion about when this measure is anticipated, or if there are anticipated costly retrofits to achieve this switch in the future. We suggest committing to an all-electric building except for possible retail restaurant usage of gas rather than rely on some future presently unknowable date.

⁷ RECs are Renewable Energy Certificates and PPAs are Power Purchase Agreements

The proposed site plan would better serve the goals of the EAP, SAP and CDD if it included the capability of the various buildings to provide micro-grid capabilities to provide support and load balancing to the utility system.

As Virginia moves toward higher energy efficiency standards under the new VCEA, developers should be looking toward how to employ increasing levels of energy efficiency. Instead, this ESMP sets a low bar only using the least efficiency energy standard (ASHRAE 2013) rather than newer standards such as 2016 or 2019. While LEED Silver certified buildings often achieve levels of energy efficiency beyond code, this is not guaranteed.

We hope this summary of the EPC's comments will help the Planning Commission in its review of the ESMP and its deliberations concerning the permits for the NPY project. We urge the Planning Commission to make some recommendations for addressing our concerns in the DSUP before it goes to Council. We believe strengthening the carbon reducing measures in the DSUP is imperative in order to honor the City's commitment to address the climate emergency it declared last year.

The EPC appreciates the consideration of our input and looks forward to further collaborating with the Planning Commission to achieve the vision of Eco-City Alexandria.

Thank you for your consideration.

Kathie Hoekstra
Chair, Environmental Policy Commission

Cc: All Planning Commissioners
Deputy Director, Jeffrey Farmer
Planner, Richard Lawrence

Attachment 12: Revised Ground-Floor Lobbies for Building #15 and Building #19

Figure 1: Revised Ground-Floor Lobby for Building #15 showing a Through Lobby Between New Street B and New Street A

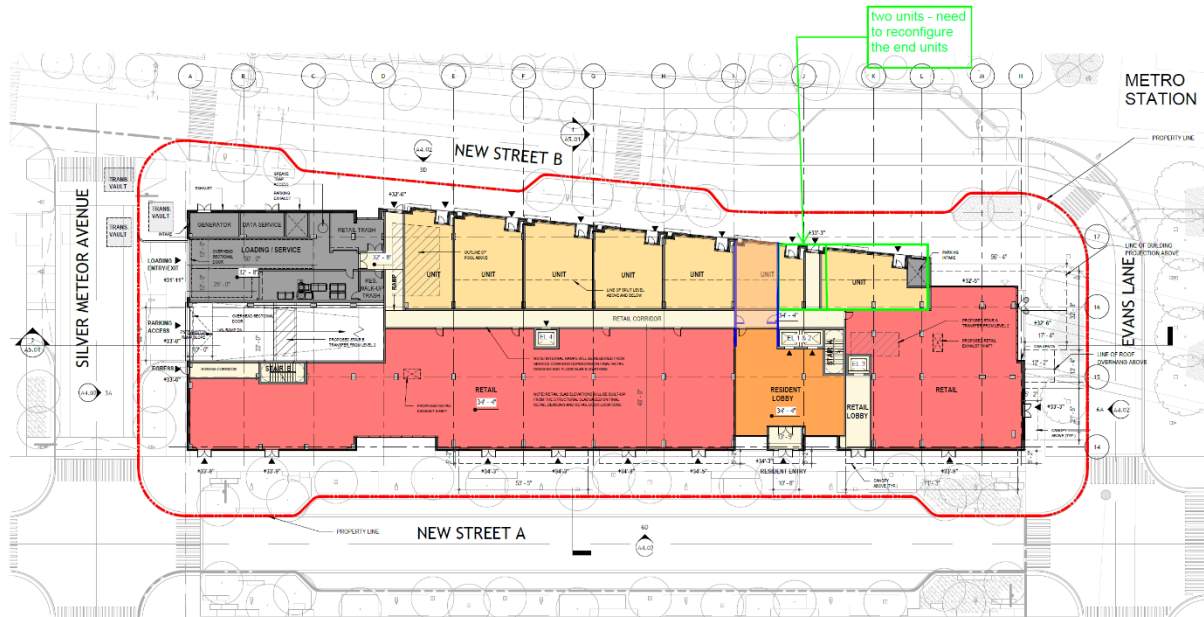
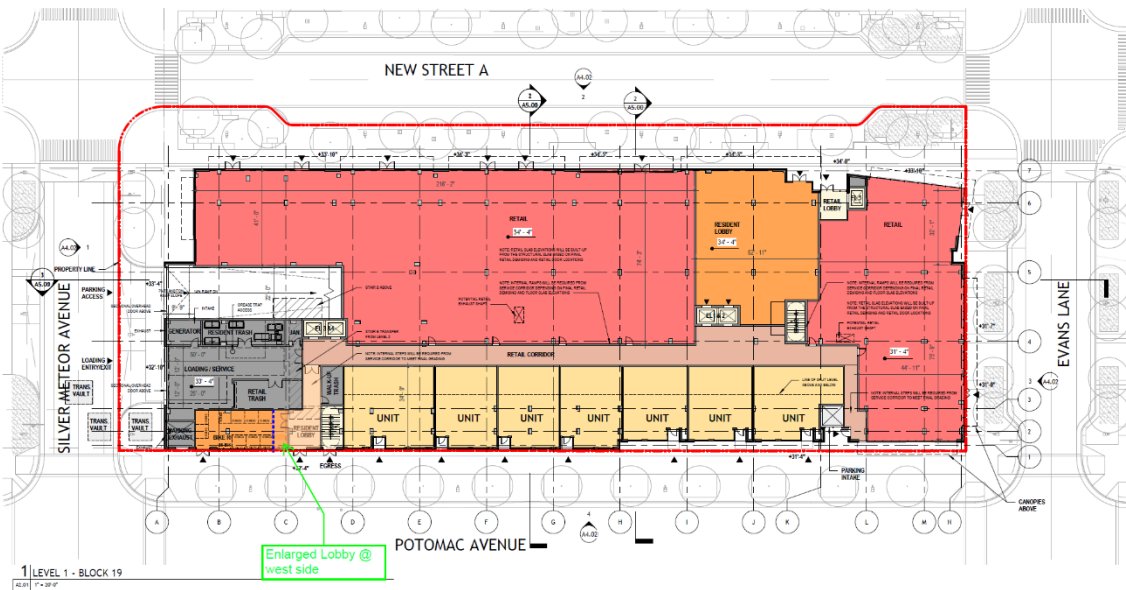


Figure 2: Revised Ground-Floor Lobby for Building #19 with Enlarged Secondary Lobby on Potomac Avenue



RESOLUTION NO. MPA 2020-00005

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

WHEREAS, the proposed amendments will amend the North Potomac Yard Small Area Plan chapter of the 1992 Master Plan;

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **October 6, 2020** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the North Potomac Yard Small Area Plan section of the City; and
2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the North Potomac Yard Small Area Plan section of the 1992 Master Plan; and
3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the North Potomac Yard Small Area Plan; and
4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the North Potomac Yard Small Area Plan chapter of 1992 Master Plan will, in accordance with present and probably future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

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

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

Update Figure 4.5B to increase building height from 85 feet to 95 on Block 15 and increase building height from 90 feet to 115 feet on Block 18.

Figure 4.5B: Maximum Building Heights

Approved March 2020 Plan as amended



Proposed 2020 Height Amendments



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

ADOPTED the **6th** day of October 2020.



Melissa McMahon, Vice Chair

~~Chair~~, Alexandria Planning Commission

ATTEST:



Karl Moritz, Secretary



APPLICATION

Master Plan Amendment MPA# _____

Zoning Map Amendment REZ# _____

PROPERTY LOCATION: _____

APPLICANT

Name: _____

Address: _____

PROPERTY OWNER:

Name: _____

Address: _____

Interest in property:

Owner

Contract Purchaser

Developer

Lessee

Other _____

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

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

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

N/A

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

McGaskar

Print Name of Applicant or Agent

Signature

Mailing/Street Address

Telephone #

Fax #

City and State

Zip Code

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Fee Paid: \$ _____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

ACTION - CITY COUNCIL: _____

MPA # _____

REZ # _____

SUBJECT PROPERTY

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

Address Tax Map - Block - Lot	Land Use Existing - Proposed	Master Plan Designation Existing - Proposed	Zoning Designation Existing - Proposed	Frontage (ft.) Land Area (acres)
1 _____ _____	_____	_____	_____	_____
2 _____ _____	_____	_____	_____	_____
3 _____ _____	_____	_____	_____	_____
4 _____ _____	_____	_____	_____	_____

PROPERTY OWNERSHIP

Please see attached.

☐ Individual Owner☐ Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 3% interest in such corporation or partnership.

1. Name: _____ Extent of Interest: _____

Address: _____

2. Name: _____ Extent of Interest: _____

Address: _____

3. Name: _____ Extent of Interest: _____

Address: _____

4. Name: _____ Extent of Interest: _____

Address: _____

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

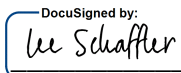
Dear Mr. Moritz:

CPYR Theater, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property. This consent is granted subject to lender approval, and subject to CPYR review and approval of conditions that impact its Property associated with the applications.

CPYR Theater, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property.

Very truly yours,

CPYR THEATER, LLC

By:  23954AE1D8D940B...

Its: Executive Director

Date: 5/5/2020

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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 3601 Potomac Ave (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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 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 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. CPYR Theater, LLC	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.

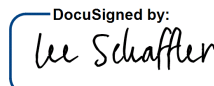
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/5/2020

Lee Schaffler

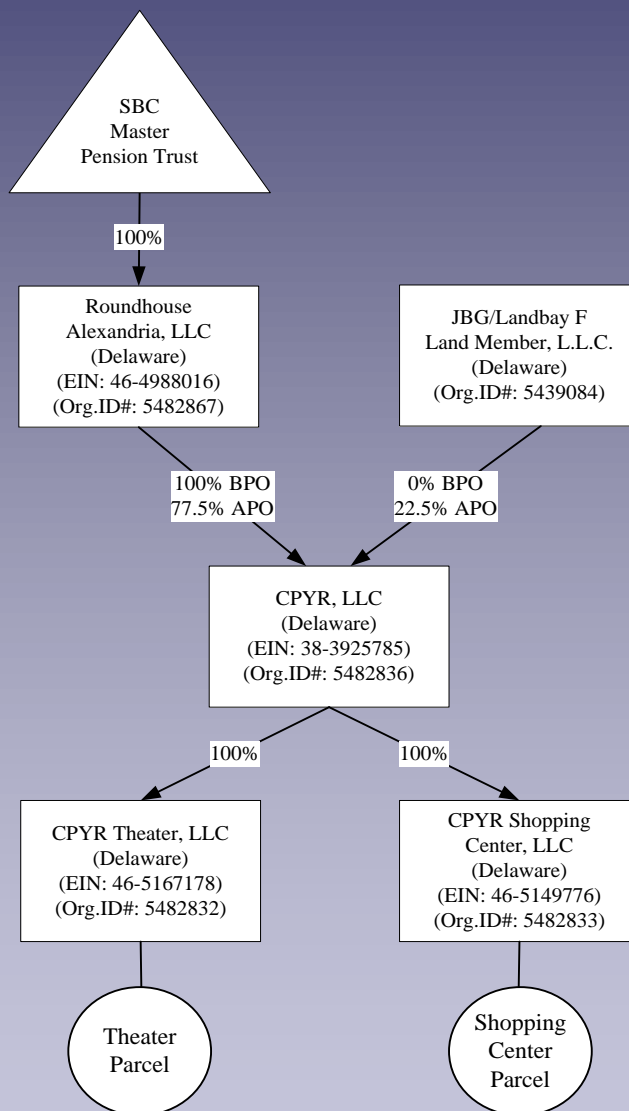
Date

Printed Name

DocuSigned by:

 23954AE1D8D940B...

Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)



Statement of Justification
Master Plan Amendment
CDD Conceptual Design Plan Amendment
June 9, 2020

CPYR Theater, LLC (the “Applicant”) requests a Master Plan Amendment to the 2020 North Potomac Yard Small Area Plan, as amended, and a CDD Conceptual Design Plan Amendment to CDD #2019-00008 to increase the height maximum on Blocks 15 and 18.

On March 14, 2020, City Council approved revisions to the North Potomac Yard Small Area Plan. On June 20, 2020, City Council is expected hear revisions to the CDD conditions and Conceptual Design Plan for CDD #19. In working with the FAA consultant, the Applicant determined that additional height on these two blocks does not conflict with the revised FAA flight path restrictions. Additionally, through the development review process, the Applicant has worked with staff and the design teams to refine the building architecture and increased height at these locations will result in improved design. Therefore, the Applicant requests an increase in the height maximums on Block 15 and 18.

On Block 15, the Applicant requests an increase in height from 85 feet to 95 feet in order to accommodate architectural embellishments on the southeast corner of the building. This “hat” element improves the building’s design and presence adjacent to the Metro Plaza. On Block 18, the Applicant requests an increase in height from 90 feet to 115 feet in order to accommodate an additional floor of occupiable space that includes a partially imbedded penthouse. After review of the current FAA flight path restrictions, the Applicant was able to increase the height on this portion of the development. The proposed height adjustments will improve the variety of building heights throughout North Potomac Yard and will contribute to architectural excellence.

The proposed amendments are desirable, beneficial to surrounding properties, in character with the existing 2017 Small Area Plan, and consistent with City policies. They will allow the Applicant to implement Phase I of the redevelopment of North Potomac Yard. The proposed amendments are limited in scope and consistent with the existing character and vision set forth in the 2017 Small Area Plan. Finally, the proposed amendments will not have an adverse impact on public facilities and services, as the amendments are minor in nature.



**Description of
Parcel 624
Potomac Yard
As recorded in Instrument # 180010812
City of Alexandria, Virginia
December 17, 2019**

Beginning at a point in the eastern right of way line of Potomac Avenue, said point being the southwest corner to a Parcel owned by the City of Alexandria (Parcel ID 008.03-02-02), said point also being approximately 180 feet south of the southern side of Four Mile Run; thence from said point and departing the eastern right of way line of Potomac Avenue, and with the southern line of the Parcel of the City of Alexandria (Parcel ID 008.03-02-02) N 83°15'33" E 156.61' to a point in the line of said Parcel of the City of Alexandria, said point also being the northwest corner to Parcel 712D Potomac Yard, (Parcel ID 016.02-03-02), thence departing the southern line of the City of Alexandria and with the western line Potomac Yard Parcel 712D (Parcel ID 016.02-03-02) the following three courses:

- 1.) S 25°47'06" E 570.69' to a point of curvature,
- 2.) Thence curving to the right 1,222.75' along the arc of a curve having a radius of 2,322.01', a central angel of 30° 10'17", and a chord bearing S 10°41'57" E 1,208.67';
- 3.) Thence S 04°23'12" W 70.33' to a point in the northern line Parcel 626 Potomac Yard (Parcel ID 016.04-01-01)

thence departing Parcel 712D and with the line of Parcel 626 Potomac Yard, the following 4 courses:

- 1.) N85°36'48" W 66.02',
- 2.) S05°05'47" W 148.00',
- 3.) S85°36'48" E 24.67',
- 4.) S01°43'45" E 253.42', to a point in the line of another parcel of the City of Alexandria (Parcel ID 025.04-03-01);

thence departing Parcel 626 and with said other parcel of the City of Alexandria, S83°21'10" W 259.83' to a point in the line of the City of Alexandria, said point being in the eastern right of way line of Potomac Avenue; thence continuing with the eastern right of way line of Potomac Avenue, the following 2 courses:

- 1.) Curving to the right 320.36' along the arc of a curve having a radius of 798.59', a central angle of 22°59'05", and a chord bearing N18°08'22" W 318.22',
- 2.) N06°38'50" W 1,891.21',

to the point of beginning containing 817,853 square feet or 18.77532 acres.

christopher consultants, ltd.
9301 innovation drive, suite 150
manassas, virginia 20110

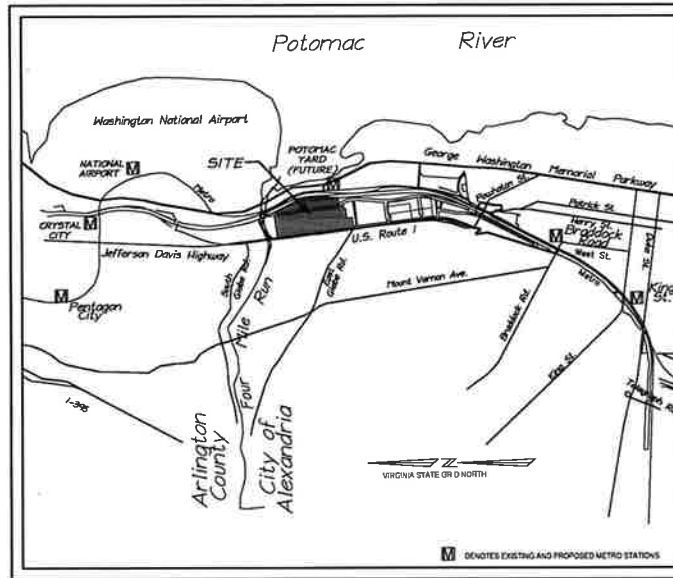
voice 703.273.6820
fax 703.272.4382
web site www.christopherconsultants.com

GENERAL NOTES

1. THE CITY OF ALEXANDRIA TAX ASSESSMENT MAP NUMBERS FOR THIS SITE ARE 010-05-01 AND 010-05-02.
2. THE SITE CONTAINS APPROXIMATELY 54.61 ACRES (AFTER THE DEDICATION OF POTOMAC AVENUE).
3. THE BOUNDARY SURVEY WAS PREPARED BY COL IN SEPTEMBER OF 2018.
4. THE TOPOGRAPHIC SURVEY WAS OBTAINED FROM AN AERIAL SURVEY AND SUPPLEMENTED WITH FIELD TOPO DATED 05-18-18.
5. THE SITE IS CURRENTLY DEVELOPED AS THE POTOMAC YARD CENTER. THERE ARE NO NATURAL FEATURES ON THE SITE THAT NEED TO BE PRESERVED OR PROTECTED. THERE IS A RESOURCE PROTECTION AREA (RPA) BUFFER ADJACENT TO THE OFFSITE FOUR MILE RUN. AREAS OF THE RPA LINE ON THIS SITE ARE NOT IN THEIR NATURAL STATE. MODIFICATIONS TO THIS AREA WILL BE IN ACCORDANCE WITH CURRENT CITY OF ALEXANDRIA REQUIREMENTS FOR REDEVELOPMENT WITHIN THE RPA. (S-604-C (2)).
6. ANY POTENTIAL NEGATIVE IMPACT ON ADJOINING PROPERTIES BY THIS PROPOSED PROJECT WILL BE MITIGATED BY PROVIDING ADEQUATE PUBLIC INFRASTRUCTURE, MINIMIZING TRAFFIC IMPACTS AND PRESERVING THE RESOURCE PROTECTION AREA. FIRST, THE PROPOSED PROJECT INCLUDES A SANITARY SEWER PLAN THAT WILL ADEQUATELY SERVE THE SANITARY SEWER NEEDS OF A SITE THIS LARGE, WHILE STILL LEAVING CAPACITY IN THE CITY'S INFRASTRUCTURE SYSTEM TO ACCOMMODATE FUTURE DEVELOPMENT IN OTHER LOCATIONS. LIKEWISE, THE PROPOSED PLAN FOR STORM WATER QUALITY INCLUDES UTILIZING LOW IMPACT DEVELOPMENT PRACTICES AND CONVENTIONAL AND CREATIVE TREATMENT PRACTICES. SECOND, THE TRAFFIC ON-SITE AND OFF-SITE WILL BE MITIGATED BY FACILITATING THE PROPOSED METRO RAIL PROJECT AND RTT PROJECT WHICH WILL BE ACCESSED BY THIS DEVELOPMENT AS WELL AS THE COMMUNITY AS A WHOLE. FURTHER, THE PROJECT PROPOSES A TRAFFIC CIRCULATION PLAN THAT WILL ADEQUATELY ADDRESS TRAFFIC FLOWING THROUGH THE SITE AND WILL CONNECT THE PROPOSED NEW PUBLIC STREETS TO EXISTING POTOMAC AVENUE. THE PROJECT PROTECTS THE EXISTING RESOURCE PROTECTION AREA ON THE NORTH SIDE OF THE PROPERTY.
7. THE MAXIMUM HEIGHT OF ANY BUILDING ON THIS SITE WILL BE 250 FEET. ADDITIONAL HEIGHT MAY BE ACHIEVED THROUGH THE APPROVAL OF BONUS HEIGHT PURSUANT TO SECTION 7-700 OF THE ZONING ORDINANCE. (S-604-C (3)).
8. THE MAXIMUM FLOOR AREA AS DEFINED BY THE CURRENT CITY ZONING ORDINANCE FOR EACH LAND BAY IN THIS CDD # 19 AMENDMENT WILL BE AS SHOWN ON SHEET A1. ADDITIONAL FLOOR AREA MAY BE ACHIEVED THROUGH THE APPROVAL OF BONUS DENSITY PURSUANT TO SECTION 7-700 OF THE ZONING ORDINANCE. (S-604-C (3)).
9. THE CDD CONCEPT PLAN REFLECTS APPROXIMATELY 1,467 RESIDENTIAL UNITS, EXCLUSIVE OF THE FLEX ZONE, THE UNITS ARE CURRENTLY PROJECTED TO INCLUDE APPROXIMATELY 80% 1 BR AND 40% 2 BR WITH AN AVERAGE UNIT SIZE OF 730 SQUFT. THE FINAL NUMBER OF UNITS/AVERAGE SQUARE FOOTAGE IS SUBJECT TO CHANGE THROUGH THE DDUP PROCESS. (S-604-C (7)).
10. THE MAXIMUM NUMBER OF OFF STREET PARKING SPACES FOR THIS CDD SHALL BE 13,454. ALL PARKING WILL BE LOCATED ON-SITE. THE PARKING STRUCTURES WILL HAVE AT LEAST ONE LEVEL OF BELOW GRADE PARKING UNDER THE BUILDINGS. SUBJECT TO ENVIRONMENTAL CONDITIONS AND WILL COMPLY WITH ALL APPLICABLE PROVISIONS OF CDD #2009-0001. (S-604-C (8)).
11. THE SPECIAL AMENITIES PROPOSED WITH THIS CDD CONCEPT PLAN ARE INTENDED TO REACH FOUR KEY AREAS INCLUDING TRANSPORTATION, SUSTAINABLE DEVELOPMENT, OPEN SPACES AND PARKS, AND PEDESTRIAN FRIENDLY DEVELOPMENT. FIRST, IN REGARD TO TRANSPORTATION, THE PROPOSAL INCLUDES THE LEVEL OF DENSITY NEEDED TO FACILITATE THE CONSTRUCTION OF A NEW METRO LIGHT RAIL STATION AND A BUS RAMP TRANSIT ROUTE TO COMPLETE THE CONNECTION OF THE BRT FROM ALEXANDRIA TO ARLINGTON. SECOND, THE PROPOSAL INCLUDES INNOVATIVE SUSTAINABLE SITE DESIGN AND BUILDING TECHNIQUES THROUGHOUT INCLUDING SUSTAINABLE CONCEPTS FOR INNOVATIVE STORM WATER MANAGEMENT. THIRD, THE PROPOSAL PROVIDES SPACE FOR THE EXTENSION OF LAND BAY K TO FOUR MILE RUN. THE PARKS ARE ALSO CONNECTED BY LANDSCAPED STREETS AS WELL AS USABLE GREEN ROOFTOP GARDENS WHICH WILL RESULT IN A VIBRANT GREEN NEIGHBORHOOD PLAN. FOURTH, THE PROPOSAL WILL INCLUDE NEW STREETSCAPES THAT ALLOW FOR PEDESTRIAN MOVEMENT AROUND THE SITE THAT WILL ENCOURAGE WALKING AND/OR BIKING IN LIEU OF DRIVING. (S-604-C (9)).
12. EACH OF THE EXISTING BUILDINGS AND THE DEVELOPMENT APPROVAL ON THE WEST SIDE OF POTOMAC AVE SITE WILL REMAIN IN FULL FORCE, UNCHANGED AND CONTINUE TO OPERATE UNTIL SUCH TIME AS THE OWNER/DEVELOPER REPLACES EACH BUILDING WITH DEVELOPMENT AS OUTLINED IN THIS PLAN. PRIOR TO THE START OF CONSTRUCTION OF ANY PORTION OF THIS CDD CONCEPT PLAN AMENDMENT, THE EXISTING SITE PLAN MAY BE AMENDED TO INCORPORATE ANY ADDITIONAL DENSITY PERMITTED BY THE EXISTING ZONING (UP TO A TOTAL OF 600,000 SQUARE FEET OF RETAIL DEVELOPMENT) BUT NOT YET CONSTRUCTED. (S-604-C (10)).
13. THE DEVELOPMENT WILL BE PHASED WITH PHASE I OF DEVELOPMENT BEING THE 410 ACRE PARCEL EAST OF POTOMAC AVENUE. (S-604-C (10)).
14. THE OWNER/DEVELOPER SHALL BE PERMITTED TO SUBMIT A DDUP PURSUANT TO SECTION 5-608 OF THE ZONING ORDINANCE FOR ANY SMALL BLOCKS) WITHIN THE DEVELOPMENT AND IN ANY ORDER AND IN CONJUNCTION WITH AN OVERALL INFRASTRUCTURE PLAN. (S-604-C (10)).
15. PHASE II WILL INCLUDE SITE IMPROVEMENTS (STREETS, OPEN SPACES, UTILITY INFRASTRUCTURE) EAST OF POTOMAC AVENUE. SITE IMPROVEMENTS WEST OF POTOMAC AVENUE WILL OCCUR IN FUTURE PHASES OF DEVELOPMENT WEST OF POTOMAC AVENUE. AS DEPICTED ON THE PLAN, CERTAIN STREETS AND OPEN SPACES WILL BE PUBLIC AND OTHERS WILL BE PRIVATE WITH A PUBLIC ACCESS EASEMENT. EASEMENTS AND EASEMENTS WILL BE PROVIDED IN ACCORDANCE WITH STANDARD CITY PRACTICES. WHILE THE APPLICANT INTENDS TO CONSTRUCT THE INFRASTRUCTURE REFLECTED ON THE PRELIMINARY INFRASTRUCTURE AT ONE TIME, FINAL PHASING AND COMPLETION OF THE IMPROVEMENTS WILL BE DETERMINED IN THE FUTURE COORDINATION WITH WMATA AND THE DDUP APPROVALS. (S-604-C (10)).
16. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO MARINE CLAYS ON SITE. (S-604-C (14)).
17. TO THE BEST OF OUR KNOWLEDGE CONTAMINATED SOIL MAY INCLUDE AREAS WITH ZONES OF ELLEVATED PETROLEUM COMPOUNDS AND/OR LEAD. (S-604-C (15)).
18. THE PROJECT WILL BE SERVED BY ADEQUATE EXISTING AND NEW PUBLIC UTILITIES AND SERVICES. FIRST, A NEW STREET GRID WILL BE CONSTRUCTED ADDING SIX ADDITIONAL STREETS TO THE NETWORK AS WELL AS THE EXISTING STREET PARALLEL TO ROUTE ONE ON THE MIDDLE PORTION OF THE PROPERTY (POTOMAC AVENUE). THE STREET GRID WILL ALLOW ADEQUATE TRAFFIC CIRCULATION WITHIN THE SITE. THE PROPOSED SITE WILL INCLUDE APPROXIMATELY 10,000 OFF STREET PARKING SPACES TO SERVE EACH OF THE PROPOSED USES. THE PROPOSED PLAN WILL ALLOW EACH BLOCK OF DEVELOPMENT TO BE PARKED ADEQUATELY, WHILE STILL REDUCING THE NUMBER OF PARKING SPACES TO TAKE ADVANTAGE OF THE TRAFFIC OPPORTUNITIES PROVIDED IN THE PROPOSAL. THIRD, THE APPLICATION INCLUDES A STORM WATER MANAGEMENT MASTER PLAN THAT PROPOSES INNOVATIVE TECHNIQUES TO ADDRESS STORM WATER MANAGEMENT PER THE LATEST STATE STANDARDS. FOURTH, THE APPLICANT HAS AGREED TO PROVIDE A PUMP STATION TO ACCOMMODATE THE ADDITIONAL FLOWS FROM THIS PROJECT AS WELL AS ADDITIONAL FLOWS PROJECTED BY THE CITY FOR FUTURE DEVELOPMENT ON THE WEST SIDE OF POTOMAC AVE. THAT WILL PROVIDE ADEQUATE SANITARY SEWER SERVICE FOR THE PROJECT. ADDITIONALLY, WATER USE REDUCTION TECHNIQUES WILL BE EMPLOYED TO USE LESS OF THE SEWER CONVEYANCE CAPACITY. FIFTH, THE APPLICANT HAS CONTACTED THE VIRGINIA AMERICAN WATER COMPANY TO ENSURE THAT THERE WILL BE ADEQUATE WATER SUPPLY FOR THIS NEW DEVELOPMENT. DUE TO THE SIZE OF THE BUILDINGS PROPOSED, THE APPLICANT PROPOSED WATER PUMPS THAT WILL ENSURE ADEQUATE WATER PRESSURE AS NEEDED FOR THE USES.
19. STORM WATER MANAGEMENT AS DEFINED BY THE CITY OF ALEXANDRIA WILL NOT BE REQUIRED FOR THIS DEVELOPMENT PROJECT AS OUTLINED BY THE COMPS OF ENGINEERS REPORT FOR THE FOUR MILE RUN WATERSHED. WATER QUALITY TREATMENT WILL BE PROVIDED IN A VARIETY OF WAYS AS REQUIRED BY THE CITY OF ALEXANDRIA. THE APPROVAL CONDITIONS THE STATE OF VA AND THE CURRENT CHESAPEAKE BAY ACT. INNOVATIVE STORM WATER QUALITY CONTROL MEASURES ARE PROPOSED TO BE IMPLEMENTED ON THIS SITE TO THE MAXIMUM EXTENT PRACTICAL.
20. SANITARY SEWER COLLECTION, CONVEYANCE AND TREATMENT WILL BE PROVIDED BY THE CITY OF ALEXANDRIA AND ALEXANDRIA REVENUE ENTERPRISES. THE DEVELOPER IS PROPOSING TO IMPLEMENT WATER CONSERVATION MEASURES IN EACH BUILDING TO MINIMIZE DOMESTIC WATER USE AND WASTE. IT IS EXPECTED THAT THESE SYSTEMS WILL REDUCE DOMESTIC WATER DEMAND AND THUS WATER WASTE DISPOSAL. A NEW ON-SITE PUMP STATION AT THE NORTH END OF THE SITE WILL BE DESIGNED TO THE SATISFACTION OF THE CITY AND ALEXANDRIA IS BEING PROPOSED BY THE OWNER/DEVELOPER TO COLLECT AND CONVEY ONLY THE WASTE WATER GENERATED ON-SITE TO THE POTOMAC YARD PUMP STATION TO THE SOUTH, UPGRADES TO THE EXISTING PUMP STATION ON THE OFFSITE TRUNK SEWER WILL NOT BE REQUIRED WITH THE FIRST PHASE OF DEVELOPMENT.
21. THE APPLICANT IS REQUESTING 750,000 SQUARE FEET OF ACADEMIC SPACE, WHICH IS EXCLUDED FOR THE APPROVED 2017 MASTER PLAN. THE APPLICANT IS ALSO REQUESTING 150,000 SQUARE FEET OF ADDITIONAL RESIDENTIAL DENSITY ON BLOCK 23 TO ACCOMMODATE THE COLOCATION OF AFFORDABLE HOUSING.

NORTH POTOMAC YARD COORDINATED DEVELOPMENT DISTRICT # 19 ALEXANDRIA, VIRGINIA CONCEPTUAL DESIGN PLAN AMENDMENT

VICINITY MAP
SCALE 1"= 2000'



PROJECT NARRATIVE

THE PROPOSED REDEVELOPMENT IS AN URBAN MIXED-USE DEVELOPMENT THAT WILL INCLUDE OFFICE, RESIDENTIAL, HOTEL, ENTERTAINMENT, RETAIL, ACADEMIC, AND RESTAURANT USES TO BE LOCATED WITHIN A NEW NETWORK OF STREETS AND OPEN SPACES. THE PROJECT WILL PROVIDE A NEW STREET NETWORK INCLUDING PARKED SIDEWALK AND STREETSCAPE, BICYCLE AND PEDESTRIAN INFRASTRUCTURE, AND OPEN SPACES THROUGHOUT THE PROJECT. THE REDEVELOPMENT WILL ALSO INCLUDE A WATER MANAGEMENT MASTER PLAN, ENVIRONMENTAL SUSTAINABILITY MASTER PLAN, AND AN INFRASTRUCTURE DEVELOPMENT SITE PLAN. TO BE SUBMITTED UNDER SEPARATE COVER.

