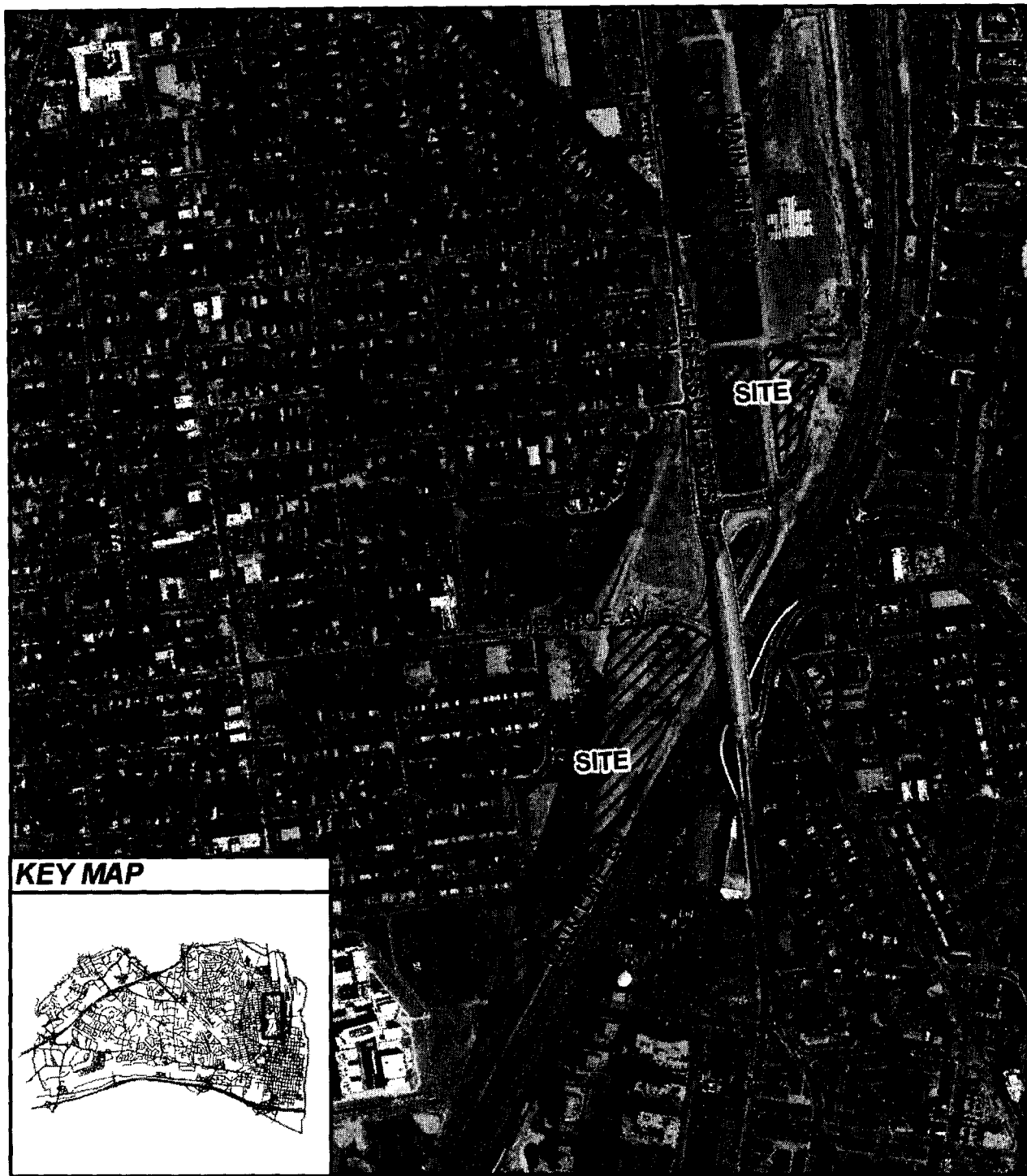


Docket Item #13

**Development Special Use Permit with Site Plan #2008-0022  
Potomac Yard – Landbays I & J West and L**

Application	General Data	
<b>Project Name:</b> Potomac Yard – Landbays I & J West and L	PC Hearing:	September 8, 2011
	CC Hearing:	September 17, 2011
	If approved, DSUP Expiration:	September 17, 2014
	Plan Acreage:	Approximately 20 acres
<b>Location:</b> 1000, 1400, 1800, 1801, 2000, 2200, 2400 and 2500 Main Line Blvd.	Zone:	CDD#10
	Proposed Use:	Residential
	Dwelling Units:	344 units
<b>Applicant:</b> Potomac Yard Development, LLC, represented by Duncan Blair, attorney	Small Area Plan:	Potomac Yard/Potomac Greens
	Historic District:	N/A
	Green Building:	Achieve 45 points from the LEED Homes Green Building Rating System

<p><b>Purpose of Application</b></p> <p>A request for approval of a development special use permit, with site plan, to construct approximately 344 residential units, 864 parking spaces (including visitor parking) and four acres of open space in Landbays I and J West and L of Potomac Yard.</p> <p><b>Special Use Permits and Modifications Requested:</b></p> <p>1. A request for a special use permit for building more than eight townhouses in a row.</p> <p><b>Staff Recommendation: APPROVAL WITH CONDITIONS</b></p> <p>Staff Reviewers: Gary Wagner, RLA, gary.wagner@alexandriava.gov            Colleen Willger, AICP, LEED AP BD+C, colleen.willger@alexandriava.gov</p> <p><b>PLANNING COMMISSION ACTION, SEPTEMBER 8, 2011</b> – On a motion made by Mr. Jennings, seconded by Ms. Fossum, the Planning Commission voted to recommend approval of the development special use permit with site plan to construct approximately 344 residential units, 864 parking spaces and four acres of open space in Landbays I and J West and L of Potomac Yard, subject to compliance with staff recommendations and all applicable codes and ordinances. The motion carried on a vote of 7 to 0.</p> <p>Reason: The Planning Commission generally supported the project and agreed with staff analysis.</p> <p>Speakers: Duncan Blair, attorney representing the applicant.</p>
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**DSUP#2008-0022**

**9/8/2011**



## **I. SUMMARY**

### **A. *Recommendation***

Staff recommends **approval** of the development special use permit with site plan to construct 344 residential units subject to compliance with the staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- Redevelopment of an urban brownfield;
- Provision of residential units near Braddock Metro Station and George Washington Middle School, as well as along Route 1 and Main Line Boulevard;
- Enhanced streetscape;
- Attractive architectural design;
- Provision of open space and play areas.

### **B. *Summary of Issues***

The applicant and developer, Potomac Yard Development, LLC (PYD), has submitted a request for the development of Landbays I and J West and L in Potomac Yard. The proposal consists of 344 residential units with a mix of townhomes and urban lofts; approximately 864 parking spaces including visitor parking; and approximately four acres of open space, some of which includes play areas. To construct this project, the applicant has requested approval of the following:

- Development Special Use Permit with Site Plan;
- Special Use Permit for more than eight townhouses in a row.

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

- Consistency with approved plans and policies;
- Connectivity and compatibility with existing neighborhoods;
- Architecture and building design;
- Upgrade of the pedestrian environment and streetscape;
- Design and function of open space; and
- Traffic analysis.

## II. BACKGROUND

### A. *Site Context*

Landbays I and J were split into east and west portions for approval and construction phasing purposes. Landbays I and J East (DSUP#2006-0018) were approved in 2009 and construction is currently underway.

Landbays I and J West are bounded by Route 1 and Main Line Boulevard on the west and east; and Potomac Avenue and Bluemont Avenue on the south and north. The landbays are currently vacant, except for a temporary sales trailer.

Landbay L is a long, linear site between Monroe Avenue and the Braddock Metro Station. The piece of land is wedged between existing industrial buildings and residential on Leslie Avenue to the west and South Main Line Boulevard on the east. The Gold Crust Bakery and George Washington Middle School are to the north and south of the site, respectively. This site is also currently vacant.

### B. *Site History*

The CDD Concept Plan, which governs the Potomac Yard/Potomac Greens development, was approved by City Council in 1999 and recently amended in 2010. The Concept Plan provides for a relatively moderate overall development density for Potomac Yard, with higher densities of mixed-use development concentrated towards the northern end of Potomac Yard. The following is a breakdown of approved building square footage for the Potomac Yard/Potomac Greens CDD.

Table 1. Maximum Development Approved For CDD Concept Plan as of 2010

Use	Density
Office	1,932,000 sq. ft.
Hotel	625 rooms
Retail	120,000 sq. ft.
Residential	2,200 units

In addition to establishing development levels and uses for each parcel within Potomac Yard, the CDD governs the design and timing of open spaces, streets, utilities and other elements of the future development of the entire tract. The requirements of the CDD are set forth in two documents: the CDD Conditions and the Potomac Yard Urban Design Guidelines (“the Design Guidelines”). The CDD conditions include timing triggers for construction of infrastructure based on specified levels of development. The conditions also prescribe land to be dedicated to the City as public parks, and other open space to be privately maintained with public access easements.

The Design Guidelines govern the type, amount, location and manner of redevelopment for the entire Potomac Yard site. They provide the general framework, principles and a vision for the new Potomac Yard development to be utilized in evaluating specific proposals. The Design Guidelines also prescribe detailed design criteria for critical aspects of the plan, including each major open space, each landbay and each development type (e.g., townhouses) and are discussed throughout this report.

### **III. PROJECT DESCRIPTION**

#### ***Site Layout***

The overall site area for this proposal is approximately 20 acres. Landbay I West is 3.5 acres, Landbay J West is 6.66 acres, and Landbay L is 10 acres. The street layout is in an orthogonal pattern, that continues the grid from the infrastructure plan, building off of the east/west framework streets of Glebe, Swann, Custis, and Howell, and the north/south streets of Route 1, Main Line Boulevard, and Potomac Avenue. The blocks are oriented with their longest frontage facing Route 1, Potomac Avenue, and Main Line Boulevard to maximize building frontage on the three primary roads. As in I & J East, the residential units face the street and are accessed by vehicles in the rear via an alley network internal to the blocks.

#### ***Building Design***

The proposal includes the construction of approximately 344 town homes and urban lofts. Landbay I West contains 27 townhouses and 62 urban lofts (89 total), Landbay J West has 43 townhouses and 88 urban lofts (131 total), and Landbay L has 66 townhouses and 58 urban lofts (124 total).

The architectural styles of the proposed buildings are similar to those previously approved in Landbays I and J East, with some new styles introduced in Landbay L. Along Route 1, the units have been grouped to have the appearance of multi-family buildings instead of individual town homes. In general, more contemporary styles are used towards the north end of Landbay I and gradually become more traditional in nature as one travels south into Landbay J. The units along Main Line Boulevard and the internal blocks of I and J continue to be of the Federal, Georgian, Victorian, and Art Deco styles.

Additional architectural styles have been provided for townhouse units in Landbay L, including Craftsman Style units to blend in with the existing bungalows of the 1920s era in the Del Ray neighborhood nearby. Units facing South Main Line Boulevard employ industrial and Art Deco designs to recall the stylistic features on the Gold Crust Bakery and other industrial warehouse buildings along Leslie Avenue.

### ***Parking***

There are approximately 864 parking spaces, including visitor parking. Landbay I West has 190 spaces; Landbay J West has 280 spaces; and Landbay L has 260 parking spaces. There is also 134 on-street visitor parking spaces dispersed throughout the three landbays.

Parking is broken down as follows: each townhouse is required to have at least two parking spaces and each urban loft, 2.2 spaces. All visitor parking is provided as parallel spaces on the surrounding streets. Most units have at least one parking space in a garage, some of which are in detached garages. In Landbay L, there are some townhouse units that were unable to contain garages due to site constraints, and have thus been assigned parking on a private street.

