

Docket Item #7

Development Special Use Permit # 2011-0001

Application	General Data	
Project Name: Potomac Yard – Landbay L Multifamily Building Location: 1400 Main Line Blvd (northern portion of Landbay L) Applicant: Potomac Yard Landbay L, LLC, represented by M. Catharine Puskar	PC Hearing:	January 5, 2012
	CC Hearing:	January 21, 2012
	If approved, DSUP Expiration:	January 21, 2015
	Plan Acreage:	2.5 acres (109,906 sf)
	Zone:	CDD #10
	Proposed Use:	Residential with ground floor retail
	Dwelling Units:	276 units (202 1-bed and 74 2-bed)
	Gross Floor Area:	302,979 sf (3,559 sf Retail)
	Small Area Plan:	Potomac Yard/Potomac Greens
	Historic District:	n/a
Green Building:	EarthCraft	

Purpose of Application
Request for approval of a development special use permit, with site plan, to construct a multifamily building with 276 dwelling units and 3,559 sf of retail, with an embedded parking structure consisting of one level below grade and five levels above-grade with 368 spaces.
Special Use Permits and Modifications Requested:
<ol style="list-style-type: none"> 1. Parking reduction for residential 49 spaces 2. Transfer of 36 dwelling units from Landbays H, I and J to Landbay L, as permitted by CDD #10 condition 3.a.

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Gary Wagner, gary.wagner@alexandriava.gov Katye North, katye.north@alexandriava.gov James Roberts, james.roberts@alexandriava.gov

PLANNING COMMISSION ACTION, JANUARY 5, 2012: On a motion made by Commissioner Wagner, seconded by Commissioner Lyman, the Planning Commission voted to **recommend approval** of the DSUP #2011-0001, a Parking Reduction for 49 spaces and SUP for the transfer of 36 dwelling units from Landbays H, I and J to Landbay L, to construct a multifamily building with 276 dwelling units and 3,559 sf of retail, with an embedded parking structure consisting of one level below grade and five levels above-grade with 368 spaces. The motion carried 6-0, with Mr. Robinson absent.

Reason: The Planning Commission generally expressed support of the proposal and agreed with staff recommendations. In response to community concerns regarding parking, the Planning Commission added a new condition (30 a.) that would prohibit residents of the building from being eligible to apply for or receive Parking District 6 residential on-street parking permits. The Commission also discussed their concern for the change in the above grade parking policy made by the City Council that changed Condition 11 of the CDD to permit above grade parking structures subject to certain criteria.

30. **CONDITION ADDED BY PLANNING COMMISSION:** Locate a minimum of 343 parking spaces in the garage for residents, and 25 parking spaces for retail/visitors.

Residential parking spaces shall be separated from retail/visitor spaces.

- a. Residents of the building shall be ineligible to apply for or receive Parking District 6 residential on-street parking permits. (PC) (P&Z)(T&ES)

Speakers:

Mr. Paul Linehan, 401 E. Monroe Avenue, spoke in support of the project. However, Mr. Linehan expressed concern regarding the requested parking reduction and asked that the parking adhere to existing City regulations. Mr. Linehan also expressed concern that parking for the new Simpson Fields and dog parks are not addressed, and that there is no discussion about the Mount Vernon Avenue Business Area Plan in the Staff Report.

Mr. David Fromme, representing the Del Ray Civic Association, spoke in support of the project. Mr. Fromme also expressed concern for parking and that residents of the development should not be eligible to apply for or receive Parking District 6 residential on street parking permits. He also recommended that on street parking be limited to 2-3 hours on Monroe Avenue and Mail Line Boulevard to discourage metro riders from parking on the streets. Mr. Fromme also recommended that a disclaimer be provided in the conditions notifying future residents of the proposed adjacent dog park.

Mr. Christopher Feeley, 1510 Dewit Street, spoke in support of the project. However, Mr. Feeley reiterated his concern for the parking reduction and that parking for the project should be provided per the City parking regulations. He mentioned that parking on the streets is currently a problem because of Simpson Fields and the dog park and that residents rely on the on street parking in the area because they do not have available off street parking. Mr. Feeley also raised a concern for the height of the building as it relates to future development on the Giant and CVS site.

Cathy Puskar, 2200 Clarendon Boulevard, Suite 1300, Arlington, VA, represented the applicant.



DSUP# 2011-0001

1/5/2012



I. SUMMARY

A. Recommendation & Summary of Issues

Staff recommends **approval** of the development application for the proposed multi-family building on Landbay L of Potomac Yard, subject to compliance with the staff recommendations. The proposal is consistent with the CDD Concept Plan for Potomac Yard and the Potomac Yard Design Guidelines. The development will provide an additional residential type to complement the townhouses and urban lofts approved for the remainder of Landbay L and nearby Landbays I and J. In addition, the development will complete the development proposed for Landbay L and provide a finished streetscape for Monroe Avenue and Main Line Boulevard.

There are several key issues that were considered with this proposal as discussed in more detail within the report, including:

- Conformance with the Small Area Plan, Design Guidelines, and CDD Concept Plan;
- Architecture and building design;
- Provision of adequate parking;
- Upgrades to the pedestrian environment and streetscape;
- Coordination of open space; and
- Retail uses.

B. General Project Description

The applicant and developer, Potomac Yard Landbay L, LLC, has submitted a proposal for a multi-family building on the northern portion of Landbay L at the corner of Monroe Avenue and Main Line Boulevard. The building will be five stories with 276 residential units and approximately 3,500 sf of retail. Parking for the units will be provided in one level of an underground garage and five levels of above grade, structured parking, which is entirely wrapped by the residential units. A small amount of open space is provided in an internal courtyard for the residents. To construct this project, the applicant has requested approval of Development Special Use Permit with Site Plan, which includes special use permits for (1) a 49 space parking reduction and (2) transfer of 36 dwelling units from Landbays H, I and J to Landbay L, as permitted by CDD #10 condition 3.a.

II. BACKGROUND

A. Procedural Background

In 1999, the City Council approved a CDD Concept Plan for the Potomac Yard/Potomac Greens development. This plan called for a mix of office, residential, retail, and hotel uses across the 295 acre former railyard, which was divided into 14 landbays. Development in the area is governed by the CDD Concept Plan, as well as the Potomac Yard/Potomac Greens Master Plan and the Potomac Yard Urban Design Guidelines. These documents establish development levels

and uses for each landbay within Potomac Yard and set requirements for the design and timing of the open spaces and infrastructure for the entire development.

Over the last decade, a few amendments to the Concept Plan have been approved that have allowed changes to the amount and types of uses for the landbays. With regard to specific amendments to Landbay L, the Concept Plan was amended in 2008 to shift all of the office floor area (473,000 sf) previously allocated to this landbay to Landbay H, thereby creating a residential landbay with a small amount of retail. In 2010, the CDD Plan was amended again to make a number of changes across the landbays. As part of this amendment, retail was approved to be shifted from Landbays I, J, and L to Landbay H, thereby reducing the retail for Landbay L from 10,000 sf to 5,000 sf.

The area proposed for development by this application is the northern portion of Landbay L. The entire landbay is approved for 364 residential units and 5,000 sf of retail. A portion of Landbay L has already been approved for 124 townhouses and urban lofts as part of the Landbays I and J West, and Landbay L DSUP approval in September 2011. This leaves 240 units for the remaining portion of Landbay L, although the applicant has proposed an additional 36 units be transferred to this landbay per CDD condition 3.a (a detailed analysis of this transfer is provided in the staff analysis portion of this report).

B. Site Context

Landbay L is a long, linear parcel located between Monroe Avenue and the Braddock Metro Station, just west of the Metro and railroad tracks. It is the only Potomac Yard landbay west of Route 1 (Jefferson Davis Highway) that is slated for residential development. The northern portion of the landbay is immediately adjacent to the realigned Route 1 bridge, although it does not connect in this location.

The portion of Landbay L that is the subject of this application is at the northern end of the landbay along Monroe Avenue and Main Line Boulevard. The property is 2.5 acres, which is approximately one fifth of the entire 11.5 acre Landbay L parcel. South of the subject property, in the remaining portion of Landbay L, is the recently approved townhouse/urban loft development to be done by PY Development. Immediately west of the site is the proposed dog park location, with the proposed Virginia Dominion Power substation and the existing Goldercrust Bakery further west along Monroe Avenue. North of the site are new ballfields constructed as part of the overall Potomac Yard development. East of the site is the Route 1 bridge, metro and rail tracks, and the southern portion of the Landbay K park which includes sidewalks to the larger portion of the park.

C. Detailed Project Description

Although this development is within Potomac Yard, the extent of this particular proposal is limited to the building and the immediate streetscape improvements around the site. The roads, infrastructure, and open space for Landbay L will be installed by PY Development. This proposal is for a five-story multi-family building at the corner of Monroe Avenue and Main Line Boulevard. The building will include 276 residential units (202 one-bedroom and 74 two-

bedroom) and 3,559 sf of retail. The project is designed to be rental apartments, although it could be converted to condominium at a later date.

The primary entrance to the building will be on Monroe Avenue, although a secondary entrance will be provided on the opposite side of the building facing the new townhouse and urban loft development that was approved for the southern portion of Landbay L. The parking is provided on the eastern half of the building in one underground parking garage level and five levels of structured parking above grade, and garage access is provided on Main Line Boulevard. The above grade parking is completely wrapped by a single loaded corridor of units on each level. The units on the western half of the building are double loaded and the internal units overlook the courtyard that is between the two building entrances.

III. ZONING

Property Address:	1400 South Main Blvd (new address will be assigned with subdivision)	
Total Site Area:	109,906 sf (2.5 acres)	
Zone:	CDD #10	
Current Use:	Vacant	
Proposed Use:	Multifamily Residential with Ground Floor Retail	
	Permitted/Required	Proposed
Number of Units	364 – Total for LB L 418.6 – 15% transfer*	276 (Multifamily building) 124 (previously approved Urban Lofts and Townhouses) 400 – Total for LB L
Amount of Retail	5,000 sf (maximum)	3,559 sf
Height	90 feet	68 feet (5 stories)
Parking	392 spaces – Residential 19 spaces - Retail 411 spaces – Total 59 spaces – 15% Visitor	343 spaces – Residential 25 spaces – Retail/Visitor 368 spaces – Total (within garage) 53 spaces – Visitor (on street)
Loading spaces:	0	1
* Per CDD Condition 3a, density may be transferred up to 15% of the original amount approved for the Landbay through an SUP request.		

IV. STAFF ANALYSIS

A. Conformance to the Small Area Plan and CDD Concept Plan

While the City’s Potomac Yard/Potomac Greens Small Area Plan provides some criteria for residential development, the 2010 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 for a 5 story, predominantly residential building, with a small amount of neighborhood serving retail on the ground level along Monroe Avenue and structured parking entirely wrapped by the building, per the CDD and Urban Design Guidelines.