SHEET INDEX

C100	COVER SHEET
C101	OVERALL EXISTING CONDITIONS PLAN
C102/C110	EXISTING CONDITIONS PLAN
C111	CONTAMINATED SOIL EXHIBIT
A1	LAND USE DIAGRAM
A2	BLOCK HEIGHT DIAGRAM
A3	OPEN SPACE, PEDESTRIAN, AND BICYCLE TRAIL DIAGRAM
A4	INTERIM PEDESTRIAN, AND BICYCLE TRAIL DIAGRAM

PROFESSIONAL SEAL AND SIGNATURE	DATE	REVISION
	12-17-19	CITY COMMENTS
	01-14-20	CITY COMMENTS

OWNER/APPLICANT
CPYR SHOPPING CENTER LLC &
CPYR THEATER LLC
712 Main Street
Suite 2500
Houston, TX 77002

DEVELOPMENT MANAGER

JBG SMITH
4445 Willard Avenue
Suite 400
Chevy Chase, MD 20815
(240) 333-3600

CIVIL ENGINEER
christopher consultants, Ltd.
9900 Main Street
Fourth Floor
Fairfax, Virginia 22031
(703) 273-6820

MASTER PLANNER

Elkus Manfredi Architects Ltd
25 Drydock Avenue
Boston, MA 02210
(617) 368-3451

TRAFFIC ENGINEER

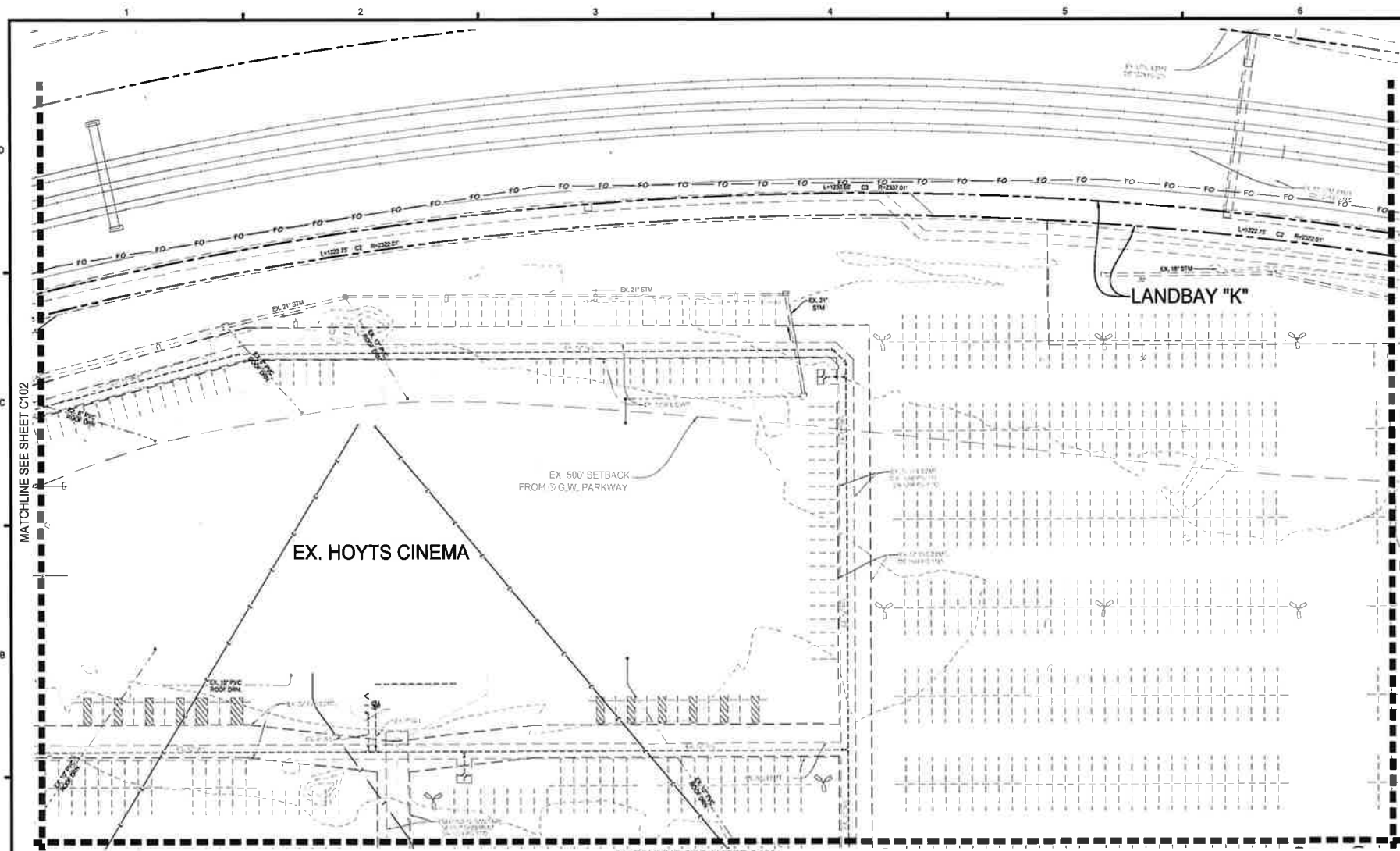
Kimley-Horn
11400 Commerce Park Drive
Suite 400
Reston, Virginia 20191
(703) 674-1300

ATTORNEY

Walsh, Colucci, Lubeley & Walsh
Courthouse Plaza
2200 Clarendon Boulevard
Suite 1300
Arlington, VA 22201-3359
(703) 528-4700

SHEET: C100

109480



MATCHLINE SEE SHEET C106

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING	TANGENT
C1	788.14'	130.34'	27°10'51"	140.22'	N87°05'22"W	43.34'
C2	7322.0'	1222.75'	30°57'11"	608.63'	S40°45'17"E	425.9'
C3	2337.0'	1290.45'	30°57'11"	526.45'	N41°45'17"N	425.9'

NOTE:
SEE SHEET C102 FOR LEGEND



christopher consultants
 2000 W. BRIDGE ST.
 SUITE 222
 ANNAND, VA 22030
 803.389.9900
 engineering surveying land planning



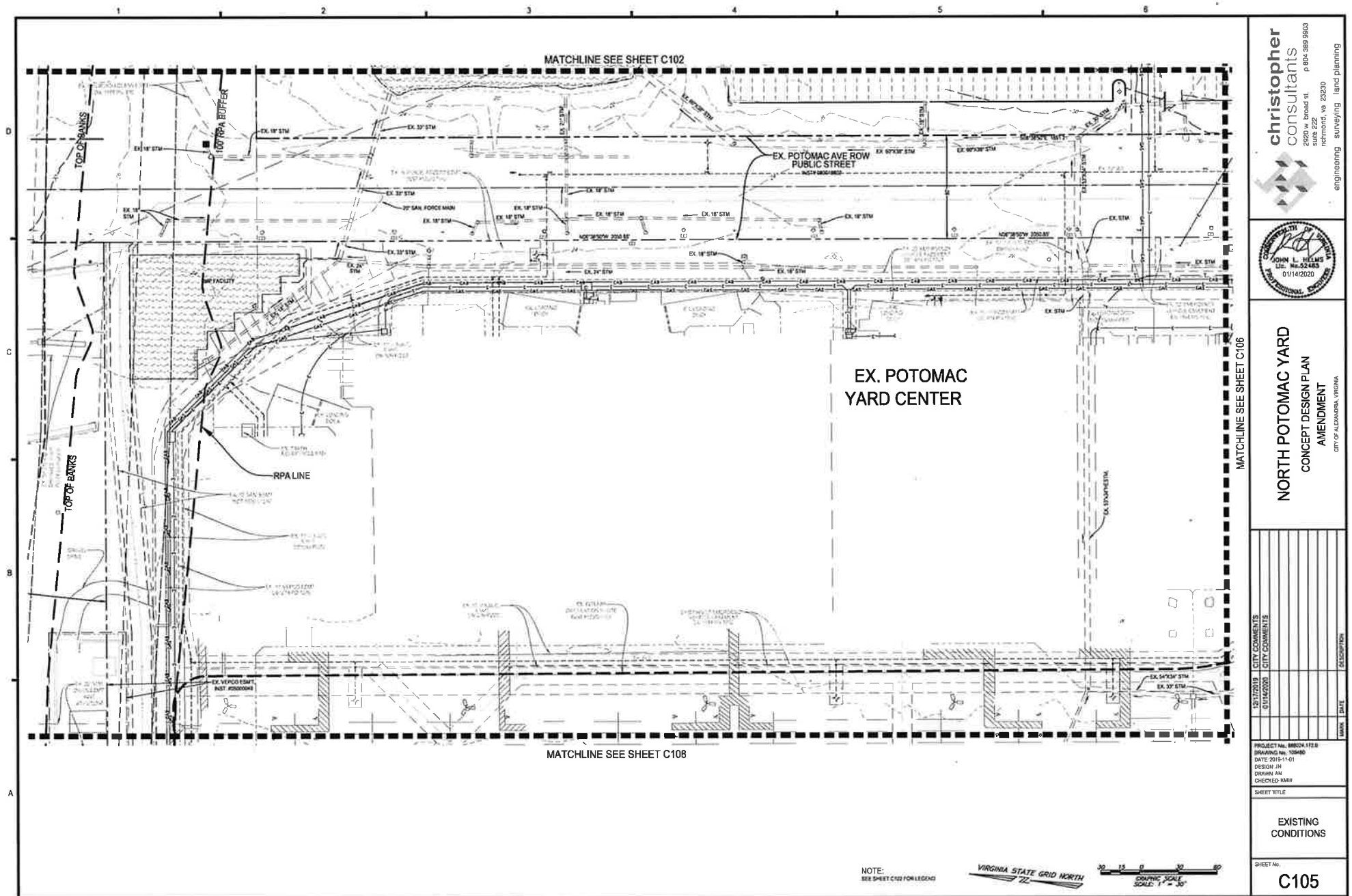
NORTH POTOMAC YARD
 CONCEPT DESIGN PLAN
 AMENDMENT
 CITY OF ALEXANDRIA, VIRGINIA

NO.	DATE	DESCRIPTION
1	10/17/2019	CITY COMMENTS
2	01/14/2020	CITY COMMENTS

PROJECT No. 80024.172.0
 DRAWING No. 109480
 DATE 2019-11-01
 DESIGN BY
 DRAWN BY
 CHECKED BY

SHEET TITLE
 EXISTING CONDITIONS

SHEET No.
C103



christopher consultants
 2020 W. Broad St.
 Suite 222
 Richmond, VA 23220
 p 804.989.9903
 engineering surveying land planning



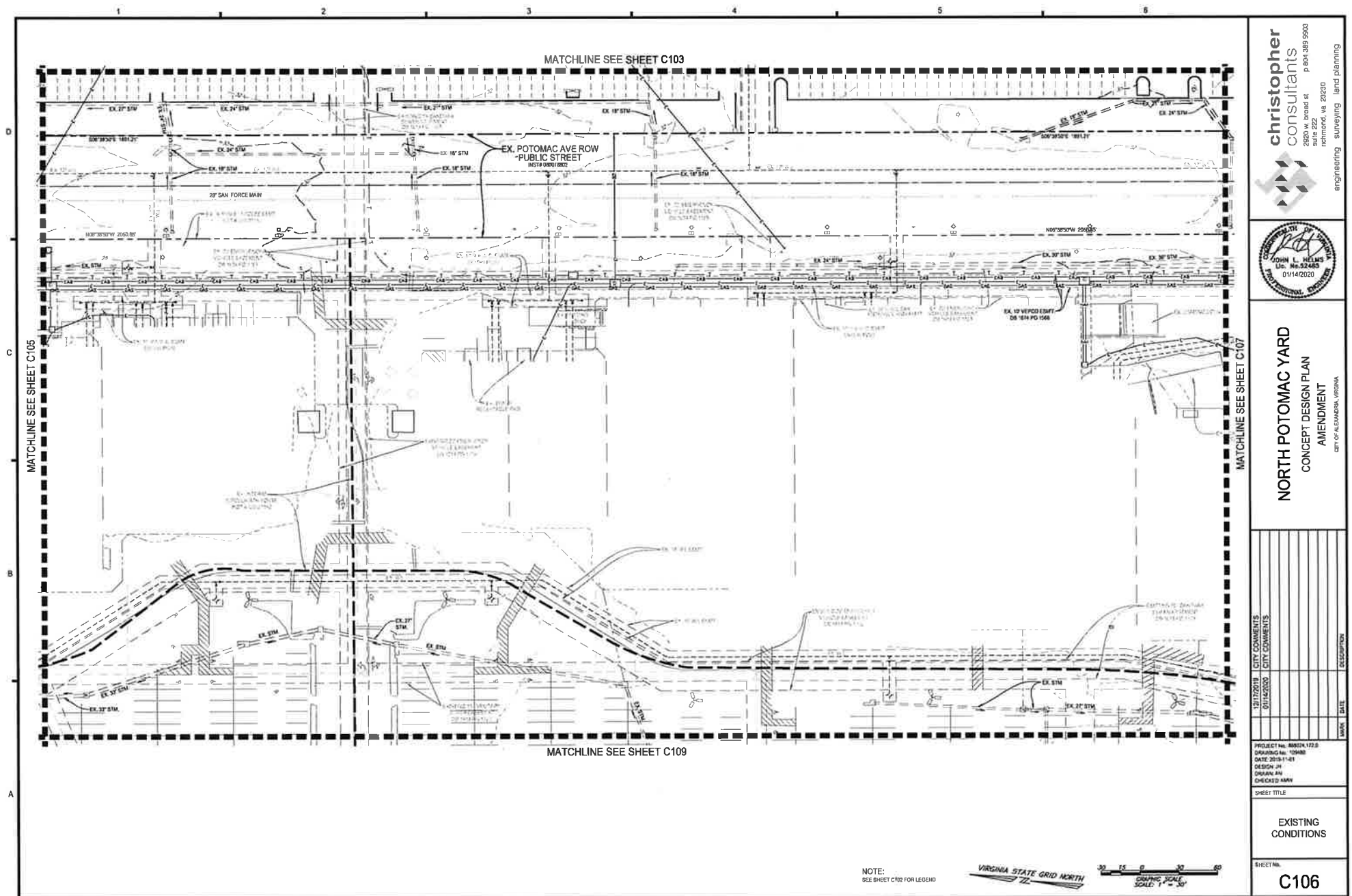
NORTH POTOMAC YARD
 CONCEPT DESIGN PLAN
 AMENDMENT
 CITY OF ALEXANDRIA, VIRGINIA

DATE	BY	DESCRIPTION
12/17/2019	JH	CITY COMMENTS
01/14/2020	JH	CITY COMMENTS

PROJECT NO. BRCK-1728
 DRAWING NO. 105480
 DATE 2019-11-01
 DESIGN JH
 DRAWN AH
 CHECKED HWY

SHEET TITLE
EXISTING CONDITIONS

SHEET No.
C105



christopher consultants
 2020 W. Broad St.
 Suite 222
 Richmond, VA 23220
 P: 804.389.9903
 F: 804.389.9903
 christopherconsultants.com
 engineering, surveying, land planning



**NORTH POTOMAC YARD
 CONCEPT DESIGN PLAN
 AMENDMENT**
 CITY OF ALEXANDRIA, VIRGINIA

DATE	DESCRIPTION
12/17/2019	CITY COMMENTS
01/14/2020	CITY COMMENTS

PROJECT No. ARNDX-1723
 DRAWING No. 105488
 DATE 2019-11-01
 DESIGN JH
 DRAWN AN
 CHECKED ARW

SHEET TITLE

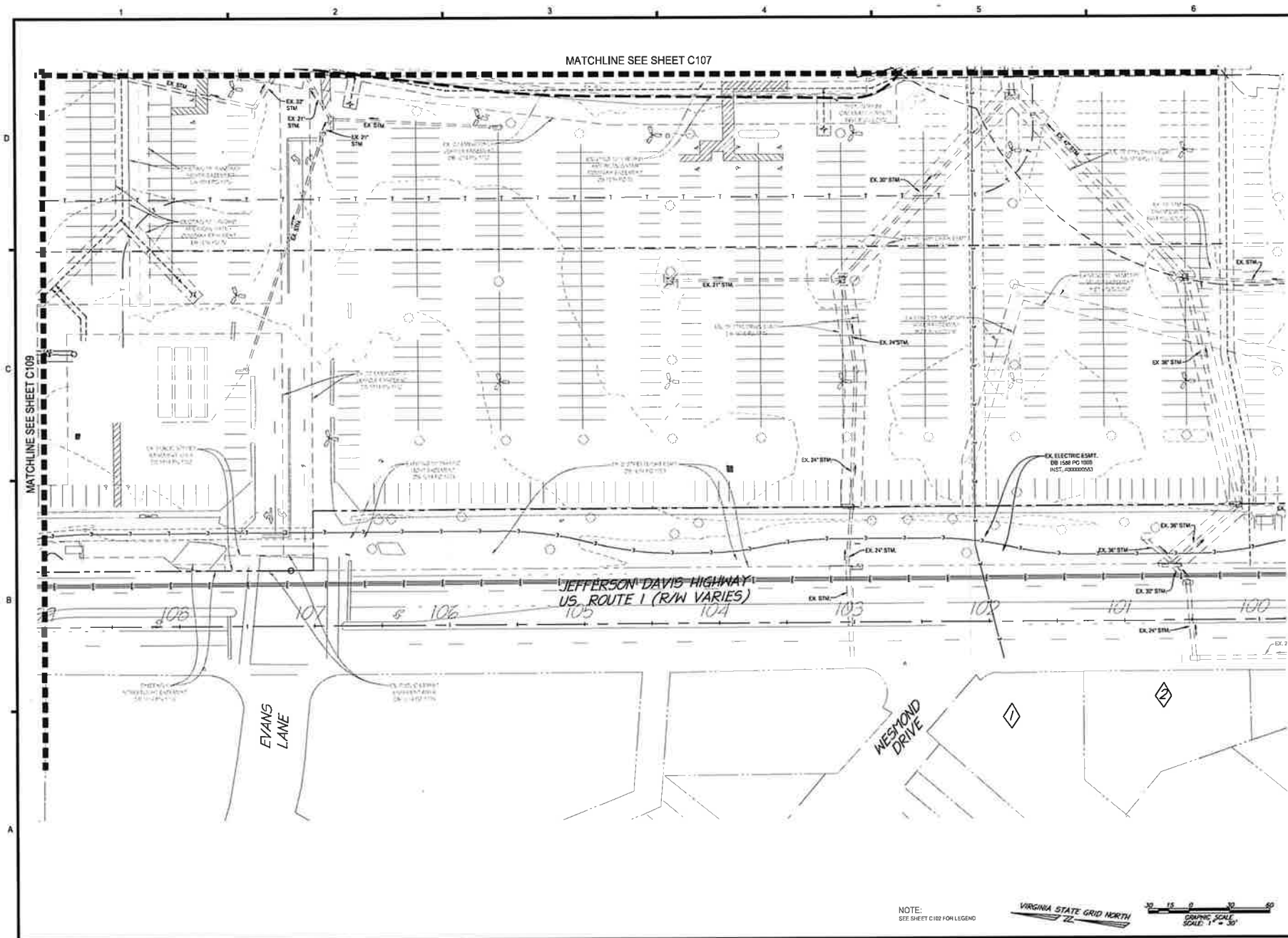
EXISTING
 CONDITIONS

SHEET No.
C106

NOTE:
 SEE SHEET C102 FOR LEGEND

VIRGINIA STATE GRID NORTH
 72

GRAPHIC SCALE
 1" = 50'



MATCHLINE SEE SHEET C107

MATCHLINE SEE SHEET C109

JEFFERSON DAVIS HIGHWAY
US. ROUTE 1 (R/W VARIES)

EVANS LANE

WESTMOND DRIVE

NOTE:
SEE SHEET C102 FOR LEGEND

VIRGINIA STATE GRID NORTH
72

GRAPHIC SCALE
1" = 30'

christopher
consultants
2920 W. Broad St.
Suite 222
Richmond, VA 23220
p 804.389.9930
f 804.389.9931
engineering, surveying, land planning



**NORTH POTOMAC YARD
CONCEPT DESIGN PLAN
AMENDMENT**

CITY OF ALEXANDRIA, VA

NO.	DATE	DESCRIPTION
1	01/14/2020	CITY COMMENTS
2	01/14/2020	CITY COMMENTS
3		
4		
5		
6		
7		
8		
9		
10		

PROJECT No. 20004.1725
DRAWING No. 10040
DATE 08/11/2017
DESIGN JH
DRAWING JH
CHECKED NAW

SHEET TITLE

EXISTING
CONDITIONS

SHEET No.

C110

NOTE: METES AND BOUNDS from
applicable recorded subdivision deed.

080018802

000218

DEED OF SUBDIVISION AND DEDICATION

This Deed of Subdivision and Dedication ("Deed"), made this 28TH day of JANUARY, 2008, by and among **CPYR, INC.**, a Delaware corporation (also called "Owner"), Grantor, and **THE CITY OF ALEXANDRIA, VIRGINIA**, a municipal corporation of Virginia, Grantee (also called "City").

WITNESSETH

WHEREAS, the Owner is the owner of certain real property located in the City of Alexandria, Virginia, as shown on the plat attached hereto (the "Property"), having acquired the Property by virtue of a deed recorded as Instrument Number 040018912, among the land records of the City of Alexandria, Virginia (the "Land Records"); and

WHEREAS, it is the desire of the Owner to dedicate certain portions of the Property to the City for public street purposes over and across the Property in the locations shown on the attached plat, all as hereinafter set forth and shown on a plat attached hereto and made a part hereof, entitled "Subdivision Plat CPYR Inc City of Alexandria, Virginia" made by Christopher Consultants Ltd., dated May 29, 2007, revised through October 18, 2007 (the "Plat");

[DEDICATION AND SUBDIVISION]

NOW, THEREFORE, that for and in consideration of the sum of One Dollar (\$1.00), cash in hand paid, the receipt and sufficiency of which is hereby acknowledged, the Owner does hereby dedicate for public street purposes and convey to the City, in fee simple, that portion of the Property consisting of 194,304 square feet, as more

Page 1

(A0133830.DOC / 1 Dedication, CPYR vs 005819 000003)

Prepared by / Return to: WALSH CONSULTANTS
EMERSON & WALSH, PC
TAX MAP NO. 016.02-01-01

particularly shown on the Plat attached hereto and made a part hereof, thereby creating two separate parcels, designated as Parcel 624 and Parcel 525 on the Plat.

This Deed may be executed in counterparts, each of which shall be deemed an original but which together shall constitute one and the same instrument.

This Deed is made with the free consent and in accordance with the desire of the undersigned owner(s), proprietor(s) and trustee(s), if any, of the above-described property, and is in accordance with the Statutes of Virginia and the ordinances in force in the City of Alexandria, Virginia governing the platting and subdivision of land, and is approved by the proper authorities as evidenced by their endorsements on said Deed and Plat attached hereto.

[SIGNATURES APPEAR ON THE FOLLOWING PAGES]

WITNESS THE FOLLOWING SIGNATURE:

CPYR INC, a Delaware corporation

By: Pamela S. Boneham, V.P.
Pamela S. Boneham, Vice PresidentDate: April 2, 2008STATE/Commonwealth of ILLINOIS:
COUNTY OF Cook: to-witThe foregoing instrument was acknowledged before me this 2ND day of
April, 2007, by Pamela S. Boneham, Vice President of CPYR INC.Karen Bice
Notary Public

My Commission Expires: _____

SEAL



Approved as to form:

Asst. City Attorney

APPROVED AS TO FORM:

ASSISTANT CITY ATTORNEY

CITY OF ALEXANDRIA

A municipal corporation of Virginia

By:

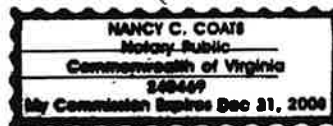
James K. Hartmann, City Manager

COMMONWEALTH OF VIRGINIA:
CITY OF ALEXANDRIA: to-wit

The foregoing instrument was acknowledged before me this 28 day of January, 2008, by James K. Hartmann, City Manager of the City of Alexandria.

Nancy C. Coats
Notary Public

My Commission Expires:
Notary Registration Number:



CONSENT AND PARTIAL RELEASE OF LENDER

In consideration of Ten and No/100 Dollars (\$10.00) and other valuable consideration in hand paid to the undersigned, the receipt and sufficiency whereof being hereby acknowledged, the undersigned, as Beneficiary and Trustee of that certain Deed of Trust from CPYR, Inc. to MARY JO GEORGE AND PAUL J. MILLER, either of whom may act ("Trustee") securing NATIONWIDE LIFE INSURANCE COMPANY ("Beneficiary") dated May 28, 2004, and recorded in Instrument Number 040022737, among the land records of the City of Alexandria, Virginia, do hereby consent to the release and discharge from the lien of the Deed of Trust that portion of the Property dedicated for public street purposes to the City of Alexandria, Virginia as contained in the foregoing Deed of Dedication and Vacation. It is expressly understood that the release of the portion of the Property described above from the lien of said Deed of Trust shall not affect in any way the lien of said Deed of Trust upon the remaining portion of the Property not released hereby. This Consent and Release may be signed in any number of counterparts.

This 23rd day of October, 2008.

BENEFICIARY:

NATIONWIDE LIFE INSURANCE COMPANY

By:

Peter A. Lynch
Peter A. Lynch
Senior Investment Professional
Authorized Signatory

STATE OF OHIO
COUNTY OF FRANKLIN, to wit:

Acknowledged before me this 23rd day of October, 2008, by Peter A. Lynch, Senior Investment Professional of NATIONWIDE LIFE INSURANCE COMPANY, an Ohio corporation, on behalf of the corporation.

Erin R. Boyle
Notary Public

My commission expires:
Notary Registration Number:



ERIN R. BOYLE
Notary Public, State of Ohio
My Commission Expires
April 21, 2013

Page 5

TRUSTEES PURSUANT TO THE
NATIONWIDE LIFE INSURANCE COMPANY
DEED OF TRUST, Either of Whom May Act:

Mary J. George
MARY JO GEORGE, TRUSTEE

CITY OF WASHINGTON

STATE OF DISTRICT OF COLUMBIA
COUNTY/CITY OF _____:

The foregoing instrument was acknowledged before me this 24th day of
OCTOBER, 2008 by MARY JO GEORGE, TRUSTEE

[Signature]
Notary Public

My commission expires:
Notary Registration Number:

7/14/2011
N/A

PAUL J. MILLER, TRUSTEE

STATE OF _____:
COUNTY/CITY OF _____:

The foregoing instrument was acknowledged before me this _____ day of
_____, 2008 by PAUL J. MILLER, TRUSTEE

Notary Public

My commission expires:
Notary Registration Number:

ActiveDeliver2\ACTIVE\BU6879063662.1

INSTRUMENT #080018802
RECORDED IN THE CLERK'S OFFICE OF
ALEXANDRIA ON Page 6
OCTOBER 27, 2008 AT 12:09PM
Plat Attached
EDWARD SEMONIAN, CLERK
RECORDED BY: SPT

900224

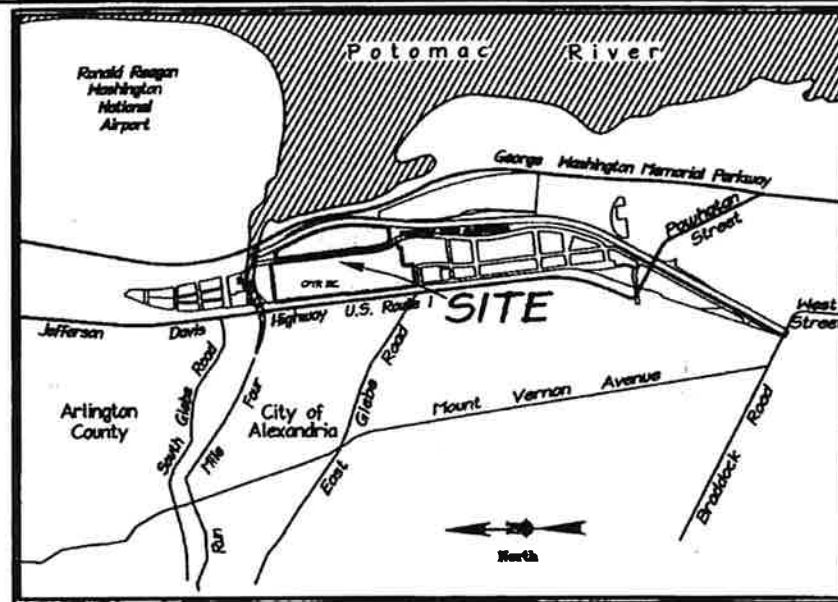
CURVE TABLE

ADIUS	LENGTH	DELTA	CHORD	BEARING	TANGENT
10.54'	320.36'	22°54'08"	318.22'	S81°08'22"E	162.36'
46.45'	370.76'	25°07'53"	367.74'	S41°23'37"E	188.4'
00.00'	388.70'	27°24'10"	380.11'	N20°25'25"W	195.66'
05.00'	53.75'	04°22'06"	53.74'	N81°56'57"W	26.04'
522.01'	1222.75'	30°10'17"	1208.67'	S10°41'57"E	625.4'

APPROVED
CITY PLANNING COMMISSION
ALEXANDRIA, VA

Eric L. Wagner
DATE: 12-20-07
DIRECTOR OF PLANNING

PUBLIC IMPROVEMENT BOND(S) APPROVED
DATE: 12-17-07
DIRECTOR T. & E.S.



VICINITY MAP

SCALE: 1" = 200'

NOTES

- 1.) THE PROPERTY SHOWN HEREON IS DESIGNATED AS ALEXANDRIA ASSESSMENT MAP NUMBER 06-02-01-01 AND IS ZONED CDD10.
- 2.) CURRENT OWNER/APPLICANT: CPTX INC
INSTRUMENT # 04001812
- 3.) THE PROPERTY SHOWN HEREON IS LOCATED ON F.E.M.A. MAP COMMUNITY PANEL NUMBER 555M 0025 D, DATED MAY 15, 1996, ZONE X, AN AREA DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN.
- 4.) THE BASIS OF BEARINGS, HORIZONTAL COORDINATES AND VERTICAL DATUM FOR THIS PLAT WERE TAKEN FROM CONTROL TRAVERSE INFORMATION OBTAINED FROM THE WASHINGTON METROPOLITAN TRANSIT AUTHORITY.
- 5.) THIS BOUNDARY IS BASED ON A FIELD RUN SURVEY PERFORMED BY THIS FIRM.

POTOMAC YARD
ALEXANDRIA
PARCEL 512
12401 POTOMAC AVENUE
OWNER: POTOMAC YARD
DEVELOPMENT LLC
INST. #060053375

EXISTING STORM
SEWER EASEMENT
DB.1676 PG.065

PARCEL 524
855,210 SQ. FT.
19.17376 ACRES

PORTION OF EXISTING

EXISTING 40' TEMPORARY
CONSTRUCTION LANE

christopher consultants
engineering, surveying and planning
9800 main street (fourth floor) - Fairfax, VA 22031-3807
703.273.8820 • fax 703.273.7838



10 DIVISION PLAT
POTOMAC YARD INC
OF ALEXANDRIA, VIRGINIA

000225

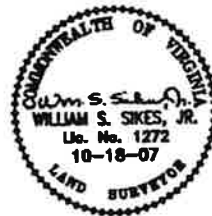
9902-9

SURVEYOR'S CERTIFICATE

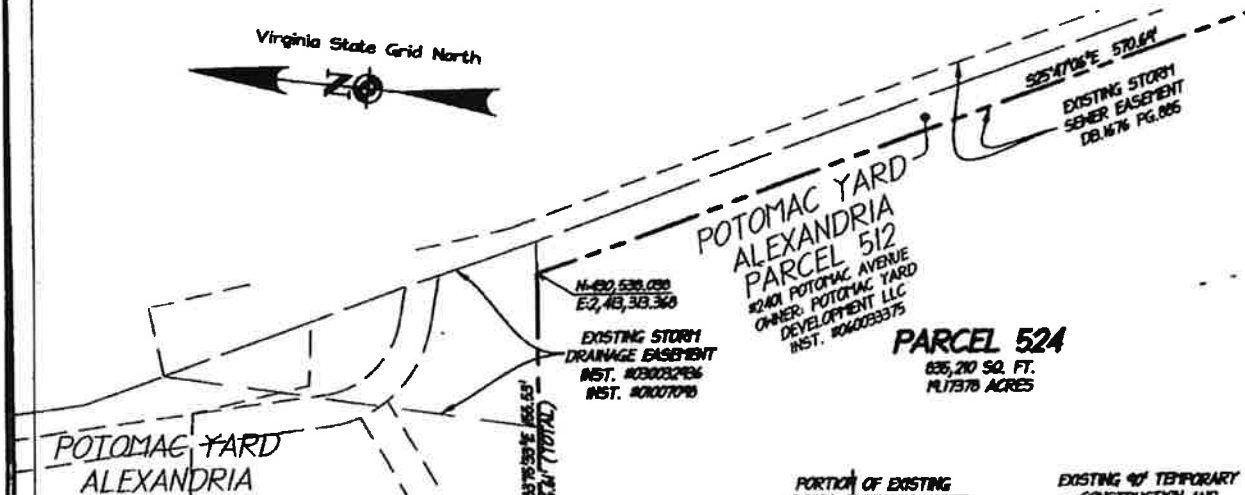
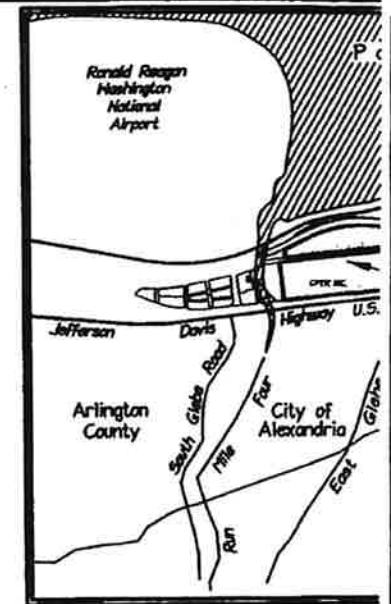
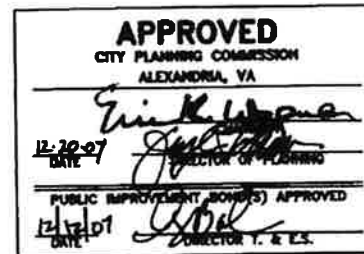
I, WILLIAM S. SIKES, JR., A DULY LICENSED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY THAT THE PROPERTY DELINEATED BY THIS PLAT IS NOW IN THE NAME OF CPTX, INC. AT INSTRUMENT NUMBER 00001912 RECORDED AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA.

I FURTHER CERTIFY THAT THE LAND EMBRACED IN THIS SUBDIVISION LIES ENTIRELY WITHIN THE BOUNDS OF THE ORIGINAL TRACT AND THAT THIS PLAT REPRESENTS AN ACCURATE SURVEY OF THE SAME AND THAT ALL COURSES ARE REFERENCED TO VIRGINIA STATE GRID NORTH.