### ***Open Space and Play Areas***

The CDD Concept Plan requires 1.6 acres of open space in Landbay I; 1.3 acres in Landbay J; and 0.5 acres in Landbay L. The Design Guidelines specify percentages that include the finger parks in Custis and Howell Avenue: 7% open space including 0.5 acres for the Custis finger park in Landbay I; 4% open space including 0.75 acres for the Howell finger park; and 5% open space in Landbay L.

The proposal includes 0.6 acres in Landbay I West, 1.05 acres in Landbay J West, and 2.64 acres in Landbay L. When combining Landbays I and J West with Landbays I and J East, the proposal exceeds the open space requirements (2.28 acres for Landbay I and 3.47 acres for Landbay J). For detailed open space revisions, please refer to Table 3 in the Zoning section.

The open space included in this application is passive and active. Two play areas, one in Landbay J West along Main Line Boulevard and one in Landbay L at the southern tip of the landbay, are the active open spaces proposed. A large, passive, open space in Landbay L is proposed between the multifamily building and the townhouses. For more information please refer to the open space section in the Staff Analysis section of this report.

#### IV. ZONING

The subject property is located in the Potomac Yard/Greens Coordinated Development District #10 (CDD#10). The property is subject to the following zoning requirements (as amended and approved in November 2010):

Table 2. CDD#10 Potomac Yard / Potomac Greens Zoning Matrix

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	Max. Height	Uses
10	Potomac Yard / Potomac Greens	<p>The RB zone regulations shall apply to the area south of the Monroe Avenue Bridge and east of the Metro Tracks, the CSL zone regulations shall apply on the first 250 feet east of Route 1, and the I zone regulations shall apply on the remainder of the site; except that the U/T regulations shall apply to an area approximately 120 feet wide located just west of the Metrorail right-of-way (area shown on the plat for Case REZ#95-0005) for the purpose of accommodating the relocated rail Main Line on the yard, and except also that the area known as the "Piggyback Yard" and Slaters Lane portion of Potomac Yard (as shown on the plat for Case REZ#95-0004) may be developed pursuant to the CRMU-L zone provided that the Piggyback Yard:</p> <ul style="list-style-type: none"> <li>- shall contain no more than 275 dwelling units;</li> <li>- shall contain no more than 60,000 square feet of commercial space, of which non more than 30,000 square feet shall be office;</li> <li>- shall be planned and developed pursuant to a special use permit;</li> <li>- shall have a maximum height of 50 feet;</li> <li>- shall generally be consistent with the goals and the guidelines of the small area plan.</li> </ul>	<p>Up to 1,932,000 square feet of office space, except that office square footage may be converted to retail square footage through the special use permit process and, in Landbay G, up to a total of 120,000 square feet of office use may be converted to 120 additional residential units. Up to 625 hotel rooms. Up to 120,000 square feet of retail space. Up to 2,200 residential units.</p> <p>Note 1: Within Landbay G a total of 120,000 square feet of office use may be converted to up to 120 additional residential units.</p> <p>Note 2: Office floor area may be converted to ground floor retail use through a special use permit.</p>	<p>Heights shall be as shown on the map entitled, "Predominant Height Limits for CDD" (Map No. 24, Potomac Yard/Potomac Greens Small Area Plan Chapter of 1992 Master Plan (2008 ed.))</p>	<p>Predominantly residential, with a mix of land uses to include office, retail, and service, hotel, parks and open spaces, and community facilities.</p>

The following table details the proposed development and provides what is permitted or required in the landbays.

Table 3. Zoning Tabulations

<b>Total Site Area: 20.16 acres</b> <b>Landbay I: 3.5 acres or 152,251 sq. ft.</b> <b>Landbay J: 6.66 acres or 290,025 sq. ft.</b> <b>Landbay L: 10 acres or 435,761 sq. ft.</b> <b>Current Use: Vacant</b> <b>Proposed Use: Residential</b>		
	<b>Permitted/Required</b>	<b>Proposed</b>
<b>Density</b>	<i>Landbay I:</i> 407 residential units  <i>Landbay J:</i> 272 residential units  <i>Landbay L:</i> 364 residential units	<i>Landbay I (part in current application):</i> 27 townhouse units 62 stacked townhouse units 89 total residential units  <i>Landbay J (part in current application):</i> 43 townhouse units 88 stacked townhouse units 131 total residential units  <i>Landbay L (part in current application):</i> 66 townhouse units 58 urban lofts 124 total residential units
<b>F.A.R.</b>	N/A	1.87 or 898,640 sq. ft. (part in current application)
<b>Height</b>	Generally 35 to 55 ft.	Approx. 33-48 ft.
<b>Parking</b>	730 spaces (840 spaces, including 15% visitor)	642 spaces (off-street) 222 spaces (on-street) 864 spaces total
<b>Open Space</b>	<i>Landbay I:</i> 7% or 0.5 acres  <i>Landbay J:</i> 4% or 0.75 acres  <i>Landbay L:</i> 5% or 0.85 acres	<i>Landbay I (part in current application):</i> 0.6 acres  <i>Landbay J (part in current application):</i> 1.05 acres  <i>Landbay L (part in current application):</i> 2.64 acres

## V. STAFF ANALYSIS

### A. *Consistency with Adopted Plans and Policies*

The City has adopted multiple plans and policies that help guide staff when reviewing development proposals submitted to the City. Some of these plans are general plans that apply globally, while other plans are more specific to the designated planning area. These plans set forth goals and principles for smart, sustainable development. Staff looks for consistency with these plans to aid with the review process.



The City's Economic Sustainability Plan and Strategic Plan offer broad base guidelines such as:

- Develop land use plans for transit oriented development;
- Residents enjoy convenient access to walkways, trails and public transit;
- Residents have easy access to neighborhoods, public and open spaces;
- Ensure that new development and redevelopment along major corridors have high quality design;

Potomac Yard was planned, designed, and will be developed to be a transit-oriented development. The potential future metro station, proximity to Braddock Metro station, existing and planned bus systems, as well as bicycle and pedestrian circulation are planned throughout the Yard. Additionally, as the development is designed as a system of attractive, pedestrian-oriented neighborhoods with convenient access to parks and open spaces and high-quality designed buildings along major corridors like Route 1, this proposal conforms to the guidelines of the Economic Sustainability Plan and Strategic Plan.

While the City's Potomac Yard/Potomac Greens Small Area Plan provides some criteria for residential development, the 1999 rezoning of the Potomac Yard to a CDD, with the amended Concept Plan is the most current guiding document for the redevelopment of the Yard. The Concept Plan designates that these landbays be a mixture of uses, predominantly residential, with the potential for small, neighborhood-serving retail space at future transit stops along Route 1 and the east/west framework streets (i.e. Howell, Custis, and Swann, etc.).

This application is entirely residential; however staff is recommending conditions that would allow for the conversion of townhouse units at the future transit stops to include space for neighborhood serving retail, should the opportunity arise in the future. The intent of the conditions is to be business friendly and to encourage neighborhood serving retail to be provided at these nodes in the future. During the community outreach and PYDAC sessions for the Potomac Yard amendments heard in the fall of 2010, the desire to make the southern, residential portions of the Yard truly a mixture of uses was noted. The resulting CDD Concept Plan that includes these retail nodes along Route 1 will be further implemented with the adoption of the staff recommendations in this application. Additionally, it should be noted that the CDD Concept Plan allows retail in the multi-family portions of the blocks and landbays. The multi-family buildings will come in as separate DSUPs and further achieve the goal to have a mixture of uses in the Yard.

The development further complies with the Potomac Yard/Potomac Greens Small Area Plan in terms of the location of uses within the landbays, including the specific guideline of residential units proposed along Potomac Avenue.

The application is also consistent with the Yard's Transportation Management Plan (TMP) and the City's affordable housing policy. The applicant will be making financial contributions to the TMP fund. The applicant has also committed to make a voluntary affordable housing contribution to the City through the provision of on-site affordable housing and/or a cash contribution in the amount of approximately \$10.5 million for the Yard. To date, \$7.5 million has been provided for the development of affordable and workforce rental housing units at The

Station at Potomac Yard. The remaining balance (approximately \$3 million) will be paid as a cash contribution to the City's Affordable Housing Trust Fund.

### ***B. Consistency with the Design Guidelines***

All applications in Potomac Yard are subject to the Design Guidelines. Staff and the Potomac Yard Design Advisory Committee (PYDAC) have reviewed this proposal for conformance to the design concepts and details set forth in the governing document. The Design Guidelines provide general plans for development patterns in the Yard as well as design details such as block sizes, open space dimensions, and suggested building materials. Staff and PYDAC support the proposal as it meets the intent of the Design Guidelines. A letter from PYDAC will be forwarded to the Planning Commission.

#### ***Creating Neighborhoods***

The proposal continues the orthogonal street pattern in all three landbays. The streets, sidewalks, and mid-block pedestrian connections create a network that connects the new neighborhoods with the existing. The design concept of linking open spaces, play areas, and other amenities is achieved by using the mid-block pedestrian connections. The interior streets are oriented east/west as required by the Design Guidelines for smaller scale residential streets. The block sizes meet the dimensions in any one direction and total perimeter length prescribed in the Design Guidelines.

#### ***Neighborhood Open Spaces***

There are several key open space areas that are a part of this application: the finger parks, the bulk of which are located within Landbays I and J East, but will be finished with this application; two play areas; and a large passive open space area located between the townhouses and the future multifamily parcel in Landbay L. The required amount of open space overall for this application is 2.1 acres and the applicant has provide 4.29 acres, which is a 104% increase over what is required by the Design Guidelines. For more information on the design of the open space, see discussion below.

#### ***Pedestrian-Friendly Environment***

Sidewalks with shade trees are provided on both sides of all streets. Porches and stoops are provided on the buildings to enhance the pedestrian environment and introduce variety to the streetscape. Bulb-outs are provided at intersections to shorten crosswalks and distances needed to cross streets. Accessible ramps are provided where necessary, or the streets are raised to the sidewalk level for ease of travel along paths.

#### ***Mix of Residential Building Types***

The proposal provides a mix of townhouses and urban lofts or stacked townhouses. The proposed buildings meet the guidelines with regard to frontage, orientation, and setbacks. The massing, heights, and architectural styles of the buildings generally conform to the guidelines.

### ***C. Landbay L Connectivity***

One of the goals of the Master Plan, CDD and Design Guidelines is to emulate the grid street pattern of existing nearby neighborhoods and provide interconnections between the existing streets and the new development parcels. There was recognition early on in the planning process that it was important to provide vehicular, pedestrian and visual connections between existing neighborhoods and the Yard so new development would fit seamlessly into the much larger community as a whole.

This design concept has been accomplished for the most part throughout the main body of the Yard where most east-west streets align with existing streets across Route 1. Infrastructure plans have been approved for all the streets in Landbays I & J East and West and some of those streets are currently under construction or nearing completion. Potomac Avenue, for instance, is anticipated to be open to traffic this fall. Portions of Main Line Boulevard are under construction in phase with the construction of townhouses in Landbays I & J East. Route 1 improvements have also been administratively approved and construction is anticipated to commence this fall as well.

Main Line Boulevard infrastructure plans have been approved for the entire length of the street, including the portion in the south adjacent to Landbay L. The only streets that did not have infrastructure plans approved were the internal streets within the landbay. The alignment and design of those streets are being reviewed as part of this site plan application. As with the main body of the Yard, staff is recommending that the new east-west streets in Landbay L align and connect to existing streets in the adjacent neighborhood to the extent possible.

There are two potential street connections and one potential pedestrian connection in Landbay L. Of the two potential street connections, only East Glendale Avenue is viable at this time. The other potential street connection, East Nelson Avenue, can only be provided in the future when the adjacent private property is redeveloped. During the review and approval of the Dominion Virginia Power Substation (SUB#2009-0005), several land swaps were conducted between the City, Potomac Yard Development, and Dominion Virginia Power in order to allow for a future East Nelson Avenue connection. The land behind the substation is being held in reservation, and the land adjacent to the Gold Crust Bakery building will only be dedicated when the site comes in for redevelopment. In this case, the applicant has shown a public street that could be connected in the future, but has not provided the necessary right-of-way dedication to the property line needed for the connection to occur. Therefore, staff has recommended a condition to ensure the necessary right-of-way dedication to the property line for East Nelson Avenue. Staff has also added a condition to allow for a potential future pedestrian connection in an easement to generally align with East Alexandria Avenue should that connection become available in the future.