Above-grade Parking Structure

The March 1999 Potomac Yard Urban Design Guidelines (updated in February 2007 and again in November 2010) allowed for above-grade structured parking as long as it was embedded in the block. However, over the years, the Planning Commission and City Council had established a strong Citywide practice of not allowing above-grade structured parking, and required all on-site parking to be below grade, except in very specific cases – such as where there were environmental issues or for retail collector garages.

In 2010, there were a series of amendments to CDD #10 and several of these amendments related to parking. Specifically, there was extensive discussion about above-grade parking. Ultimately, the City Council voted to permit above-grade parking for multi-family residential and office uses, with certain parameters as described below.

The reason for this particular amendment was to be consistent with parking conditions in CDD#19. CDD#19 permits above-grade parking for multi-family residential and office uses, so long as there is a minimum of one level of below-grade parking and the parking structures are wrapped with active uses and architecturally treated to stimulate the street. Per the November 2010 amendments, CDD #10 (Condition 11.A.) requires that all parking be underground, except that above-grade parking structures are permitted if one level of parking is below grade and the above grade portions are located in the central portion of the block. Additionally, each level of above-grade parking facing a street or park/open space must be devoted to active uses such as residential, office or retail, with a minimum depth of 35 feet.

The project is consistent with Condition 11.A. in that it is essentially designed as two buildings (although it has three differing architectural skins – see Building Design discussion below). The easternmost portion houses all the parking for project: one level of parking under this easternmost section and a parking structure that is entirely wrapped with single-loaded corridor and dwelling units on all sides. The western portion of the building connects to the eastern building at building breaks (described below in the Building Section), and has a double-loaded corridor providing access to the dwelling units. There is no parking under or in the western portion. Staff feels that this arrangement works well in that the parking structure is completely embedded within the eastern building and is not visible from any street, park or private open space area. The parking structure further meets the CDD requirements by having one level of below-grade parking and 5 levels of above grade parking entirely wrapped by active use to a depth of 35 ft. Additionally, the highest level of the garage is approximately 18 feet below the roof of the building, making it less likely to be seen from surrounding, taller development. Also,

the amount of parking structure provided is only what is necessary to support the development. The applicant is not proposing high parking ratios and has requested a parking reduction of 49 spaces. If the additional 49 spaces were to be provided, the parking structure would have been one additional level higher.

The CDD Concept Plan also recommends a maximum of 5,000 sf of retail at this site and 3,500 sf is being provided. While this retail is not one of the retail nodes located at a future transit stop along Route 1, the retail is located close to Route 1, and is convenient to the surrounding community and recreational facilities such as the YMCA, Simpson Fields and the future dog park.

CDD Dwelling Unit Transfer

The CDD allows the transfer of dwelling units from one landbay to another as long as the transfer does not increase or decrease the amount of dwelling units by 15% or more from the number of dwelling units approved for the landbay (CDD #2010-0001, Condition 3.a.). The applicant has proposed a transfer of 36 dwelling units to Landbay L from Landbays H, I and J. The transfer increases the overall unit count in Land Bay L from 364 units to 400 units (a 9.9% increase). Adjustments have been made to H, I and J to ensure that there is not an increase or decrease in dwelling units by 15% or more, and to ensure that each development parcel remains viable. The number of units transferred from each landbay are (H-15 units); (I – 1 unit); and (J- 20 units). See Unit Transfer Chart and amended CDD Concept Plan (Attachments A_&_B respectively). Staff supports the requested transfer of 36 dwelling units to Landbay L.

B. Conformance to the Urban Design Guidelines

All applications in Potomac Yard are subject to the Potomac Yard Urban 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 is included in the staff report as Attachment C.

Creating Neighborhoods

The multifamily block is formed by the intersecting streets of Monroe Avenue and Main Line Boulevard to the north and east, a large ¼ acre open space area to the south and a proposed City-owned and operated dog park, constructed by PY Development, LLC to the west. The streets, sidewalks, and a mid-block pedestrian connection between the building and the dog park create a network that connects the new neighborhoods with the existing. Several new interior streets in the new townhouse development to the south are oriented east/west and will connect into the existing neighborhoods, as envisioned by the Urban Design Guidelines.

Open Space

The open space for this development consists of approximately 9,000 square feet of at-grade publicly-accessible open space and an approximately 8,000 square-foot interior amenity courtyard with a swimming pool, grilling and seating areas and landscaped areas. The open space that is visible and accessible to the public consists primarily of landscape planting areas adjacent to the building, and a mid-block pedestrian connection between the site and the future dog park that will provide convenient pedestrian access to Monroe Avenue from the neighborhood and open space areas to the south.

The total amount of open space required for Landbay L is 2.8 acres (20% x 14 ac.). With the recently approved townhouse section just to the south, a portion of the future dog park that is within Landbay L and with this parcel, approximately 3.6 acres of open space will be provided in the landbay. The open space in the townhouse section will consist of a play area at the southern end of the development and a ¼ acre passive open space area between the townhouses and the multifamily parcel with shade trees, park benches, trash and recycling receptacles, and plantings beds. The open spaces will be owned and maintained by the Homeowners Associations, with public access easements.

Parcel Standards and Building Guidelines

The development proposal meets the parcel standard requirements in terms of lot size, frontage requirements, and integration of pedestrian connections and open space into the proposed and existing neighborhoods. The lot is considered a corner lot and therefore frontage requirements of a minimum of 80% apply to both the Monroe Avenue side and Main Line Boulevard.

The proposed building is categorized as a mixed-use, large apartment building in the Design Guidelines. The building meets the design criteria regarding building height, entrance orientation, front façade lengths of no longer than 200 ft., building articulation (recesses and projections) to break down the overall scale of the building, a variety of building styles and window treatments, and changes in building materials and colors. For further information about the design of the building, see Building Design below.

Pedestrian Environment and Streetscape Design

The proposal includes streetscape elements that will enhance the pedestrian experience. The sidewalks are 14 feet wide along the main streets (Main Line Boulevard and Monroe Ave.) and a minimum six feet wide elsewhere on the site to allow for two or more people walking together side-by-side. The majority of sidewalks will be made of concrete with the exception of the framework street (Main Line Boulevard), which will be brick. Street trees are provided along the streets to create a shade canopy for pedestrians. On-street parking is provided along Monroe Avenue in front of the site, as well as on both sides of Main Line Boulevard, which helps to serve as traffic calming and creates a buffer between the sidewalk and the travel lanes. A pedestrian connection is provided along the west side of the building to link the development and open spaces to the south through to Monroe Avenue, making it easy for pedestrians to access the

proposed retail and other points north and west of the development. The building design provides for a variety of styles and setbacks along the street and open space areas providing visual interest for pedestrians. Overall, staff supports the proposed streetscape design and pedestrian improvements.

C. Parking Reduction

Parking is provided in a parking structure that is one level below grade, and 5 levels above grade that are completely wrapped by the building, in accordance with CDD requirements. By code, 411 parking spaces are required to be provided on site (392 residential spaces + 19 retail spaces). Additionally, the CDD requires 15% (59 spaces) visitor parking spaces that can be located either on-site or on-street. Therefore, the total number of parking spaces required by code and by CDD for the development is 470.

The applicant is proposing 343 residential parking spaces and 25 shared retail/visitor spaces for a total of 368 spaces provided within the garage. Additionally, there are approximately 12 on-street parking spaces available along Monroe Ave and approximately 22 spaces on both sides of Main Line Blvd, directly adjacent to the site, for a total of 402 parking spaces provided on site and on street at the site. Additionally, to the west of the site on the south side of Monroe Ave up to Leslie Ave, there are approximately 16 on-street parking spaces, and to the south along Main Line Blvd, there will be approximately 100 additional on-street parking spaces available, not counting those visitor parking spaces already reserved for the townhouse section.

The applicant is requesting a parking reduction of 49 spaces for the residential portion of the project. At 343 parking spaces for 267 units, the parking ratio works out to be 1.24 spaces per dwelling unit, which is comparable to other recently approved/developed projects in the City that are close to Metro stations. Staff is comfortable with this parking ratio given the site's proximity to the Braddock Metro Station (approximately ½ mile). In addition, there will be a multi-use trail along Main Line Blvd that will be convenient for walkers and bikers going to and from the station, and there will also be transit available at the site in the future. The site is also within 500 feet of a Giant grocery store and within ¼ mile of the George Washington Middle School. Staff supports the parking reduction of 49 residential parking spaces in this instance.

The 19 required retail spaces are located within the garage. In addition, time limited parking is proposed for the 12 parking spaces along the Monroe Avenue site frontage during hours of retail operation. These time restrictions will encourage turnover of the parking spaces located adjacent to and directly in front of the retail site, which will provide convenient parking for retail patrons and play an important role in contributing to the success of retail at this site.

For the visitor parking, staff recommends that 6 spaces be provided in the garage, and the balance (53 spaces) be provided on Main Line Boulevard. As mentioned above, there are over 100 on-street parking spaces available on Main Line Boulevard that are accessible to the multifamily development as well as for users of adjacent open spaces.

D. Traffic

The proposed development will generate approximately 1,488 daily vehicle trips. This development parcel has frontage on both Monroe Avenue and Main Line Boulevard, with access to the parking garage located on Main Line Boulevard. Vehicles will use Main Line Boulevard to access Monroe Avenue, Potomac Avenue, and Route 1. The two intersections immediately to the north of the site, Main Line Boulevard at Monroe Avenue and Main Line Boulevard at Potomac Avenue, are both signalized to provide a safe and orderly flow of traffic. This parcel, along with the townhouse parcels of Landbay L, will also be able to use the new Glendale Avenue connection, which will connect the southern parcels to Mount Vernon Avenue via Glendale Avenue and provide an additional route option. In the future, Nelson Avenue will also be available as a connection to create a grid network of streets that will help to disperse traffic and provide multiple route options. Numerous additional roadway improvements, such as reconstruction of the Route 1 bridge over Monroe Avenue and the construction of Potomac Avenue, have been put in place to support this proposed development. The proposed street network surrounding the site is adequate to support the new development.

Transportation Management Plan (TMP)

The application is consistent with the Yard's Transportation Management Plan (TMP). The applicant will be making financial contributions to the TMP fund at an annual rate of \$0.126 per net square foot of occupied retail/commercial space and \$81.143 per occupied residential unit, as calculated in accordance with condition #5 of SUP 99-0020.

E. Retail Uses

Neighborhood serving retail is encouraged at this location and the applicant has provided approximately 3,500 sf at the northwest corner of the building along Monroe Ave, close to the future dog park and across the street from Simpson Fields and the YMCA. Staff has added conditions that define the types of retail uses allowed and also conditions for a coordinated sign plan to ensure signage is attractive and consistent throughout the development.