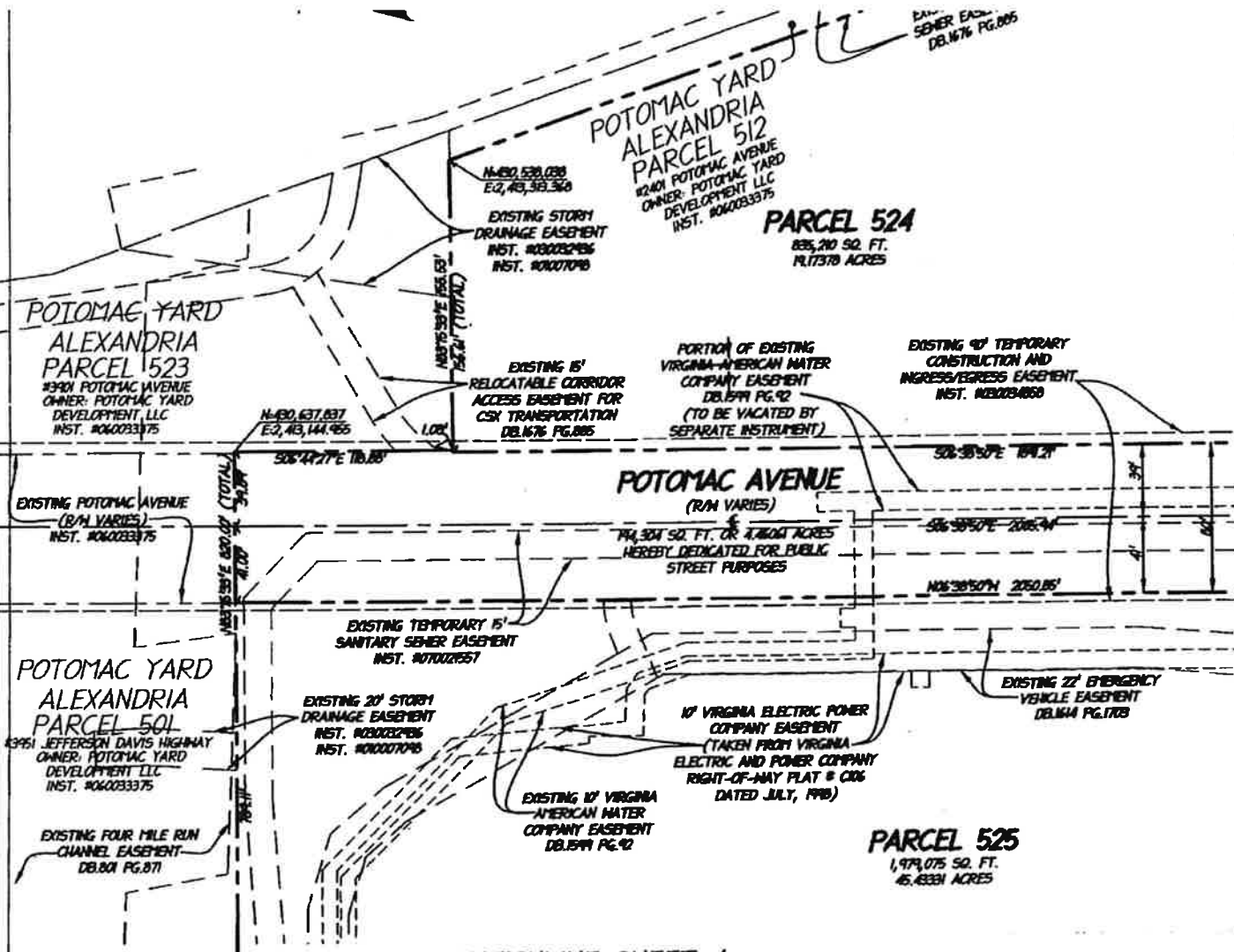
GIVEN UNDER MY HAND
THIS 18th DAY OF OCTOBER, 2007

**CURVE TABLE**

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING	TANGENT
C1	740.54'	320.36'	22°51'05"	340.22'	S89°08'22"E	162.36'
C2	645.45'	370.76'	25°07'33"	367.74'	S44°12'37"E	188.41'
C3	800.00'	383.78'	27°24'10"	380.11'	N20°25'25"W	195.66'
C4	705.00'	53.75'	04°22'08"	53.74'	N85°56'57"W	26.84'
C5	2322.01'	1222.75'	30°07'17"	1208.67'	S07°41'57"E	625.41'

**NOTES**

- 1.) THE PROPERTY SHOWN HERE MAP NUMBER 06.02-01-01 AND 1.
- 2.) CURRENT OWNER/APPLICANT
- 3.) THE PROPERTY SHOWN HERE MAP NUMBER 5554 0005 D, DATED OUTSIDE 500-YEAR FLOODPLAIN
- 4.) THE BASIS OF BEARINGS, THIS PLAT WERE TAKEN FROM: WASHINGTON METROPOLITAN TR
- 5.) THIS BOUNDARY IS BASED



NOTES

- 1.) THE PROPERTY SHOWN MAP NUMBER 016.02-01-01 A
- 2.) CURRENT OWNER/APP
- 3.) THE PROPERTY SHOWN MAP NUMBER 555PM 0005 D, DA OUTSIDE 500-YEAR FLOOD
- 4.) THE BASIS OF BEARS THIS PLAT HERE TAKEN FR WASHINGTON METROPOLITAI
- 5.) THIS BOUNDARY IS B
- 6.) NO TITLE REPORT FU

AREA

PARCEL 524
PARCEL 525
RIGHT-OF-WAY
DEDICATION
TOTAL AREA



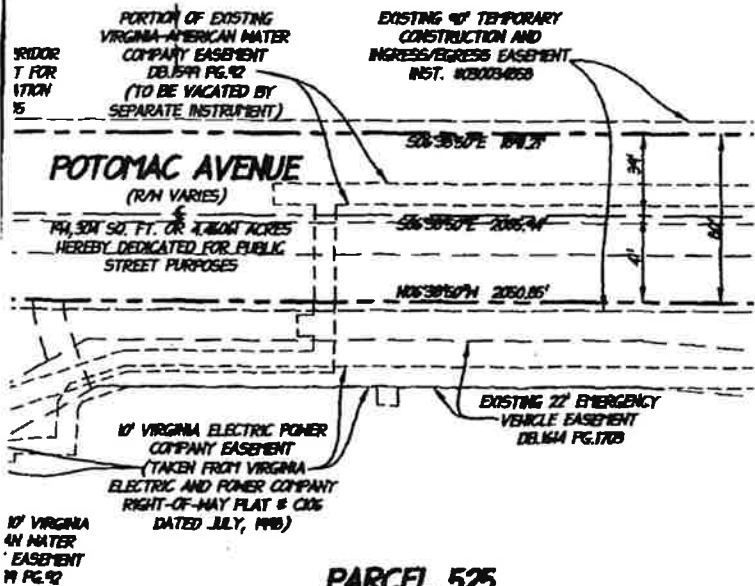
MATCHLINE SHEET 2

MATCHLINE SHEET 4

POTOMAC YARD
ALEXANDRIA
PARCEL 512
10401 POTOMAC AVENUE
OWNER: POTOMAC YARD
DEVELOPMENT LLC
INST. #060033375

PARCEL 524
835,210 SQ. FT.
19.17370 ACRES

EXIST. SEWER EASEL
DE.1676 PG.005



PARCEL 525
1,979,075 SQ. FT.
45.43331 ACRES

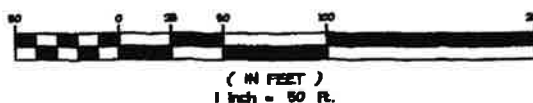
NOTES

- 1.) THE PROPERTY SHOWN HEREON IS DESIGNATED AS ALEXANDRIA ASSESSMENT MAP NUMBER 06.02-01-01 AND IS ZONED CDDMO.
- 2.) CURRENT OWNER/APPLICANT: CPYR INC
INSTRUMENT # 04003912
- 3.) THE PROPERTY SHOWN HEREON IS LOCATED ON F.E.M.A. MAP COMMUNITY PANEL NUMBER 555M 0005 D, DATED MAY 15, 1994, ZONE X, AN AREA DETERMINED TO BE OUTSIDE 500-YEAR FLOODPLAIN.
- 4.) THE BASIS OF BEARINGS, HORIZONTAL COORDINATES AND VERTICAL DATUM FOR THIS PLAT WERE TAKEN FROM CONTROL TRAVERSE INFORMATION OBTAINED FROM THE WASHINGTON METROPOLITAN TRANSIT AUTHORITY.
- 5.) THIS BOUNDARY IS BASED ON A FIELD RUN SURVEY PERFORMED BY THIS FIRM.
- 6.) NO TITLE REPORT FURNISHED.

AREA TABULATION

PARCEL 524	835,210 SQ. FT. OR 19.17370 ACRES
PARCEL 525	1,979,075 SQ. FT. OR 45.43331 ACRES
RIGHT-OF-WAY DEDICATION	14,304 SQ. FT. OR 0.3264 ACRES
TOTAL AREA	3,008,589 SQ. FT. OR 64.93710 ACRES

GRAPHIC SCALE



MATCHLINE SHEET 2

SUBDIVISION PLAT
CPYR INC
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=50'
DATE: 05/29/07
REV: 09/19/07
REV: 10/18/07

DRAWN: P.J.F
CHECKED:
CHECKED: Y.M.C.
SHEET NO.

1 of 6

E SHEET 4

*Revised 10/18/07 per attorney's comments (dated 10/05/07)

B-2068

000027

EXISTING STORM SEWER EASEMENT DB.1676 PG.005

EXISTING STORM SEWER EASEMENT DB.1676 PG.005

10' VIRGINIA ELECTRIC POWER COMPANY EASEMENT (TAKEN FROM VIRGINIA ELECTRIC POWER COMPANY RIGHT-OF-WAY PLAT # C006 DATED JULY 1990)

PARCEL 524
635,210 SQ. FT.
14.7376 ACRES

EXISTING 15' VIRGINIA AMERICAN WATER COMPANY EASEMENT DB.1670 PG.717

EXISTING 15' SANITARY SEWER EASEMENT DB.1644 PG.1703

EXISTING 22' EMERGENCY VEHICLE EASEMENT DB.1644 PG.185

EXISTING 90' TEMPORARY CONSTRUCTION AND INGRESS/EGRESS EASEMENT INST. #020034856

PORTION OF EXISTING 10' VIRGINIA AMERICAN WATER COMPANY EASEMENT DB.1670 PG.717 (TO BE VACATED BY SEPARATE INSTRUMENT)

PORTION OF EXISTING 10' VIRGINIA AMERICAN WATER COMPANY EASEMENT DB.1670 PG.717 (TO BE VACATED UNDER SEPARATE INSTRUMENT)

EXISTING 22' EMERGENCY VEHICLE EASEMENT DB.1644 PG.185

POTOMAC AVENUE

MATCHLINE SHEET 3

DIVISION PLAT

INC

ALEXANDRIA, VIRGINIA



christopher consultants
engineering surveying land planning
9900 main street (fourth floor) Fairfax, VA 22031-3907
703.273.8820 fax 703.273.7038

1

B-28-B

000223

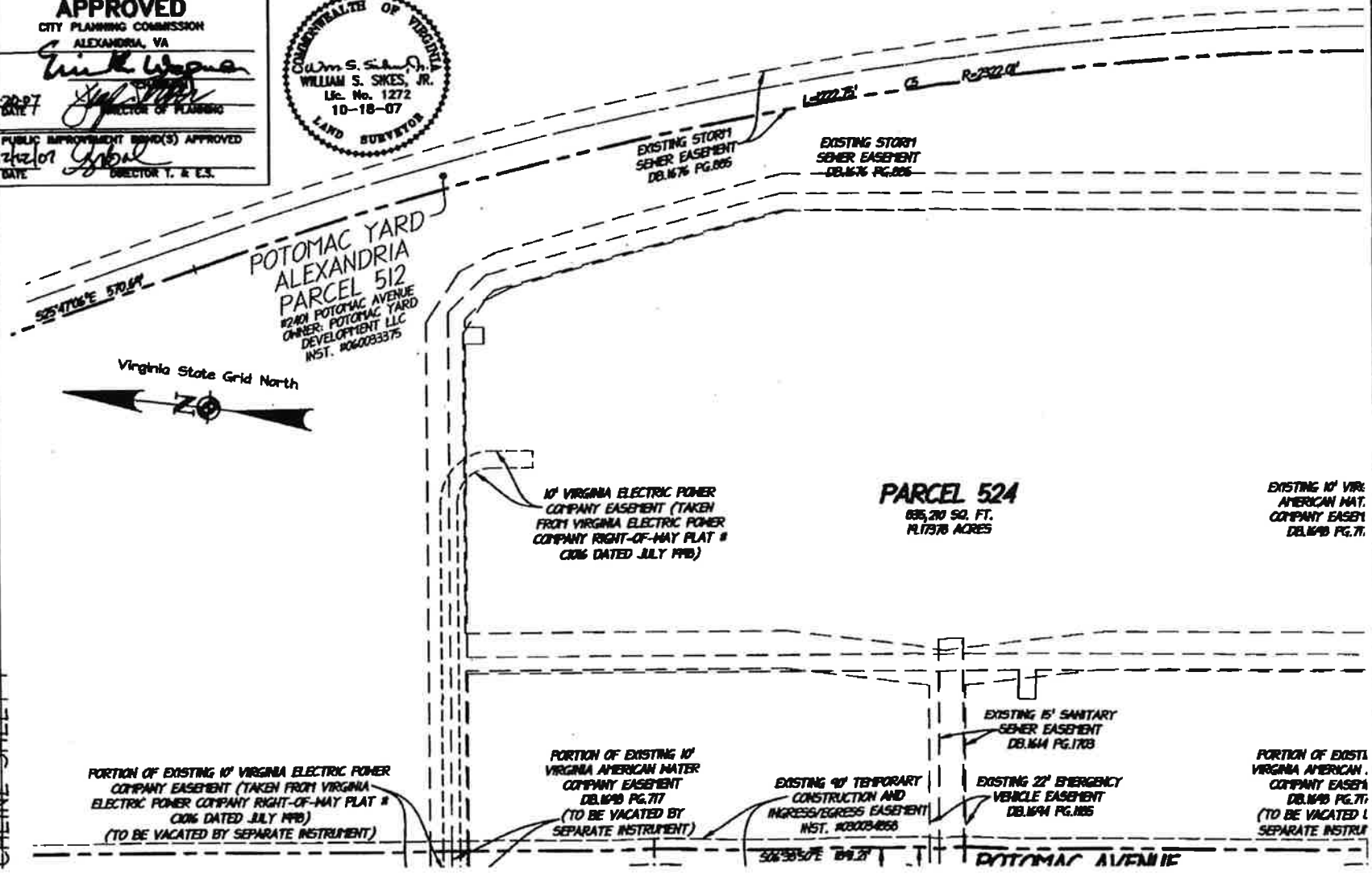
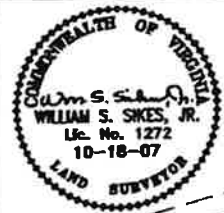
APPROVED
CITY PLANNING COMMISSION
ALEXANDRIA, VA

Frank Wagner
DIRECTOR OF PLANNING

12-20-07
DATE

PUBLIC IMPROVEMENT BOND(S) APPROVED
12-12-07
DATE

DIRECTOR T. & E.S.



CHLINE SHEET 1

CDS DATED JULY 1998

MATCHLINE SHEET 1

PORTION OF EXISTING 10' VIRGINIA ELECTRIC POWER
COMPANY EASEMENT (TAKEN FROM VIRGINIA
ELECTRIC POWER COMPANY RIGHT-OF-WAY PLAT #
CDS DATED JULY 1998)
(TO BE VACATED BY SEPARATE INSTRUMENT)

PORTION OF EXISTING 10'
VIRGINIA AMERICAN WATER
COMPANY EASEMENT
DE.1591 PG.92
(TO BE VACATED BY
SEPARATE INSTRUMENT)

EXISTING 10' TEMPORARY
CONSTRUCTION AND
INGRESS/EGRESS EASEMENT
INST. #020034050

EXISTING 15' SANITARY
SEWER EASEMENT
DE.1544 PG.1703

EXISTING 22' EMERGENCY
VEHICLE EASEMENT
DE.1544 PG.1703

PORTION OF E
VIRGINIA AMERI
COMPANY E
DE.1544 PG.1
(TO BE VACA)
SEPARATE INE

PORTION OF EXISTING 10'
VIRGINIA AMERICAN WATER
COMPANY EASEMENT
DE.1591 PG.92
(TO BE VACATED BY
SEPARATE INSTRUMENT)

50°38'50"E 208.54'
PM.304 SQ. FT. OR 4.4604 ACRES
HEREBY DEDICATED FOR PUBLIC
STREET PURPOSES
INST. #020034050

POTOMAC AVENUE
(R/W VARIES)

10' VIRGINIA ELECTRIC POWER
COMPANY EASEMENT
(TAKEN FROM VIRGINIA
ELECTRIC AND POWER
COMPANY RIGHT-OF-WAY PLAT
CDS DATED JULY, 1998)

EXISTING 10' VIRGINIA AMERICAN
WATER COMPANY EASEMENT
DE.1591 PG.92

PARCEL 525
1,979,075 SQ. FT.
45.4333 ACRES

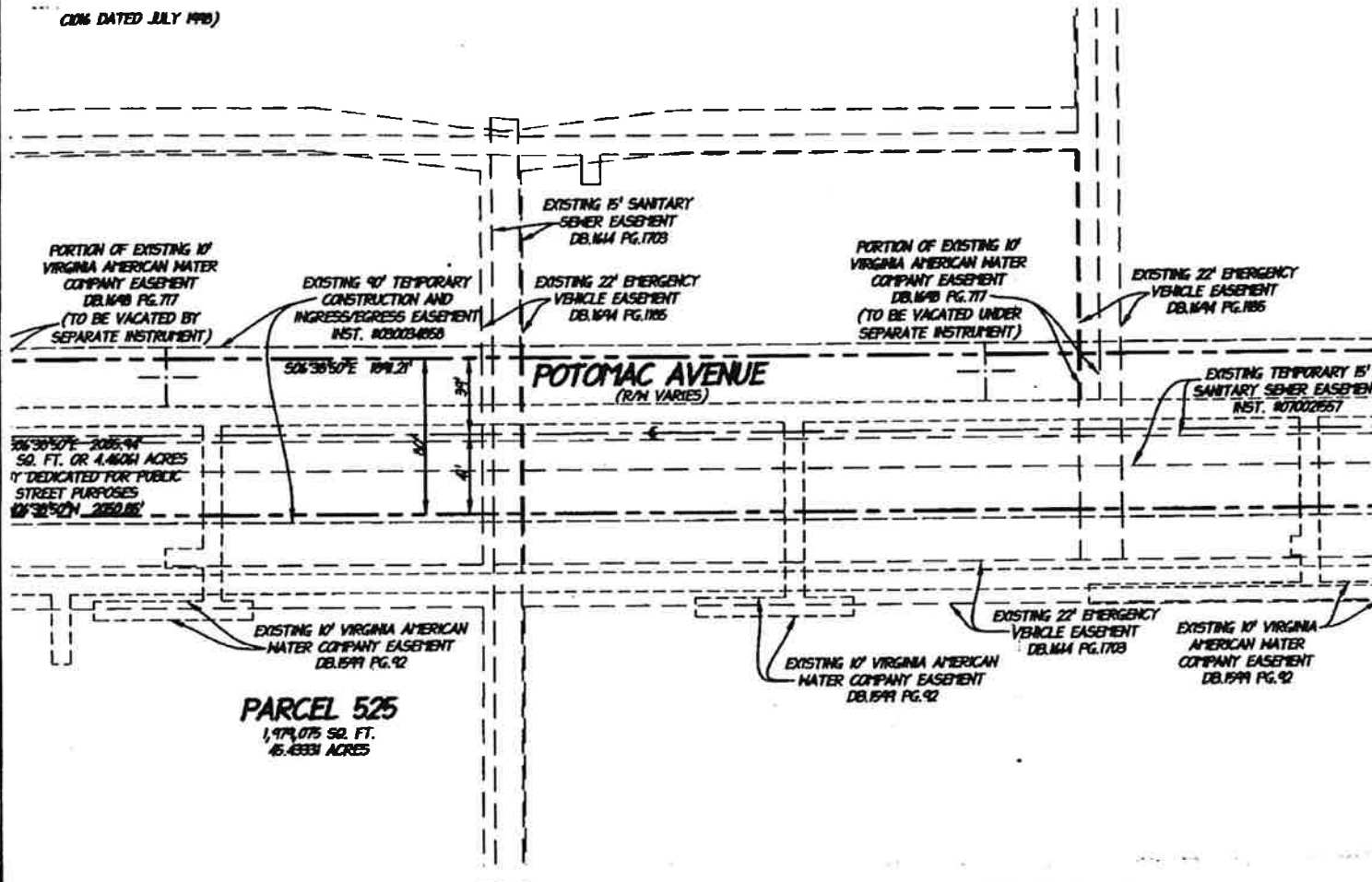
EXISTING 10' VIRGINIA AME
WATER COMPANY EASE
DE.1591 PG.92

MATCHLINE SHEET 4

MATCHLINE SHEET 5



CONE DATED JULY 1998)



MATCHLINE SHEET 5

GRAPHIC SCALE



MATCHLINE SHEET 3

SUBDIVISION PLAT

CPYR INC
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=50'
DATE: 05/24/07
REV: 09/19/07
REV: 10/18/07
DRAWN: P.J.F
CHECKED: W.S
CHECKED: K.S
SHEET NO.
2 of 6

B-2868

127000

000232

Virginia State Grid North



APPROVED	
CITY PLANNING COMMISSION ALEXANDRIA, VA	
12-20-07 DATE	<i>[Signature]</i> DIRECTOR OF PLANNING
12/20/07 DATE	<i>[Signature]</i> DIRECTOR T. & E.S.
PUBLIC IMPROVEMENT BONDS APPROVED	

POTOMAC YARD
ALEXANDRIA
PARCEL 512
#2401 POTOMAC AVENUE
OWNER: POTOMAC YARD
DEVELOPMENT LLC
INST. #06023375

50' 23 3/4" 467.14'
EXISTING STORM
SEWER EASEMENT
DELM 16% PG. 885

EXISTING STORM
DRAIN EASEMENT
DELM 144 PG. 1703

N-208 370.740
E-2 43,750.279

POTOMAC YARD
ALEXANDRIA
PARCEL 512
#2401 POTOMAC AVENUE
OWNER: POTOMAC YARD
DEVELOPMENT LLC
INST. #06023375

524
T.
35

EXISTING 22' EMERGENCY
VEHICLE EASEMENT
DELM 144 PG. 185

EXISTING 20' STORM
DRAIN EASEMENT
DELM 144 PG. 1703

PORTION OF EXISTING 10' WATER LINE
EASEMENT
INST. #060002262
(TO BE VACATED BY SEPARATE
INSTRUMENT)

POTOMAC AVENUE
INST. #06023375
(TRM VARIES)

1 OF EXISTING 10' VIRGINIA
WATER COMPANY EASEMENT
DELM 144 PG. 12
VACATED BY SEPARATE
INSTRUMENT

EXISTING 10' WATER
LINE EASEMENT
INST. #060002262

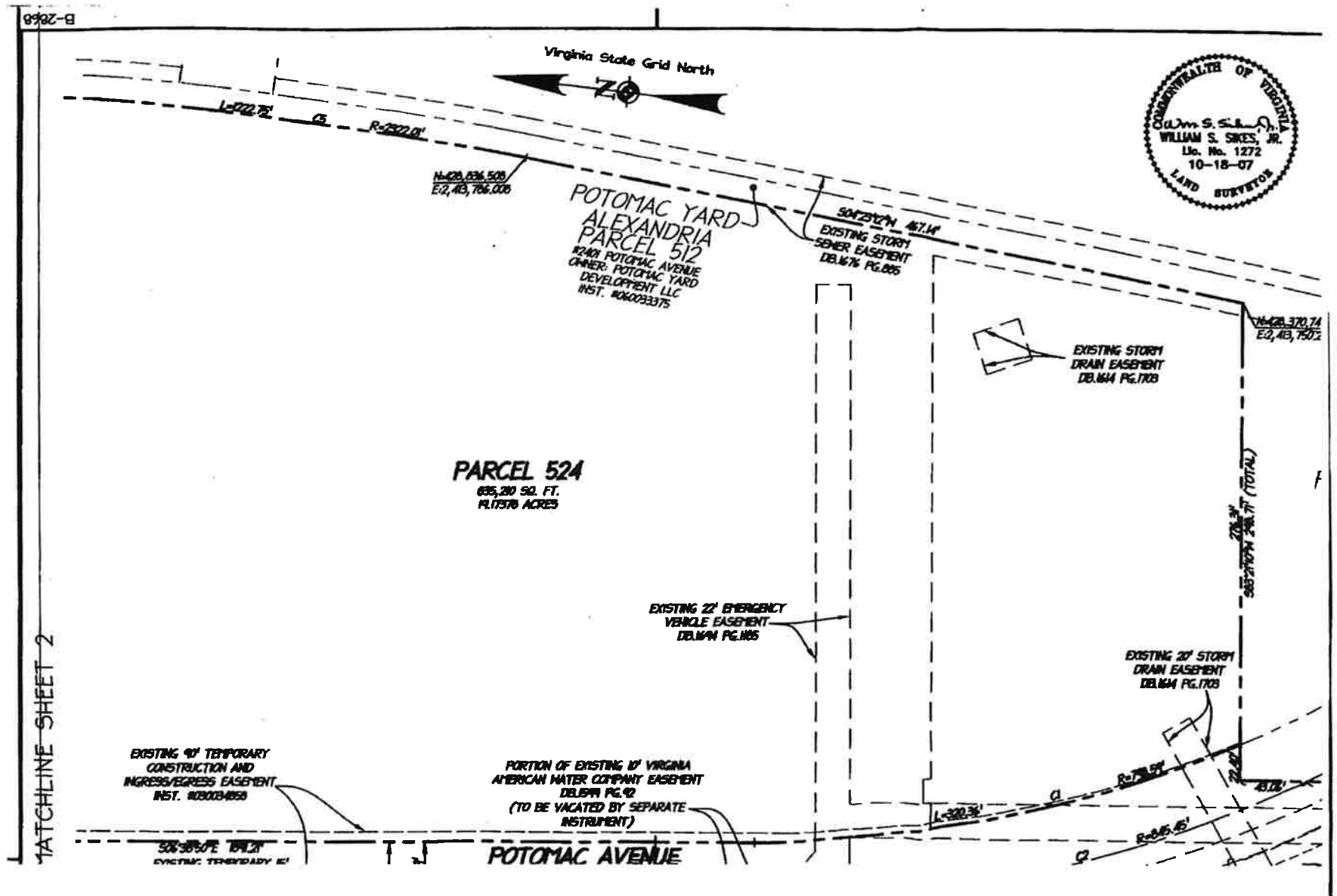
POTOMAC AVENUE

christopher consultants
engineering surveying land planning
8900 main street fourth floor alexia, va 22301-3907
703.273.8650 fax 703.273.7838

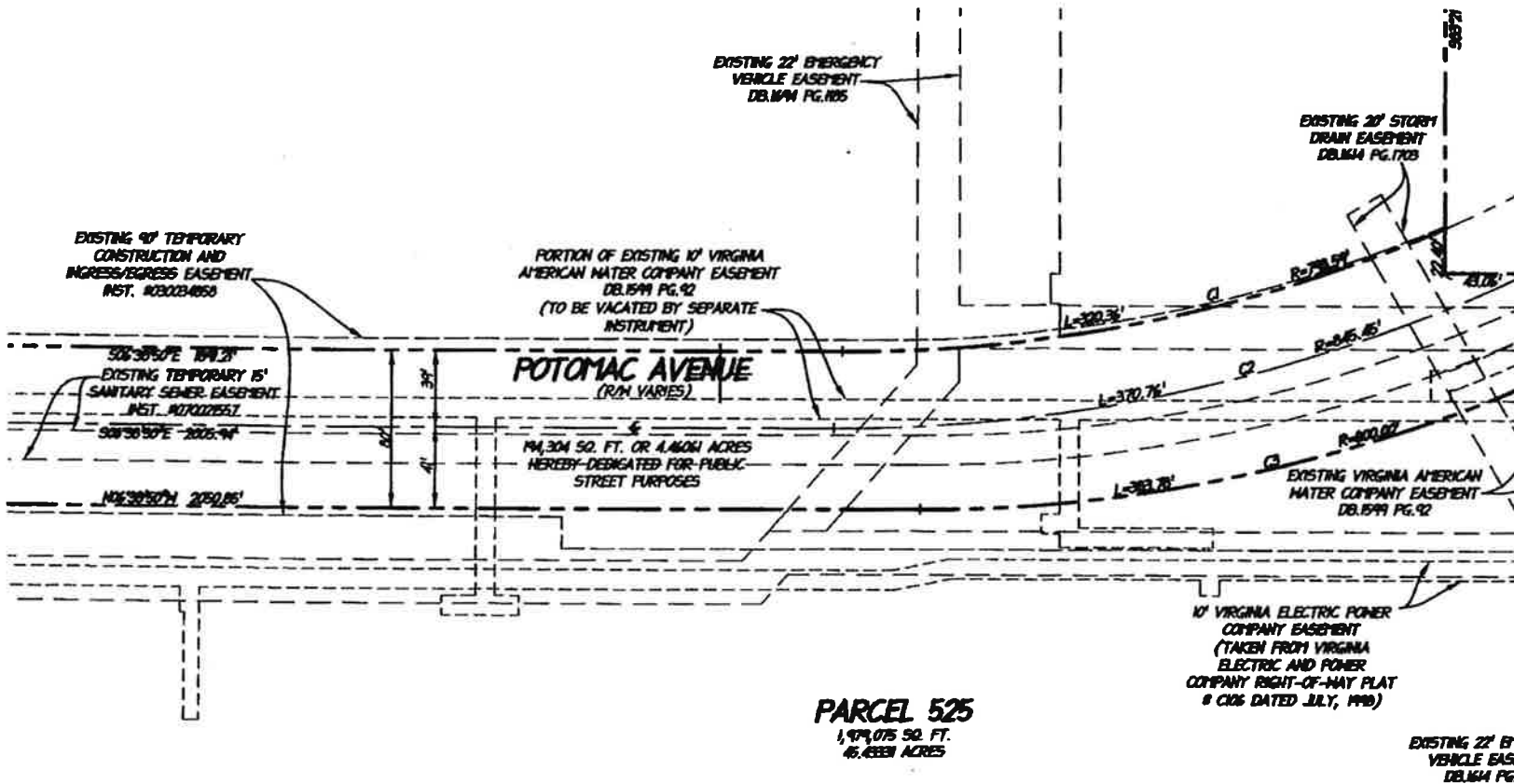


VISION PLAT
'R' INC
ALEXANDRIA, VIRGINIA

000233



MATCHLINE SHEET 2

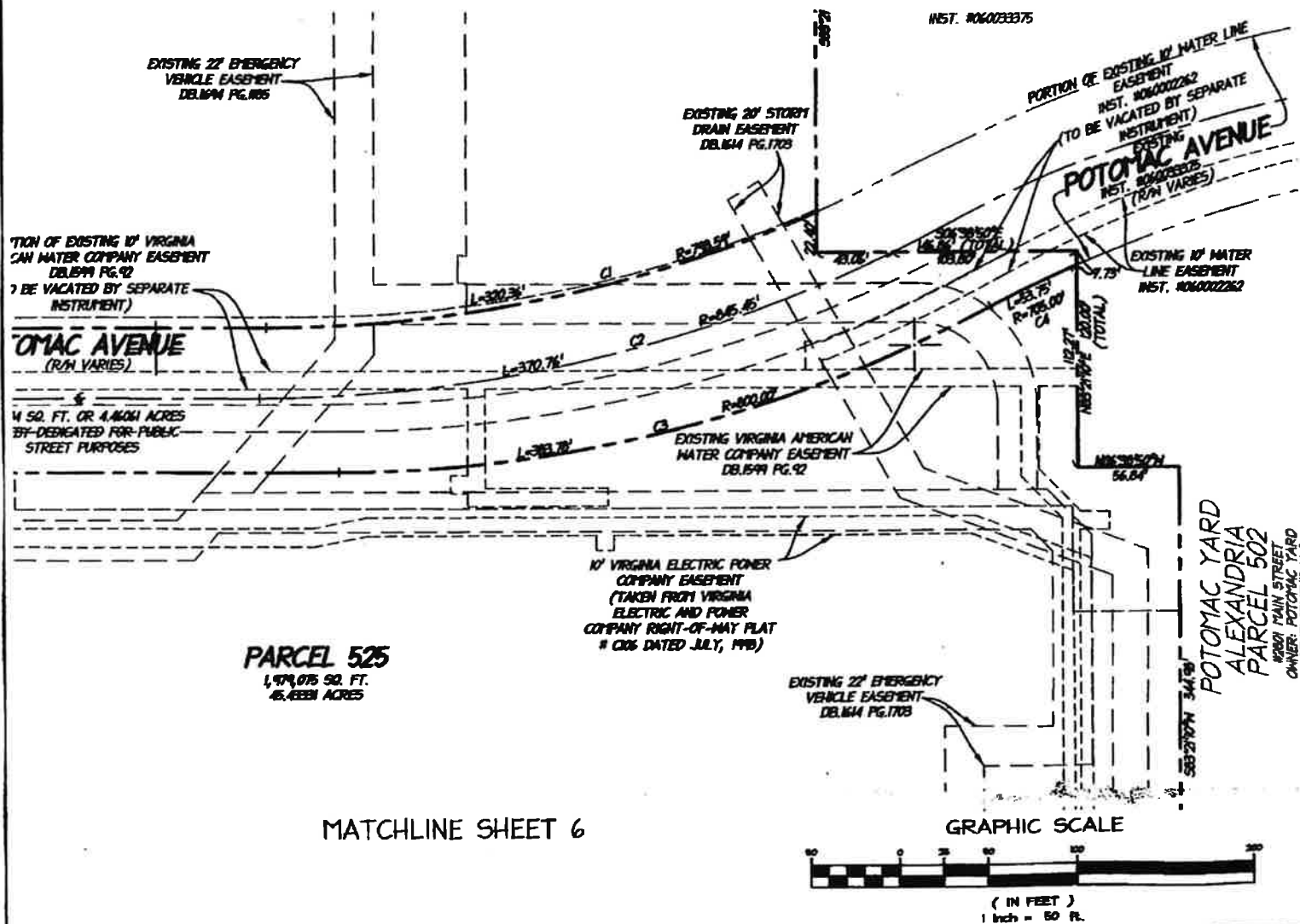


MATCHLINE SHEET 5

MATCHLINE SHEET 6



0007234



SUBDIVISION PLAT
CPYR INC
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=50'
DATE: 05/29/07
REV: 09/19/07
REV: 10/18/07

DRAWN: P.J.F.
CHECKED: WS
CHECKED: K.W.
SHEET NO.