Because there are no physical or property ownership barriers to providing a connection to East Glendale Avenue, and in keeping with the Master Plan, staff is recommending that the developer construct the connection as part of this project. Staff attended a Del Ray Civic Association meeting on February 14, 2011 where the Association voted to support the Glendale Avenue connection. This street connection will provide an immediate access point to Main Line

Boulevard for the Del Ray community as well as pedestrian access to the future trail in Landbay K, leading directly to the Braddock Metro Station to the south and park amenities to the north.

One obstacle that is currently being reviewed is that Dominion Virginia Power (DVP) has an easement for a 230 KV line running along the west property line that would need to be crossed to connect to East Glendale Avenue. Staff has been in contact with DVP, and their initial reaction is that a perpendicular crossing of the easement is not as complex as other types of crossings and that the existing grades do not appear to be an issue. Therefore, staff has included a condition requiring the applicant to design and construct the crossing, as long as DVP permits a crossing of their easement.

#### ***D. Pedestrian Environment and Streetscape Design***

The pedestrian environment has consistently been a priority in this transit-oriented development. The proposal includes streetscape elements that will enhance the pedestrian experience. The sidewalks are 14 feet wide along the framework streets and a minimum six feet wide on smaller scale residential streets to allow for two or more people to walk together side-by-side. The majority of sidewalks will be made of concrete with the exception of the framework streets, which will be made of brick. Bulb-outs are provided at street intersections to minimize the distance necessary to cross streets. Street trees are provided on both sides of the street to create a shade canopy for pedestrians. On-street parking is provided on both sides of the street as well, which will serve as a traffic calming device and a buffer between the sidewalk and the travel lanes. Mid-block pedestrian connections are provided and link open spaces throughout the landbays, making for easily accessible neighborhood amenities. Buildings are situated in a variety of setbacks and have front yards and porches, helping to provide visual interest. Overall, staff supports the proposed streetscape design and pedestrian improvements.

#### ***E. Open Space***

The majority of the open space for Landbays I and J were provided with the I and J East plan, such as the centrally located town green in Landbay I and the Custis and Howell finger parks. However, approximately four acres of open space are included with this proposal, which results in almost 5% of the project site being green area.

A play area is provided in Landbay J on Main Line Boulevard with this application. This play area will be programmed for small children in the neighborhood and include play equipment, trash and recycling receptacles, and a bench.

In Landbay L there is a fairly large open space area (approximately 60 ft. by 220 ft.) planned between the townhouses on the northern end of the landbay and the future multifamily parcel on Monroe Avenue. This open space will be passive in nature and contain trees, park benches, trash and recycling receptacles, and plantings beds. The open space will be owned and maintained by the Homeowners Association, and publicly accessible. A second play area is provided at the southern tip of Landbay L, near Landbay M. This play area is programmed for small children in the neighborhood and is approximately 6,000 square feet in area. The space includes play

equipment, trash and recycling receptacles, benches, is fenced with multiple points of ingress and egress, and is bordered by shade trees.

The two open space areas are connected by a private street that serves as an urban green way with a 14-foot-wide green space located between the lots and the street. Within the greenway will be a six-foot-wide sidewalk made of decorative pavers and a double-staggered row of street trees on either side of the sidewalk.

#### ***F. Environment/Sustainability***

Similar to Landbays I and J East, the applicant is proposing to incorporate green building and sustainable design techniques in the proposal for Landbays I and J West and L. The applicant has agreed to achieve the points necessary to qualify the project for USGBC's LEED for Homes certification, although they will forego the formal certification process.

According to the City's Green Building Policy, adopted in April 2009 (subsequent to the Landbays I and J East approval), all new residential construction shall be certified through EarthCraft or an equivalent green building rating system, such as USGBC's LEED for Homes. A condition of approval in the CDD for Potomac Yard does not require actual certification of residential buildings but encourages applicants to explore the possibility.

Staff supports the applicant's desire to forego the formal certification process as the utilization of green building and sustainable design techniques meets the intent of both the Green Building Policy and the CDD conditions. Additionally, the project will be designed and constructed to the same standards as a LEED Home project and will be consistent with what was previously approved in I and J East and the overall CDD. Finally, it should be noted, that although staff supports this instance of not pursuing actual certification, staff will strongly encourage all future multifamily buildings to achieve certification.

#### ***G. Parking***

The Zoning Ordinance requires that 730 parking spaces be provided on site, plus an additional 15% (110) for visitor parking. The total number of required parking spaces for the development is 840. The applicant is proposing 642 dedicated off-street parking spaces for the townhouses and urban lofts as well as 222 on-street parking spaces. The applicant is also proposing 52 of the 222 on-street parking spaces be designated residential parking on the private street in Landbay L. The total number of proposed parking spaces is 864.

All off-street parking is accessible via private allies internal to the blocks and at the rear of the units. The spaces are provided either in garages or tandem parking spaces in driveways. Recently, in similar developments throughout the city, there have been requests to convert garage parking spaces into rooms for Au Pairs or for storage space. There is a concern that, should the garages be converted, a loss of off-street parking spaces would result in residents utilizing on-street parking intended for visitors. Given the type of planned uses in Potomac Yard, such as the network of open spaces and retail uses, which will draw visitors in addition to the guests of residents, a loss of on-street parking would be undesirable. Staff is recommending

a condition that would prohibit these types of conversions. This condition is not unlike what was previously approved for Landbays I and J East, Potomac Greens, or James Bland.

As was previously approved in Landbays I and J East, the urban lofts were categorized as duplexes rather than as multifamily units. The Zoning Ordinance requires that two off-street parking spaces be provided for each two-family (duplex) dwelling unit. Interpretation of the urban lofts as duplexes requires that they be configured and the associated lots subdivided to conform to the Zoning Ordinance definition of “two-family dwelling units”. As was similarly done in I and J East, staff is recommending this configuration and subdivision as a condition of approval.

The applicant is providing more parking than is required by the Zoning Ordinance. The majority of additional parking spaces provided are on-street parking spaces required on both sides of residential streets per the Design Guidelines. Staff supports the proposed parking numbers, as they are a modest 24 more spaces than what is required

## ***H. Architecture***

The architectural styles proposed for Landbays I and J West, for the most part, are related to and build on the approved architecture in I and J East. The design concept of creating neighborhood transitions through varying the styles and historical references of the buildings and blocks is continued along Main Line Boulevard, where predominantly eighteenth- and nineteenth-century architectural styles are employed. The internal blocks of I and J also continue the use of Federal, Georgian, Victorian, and (to a lesser degree) Art Deco and Moderne styles. The concept is to echo the sense of an organic transition between different periods and styles typically encountered as one moves through most neighborhoods in Alexandria, including the purposeful use of an occasional stylistic outlier, such as an Art Deco end unit in a group of otherwise nineteenth-century buildings, since neighborhoods that have grown naturally exhibit some degree of juxtaposed styles.

The buildings along Route 1 were designed to appear generally as larger, singular apartment buildings, to complement the larger scale of the highway. These buildings combine both the townhouse and urban loft unit types in the same building, while presenting the appearance of a single, larger building, or group of buildings. Although these unit combinations are longer than any of the previously approved sticks of townhouses, the visual mass of the buildings so created are successfully broken up by utilizing different building expressions, materials and colors, as well as varying the height, roof forms, and setbacks.

The architecture proposed for Landbay L includes many of the styles employed in Landbays I and J, but also honors the existing Del Ray neighborhood and nearby twentieth-century industrial buildings. The buildings facing South Main Line Boulevard emphasize the Art Deco and industrial nature of the buildings along Leslie Avenue, such as the Gold Crust Bakery. The proposed structures have been designed to give the impression of modern warehouses converted into residential units. Additionally, Landbay L seeks to establish a dialogue with the adjacent 1920s era bungalows, by incorporating Craftsman-Style units and detailing, along with simple row houses on the internal streets.

## ***I. Special Use Permit Requests***

The application includes a request for a special use permit to construct more than eight townhouses in a row. Staff supports this request based on the proposal meeting the prescribed zoning criteria outlined in Section 7-1600 of the Zoning Ordinance.

Section 7-1600 allows for a greater number of townhouse units in a single structure with the approval of a SUP if:

- 1) the zone allows townhouses as a permitted use,
- 2) they are not located in RA, RB, RM, RS, RT, CD, and CL zones,
- 3) the total length of the structure does not exceed 212 feet,
- 4) the building design meets criteria detailed in the Section to break up the mass of the building (including two or more of the following: variations in building materials and colors; variations in roof line, roof materials, and roof types; variations in fenestration; variations in the setbacks, and variations in other architectural treatments), and
- 5) the structure must meet side yard setbacks or provide fire safety measures that exceed the Uniform Statewide Building Code.

In this application there are six sticks of townhouses that have more than eight units in a row. Four are located on Route 1 and two are on the internal private street in Landbay L. They are located in the CDD #10 zone, which allows townhouses as a permitted use and is one of the zones Section 7-1600 permits construction of more than eight units in a row.

Four of the six buildings do not meet the required total length of 212 feet; they exceed the dimension by four feet. Staff is recommending, and the applicant has agreed, that the buildings be designed during the final site plan phase to be reduced to the required 212 feet.

The proposal also meets the building design criteria outlined in Section 7-1600. One of the reasons the City requires a request for a SUP to build more than eight townhouses in a row is the desire to avoid long expanses of monolithic and monotonous buildings. As discussed previously, the building designs in this application successfully break up the buildings and elude uniformity.

The proposed structures also meet the setbacks and fire code requirements established in the Virginia Uniform Statewide Building Code.

For these reasons, staff supports the request for a special use permit to construct more than eight townhouses in a row.

## ***J. Traffic Analysis***

The proposed development will generate approximately 2,400 daily vehicle trips. The development parcels north of Monroe Avenue will predominantly use Howell Avenue and Custis Avenue to access both Potomac Avenue and Route 1. The intersections at Potomac Avenue as well as the intersections at Route 1 are signalized and will provide safe traffic movements into and out of the northern development parcels.

The development parcels south of Monroe Avenue are located off of Main Line Boulevard. This southern development will primarily use Main Line Boulevard to access Monroe Avenue, Potomac Avenue, and Route 1. The intersections of Main Line Boulevard & Monroe Avenue and Main Line Boulevard & Potomac Avenue are both signalized to provide a safe and orderly flow of traffic. The southern parcels will also have the new Glendale Avenue connection, which will connect the southern parcels to Mount Vernon Avenue via Glendale Avenue and provide an additional route option. The development creates a grid network of streets to disperse traffic and provide multiple route options. The proposed street network is adequate to support the new development.

### ***K. Fiscal Analysis***

Based on information provided to the City by the applicant concerning the anticipated values of the proposed units, the project is expected to generate additional real estate taxes as follows:

- The total estimated new real estate tax revenue from the residential development of parts of Landbays I, J, & L is projected at \$2,156,000 using the following assumptions. All calculations are in 2011 dollars, and as such are neither inflated in future years, nor discounted to present value.
- All calculations should be viewed as conservative “order of magnitude” calculations, which provide a ballpark estimate of the long-term net new tax generation impact to the City.
- Tax rates used in these calculations are 2011 tax rates, and with the assumption of no changes in tax policy or tax rates.
- The development total of 136 townhouses and a total of 208 urban lofts.
- Projected real estate assessments are based on an anticipated value of \$550,000 per urban loft and \$700,000 per townhouse resulting in an increase to the City’s real estate tax assessments of approximately \$216,400,000.00.
- The townhouses and urban lofts in Landbays I and J are located in the Potomac Yard Special Service District and designated as Tier II. It is anticipated that the City Council will adopt a Tier II assessment rate of \$ .10 per one hundred dollars of assessed value. Tier II assessments are scheduled to commence on the completion of the Potomac Yard Metro Station.