F. Building Design

This proposed residential project is a single 5-story multifamily building, with an internal at-grade courtyard containing resident amenities, including an in-ground swimming pool. Parking is accommodated on a single underground level, along with an above-grade portion of parking structure that is completely wrapped by residential uses where it faces either external streets or the building's own internal courtyard. The allowable building height per the CDD at this location is 90 feet, considerably more than the proposed building height, which is shown as approximately 65 feet. Final building height will be determined during the final site plan review process, but will vary only slightly from what is depicted.

The proposal addresses the visual bulk challenges and massing guideline issues of a single large structure by breaking the building down visually into what appear to be three related buildings of

varying architectural styles and character. The most prominent building, located at the corner of Main Line Boulevard and Monroe Avenue, reflects the Art Deco and industrial styles of the nearby warehouses, the Gold Crust Bakery, and the George Washington Middle School; using yellow brick typical of that period and other architectural motifs, such as stepped pilasters with decorative caps, strong horizontality and banding, aluminum windows, and a quarter-circle curved corner where the building form returns to accentuate the principal entry on Monroe Avenue. The overall project design has focused on creating residential buildings with a quiet character, and therefore it was decided not to create any oversized corner features, such as turrets or overly strong roof statements; rather, there are frequent small vertical punctuations woven throughout the building fabric, which provide variety in the roof line profile. Staff has encouraged, and will continue to work with Applicant to give these vertical accents a stronger character as the project design moves forward. There are also smaller moves – for example, the embedded square “tower” at the corner facing Monroe Avenue and the dog park, which is set off by its ganged windows – which give emphasis to particular contextual conditions – in this case, the location of the proposed retail, and the pedestrian link to the south. Continuing south along Main Line Boulevard, the building transitions at the parking garage entrance to the southern building, which is designed to echo quieter, early-mid Twentieth century residential styles typical of the Washington, DC region, but also serving as a transitional piece by reflecting selected art deco elements from the Art Deco building at the northeast corner. The third building is more contemporary in style from the building break/main entrance at the front of the building around to the western façade facing the future dog park, and then to the south elevation where it terminates at another building break that is on axis with the front entrance. This more contemporary building contrasts a darker brick for the base and lower floors, against a flush panel system with recessed joints for the upper portions of the building, and employs the sparing use of strong accent colors to make this portion of the building livelier and more contemporary. The recessed building breaks (or “hyphens”) are intended to connect the buildings functionally, while separating them stylistically. These building breaks, with a much higher glass-to-solid ratio than the rest of the facades, also help the project meet the design guidelines in terms of the maximum 200 foot building length before a building break. The primary building breaks were also relocated during the design review process to visually connect the central at-grade courtyard with the Monroe Avenue entry and the townhouse community to the south, so that views into and out of the green space in the courtyard and amenity area are possible. The main entrance was given additional presence by creating a circular building return leading into a large raised landing with cascading steps and a ramp. There is a retail component, currently shown as 3,500 square feet, located along Monroe Avenue to the west of the main entrance. Parking and loading access are located along South Main Line Boulevard, well away from the principal corner at Monroe and Main Line.

G. Green Building and Sustainable Design

The applicant is proposing to incorporate green building and sustainable design techniques in the proposal for Landbay L multifamily. The applicant has agreed to achieve the points necessary to qualify the project for EarthCraft certification.

According to the City’s Green Building Policy, adopted in April 2009 (subsequent to the CDD 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. The applicant has agreed to pursue certification in this instance.

H. Affordable Housing

The applicant is not required to make a voluntary affordable housing contribution to the City for this parcel; however, the developer for the overall Potomac Yard (PY Development) is required to make a contribution 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 at the time of certificate of occupancy for the townhouses on the Parcels I and J (east and west). Payments will be made on a quarterly basis starting in January 2012 based on the number of certificates of occupancy released during the previous quarter.

I. 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. The total estimated new real estate tax revenue from the multifamily residential development of Landbays L is projected at \$550,000 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 is 276 multifamily apartment units.
- Projected real estate assessments are based on the anticipated value of the multifamily rental units resulting in an increase to the City's real estate tax assessments of approximately \$55,110,220; therefore the value of each unit is approximately \$200,000.

V. COMMUNITY

The proposal was presented to Potomac Yard Design Advisory Committee (PYDAC) in October and November of 2011. PYDAC has reviewed the application and found that the proposal complies with the Urban Design Guidelines. A letter of support from PYDAC is included in this report.

The proposal was also presented to the Del Ray Land Use Committee (DRLUC) on December 7, 2011. In a letter dated December 20, 2011, the Del Ray Civic Association (DRCA) voted to support the application. The letter outlines the Association's concerns about the condition of the existing sidewalks on Monroe Avenue from Mt Vernon Ave to Main Line Boulevard and also recommended that; 1) bicycle parking be provided on the street in front of the retail space; and 2) Residents would not be eligible for participation in any future Residential Parking District. The letter is included in this report as Attachment D.

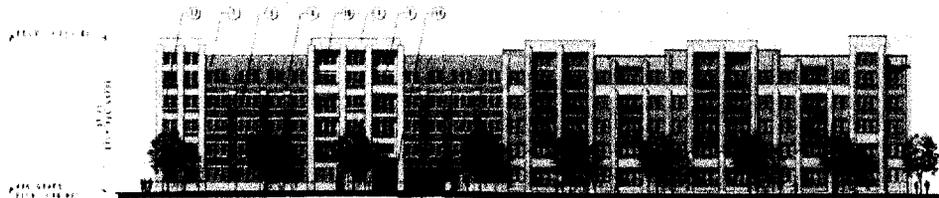
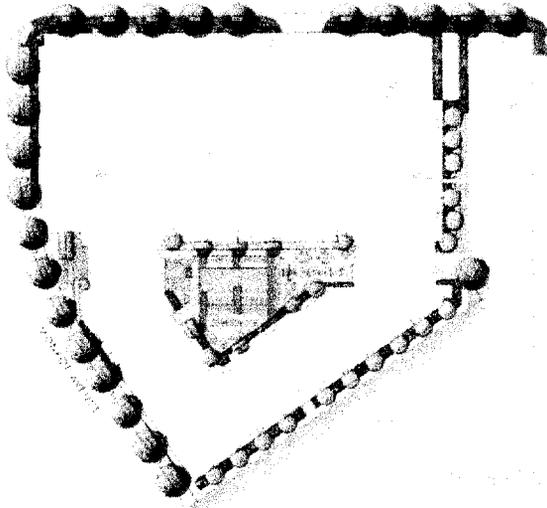
In response, staff notes that the project calls for a total of 36 bicycle parking spaces including 4 in front of the retail. In terms of the second point, there is no Residential Parking District anticipated for this area in the near future and, thus, staff does not support adding the condition about not allowing future residents of this building to participate in a future parking district because it is entirely speculative at this time. In terms of the sidewalk improvements along Monroe, none are planned in the CIP at this time but T&ES staff are aware of the interest in future sidewalk improvements in this existing neighborhood.

VI. CONCLUSION

Staff recommends **approval** of the development special use permit with site plan subject to compliance with all applicable codes and the following staff recommendations.

VII. GRAPHICS

Site Plan

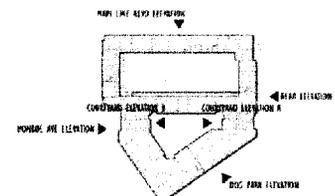


MAIN LINE BLVD ELEVATION

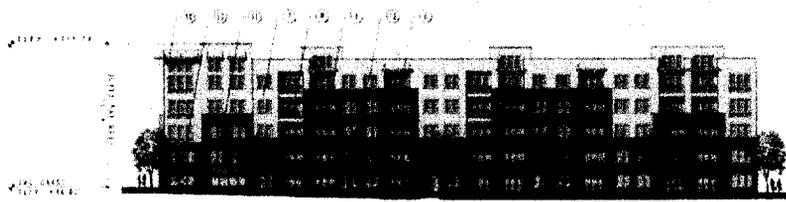
- MATERIALS**
- 1 BRICK 1
 - 2 BRICK 2
 - 3 BRICK 3
 - 4 BRICK 4
 - 5 MANUFACTURED STONE
 - 6 PRECAST CONCRETE
 - 7 FIBER CEMENT PANEL
 - 8 METAL CLADDING
 - 9 METAL RAILINGS
 - 10 METAL CANOPIES
 - 11 FABRIC CANOPIES
 - 12 VINYL WINDOWS
 - 13 ALUMINUM WINDOWS
 - 14 ROLL UP GARAGE DOOR
 - 15 NICHINA ALUMINATION SERIES PANEL OR EQUIV



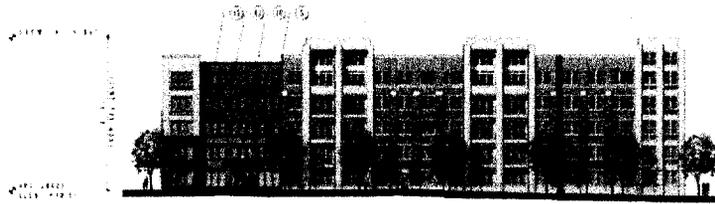
MONROE AVE ELEVATION



DSUP 2011-0001
 PY-Landbay I. Multi-family Building



DOG PARK ELEVATION



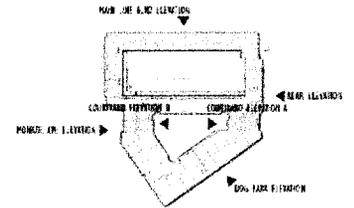
REAR ELEVATION



COURTYARD ELEVATION A



COURTYARD ELEVATION B



MATERIALS

- 1 BRICK 1
- 2 BRICK 2
- 3 BRICK 3
- 4 BRICK 4
- 5 MANUFACTURED STONE
- 6 PRECAST CONCRETE
- 7 FIBER CEMENT PANEL
- 8 METAL CLADDING
- 9 METAL RAILINGS
- 10 METAL CANOPIES
- 11 FABRIC CANOPIES
- 12 VINYL WINDOWS
- 13 ALUMINUM WINDOWS
- 14 ROLL UP GARAGE DOOR
- 15 NICHEHA ILLUMINATION SERIES
 PANEL OR EQUIP

VIII. STAFF RECOMMENDATIONS

1. The Final Site shall be in substantial conformance with the preliminary plan dated 11/14/2011 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, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. All sidewalks shall comply with Potomac Yard Design Guidelines.
 - c. Construct all concrete sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks shall be 6'.
 - d. All brick sidewalks shall comply with the City's Memo to Industry 05-08.
 - 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. If permitted by Code, provide a minimum 4 ft. wide landscape buffer along the length of the western property line with a variety of plantings within the buffer to include shrubs and shade trees planted approximately 30 ft. on center. A minimum 6 ft. wide concrete sidewalk shall be provided between the landscape buffer and the face of building. *** (P&Z)(RP&CA)(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 and the Potomac Yard Design Guidelines to the satisfaction of the Directors of P&Z and/or 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. Ensure positive drainage in all planted areas.
 - b. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. Continuous tree trenches shall be provided along streets where there are street trees. All trees shall have a minimum soil volume of 300 cubic feet and the trench outline shall be indicated on the site plan and landscape plan.
 - c. Provide an exhibit that demonstrates the proposed planting meets the City's standards for minimum soil volume per street tree.