3 of 6

B-2868

000000

MATCHLINE SHEET 2

N WATER

ER

EXISTING 10' VIRGINIA AMERICAN WATER
COMPANY EASEMENT
DB.1599 PG.92

EXISTING 27' EMERGENCY
VEHICLE EASEMENT—
DE.164 PG.172B

**EXISTING 15' SANITARY
SEWER EASEMENT
DB. 164 PG. 1703**

E EASEMENT

ENT BY
HEALTH
) CSX

- EXISTING 15' SANITARY
SEWER EASEMENT
DE 1644 PG. 1703

PARCEL 525
1,979,075 SQ. FT.
45.4331 ACRES

EXISTING 15' SANITARY
SEWER EASEMENT
DB. 1644 PG. 1723

EXISTING 10' VIRGINIA AMERICAN
WATER COMPANY EASEMENT
[] DEL.1599 PG.92

EXISTING 10' VIRGINIA AMERICAN WATER
COMPANY EASEMENT
DEL.599 PG.92

ECTRIC
MENT
444
ER
' FLAT
970)

**POSTING 21' EMERGENCY
VEHICLE EASEMENT
DB.NM PG.1723**

MATCHLINE SHEET 5

VISION PLAT

UN 02

XANDRIA, VIRGINIA

christopher consultants
engineering, surveying, land planning
9000 main street (fourth floor), harrisburg, pa 17103-3907
703.273.6800 • fax 703.273.7636



000237

092Z-B

MATCHLINE SHEET 1

MATCHL

POTOMAC YARD ALEXANDRIA PARCEL 501

19951 JEFFERSON DAVIS HIGHWAY
OWNER: POTOMAC YARD
DEVELOPMENT LLC
INST. #060033375

EXISTING 20' STORM
DRAINAGE EASEMENT
INST. #03003246
INST. #0007098

APPROXIMATE
LOCATION OF LEASE
AREA "NORTH
TERMINAL SITE" BY
AGREEMENT DATED
OCTOBER 31, 1996

APPROXIMATE
LOCATION OF LEASE
AREA "230 KV
OVERHEAD
CORRIDOR" BY
AGREEMENT DATED
OCTOBER 31, 1996

EXISTING 20' STORM
DRAINAGE EASEMENT
INST. #03003246
INST. #0007098

EXISTING 15' SANITARY
SEWER EASEMENT
INST. #07002557

EXISTING 10' VIRGINIA AMERICAN WATER
COMPANY EASEMENT
DB.1541 PG.42

10' VIRGINIA ELECTRIC POWER
COMPANY EASEMENT
(TAKEN FROM VIRGINIA
ELECTRIC AND POWER COMPANY
RIGHT-OF-WAY PLAT # C106
DATED JULY, 1998)

EXISTING 22' EMERGENCY VEHICLE EASEMENT
DB.1644 PG.1703
AND EXISTING ACCESS EASEMENT BY
AGREEMENT BETWEEN COMMON HEALTH
ATLANTIC LAND V INC. AND CSX.
DB.1676 PG.885

EXISTING 15' SANITARY
SEWER EASEMENT
DB.1644 PG.1703

EXISTING 10' VIRGINIA AMERICAN
WATER COMPANY EASEMENT
DB.1541 PG.42

EXISTING 10' VIRGINIA ELECTRIC
POWER COMPANY EASEMENT
(TAKEN FROM VIRGINIA
ELECTRIC AND POWER
COMPANY RIGHT-OF-WAY PLAT
C106 DATED JULY, 1998)

EXISTING 22' EMERGENCY
VEHICLE EASEMENT
DB.1644 PG.1703

EXISTING 10' VIRGINIA AMERICAN WATER
COMPANY EASEMENT
DB.1541 PG.42

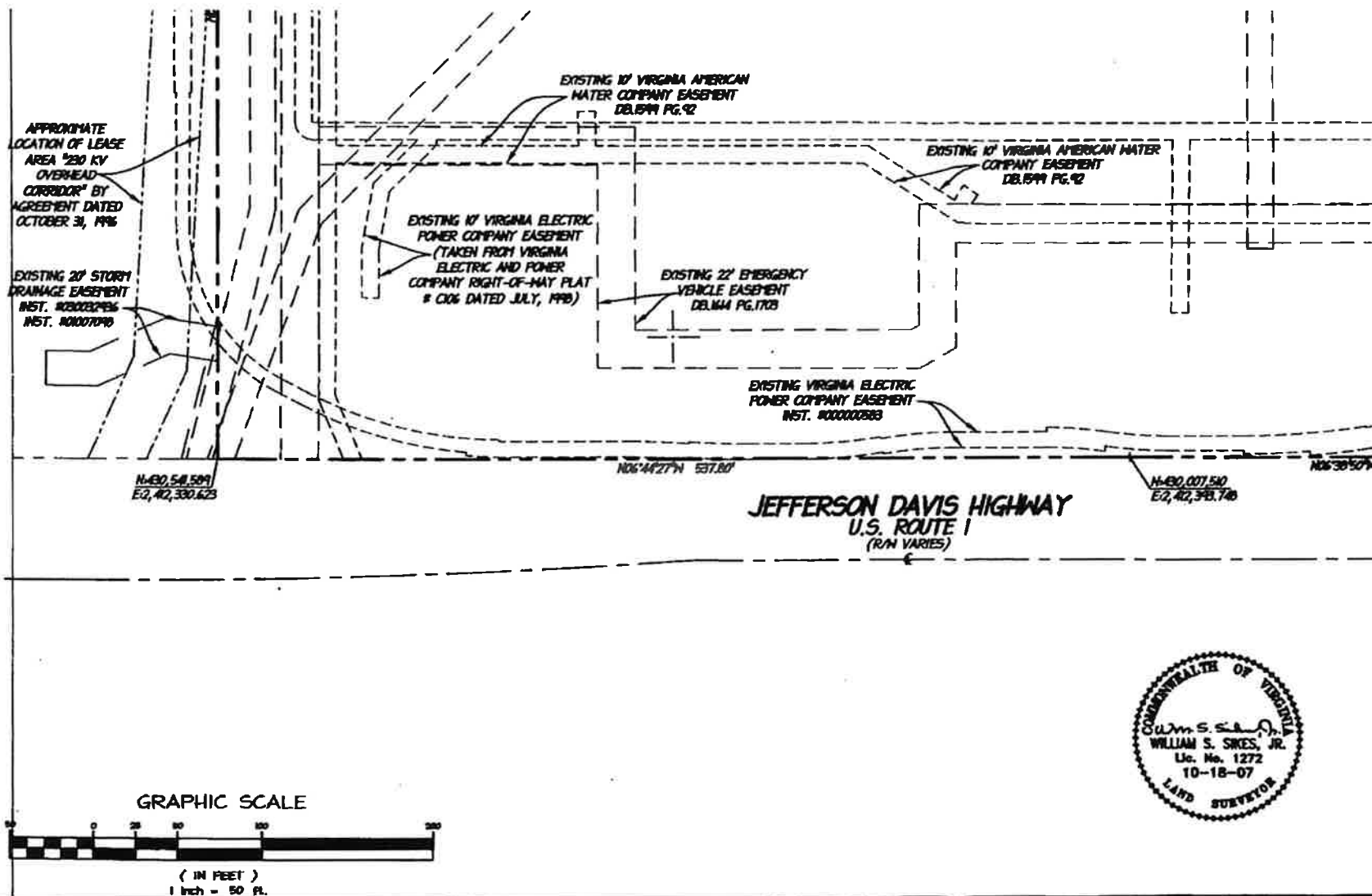
EXISTING 22' EMERGENCY
VEHICLE EASEMENT
DB.1644 PG.1703

EXISTING 15' SANITARY
SEWER EASEMENT
DB.1644 PG.1703

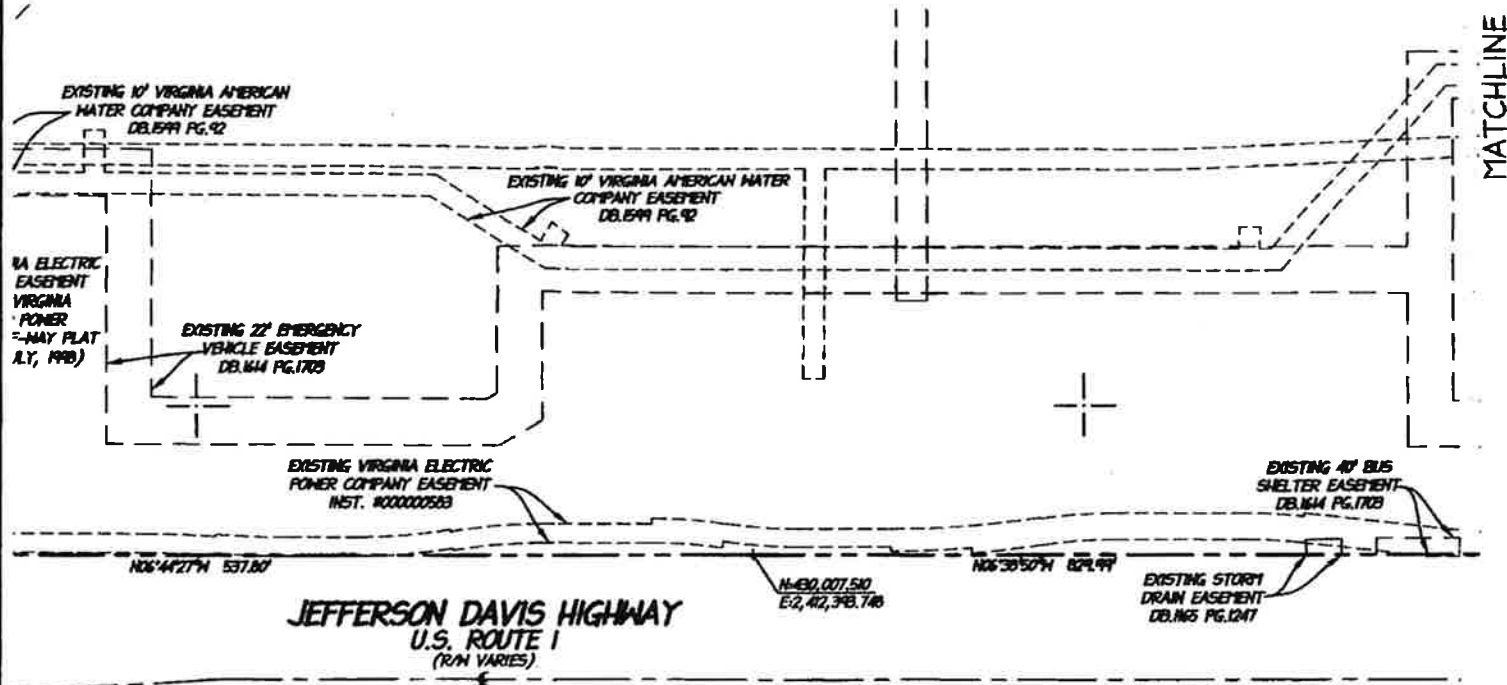
PARCEL 525
1,479,075 SQ. FT.
33.6533 ACRES

EXISTING 15' SANITARY
SEWER EASEMENT
DB.1644 PG.1703

EXISTING 10' VIRGINIA AMERICAN WATER
COMPANY EASEMENT
DB.1541 PG.42



000238



APPROVED	
CITY PLANNING COMMISSION ALEXANDRIA, VA	
<i>Eric L. [Signature]</i>	
DIRECTOR OF PLANNING	
PUBLIC IMPROVEMENT BOND(S) APPROVED	
<i>[Signature]</i>	
DIRECTOR T. & E.S.	
12-20-07 DATE	
12/13/07 DATE	

SUBDIVISION PLAT
CPYR INC
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=50'
DATE: 05/29/07
REV: 09/19/07
REV: 10/18/07
DRAWN: P.J.F
CHECKED: WS
CHECKED: KJV
SHEET NO.
4 of 6

0002000

B-2868

LINE SHEET 2

MATCHLINE SHEET 3

EXISTING 22' EMERGENCY
VEHICLE EASEMENT
DELMH PG.1703

SANITARY
SEWER
EASEMENT
DELMH PG.1703

EXISTING 10' VIRGINIA
AMERICAN WATER
COMPANY EASEMENT
DELMH PG.92



PARCEL 525
1,979,075 SQ. FT.
45.4333 ACRES

EXISTING 10' VIRGINIA ELECTRIC
POWER COMPANY EASEMENT
(TAKEN FROM VIRGINIA
ELECTRIC AND POWER
COMPANY RIGHT-OF-WAY PLAT
8 CDS DATED JULY, 1998)

EXISTING 15' SANITARY
SEWER EASEMENT
DELMH PG.1703

EXISTING 10' VIRGINIA
AMERICAN WATER
COMPANY EASEMENT
DELMH PG.92

EXISTING 10' VIRGINIA
AMERICAN WATER
COMPANY EASEMENT
DELMH PG.92

EXISTING 22' EMERGENCY
VEHICLE EASEMENT
DELMH PG.1703

MATCHLINE SHEET 6

christopher consultants
engineering surveying land planning
9900 main street (suite 400) Fairfax, VA 22031-3807
703.273.8820 Fax 703.273.7638



DIVISION PLAT
PC INC
ALEXANDRIA, VIRGINIA

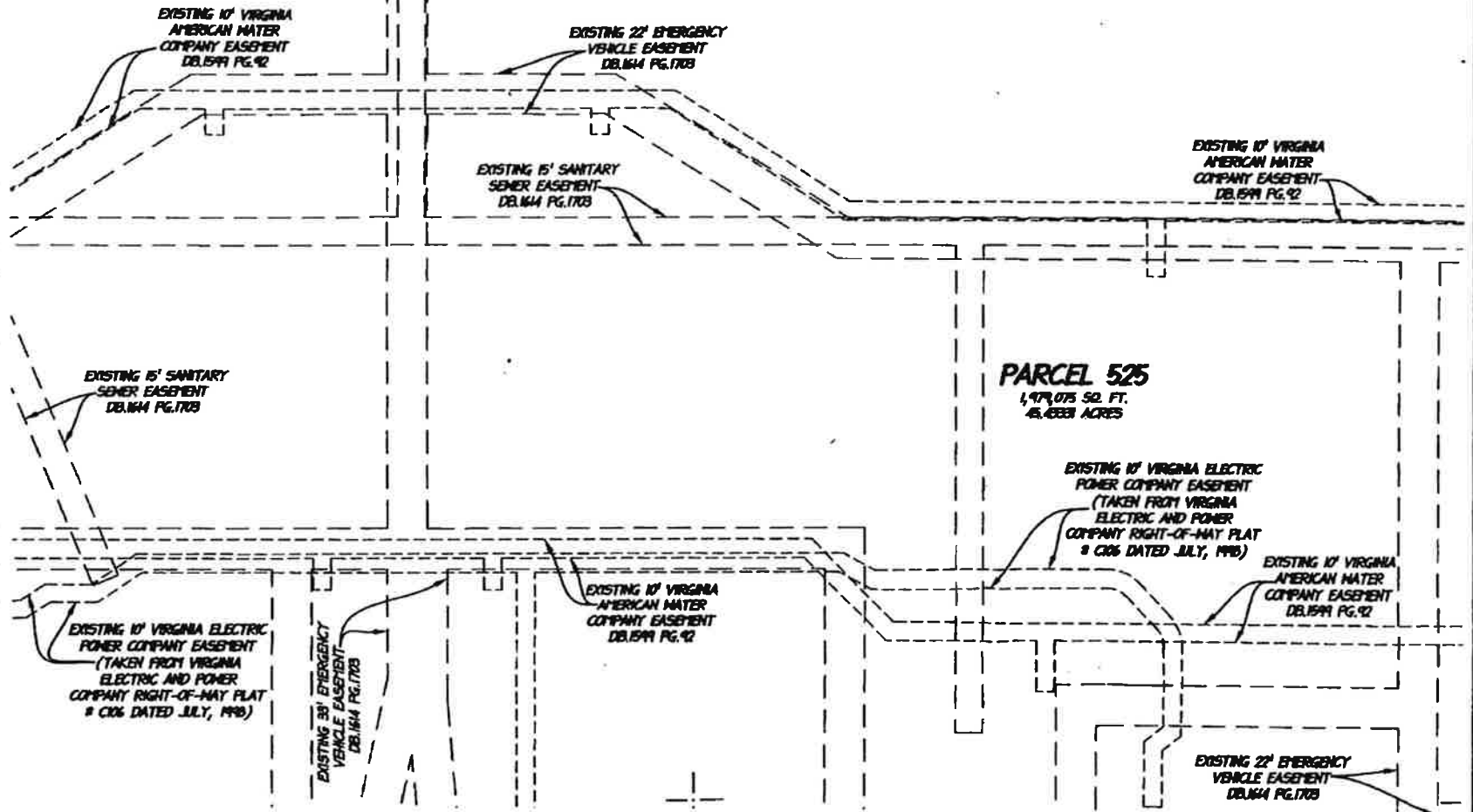
000241

B-266

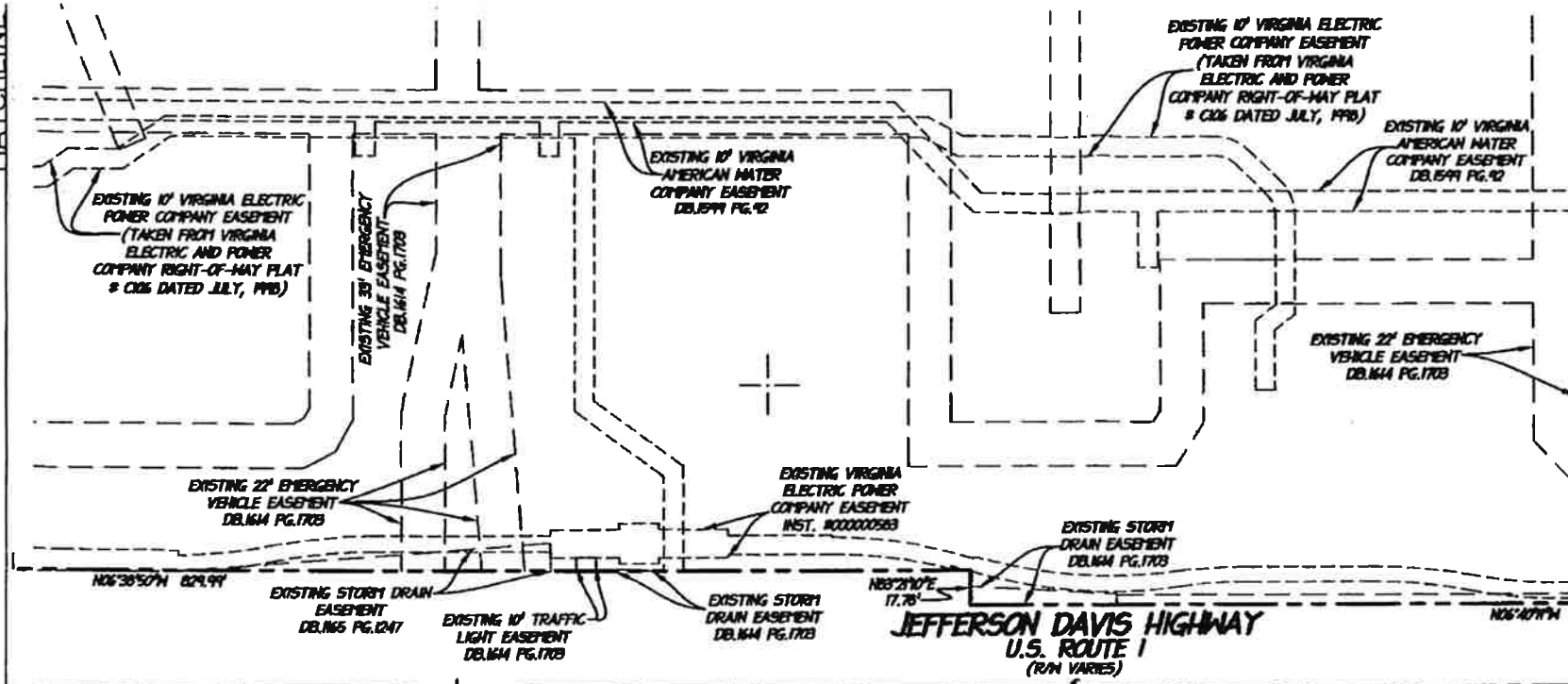
MATCHLINE SHEET 4

MATCHLINE SHEET 2

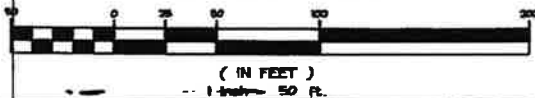
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MATCHLINE

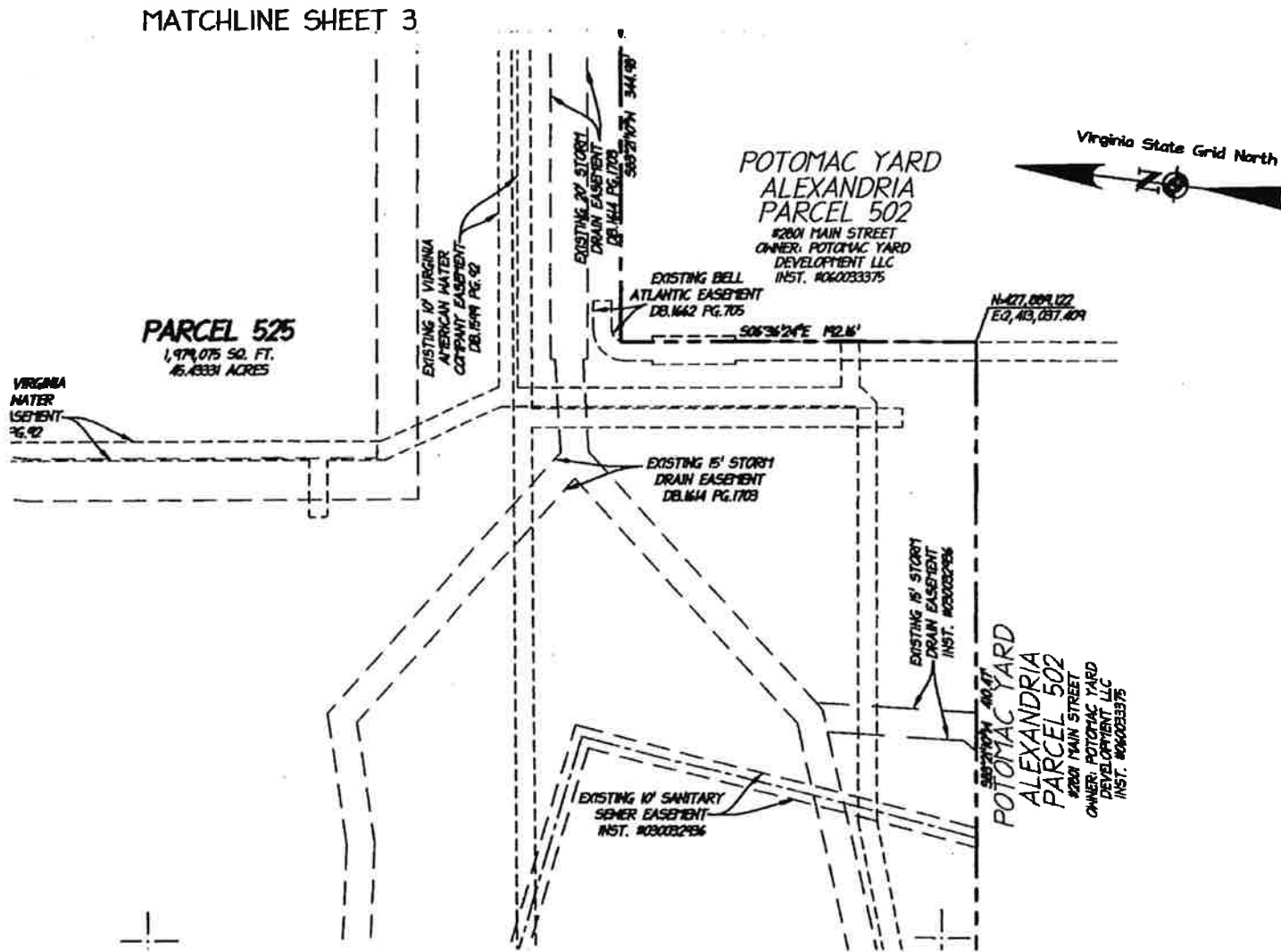


GRAPHIC SCALE



000242

000244



christopher consultants
engineering surveying land planning
8800 main street (south beach) - bethesda, md 20814-3807
703.373.8800 - fax 703.373.7838



DIVISION PLAT
'R INC
ALEXANDRIA, VIRGINIA

0000245

B-2828

MATCHLINE SHEET 5

MATCHLINE SHEET 3

PARCEL 525
1,979,075 SQ. FT.
45.4333 ACRES

**POTOMAC YARD
ALEXANDRIA
PARCEL 502**
#2001 MAIN STREET
OWNER: POTOMAC YARD
DEVELOPMENT LLC
INST. #060033375

EXISTING 15' SANITARY
SEWER EASEMENT
DB.1644 PG.1703

EXISTING 10' VIRGINIA
AMERICAN WATER
COMPANY EASEMENT
DB.1544 PG.42

EXISTING 22' EMERGENCY
VEHICLE EASEMENT
DB.1644 PG.1703

EXISTING 10' VIRGINIA
AMERICAN WATER
COMPANY EASEMENT
DB.1544 PG.42

EXISTING 20' STORY
DRAIN EASEMENT
DB.1644 PG.1703

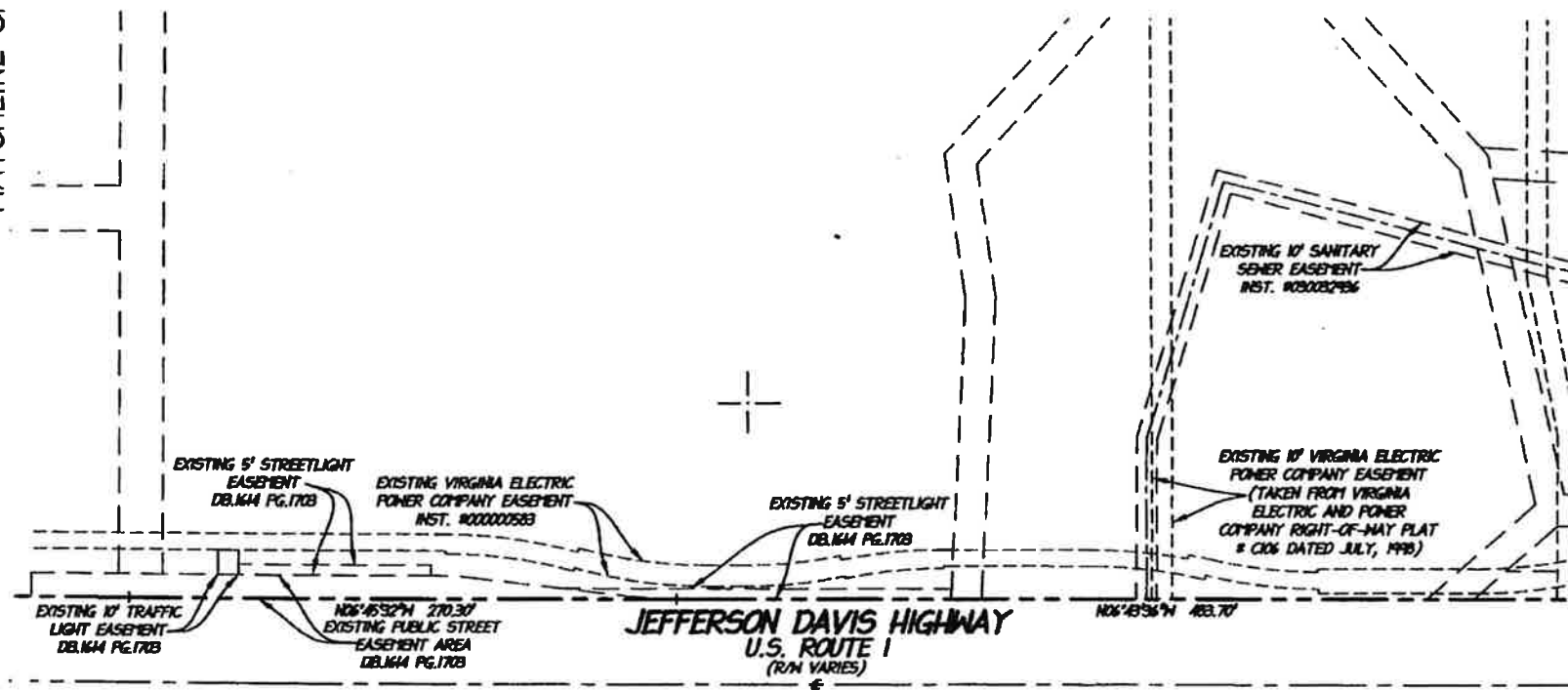
EXISTING BELL
ATLANTIC EASEMENT
DB.1642 PG.705

EXISTING 15' STORY
DRAIN EASEMENT
DB.1644 PG.1703

EXISTING 10' SANITARY
SEWER EASEMENT
INST. #030032956

EXISTING 15' STORY
DRAIN EASEMENT

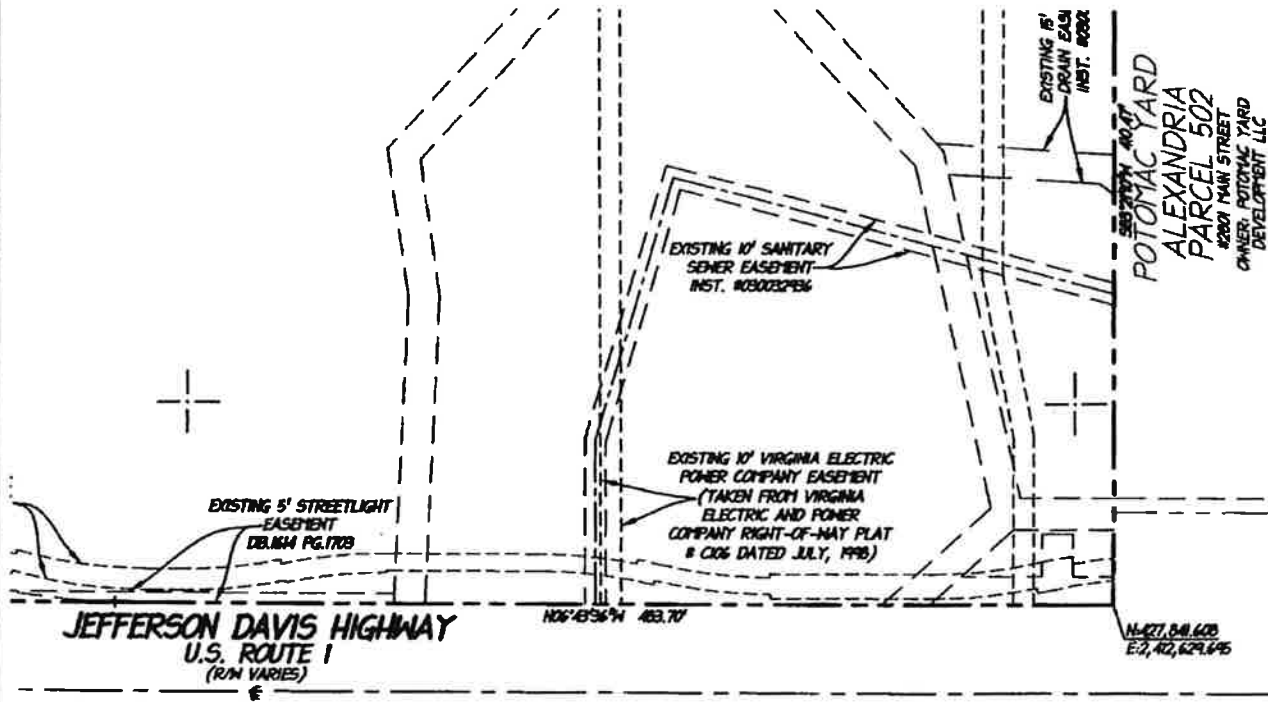
MATCHLINE S



GRAPHIC SCALE



000245



APPROVED
CITY PLANNING COMMISSION
ALEXANDRIA, VA

Erin K. Wagoner
DATE: 12-20-07
DIRECTOR OF PLANNING

PUBLIC IMPROVEMENT BOND(S) APPROVED
Velvetor Gabel
DATE: DIRECTOR T. & E.S.

SUBDIVISION PLAT
CPYR INC
CITY OF ALEXANDRIA, VIRGINIA

SCALE: 1"=50'

DATE: 05/29/07
REV: 09/19/07
REV: 10/18/07

DRAWN: PJF
CHECKED: WS
CHECKED: KAW
SHEET NO.

6 of 6

B-2068

000247



APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # _____

[must use black ink or type]

PROPERTY LOCATION: _____

TAX MAP REFERENCE: _____ **ZONE:** _____

APPLICANT'S NAME: _____

ADDRESS: _____

PROPERTY OWNER NAME: _____

ADDRESS: _____

REQUEST: _____

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

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

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

McGoniskar

REVISED
7/23/20

Print Name of Applicant or Agent

Signature

Telephone #

Fax #

Mailing/Street Address

Email address

DO NOT WRITE IN THIS SPACE OFFICE USE ONLY

Application Received: _____

Date and Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL _____

Statement of Justification
Master Plan Amendment
CDD Conceptual Design Plan Amendment
June 9, 2020

CPYR Theater, LLC (the “Applicant”) requests a Master Plan Amendment to the 2020 North Potomac Yard Small Area Plan, as amended, and a CDD Conceptual Design Plan Amendment to CDD #2019-00008 to increase the height maximum on Blocks 15 and 18.

On March 14, 2020, City Council approved revisions to the North Potomac Yard Small Area Plan. On June 20, 2020, City Council is expected hear revisions to the CDD conditions and Conceptual Design Plan for CDD #19. In working with the FAA consultant, the Applicant determined that additional height on these two blocks does not conflict with the revised FAA flight path restrictions. Additionally, through the development review process, the Applicant has worked with staff and the design teams to refine the building architecture and increased height at these locations will result in improved design. Therefore, the Applicant requests an increase in the height maximums on Block 15 and 18.

On Block 15, the Applicant requests an increase in height from 85 feet to 95 feet in order to accommodate architectural embellishments on the southeast corner of the building. This “hat” element improves the building’s design and presence adjacent to the Metro Plaza. On Block 18, the Applicant requests an increase in height from 90 feet to 115 feet in order to accommodate an additional floor of occupiable space that includes a partially imbedded penthouse. After review of the current FAA flight path restrictions, the Applicant was able to increase the height on this portion of the development. The proposed height adjustments will improve the variety of building heights throughout North Potomac Yard and will contribute to architectural excellence.

The proposed amendments are desirable, beneficial to surrounding properties, in character with the existing 2017 Small Area Plan, and consistent with City policies. They will allow the Applicant to implement Phase I of the redevelopment of North Potomac Yard. The proposed amendments are limited in scope and consistent with the existing character and vision set forth in the 2017 Small Area Plan. Finally, the proposed amendments will not have an adverse impact on public facilities and services, as the amendments are minor in nature.

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

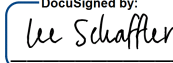
Dear Mr. Moritz:

CPYR Theater, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property. This consent is granted subject to lender approval, and subject to CPYR review and approval of conditions that impact its Property associated with the applications.

CPYR Theater, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property.

Very truly yours,

CPYR THEATER, LLC

By:  23954AE1D8D940B...

Its: Executive Director

Date: 5/5/2020

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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 3601 Potomac Ave (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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 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 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. CPYR Theater, LLC	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.

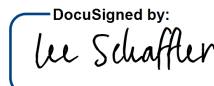
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/5/2020

Lee Schaffler

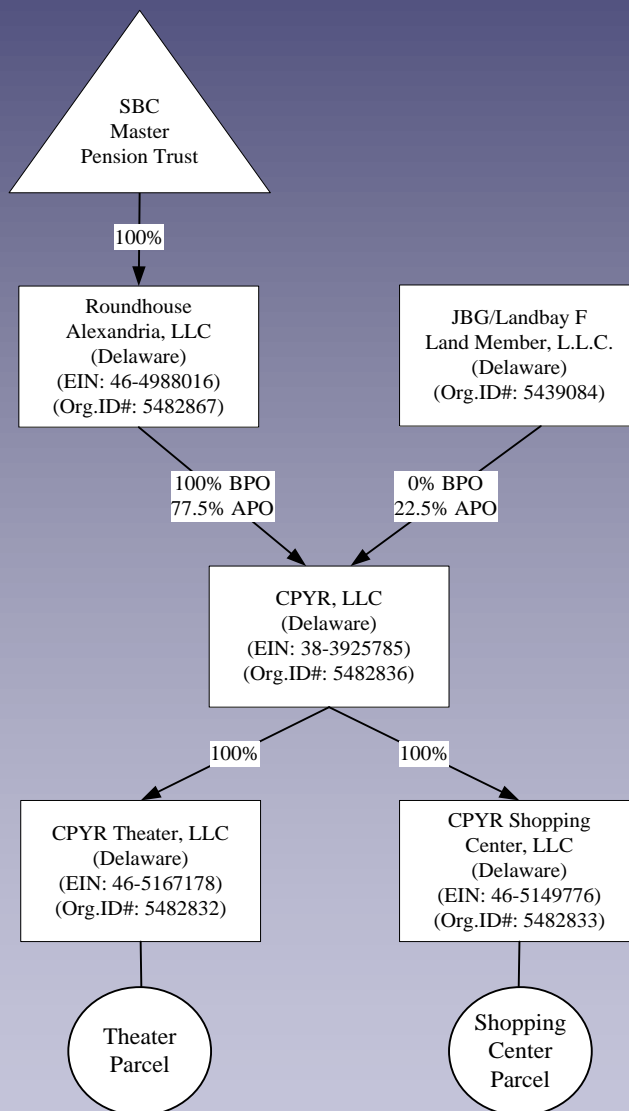
Date

Printed Name

DocuSigned by:

 23954AE1D8D940B...

Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)





APPLICATION

SUBDIVISION OF PROPERTY

SUB # _____

PROPERTY LOCATION: 3601 Potomac Avenue & 3251 Potomac Avenue

TAX MAP REFERENCE: 016.02-01-03 (Parcel 626 becoming 726 only) **ZONE:** CDD #10
016.04-01-01

APPLICANT:

Name: City of Alexandria

Address: 3601 Potomac Ave (Parcel 626 becoming 726 only)

PROPERTY OWNER:

Name: City of Alexandria

Address: 301 King Street, Alex VA 22313

SUBDIVISION DESCRIPTION

City of Alexandria Co-applicant with CPYR Theater, LLC -Associated with the DSUP applications for phase 1 of North Potomac Yard. The City of Alexandria requests a subdivision to create parcel for the Metro station (North Pavilion & Knuckle pier).

- ☒ **THE UNDERSIGNED**, hereby applies for Subdivision in accordance with the provisions of Section 11-1700 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 staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.
- ☒ **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.

Terry Suehr

Print Name of Applicant or Agent

301 King Street

Mailing/Street Address

Alexandria, VA

City and State

22313

Zip Code

Signature

703-746-4036

Telephone #

Fax #

Terry.Suehr@alexandriava.gov

Email address

08.20.2020

Date

ALL APPLICANTS MUST COMPLETE THIS FORM.

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.

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

- ☐ Yes. Provide proof of current City business license. Not Applicable
- ☐ No. The agent shall obtain a business license prior to filing application, if required by the City Code.

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

1. Applicant. State the name, address and percent of ownership of any person or entity owning an interest in the applicant, unless the entity is a corporation or partnership, in which case identify each owner of more than 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.		
2.		
3.		

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

Name	Address	Percent of Ownership
1.		
2.		
3.		

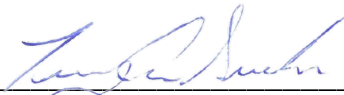
3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are required to disclose **any** business or financial relationship, as defined by [Section 11-350 of the Zoning Ordinance](#), existing 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.		
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.

_____	_____	
Date	Printed Name	Signature

WAIVER OF RIGHT TO AUTOMATIC APPROVAL

SUBMITTED TO
THE DEPARTMENT OF PLANNING & ZONING
CITY OF ALEXANDRIA, VIRGINIA

PROJECT NAME: _____

PROJECT ADDRESS: _____

DESCRIPTION OF REQUEST:

THE UNDERSIGNED, hereby waives the right to the 45 day automatic approval provision of Section 11-1708 (B)(2) of the Zoning Ordinance of the City of Alexandria, Virginia, for the application stated above.