## **VI. COMMUNITY**

The proposed application was presented by staff and the applicant to the Potomac Yard Design Advisory Committee (PYDAC) at the November 2010 and January 2011 meetings. PYDAC reviewed the application for compliance with the Potomac Yard Urban Design Guidelines. As discussed earlier in this report, the Committee found that the proposal meets the guidelines and supports the application.



Staff presented the proposal to the Del Ray Land Use Committee in January 2011 and the Del Ray Citizens Association in February 2011. The discussion was predominantly focused on connectivity possibilities between Del Ray and Landbay L, specifically the East Glendale Avenue connection; however overall circulation and traffic issues were also discussed. The community generally supported pursuing connectivity between the neighborhoods, especially for pedestrians.

The proposal was presented to the Federation of Civic Associations several times throughout the winter of 2010/2011. Recently staff sent the staff memo provided to PYDAC detailing the proposal to the Del Ray Citizens Association, Del Ray Business Association, Northeast Citizens Association, Old Town Greens Townhome Owners Association, Old Town Greens Unit Owners Association, and the Potomac Greens Homeowners Association. Staff offered to meet with the aforementioned Associations, however meetings were not deemed necessary by the respective Presidents. In general, the Associations voiced support for the project.

## **VII. CONCLUSION**

Staff recommends approval subject to compliance with all applicable codes and ordinances and the conditions attached to this report.

STAFF:       Faroll Hamer, Director, Planning & Zoning  
              Gwen Wright, Chief, Development  
              Gary Wagner, RLA, Principal Planner  
              Colleen Willger, AICP, LEED AP BD+C, Urban Planner  
              Matt Melkerson, Transportation and Environmental Services

## **VIII. STAFF RECOMMENDATIONS:**

1. The Final Site Plan shall be in substantial conformance with the preliminary plan dated April 29, 2011, and comply with the following conditions of approval.

### ***A. PEDESTRIAN/STREETScape:***

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z and T&ES:
  - a. Complete all pedestrian improvements associated with each construction phase (block face) prior to the issuance of a certificate of occupancy permit for that phase.
  - 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' in commercial, mixed-use or other high-density areas and 5' in single-family or other lower density areas.
  - d. The east side of Private Street 3 in Landbay L shall consist of a 14-foot-wide landscape strip from back of street curb to property line with a 6-foot-wide decorative paver sidewalk in the center of the landscape strip and a double, staggered row of street trees on either side of the sidewalk. This sidewalk shall be maintained by the Homeowners Association (HOA). No decorative paver shall be installed in the public right-of-way.
  - 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. All crosswalks shall be standard, 6" wide, white thermoplastic parallel lines with reflective material, with 10' in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
  - j. Provide two, ladder crosswalks crossing South Main Line Boulevard and connecting to Landbay K: one at the north end of Street 1 and one on the south end of Street 3 (Private).
  - k. Continual 10 ft. wide public access easements shall be provided for the mid-block pedestrian connections, including the internal alleys. These easements shall be recorded as part of the subdivision plat, prior to the release of the final site plan. (P&Z) (T&ES)

**B. OPEN SPACE/LANDSCAPING:**

3. 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 Directors of P&Z and RP&CA. At a minimum the Landscape Plan shall:
  - a. Provide an enhanced level of detail plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
  - b. Ensure positive drainage in all planted areas.
  - c. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
  - d. Provide typical foundation plantings for each unit type. Locate all above and below grade utilities serving individual units, including lines, meters, valve connections, valve boxes, and water crocks, beneath or within 12 inches of pavement to avoid conflicts with plantings.
  - e. Provide location and direction of service openings on above grade utilities such as transformers, telephone, HVAC units, and cable boxes. Specifically indicate perimeter clearance/safety zones on plan drawings for utilities requiring perimeter safety zones, such as transformers. These elements shall not be located within the mid-block pedestrian connections or open space except where, between units 633-635, 724-727, and 788, the location of utilities will be further examined to minimize encroachments into the mid-block pedestrian connection.
  - f. Coordinate site utility locations on all plan sheets, including utilities to be removed.
  - g. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers. (P&Z)
  
4. Provide the following modifications to the landscape plan and supporting drawings:

**Landbay L Open Space**

  - a. Coordinate the design of the north open space area with the abutting open space along the multifamily building and the future dog park. The design/width of the open space shall be expanded to include the open space from the multifamily parcel. The final design and dimensions of the open space shall be determined at final site plan. \*
  - b. Coordinate the streetscape installation along South Main Line Boulevard with the future multifamily building frontage.
  - c. A perpetual public access easement shall be depicted on the subdivision plat and shall be approved and recorded prior to the release of the final site plan.
  - d. The open space shall be fully open to the public following the hours and guidelines established by the Department of Recreation, Parks, and Cultural Activities.

- e. This open space will be the only publicly accessibly irrigated area.
  - f. The open space shall be privately maintained by the applicant to the satisfaction of the Director of P&Z, until the conveyance to the Homeowners Association (HOA). Upon conveyance, the HOA shall be responsible for maintenance of the open space. Conveyance procedures and maintenance responsibilities shall be outlined in the HOA documents to the satisfaction of the Director of P&Z and the City Attorney.
  - g. Freestanding signage in the open space shall be prohibited.
  - h. Four benches shall be provided within the open space.
  - i. Two City standard trash receptacles and two City standard recycling receptacles shall be provided within the open space.
  - j. Fences shall not be permitted.
  - k. All landscaping shall be maintained in compliance with the City of Alexandria Landscape Guidelines.
  - l. Decorative pedestrian scale acorn street lighting shall be incorporated in the open space design.
  - m. Brick paving shall be provided for the walkway in the north side of the open space. (P&Z)
5. Provide a water management plan developed installed and maintained to the satisfaction of the Directors of P&Z and Code Administration.
- a. Provide an exhibit that demonstrates that all parts of the site can be accessed by a combination of building mounted hose bibs and ground set hose connections.
  - b. Provide external water hose bibs continuous at perimeter of building. Provide at least one accessible, external, water hose bib on all building sides at a maximum spacing of 90 feet apart.
  - c. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
  - d. Install all lines beneath paved surfaces as sleeved connections.
  - e. Locate water sources and hose bibs in coordination with City Staff. (P&Z) (Code Administration)
6. Develop a palette of site furnishings in consultation with staff.
- a. Provide location and specification for site furnishings that depicts the scale, massing and character of site furnishings to the satisfaction of the Directors of P&Z and T&ES.
  - b. Site furnishings shall include benches, bicycle racks, trash receptacles, and other associated features. (P&Z)(T&ES)
7. 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)

8. Provide a coordinated design palette of play area related site structures/equipment. Locate and depict the scale, massing and character of play equipment, perimeter fencing, grade conditions, surfacing, and associated site furnishings. Play area and site equipment must comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Park 1191; Final Rule. (RP&CA)

**Landbay J Play Area**

- a. Play Equipment shall offer a full range of activities that engage all types of motion and sensory stimulation for children ages 2-5 years of age.
- b. Signs and labels shall be posted indicating the intended age appropriateness of the play equipment and recommendation for adult supervision.
- c. Provide a City standard trash receptacle and City standard recycling receptacle within the play area.
- d. Consider amenities such as picnic tables.
- e. Provide shaded areas using perimeter tree plantings or other structures.

**Landbay L Play Area (Glendale Avenue)**

- f. Re-evaluate entrance locations and adjacent paths to improve access and connection to open lawn area.
- g. Play Equipment shall offer a full range of activities that engage all types of motion and sensory stimulation for children ages 2-12 years of age.
- h. Signs and labels shall be posted indicating the intended age appropriateness of the play equipment and recommendation for adult supervision.
- i. Provide a City standard trash receptacle and a City standard recycling receptacle within the play area.
- j. Consider amenities such as picnic tables, small gazebo, and drinking fountain within the play area or other open space areas.
- k. Provide areas of shade using perimeter tree plantings or other structures.

9. Landbay M shall be dedicated to the City prior to the release of the Landscape and Performance Maintenance Bonds. Additionally, a pre-construction meeting shall be held with the George Washington Middle School representatives and construction staging and operations shall not impede the operations of the nearby school. (P&Z)
10. Final design of the play area/open space at the southern end of Landbay L shall be determined at final site plan. The design shall clearly delineate property lines and maintenance responsibilities. The applicant shall explore adjusting the property line of Landbay L in this area to be a maximum of 10 feet off the fence line of the play area. (P&Z)

11. Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled with the City's Landscape Architects to review the scope of installation procedures and processes. (P&Z)
12. As-built documents for all landscape and irrigation installations are required. Refer to City of Alexandria Landscape Guidelines, Section III A & B. \*\*\*\*(P&Z)
13. The landscape elements of this development shall be subject to the Landscape and Performance Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Landscape and Performance Maintenance Bonds are subject to inspections by City staff at completion of construction, and at periods of one year and three years after completion. \*\*\*\*(P&Z)

**C. BUILDING:**

14. The final architectural elevations shall be consistent with the level of quality and detail provided in the Potomac Yard Architecture Appendix prepared by Rust Orling Architecture and dated April 29,2011. In addition, provide the following building refinements to the satisfaction of the Director of P&Z:
  - a. All buildings of more than eight townhouses shall not exceed 212 feet pursuant to Section 7-1600 of the Zoning Ordinance.
  - b. The materials for each unit shall consist of but not be limited to masonry, architectural precast, cast stone, stucco, concrete, wood, or cementitious siding as generally depicted on the preliminary plan elevations.
  - c. Windows shall correctly reflect the architectural style and period that is referenced by the building design. In the case of residential windows, in townhouses or stacked townhouses, there shall be a distinct setback of glass from the face of sash or other to be determined by the Director of P&Z. If shown with a historical muntin pattern, such as 2-over-1, 2-over-2, 6-over-1, etc., such applied exterior muntins shall also:
    - i. have a distinct depth/projection and a maximum width of 1" or other to be determined by the Director of P&Z
    - ii. have a detailed profile that will create a strong shadow pattern, and
    - iii. have an integral spacer bar between the panes of glass that matches the muntins in width.Corresponding interior muntins are encouraged, but not required, in these cases.  
In multifamily buildings, traditional single- and double-hung windows and casements shall conform to the above requirements; windows which reflect more modern styles shall be reviewed on an individual basis, but a minimum glass setback of 3/8" is required.
  - d. Color and material changes shall not occur at outside corners of buildings, but shall be restricted to inside corners or defined building breaks. Work with staff to determine color and material transition locations.