- d. Provide planting details for all proposed conditions including street trees, multi-trunk trees, shrubs, perennials, and groundcovers.
(P&Z)(RP&CA)
4. Provide the following modifications to the landscape plan and supporting drawings:
 - a. Provide grading at the southern and western edges of the site which coordinates with the abutting park and with the dog park and which allows for a flatter, more usable park space. The most current design for the dog park is attached as an exhibit for reference.
 - b. Provide dimensioned sections for proposed tree wells which indicate how the edges of the well and adjacent sidewalk are structurally supported. Uncompacted growing medium is not permitted as structural support for sidewalks.
 - c. On all landscape sheets which show planting, include a legend to interpret the hatches on the plan.
 - d. Include all Required Notes as specified in Fig I-A of the City's *Landscape Guidelines*
 - e. Provide a note on the Landscape Plan which clarifies the agreement with the adjacent property owner for the landscape work which is to be performed outside of the site's southern property line.
 - f. For the planting proposed within the right-of-way on Main Line Boulevard, a landscape maintenance agreement shall be completed between the applicant and RP&CA to the satisfaction of the Director of RP&CA.
(P&Z)(RP&CA)
 5. Provide a site irrigation and/or water management plan developed installed and maintained to the satisfaction of the Directors of RP&CA, 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.
 6. Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions and 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 RP&CA, and/or P&Z, and T&ES. (RP&CA)(P&Z)(T&ES)
 7. 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)

8. Proposed plantings shall be coordinated with on-site utilities. Horizontal and vertical location of all site utilities including storm and sanitary sewer, water, electrical, gas and associated appurtenances shall be adjusted to maximize accommodation of street and on-site plantings. (P&Z)
9. Project elements associated with pedestrian areas including sidewalks, crosswalks, depressed curbs, street and site lighting, site lighting and site furnishings, signals and signs shall be located and coordinated so as maximize accommodation of street and on-site plantings. Horizontal and vertical locations of all associate service, footings and foundations shall be adjusted to maximize accommodation of street and on-site plantings. (P&Z)
10. The large, open space courtyard shall be designed to function as high-quality usable open space for the residents. At a minimum, the revised plans for this open space shall include in addition to the elements shown on the Preliminary Plan, the following to the satisfaction of the Director of P&Z:
 - a. Features and elements such as seating, trash receptacles, and pedestrian-scale lighting.
 - b. Varied paving patterns and materials.
 - c. Adequate landscaping and irrigation systems consistent with a high-quality apartment building. (P&Z)
11. Provide crown coverage calculations per the City's *Landscape Guidelines* to allow the City to track development's contribution to the Urban Forestry master plan goals. (RP&CA)

C. BUILDING:

12. Provide the following building refinements to the satisfaction of the Director of P&Z:
 - a. Submit window manufacturer's literature and sample showing proposed color to staff for approval prior to release of the building permit, to the satisfaction of the Director of P&Z. The yellow brick façade will use aluminum windows and all other facades will use vinyl windows.
 - b. Provide further refinement and detailing on the caps on the yellow and pink buildings which are depicted on the architectural elevations.
 - c. Amend the architectural sections to reflect the grading at the southern property line between the subject property and the park.
 - d. Amend the color of the grey building's panels to provide greater contrast with adjacent building materials.
 - e. Coordinate with City staff on the dimensions and integration of the DVP enclosure with the proposed building.
 - f. No visible wall penetrations or louvers for HVAC equipment are permitted on the Monroe Avenue or Main Line Boulevard façades. All such equipment shall be rooftop-mounted and louvers provided at that level.

- g. No wall penetrations shall be allowed for kitchen vents. These shall be carried through the roof and located where they are not visible from the public right-of-way.
 - h. Outside air, dryer and bathroom vents, if not carried through the roof, shall be painted to match the building and integrated within the façade design.
(P&Z)
13. Building materials, finishes, and relationships, including those of the DVP enclosure 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.***
 - c. Provide drawings of a mock-up panel that depict all proposed materials, finishes, and relationships as part of the first final site plan. *
 - d. Construct a color, on-site, mock-up panel of proposed materials, finishes, and relationships for review and approval prior to final selection of building materials. The mock-up panel shall be constructed and approved prior to release of building permits. **
 - e. The mock-up panel shall be located such that it shall remain on-site in the same location through the duration of construction until the first certificate of occupancy. *** (P&Z)
14. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of EarthCraft Multifamily Certification to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:
- a. Provide evidence of the project's completion of the EarthCraft Multifamily Development Charette with the submission of the first final site plan.*
 - b. Provide evidence completion of final EarthCraft Multifamily Design Checklist within six months of obtaining a final certificate of occupancy.
 - c. Provide documentation of EarthCraft Multifamily Certification within two years of obtaining a final certificate of occupancy.
 - d. Failure to achieve EarthCraft Multifamily Certification for the residential project will be evaluated by City staff, and if staff determines that a good faith, reasonable, and documented effort was not made to achieve these certification levels, then any City-wide Green Building policies existing at the time of staff's release of Final Site Plan will apply. (P&Z)(RP&CA)(T&ES)
15. The applicant shall work with the City for recycling and/or reuse of leftover, unused, and/or discarded building materials. (T&ES)(P&Z)
16. Energy Star labeled appliances shall be installed in all multi-family residential units.
(T&ES)

17. In order to provide a more sustainable use of natural resources, the applicant shall use EPA-labeled WaterSense or equivalent low flow fixtures. In addition, the applicant is encouraged to explore the possibilities of adopting water reduction strategies (i.e., use of gray water system on-site) and other measures that could reduce the consumption of potable water on this site. A list of applicable mechanisms can be found at <Http://www.epa.gov/WaterSense/pp/index.htm>. (T&ES)
18. The stairwells shall comply with the following, as permitted by Code. The stairwells within structured parking garages shall be visible, without solid walls. The balusters shall be open to allow for a clear line of vision. Provide guards that are 42" in height along open sides of the stairways and landings which are located 30" above the floor or grade below. The width between the balusters shall be no wider than 4" and the handrails are to be a minimum of 34" and a maximum of 38". (Police)
19. Elevator lobbies and vestibules shall be visible from the parking garage. The design of the elevator lobbies and vestibules in the parking garage shall be as open as code permits. (Police)

D. RETAIL USES:

20. Ground floor uses of areas designated on the plan as "retail" shall be limited to retail, personal service uses, day care centers, and restaurants, 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;
 - e. restaurants are subject to the applicable conditions below; and
 - f. 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)
21. 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)

22. Restaurants shall be permitted with an administrative special use permit provided they comply with Section 11-513(C), (L), and (M) of the Zoning Ordinance, with the following exceptions. Restaurants that do not meet these conditions may apply for a separate special use permit.
 - a. The maximum number of indoor and outdoor seats allowed shall be determined by the Building Code.
 - b. The hours of operation for the restaurant shall be limited to between 7:00 am and 11:00 pm Sunday through Thursday, and between 7:00 am and midnight Friday and Saturday.
 - c. If entertainment is proposed consistent with the Zoning Ordinance, then it must be demonstrated by a qualified professional that sufficient sound-proofing materials are provided so as to prevent the entertainment from disturbing building residents. (Code)(P&Z)(T&ES)

23. Ensure the following for the retail areas within the development, to the satisfaction of the Director of P&Z:
 - a. All retail entrances along Monroe Avenue shall be required to be operable entrances. This requirement shall be included as part of the lease for each tenant.
 - b. 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:

24. Design and develop a coordinated sign plan, which includes a color palette, for all proposed signage, including, but not limited to site-related signs, way-finding graphics, and residential and business signs. The plan shall be included as part of the Final Site Plan and shall coordinate the location, scale, massing and character of all proposed signage to the satisfaction of the Directors of P&Z, and/or RP&CA, and T&ES.*
 - a. Residential and business signs shall employ variety and creativity of design. Tenant designers shall bring a sculptural and dimensional quality to their signs.
 - b. Highlight the identity of individual business tenants through signage and storefront design. Coordinate signage with the building design and with individual storefront designs, including but not limited to integration with any proposed awnings, canopies, etc.
 - c. Pedestrian-oriented signs (e.g. projecting signs, window signs, etc.) are encouraged. Tenants with main storefront entrances on Street(s) shall incorporate a projecting or under-canopy sign. (P&Z) (RP&CA) (T&ES)

25. 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)
26. Internally illuminated box signs are prohibited. Explore the use of exterior illumination. (P&Z)
27. A freestanding subdivision or identification sign shall be prohibited. (P&Z)
28. 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)
29. Provide an exhibit which demonstrates the proposed signage complies with the dimensional requirements of the Zoning Ordinance. (P&Z)

F. PARKING:

30. **CONDITION ADDED BY PLANNING COMMISSION:** Locate a minimum of 343 parking spaces in the garage for residents, and 25 parking spaces for retail/visitors. Residential parking spaces shall be separated from retail/visitor spaces.
- a. Residents of the building shall be ineligible to apply for or receive Parking District 6 residential on-street parking permits. (PC) (P&Z)(T&ES)
31. Provide 36 bicycle parking space(s) per Alexandria's current Bicycle Parking Standards. Provide 4 spaces on the street to serve the retail and residential visitors and 32 secured and enclosed spaces in the garage, located to be easily accessible to residents and residential visitors. Bicycle parking shall comply with the Potomac Yard Design Guidelines other applicable City Standards for short- and long-term parking. Standards and details for allowable locations are available at: www.alexandriava.gov/bicycleparking and in the Potomac Yard Design Guidelines, available at <http://alexandriava.gov/PotomacYard> . (T&ES)
32. Provide a Parking Management Plan with the final site plan submission. The Parking Management Plan shall be approved by the Departments of P&Z and T&ES prior to the release of the final site plan and shall at a minimum include the following:
- a. Provide controlled access into the garage for vehicles and pedestrians. The controlled access shall be designed to allow convenient access to the parking for residents.
 - b. A plan of the garage facility, a description of access control equipment and an explanation of how the garage will be managed.
 - c. Appropriate signage shall be provided for the retail parking indicating hours which are reserved for retail patrons.* (P&Z)(T&ES)

33. Provide signage limiting parking duration on Monroe Avenue adjacent to the site during hours of retail operation to the satisfaction of the Director of Transportation & Environmental Services. Any additional on-street parking controls and restrictions which the applicant desires shall be shown on the final site plan and are subject to approval by the City. (P&Z)(T&ES)

G. TRANSPORTATION MANAGEMENT PLAN:

34. This project is 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 \$0.126 per net square foot of occupied retail/commercial space and \$81.143 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. (T&ES)