Date: _____

☐ Applicant

☐ Agent

Signature: _____


Printed Name: _____

GENERAL NOTES

1. THE PROPERTIES SHOWN ARE IDENTIFIED ON THE CITY OF ALEXANDRIA, VIRGINIA GEOGRAPHIC INFORMATION SYSTEM AS TAX MAP #016.02-01-03 AND 016.04-01-01 ARE ZONED CDD#19.
2. THE PROPERTIES SHOWN HEREON ARE NOW IN THE NAME OF CPYR THEATER, LLC, ACQUIRED BY THEM AT INSTRUMENT #140004968 AND LAST MODIFIED AT INSTRUMENT #200009769 AND THE CITY OF ALEXANDRIA AS CONVEYED TO THEM AT INSTRUMENT #190006514 AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA. CPYR THEATER, LLC'S MAILING ADDRESS IS 100 WAUGH DRIVE, SUITE 600, HOUSTON TEXAS 77007 - IN CARE OF THE LIONSTONE GROUP AND THE CITY OF ALEXANDRIA MAILING ADDRESS IS 301 KING STREET ALEXANDRIA VA. 22314-3211.
3. THE OLD AND HISTORIC ALEXANDRIA DISTRICT LIMITS HEIGHTS TO 50 FEET WITHIN 500 FEET OF THE CENTERLINE OF THE HISTORIC GEORGE WASHINGTON MEMORIAL PARKWAY.
4. THE BOUNDARY INFORMATION SHOWN ON THIS PLAT IS THE RESULT OF A BOUNDARY SURVEY PERFORMED BY THIS FIRM IN SEPTEMBER 2019.
5. DURING THE PROCESS OF PERFORMING A BOUNDARY SURVEY ON THE PROPERTY, NO INDICATIONS OF A CEMETERY WERE FOUND.
6. THE EXISTING BUILDING STRADDLES PROPOSED LOTS 724 725 BUT WILL BE DEMOLISHED AS A PART OF FUTURE DEVELOPMENT OF THIS SITE.
7. THERE ARE NO RESOURCE PROTECTION AREAS (RPA'S) WITHIN THE PROPERTIES SHOWN.
8. THE PROPERTY SHOWN ON THIS SURVEY IS CLASSIFIED AS ZONE "X" (AN AREA DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) ACCORDING FIRM COMMUNITY PANEL 5155190033E, EFFECTIVE DATE JUNE 5, 2011.
9. TO THE BEST OF MY KNOWLEDGE, THERE ARE NO UNDERGROUND STORAGE TANKS ON THIS SITE.
10. TO THE BEST OF MY KNOWLEDGE, THERE ARE NO AREAS WITHIN 1000 FEET THAT WERE FORMER SANITARY LANDFILLS, DUMP OR DISPOSAL AREA.
11. TO THE BEST OF MY KNOWLEDGE, THERE ARE NO AREAS THAT HAVE THE POTENTIAL OF GENERATING COMBUSTIBLE GASES.
12. IF THE EXISTING BUILDING IS NOT DEMOLISHED BY MARCH 2, 2021, THE OWNER(S) OF THE RESPECTIVE LOTS SHALL CONSOLIDATE THE TWO PARCELS INTO ONE LOT. NO NEW BUILDING PERMITS, SITE PLANS OR GRADING PLANS, EXCEPT THOSE APPLIED FOR IN CONJUNCTION WITH A DEMOLITION PERMIT, FOR THE DEMOLITION OF THE EXISTING BUILDING, OR FOR THE IMPROVEMENTS TO THE PROPERTY WILL BE ISSUED BY THE CITY UNTIL THE EXISTING BUILDING IS DEMOLISHED OR THE PROPERTIES ARE CONSOLIDATED AND BROUGHT INTO COMPLIANCE.
13. PARCELS 827 AND 829 SHALL SERVE AS TEMPORARY INGRESS EGRESS EASEMENTS TO ACCESS PARCELS 826, 828, 832, AND 833 UNTIL SUCH TIME AS PERMANENT ACCESS IS PROVIDED.
14. IPS - DENOTES IRON PIPE TO BE SET BEFORE COMPLETION OF PARCEL DEVELOPMENT.

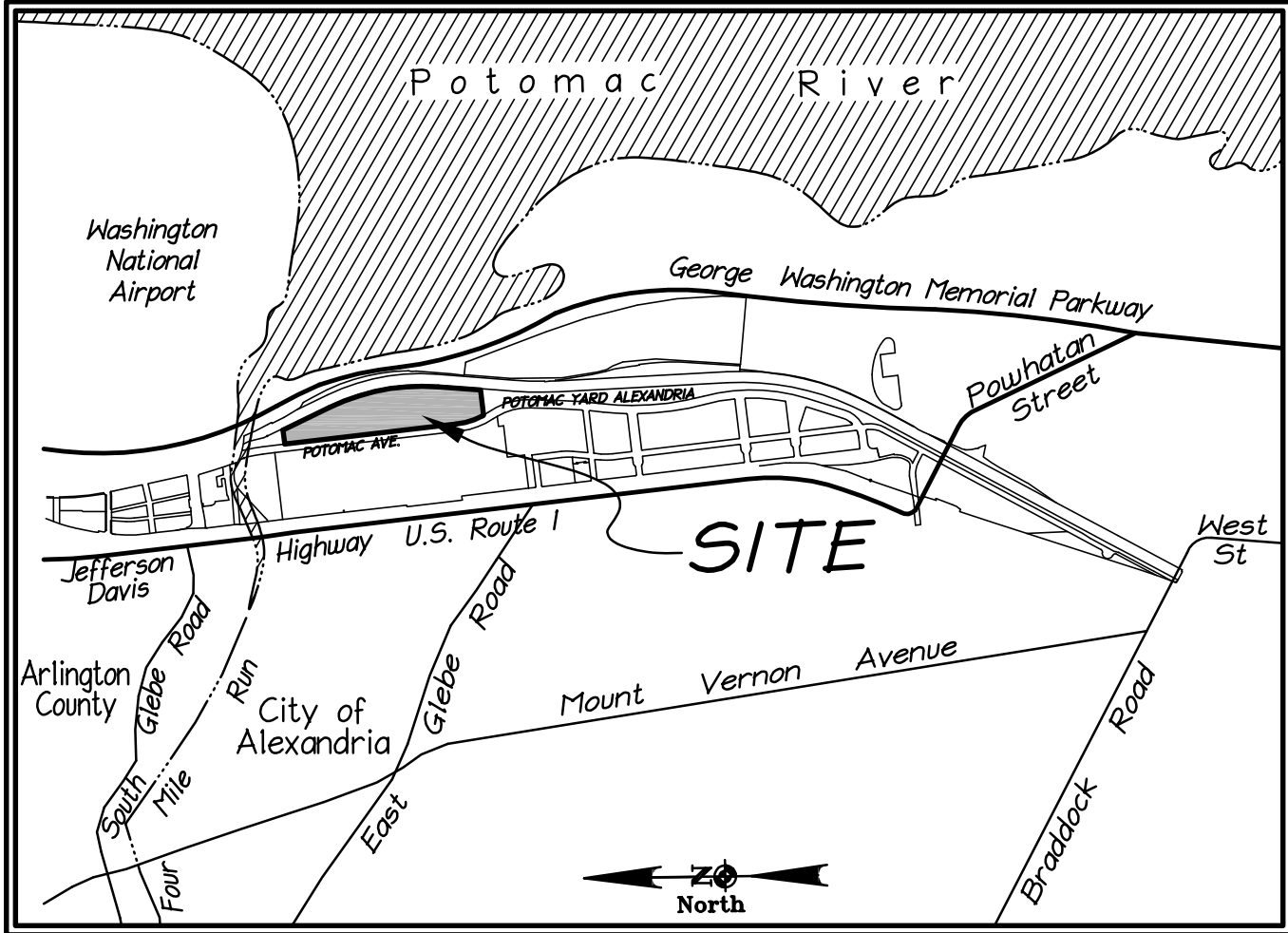
AREA TABULATION:
BEFORE SUBDIVISION

PARCEL 724	664,985 SQ. FT. OR 15.26595 ACRES
PARCEL 626	23,287 SQ. FT. OR 0.53460 ACRES
TOTAL	688,272 SQ. FT. OR 15.80055 ACRES

AREA TABULATION:
AFTER SUBDIVISION

PARCEL 826(BOTH PORTIONS)	206,323 SQ. FT. OR 4.73654 ACRES
PARCEL 827	98,426 SQ. FT. OR 2.25955 ACRES
PARCEL 828	67,508 SQ. FT. OR 1.54977 ACRES
PARCEL 829	37,285 SQ. FT. OR 0.85595 ACRES
PARCEL 830	53,433 SQ. FT. OR 1.22665 ACRES
PARCEL 831	52,657 SQ. FT. OR 1.20884 ACRES
PARCEL 832	51,431 SQ. FT. OR 1.18069 ACRES
PARCEL 833	46,332 SQ. FT. OR 1.06364 ACRES
PARCEL 834	37,370 SQ. FT. OR 0.85789 ACRES
PARCEL 835	13,606 SQ. FT. OR 0.31234 ACRES
PARCEL 726	23,901 SQ. FT. OR 0.54869 ACRES

NEW PARCEL TOTAL 688,272 SQ. FT. OR 15.80055 ACRES



VICINITY MAP
SCALE: 1" = 2000'

APPROVED CITY PLANNING COMMISSION ALEXANDRIA, VA	
CHAIRMAN	
DATE	DIRECTOR OF PLANNING
PUBLIC IMPROVEMENT BOND(S) APPROVED	
DATE	DIRECTOR T. & E.S.

SURVEYOR'S CERTIFICATE

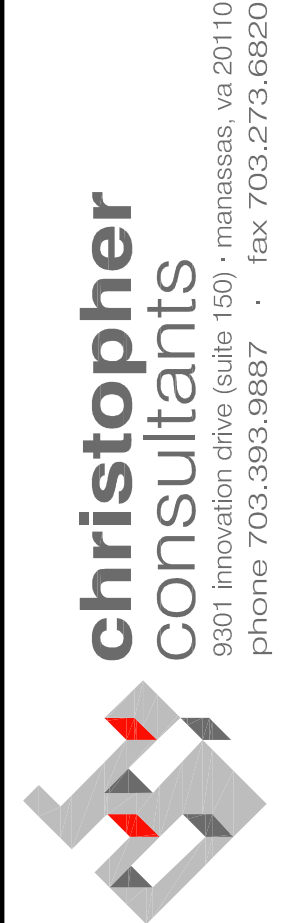
I, LONNY D. STURGEON, A DULY LICENSED LAND SURVEYOR IN THE COMMONWEALTH OF VIRGINIA, DO HEREBY CERTIFY THAT THIS PLAT IS CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF; THAT THIS IS A SUBDIVISION PLAT OF THE LAND CONVEYED TO CPYR THEATER, LLC AT INSTRUMENT #140004968 AND THE CITY OF ALEXANDRIA AT INSTRUMENT #190006514, AMONG THE LAND RECORDS OF THE CITY OF ALEXANDRIA, VIRGINIA, AND IS WITHIN THOSE BOUNDARIES; AND THAT ALL REQUIRED MONUMENTS WILL BE INSTALLED AT A LATER DATE BUT BEFORE COMPLETION OF THE PROJECT.

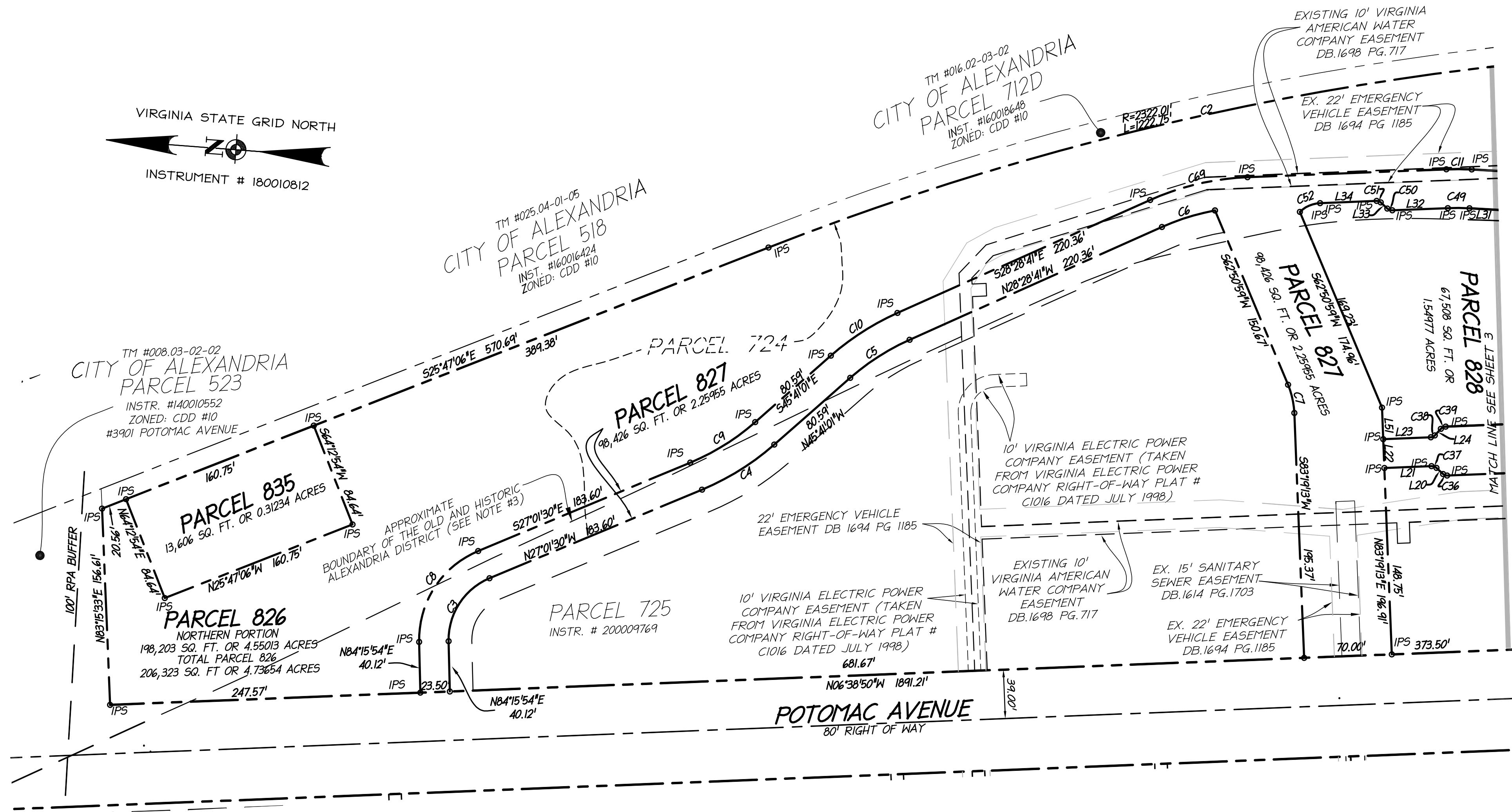


Rev#	DATE	REVISION
1		
2		
3		

PRELIMINARY SUBDIVISION PLAT SHOWING
PARCEL 726 AND PARCELS 826 THRU 834 - POTOMAC YARD
BEING THE SUBDIVISION OF
PARCEL 724 AND PARCEL 626 - POTOMAC YARD
(INSTRUMENT # 200009769 AND INSTRUMENT # 180010812)
CITY OF ALEXANDRIA, VIRGINIA

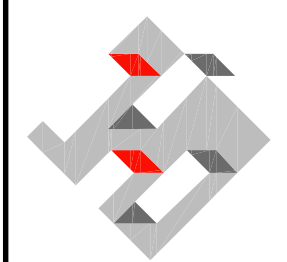
PROJ: 88024.172.04
SCALE: 1" = 60'
DATE: 06/09/2020 REV:
DRAWN: LDS CHECKED: CHECKED:
SHEET NO.



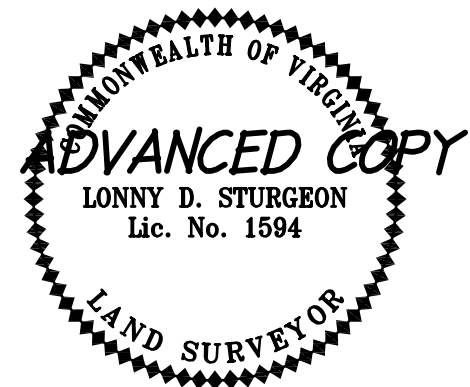


PRELIMINARY SUBDIVISION PLAT SHOWING
PARCEL 726 AND PARCELS 826 THRU 834 - POTOMAC YARD
BEING THE SUBDIVISION OF
PARCEL 724 AND PARCEL 626 - POTOMAC YARD
(INSTRUMENT # 200009769 AND INSTRUMENT # 180010812)
CITY OF ALEXANDRIA, VIRGINIA

PROJ:
88024.172.04
SCALE: 1" = 60'
DATE: 06/09/2020
REV:
DRAWN: LDS
CHECKED:
CHECKED:
SHEET NO.



APPROVED	
CITY PLANNING COMMISSION	
ALEXANDRIA, VA	
CHAIRMAN	
DATE	DIRECTOR OF PLANNING
PUBLIC IMPROVEMENT BOND(S) APPROVED	
DATE	DIRECTOR T. & E.S.





PROJ: 88024.172.04
SCALE: 1 = 60'
DATE: 06/09/2020 REV:
DRAWN: LDS CHECKED: CHECKED:
SHEET NO. 3 OF 4

110086

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING	TANGENT
C1	798.59'	320.36'	22°59'05"	318.22'	N18°08'22"W	162.36'
C2	2322.01'	1222.75'	30°10'17"	1208.67'	S10°41'57"E	625.91'
C3	53.00'	63.56'	68°42'36"	59.82'	S61°22'48"E	36.23'
C4	209.35'	68.18'	18°39'31"	67.88'	S36°21'15"E	34.39'
C5	188.00'	56.46'	17°12'19"	56.24'	S37°04'51"E	28.44'
C6	188.00'	44.41'	13°32'02"	44.31'	S21°42'40"E	22.31'
C7	65.00'	23.22'	20°28'14"	23.10'	S73°05'06"W	11.74'
C8	76.50'	91.74'	68°42'36"	86.34'	S61°22'48"E	52.29'
C9	185.85'	60.52'	18°39'31"	60.26'	S36°21'15"E	30.53'
C10	211.50'	63.46'	17°11'32"	63.22'	S37°04'27"E	31.97'
C11	211.50'	20.21'	05°28'28"	20.20'	S03°56'33"E	10.11'
C12	288.50'	27.60'	05°28'54"	27.59'	S03°56'20"E	13.81'
C13	4.50'	3.55'	45°08'20"	3.45'	S29°14'57"E	1.87'
C14	4.50'	4.33'	45°08'20"	4.22'	S29°14'57"E	2.29'
C15	5.50'	4.33'	45°08'20"	4.22'	S15°53'23"W	2.29'
C16	4.50'	3.55'	45°08'20"	3.45'	S15°53'23"E	1.87'
C17	52.50'	82.47'	90°00'00"	74.25'	S38°19'13"W	52.50'
C18	52.50'	17.65'	19°15'48"	17.57'	N02°57'07"E	8.91'
C19	52.50'	64.82'	70°44'12"	60.78'	N47°57'07"E	37.27'
C20	19.50'	30.63'	90°00'00"	27.58'	S38°19'13"W	19.50'
C21	5.50'	4.32'	45°00'00"	4.21'	S15°49'13"W	2.28'
C22	4.50'	3.56'	45°20'48"	3.47'	S15°38'49"W	1.88'
C23	106.47'	92.76'	49°55'10"	89.86'	S17°56'00"W	49.56'
C24	106.47'	89.69'	48°16'30"	87.06'	S17°06'26"W	47.70'
C25	106.47'	3.07'	01°39'07"	3.07'	S42°04'01"W	1.54'
C26	77.50'	67.06'	49°34'35"	64.99'	N18°06'30"E	35.79'
C27	10.00'	15.71'	90°00'00"	14.14'	N51°40'47"W	10.00'
C28	5.50'	4.32'	45°00'00"	4.21'	N29°10'47"W	2.28'
C29	4.50'	3.53'	45°00'00"	3.44'	N29°10'47"W	1.86'
C30	4.50'	3.53'	45°00'00"	3.44'	N15°49'13"E	1.86'
C31	5.50'	4.32'	45°00'00"	4.21'	N15°49'13"E	2.28'
C32	19.50'	30.63'	90°00'00"	27.58'	N51°40'47"W	19.50'
C33	19.50'	30.63'	90°00'00"	27.58'	N38°19'13"E	19.50'
C34	5.50'	4.32'	45°00'00"	4.21'	N29°10'47"W	2.28'
C35	4.50'	3.53'	45°00'00"	3.44'	N29°10'47"W	1.86'

LINE TABLE

LINE	BEARING	DISTANCE
L1	S 06°40'47" E	5.54'
L2	S 51°49'08" E	12.77'
L3	S 06°40'47" E	43.98'
L4	S 38°27'33" W	12.77'
L5	S 06°40'47" W	18.00'
L6	S 38°19'13" W	7.18'
L7	S 42°53'47" W	74.36'
L8	S 83°21'10" W	41.61'
L9	S 83°21'10" W	7.91'
L10	N 42°53'47" E	53.68'
L11	N 06°38'50" W	18.47'
L12	N 06°38'50" W	74.00'
L13	S 83°19'13" W	23.00'
L14	N 06°40'47" W	35.59'
L15	N 51°40'47" W	7.17'
L16	N 38°19'13" E	7.17'
L17	N 06°40'47" E	43.59'
L18	N 06°40'47" E	43.58'
L19	N 51°40'47" W	7.17'
L20	N 38°19'13" E	7.17'
L21	N 06°40'47" W	37.59'
L22	N 83°19'13" E	23.00'
L23	S 06°40'47" E	38.00'
L24	S 51°40'47" E	7.17'
L25	S 38°19'13" W	7.17'

LINE	BEARING	DISTANCE
L26	S 06°40'47" E	44.00'
L27	N 01°12'18" W	27.33'
L28	N 46°56'42" W	6.95'
L29	N 43°32'49" E	7.25'
L30	N 46°12'19" W	7.17'
L31	N 01°12'18" W	25.87'
L32	N 06°40'47" W	44.36'
L33	N 38°19'13" E	7.17'
L34	N 06°40'47" W	45.13'
L35	S 01°12'18" E	52.88'
L36	S 01°12'18" E	57.78'
L37	S 42°57'23" W	7.42'
L38	S 46°12'19" E	7.17'
L39	S 01°12'18" E	65.01'
L40	S 43°47'41" W	6.84'
L41	S 51°49'08" E	7.13'
L42	S 06°40'47" E	17.95'
L43	N 06°40'47" W	35.59'
L44	N 06°40'47" W	6.00'
L45	N 06°40'47" W	41.59'
L46	N 38°19'13" E	7.17'
L47	N 51°40'47" W	7.17'
L48	N 06°40'47" W	43.59'
L49	N 83°19'13" E	25.16'
L50	S 06°40'47" E	69.66'
L51	S 02°49'12" E	18.29'
L52	S 02°49'12" E	142.50'
L53	N 87°10'48" E	4.97'
L54	N 87°10'48" E	22.98'
L55	N 89°03'24" W	6.89'
L56	S 03°28'13" W	64.56'

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING	TANGENT
C36	4.50'	3.53'	45°00'00"	3.44'	N15°49'13"E	1.86'
C37	5.50'	4.32'	45°00'00"	4.21'	N15°49'13"E	2.28'
C38	4.50'	3.53'	45°00'00"	4.21'	S29°10'47"E	2.28'
C39	5.50'	4.32'	45°00'00"	4.21'	S29°10'47"E	4.21'
C40	5.50'	4.32'	45°00'00"	4.21'	S15°49'13"W	2.28'
C41	4.50'	3.53'	45°00'00"	3.44'	S15°49'13"W	1.86'
C42	19.50'	30.63'	90°00'00"	27.58'	S51°40'47"E	19.50'
C43	4.50'	3.59'	45°44'25"	3.50'	N24°04'30"W	1.90'
C44	5.50'	4.39'	45°44'24"	4.28'	N°24°04'31"W	2.32'
C45	5.50'	4.30'	44°45'08"	4.19'	N21°10'15"E	2.26'
C46	4.50'	3.52'	44°45'06"	3.43'	N21°10'16"E	1.85'
C47	4.50'	3.53'	45°00'01"	3.44'	N23°42'18"W	1.86'
C48	5.50'	4.33'	45°08'07"	4.22'	N23°38'15"W	2.29'
C49	180.50'	17.25'	05°28'28"	17.24'	N03°56'33"W	8.63'
C50	5.50'	4.32'	45°00'00"	4.21'	N15°49'13"E	2.28'
C51	4.50'	3.53'	45°00'00"	3.44'	N15°49'13"E	1.86'
C52	24.50'	17.97'	42°01'21"	17.57'	N27°41'28"W	9.41'
C53	4.50'	3.47'	44°09'41"	3.38'	S20°52'33"E	1.83'
C54	5.50'	4.24'	44°09'42"	4.14'	S20°52'32"W	2.23'
C55	5.50'	4.32'	45°00'00"	4.21'	S23°42'19"E	2.28'
C56	4.50'	3.53'	45°00'01"	3.44'	S23°42'18"W	1.86'
C57	4.50'	3.53'	44°59'59"	3.44'	S21°17'42"W	1.86'
C58	5.50'	4.53'	47°11'29"	4.40'	S20°11'57"W	2.40'
59	319.50'	18.31'	03°17'00"	18.31'	S05°02'17"E	9.16'
C60	5.50'	4.33'	45°08'20"	4.22'	S29°14'57"E	2.29'
C61	4.50'	3.55'	45°08'25"	3.45'	S29°14'54"E	1.87'
C62	29.50'	46.34'	90°00'00"	41.72'	S38°19'13"W	29.50'
C63	19.50'	30.63'	90°00'00"	27.58'	N51°40'47"W	19.50'
C64	5.50'	4.32'	45°00'00"	4.21'	N15°49'13"E	2.28'
C65	4.50'	3.53'	45°00'00"	3.44'	N15°49'13"E	1.86'
C66	4.50'	3.53'	45°00'00"	3.44'	N29°10'47"W	1.86'
C67	5.50'	4.32'	45°00'00"	4.21'	N29°10'47"W	2.28'
C68	19.50'	30.63'	90°00'00"	27.58'	N38°19'13"E	19.50'
C69	211.50'	80.47'	21°47'54"	79.98'	S17°34'44"E	40.73'
C70	19.50'	28.77'	84°31'30"	26.23'	N41°03'28"E	17.72'

APPROVED

CITY PLANNING COMMISSION

ALEXANDRIA, VA

CHAIRMAN

DATE

DIRECTOR OF PLANNING

PUBLIC IMPROVEMENT BOND(S) APPROVED

DATE

DIRECTOR T. & E.S.



PRELIMINARY SUBDIVISION PLAT SHOWING
PARCEL 726 AND PARCELS 826 THRU 834 - POTOMAC YARD
BEING THE SUBDIVISION OF
PARCEL 724 AND PARCEL 626 - POTOMAC YARD
(INSTRUMENT # 20009769 AND INSTRUMENT # 180010812)
CITY OF ALEXANDRIA, VIRGINIA

PROJ:
88024.172.04
SCALE: 1" = 60'
DATE: 06/09/2020
REV:
DRAWN: LDS
CHECKED:
CHECKED:
SHEET NO.





APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # _____ Project Name: _____

PROPERTY LOCATION: _____

TAX MAP REFERENCE: _____ ZONE: _____

APPLICANT:

Name: _____

Address: _____

PROPERTY OWNER:

Name: _____

Address: _____

SUMMARY OF PROPOSAL _____

MODIFICATIONS REQUESTED _____

SUP's REQUESTED _____

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.

Print Name of Applicant or Agent

Signature

Mailing/Street Address

Telephone #

Fax #

City and State

Zip Code

Email address

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: _____

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.

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

Yes. Provide proof of current City business license.

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

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

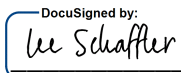
Dear Mr. Moritz:

CPYR Theater, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property. This consent is granted subject to lender approval, and subject to CPYR review and approval of conditions that impact its Property associated with the applications.

CPYR Theater, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property.

Very truly yours,

CPYR THEATER, LLC

By:  23954AE1D8D940B...

Its: Executive Director

Date: 5/5/2020

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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 3601 Potomac Ave (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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 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 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. CPYR Theater, LLC	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.

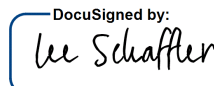
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/5/2020

Lee Schaffler

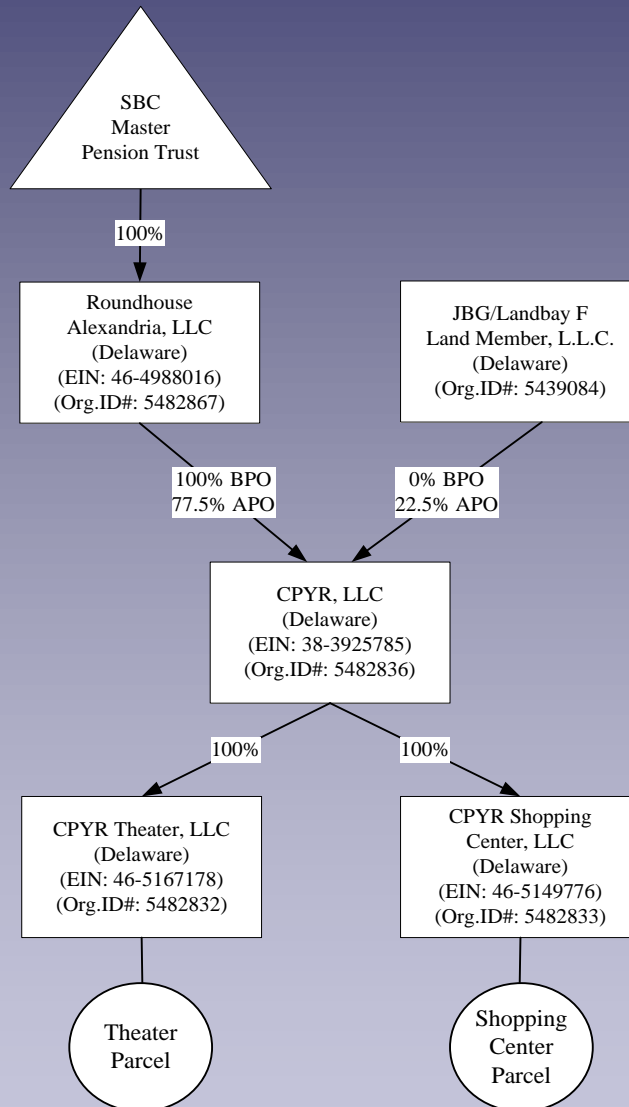
Date

Printed Name

DocuSigned by:

 23954AE1D8D940B...

Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)



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.)

Statement of Justification
North Potomac Yard - Block 10
July 23, 2020

CPYR Theater, LLC (the “Applicant”) proposes to develop Block 10 of North Potomac Yard with a 7-story office building and associated private open space. Block 10 is part of Phase I of the North Potomac Yard Development – the Innovation District – which will become a vibrant, transit-oriented, mixed use neighborhood anchored by the future Potomac Yard Metrorail Station and the Virginia Tech Innovation Campus. To facilitate the proposed development, the Applicant requests approval of the following applications: (1) a development special use permit (DSUP) with preliminary site plan; (2) a modification of the height to setback ratio set forth in Section 6-403 of the Zoning Ordinance; and (3) a modification of the biodiversity standards set forth in the Landscape Guidelines. Associated applications for a Transportation Management Plan SUP (TMP SUP #2020-00042), Coordinated Sign Program SUP, and a subdivision for Phase I have been submitted under separate cover.

This application, accompanied by six other concurrently submitted DSUP applications for Blocks 7W, 14, 15, 18, 19, and 20, represents the culmination of an extensive planning process for North Potomac Yard. In the way of background, on June 12, 2010 City Council approved the North Potomac Yard Small Area Plan (the “SAP”), Coordinated Development District Concept Plan CDD #19, and associated conditions. In 2017, the Applicant worked with the City and the community to update the SAP in response to the approved location for the Potomac Yard Metrorail Station. On November 13, 2018, the City and Virginia Tech announced plans to locate a new Virginia Tech Innovation Campus in the City of Alexandria. Subsequently, on June 10, 2019, Virginia Tech announced that it would be partnering with the Applicant to build its Innovation Campus in North Potomac Yard as part of the first phase of the planned mixed-use development contemplated by the SAP and CDD #19.

Following the June 10, 2019 announcement, the Applicant, Virginia Tech and the City worked together to update the SAP and CDD conditions to accommodate the addition of Virginia Tech and align with the new vision for Phase I. On March 12, 2020, City Council approved a subdivision application, and amendments to the SAP and corresponding *North Potomac Yard Design Excellence Prerequisites and Criteria* to allow for the integration of Virginia Tech into the planned development. On June 2, 2020, the Planning Commission approved a preliminary infrastructure plan for Phase I. On June 20, 2020, City Council will consider a DSUP for the pump station and amendments to CDD #19 with associated CDD conditions needed to implement the proposed development. These approvals will provide the framework for the long-anticipated redevelopment of North Potomac Yard.

Innovation District Overview

At full buildout, the Innovation District will include approximately 1.9 million square feet of residential, office, retail, and academic uses as reflected in the approved SAP and CDD #19 Concept Plan. Consistent with the *North Potomac Yard Innovation District Design Excellence Prerequisites and Criteria*, approved by City Council as part of the 2020 SAP updates, the Innovation District is envisioned as a cohesive development conceived as an integrated whole. The development will include a variety of public and private open spaces connected by a network of vehicular, pedestrian, and bicycle connections. The Innovation District will prioritize the pedestrian experience through implementation of a carefully designed streetscape, the use of special paving techniques, tabled mid-block crossings, and flush curb conditions at strategic locations throughout the development, and a focus on multimodal connections between the future Metrorail station and the surrounding area. The streets will be activated through the placement of ground floor retail and other active ground floor uses throughout the development.

Sustainability is top-of-mind in the Innovation District, with sustainable development practices influencing the design of buildings, open spaces, and infrastructure throughout the development. Concurrent with the DSUP submissions for Phase I, the Applicant has submitted an Environmental Sustainability Master Plan

(ESMP) which identifies short-term, mid-term, and long-term strategies that will guide sustainable development in Phase I over the course of the phased development.

Development of the Innovation District will contribute a number of significant community benefits to the City and its residents. Tax revenue from the Innovation District will help fund the Potomac Yard Metrorail Station. Incentives provided by the Commonwealth associated with the Virginia Tech campus include an additional \$50 million for the southern entrance to the Metrorail station. Acknowledging the increasing need for affordable housing in the City, the Applicant worked with the City during the CDD amendment process to augment the previously anticipated affordable housing contributions through the dedication of land to be used for a school and affordable housing and the reallocation of other monetary contributions contemplated in the 2010 conditions. Additionally, the Applicant's commitments include the provision of or contributions toward a cultural space or theater, public art, open space and transportation improvements. A contribution of up to \$1 million will be provided for the City to utilize in assessing and implementing possible traffic calming measures in neighborhoods west of Route 1. Finally, a significant amount of publicly accessible open space is proposed in the Innovation District including the approximately 4.5 acre final portion of Potomac Yard Park, Market Lawn adjacent to Building 14, Metro Plaza adjacent to Building 18, and new open space amenities not shown in the SAP on the Virginia Tech campus and adjacent to Building 10. These benefits, combined with the long-anticipated activation of this site, will achieve a number of City-wide objectives as the phased development occurs over time.

Block 10 Overview

Block 10 is located on the east side of the Innovation District, and consists of approximately 1.55 acres bounded by East Reed Avenue to the north, New Street B to the east, Silver Meteor Avenue to the south and New Street A to the west. Consistent with the SAP and CDD #19 Concept Plan, the proposed development of Block 10 consists of approximately 239,726 square feet of floor area in a 7-story office building with ground floor retail and a 0.1 acre publicly accessible plaza at the corner of East Reed and New Street A.