- e. All exterior soffits on recessed or projecting balconies shall have a finished soffit of a solid material to conceal the balcony framing.
  - f. Porch and balcony railings (all components) shall be a single material, either wood, composite wood, or metal. All porch/balcony railing components on Route 1 shall be metal.
  - g. Chimney enclosures shall be brick or stone.
  - h. Fireplace vents, flues, vent stacks, and other similar protrusions shall not be permitted on any building frontage. Furnace vents shall discharge through the roof, and not into side or rear alleys. Per the Potomac Yard Urban Design Guidelines, mechanical or HVAC vents, units, or associated elements may not be visible from the street. Roof penetrations shall be confined to the rear slopes of roofs, and located to minimize their visibility from any public right-of-way. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets.
  - i. Pitched roofs shall be standing or flat seam metal (natural, painted, galvanized, or terne coated), metal simulated tile, synthetic slate, or composite shingles (shall be limited to architectural grade shingles such as CertainTeed Grand Manor or comparable). Composite shingles shall be provided to the satisfaction of the Director of P&Z.
  - j. The units shall have varying roof color.
  - k. Final architectural color elevations (front, sides, and rear) shall be submitted with the first final site plan submission. Each elevation shall indicate the average finished grade line along all faces of each building to ensure compliance with all applicable height requirements.
  - l. Fences located within front yards shall be painted metal in accordance with the Potomac Yard Urban Design Guidelines, 30" to 42" high, with a minimum of 50% openness to the satisfaction of the Director of P&Z. Fences within the front or side yards shall be limited to the fences depicted on the preliminary plan. Fence details shall be submitted with the final site plan.
  - m. Fences abutting the pedestrian mid-block connections shall be constructed of wood, brick, metal, stone, or other materials as approved by the Director of P&Z.
  - n. The proposed garden walls shall be brick or stone and shall be six feet in height to provide adequate screening. The details of all walls shall be provided on the final site plans.
  - o. Ground mounted utility boxes shall be screened to full height of the equipment, with an ornamental utility screen fence. (P&Z)
15. The stacked townhouse units shall be configured and the associated lots subdivided to conform to Section 2-140 of the Zoning Ordinance. (P&Z)
16. Rooftop decks and garage-top decks may be permitted for units 447, 448, 453, 454, 477-491, 506, 507, 514-536, 543, 558, 559, 574, 581-588, 611-622, 635-641, 646-648, 665, 674-684, 691-713, 732-737, 740, 749-765. All other units shall not be permitted to have rooftop decks. Rooftop decks may be permitted if the applicant can demonstrate, as part of the final site plan process, compliance with the criteria as outlined below and depicted on the final site plan:

- a. Rooftop decks and rooftop mechanical equipment shall not be visible from any of the adjoining public streets, open space, and/or sidewalks. Cross-sections with sight lines shall be submitted and reviewed prior to release of the final site plan for the applicable units/lots to ensure compliance;
  - b. The railing for the rooftop deck shall be setback or incorporated as part of the parapet so that the railing is not visible from the adjoining streets, open space, and/or sidewalks;
  - c. The lighting for the rooftop open space shall be pedestrian scale lighting and the fixtures shall not be visible from the adjoining streets, open space, and/or sidewalks.\* (P&Z)
17. Decks, canopies, and bays are not permitted to encroach in the Emergency Vehicle Easement (EVE). No overhangs (bays, balconies, decks, architectural projections, etc.) shall protrude into the alleys, EVEs, or ingress/egress easements. No vertical support posts and other impediments shall impede garage entrances. (Code)
18. Building materials, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning to the satisfaction of the Director 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.\*\*\* (P&Z)
19. The applicant shall hire a LEED accredited professional as a member of the design and construction team. The site shall achieve the points necessary under the U.S. Green Building Council's system for LEED for Homes certification. The applicant shall achieve at least 45 LEED points. The Applicant is not required to obtain USGBC LEED for Homes certification. The following shall be submitted and are subject to the satisfaction of the Directors of P&Z and T&ES:
- a. Include in the final site plan, a Green Building plan with a LEED Scorecard and narrative detailing how each prerequisite and point are proposed to be achieved.\*
  - b. Prior to the issuance of the last certificate of occupancy for the addition, submit verification that the elements to earn the above specified numbers of LEED points have been achieved.\*\*\* (P&Z) (T&ES)
20. The applicant shall work with the City for reuse of the existing building materials as part of the demolition process, including leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
21. Energy Star labeled appliances shall be installed in all multi-family residential units. (T&ES)



22. The applicant shall use EPA-labeled WaterSense fixtures except for toilets which shall be low flow and not exceed 1.28gallons per flush to minimize the generation of municipal wastewater from the site and explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could possibly reduce the wastewater generation from this site. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
23. Provide decorative porous pavers in the internal alleys outside the public right-of-way and EVE. Where porous pavers are not feasible the applicant shall provide decorative pavers. A note shall be placed on the plans and in the covenants stating that the porous pavers shall be maintained as pervious and shall be included in the BMP agreement. (P&Z) (T&ES)

***D. FOR FUTURE RETAIL USES:***

24. Ground floor uses of areas designated on the CDD Concept Plan as retail nodes, particularly at the future transit stops along Route 1, shall be limited to retail, personal service uses, and day care centers, as defined in the Zoning Ordinance, with the exceptions identified below:
  - a. One leasing office for the building is allowed;
  - b. Retail shopping establishments shall not include appliance stores, auto Parts stores, and lawn and garden supply stores;
  - c. personal service uses shall not include appliance repair and rental, contractors' offices, laundromats, and pawnshops;
  - d. Day care centers are subject to the applicable conditions below; and
  - e. Other similar pedestrian-oriented uses as approved by the Director of P&Z to meet the intent of providing active pedestrian-oriented neighborhood-serving retail uses are allowed. (P&Z)
25. Day care centers shall be permitted with an administrative special use permit 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)

26. Ensure the following for the potential future retail areas within the development, to the satisfaction of the Director of P&Z:
  - a. 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)

***E. SIGNAGE:***

27. For potential future businesses located at the CDD Concept Plan retail nodes at the future transit stops along Route 1, design business and identification signs to relate in material, color and scale to the building and the tenant bay on which the sign is displayed to the satisfaction of the Director of P&Z.
  - a. The business and identification signs shall be designed of high quality materials and sign messages shall be limited to logos and names.
  - b. Installation of building mounted signage shall not damage the building and signage shall comply with all applicable codes and ordinances. (P&Z)
28. A freestanding subdivision or identification sign shall be prohibited. (P&Z)
29. Install a temporary informational sign on the site prior to the approval of the final site plan for the project. The sign shall be displayed until construction is complete or replaced with a contractor or real estate sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.\* (P&Z)(T&ES)

***F. HOUSING:***

30. Potomac Yard Development, LLC (PYD) has committed to make a voluntary affordable housing contribution to the City through the provision of on-site affordable housing and/or a cash contribution in the amount of approximately \$10.5 million for the Potomac Yard site. To date, \$7.5 million has been provided for the development of affordable and workforce rental housing units at The Station at Potomac Yard. The remaining balance (approximately \$3 million) will be paid as a cash contribution to the City's Affordable Housing Trust Fund. The developer will make payments on a quarterly basis, beginning with the issuance of the first Certificate of Occupancy for Landbays I and J. The quarterly payment amount will be calculated based on the pro rata number of units receiving Certificates of Occupancy during the preceding quarter. (Housing)

**G. *PARKING:***

31. Provide 4 bicycle parking space(s) in the open space 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](http://www.alexandriava.gov/bicycleparking). (T&ES)
32. The design and allocation of parking shall be subject to the following to the satisfaction of the Directors of P&Z, T&ES, and Code Administration:
  - a. The stacked townhouse garages shall contain a minimum unobstructed interior dimension of 18 ft. x 18.5 ft. to enable two adjacent parking spaces, excluding units with tandem parking, which may have a dimension of 10ft. x 18.5 ft. in the garage space and 9 x 18.5 ft. for the driveway parking spaces. If the applicant proposes that the area for the storage of a City standard super can and recycling container is to be located inside a garage, the area must be adequate to accommodate a City standard super can and recycling container, exclusive of the area required for the parking spaces. The parking space dimensions shall not include columns, walls, or obstructions. Dimension lines for interior garages for each of the unit types shall be provided.
  - b. All parked vehicles shall be prohibited from encroaching on the proposed streets, pedestrian walkways, or emergency vehicle easements, and all purchasers shall be notified of this prohibition.
  - c. Each of the townhouse units shall provide a sufficient area within each unit, garage, or in an enclosed area for a City standard super can and recycling container exclusive of the area required for parking.
  - d. Individual townhouse garages shall be utilized only for parking and cannot be converted to living space; storage which interferes with the use of the garages for vehicle storage is prohibited. (P&Z)(T&ES)(Code Administration)

**H. *TRANSIT INCENTIVES:***

33. Landbays I and J are subject to the conditions of Special Use Permit No. 99-0020 approved by City Council on September 8, 1999 for Potomac Yard/Potomac Greens Coordinated Development District with the following modification:
  - a. The applicant shall fund, or shall require that individual builders and owners within the project fund a transportation account, at an annual rate of \$0.13 per net square foot of occupied retail/commercial space and \$81.13 per occupied residential unit, as calculated in accordance with condition #5 of SUP 99-0020. First payment to fund shall be made with the issuance of the initial Certificate of Occupancy (or when first tenant/owner moves in). The rate shall increase annually by an amount equal to the rate of inflation for the previous year.

**I. SITE PLAN:**

34. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 36 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status. (P&Z)
35. Submit the plat of subdivision and all applicable easements and/or dedications with to the final site plan submission. The plat(s) shall be approved and recorded prior to the release of the final site plan.\* (P&Z)
36. Coordinate location of site utilities with other site conditions so as to be consistent with I/J East (DSUP#2006-0018), to the satisfaction of the Directors of RP&CA, 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
  - d. Decorative mailboxes shall be provided at locations as shown on the Preliminary Plan to the satisfaction of the Director of P&Z. (RP&CA)(P&Z)(T&ES)
37. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and RP&CA in consultation with the Chief of Police and shall include the following:
  - a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
  - b. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
  - c. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
  - d. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
  - e. 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.
  - f. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.

- g. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
  - h. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
  - i. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
  - j. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RP&CA)(Police)
38. 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)
39. 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)

**J. CONSTRUCTION:**

40. 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. In addition, building and construction permits required for site preconstruction shall be permitted prior to release of the final site plan to the satisfaction of the Director of T&ES. \* (T&ES)
41. Submit a construction management plan for review and approval by the Directors of P&Z, T&ES and Code Administration prior to final site plan release. The plan shall:
- a. Include a plan for temporary pedestrian and vehicular circulation;
  - b. Include the overall schedule for construction and the hauling route;
  - c. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work;
  - d. If the plan is found to be violated during the course of construction, citations will be issued for each infraction and a correction notice will be forwarded to the applicant. If the violation is not corrected within five (5) calendar days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)(Code)

42. Provide off-street parking for all construction workers without charge to the construction workers. 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 plan is found to be violated during the course of construction, a correction notice will be issued to the developer. If the violation is not corrected within five (5) days, a "stop work order" will be issued, with construction halted until the violation has been corrected. \* (P&Z)(T&ES)
43. The sidewalks shall remain open during construction or pedestrian access shall be maintained to the satisfaction of the Director of T&ES throughout the construction of the project. (T&ES)
44. No major construction staging shall be allowed within the public right-of-way on Route 1, Potomac Avenue, or Main Line Boulevard. The applicant shall meet with T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. \*\* (T&ES)
45. 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)
46. A "Certified Land Disturber" (CLD) shall be named in a letter to the Division Chief of Construction & Inspection prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)
47. Prior to commencing clearing and grading of the site, the applicant shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)

48. 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, RP&CA and T&ES. (P&Z)(RP&CA)(T&ES)
49. 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. (T&ES)
50. 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 approved 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 shall be approved by the P&Z prior to commencement of framing. (P&Z)
51. Submit a height certification and a location survey for all site improvements to the Department of P&Z as part of the request for a certificate of occupancy permit. The height certification and the location survey shall be prepared and sealed by a registered architect, engineer, or surveyor. The height certification shall state that the height was calculated based on all applicable provisions of the Zoning Ordinance. \*\*\* (P&Z)
52. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

***K. WASTEWATER / SANITARY SEWERS:***

53. Each unit must be connected separately and directly to the sanitary sewer system. (T&ES)

***L. SOLID WASTE:***

54. In order for the City to provide solid waste service, the development must meet all the minimum street standards. The trash truck must be able to pick up solid waste from private streets without backing up. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the City or provide containers that are compatible with City collection system and approved by the Director of T&ES. (T&ES)

55. Where the City of Alexandria provides the solid waste collection services; all refuse/recycling shall be placed at the City Right-of-Way. (T&ES)
56. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of four (4) receptacles Iron Site Bethesda Series, Model SD-42 decorative black metal trash cans with domed lid by Victor Stanley. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. Payment required prior to release of Final Site Plan.\* (T&ES)