H. BUS STOPS AND BUS SHELTERS:

35. Provide adequate provision for a future bus stop to be located on Main Line Boulevard approximately 90 feet south of the intersection of Monroe Avenue and Main Line Boulevard. The bus stop shall be ADA compliant, which includes the following:
 - a. Install an unobstructed seven (7) foot wide, parallel to the roadway, by eight (8) foot wide, perpendicular to the curb, bus stop passenger loading pad. The loading pad shall be at the same grade as the sidewalk, connect the curb to the sidewalk, and the pad's surface material shall match the sidewalk. The exiting width of the sidewalk may be counted towards the 8 foot wide perpendicular to the curb area. Passenger loading pads shall never be placed on storm drain inlets, catch basins, and other obstacles that would make the bus stop and bus stop loading pad inaccessible.
 - b. Create a 100 foot "No Parking, Bus Stop Zone" if the bus stop is located along the curbside. This zone shall be adjacent to the intersection of Monroe Avenue and Main Line Boulevard, with no parking located between the intersection and the bus stop. If the bus stop is located on a bulb out / extension into the roadway, the 100 foot "No Parking, Bus Stop Zone" shall not be required.
 - c. Provide a 4 inch PVC sleeve 3 ½ feet from the curb for future installation of a bus stop pole and flag signage. The sleeve shall be covered by brick paving to match the proposed sidewalk until such time that the stop is operational. (T&ES)

I. SITE PLAN:

36. 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)
37. Submit the plat of subdivision and all applicable easements prior 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)
38. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, 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. (RP&CA)(P&Z)(T&ES)
39. 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/or 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. The walls and ceilings in the garage must be painted white or dyed concrete (white) to increase reflectivity and improve lighting levels at night.
 - k. The lighting for the structured parking garage shall be a minimum of 5.0 foot candle maintained, when occupied. When unoccupied the lighting levels will be reduced to no less than 1.5 foot candles.
 - l. 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)
40. 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. This plan will be used for official addressing. (P&Z)
41. On the demolition plan include labels and/or notes to indicate the demolition status of the sidewalks abutting the property which are impacted under this proposal, together with the demolition status of all associated items, (e.g. curbs, fire hydrants etc.) (P&Z)
42. On the grading plan, remove the conflicting grading information shown on the abutting park and show only one set of proposed grades which are coordinated between the park and the subject property. (P&Z)

J. CONSTRUCTION:

43. 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)
44. 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)

45. 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)
46. 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)
47. No major construction staging shall be allowed within the public right-of-way on Monroe Avenue and 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)
48. 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)
49. 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)
50. 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)
51. Identify a person who will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to

the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES.
(P&Z)(RP&CA)(T&ES)

52. 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)
53. Temporary construction and/or on-site sales trailer(s) shall be permitted and be subject to the approval of the Director of P&Z. The trailer(s) shall be removed prior to the issuance of a final certificate of occupancy permit. *** (P&Z)
54. 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)
55. 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)
56. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)
57. If there are outstanding performance, completion or other bonds for the benefit of the City in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met and the bond(s) released by the City. (T&ES)

K. SOLID WASTE:

58. Provide \$1,150 per receptacle to the Director of T&ES for purchase and installation of four (4) 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)

L. STREETS / TRAFFIC:

59. 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)
60. 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)
61. 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)
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 the parking structure. Show turning movements of the largest delivery vehicle projected to use the loading dock. Turning movements shall meet AASHTO vehicular guidelines and shall be to the satisfaction of the Director of T&ES. (T&ES)
64. The slope on parking ramp to garage entrance shall not exceed 12 percent. For slopes 10% and greater, provide trench drain connected to a storm sewer to eliminate or diminish the possibility of ice forming. (T&ES)
65. Furnish and install two 4" conduits with pull wires, and junction boxes located at a maximum interval of 300' underneath the sidewalks along the entire Monroe Avenue site frontage. These conduits shall terminate in an underground junction box at each of the four street corners of the site. The junction box cover shall have the word "TRAFFIC" engraved in it. (T&ES)

M. UTILITIES:

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

N. SOILS:

67. Provide a geotechnical report. (T&ES)

O. WATERSHED, WETLANDS, & RPAs:

68. 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:

69. 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)
70. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Worksheet A or B and Worksheet C, as applicable. (T&ES)
71. 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:

72. 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)
73. 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)

74. The final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - b. Submit a Risk Assessment indicating any risks associated with the contamination.
 - c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with "clean" soil.
 - d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
 - e. 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.
 - f. 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.
 - g. Applicant shall submit 3 hard copies and 2 electronic copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES)

R. NOISE:

75. All exterior loudspeakers shall be prohibited and no amplified sound shall be audible at the property line. (T&ES)
76. If a restaurant use is proposed, the use of loudspeakers or musicians outside is prohibited. (T&ES)
77. Supply deliveries, loading, and unloading activities shall not occur between the hours of 11:00pm and 7:00am. (T&ES)

S. AIR POLLUTION:

78. If fireplaces are utilized in the development, the Applicant is required to install electric or gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
79. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into any street, alley, or storm sewer. (T&ES)

T. ARCHAEOLOGY:

80. Call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds. The language noted above shall be included on all final site plan sheets involving any ground disturbing activities. (Archaeology)
81. 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:

82. If the project building converts to a condominium, all condominium association covenants shall be reviewed by the Director of P&Z and the City Attorney to ensure inclusion of all the conditions of this DSUP prior to applying for the first certificate of occupancy permit for the project. The association covenants shall include the conditions listed below, which shall be clearly expressed in a separate section of the covenants. The language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this development special use permit approved by City Council.
- a. The principal use of the garage and parking spaces shall be for passenger vehicle parking only; storage which interferes with the use of a parking space for a motor vehicle is not permitted.
 - b. The designated visitor parking spaces shall be reserved for the use of the condominium guests.
 - c. All landscaping and open space areas within the development shall be maintained by the Homeowners' and/or Condominium Owners' Association.
 - d. Exterior building improvements or changes by future residents shall require the approval of the City Council, as determined by the Director of P&Z.
 - e. 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)
83. Present a disclosure statement to potential buyers and renters disclosing the following to the satisfaction of the Director of P&Z and the City Attorney:
- a. That heavy industrial uses, Metrorail tracks, other railway operations, and electricity substation and a dog park are located within the immediate vicinity of the project, and are permitted to continue indefinitely. (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.
- C -1. As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for Performance Bond release. Refer to City of Alexandria Landscape Guidelines, Section III A & B. ***** (P&Z)(T&ES)
- C-2. The landscape elements of this development shall be subject to the Performance and Maintenance bonds, based on criteria established by the City and available through T&ES. Release of Performance and Maintenance Bonds are subject to inspections by City staff per City Code requirements. A final inspection for landscaping is also required three years after completion. ***** (P&Z)(T&ES)

Transportation and Environmental Services

- F - 1. No comments received from DASH.
- F - 2. ASA has no comments.
- F - 3. Transit has no comments on the preliminary submission.
- F - 4. Drawdown table for Partial Landbays I, J and L is no longer valid. Update as necessary. (T&ES- OEQ)
- F - 5. Sheet C-8: Correct overlapping text. (T&ES- Engineering)
- F - 6. Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES)

- F - 7. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:
<http://alexandriava.gov/uploadedfiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203.%202009.pdf>
- F - 8. 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 - 9. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)
- F - 10. Include all symbols, abbreviations, and line types in the legend. (T&ES)
- F - 11. 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 - 12. 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 - 13. 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 - 14. 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 - 15. 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 - 16. 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 - 17. 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 - 18. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)
- F - 19. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

- F - 20. 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 - 21. 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 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES)
- C - 5 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES)

- C - 6 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES)
- C - 7 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to 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 - 8 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. The memorandum is available at the following web address of the City of Alexandria (T&ES)
- [http://alexandriava.gov/uploadedfiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20\(02-07\).pdf](http://alexandriava.gov/uploadedfiles/tes/info/New%20Sanitary%20Sewer%20Connection%20and%20Adequate%20Outfall%20Analysis%20(02-07).pdf)
- C - 9 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 City's storage space guidelines and required Recycling Implementation Plan forms are available at: www.alexandriava.gov or contact the City's Solid Waste Division at 703-746-4410, or via email at commercialrecycling@alexandriava.gov, for information about completing this form. (T&ES)
- C - 10 The applicant shall be responsible to deliver the solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

- C - 11 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 - 12 Bond for the public improvements must be posted prior to release of the site plan.* (T&ES)
- C - 13 The sewer tap fee must be paid prior to release of the site plan.* (T&ES)
- C - 14 All easements and/or dedications must be recorded prior to release of the site plan.* (T&ES)
- C - 15 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES)
- C - 16 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)
- C - 17 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)
- C - 18 The thickness of sub-base, base, and wearing course shall be designed using "California Method" as set forth on page 3-76 of the second edition of a book entitled, "Data Book for Civil Engineers, Volume One, Design" written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES)
- C - 19 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)
- C - 20 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES)

- C - 21 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)
- C - 22 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)
- C - 23 The applicant shall comply with the City of Alexandria's Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES)
- C - 24 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 - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)
- C - 26 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)

Virginia American Water Company:

- R-1 Show the fire service line in plan and profile if required for this project.

Fire Department:

- F-1 The following comments are for preliminary review only. Additional comments may be forthcoming once the applicant provides supplemental information for review. Please direct any questions to Maurice Jones at 703-746-4256 or maurice.jones@alexandriava.gov.
- C-1 The developer shall provide a separate Fire Service Plan which illustrates where applicable: a) emergency ingress/egress routes to the site; b) two sufficiently remote fire department connections (FDC) to the building; c) all existing and proposed fire hydrants where fire hydrants are located between forty (40) and one hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) around the building with a width of eighteen (18) feet (one way) and twenty-two (22) feet for two-way traffic; f) the location and size of the separate fire line for the building fire service connection and fire hydrants g) all Fire Service Plan elements are subject to the approval of the Fire Official.