The proposed development is consistent with the recommendations of the SAP, the *Design Excellence Prerequisites and Criteria*, and the CDD #19 Concept Plan. The 7-story building will have a maximum height of 107 feet, which is below height proscribed by the SAP, due to FAA constraints. The proposed building and plaza actively engage with development at Blocks 14 and the Virginia Tech Innovation Campus to create a pedestrian-friendly focal point for the new district.

The requested modification of the height to setback ratio is necessary to obtain the heights and density desired for this block and the Innovation District, and similar requests have been granted elsewhere throughout Potomac Yard. The requested modification of the biodiversity standards in the Landscape Guidelines for this and other individual blocks in Phase I is appropriate in order to implement the Applicant's District-wide approach to landscape design. The biodiversity standards are intended to enhance the diversity of landscaping throughout a development by applying maximum percentages on the use of individual species in planting plans. While individual blocks do not necessarily satisfy a strict application of the biodiversity standards set forth in the Landscape Guidelines, the Applicant has taken an integrated approach to landscaping throughout the Innovation District resulting in a cohesive landscape design. Taken as a whole, the landscaping proposed throughout the Innovation District and associated open spaces meets the biodiversity standards of the Landscape Guidelines.

The proposed development of Block 10 is in alignment with the recommendations and requirements of the SAP and CDD #19, and is consistent with the *Design Excellence Prerequisites and Criteria*.

3. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

4. How many employees, staff and other personnel do you expect?
Specify time period (i.e. day, hour, or shift).

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

Day	Hours	Day	Hours
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

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

B. How will the noise from patrons be controlled?

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

8. Provide information regarding trash and litter generated by the use:
- A. What type of trash and garbage will be generated by the use?
 - B. How much trash and garbage will be generated by the use?
 - C. How often will trash be collected?
 - D. How will you prevent littering on the property, streets and nearby properties?
9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?
- Yes. No.
- If yes, provide the name, monthly quantity, and specific disposal method below:
10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

Yes. No.

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

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

ALCOHOL SALES

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

Yes. No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

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

_____ Standard spaces
_____ Compact spaces
_____ Handicapped accessible spaces
_____ Other

Total proposed parking = 425 spaces

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

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

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

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

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

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

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?



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2020-0014

Project Name: North Potomac Yard - Block 14

PROPERTY LOCATION: 3601 Potomac Avenue

TAX MAP REFERENCE: 016.02-01-03

ZONE: CDD #19

APPLICANT:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

PROPERTY OWNER:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

SUMMARY OF PROPOSAL The Applicant requests approval for an office building with ground floor retail.

MODIFICATIONS REQUESTED Height to setback relationship (per Section 6-403A), Modification of the Landscape Guidelines

SUP's REQUESTED Transportation Management Plan SUP, Coordinated Sign Plan, and Subdivision (all submitted under separate cover), SUP for Additional Height for a Mechanical Penthouse

☒ **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

Print Name of Applicant or Agent

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

Signature

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

6/9/2020 / REVISED 7/23/20

Date **REVISED 9/9/20**

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: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

Please see attached.

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

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

☒ N/A

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

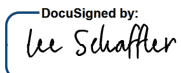
Dear Mr. Moritz:

CPYR Theater, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property. This consent is granted subject to lender approval, and subject to CPYR review and approval of conditions that impact its Property associated with the applications.

CPYR Theater, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property.

Very truly yours,

CPYR THEATER, LLC

By:  23954AE1D8D940B...

Its: Executive Director

Date: 5/5/2020

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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 3601 Potomac Ave (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
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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. CPYR Theater, LLC	None	None
2.		
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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.

5/5/2020

Lee Schaffler

Date

Printed Name

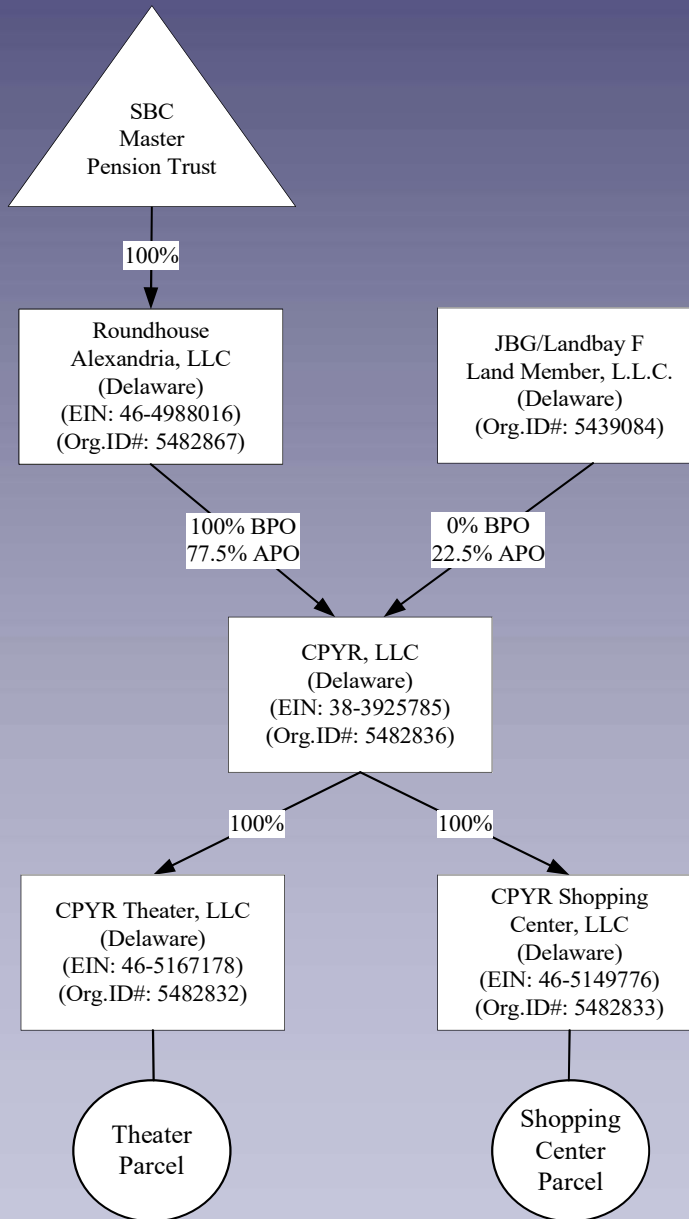
DocuSigned by:

Lee Schaffler

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Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)



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

Please see attached.

Statement of Justification
North Potomac Yard - Block 14
July 23, 2020

CPYR Theater, LLC (the “Applicant”) proposes to develop Block 14 of North Potomac Yard with a 9-story office building and associated public and private open space. Block 14 is part of Phase I of the North Potomac Yard Development – the Innovation District – which will become a vibrant, transit-oriented, mixed use neighborhood anchored by the future Potomac Yard Metrorail Station and the Virginia Tech Innovation Campus. To facilitate the proposed development, the Applicant requests approval of the following applications: (1) a development special use permit (DSUP) with preliminary site plan; (2) a special use permit (SUP) to increase the permitted height of the mechanical penthouse from 15 feet to 17 feet; (3) a modification of the height to setback ratio set forth in Section 6-403 of the Zoning Ordinance; and (4) a modification of the biodiversity standards set forth in the Landscape Guidelines. Associated applications for a Transportation Management Plan SUP (TMP SUP #2020-00042), Coordinated Sign Program SUP, and a subdivision for Phase I have been submitted under separate cover.

This application, accompanied by six other concurrently submitted DSUP applications for Blocks 7W, 10, 15, 19, 18, and 20, represents the culmination of an extensive planning process for North Potomac Yard. In the way of background, on June 12, 2010 City Council approved the North Potomac Yard Small Area Plan (the “SAP”), Coordinated Development District Concept Plan CDD #19, and associated conditions. In 2017, the Applicant worked with the City and the community to update the SAP in response to the approved location for the Potomac Yard Metrorail Station. On November 13, 2018, the City and Virginia Tech announced plans to locate a new Virginia Tech Innovation Campus in the City of Alexandria. Subsequently, on June 10, 2019, Virginia Tech announced that it would be partnering with the Applicant to build its Innovation Campus in North Potomac Yard as part of the first phase of the planned mixed-use development contemplated by the SAP and CDD #19.

Following the June 10, 2019 announcement, the Applicant, Virginia Tech and the City worked together to update the SAP and CDD conditions to accommodate the addition of Virginia Tech and align with the new vision for Phase I. On March 12, 2020, City Council approved a subdivision application, and amendments to the SAP and corresponding *North Potomac Yard Design Excellence Prerequisites and Criteria* to allow for the integration of Virginia Tech into the planned development. On June 2, 2020, the Planning Commission approved a preliminary infrastructure plan for Phase I. On June 20, 2020, City Council will consider a DSUP for the pump station and amendments to CDD #19 with associated CDD conditions needed to implement the proposed development. These approvals will provide the framework for the long-anticipated redevelopment of North Potomac Yard.

Innovation District Overview

At full buildout, the Innovation District will include approximately 1.9 million square feet of residential, office, retail, and academic uses as reflected in the approved SAP and CDD #19 Concept Plan. Consistent with the *North Potomac Yard Innovation District Design Excellence Prerequisites and Criteria*, approved by City Council as part of the 2020 SAP updates, the Innovation District is envisioned as a cohesive development conceived as an integrated whole. The development will include a variety of public and private open spaces connected by a network of vehicular, pedestrian, and bicycle connections. The Innovation District will prioritize the pedestrian experience through implementation of a carefully designed streetscape, the use of special paving techniques, tabled mid-block crossings, and flush curb conditions at strategic locations throughout the development, and a focus on multimodal connections between the future Metrorail station and the surrounding area. The streets will be activated through the placement of ground floor retail and other active ground floor uses throughout the development.

Sustainability is top-of-mind in the Innovation District, with sustainable development practices influencing the design of buildings, open spaces, and infrastructure throughout the development. Concurrent with the DSUP submissions for Phase I, the Applicant has submitted an Environmental Sustainability Master Plan (ESMP) which identifies short-term, mid-term, and long-term strategies that will guide sustainable development in Phase I over the course of the phased development.

Development of the Innovation District will contribute a number of significant community benefits to the City and its residents. Tax revenue from the Innovation District will help fund the Potomac Yard Metrorail Station. Incentives provided by the Commonwealth associated with the Virginia Tech campus include an additional \$50 million for the southern entrance to the Metrorail station. Acknowledging the increasing need for affordable housing in the City, the Applicant worked with the City during the CDD amendment process to augment the previously anticipated affordable housing contributions through the dedication of land to be used for a school and affordable housing and the reallocation of other monetary contributions contemplated in the 2010 conditions. Additionally, the Applicant's commitments include the provision of or contributions toward a cultural space or theater, public art, open space and transportation improvements. A contribution of up to \$1 million will be provided for the City to utilize in assessing and implementing possible traffic calming measures in neighborhoods west of Route 1. Finally, a significant amount of publicly accessible open space is proposed in the Innovation District including the approximately 4.5 acre final portion of Potomac Yard Park, Market Lawn adjacent to Building 14, Metro Plaza adjacent to Building 18, and new open space amenities not shown in the SAP on the Virginia Tech campus and adjacent to Building 10. These benefits, combined with the long-anticipated activation of this site, will achieve a number of City-wide objectives as the phased development occurs over time.

Block 14 Overview

Block 14 is located on the west side of the Innovation District, and consists of approximately 1.23 acres bounded by East Reed Avenue to the north, New Street "A" to the east, Silver Meteor Avenue to the south and Potomac Avenue to the west. Consistent with the SAP and CDD #19 Concept Plan, the proposed development of Block 14 consists of an approximately 247,852 square foot 9-story office building with ground floor retail. Block 14 also includes the approximately .23 acre Market Lawn open space feature on the northern portion of the block.

The proposed development is consistent with the recommendations of the SAP, the *Design Excellence Prerequisites and Criteria*, and the CDD #19 Concept Plan. The 9-story building will have a maximum height of 115 feet, which is consistent with the maximum height proscribed by the SAP. The building steps down from 9-stories in the north to 8-stories in the south, thereby creating a variation in height. The building will include a mix of public and private open spaces, consisting of the publicly accessible Market Lawn on the northern portion of the block, and a variety of private open space elements within the building to serve as amenities for the future tenants. Market Lawn is designed as a flexible open space with both hardscaped and landscaped areas that can be programmed and used for a variety of purposes. The building opens up to Market Lawn through a two-story interior "urban garden room" located in the northeast corner of the building. This feature will serve to integrate the building with the adjacent open space. Private open space within the building is provided in the form of open-air terraces and covered loggias that punctuate the facades, in addition to a rooftop open space area. Architectural interest is further provided through the use of angled metal "fins" that cover the building's facades. These fins also serve a utilitarian function, and will be angled to direct and diffuse sunlight within and away from the building. This sustainable technique will take advantage of sunlight to maximize energy efficiency.

The requested SUP to increase the height of the mechanical penthouse is necessary to accommodate the necessary rooftop mechanical equipment and elevator overruns within the building. The requested modification of the height to setback ratio is necessary to obtain the heights and density desired for this block and the Innovation District, and similar requests have been granted elsewhere throughout Potomac Yard. Finally, the requested modification of the biodiversity standards in the Landscape Guidelines for

Block 14 and other individual blocks in Phase I is appropriate in order to implement the Applicant's District-wide approach to landscape design. The biodiversity standards are intended to enhance the diversity of landscaping throughout a development by applying maximum percentages on the use of individual species in planting plans. While individual blocks do not necessarily satisfy a strict application of the tree spacing and biodiversity standards set forth in the Landscape Guidelines, the Applicant has taken an integrated approach to landscaping throughout the Innovation District resulting in a cohesive landscape design with a diverse range of plantings and landscaped areas along streetscapes in and open space areas throughout the District. Taken as a whole, the landscaping proposed throughout the Innovation District and associated open spaces meets the biodiversity standards of the Landscape Guidelines. This coordinated approach to landscaping throughout Phase I meets the intent of the Landscape Guidelines. For the above reasons, approval of the requested applications and modifications is appropriate.

The proposed development of Block 14 is in alignment with the recommendations and requirements of the SAP and CDD #19, and is consistent with the *Design Excellence Prerequisites and Criteria*. The Market Lawn open space element will be an integral feature not only of Block 14, but also for the Innovation District as a whole.

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

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

Typical of an office building with ground floor retail.

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

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

Typical of an office building with ground floor retail.

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

Day	Hours	Day	Hours
24/7			

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

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

Typical of an office building with ground floor retail.

B. How will the noise from patrons be controlled?

The use will abide by the City of Alexandria's noise ordinance.

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?

The type of trash generated by the use will be typical of an office building with ground floor retail.

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

Trash generation will be typical of an office building with ground floor retail.

C. How often will trash be collected?

As often as necessary.

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

Building management will monitor the area for litter.

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

Any cleaning materials used on site will be disposed of in accordance with federal, state, and local regulations.

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

Appropriate safety methods will be in place to ensure the safety of nearby residents and employees. Further details regarding the design and associated safety controls will be provided as part of the final site plan.

ALCOHOL SALES

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

☒ **Yes.** ☐ **No.**

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

The Applicant has not yet identified all office and retail tenants. If alcohol sales are proposed, the Applicant will procure the appropriate ABC licenses.

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?

Please see parking requirements on Sheet C100 of the preliminary site plan.

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

<u>Please see</u>	Standard spaces
<u>site plan</u>	Compact spaces
_____	Handicapped accessible spaces
_____	Other

Total proposed parking = 213 spaces

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1 loading space
- B. How many loading spaces are available for the use? 2 loading spaces
- C. Where are off-street loading facilities located? Access is off of Silver Meteor Ave.

- D. During what hours of the day do you expect loading/unloading operations to occur?
Loading will not occur between 11PM and 7AM.

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

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

Yes, street access is adequate.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2020-0015

Project Name: North Potomac Yard - Block 15

PROPERTY LOCATION: 3601 Potomac Avenue

TAX MAP REFERENCE: 016.02-01-03

ZONE: CDD #19

APPLICANT:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

PROPERTY OWNER:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

SUMMARY OF PROPOSAL The Applicant requests approval for a residential building with ground floor retail.

MODIFICATIONS REQUESTED Height to setback relationship (per Section 6-403A); Modification of the Landscape Guidelines

SUP's REQUESTED Transportation Management Plan SUP, Coordinated Sign Plan, and Subdivision (all submitted under separate cover)

☒ **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

Print Name of Applicant or Agent

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

Signature

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

6/9/2020 / REVISED 7/23/20

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: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

Please see attached.

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

Yes. Provide proof of current City business license.

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

☒ N/A

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

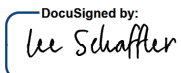
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By:  DocuSigned by:
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Its: Executive Director

Date: 5/5/2020

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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. CPYR Theater, LLC	None	None
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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.

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5/5/2020

Lee Schaffler

Date

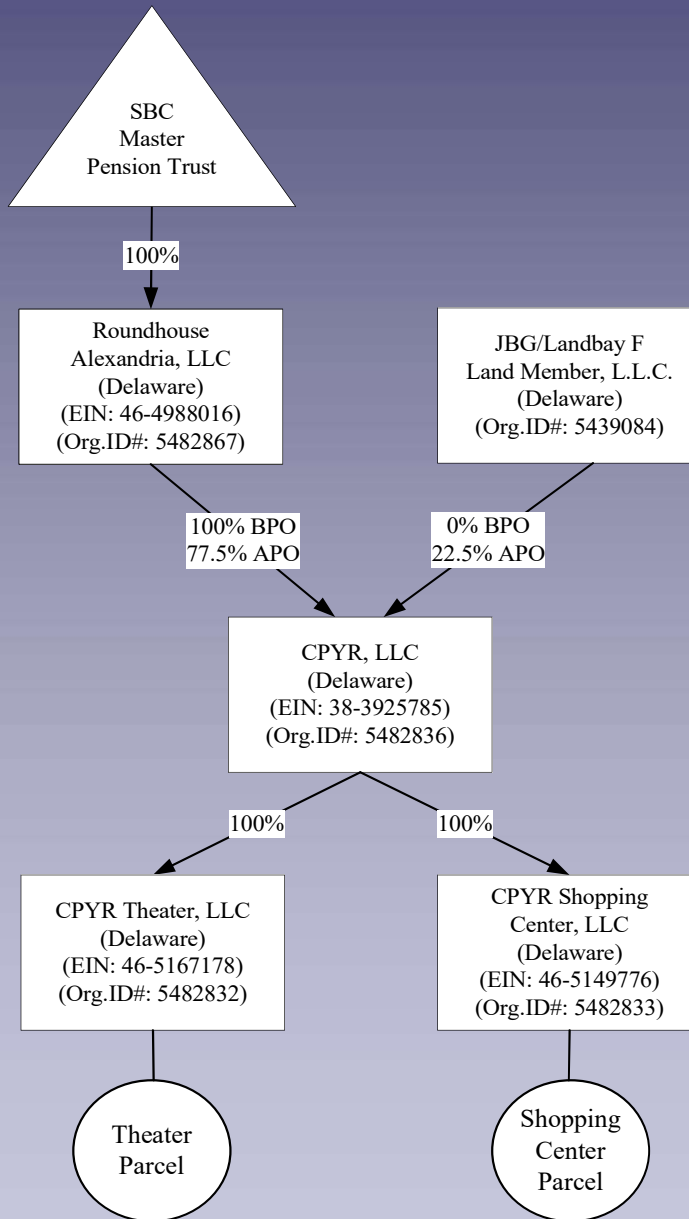
Printed Name

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Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)



- 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.)

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Statement of Justification
North Potomac Yard - Block 15
July 23, 2020

CPYR Theater, LLC (the “Applicant”) proposes to develop Block 15 of North Potomac Yard with a 7-story residential building with ground floor retail. Block 15 is part of Phase I of the North Potomac Yard Development – the Innovation District – which will become a vibrant, transit-oriented, mixed use neighborhood anchored by the future Potomac Yard Metrorail Station and the Virginia Tech Innovation Campus. To facilitate the proposed development, the Applicant requests approval of the following applications: (1) a Master Plan Amendment; (2) a CDD Conceptual Design Plan Amendment; (3) a development special use permit (DSUP) with preliminary site plan; (4) a modification of the height to setback ratio set forth in Section 6-403 of the Zoning Ordinance; and (5) a modification to the biodiversity standards set forth in the Landscape Guidelines. The Master Plan Amendment and CDD Conceptual Design Plan Amendment are filed under separate cover. Associated applications for a Transportation Management Plan SUP (TMP SUP #2020-00042), Coordinated Sign Program SUP, and a subdivision for Phase I have been submitted under separate cover.

This application, accompanied by six other concurrently submitted DSUP applications for Blocks 7W, 10, 14, 19, 18, and 20, represents the culmination of an extensive planning process for North Potomac Yard. In the way of background, on June 12, 2010 City Council approved the North Potomac Yard Small Area Plan (the “SAP”), Coordinated Development District Concept Plan CDD #19, and associated conditions. In 2017, the Applicant worked with the City and the community to update the SAP in response to the approved location for the Potomac Yard Metrorail Station. On November 13, 2018, the City and Virginia Tech announced plans to locate a new Virginia Tech Innovation Campus in the City of Alexandria. Subsequently, on June 10, 2019, Virginia Tech announced that it would be partnering with the Applicant to build its Innovation Campus in North Potomac Yard as part of the first phase of the planned mixed-use development contemplated by the SAP and CDD #19.

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Block 15 Overview

Block 15 is located on the east side of the Innovation District, and consists of approximately 1.18 acres bounded by Silver Meteor Avenue to the north, New Street B to the east, Evans Lane to the south and New Street A to the west. Consistent with the SAP and CDD #19 Concept Plan, the proposed development of Block 15 consists of approximately 180,172 square feet of floor area in a 7-story residential building with ground floor retail.

The proposed development is consistent with the recommendations of the SAP, the *Design Excellence Prerequisites and Criteria*, and the CDD #19 Concept Plan. The building employs high-quality materials, and distinct massing with an active street level. The design also includes outdoor terrace spaces, which provide private amenities areas for residents. The floating bar element along New Street B culminating in the cantilevered projection at the south end of the building addresses the Metro Plaza and connects Block 15 with the civic space. At the northern end, the simple lighter brick massing anchors the building and provides a visual connection across New Street A to Block 19.

The requested modification of the height to setback ratio is necessary to obtain the heights and density desired for this block and the Innovation District, and similar requests have been granted elsewhere throughout Potomac Yard. The requested modification of the biodiversity standards in the Landscape Guidelines for this and other individual blocks in Phase I is appropriate in order to implement the Applicant's District-wide approach to landscape design. The biodiversity standards are intended to enhance the diversity of landscaping throughout a development by applying maximum percentages on the use of individual species in planting plans. While individual blocks do not necessarily satisfy a strict application of the biodiversity standards set forth in the Landscape Guidelines, the Applicant has taken an integrated approach to landscaping throughout the Innovation District resulting in a cohesive landscape design. Taken as a whole, the landscaping proposed throughout the Innovation District and associated open spaces meets the biodiversity standards of the Landscape Guidelines. The proposed development of Block 15 is in alignment with the recommendations and requirements of the SAP and CDD #19, and is consistent with the *Design Excellence Prerequisites and Criteria*.

In addition to the DSUP and associated requests, the Applicant has filed a Master Plan Amendment and CDD Conceptual Design Plan Amendment under separate cover. The FAA flight paths permit additional height at this location, and an increase in the maximum zoning height from 85 feet to 95 feet will allow the Applicant to provide architectural embellishments to the building.

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

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

Typical of a residential building with ground floor retail.

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

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

Typical of a residential building with ground floor retail.

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

Day	Hours	Day	Hours
24/7			

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

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

Typical of a residential building with ground floor retail.

B. How will the noise from patrons be controlled?

The use will abide by the City of Alexandria's noise ordinance.

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?

The type of trash generated by the use will be typical of a residential building with ground floor retail.

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

Trash generation will be typical of a residential building with ground floor retail.

C. How often will trash be collected?

As often as necessary.

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

Building management will monitor the area for litter.

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

Any cleaning materials used on site will be disposed of in accordance with federal, state, and local regulations.

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

Appropriate safety methods will be in place to ensure the safety of nearby residents and employees. Further details regarding the design and associated safety controls will be provided as part of the final site plan.

ALCOHOL SALES

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

☒ **Yes.** ☐ **No.**

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

The Applicant has not yet identified all office and retail tenants. If alcohol sales are proposed, the Applicant will procure the appropriate ABC licenses.

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?

Please see parking requirements on Sheet C100 of the preliminary site plan.

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

Please see	Standard spaces
site plan	Compact spaces
_____	Handicapped accessible spaces
_____	Other

Total proposed parking = 306 spaces

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1 loading space
- B. How many loading spaces are available for the use? 2 loading spaces
- C. Where are off-street loading facilities located? Access is provided off of Silver Meteor.
- D. During what hours of the day do you expect loading/unloading operations to occur?
Loading will not occur between the hours of 11PM and 7AM.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As often as necessary.

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

Yes, street access is adequate.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2020-0016

Project Name: North Potomac Yard - Block 18

PROPERTY LOCATION: 3601 Potomac Avenue

TAX MAP REFERENCE: 016.02-01-03

ZONE: CDD #19

APPLICANT:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

PROPERTY OWNER:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

SUMMARY OF PROPOSAL The Applicant requests approval for an office building with ground floor retail.

MODIFICATIONS REQUESTED Height to setback relationship (per Section 6-403A); Modification of the Landscape Guidelines

SUP's REQUESTED Transportation Management Plan SUP, Coordinated Sign Plan, and Subdivision (all submitted under separate cover)

☒ **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

Print Name of Applicant or Agent

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

Signature

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

6/9/2020 / REVISED 7/23/20

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: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

Please see attached.

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

Yes. Provide proof of current City business license.

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

☒ N/A

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

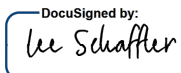
Dear Mr. Moritz:

CPYR Theater, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property. This consent is granted subject to lender approval, and subject to CPYR review and approval of conditions that impact its Property associated with the applications.

CPYR Theater, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property.

Very truly yours,

CPYR THEATER, LLC

By:  23954AE1D8D940B...

Its: Executive Director

Date: 5/5/2020

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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 3601 Potomac Ave (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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 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 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. CPYR Theater, LLC	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.

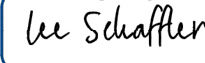
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/5/2020

Lee Schaffler

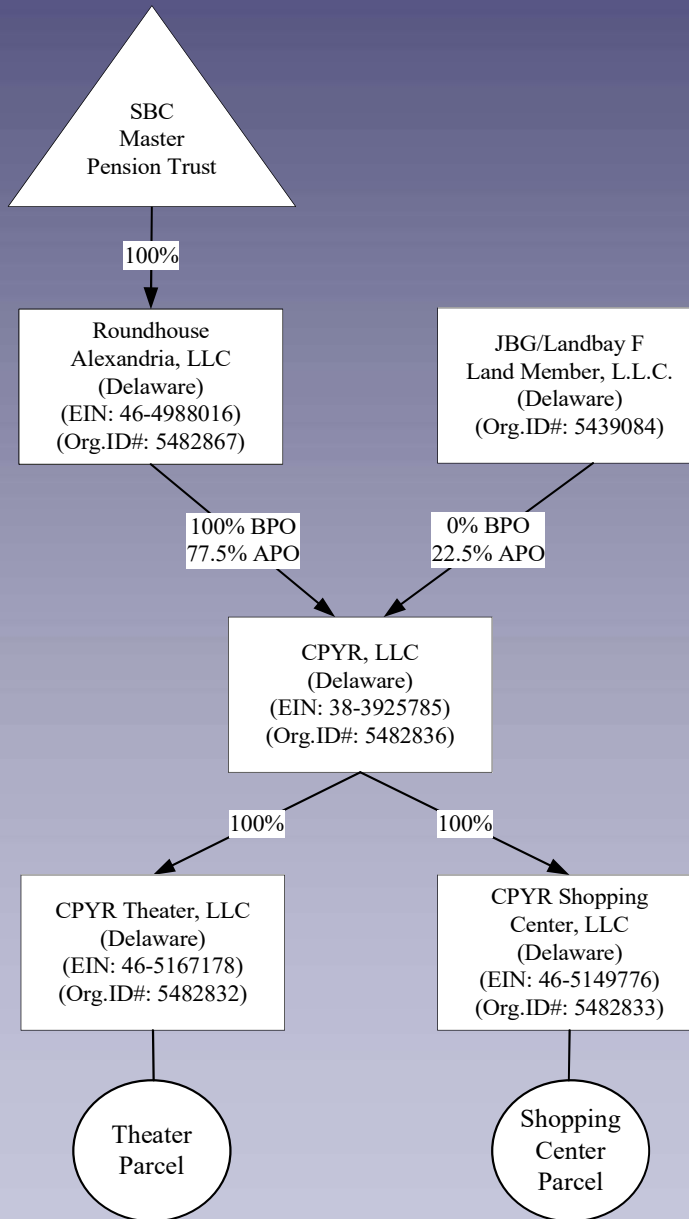
Date

Printed Name

DocuSigned by:

 23054AE1D8D040B...

Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)



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

Please see attached.

Statement of Justification
North Potomac Yard - Block 18
July 23, 2020

CPYR Theater, LLC (the “Applicant”) proposes to develop Block 18 of North Potomac Yard with an 8-story office building and associated public and private open space. Block 18 is part of Phase I of the North Potomac Yard Development – the Innovation District – which will become a vibrant, transit-oriented, mixed use neighborhood anchored by the future Potomac Yard Metrorail Station and the Virginia Tech Innovation Campus. To facilitate the proposed development, the Applicant requests approval of the following applications: (1) a Master Plan Amendment; (2) a CDD Conceptual Design Plan Amendment; (3) a development special use permit (DSUP) with preliminary site plan; (4) a modification of the height to setback ratio set forth in Section 6-403 of the Zoning Ordinance; and (5) a modification of the biodiversity standards set forth in the Landscape Guidelines. Associated applications for a Master Plan Amendment, CDD Conceptual Design Plan Amendment, Transportation Management Plan SUP (TMP SUP #2020-00042), Coordinated Sign Program SUP, and a subdivision for Phase I have been submitted under separate cover.

This application, accompanied by six other concurrently submitted DSUP applications for Blocks 7W, 10, 14, 15, 19, and 20, represents the culmination of an extensive planning process for North Potomac Yard. In the way of background, on June 12, 2010 City Council approved the North Potomac Yard Small Area Plan (the “SAP”), Coordinated Development District Concept Plan CDD #19, and associated conditions. In 2017, the Applicant worked with the City and the community to update the SAP in response to the approved location for the Potomac Yard Metrorail Station. On November 13, 2018, the City and Virginia Tech announced plans to locate a new Virginia Tech Innovation Campus in the City of Alexandria. Subsequently, on June 10, 2019, Virginia Tech announced that it would be partnering with the Applicant to build its Innovation Campus in North Potomac Yard as part of the first phase of the planned mixed-use development contemplated by the SAP and CDD #19.

Following the June 10, 2019 announcement, the Applicant, Virginia Tech and the City worked together to update the SAP and CDD conditions to accommodate the addition of Virginia Tech and align with the new vision for Phase I. On March 12, 2020, City Council approved a subdivision application, and amendments to the SAP and corresponding *North Potomac Yard Design Excellence Prerequisites and Criteria* to allow for the integration of Virginia Tech into the planned development. On June 2, 2020, the Planning Commission approved a preliminary infrastructure plan for Phase I. On June 20, 2020, City Council will consider a DSUP for the pump station and amendments to CDD #19 with associated CDD conditions needed to implement the proposed development. These approvals will provide the framework for the long-anticipated redevelopment of North Potomac Yard.

Innovation District Overview

At full buildout, the Innovation District will include approximately 1.9 million square feet of residential, office, retail, and academic uses as reflected in the approved SAP and CDD #19 Concept Plan. Consistent with the *North Potomac Yard Innovation District Design Excellence Prerequisites and Criteria*, approved by City Council as part of the 2020 SAP updates, the Innovation District is envisioned as a cohesive development conceived as an integrated whole. The development will include a variety of public and private open spaces connected by a network of vehicular, pedestrian, and bicycle connections. The Innovation District will prioritize the pedestrian experience through implementation of a carefully designed streetscape, the use of special paving techniques, tabled mid-block crossings, and flush curb conditions at strategic locations throughout the development, and a focus on multimodal connections between the future Metrorail station and the surrounding area. The streets will be activated through the placement of ground floor retail and other active ground floor uses throughout the development.

Sustainability is top-of-mind in the Innovation District, with sustainable development practices influencing the design of buildings, open spaces, and infrastructure throughout the development. Concurrent with the DSUP submissions for Phase I, the Applicant has submitted an Environmental Sustainability Master Plan (ESMP) which identifies short-term, mid-term, and long-term strategies that will guide sustainable development in Phase I over the course of the phased development.

Development of the Innovation District will contribute a number of significant community benefits to the City and its residents. Tax revenue from the Innovation District will help fund the Potomac Yard Metrorail Station. Incentives provided by the Commonwealth associated with the Virginia Tech campus include an additional \$50 million for the southern entrance to the Metrorail station. Acknowledging the increasing need for affordable housing in the City, the Applicant worked with the City during the CDD amendment process to augment the previously anticipated affordable housing contributions through the dedication of land to be used for a school and affordable housing and the reallocation of other monetary contributions contemplated in the 2010 conditions. Additionally, the Applicant's commitments include the provision of or contributions toward a cultural space or theater, public art, open space and transportation improvements. A contribution of up to \$1 million will be provided for the City to utilize in assessing and implementing possible traffic calming measures in neighborhoods west of Route 1. Finally, a significant amount of publicly accessible open space is proposed in the Innovation District including the approximately 4.5 acre final portion of Potomac Yard Park, Market Lawn adjacent to Building 14, Metro Plaza adjacent to Building 18, and new open space amenities not shown in the SAP on the Virginia Tech campus and adjacent to Building 10. These benefits, combined with the long-anticipated activation of this site, will achieve a number of City-wide objectives as the phased development occurs over time.

Block 18 Overview

Block 18 is located on the east side of the Innovation District, and consists of approximately 0.95 acres bounded by the Metro Plaza and Evans Lane to the north, Potomac Yard Park and the Metro to the east, a bicycle and pedestrian trail to the south and New Street A to the west. The proposed development of Block 18 consists of approximately 162,568 square feet of floor area in an 8-story office building with ground floor retail. Metro Plaza, which is included in this application, is a civic plaza on the northern portion of Block 18 adjacent to the Potomac Yard Metro station with trees, hardscape, and seating. Applying the technical definition of open space as defined by the Zoning Ordinance, Metro Plaza consists of approximately 0.17 acres. This is less than the 0.3 acres envisioned by the Master Plan, due to the fact that the open space calculation excludes areas of outdoor dining, open areas located within emergency vehicle access easements, and space located beneath overhangs and other building features that have been provided to add architectural interest in Building 18. While these areas have been excluded from open space calculations for technical reasons, they all effectively serve as open space and contribute to the activation of Metro Plaza.

The proposed development is consistent with the recommendations of the *Design Excellence Prerequisites and Criteria*. The 8-story building will have a maximum height of 115 feet, which includes an imbedded penthouse with occupiable amenity space. The massing creates interest along the walkway to the Metrorail Station and addresses the Metro Plaza with a dramatic cantilevered element. The site design addresses the unique challenges of the location – limited street access concentrates automotive, loading, and bus activity to New Street A, while the remaining three sides become pedestrian-only activity nodes.