***M. STREETS / TRAFFIC:***

57. The setback between the buildings and drive aisles shall be a minimum of 2' to provide adequate turning movements. The setback shall have a maximum length of 4' or a minimum of 18' if a driveway is provided. Only units that construct decks (limited to units 612-621, 635-641, 692-706, 707-712, 750-765) shall have setbacks of 5'. (T&ES)
58. 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)
59. A pre-construction walk/survey of the site shall occur with Transportation and Environmental Services Construction and Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES)
60. Submit a Traffic Control Plan as part of the final site plan, for construction detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging shall be provided for informational purposes. In addition, the Traffic Control Plan shall be amended as necessary and submitted to the Director of T&ES along with the Building and other Permit Applications as required. The Final Site Plan shall include a statement "FOR INFORMATION ONLY" on the Traffic Control Plan Sheets. (T&ES)
61. 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)
62. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)



63. Show turning movements of standard vehicles in to the residential garages Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
64. Subject to Dominion Virginia Power allowing a crossing of the 230KV line, the applicant shall design and construct the street and sidewalk connections between Street 3 and Glendale Avenue. The sidewalk shall be concrete with a minimum width of 6', located on the southern side of the road. All required utility relocations necessary to facilitate the connections shall be included as part of the design and construction. The City shall provide any right-of-way or public access easements on City owned land necessary to make these connections. (T&ES)
65. All proposed improvements to Landbay L shall be designed to accommodate the future extension / connection of Nelson Avenue to Street 1. Dedication of all required right-of-way within Landbay L necessary to accommodate the future extension / connection of Nelson Avenue to Street 1 will be required prior to release of the final site plan. Final treatment of the dedication area shall be grass or groundcover as appropriate for final grades and maintainability. (T&ES) (P&Z) (RPCA)

***N. UTILITIES:***

66. Locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)

***O. WATERSHED, WETLANDS, & RPAs:***

67. The storm water collection system is located within the (Potomac River) watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES)

***P. BMP FACILITIES:***

68. The City of Alexandria's storm water management regulations regarding water quality are two-fold: first, phosphorus removal requirement and second, water quality volume default. Compliance with the phosphorus requirement does not relieve the applicant from the water quality default requirement. The water quality volume determined by the site's proposed impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES)
69. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)

70. The storm water Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to release of the performance bond, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
  - a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
  - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. \*\*\*\* (T&ES)
71. Surface-installed storm water Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES)
72. Submit two originals of an amended and restated storm water quality BMP Maintenance Agreement 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. The original agreement was recorded with Landbay K, DSP2010-00012, Instrument #100009926.\* (T&ES)
73. The Applicant shall be responsible for maintaining storm water Best Management Practices (BMPs) until activation of the homeowner's association (HOA), if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA or owner, the Applicant shall execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA or owner. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to release of the performance bond, a copy of the maintenance contract shall be submitted to the City. \*\*\*\*(T&ES)
74. If units will be sold as individual units and a homeowner's association (HOA) established, the Applicant shall furnish the Homeowner's Association with an Owners Operation and Maintenance Manual for all Best Management Practices (BMPs) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including any mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City.

Otherwise the following condition applies:

75. 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)

76. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed. \*\*\*\*(T&ES)

***Q. CONTAMINATED LAND:***

77. Indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. (T&ES)
78. Design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. (T&ES)
79. 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 Soil Management 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.
  - d. Confirmatory sampling between the depths of 0 and 2 feet shall be completed after final grading for all areas with exposed surficial soils from on-site sources. Areas covered by an imported 2 foot certified clean fill cap or impervious barrier do not require confirmatory sampling.
  - e. 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.
  - f. The applicant shall screen for PCBs as part of the site characterization to comply with the City's Department of Conservation and Recreation Municipal Separate Storm Sewer (MS4) permit.

g. Applicant shall submit three (3) hard copies and two (2) electronic copies of the above. The remediation plan must be included in the Final Site Plan. \* (T&ES)

80. The applicant or its agent shall furnish each prospective buyer with a statement disclosing the prior history of the Potomac Yard site, including previous environmental conditions and on-going remediation measures. Disclosures shall be made to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

**R. NOISE:**

81. Prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time, and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD). Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to the interstate highway, railroad tracks and airport traffic, including triple-glazing for windows, additional wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm or sound wall and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

82. The noise study shall be submitted and approved prior to final site plan approval.\* (T&ES)

83. All exterior building mounted loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)

**S. AIR POLLUTION:**

84. 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)

85. No material may be disposed of by venting into the atmosphere. (T&ES)

86. 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)

***T. ARCHAEOLOGY:***

87. The Final Site Plan, Grading Plan, or any other permits involving ground disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan is in place to recover significant resources in concert with construction activities. \* (Archaeology)
88. Call Alexandria Archaeology immediately (703-838-4399) 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)
89. 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)

***U. DISCLOSURE REQUIREMENTS:***

90. All master Homeowners Association documents shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
  - a. All landscaping and open space areas within the development shall be maintained by the Homeowners Association.
  - b. The Street 3 (Private) in Landbay L and all alleys in the development are private with public access easements and shall not be maintained by the City of Alexandria.
  - c. Exterior building improvements or changes by future residents shall require the approval of the City council, as determined by the Director of P&Z.
  - d. The residents in Landbays I and J are subject to the Tier II Special Tax District to fund the potential future metro station at Potomac Yard.
  - e. Within each disclosure packet, each home purchaser shall receive a brochure describing the storm water BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowners Association (HOA) with respect to maintenance requirements. The Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners.

- f. The residents in Landbay L shall be notified of potential future connections of Streets 1, 2, and 3, to East Nelson Avenue, East Alexandria Avenue, and East Glendale Avenue.
  - g. The specific language of the disclosure statement to be utilized shall be provided to the City for approval prior to release of any certificate of occupancy permit.\*\*\* (P&Z)(T&ES)
91. Present a disclosure statement to potential buyers disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That the CSX tracks and National Airport are located within the immediate vicinity of the project, are permitted to continue indefinitely, and will generate noise and vibrations intermittently throughout the area.
  - b. That Jefferson Davis Highway is a major four-lane arterial and that future traffic is expected to increase significantly as development along the Highway continues to include a proposed transitway. (P&Z)(T&ES)

## **CITY DEPARTMENT CODE COMMENTS**

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

### **Planning and Zoning**

R - 1. For all first floor bays with a street-facing door providing their primary access, please coordinate with the Geographic Information Systems (GIS) Division for address assignments at tenant fit out. These uses are not permitted to use the primary building address as their address. Please contact the Addressing Coordinator in the GIS Division (703-838-4884) 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.

### **Transportation and Environmental Services**

F - 1. ASA has no comments.

F - 2. Two of the proposed four receptacles shall be located at the proposed bus stops at Mainline Blvd & Custis Ave and Mainline Blvd & Howell Ave. (T&ES/DASH)

F - 3. Sheet C5: Inlets to the south of Bluemont and to the north of McKenzie (within the parking lot) shall be protected during demolition. (T&ES- OEQ)

F - 4. Sheet 6.10: References (in the lower left hand corner) to Pond 2 are in error. Pond to which the drainage flows is Pond 3. (T&ES- OEQ)

F - 5. Sheet C6.10: Legend is need to determine the meaning of the different hatching. Also, the writing within the hatched areas is unreadable. Correct as necessary. (T&ES- OEQ)

F - 6. Sheet C6.10: There is a reference to Sand Filters on this sheet. Correct as necessary. (T&ES- OEQ)

F - 7. There are references to “Bay Saver” on sheet C6.10 and references to “Bay Separator on several other sheets. Use uniform language when referring to the BMPs. (T&ES- OEQ)

F - 8. Sheet C10: The Pond near Monroe Street Bridge shall be labeled Pond 3. (T&ES- OEQ)

F - 9. Sheet C10.10: Legend states this drainage flows to Existing Pond 2. Pond is labeled as Pond 2. Correct to state Pond 3. (T&ES- OEQ)

F - 10. Worksheet A or B shall be completed for this site where the drainage was shown as untreated in the original PY plan. (T&ES- OEQ)

F - 11. Sheet C11.10: Miscellaneous block should state that not all WQV has been treated. (T&ES- OEQ)

- F - 12. Sheet C11.10: Drawdown table includes information from Landbay K dated 10/28/10, but the drawdown table date states it includes information through 10/20/10. This plan information is listed as 4/29/11. Under the notes section it lists the information for DSP2008-00022 as 2/15/11. Correct as necessary. (T&ES- OEQ)
- F - 13. Porous pavements that count towards water quality credits and rain gardens require underdrains unless appropriate percolation tests are provided. (T&ES- OEQ)
- F - 14. 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 - 15. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 16. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 17. 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 AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 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 - 18. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10” in the public Right of Way and sanitary lateral 6” for all commercial and institutional developments; however, a 4” sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12” or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. 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 - 19. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)
- F - 20. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18" for sanitary sewer and 12" for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete. (T&ES)
- F - 21. 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 - 22. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 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 - 23. 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 - 24. 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)

Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 25. 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 - 26. The Traffic Control Plan shall replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. (T&ES)

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

C - 2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed then the applicant shall provide an additional 10% storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 3 Per the requirements of Article 13-113 (d) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water 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 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 - 5 (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 - 6 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII of Alexandria Zoning Ordinance (AZO). (T&ES)
- C - 7 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)
- C - 8 Incompliance 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 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)
- C - 11 The applicant shall provide storage space for solid waste and recyclable materials containers as outlined in the City's "Solid Waste and Recyclable Materials Storage Space

Guidelines”, or to the satisfaction of the Director of Transportation & Environmental Services. The plan shall show the turning movements of a trash truck and the trash truck shall not back up to collect trash. The City's storage space guidelines and required Recycling Implementation Plan forms are available at: [www.alexandriava.gov](http://www.alexandriava.gov) or contact the City's Solid Waste Division at 703-519-3486 ext.132. (T&ES)

- C - 12 The applicants will be required to submit a Recycling Implementation Plan form to the Solid Waste Division, as outlined in Article H to Title 5 (Ordinance Number 4438), which requires all commercial properties to recycle.
- C - 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.\*
- C - 15 The sewer tap fee must be paid prior to release of the site plan.\*
- C - 16 All easements and/or dedications must be recorded prior to release of the site plan.\*
- C - 17 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.\*
- C - 18 Provide a phased erosion and sediment control plan consistent with grading and construction plan.
- C - 19 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 insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary.
- C - 20 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 - 21 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 - 22 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.
- C - 23 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 24 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 25 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 26 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 water quality volume default and stormwater quantity management. (T&ES)
- C - 27 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 28 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, 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 VSMP permit for land disturbing activities greater than 2500 SF. \* (T&ES)

#### **Code Administration**

- R - 1. An automatic sprinkler system is required. (Code)
- R - 2. Removal of the existing addition may create an unsatisfactory exposure condition for the wall of the building located on the adjacent interior lot line. It is recommended that the owner of that property be informed. (Code)
- R - 3. It is recommended that the owner present a notarized affidavit to the Building Official stating when (to his best knowledge) the current usage was established. (Code)
- R - 4. For firefighting reasons it is recommended that all stairs extend thru the roof so that door access to the roof is provided. (Code)

## **Police**

### Landscape Recommendations

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

### Parks

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

### Miscellaneous

- R - 7. It is recommended that the buildings have an address number which is contrasting in color to the background, at least 3 inches high, reflective, and visible from the street placed on the front and back of each home. It is strongly suggested that no brass or gold colored numbers are used. This aids in a timely response from emergency personnel should they be needed.
- R - 8. It is recommended that all of the ground floor level windows be equipped with a device or hardware that allows windows to be secured in a partially open position. This is to negate a “breaking and entering” when the windows are open for air.
- R - 9. It is recommended that a “door-viewer” (commonly known as a peep-hole) be installed on all doors on the ground level that lead directly into an apartment. This is for the security of the occupant.