Note: Currently plans (page C10.00) show hydrants exceeding 100 feet from proposed FDC locations. In addition, there is no hydrant coverage shown on the South side (park) of the property. **(Condition satisfied)**

- C-2 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan. This information will help to determine if this parking garage is classified as an open parking structure.
- C- 3 Since the building is over 50 feet in height, it is required to have ladder truck access to 48% perimeter of the buildings by public roads or recorded emergency vehicle easements (EVE). For a building face to be considered accessible by a ladder truck the curb line shall be at least 15 feet and no more than 30 feet from the face of the building. Alternatives that demonstrate equivalency to this requirement will be considered on a case by case basis. All elevated structures used for this purpose shall be designed to AASHTO HS-20 loadings.
- C- 4 The developer shall provide three wet stamped copies of the fire flow analysis performed by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. The three copies shall be submitted to Alexandria Fire Department, Fire Prevention, C/O A. Maurice Jones, Jr. 900 Second Street, Alexandria, Va. 22314, not to the Site Plan Coordinator of Code Administration.
- C - 5 A Knox Box building key access system shall be installed to facilitate building entry by fire department personnel during an emergency.
- C - 6 The applicant of any building or structure constructed in excess of 10,000 square feet; or any building or structure which constructs an addition in excess of 10,000 square feet shall contact the City of Alexandria Radio Communications Manager prior to submission of final site plan. The proposed project shall be reviewed for compliance with radio requirements of the City of Alexandria to the satisfaction of the City of Alexandria Radio Communications Manager prior to site plan approval. Such buildings and structures shall meet the following conditions:
- a) The building or structure shall be designed to support a frequency range between 806 to 824 MHz and 850 to 869 MHz.
 - b) The building or structure design shall support minimal signal transmission strength of -95 dBm within 90 percent of each floor area.
 - c) The building or structure design shall support a minimal signal reception strength of -95 dBm received from the radio system when transmitted from within 90 percent of each floor area.
 - d) The building or structure shall be tested annually for compliance with City radio communication requirements to the satisfaction of the Radio Communications Manager. A report shall be filed annually with the Radio Communications Manager which reports the test findings.

If the building or structure fails to meet the above criteria, the applicant shall install to the satisfaction of the Radio Communications Manager such acceptable amplification systems incorporated into the building design which can aid in meeting the above requirements. Examples of such equipment are either a radiating cable system or an FCC approved type bi-directional amplifier. Final testing and acceptance of amplification systems shall be reviewed and approved by the Radio Communications Manager.

- C - 7 Where required, the final site plans shall show placement of emergency vehicle easement signs. See sign detail and placement requirements below.

D102 -Emergency Vehicle Easements

D102.1 Emergency Vehicle Easements. Emergency vehicle easements shall be a minimum of 22 feet across the travel lane. The emergency vehicle easement shall provide access to strategic areas of the building and fire protection systems. Curbing and street components shall conform to the standards established by Transportation and Environmental Services and this document for emergency vehicle easements.

D102.2 Sign Specifications. Emergency vehicle easement signs shall be metal construction, 12-inches wide and 18 inches in height. Provide red letters on reflective white background with a 3/8-inch red trim strip around the entire outer edge of the sign. The lettering shall say "NO PARKING," "EMERGENCY VEHICLE EASEMENT," "EM. VEH. EAS," and "City of Alex.," Lettering size shall be as follows: "NO PARKING" - 2 inches, "EMERGENCY VEHICLE EASEMENT" - 2½ inches. EM. VEH. EAS. - 1 inch, CITY OF ALEX. - ½ inch. Directional Arrows - 1 inch by 6 inches solid shaft with solid head - 1½ inches wide and 2 inches deep (For examples, see Figures D102.1, D102.2, and D102.3). Signs shall be mounted with the bottom of the sign 7 feet above the roadway, and shall be properly attached to a signpost or other approved structure such as designated by the fire official. Posts for signs, when required, shall be metal and securely mounted. Signs shall be parallel to the direction of vehicle travel and posted so the directional arrows clearly show the boundaries and limits of the Emergency Vehicle Easement. In areas where emergency vehicle easements involve two-way traffic, double mounted signs shall be provided. The maximum distance between signs shall be 100 feet. Other special signs or modifications to emergency vehicle easement signs shall be approved by the fire official.

D102.3 Fire Dept. Access Lanes/Mountable Curbs. Where curbing is a component of the emergency vehicle easement, the curbing construction shall conform to weight and grade requirements for vehicular traffic. In no circumstances shall a raised curb be located in the path of travel in an emergency vehicle easement. Where a mountable curb is provided as part of an emergency vehicle easement, emergency vehicle easement signs shall be posted at the point nearest the edge of the emergency vehicle easement, but in no case within the clear width of the emergency vehicle easement.



Figure D102.1 Fire Lane Sign Left Arrow



Figure A107.2 Fire Lane Sign Right Arrow

C-8 Where applicable, provide vehicle turning radius information based on the following specifications:

Alexandria Fire Department
Fire Apparatus Specification Information

1. **Tractor Drawn Aerial Ladder Truck w/100' Ladder**
Apparatus I.D.# - Truck 208
Overall Length - 678" (56' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheel Bases:
Tractor - 150" (12' 5") from front steer axle to drive axle.
Trailer - 306" (25' 5") from drive axle to rear steer axle.
GVW: 64,500#
Angle of Approach: Tractor - 11 degrees and Trailer - 11 degrees
Angle of Departure: Tractor - 11 degrees and Trailer - 15 degrees
Ramp Breakover: Tractor - 6 degrees and Trailer - 12 degrees
Turning Radius: Within 45' wall to wall.
2. **Rear Mount Aerial Ladder Truck**
Apparatus I.D.# - Truck 204
Overall Length - 496" (41' 4")
Overall Width - 108" (9') w/mirrors
Wheel Bases:
Front Axle to No. 1 Rear Axle (First Axle of Tandem) - 215" (17' 11")
Front Axle to No. 2 Rear Axle (Second Axle of Tandem) - 289" (22' 4")
Tandem Axle Spacing - 54" (4' 5")
GVW: 60,500#
Angle of Approach: 11 degrees
Angle of Departure: 10 degrees
Ramp Breakover: 5 degrees
Turning radius: Within 43' wall to wall.
3. **Dash 2000 Heavy Duty Rescue Pumper (Engine)**
Apparatus I.D.# - Rescue Engine 209
Overall Length - 390" (32' 6")
Overall Width - 108" (9') w/mirrors and 96" (8') w/o mirrors.
Wheelbase - 212' 5" (18' rounded to the nearest foot).
GVW: 51,800#
Angle of Approach: 11 degrees
Ramp Breakover: 8 degrees
Turning Radius: Within 42' wall to wall
4. **City of Alexandria Advance Life Support Ambulance**
Apparatus I.D.# - Medic 202 (Specifications applicable to Medic 205, 206, 207, and M208)
Overall Length: 297" (24 ft. 9 in.)
Overall Width: 110" (9 ft. 2 in.) w/mirrors and 99" (8 ft 3 in.) w/o mirrors.
Overall Height: 114" (9 ft. 6 in.)
Wheel Base: 167" (13 ft 11 in.)

C-9 Stairway Identification signs shall be provided at each floor landing in interior vertical exit enclosures connecting more than three stories designating the floor level, the terminus of the top and bottom of the stair enclosure and the identification of the stair. The signage shall also state the story of, and the direction to the exit discharge and the availability of roof access from the stairway for the fire Department, in accordance with the following requirements.

Stairway identification signs. Stairway identification signs shall be provided at each landing in all interior exit stairways connecting more than three stories. Stairways shall be identified by letter designation starting next to the main entrance with "A" and continuing in a clockwise or left to right pattern using consecutive letters of the alphabet for each additional stairway. Two copies of the stairway signs shall be submitted to the fire official for approval within 30 days of completion of construction or receipt of notification.

Sign requirements. Stairway signs shall designate the stairway letter, state the floor level, the level of exit discharge, and if there is access or no access to the roof regardless if the access door or roof hatch locks. The bottom of the sign shall be located five (5) feet above the floor landing in a position that is readily visible when the stairwell door is opened or closed. The signs must have lettering that is a minimum of 2 inches but no greater than 4 inches in height. This information may be stenciled directly onto the wall but all lettering must be of a color contrasting with the background stairway wall color. (See Figure 1020.1.6.1)

Footprint requirements. In buildings greater than three stories where there is no graphic representation of the building footprint, a simplified building schematic must be display in the lobby. The simplified building footprint shall be an overhead view of the buildings exterior and the general layout of the lobby of the first floor. Stairways shall be denoted by letter as stated in section 1020.1.6. (See Figure 1020.1.6.2)