The requested modification of the height to setback ratio is necessary to obtain the heights and density desired for this block and the Innovation District, and similar requests have been granted elsewhere throughout Potomac Yard. The requested modification of the biodiversity standards in the Landscape Guidelines for this and other individual blocks in Phase I is appropriate in order to implement the Applicant's District-wide approach to landscape design. The biodiversity standards are intended to enhance the diversity of landscaping throughout a development by applying maximum percentages on the use of individual species in planting plans. While individual blocks do not necessarily satisfy a strict application

of the biodiversity standards set forth in the Landscape Guidelines, the Applicant has taken an integrated approach to landscaping throughout the Innovation District resulting in a cohesive landscape design. Taken as a whole, the landscaping proposed throughout the Innovation District and associated open spaces meets the biodiversity standards of the Landscape Guidelines. The proposed development of Block 18 is in alignment with the recommendations and requirements of the SAP and CDD #19, and is consistent with the *Design Excellence Prerequisites and Criteria*.

In addition to the DSUP and associated requests, the Applicant has filed a Master Plan Amendment and CDD Conceptual Design Plan Amendment under separate cover to increase the maximum permitted height for Block 18 from 90 feet to 115 feet. Revised FAA flight paths now permit additional height at this location, which will allow the Applicant to improve the architectural character of Block 18.

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

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

Typical of an office building with ground floor retail.

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

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

Typical of an office building with ground floor retail.

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

Day	Hours	Day	Hours
24/7			

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

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

Typical of an office building with ground floor retail.

B. How will the noise from patrons be controlled?

The use will abide by the City of Alexandria's noise ordinance.

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?

The type of trash generated by the use will be typical of an office building with ground floor retail.

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

Trash generation will be typical of an office building with ground floor retail.

C. How often will trash be collected?

As often as necessary.

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

Building management will monitor the area for litter.

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

Any cleaning materials used on site will be disposed of in accordance with federal, state, and local regulations.

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

Appropriate safety methods will be in place to ensure the safety of nearby residents and employees. Further details regarding the design and associated safety controls will be provided as part of the final site plan.

ALCOHOL SALES

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

☒ **Yes.** ☐ **No.**

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

The Applicant has not yet identified all office and retail tenants. If alcohol sales are proposed, the Applicant will procure the appropriate ABC licenses.

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?

Please see parking requirements on Sheet C100 of the preliminary site plan.

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

Please see	Standard spaces
site plan	Compact spaces
_____	Handicapped accessible spaces
_____	Other

Total proposed parking = 134 spaces

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1 loading space
- B. How many loading spaces are available for the use? 2 loading spaces
- C. Where are off-street loading facilities located? Access is off of New Street A
- D. During what hours of the day do you expect loading/unloading operations to occur?
Loading will not occur between 11PM and 7AM.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As often as necessary.

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

Yes, street access is adequate.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2020-0017

Project Name: North Potomac Yard - Block 19

PROPERTY LOCATION: 3601 Potomac Avenue

TAX MAP REFERENCE: 016.02-01-03

ZONE: CDD #19

APPLICANT:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

PROPERTY OWNER:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

SUMMARY OF PROPOSAL The Applicant requests approval for a residential building with ground floor retail.

MODIFICATIONS REQUESTED Height to setback relationship (per Section 6-403A); Modification of the Landscape Guidelines

SUP's REQUESTED Transportation Management Plan SUP, Coordinated Sign Plan, and Subdivision (all submitted under separate cover)

☒ **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

Print Name of Applicant or Agent

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

Signature

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

6/9/2020 / REVISED 7/23/20

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: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

Please see attached.

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

Yes. Provide proof of current City business license.

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

☒ N/A

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

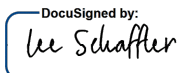
Dear Mr. Moritz:

CPYR Theater, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property. This consent is granted subject to lender approval, and subject to CPYR review and approval of conditions that impact its Property associated with the applications.

CPYR Theater, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property.

Very truly yours,

CPYR THEATER, LLC

By:  DocuSigned by:
23954AE1D8D940B...

Its: Executive Director

Date: 5/5/2020

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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 3601 Potomac Ave (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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 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 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. CPYR Theater, LLC	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.

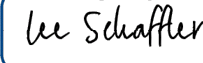
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/5/2020

Lee Schaffler

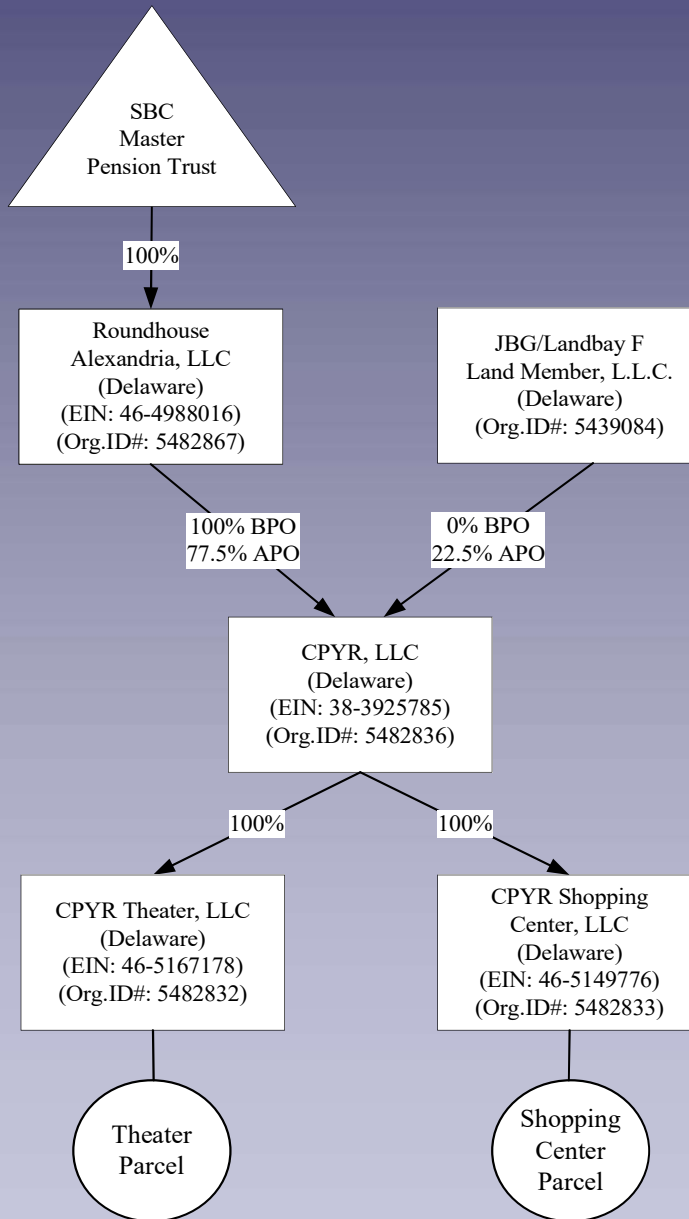
Date

Printed Name

DocuSigned by:

 23054AE1D8D040B...

Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)



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

Please see attached.

Statement of Justification
North Potomac Yard - Block 19
July 23, 2020

CPYR Theater, LLC (the “Applicant”) proposes to develop Block 19 of North Potomac Yard with a 7-story residential building with ground floor retail. Block 19 is part of Phase I of the North Potomac Yard Development – the Innovation District – which will become a vibrant, transit-oriented, mixed use neighborhood anchored by the future Potomac Yard Metrorail Station and the Virginia Tech Innovation Campus. To facilitate the proposed development, the Applicant requests approval of the following applications: (1) a development special use permit (DSUP) with preliminary site plan; (2) a modification of the height to setback ratio set forth in Section 6-403 of the Zoning Ordinance; and (3) a modification of the biodiversity standards set forth in the Landscape Guidelines. Associated applications for a Transportation Management Plan SUP (TMP SUP #2020-00042), Coordinated Sign Program SUP, and a subdivision for Phase I have been submitted under separate cover.

This application, accompanied by six other concurrently submitted DSUP applications for Blocks 7W, 10, 14, 15, 18, and 20, represents the culmination of an extensive planning process for North Potomac Yard. In the way of background, on June 12, 2010 City Council approved the North Potomac Yard Small Area Plan (the “SAP”), Coordinated Development District Concept Plan CDD #19, and associated conditions. In 2017, the Applicant worked with the City and the community to update the SAP in response to the approved location for the Potomac Yard Metrorail Station. On November 13, 2018, the City and Virginia Tech announced plans to locate a new Virginia Tech Innovation Campus in the City of Alexandria. Subsequently, on June 10, 2019, Virginia Tech announced that it would be partnering with the Applicant to build its Innovation Campus in North Potomac Yard as part of the first phase of the planned mixed-use development contemplated by the SAP and CDD #19.

Following the June 10, 2019 announcement, the Applicant, Virginia Tech and the City worked together to update the SAP and CDD conditions to accommodate the addition of Virginia Tech and align with the new vision for Phase I. On March 12, 2020, City Council approved a subdivision application, and amendments to the SAP and corresponding *North Potomac Yard Design Excellence Prerequisites and Criteria* to allow for the integration of Virginia Tech into the planned development. On June 2, 2020, the Planning Commission approved a preliminary infrastructure plan for Phase I. On June 20, 2020, City Council will consider a DSUP for the pump station and amendments to CDD #19 with associated CDD conditions needed to implement the proposed development. These approvals will provide the framework for the long-anticipated redevelopment of North Potomac Yard.

Innovation District Overview

At full buildout, the Innovation District will include approximately 1.9 million square feet of residential, office, retail, and academic uses as reflected in the approved SAP and CDD #19 Concept Plan. Consistent with the *North Potomac Yard Innovation District Design Excellence Prerequisites and Criteria*, approved by City Council as part of the 2020 SAP updates, the Innovation District is envisioned as a cohesive development conceived as an integrated whole. The development will include a variety of public and private open spaces connected by a network of vehicular, pedestrian, and bicycle connections. The Innovation District will prioritize the pedestrian experience through implementation of a carefully designed streetscape, the use of special paving techniques, tabled mid-block crossings, and flush curb conditions at strategic locations throughout the development, and a focus on multimodal connections between the future Metrorail station and the surrounding area. The streets will be activated through the placement of ground floor retail and other active ground floor uses throughout the development.

Sustainability is top-of-mind in the Innovation District, with sustainable development practices influencing the design of buildings, open spaces, and infrastructure throughout the development. Concurrent with the DSUP submissions for Phase I, the Applicant has submitted an Environmental Sustainability Master Plan

(ESMP) which identifies short-term, mid-term, and long-term strategies that will guide sustainable development in Phase I over the course of the phased development.

Development of the Innovation District will contribute a number of significant community benefits to the City and its residents. Tax revenue from the Innovation District will help fund the Potomac Yard Metrorail Station. Incentives provided by the Commonwealth associated with the Virginia Tech campus include an additional \$50 million for the southern entrance to the Metrorail station. Acknowledging the increasing need for affordable housing in the City, the Applicant worked with the City during the CDD amendment process to augment the previously anticipated affordable housing contributions through the dedication of land to be used for a school and affordable housing and the reallocation of other monetary contributions contemplated in the 2010 conditions. Additionally, the Applicant's commitments include the provision of or contributions toward a cultural space or theater, public art, open space and transportation improvements. A contribution of up to \$1 million will be provided for the City to utilize in assessing and implementing possible traffic calming measures in neighborhoods west of Route 1. Finally, a significant amount of publicly accessible open space is proposed in the Innovation District including the approximately 4.5 acre final portion of Potomac Yard Park, Market Lawn adjacent to Building 14, Metro Plaza adjacent to Building 18, and new open space amenities not shown in the SAP on the Virginia Tech campus and adjacent to Building 10. These benefits, combined with the long-anticipated activation of this site, will achieve a number of City-wide objectives as the phased development occurs over time.

Block 19 Overview

Block 19 is located on the west side of the Innovation District, and consists of approximately 1.21 acres bounded by Silver Meteor Avenue to the north, New Street A to the east, Evans Lane to the south and Potomac Avenue to the west. Consistent with the SAP and CDD #19 Concept Plan, the proposed development of Block 19 consists of approximately 220,003 square feet of floor area in a 7-story residential building with ground floor retail.

The proposed development is consistent with the recommendations of the SAP, the *Design Excellence Prerequisites and Criteria*, and the CDD #19 Concept Plan. The building employs high-quality materials, and distinct massing with an active street level. The design also includes outdoor terrace spaces, which provide private amenities areas for residents. The articulated massing of Block 19 provides height variation along Potomac Avenue, and a strong retail base on New Street A creates interest at the ground level. The design evokes the industrial history of Potomac Yard in a modern and innovative way.

The requested modification of the height to setback ratio is necessary to obtain the heights and density desired for this block and the Innovation District, and similar requests have been granted elsewhere throughout Potomac Yard. The requested modification of the biodiversity standards in the Landscape Guidelines for this and other individual blocks in Phase I is appropriate in order to implement the Applicant's District-wide approach to landscape design. The biodiversity standards are intended to enhance the diversity of landscaping throughout a development by applying maximum percentages on the use of individual species in planting plans. While individual blocks do not necessarily satisfy a strict application of the biodiversity standards set forth in the Landscape Guidelines, the Applicant has taken an integrated approach to landscaping throughout the Innovation District resulting in a cohesive landscape design. Taken as a whole, the landscaping proposed throughout the Innovation District and associated open spaces meets the biodiversity standards of the Landscape Guidelines. The proposed development of Block 19 is in alignment with the recommendations and requirements of the SAP and CDD #19, and is consistent with the *Design Excellence Prerequisites and Criteria*.

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

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

Typical of a residential building with ground floor retail.

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

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

Typical of a residential building with ground floor retail.

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

Day	Hours	Day	Hours
24/7			

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

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

Typical of a residential building with ground floor retail.

B. How will the noise from patrons be controlled?

The use will abide by the City of Alexandria's noise ordinance.

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?

The type of trash generated by the use will be typical of a residential building with ground floor retail.

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

Trash generation will be typical of a residential building with ground floor retail.

C. How often will trash be collected?

As often as necessary.

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

Building management will monitor the area for litter.

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

Any cleaning materials used on site will be disposed of in accordance with federal, state, and local regulations.

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

Appropriate safety methods will be in place to ensure the safety of nearby residents and employees. Further details regarding the design and associated safety controls will be provided as part of the final site plan.

ALCOHOL SALES

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

☒ **Yes.** ☐ **No.**

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

The Applicant has not yet identified all office and retail tenants. If alcohol sales are proposed, the Applicant will procure the appropriate ABC licenses.

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?

Please see parking requirements on Sheet C100 of the preliminary site plan.

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

Please see	Standard spaces
site plan	Compact spaces
_____	Handicapped accessible spaces
_____	Other

Total proposed parking = 425 spaces

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 2 loading spaces
- B. How many loading spaces are available for the use? 2 loading spaces
- C. Where are off-street loading facilities located? Access is provided off of Silver Meteor.
- D. During what hours of the day do you expect loading/unloading operations to occur?
Loading will not occur between the hours of 11PM and 7AM.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As often as necessary.

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

Yes, street access is adequate.



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2020-0018

Project Name: North Potomac Yard - Block 20

PROPERTY LOCATION: 3601 Potomac Avenue

TAX MAP REFERENCE: 016.02-01-03

ZONE: CDD #19

APPLICANT:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

PROPERTY OWNER:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

SUMMARY OF PROPOSAL The Applicant requests approval for an office building with ground floor retail.

MODIFICATIONS REQUESTED Height to setback relationship (per Section 6-403A); Modification of the Landscape Guidelines

SUP's REQUESTED Transportation Management Plan SUP, Coordinated Sign Plan, Subdivision, and Encroachment (all submitted under separate cover), SUP for Additional Height for a Mechanical Penthouse

☒ **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

Print Name of Applicant or Agent

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

Signature

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

6/9/2020 / REVISED 7/23/20

Date

REVISED 9/9/20

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: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

Please see attached.

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

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

☒ N/A

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

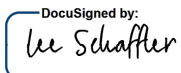
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Its: Executive Director

Date: 5/5/2020

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Use additional sheets if necessary

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2.		
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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. CPYR Theater, LLC	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.

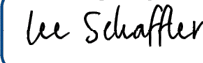
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5/5/2020

Lee Schaffler

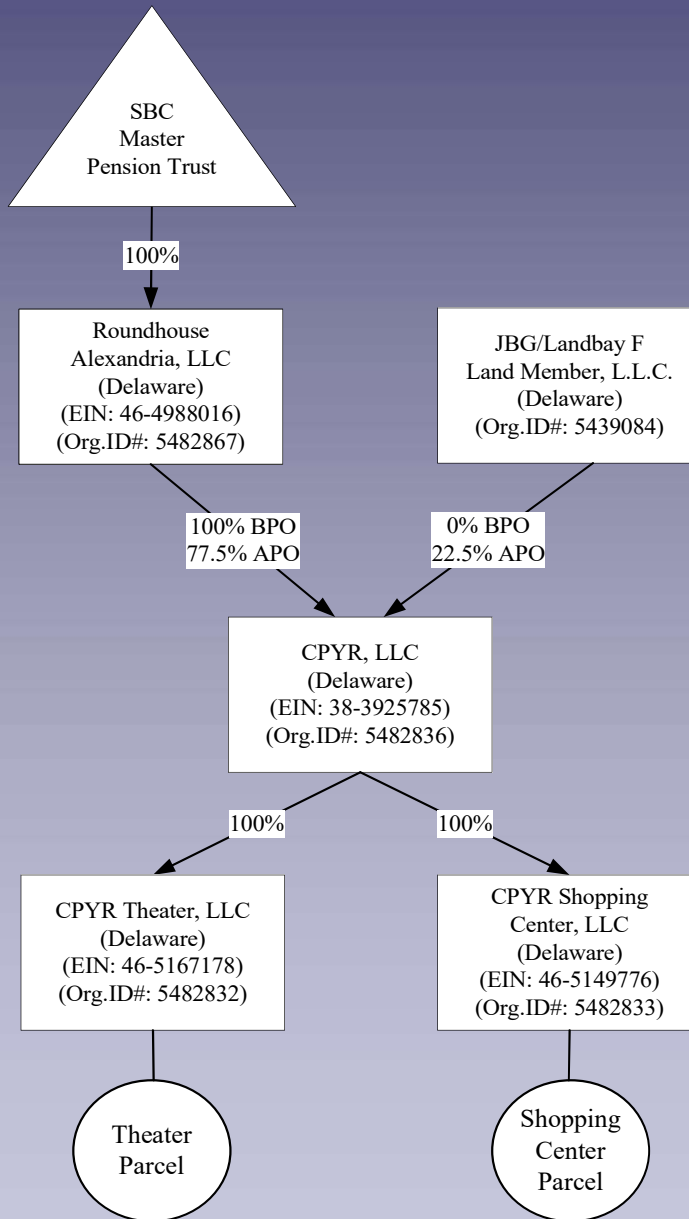
Date

Printed Name

DocuSigned by:

 23054AE1D8D040B...

Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)



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

Please see attached.

Statement of Justification
North Potomac Yard - Block 20
September 9, 2020

CPYR Theater, LLC (the “Applicant”) proposes to develop Block 20 of North Potomac Yard with a 6-story office building with ground floor retail. Block 20 is part of Phase I of the North Potomac Yard Development – the Innovation District – which will become a vibrant, transit-oriented, mixed use neighborhood anchored by the future Potomac Yard Metrorail Station and the Virginia Tech Innovation Campus. To facilitate the proposed development, the Applicant requests approval of the following applications: (1) a development special use permit (DSUP) with preliminary site plan; (2) a special use permit (SUP) to increase the permitted height of the mechanical penthouse from 15 feet to 18 feet; (3) an encroachment to allow the projection of a canopy into the right-of-way; (4) a modification of the height to setback ratio set forth in Section 6-403 of the Zoning Ordinance; and (5) a modification of the biodiversity standards set forth in the Landscape Guidelines. Associated applications for a Transportation Management Plan SUP (TMP SUP #2020-00042), Coordinated Sign Program SUP, and a subdivision for Phase I have been submitted under separate cover.

This application, accompanied by six other concurrently submitted DSUP applications for Blocks 7W, 10, 14, 15, 18 and 19, represents the culmination of an extensive planning process for North Potomac Yard. In the way of background, on June 12, 2010 City Council approved the North Potomac Yard Small Area Plan (the “SAP”), Coordinated Development District Concept Plan CDD #19, and associated conditions. In 2017, the Applicant worked with the City and the community to update the SAP in response to the approved location for the Potomac Yard Metrorail Station. On November 13, 2018, the City and Virginia Tech announced plans to locate a new Virginia Tech Innovation Campus in the City of Alexandria. Subsequently, on June 10, 2019, Virginia Tech announced that it would be partnering with the Applicant to build its Innovation Campus in North Potomac Yard as part of the first phase of the planned mixed-use development contemplated by the SAP and CDD #19.

Following the June 10, 2019 announcement, the Applicant, Virginia Tech and the City worked together to update the SAP and CDD conditions to accommodate the addition of Virginia Tech and align with the new vision for Phase I. On March 12, 2020, City Council approved a subdivision application, and amendments to the SAP and corresponding *North Potomac Yard Design Excellence Prerequisites and Criteria* to allow for the integration of Virginia Tech into the planned development. On June 2, 2020, the Planning Commission approved a preliminary infrastructure plan for Phase I. On June 20, 2020, City Council will consider a DSUP for the pump station and amendments to CDD #19 with associated CDD conditions needed to implement the proposed development. These approvals will provide the framework for the long-anticipated redevelopment of North Potomac Yard.

Innovation District Overview

At full buildout, the Innovation District will include approximately 1.9 million square feet of residential, office, retail, and academic uses as reflected in the approved SAP and CDD #19 Concept Plan. Consistent with the *North Potomac Yard Innovation District Design Excellence Prerequisites and Criteria*, approved by City Council as part of the 2020 SAP updates, the Innovation District is envisioned as a cohesive development conceived as an integrated whole. The development will include a variety of public and private open spaces connected by a network of vehicular, pedestrian, and bicycle connections. The Innovation District will prioritize the pedestrian experience through implementation of a carefully designed streetscape, the use of special paving techniques, tabled mid-block crossings, and flush curb conditions at strategic locations throughout the development, and a focus on multimodal connections between the future Metrorail station and the surrounding area. The streets will be activated through the placement of ground floor retail and other active ground floor uses throughout the development.

Sustainability is top-of-mind in the Innovation District, with sustainable development practices influencing the design of buildings, open spaces, and infrastructure throughout the development. Concurrent with the DSUP submissions for Phase I, the Applicant has submitted an Environmental Sustainability Master Plan (ESMP) which identifies short-term, mid-term, and long-term strategies that will guide sustainable development in Phase I over the course of the phased development.

Development of the Innovation District will contribute a number of significant community benefits to the City and its residents. Tax revenue from the Innovation District will help fund the Potomac Yard Metrorail Station. Incentive provided by the Commonwealth associated with the Virginia Tech campus include an additional \$50 million for the southern entrance to the Metrorail station. Acknowledging the increasing need for affordable housing in the City, the Applicant worked with the City during the CDD amendment process to augment the previously anticipated affordable housing contributions through the dedication of land to be used for a school and affordable housing and the reallocation of other monetary contributions contemplated in the 2010 conditions. Additionally, the Applicant's commitments include the provision of or contributions toward a cultural space or theater, public art, open space, and a number of transportation improvements. A contribution of up to \$1 million will be provided for the City to utilize in assessing and implementing possible traffic calming measures in neighborhoods west of Route 1. Finally, a significant amount of publicly accessible open space is proposed in the Innovation District including the approximately 4.5 acre final portion of Potomac Yard Park, Market Lawn adjacent to Building 14, Metro Plaza adjacent to Building 18, and new open space amenities not shown in the SAP or on the Virginia Tech campus and adjacent to Building 10. These benefits, combined with the long-anticipated activation of this site, will achieve a number of City-wide objectives as the phased development occurs over time.

Block 20 Overview

Block 20 is located on the west side of the Innovation District, and consists of approximately 0.86 acres bounded by Evans Lane to the north, New Street "A" to the east and south, and Potomac Avenue to the west. Consistent with the SAP and CDD #19 Concept Plan, the proposed development of Block 20 consists of an approximately 156,000 square foot 6-story office building with ground floor retail.

The proposed development is consistent with the recommendations of the SAP, the *Design Excellence Prerequisites and Criteria*, and the CDD #19 Concept Plan. The 6-story building will have a maximum height of 90 feet, which is consistent with the maximum height proscribed by the SAP. To reduce the scale of the full block, the building is apportioned into two volumes joined by an inset seam near the center of the block. The northern portion of the building faces Evans Lane and Metro Plaza. Ground floor retail is provided in this portion of the building to engage the streetscape and activate Metro Plaza. Bus shelters are integrated into the eastern façade of the building to accommodate WMATA and DASH bus routes that will serve the Metrorail Station. The building steps down twice on the southern façade, with outdoor roof terraces provided on the 3rd and 5th levels. These terraces will serve as open space amenities for future tenants and will provide visual interest in the southern façade.

The requested SUP to increase the height of the mechanical penthouse is necessary to accommodate the required rooftop mechanical equipment and elevator overruns within the building. An encroachment is requested to allow the projection of an awning along the northern and western façades of the building. This awning, located above the entrances to the retail space in this portion of the building, creates architectural interest in the building and contributes toward the activation of the streetscape along these frontages. The requested modification of the height to setback ratio is necessary to obtain the heights and density desired for this block and the Innovation District, and similar requests have been granted elsewhere throughout Potomac Yard. The requested modification of the biodiversity standards in the Landscape Guidelines for Block 20 and other individual blocks in Phase I is appropriate in order to implement the Applicant's District-wide approach to landscape design. The biodiversity standards are intended to enhance the diversity of landscaping throughout a development by applying maximum

percentages on the use of individual species in planting plans. While individual blocks do not necessarily satisfy a strict application of the biodiversity standards set forth in the Landscape Guidelines, the Applicant has taken an integrated approach to landscaping throughout the Innovation District resulting in a cohesive landscape design with a diverse range of plantings and landscaped areas along streetscapes in and open space areas throughout the District. Taken as a whole, the landscaping proposed throughout the Innovation District and associated open spaces meets the biodiversity standards of the Landscape Guidelines. This coordinated approach to landscaping throughout Phase I meets the intent of the Landscape Guidelines. Finally, while the Applicant has maximized the amount of street trees and landscaping provided on site, due to site constraints and the presence of the required bus shelters and bus parking areas along the property frontage, it is not possible to meet the 25% crown coverage requirement. For the above reasons, approval of the requested applications and modifications is appropriate.

The proposed development of Block 20 is in alignment with the recommendations and requirements of the SAP and CDD #19, and is consistent with the *Design Excellence Prerequisites and Criteria*.

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

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

Typical of an office building with ground floor retail.

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

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

Typical of an office building with ground floor retail.

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

Day	Hours	Day	Hours
24/7			

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

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

Typical of an office building with ground floor retail.

B. How will the noise from patrons be controlled?

The use will abide by the City of Alexandria's noise ordinance.

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?

The type of trash generated by the use will be typical of an office building with ground floor retail.

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

Trash generation will be typical of an office building with ground floor retail.

C. How often will trash be collected?

As often as necessary.

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

Building management will monitor the area for litter.

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

Any cleaning materials used on site will be disposed of in accordance with federal, state, and local regulations.

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

Appropriate safety methods will be in place to ensure the safety of nearby residents and employees. Further details regarding the design and associated safety controls will be provided as part of the final site plan.

ALCOHOL SALES

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

☒ **Yes.** ☐ **No.**

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

The Applicant has not yet identified all office and retail tenants. If alcohol sales are proposed, the Applicant will procure the appropriate ABC licenses.

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?

Please see parking requirements on Sheet C100 of the preliminary site plan.

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

Please see	Standard spaces
site plan	Compact spaces
_____	Handicapped accessible spaces
_____	Other

Total proposed parking = 119 spaces

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1 loading space
- B. How many loading spaces are available for the use? 2 loading spaces
- C. Where are off-street loading facilities located? Access is off of New Street A.

- D. During what hours of the day do you expect loading/unloading operations to occur?
Loading will not occur between 11PM and 7AM.

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

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

Yes, street access is adequate.



APPLICATION

ENCROACHMENT

PROPERTY LOCATION: _____

TAX MAP REFERENCE: _____ ZONE: _____

APPLICANT

Name: _____

Address: _____

PROPERTY OWNER

Name: _____

Address: _____

PROPOSED USE: _____

INSURANCE CARRIER (copy attached) _____ POLICY # _____

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

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

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

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

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

Print Name of Applicant or Agent

Signature

Mailing/Street Address

Telephone # Fax #

City and State Zip Code

Email address

REVISED 7/23/20

Date

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

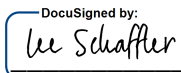
Dear Mr. Moritz:

CPYR Theater, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property. This consent is granted subject to lender approval, and subject to CPYR review and approval of conditions that impact its Property associated with the applications.

CPYR Theater, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property.

Very truly yours,

CPYR THEATER, LLC

By:  23954AE1D8D940B...

Its: Executive Director

Date: 5/5/2020

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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 3601 Potomac Ave (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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 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 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. CPYR Theater, LLC	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.

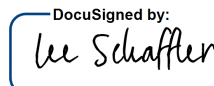
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/5/2020

Lee Schaffler

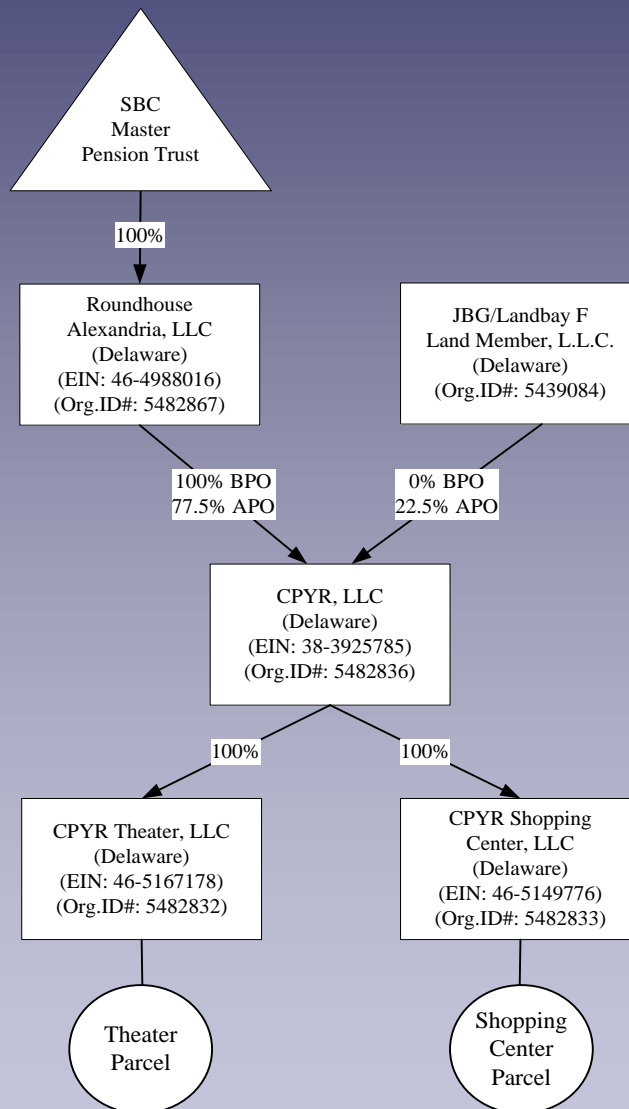
Date

Printed Name

DocuSigned by:

 23954AE1D8D940B...

Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)





CERTIFICATE OF LIABILITY INSURANCE

Page 1 of 1

DATE (MM/DD/YYYY)
06/02/2020

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 Willis Towers Watson Southeast, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA		CONTACT NAME: Willis Towers Watson Certificate Center PHONE (A/C, No, Ext): 1-877-945-7378 FAX (A/C, No): 1-888-467-2378 E-MAIL ADDRESS: certificates@willis.com	
		INSURER(S) AFFORDING COVERAGE INSURER A: Charter Oak Fire Insurance Company	NAIC # 25615
INSURED CPYR Theater, LLC Location: CPYR Theater, LLC 3601 Potomac Avenue Alexandria, VA 22301		INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	

COVERAGES

CERTIFICATE NUMBER: W16713934

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	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY	Y		Y-660-3J560908-COF-19	07/18/2019	07/18/2020	EACH OCCURRENCE \$ 1,000,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000
							MED EXP (Any one person) \$ 5,000
							PERSONAL & ADV INJURY \$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE \$ 2,000,000
	<input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input checked="" type="checkbox"/> LOC						PRODUCTS - COMP/OP AGG \$ 2,000,000
	OTHER:						\$
	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident) \$
	<input type="checkbox"/> ANY AUTO						BODILY INJURY (Per person) \$
	<input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS						BODILY INJURY (Per accident) \$
	<input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident) \$
							\$
	UMBRELLA LIAB						EACH OCCURRENCE \$
	<input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE						AGGREGATE \$
	<input type="checkbox"/> DED <input type="checkbox"/> RETENTION \$						\$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY						PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/>
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	Y/N <input type="checkbox"/>	N/A				E.L. EACH ACCIDENT \$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE \$
							E.L. DISEASE - POLICY LIMIT \$

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

City of Alexandria is included as Additional Insured on a primary and non-contributory basis as respects General Liability coverage if required by contract.

CERTIFICATE HOLDER

City of Alexandria
301 King Street
Alexandria, VA 22314

CANCELLATION

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

Jan. n. W. S.

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ACORD 25 (2016/03)

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SR ID: 19685519

BATCH: 1698000



APPLICATION

ENCROACHMENT

PROPERTY LOCATION: 3601 Potomac Avenue

TAX MAP REFERENCE: 016.02-01-03 **ZONE:** CDD #19

APPLICANT

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

PROPERTY OWNER

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

PROPOSED USE: Canopies on Block 20. Please refer to the DSUP plans for an encroachment exhibit.

INSURANCE CARRIER (copy attached) Willis Towers Watson Southeast, Inc. **POLICY #** Y-660-3J560908-COF-19

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

- ☒ THE UNDERSIGNED hereby applies for an Encroachment Ordinance in accordance with the provisions of Section 8-1-16 and Sections 3-2-82 and 85 of the Code of the City of Alexandria, Virginia.
- ☒ THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.
- ☒ THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301 (B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
- ☒ THE UNDERSIGNED also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of their knowledge and belief.

M. Catharine Puskar

Print Name of Applicant or Agent

2200 Clarendon Blvd

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

MCPuskar

Signature

703-528-4700

703-525-3197

Telephone #

Fax #

cpuskar@thelandlawyers.com

Email address

6/9/20

REVISED 7/23/20

Date

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

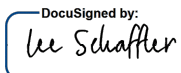
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Very truly yours,

CPYR THEATER, LLC

By:  DocuSigned by:
23954AE1D8D940B...

Its: Executive Director

Date: 5/5/2020

OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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Name	Address	Percent of Ownership
1. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	See attached.
2.		
3.		

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2.		
3.		

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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. CPYR Theater, LLC	None	None
2.		
3.		

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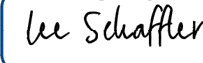
As the applicant or the applicant's authorized agent, I hereby attest to the best of my ability that the information provided above is true and correct.