## **Archaeology**

- C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

## **Virginia American Water**

1. Developer shall submit a Code Administration approved ISO calculation in order to verify whether the proposed water main layout will achieve the Needed Fire Flow.
2. Add a general note: “All proposed water main shall be polyethylene encased.”
3. Sheet C1.00: indicate the fire flow test date.
4. Indicate whether the alleys in Parcel 507, 509 and 511 are public or private. If the alleys are private, the developer shall provide minimum 10' water main easement.

5. The developer shall provide minimum 10' water main easement on the Private Street in Landbay L.
6. Annotate the water main size in Parcel 507G, 509 and 511.
7. Add a blow-off at the end of water main, e.g. behind unit 492, 520, 544, 572, 609.
8. Annotate the water service line size.
9. Show an individual water service line for each house unit. No branch shall be made in the service pipe between the meter and the street main.
10. Proposed meters along the alleys in Parcel 507, 509 and 511: show meters in the grass area between the porous pavers. VAW will finally determine the meter box locations in the field. Provide an easement for each meter box and service line if it is located within the private premises.
11. The proposed meters in Landbay L shall be located outside the property line of the premises, behind the curb line of the street, in a grass area and as close to the curb as possible. The area around the meter vault shall be kept free of vegetation, structures or other objects that may interfere with access.
12. The water main size on South Main Street shall be 12". Verify and revise the pipe size.
13. The water pressure in this area is about 40 psi. Water pressure booster pump at each house unit may be needed at the developer's discretion or as required by the city. VAW is working to identify the most effective means to create a new pressure zone for the entire Potomac Yard project. After the new pressure zone is created, the water pressure in this area may reach 80± psi.

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

**APPLICATION for  
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN  
DSUP #2008-0022**

**PROJECT NAME: Potomac Yard – Part of Landbay I, Part of Landbay J and Part of Landbay L (Lots 507A, 507B, 507C, 509, 510, 511, 516 & 517 Potomac Yard)**

**PROPERTY LOCATION: Potomac Yard – Jefferson Davis Highway**

**TAX MAP REFERENCE: 25.03 04 01 & 02, 35.01 12 01 & 02, 35.03 10 01, 35.04 05 01,  
44.03 07 01 & 02**

**ZONE: CDD-10**

**REVISED**

**APPLICANT Name: Potomac Yard Development, LLC**

**Address: 10600 Arrowhead Drive, Suite 225, Fairfax, Virginia 22030**

**PROPERTY OWNER Name: Potomac Yard Development, LLC**

**Address: 10600 Arrowhead Drive, Suite 225, Fairfax, Virginia 22030**

**SUMMARY OF PROPOSAL: Approval of CDD Preliminary Development Plan for residential project on Part of Landbay I, Part of Landbay J, and Part of Landbay L, Potomac Yard.**

**MODIFICATIONS REQUESTED: None.**

**SUP=s REQUESTED: (1) Special Use Permit for CDD Preliminary Development Plan with Site Plan pursuant to §11-512 (A) of the Alexandria Zoning Ordinance, 1992, as amended, and (2) Special Use Permit for more than eight (8) townhouses on a row pursuant to §7-1600 of the Alexandria Zoning Ordinance, 1992, as amended.**

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

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

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

**Duncan W. Blair, Esquire**

**Land, Clark, Carroll, Mendelson & Blair, P.C.**

*Print Name of Applicant or Agent*

*Signature*

**524 King Street**

**703 836-1000**

**703 549-3335**

*Mailing/Street Address*

*Telephone #*

*Fax #*

**Alexandria, Virginia 22314**

*City and State*

*Zip Code*

**Revised July 12, 2011**

**dblair@landclark.com Nov. 20, 2010**

*Date*

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

Application Received: \_\_\_\_\_

Received Plans for Completeness: \_\_\_\_\_

Fee Paid & Date: \$ \_\_\_\_\_

Received Plans for Preliminary: \_\_\_\_\_

**ACTION - PLANNING COMMISSION:** \_\_\_\_\_



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 the (*check one*):

Owner  Contract Purchaser

Lessee  Other: \_\_\_\_\_

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

**Potomac Yard Development, LLC is a Delaware limited liability company. Pulte Homes Corporation and Centex Homes are the sole members of Potomac Yard Development, LLC. Pulte Homes and Centex Homes are publicly traded companies.**

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.

**NARRATIVE DESCRIPTION**

2. 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*)

**Potomac Yard Development, LLC, a Delaware limited liability company, is requesting approval of a CDD Preliminary Development Plan for a residential project on part of Landbay I, part of Landbay J and part of Landbay L, Potomac Yard.**

**The Preliminary Development Plan is consistent with the approved Potomac Yard CDD Concept Plan (CDD #99-0001), as amended.**

3. How many patrons, clients, pupils and other such users do you expect? Specify time period (i.e., day, hour, or shift).

**Not Applicable.**

Development Special Use Permit with Site Plan (DSUP) # 2008-0022

4. How many employees, staff and other personnel do you expect?  
Specify time period (i.e. day, hour, or shift).

**Not Applicable.**

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

Day	Hours	Day	Hours
-----	-------	-----	-------

**Not Applicable.**

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

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

**Not Applicable.**

- B. How will the noise from patrons be controlled?

**Not Applicable.**

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

**Not Applicable.**

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

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

**Not Applicable.**

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

**Not Applicable.**

- C. How often will trash be collected?

**Not Applicable.**

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

**Not Applicable.**

Development Special Use Permit with Site Plan (DSUP) # 2008-0022

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

Yes.       No.

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

**Not Applicable.**

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

Yes.       No.

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

**Not Applicable.**

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

**Not Applicable.**

**ALCOHOL SALES**

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

Yes.       No.

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

**PARKING AND ACCESS REQUIREMENTS**

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

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

**Parking as required by CDD #99-0001 is shown on the Parking Tabulation on the Development Plan.**

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

\_\_\_\_\_ Standard spaces

\_\_\_\_\_ Compact spaces

Development Special Use Permit with Site Plan (DSUP) # 2008-0022

\_\_\_\_\_ Handicapped accessible spaces.

\_\_\_\_\_ Other.

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

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

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?      **None.**
- 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?

**Streets to be constructed pursuant to CDD SUP #99-0001, as amended.**

**OWNERSHIP AND DISCLOSURE STATEMENT**

Use additional sheets if necessary

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

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

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

Name	Address	Percent of Ownership
1. Same as Above		
2.		
3.		

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

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

November 22, 2010  
Date

DUNEGAN, BRIE  
Printed Name

[Signature]  
Signature

**OWNERSHIP AND DISCLOSURE STATEMENT**

Potomac Yard Development, LLC is a Delaware limited liability company. Pulte Homes Corporation and Centex Homes are the sole members of Potomac Yard Development, LLC. Pulte Homes and Centex Homes are publicly traded companies.

PC Docket Item #13  
DSLIP # 2008-0022

**To: Alexandria Planning Commission and City Council**  
**From: Potomac Yard Design Advisory Committee (PYDAC), August 22, 2011**

**Re: Plan for Landbays I and J West and Landbay L at Potomac Yard and its compliance with design guidelines**

PYDAC has reviewed the Landbays I and J West and Landbay L proposal to ensure that it meets the Potomac Yard Urban Design Guidelines. PYDAC concludes that the proposal complies with the intent of the guidelines, as follows:

**Creating Neighborhoods.** The proposal provides an interconnected street grid and parks and/or play areas for each neighborhood as neighborhood amenities. The interior streets are oriented east west as required by the guidelines for smaller scale residential streets.

**Neighborhood Open Spaces.** The finger parks introduced with the Landbays I and J East plans are finished, as the gateway features near Route 1 are included in this proposal. Similarly with that application, the minimum dimensions prescribed in the guidelines are provided in this proposal. The finger parks and the sidewalks of east-west streets lead to "Potomac Yard Park" Landbay K. Play areas are provided in Landbays J and L, as required by the Design Guidelines. The open space amounts provided exceed those acreages prescribed in the Design Guidelines as well.

**Pedestrian-Friendly Environment.** Sidewalks with shade trees are provided on both sides of all streets. Open spaces and play areas are connected with mid-block pedestrian connections and sidewalks. Bulb-outs at key intersections reduce the distances for pedestrians to cross the street. Porches and stoops are provided to enhance the pedestrian experience and activate the street frontage.

**Mix of Residential Building Types.** The proposal provides a mix of townhouses and stacked townhouses or urban lofts.

**Townhouse Design.** The proposed townhouses and stacked townhouses meet the guidelines with regard to frontage, orientation and setbacks. The massing, heights, and architectural styles of the buildings generally comply with the intent of the guidelines.

Maria Wasowski: Maria Wasowski 8/31/11  
Potomac Yard Design Advisory Committee Chairman Date

# SPEAKER'S FORM

DOCKET ITEM NO. 14

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

**PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.**

- 1. **NAME:** Duncan W. Blair, Esquire
- 2. **ADDRESS:** 524 King Street, Alexandria, VA 22314  
**TELEPHONE NO.** 703 836-1000 **E-MAIL:** dblair@landclark.com
- 3. **WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF?**  
Potomac Yard, LLC
- 4. **WHAT IS YOUR POSITION ON THE ITEM?**  
For
- 5. **NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY,  
LOBBYIST, CIVIC INTEREST, ETC.):**  
Attorney
- 6. **ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE  
COUNCIL?**  
Yes

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

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

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

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



14  
9-17-11

**Jackie Henderson**

**From:** Christian Johanson <echohorn@gmail.com>  
**Sent:** Friday, September 16, 2011 1:40 PM  
**To:** William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Elaine Scott; Rob Krupicka; Linda Owens; Elizabeth Jones  
**Subject:** COA Contact Us: Potomac Yard Development and impact on E. Howell Ave  
**Attachments:** ATT00001..txt

**COA Contact Us: Mayor, Vice Mayor, and Council Members**

Time: [Fri Sep 16, 2011 13:40:05] Message ID: [33176]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Christian  
**Last Name:** Johanson  
**Street Address:** 406A East Howell Ave  
**City:** Alexandria  
**State:** VA  
**Zip:** 22301  
**Phone:** 571-483-0122  
**Email Address:** [echohorn@gmail.com](mailto:echohorn@gmail.com)  
**Subject:** Potomac Yard Development and impact on E. Howell Ave

Dear Mayor and Council Members,  
  
I am writing to express my deep concern  
  
about the fate of East Howell Avenue in Del Ray. I have lived on  
the  
  
street for over three years, and I am troubled by the intense upsurge in  
  
traffic that has resulted from  
changes to the traffic signals and traffic  
  
flows on Monroe Avenue and Route 1. As you may know, East  
Howell is only

**Comments:** 22 feet wide, but it is being subject to traffic flows that, under the city  
code, should be  
limited only to streets at least 40 feet wide.  
  
While  
  
I'm deeply concerned about the existing traffic problems on East Howell  
resulting from the Monroe  
Avenue/Route 1 changes, I'm even more worried  
  
about the burden we will bear as a result of the new  
Potomac Yard  
  
development. Without action from the city council, East Howell Avenue –  
which is a

residential street, home to many children – will become even

more of a treacherous cross-town artery. I understand that you are

scheduled to meet on Saturday (9/17), and I urge you to take action to

mitigate the impact on Howell Avenue, and also on Custis Avenue, which is

another residential street that is bearing the brunt of the decision to

alter the Monroe Avenue and Route 1 traffic patterns.

Some ideas for

helping address the problem:

1- Paint all crosswalks (as of now, there

is just one stripe at the stop sign, the crosswalks are

unmarked)

2-Install asphalt speed tables on each block of E. Howell in

between Rt. 1 and Mt Vernon Ave.

3-Install "No Trucks" signs

overhead Rt. 1 at E. Howell (currently, the no truck sign is not visible

until

you've already turned onto E. Howell and its too late)

4-Install

larger signs on both sides of the Monroe Street bridge directing traffic to

use Monroe St to

access Mt. Vernon Ave/Del Ray

5- Install signs at Glebe

Rd instructing south bounds traffic to use Glebe to get to Mt.

Vernon

Again, E. Howell Ave is not wide enough to hand this massive

increase in traffic.