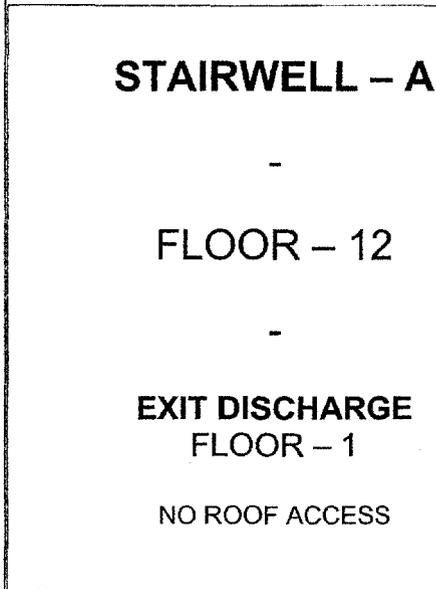


Figure 1020.1.6.1 Example Stairway Identification Sign

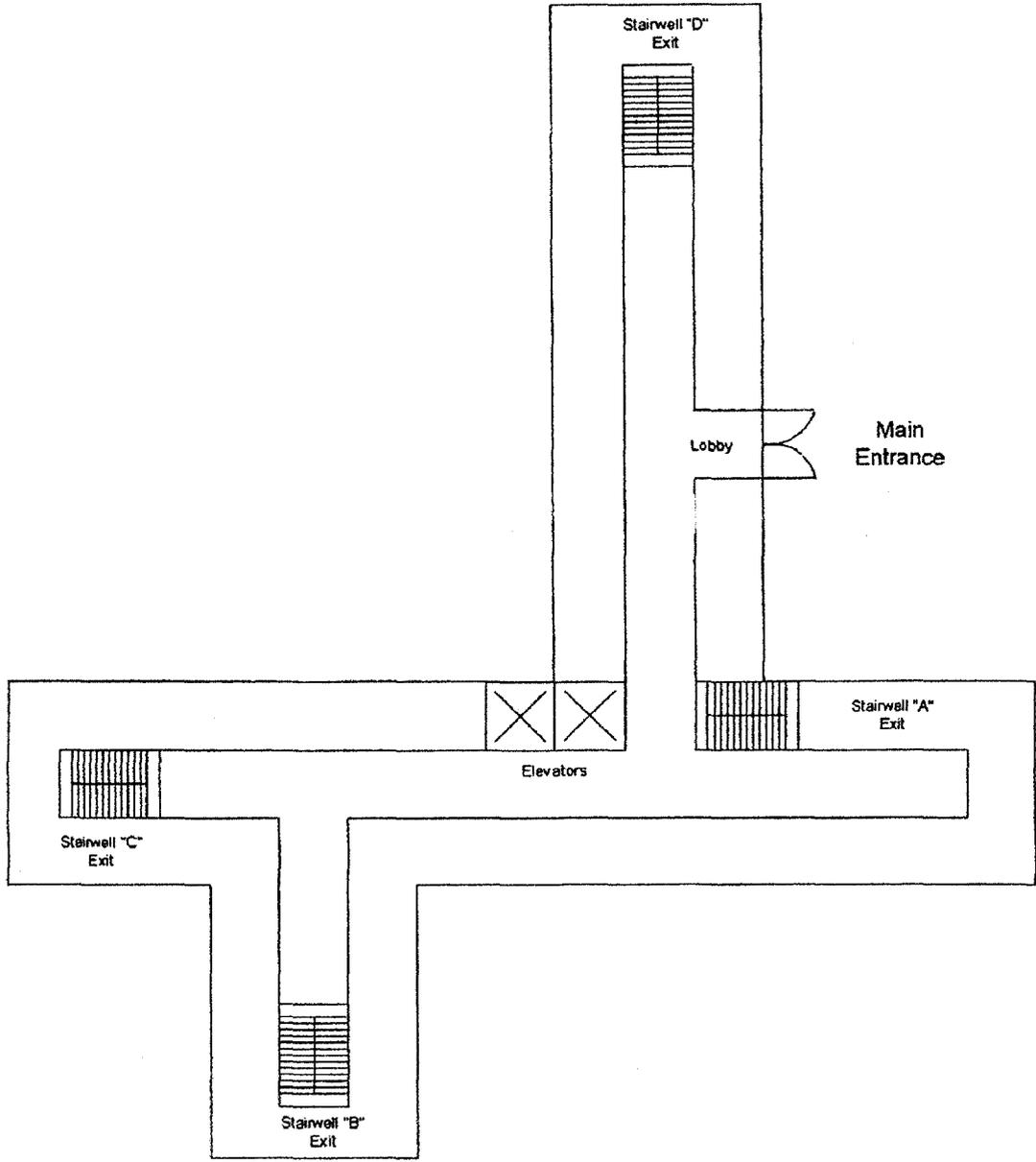


Figure 1020.1.6.2 Example Building Footprint Sign

- C-10 A separate fire service line tap is required for the building fire service line. Show all line sizes for fire service lines and fire hydrants on fire service plan.
- R- 1 For firefighting reasons it is recommended that at least one stair extend thru the roof so that door access to the roof is provided.
- R-2 Due to limited fire department access to the parking garage and the proximity to the residential units, it is recommended that a dry fire sprinkler system be installed throughout the parking garage, not just on the required underground levels. In addition, it is recommended that an automatic dry standpipe system be installed in the parking garage.

Code Administration (Building Code):

- C-1 Building and trades permits are required for this project. Five sets of *construction documents* sealed by a *Registered Design Professional* that fully detail the construction as well as layout and schematics of the mechanical, electrical, and plumbing systems shall accompany the permit application(s)
- C-2 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-3 The developer shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) floor area per floor; e) fire protection plan.
- C-5 A Certificate of Occupancy is required prior to opening. Since this space will contain mixed uses, the certificate must state the purpose for which each space is to be used in its several parts.
- C-6 A separate water supply is required for the fire protection systems. Review the requirements for minimum size underground in accordance with NFPA #13, NFPA #14 and NFPA #20. Sheet C7.10 indicates a single 4" water line entering the building.
- C-7 This structure contains mixed use groups [S-2 Storage, R-2 Residential, M- Mercantile], and is subject to the mixed use and occupancy requirements of the USBC.
- C-8 All exterior walls within 5 feet from an interior property line shall have a fire resistance rating of 1 hour, from both sides, with no openings permitted within the wall. As alternative, a 2 hour fire wall may be provided.
- C-9 Accessible parking spaces for apartment and condominium developments shall remain in the same location(s) as on the approved site plan. Handicap parking spaces shall be properly signed and identified as to their purpose in accordance with the USBC and the Code of Virginia. Ownership and / or control of any handicap parking spaces shall remain under common ownership of the apartment management or condominium

association and shall not be sold or leased to any single individual. Parking within any space identified as a handicap parking space shall be limited to only those vehicles which are properly registered to a handicap individual and the vehicle displays the appropriate license plates or window tag as defined by the Code of Virginia for handicap vehicles. The relocation, reduction or increase of any handicap parking space shall only be approved through an amendment to the approved site plan.

- C-10 Toilet Rooms for Persons with Disabilities:
 - (a) Water closet heights must comply with USBC 1109.2.2
 - (b) Door hardware must comply with USBC 1109.13
- C-11 Toilet Facilities for Persons with Disabilities: Larger, detailed, dimensioned drawings are required to clarify space layout and mounting heights of affected accessories. Information on door hardware for the toilet stall is required (USBC 1109.2.2).
- C-12 Required exits, parking, and facilities shall be accessible for persons with disabilities.
- C-13 The public parking garage (Use Group S-2) is required to be equipped with a sprinkler system (USBC 903.2.10).
- C-14 Enclosed parking garages must be ventilated in accordance with USBC 406.4.2.
- C-15 The developer shall declare on the plans if the parking structure is considered a public parking structure complying with Chapter 4 of the USBC or an open parking structure. If the structure is declared as an open parking structure, the developer shall submit information detailing how the structure meets the openness criteria. If the structure is declared a public parking structure, the plans shall reflect required water and sewer lines, FDC's and oil / water separator locations
- C-16 The applicant shall comply with the applicable accessible signage requirements of USBC 1110.
- C-17 Means of Egress shall comply with the USBC.
- C-18 Building height and area shall comply with the USBC.
- C-19 Upon the time of submission for a building permit, clear accurate details shall also be submitted indicating the extent and location of all horizontal assemblies per USBC Section 702.

Police

Parking Garage Recommendations

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

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

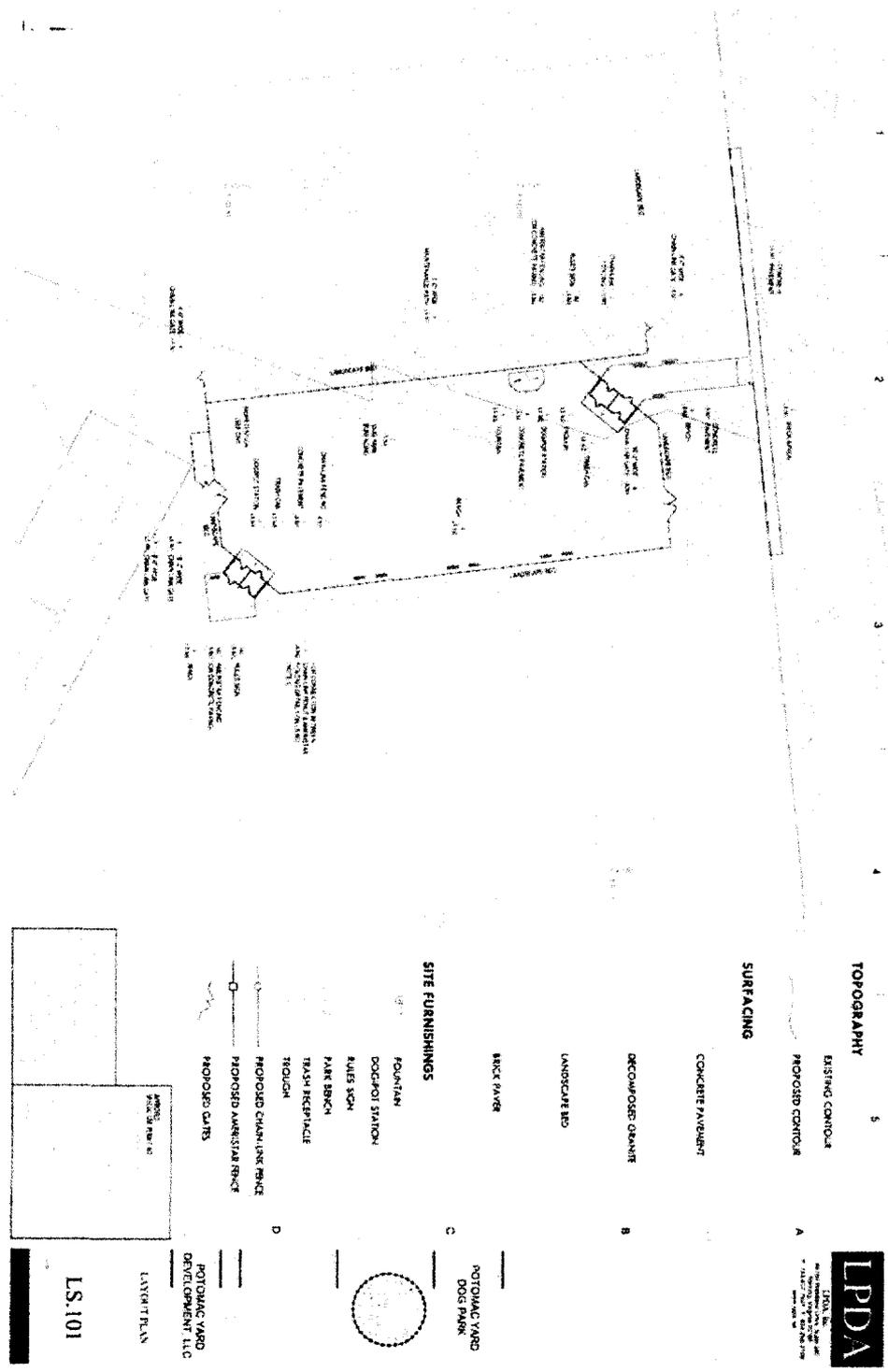
- F - 1. If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic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

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

Attachments:

Preliminary design for the dog park (currently under review by the City)