5/5/2020

Lee Schaffler

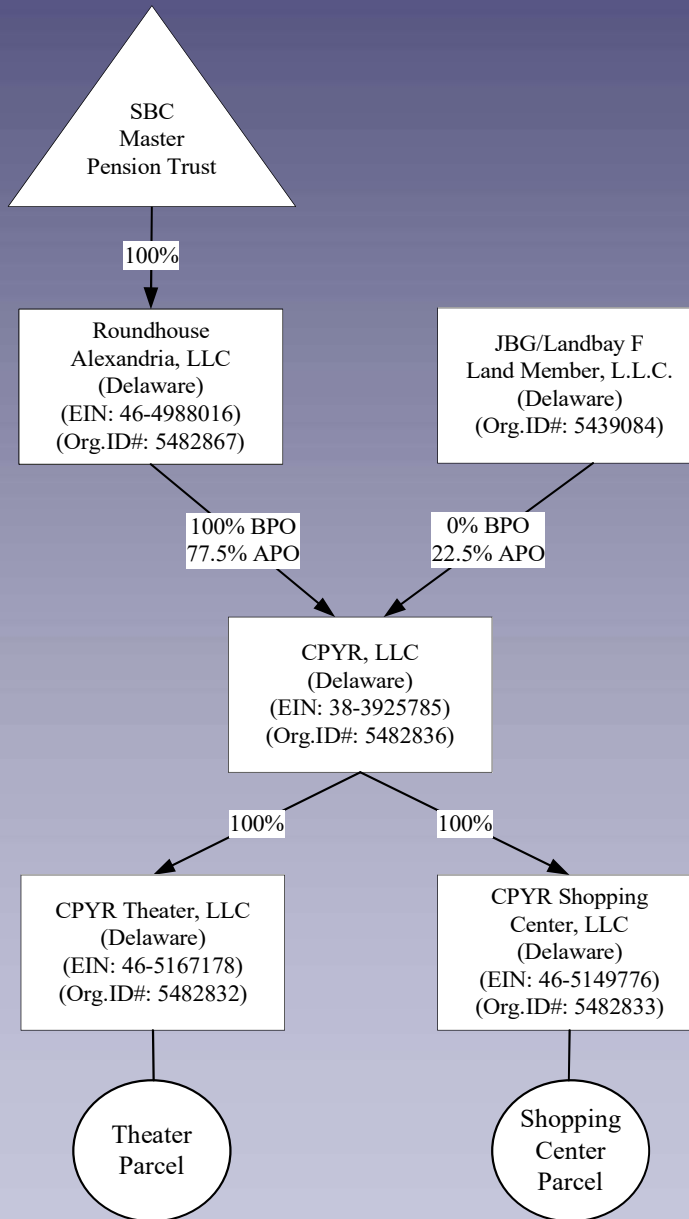
Date

Printed Name

DocuSigned by:

 23054AE1D8D040B...

Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)





CERTIFICATE OF LIABILITY INSURANCE

Page 1 of 1

DATE (MM/DD/YYYY)
06/02/2020

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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 Willis Towers Watson Southeast, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	CONTACT NAME: Willis Towers Watson Certificate Center PHONE (A/C, No, Ext): 1-877-945-7378 FAX (A/C, No): 1-888-467-2378 E-MAIL ADDRESS: certificates@willis.com																					
INSURED CPYR Theater, LLC Location: CPYR Theater, LLC 3601 Potomac Avenue Alexandria, VA 22301	<table border="1"> <tr> <th colspan="2">INSURER(S) AFFORDING COVERAGE</th><th>NAIC #</th></tr> <tr> <td colspan="2">INSURER A: Charter Oak Fire Insurance Company</td><td>25615</td></tr> <tr> <td colspan="2">INSURER B:</td><td></td></tr> <tr> <td colspan="2">INSURER C:</td><td></td></tr> <tr> <td colspan="2">INSURER D:</td><td></td></tr> <tr> <td colspan="2">INSURER E:</td><td></td></tr> <tr> <td colspan="2">INSURER F:</td><td></td></tr> </table>	INSURER(S) AFFORDING COVERAGE		NAIC #	INSURER A: Charter Oak Fire Insurance Company		25615	INSURER B:			INSURER C:			INSURER D:			INSURER E:			INSURER F:		
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INSURER C:																						
INSURER D:																						
INSURER E:																						
INSURER F:																						

COVERAGES

CERTIFICATE NUMBER: W16713935

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	ADDL SUBR INSD WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY	Y	Y-660-3J560908-COF-19	07/18/2019	07/18/2020	EACH OCCURRENCE \$ 1,000,000
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR					DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 300,000
						MED EXP (Any one person) \$ 5,000
	GEN'L AGGREGATE LIMIT APPLIES PER. <input type="checkbox"/> POLICY <input type="checkbox"/> PRO JECT <input checked="" type="checkbox"/> LOC <input type="checkbox"/> OTHER:					PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
	AUTOMOBILE LIABILITY					COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
	<input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS ONLY					
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$					EACH OCCURRENCE \$ AGGREGATE \$
	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				PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$

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

City of Alexandria is included as Additional Insured on a primary and non-contributory basis as respects General Liability coverage if required by contract.

CERTIFICATE HOLDER

City of Alexandria
301 King Street
Alexandria, VA 22314

CANCELLATION

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

John W. Smith

© 1988-2016 ACORD CORPORATION. All rights reserved.

ACORD 25 (2016/03)

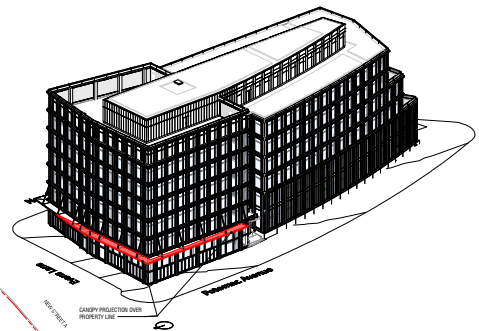
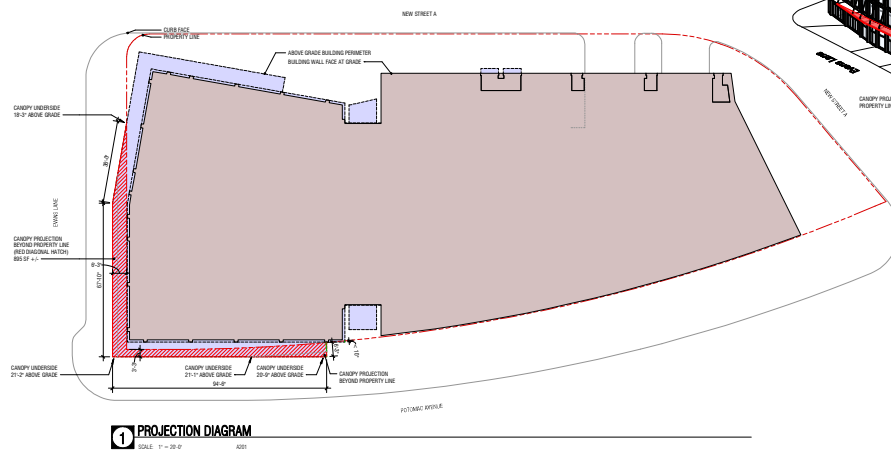
The ACORD name and logo are registered marks of ACORD

SR ID: 19685519

BATCH: 1698000

7/25/2019 10:11 PM

7/25/2019 10:11 PM



NOTE: Encroachment application filed under separate cover.
NOTE: Dimensions are rounded to the nearest inch.

APPROVED	
SPECIAL USE PERMIT NO.	
DEPARTMENT OF PLANNING & ZONING	
DIRECTOR	DATE
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES	
SPECIAL USE NO.	
APPROVED	DATE
APPROVED	DATE
APPROVED	DATE
APPROVED	DATE

ELKUS | MANFREDI
ARCHITECTS

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NOTION MANASSAS PARK, VA 20108



APPLICATION

SPECIAL USE PERMIT

SPECIAL USE PERMIT # _____

PROPERTY LOCATION: 3601 Potomac Ave

TAX MAP REFERENCE: 016.02-01-03 **ZONE:** CDD #19

APPLICANT:

Name: CPYR Theater, LLC

Address: 277 Park Avenue, 36th Floor, New York, NY 10172

PROPOSED USE: Transportation Management Plan Special Use Permit - North Potomac Yard Phase I

- ☒ THE UNDERSIGNED, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 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 staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.
- ☒ 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 IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.
- ☒ THE UNDERSIGNED, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

M. Catharine Puskar

Print Name of Applicant or Agent

2200 Clarendon Boulevard

Mailing/Street Address

Arlington, VA 22201

City and State

Zip Code

MC Puskar

Signature

703-528-4700

Telephone #

cpuskar@thelandlawyers.com

Email address

REVISED 7/23/20

6/9/20

Date

703-525-3197

Fax #

PROPERTY OWNER'S AUTHORIZATION

As the property owner of See attached, I hereby
(Property Address)
grant the applicant authorization to apply for the TMP Special Use Permit use as
(use)
described in this application.

Name: See attached Phone: _____
Please Print
Address: _____ Email: _____
Signature: _____ Date: _____

- 1.** Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

N/A for TMP SUP

☐ **Required floor plan and plot/site plan attached.**

☐ **Requesting a waiver. See attached written request.**

- 2.** The applicant is the (check one):

☒ 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 or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than three percent.

See attached.

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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 3601 Potomac Ave (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. CPYR Theater, LLC	277 Park Avenue 36th Floor New York, NY 10172	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 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. CPYR Theater, LLC	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.

5/5/2020

Lee Schaffler

Date

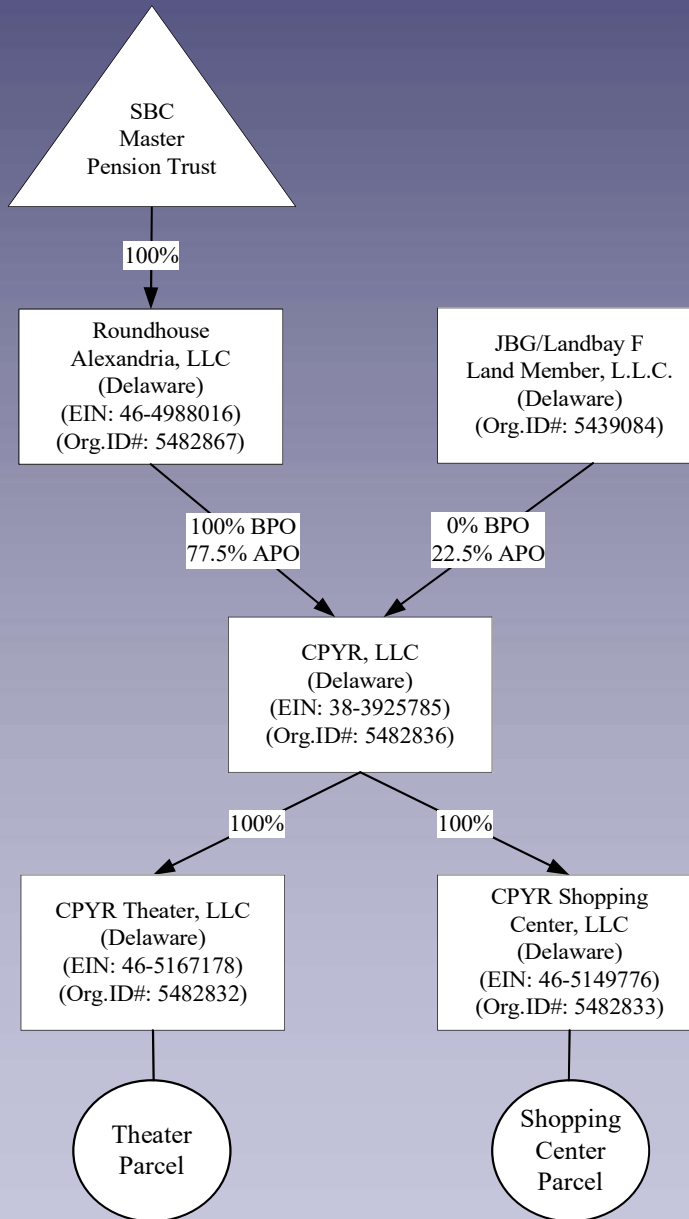
Printed Name

DocuSigned by:
Lee Schaffler

23054AE1D8D040B...

Signature

Organizational Chart – Ownership of CPYR Shopping Center, LLC (as of the time of the loan from Massachusetts Mutual)



CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Development Special Use Permit
Application, a Subdivision Application, an Encroachment Application, and Any
Associated Applications
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

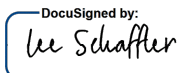
Dear Mr. Moritz:

CPYR Theater, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property. This consent is granted subject to lender approval, and subject to CPYR review and approval of conditions that impact its Property associated with the applications.

CPYR Theater, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit Application, a Subdivision Application, an Encroachment Application, and any related applications or requests on the Property.

Very truly yours,

CPYR THEATER, LLC

By:  DocuSigned by:
23954AE1D8D940B...

Its: Executive Director

Date: 5/5/2020

USE CHARACTERISTICS

4. The proposed special use permit request is for (*check one*):

- ☐ a new use requiring a special use permit,
☐ an expansion or change to an existing use without a special use permit,
☐ an expansion or change to an existing use with a special use permit,
☒ other. Please describe: Transportation Management Plan SUP

5. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

N/A

B. How many employees, staff and other personnel do you expect?
Specify time period (i.e., day, hour, or shift).

N/A

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

N/A

Hours:

N/A

7. Please describe any potential noise emanating from the proposed use.

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

N/A

B. How will the noise be controlled?

N/A

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

N/A

- 9.** Please provide information regarding trash and litter generated by the use.

- A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

N/A

- B. How much trash and garbage will be generated by the use? (i.e. # of bags or pounds per day or per week)

N/A

- C. How often will trash be collected?

N/A

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

N/A

- 10.** 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:

- 11.** 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:

- 12.** What methods are proposed to ensure the safety of nearby residents, employees and patrons?
N/A

ALCOHOL SALES

- 13.** A. Will the proposed use include the sale of beer, wine, or mixed drinks?

☐ Yes ☒ No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

PARKING AND ACCESS REQUIREMENTS - N/A for TMP

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

N/A Standard spaces
 Compact spaces
 Handicapped accessible spaces.
 Other.

<p>Planning and Zoning Staff Only</p> <p>Required number of spaces for use per Zoning Ordinance Section 8-200A <u> </u></p> <p>Does the application meet the requirement?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>
--

- B. 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?

PLEASE NOTE: 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.

- C. 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.

☐ Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are available for the use? N/A

<p>Planning and Zoning Staff Only</p> <p>Required number of loading spaces for use per Zoning Ordinance Section 8-200 <u> </u></p> <p>Does the application meet the requirement?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>

B. Where are off-street loading facilities located? N/A

C. During what hours of the day do you expect loading/unloading operations to occur?
N/A

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
N/A

16. 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?
N/A

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No
Do you propose to construct an addition to the building? ☐ Yes ☒ No
How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be? **N/A**
_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: *(check one)*
☐ a stand alone building
☐ a house located in a residential zone
☐ a warehouse
☐ a shopping center. Please provide name of the center: _____
☐ an office building. Please provide name of the building: _____
☒ other. Please describe: A multi-building mixed use developmet

End of Application



APPLICATION

NEW STREET NAME:

LOCATION:

3601 Potomac Avenue

North Potomac Yard

APPLICANT'S NAME:

CPYR Theater, LLC and CPYR Shopping Center, LLC c/o JBG SMITH

ADDRESS:

4747 Bethesda Avenue, Suite 200, Bethesda, MD 20814

REASON FOR REQUEST FOR NEW STREET NAME: The Applicant is constructing three new streets to create the street network envisioned in the North Potomac Yard Small Area Plan. The Applicant and the Virginia Tech Foundation, Inc. are the only adjacent property owners.

M. Catharine Puskar

Print Name of Applicant or Agent

2200 Clarendon Blvd, Suite 1300

Mailing/Street Address

Arlington, VA 22201

City and State Zip Code

MC Puskar

Signature

703-528-4700

Telephone #

703-525-3197

Fax #

July 23, 2020

Date

REVISED 9/2/2020

For **New Street Names**: These items are not public hearing items and therefore are not required to be noticed by newspaper, posting, or letters to adjoining owners. However, it is the policy of P&Z to advertise in the newspaper and post the site, but not to mail out notices.

New Street Names are heard by PC only.

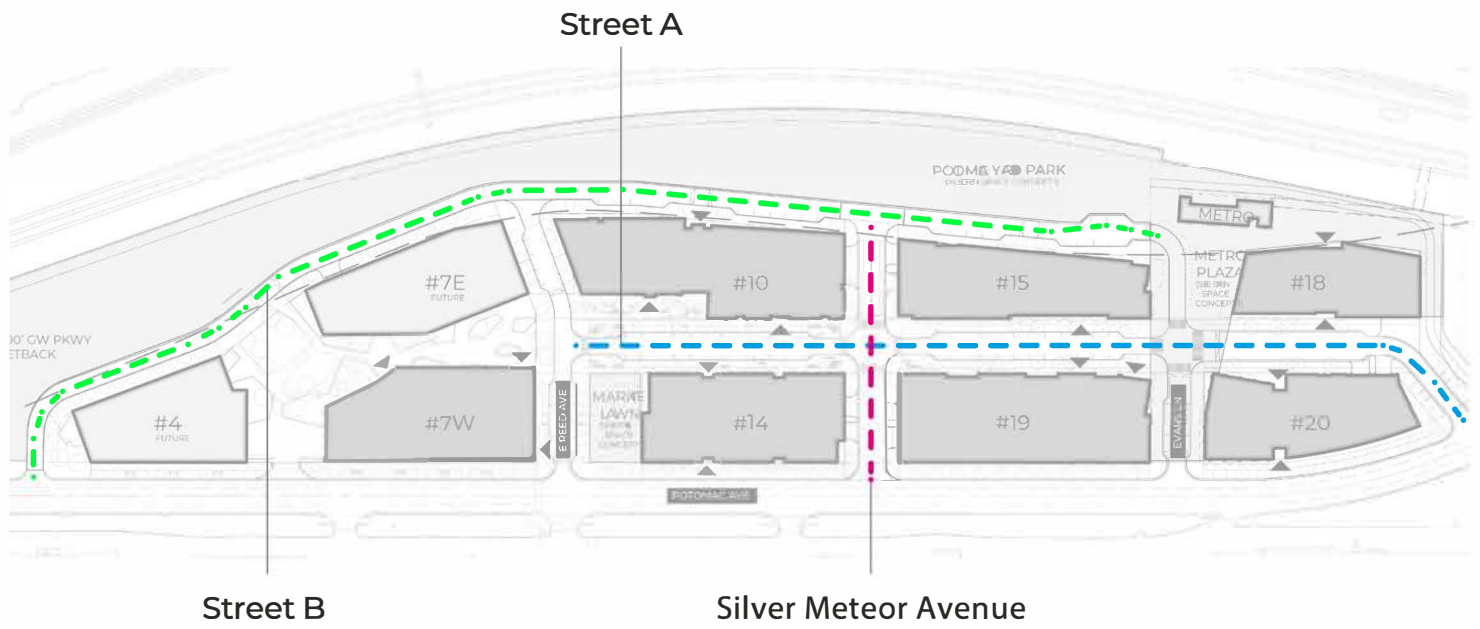
DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Legal advertisement: _____

ACTION - PLANNING COMMISSION _____

Fee Paid: \$ _____ ACTION - CITY COUNCIL: _____

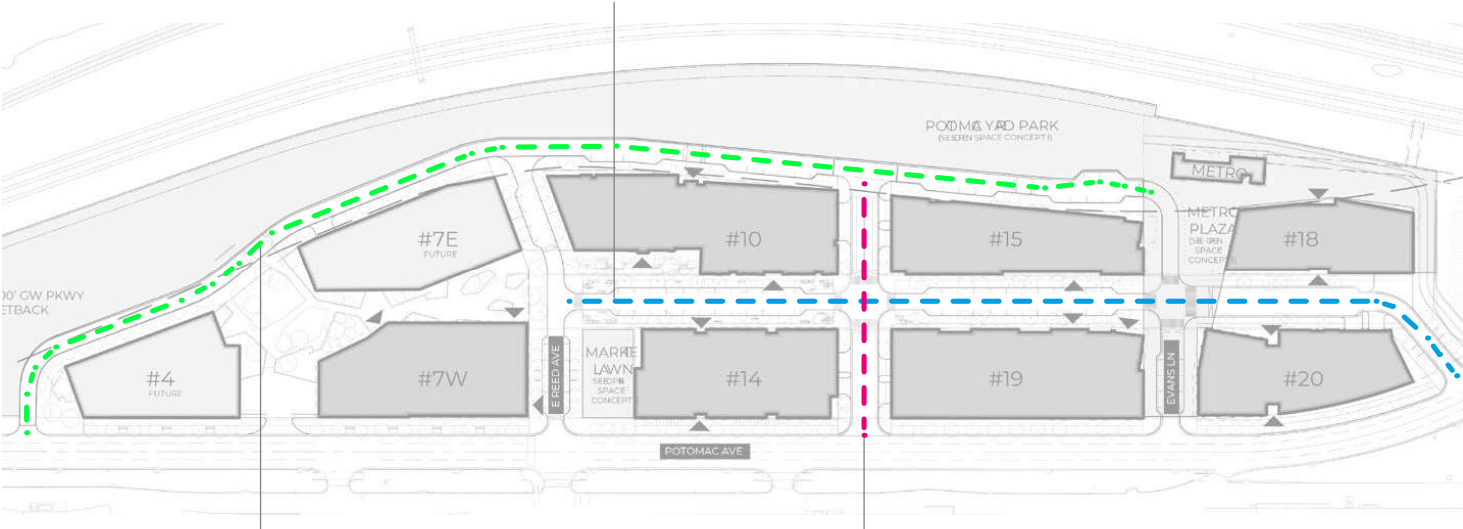
Streets to Name



Proposal

Exchange Avenue

The intersection of 'live, work and learn'
for an exchange of energy and ideas



University Drive

Wraps around the VT campus

Bridge Street

A connector, physically and functionally

CPYR Shopping Center, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Street Name Application
3601 Richmond Highway
Tax Map ID: 016.01-05-01 (the "Property")

Dear Mr. Moritz:

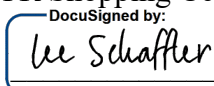
CPYR Shopping Center, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Street Name Application on the Property for the following name change, as indicated on the associated site plan:

- Silver Meteor Avenue to become Bridge Street.

CPYR Shopping Center, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Street Name Application on the Property.

Very truly yours,

CPYR Shopping Center, LLC

By: 
23954AE1D8D940B...

Its: Executive Director

Date: 7/22/2020

CPYR Theater, LLC

277 Park Avenue
36th Floor
New York, NY 10172

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

Re: Consent and Authorization to File a Street Name Application
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

Dear Mr. Moritz:

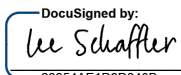
CPYR Theater, LLC ("CPYR"), the owner of the above-referenced Property, hereby consents to the filing of a Street Name Application on the Property for the following name changes, as indicated on the associated site plan:

- New Street A to become Exchange Avenue.
- New Street B to become University Drive.
- Silver Meteor Avenue to become Bridge Street.

CPYR Theater, LLC hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Street Name Application on the Property.

Very truly yours,

CPYR THEATER, LLC

By:  _____
23954AE1D8D940B...

Its: Executive Director

Date: 8/28/2020

The Virginia Tech Foundation, Inc.
902 Prices Fork Road, Suite 4500
Blacksburg, Virginia 24061

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

Re: Consent to File a Street Name Application
3601 Potomac Avenue
Tax Map ID: 016.02-01-03 (the "Property")

Dear Mr. Moritz:

The Virginia Tech Foundation, Inc. hereby consents to the filing of a Street Name Application for a street adjacent to the Property by CPYR Theater, LLC and CPYR Shopping Center, LLC for the following name change, as indicated on the associated site plan:

- New Street A to become Exchange Avenue.
- New Street B to become University Drive.

Very truly yours,

THE VIRGINIA TECH FOUNDATION, INC.

By: 

Its: **Catherine Potter**
General Counsel and Associate Vice President for Administration

Date: 9-2-20

Please include my comments into the record for the community meeting about Va Tech and the North Potomac Yard Phase 1 meeting for September 23, 2020:

I am the coordinator of the citizen's group, Alexandrians for the Environmental Action Plan. We are concerned that the immediate Environmental Action Plan target of reduced GHG emissions of 50% by 2030 and up to 100% by 2050 is in jeopardy. We are concerned about this target because of the many new developments planned for our city in light of the HQ2 Amazon move to our area.

To that end, I have been following the NPY development Phase 1 project to learn how the owners and developers will honor the City's commitment to lower GHG emissions and respect the City Council declaration of a Climate Emergency in October 2019.

I am encouraged that the NPY project has an Environmental Sustainability Master Plan which we understand is the first of its kind. I have reviewed this master plan and have supported the City's Environmental Policy Commission and Planning Commission concerns and observations of the plan.

Specifically I am encouraged by the design of the VA Tech building which incorporates carbon reduction strategies with solar orientation informed design as well as building integrated photovoltaic (BIPV). I am pleased that VA Tech recognizes that BIPV products deliver savings in materials and utility costs, reduce a building's carbon footprint, and may add another layer of architectural appeal.

Unfortunately the only building with BIPV is the VA Tech building !

b. I wish that the other buildings were designed like the VA tech building, especially since the Environmental Sustainability Master Plan states that the project will strive to achieve carbon neutral buildings by 2030 and the entire project by 2040.

I would thank VA Tech for their commitment to Alexandria's desire to combat climate change and ask that the other landowners follow their lead.

Sincerely,

Carolyn N. Lyle
Alexandria Resident



Proposed Remarks to the Planning Commission on October 6, 2020

First, I want to thank the Planning Commission members for reviewing the EPC's earlier letter on the NPY ESMP.

Today I want to urge the Planning Commission to add a friendly amendment to the DSUP to help the City and applicant move forward and better understand how to make this development even better than currently proposed.

As we mentioned in our earlier letter, the City of Alexandria declared a Climate Emergency on October 22, 2019, and issued an Environmental Action Plan (EAP 2040) and Green Building Policy last year as well. One of the most critical targets of the EAP was "reduce community-wide greenhouse gas (GHG) emissions by 50% by FY2030 and 80-100% by FY2050."¹

As outlined on page 47 of the ESMP, the applicant stated that during the short term (the next 5 years) they would "Develop a zero-carbon analysis of the entire district and representative buildings to evaluate the project for electrification, energy cost savings, renewable power, and any limitations (technology, cost, etc.)". But there is no mention of what will become of this analysis.

As we indicated earlier, the EPC members are excited about the applicant developing this zero carbon analysis and its district approach. The International Panel on Climate Change (IPCC) reports have shown that the use of the most basic steps such as high-performance envelope and highly efficient equipment can save 35-50% in energy costs compared to standard practice, while more advanced actions can save 50-80% on energy costs.² These kinds of savings could make this development more attractive to commercial and residential renters alike as well as help the City meet its EAP targets.

On September 22, the City committed to updating its 2011 Energy and Climate Change Task Force report and determining what steps will be needed to implement the EAP targets reducing GHG emissions, increasing energy efficiency and reducing miles per capita for transportation.

We believe the zero-carbon analysis developed by the applicant referenced on page 47 would be extremely valuable to the City's Task Force as they consider the kinds of actions and the priority of actions which would address these targets.

Thus by making such a small change and completing this analysis as soon as possible and then sharing it with the City would not only help the City achieve its targets and enhance the energy efficiency of the proposed buildings, but would also help the applicant when making future choices about sustainability of their buildings by reducing carbon.

Therefore, we are urging that applicant commit to sharing its zero-carbon analysis with the EPC, PC and Council and completing it within the next 12 months.

¹ The EPC largely focused on the reductions to GHG emissions due to its critical nature, but that is not meant to be interpreted that other areas are not important as well.

² <https://www.ipcc.ch/site/assets/uploads/2018/02/ar4-wg3-chapter6-1.pdf>

Thank you for your consideration.

Kathie Hoekstra
Chair, Environmental Policy Commission

City of Alexandria, Virginia

MEMORANDUM

DATE: SEPTEMBER 30, 2020

TO: CHAIR MACEK AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR; DEPARTMENT OF PLANNING & ZONING

SUBJECT: NORTH POTOMAC YARD STAFF REPORT - MINOR REVISIONS

ISSUE:

The staff report for the subject project was published on Friday, September 25, 2020 for the October 6th Planning Commission hearing. Once the report was published, staff was alerted by the applicant of corrections that were needed within the report and the recommended conditions. Below is a listing of the revisions to clarify with the Planning Commission ahead of the public hearing.

Staff Report Items:

1. Page 2: Under *Special Use Permits and Modifications Requested*, the first item listed was revised to address the correct blocks as follows:
 - Master Plan Amendment to the North Potomac Yard Small Area Plan Chapter to amend the allowable building height for blocks 15 and 18 ~~49~~;
2. Page 41: In section *L. Metro Plaza and Market Lawn*, the first sentence under “Market Lawn” has corrected the acreage to 0.2-acres as follows:
 - Market Lawn is a 0.2 ~~0.3~~-acre open space, directly adjacent to Building 14.
3. Page 59: In section *T. Urban Design Guidelines*, the third paragraph in this section where staff has bulleted attachments to the staff report, the date of the PYDAC meetings has been corrected to August 26, 2020 as follows:
 - *Attachment 7: North Potomac Yard Group 1 Design Excellence Standards Matrix (August 26 ~~23~~, 2020 PYDAC Meeting)*
 - *Attachment 9: North Potomac Yard Group 1 Staff Memorandum to PYDA (August 26 ~~23~~, 2020 PYDAC Meeting)*

4. Page 78: In section *D. Building 14 – DSUP#2020-0014*, the third paragraph within the discussion under “Market Lawn and Open Space” incorrectly included loggias as part of the building’s open space and has been removed as follows:
 - As has been discussed, there is approximately 2,221 square feet of ~~loggias and~~ terraces cut out from the façade of the building that provide private access to the office tenants with a mix of landscape and gathering spaces.
5. Page 110: In section *J. Building 20 Requested Special Use Permit*, under “Additional Penthouse Height” within item C, the third sentence has corrected the incorrect building number in as follows:
 - Currently, the height of Building **20** ~~90~~ is within the 90-foot height maximum.
6. Page 115: In section *VI. Community*, under “Potomac Yard Design Advisory Committee (PYDAC)” the first paragraph’s last sentence has corrected the misidentified type of buildings as follows:
 - Group Two, in the South consistent of the two **residential** ~~office~~ buildings, Building 15 and Building 19 and the other two office buildings, Building 18 and Build 20.

Revisions to the Recommended Conditions for all building DSUPs:

7. Under the Open Space/Landscaping conditions section for each of the following buildings,
 - Building 10: Page 129, Condition #22a
 - Building 14: Page 173, Condition #22b
 - Building 15: Page 216, Condition #23a
 - Building 18: Page 260, Condition #24f
 - Building 19: Page 304, Condition #23a
 - Building 20: Page 349, Condition #23a

the condition has been revised to refer to include Potomac Yard Park as follows:

- Provide the following modifications to the landscape plan and supporting drawings to the satisfaction of the Directors of P&Z and RPCA:
 - a. Through the Final Site Plan process the applicant must meet the biodiversity requirements of the City’s Landscape Guidelines on a districtwide basis by coordinating the landscape plans of **Potomac Yard Park**, DSUP #2020-0012, DSUP #2020-0013, DSUP #2020-0014, DSUP #2020-0016, DSUP #2020-00015, DSUP #2020-0017, and DSUP#2020-0018. The planting design for street trees shall be modified to increase diversity on New Street A. (P&Z)
8. Under the Contaminated Land conditions section for each of the following buildings,
 - Block 10: Page 142, Condition #85

- Block 14: Page 185, Condition #83
- Block 18: Page 274, Condition #86

the condition has been revised to clarify final site plan from the bracketed list as follows:

- If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan /~~demo plan/grading plan~~] shall not be released, and not construction activity shall take place until the following has been submitted and approved by the Director of T&ES.

9. Under the Streets/Traffic conditions section for each of the following buildings,

- Block 10: Condition #46, page 134
- Block 14: Condition #47, page 178
- Block 15: Condition #49, page 220
- Block 18: Condition #48, page 265-266
- Block 19: Condition #50, page 309
- Block 20: Condition #49, page 354

the second sentence of this condition was revised to correct a typo as follows:

- Standard pavement materials are defined **as** ~~ad~~ VDOT A-3 concrete (curb and gutter, and sidewalk), VDOT A-4 concrete (bus pads, dumpster pads) and asphalt pavement section made up of SM-9.5A (surface), BM-25.0A (base) and 21B (subbase).

10. Under the Retail Uses conditions section of each of the following buildings,

- Block 10: Page 150, Condition #117
- Block 14: Page 193, Condition #116
- Block 15: Page 237, Condition #123
- Block 18: Page 282, Condition #121
- Block 19: Page 326, Condition #124
- Block 20: Page 371, Condition #125

the condition has been revised so all building conditions have removed the brackets and the condition for Buildings 10, 14 and 18 match Buildings 15, 19 and 20 as follows:

- Day care centers shall be permitted **as a permitted use with administrative approval of a pick-up and drop-off plan** provided they comply with the criteria listed below. Day care centers that do not meet these criteria may apply for a separate special use permit.

11. Under the Retail Uses conditions section of each of the following buildings,

- Block 10: Page 151, Condition #123
- Block 14: Page 194, Condition #122
- Block 18: Page 283, Condition #127

the condition has been revised to clarify the Business Improvement District's website as follows:

- The applicant shall encourage patrons to park off-street through the provision of information about nearby garages on advertising and on the **BID** restaurant's website.

12. Under the Signage conditions section for the following buildings,

- Block 10: Page 151
- Block 14: Page 195
- Block 15: Page 238
- Block 18: Page 283
- Block 19: Page 328
- Block 20: Page 372

within the noted language at the beginning of the section, the last sentence was revised to correct a typo as follows:

- If a separate plan **is** approved, those conditions shall govern signage.

Revisions to Specific Building Recommended Conditions:

Building 10:

13. Page 139: Condition #69 can be removed as it does not apply to this specific site:

- ~~➤ Sidewalks adjacent to public street B must be constructed of permeable pavement. (T&ES)~~

14. Page 143: Condition #92 has been revised to correct a typo as follows:

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

Block 14:

15. Page 166: Condition #1 has been revised to correct a date typo as follows:

- Final Site Plan shall be in substantial conformance with the preliminary plan dated August 7, 2020, and as amended on August **21** ~~23~~, 2020, and comply with the following conditions of approval. (P&Z)

16. Page 168: Condition #10 has been revised to correct a date typo as follows:

- The building design, including the appearance, color and quality of materials, final detailing, three-dimensional expression, building projections, step-backs and massing

shall be consistent with the elevations in the Verification of Completeness submission dated August 7, 2020, and as revised August ~~21~~ 23, 2020, and as further revised in the elevations presented to PYDAC on August 26, 2020, and the following conditions. If there is a discrepancy between the two sets, the renderings as seen and recommended by PYDAC shall guide. (P&Z)

17. Page 187: Condition #90 has been revised to correct a typo as follows:

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

Block 15:

18. Page 224: Condition #70 can be removed as it does not apply to this specific site:

- ~~Sidewalks adjacent to public street B must be constructed of permeable pavement.~~
(T&ES)

Block 18:

19. Page 255: Condition #10 has been revised to correct a date typo as follows:

- The building design, including the appearance, color and quality of materials, final detailing, three-dimensional expression, building projections, step-backs and massing shall be consistent with the elevations in the Verification of Completeness submission dated August 7, 2020, and as revised August ~~21~~ 23, 2020, and as further revised in the elevations presented to PYDAC on August 26, 2020, and the following conditions. If there is a discrepancy between the two sets, the renderings as seen and recommended by PYDAC shall guide. (P&Z)

Revision to Attachment #6:

20. Page 499: Under **September 9, 2020 Record of Recommendations from PYDAC**, for Building 18, the second bullet has the wrong date and has been corrected as follows:

- The Committee voted unanimously to request a condition requesting the applicant return to PYDAC to seek additional input from the committee on the sitewide design elements, Market Lawn, an interim Metro Plaza design and a final Metro Plaza design as outlined in the staff memorandum to PYDAC for the August ~~26th~~ 23rd and September 9th meetings, related to compliance with Criteria 4.3 and 2.3 of the Design Excellence Standards.

STAFF:

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Robert Kerns, AICP; Development Division Chief, Department of Planning & Zoning
Dirk H. Geratz, AICP; Principal Planner, Department of Planning & Zoning
Sara Brandt-Vorel; Urban Planner, Department of Planning & Zoning
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