Thank you in advance for your efforts on this

important matter.

Sincerely,

Mr. Christian Johanson

406A East

Howell Ave

Alexandria VA 22301

14  
9-17-11

**Jackie Henderson**

**From:** Cicely Woodrow  
**Sent:** Friday, September 16, 2011 1:46 PM  
**To:** Jackie Henderson  
**Cc:** Kendra Jacobs; Gwen Wright; Graciela Moreno  
**Subject:** FW: COA Contact Us: Potomac Yard development and E. Howell  
**Attachments:** ATT00001..txt

Dear Ms. Johansen,

Thank you for submitting comments to the Department of Planning and Zoning. By copy of this email, I'm forwarding your message to Jackie Henderson, City Clerk and Clerk of Council, who will make your comments available as part of the official record.

Best regards,  
Cicely Woodrow

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Cicely B. Woodrow, PHR  
Management Analyst III  
Department of Planning & Zoning  
301 King Street, Room 2100  
Alexandria, Virginia 22314  
Direct: 703-746-3810  
Fax: 703-838-6393

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**From:** Christian Johanson [mailto:echohorn@gmail.com]  
**Sent:** Friday, September 16, 2011 1:36 PM  
**To:** Faroll Hamer; Barbara Carter; Graciela Moreno; Cicely Woodrow  
**Subject:** COA Contact Us: Potomac Yard development and E. Howell

**COA Contact Us: Director Faroll Hamer**  
Time: [Fri Sep 16, 2011 13:36:22] Message ID: [33175]

**Issue Type:** Faroll Hamer  
**First Name:** Christian  
**Last Name:** Johanson  
**Street Address:** 406A East Howell Ave  
**City:** Alexandria  
**State:** VA  
**Zip:** 22301  
**Phone:** 5714830122

**Email Address:** [echohorn@gmail.com](mailto:echohorn@gmail.com)

**Subject:** Potomac Yard development and E. Howell

Dear Director Hamer,

I am writing to express my deep concern about the

fate of East Howell Avenue in Del Ray. I have lived on the street for

over three years, and I am troubled by the intense upsurge in traffic that

has resulted from changes to the traffic signals and traffic flows on

Monroe Avenue and Route 1. As you may know, East Howell is only 22 feet

wide, but it is being subject to traffic flows that, under the city code,

should be limited only to streets at least 40 feet wide.

While I'm

deeply concerned about the existing traffic problems on East Howell

resulting from the Monroe Avenue/Route 1 changes, I'm even more worried

about the burden we will bear as a result of the new Potomac Yard

development. Without action from the city council, East Howell Avenue –

**Comments:** which is a residential street, home to many children – will become even

more of a treacherous cross-town artery. I understand that you are

scheduled to meet on Saturday (9/17), and I urge you to take action to

mitigate the impact on Howell Avenue, and also on Custis Avenue, which is

another residential street that is bearing the brunt of the decision to

alter the Monroe Avenue and Route 1 traffic patterns.

Some ideas for

helping address the problem:

1- Paint all crosswalks (as of now, there

is just one stripe at the stop sign, the crosswalks are

unmarked)

2-Install asphalt speed tables on each block of E. Howell in

between Rt. 1 and Mt Vernon Ave.

3-Install "No Trucks" signs

overhead Rt. 1 at E. Howell (currently, the no truck sign is not visible

until  
you've already turned onto E. Howell and its too late)  
4-Install

larger signs on both sides of the Monroe Street bridge directing traffic to

use Monroe St to  
access Mt. Vernon Ave/Del Ray  
5- Install signs at Glebe

Rd instructing south bounds traffic to use Glebe to get to Mt.

Vernon

Again, E. Howell Ave is not wide enough to hand this massive

increase in traffic.

Thank you in advance for your efforts on this

important matter.

Sincerely,  
Christian Johanson  
406A East Howell

Ave  
Alexandria VA 22301

14  
9-17-11

**Jackie Henderson**

**From:** Rosemary Connor <rconnor20@yahoo.com>  
**Sent:** Friday, September 16, 2011 1:51 PM  
**To:** William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Elaine Scott; Rob Krupicka; Linda Owens; Elizabeth Jones  
**Subject:** COA Contact Us: Potomac Yard Development - Area Traffic  
**Attachments:** ATT00001..txt

**COA Contact Us: Mayor, Vice Mayor, and Council Members**

**Time: [Fri Sep 16, 2011 13:51:02] Message ID: [33177]**

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Rosemary  
**Last Name:** Connor  
**Street Address:** 412A E Howell Ave  
**City:** Alexandria  
**State:** VA  
**Zip:** 22301  
**Phone:** 703-518-8178  
**Email Address:** [rconnor20@yahoo.com](mailto:rconnor20@yahoo.com)

**Subject:** Potomac Yard Development - Area Traffic

Dear Council Member,

I am writing to express concern over the traffic

on my street (E Howell) as the area undergoes changes with respect to

Monroe Avenue/Route 1 traffic patterns, and the Potomac Yard development.

To be clear I am in support of appropriate development in the area,

particularly along Route 1, which I agree is in desperate need of some

rehabilitation. My concern is over the traffic flows that are being

**Comments:** discussed and assumed. As you may know, East Howell is only 22 feet wide, but it is being subject to traffic flows that, under the city code, should be limited only to streets at least 40 feet wide.

Clearly E

Howell does not have the infrastructure (size) to handle becoming a busy cross-town artery. Nor should it since it is a residential street, with

dozens of children. I understand that you are scheduled to meet on

Saturday (9/17), and I urge you to take action to mitigate the impact on

Howell Avenue, and also on Custis Avenue, another residential street that

seems to have the same predicament as E Howell with the changing traffic

patterns.

Sincerely,

Rosemary Connor  
412A E Howell Ave

14  
9-17-11

**Jackie Henderson**

**From:** Tamara Jovovic <tamarajovovic@yahoo.com>  
**Sent:** Friday, September 16, 2011 3:21 PM  
**To:** William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Elaine Scott; Rob Krupicka; Linda Owens; Elizabeth Jones  
**Subject:** COA Contact Us: Traffic mitigation along E. Howell Avenue  
**Attachments:** ATT00001..txt

**COA Contact Us: Mayor, Vice Mayor, and Council Members**  
Time: [Fri Sep 16, 2011 15:21:27] Message ID: [33183]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Tamara  
**Last Name:** Jovovic  
**Street Address:** 406A E Howell Avenue  
**City:** Alexandria  
**State:** VA  
**Zip:** 22301  
**Phone:**  
**Email Address:** [tamarajovovic@yahoo.com](mailto:tamarajovovic@yahoo.com)

**Subject:** Traffic mitigation along E. Howell Avenue

Dear Council Members,

I am writing to express my concern about the fate of East Howell Avenue in Del Ray. I have lived on the street for over three years, and I am troubled by the upsurge in traffic that has resulted from changes to the traffic signals and traffic flows on Monroe Avenue and Route 1.

I am more worried about the burden the road will bear as a result of the new Potomac Yard development. Without action from the City

**Comments:** Council, East Howell Avenue – which is a residential street – will become even more of a treacherous cross-town artery. I understand that you are scheduled to meet on Saturday (9/17), and I urge you to take action to mitigate the impact on Howell Avenue (and Custis Avenue).

Actions that could address the problem:

- 1- Paint all crosswalks (as of now, there is just one stripe at the stop sign; the crosswalks are otherwise unmarked)



2-Install asphalt speed tables on select blocks of E. Howell

in between Rt. 1 and Mt Vernon Ave.

3-Install "No Trucks"

signs overhead Rt. 1 at E. Howell (currently, the no-truck sign is not visible until you've already turned onto E. Howell and its too late)

4-Install larger signs on both sides of the Monroe Street bridge

directing traffic to use Monroe St to access Mt. Vernon Ave/Del Ray

5-

Install signs at Glebe Rd instructing southbound traffic to use Glebe to get to Mt. Vernon

Thank you in advance for your attention to this

important matter.

Sincerely,

Tamara Jovovic

14  
9-17-11

**Jackie Henderson**

**From:** Joy Drachman <drachmanj@yahoo.com>  
**Sent:** Friday, September 16, 2011 2:20 PM  
**To:** William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Elaine Scott; Rob Krupicka; Linda Owens; Elizabeth Jones  
**Subject:** COA Contact Us: Traffic on East Howell Ave  
**Attachments:** ATT00001..txt

**COA Contact Us: Mayor, Vice Mayor, and Council Members**

**Time: [Fri Sep 16, 2011 14:19:57] Message ID: [33179]**

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Joy  
**Last Name:** Drachman  
**Street Address:** 307 E Howell Ave  
**City:** Alexandria  
**State:** VA  
**Zip:** 22301  
**Phone:** 703-836-0003  
**Email Address:** [drachmani@yahoo.com](mailto:drachmani@yahoo.com)  
**Subject:** Traffic on East Howell Ave  
I am writing to express my concern over increased traffic on E Howell Ave (and E Custis Ave) as a result of the new Potomac Yard development. East Howell Ave already saw a big increase in traffic when traffic routes were reconfigured with the new Monroe bridge, and I fear that new development across Rte 1 will put additional, unreasonable, and unsafe strains on our residential street. East Howell is a narrow residential street that is only 22 feet wide. Since the new bridge was completed, traffic has become noticeably heavier, and E Howell residents

are already working with local businesses  
to reduce the increase in  
truck traffic on our street. We simply cannot bear any  
additional  
through-traffic. This is not just an issue of efficiency, but  
of safety.  
This street is home to dozens of kids -- at least 9 on the 300  
block  
alone, including my 3 daughters aged 5 and under. These kids do  
sidewalk  
chalk, ride bikes & scooters, run through sprinklers,  
greet  
neighbors, and walk pets on our sidewalks and street every day in  
nice weather. The  
parade of cars that zip through the left turn arrow of  
of Rte 1 onto our  
street already make this less safe. I do not want to  
imagine the impact that additional traffic will have.

Thanks for  
your attention to this issue. I hope that you will respond to  
the  
concerns of the East Howell Ave residents at the City Council  
meeting on

Saturday, Sept 17.

Thanks very much,  
Joy Drachman

14  
9-17-11

**Jackie Henderson**

**From:** Rosemary Connor <rconnor20@yahoo.com>  
**Sent:** Friday, September 16, 2011 1:51 PM  
**To:** William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Elaine Scott; Rob Krupicka; Linda Owens; Elizabeth Jones  
**Subject:** COA Contact Us: Potomac Yard Development - Area Traffic  
**Attachments:** ATT00001..txt

**COA Contact Us: Mayor, Vice Mayor, and Council Members**

**Time: [Fri Sep 16, 2011 13:51:02] Message ID: [33177]**

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Rosemary  
**Last Name:** Connor  
**Street Address:** 412A E Howell Ave  
**City:** Alexandria  
**State:** VA  
**Zip:** 22301  
**Phone:** 703-518-8178  
**Email Address:** [rconnor20@yahoo.com](mailto:rconnor20@yahoo.com)

**Subject:** Potomac Yard Development - Area Traffic

Dear Council Member,

I am writing to express concern over the traffic on my street (E Howell) as the area undergoes changes with respect to Monroe Avenue/Route 1 traffic patterns, and the Potomac Yard development.

To be clear I am in support of appropriate development in the area, particularly along Route 1, which I agree is in desperate need of some rehabilitation. My concern is over the traffic flows that are being discussed and assumed. As you may know, East Howell is only 22 feet wide, but it is being subject to traffic flows that, under the city code, should be limited only to streets at least 40 feet wide.

Clearly E Howell does not have the infrastructure (size) to handle becoming a busy cross-town artery. Nor should it since it is a residential street, with dozens of children. I understand that you are scheduled to meet on Saturday (9/17), and I urge you to take action to mitigate the impact on Howell Avenue, and also on Custis Avenue, another residential street that

seems to have the same predicament as E Howell with the changing traffic

patterns.

Sincerely,

Rosemary Connor  
412A E Howell Ave