IX. ATTACHMENTS

Attachment A: Multifamily Unit Transfer Study

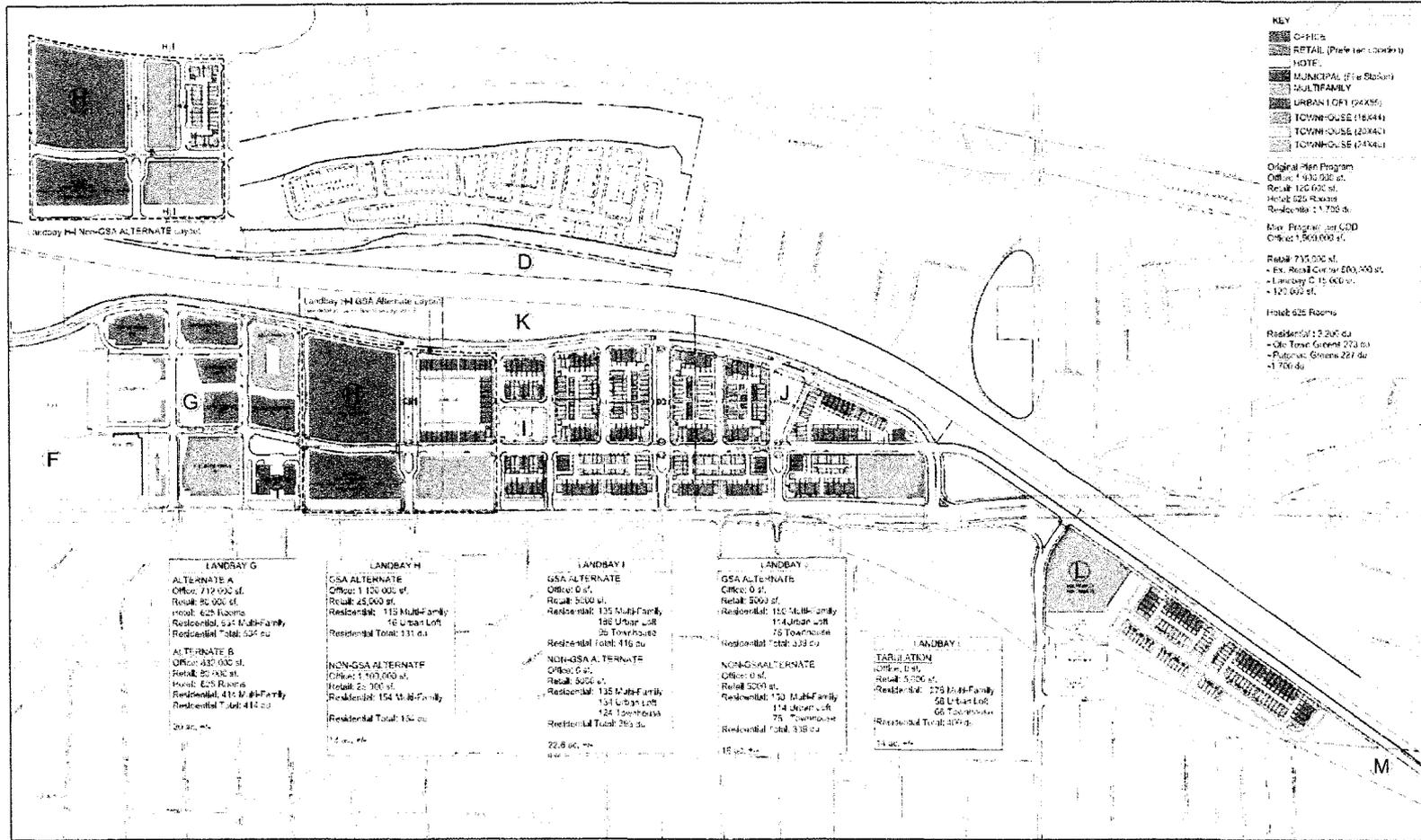
Potomac Yard - CDD #10
Multifamily Unit Transfer Study
 24-Oct-11

CDD #10 Tabulations

Study Tabulations

<u>Landbay</u>			<u>Existing</u>		<u>Proposed</u>		<u>Unit Breakdown</u>
		<u>15% -</u>	<u>Unit Count</u>	<u>15% +</u>	<u>Unit Count</u>	<u>% Change</u>	
H	GSA	99.5	117	134.6	131	12%	115 MF/16 UL
	Non-GSA	143.7	169	194.4	154	-8.90%	154 MF
I	GSA	374	440	506	416	-5.50%	135 MF/186 UL / 95 TH
	Non-GSA	329.8	388	446.2	393	1.30%	135 MF/134 UL / 124 TH
J	GSA	310.3	365	419.8	339	-7.10%	150 MF / 114 UL / 75 TH
	Non-GSA	310.3	365	419.8	339	-7.10%	150 MF / 114 UL / 75 TH
L	GSA	309.4	364	418.6	400	9.90%	276 MF / 58 UL / 66 / TH
	Non-GSA	309.4	364	418.6	400	9.90%	276 MF / 58 UL / 66 / TH
<u>GSA Total</u>			1286		1286		UL = Urban Loft
<u>Non-GSA Total</u>			1286		1286		TH = Townhouse
							MF = Multifamily

Attachment B: Amended CDD Concept Plan



LandDesign .

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

Potomac Yard
 Working Plan



October 24, 2011 LDP0202152

Attachment C: Letter from PYDAC

To: Alexandria Planning Commission and City Council
From: Potomac Yard Design Advisory Committee (PYDAC), November 9, 2011

Re: Plan for Landbay L - Multifamily at Potomac Yard and its compliance with design guidelines

PYDAC has reviewed the proposal for the Landbay L - Multifamily development 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:

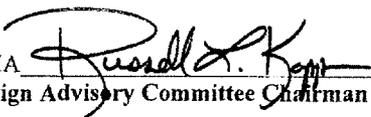
Creating Neighborhoods. The proposal is connected to and is coordinated with the larger townhouse development recently approved for Landbay L that has an interconnected street grid system with parks and/or play areas for the neighborhood.

Neighborhood Open Spaces. The proposed multifamily development is part of the larger overall townhouse development in Landbay L, which contains a series of open spaces that meet the requirements of the Design Guidelines. The proposed development will be coordinated with the adjacent open space areas.

Pedestrian-Friendly Environment. Sidewalks with shade trees are provided on the adjacent public streets. Pedestrian plazas and sidewalks provide connections to adjacent open spaces and play areas in the townhouse portion of the landbay and to the future dog park.

Mixed-Use Development. The proposal is consistent with the CDD Concept Plan by providing a residential multifamily development with approximately 3,000 square feet of retail on the ground floor with access to Monroe Avenue.

Building Design. The proposed mixed-use multifamily/retail building meets the intent of the urban design standards with regard to frontage and orientation requirements, building mass, heights, and architectural design and materials of the building. The above grade (partially below grade) parking structure is embedded within the building and is not visible from the street; therefore meets the intent of the design guidelines.

Russell L. Kopp, AIA 
Potomac Yard Design Advisory Committee Chairman

16 DECEMBER, 2011
Date

Attachment D: Del Ray Citizens Association

Del Ray Citizens Association

Established 1954
delraycitizens@yahoo.com

P.O. Box 2233, Alexandria, VA 22301
<http://www.delraycitizen.org>

December 20, 2011

Faroll Hamer, Director, Department of Planning and Zoning
City Hall, Room 2100
Alexandria, VA 22314

Subject: DSUP - Potomac Yard Multifamily project Landbay L

Dear Ms. Hamer,

The Del Ray Citizen Association (DRC A) Land Use Committee (LUC) held a special community meeting at the Mount Vernon Recreation Center on December 7, 2011 for the Multifamily Project in Landbay L at Potomac Yards. The meeting was attended by seven (7) LUC members, five (5) community members, the applicant's attorney, the project architect and the project owner as well as Katye North, from the City.

Community members were concerned about the density shift and felt as though there had been some 'back door' deals made between the developer and the City. After further discussion, it was understood the density shift was within the parameter of the Potomac Yard Design Guidelines. The community would like to be kept informed of changes like this and the potential impact on the neighborhood.

Also mentioned during the discussion was a desire to revisit the existing streetscape along Monroe Avenue between Mount Vernon Avenue and Main Line. Currently, this section of roadway lacks pedestrian-friendly sidewalks i.e. there is a telephone post in the middle of the sidewalk. The LUC feels this segment of Mount Vernon Avenue is an important pedestrian connection between Mount Vernon Avenue and Potomac Yards and would encourage the City to set up a task force to explore possible options for improving the multimodal pathways along this route.

The LUC has voted to support the application and the requested parking reduction. The LUC requests the following be made conditions of the DSUP:

- The applicant shall work with the City to provide bike racks adjacent to the retail locations for retail users.
- Residents would not be eligible for participation in any future Residential Parking District.

Sincerely,

Kristen K. Gedeon
Co-Chair
Land Use Committee

cc:
Barbara Ross, Deputy Director of Planning and Zoning
Katye North, Urban Planner
Kendra Jacobs, Administrative Supervisor

*Celebrating 100 years of the Town of Potomac
1908 - 2008*



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSP # 2011-0001

Project Name: Landbay L-Multifamily

PROPERTY LOCATION: Potomac Yard-Landbay L 1400 MAIN LINE BLVD

TAX MAP REFERENCE: 44.03-07-01 **ZONE:** CDD #10

APPLICANT:

Name: Potomac Yard Landbay L, LLC

Address: 6900 Wisconsin Avenue, Suite 303, Chevy Chase, MD 20815

PROPERTY OWNER:

Name: Potomac Yard Development, LLC

Address: 10600 Arrowhead Drive, Suite 225, Fairfax, VA 22030

SUMMARY OF PROPOSAL Development Special Use Permit with Site Plan for multifamily building containing 276 residential units and approximately 3,500 sq. ft. of retail use.

MODIFICATIONS REQUESTED _____

SUPs REQUESTED 1. Parking reduction; 2. Transfer of dwelling units through a Development Special Use Permit with Site Plan in accordance with CDD Condition 3A.

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

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

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

Potomac Yard Landbay L, LLC
By: M. Catharine Puskar

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

Mailing/Street Address
Arlington, VA 22201
City and State Zip Code

M. Catharine Puskar
Signature

703-528-4700 703-525-3197
Telephone # Fax #

cpuskar@arl.thelandlawyers.com
Email address

October 24, 2011
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____	Received Plans for Completeness: _____
Fee Paid and Date: _____	Received Plans for Preliminary: _____
ACTION - PLANNING COMMISSION: _____	
ACTION - CITY COUNCIL: _____	

3
31

ALL APPLICANTS MUST COMPLETE THIS FORM.

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

1. The applicant is: (check one)

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

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

See Ownership Attachment

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

- Yes.** Provide proof of current City business license.
- No.** The agent shall obtain a business license prior to filing application, if required by the City Code.
- N/A**

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 See Ownership Attachment		
2.		
3.		

3. Business or Financial Relationships. Each person or entity indicated above in sections 1 and 2, with an ownership interest in the applicant or in the subject property are require to disclose **any** business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the 12-month period prior to the submission of this application with any member of the Alexandria City Council, Planning Commission, Board of Zoning Appeals or either Boards of Architectural Review. **All fields must be filled out completely. Do not leave blank. (If there are no relationships please indicated each person or entity below and "None" in the corresponding fields)**

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

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

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

10/24/2011 M. Catharine Puskar
Date Printed Name


Signature

Ownership Attachment
October 24, 2011

Applicant

Potomac Yard Landbay L, LLC
6900 Wisconsin Avenue, Suite 303
Chevy Chase, Maryland 20815

Name	Address	Percent Ownership
AW Potomac Yard, LLC	19583 Saratoga Springs Place Ashburn, Virginia 20147	50%
DIV Potomac I-A, LLC	One Appleton Street Boston, Massachusetts 02116	43%

Owner

Potomac Yard Development, LLC, a Delaware limited liability company
10500 Arrowhead Drive, Suite 225
Fairfax, Virginia 22030

Pulte Homes Corporation and Centex Homes are the sole members of Potomac Yard Development, LLC. Pulte Homes Corporation and Centex Homes are publicly traded on the New York Stock Exchange.

DSUP Statement of Support
October 24, 2011

The Applicant proposes to develop the northern portion of Potomac Yard, Landbay L identified as City of Alexandria Tax Map reference 44.03-07-01 (the "Property"). The Property is located in the southern portion of the Potomac Yard area and is bordered by Landbay K and the Del Ray neighborhood. The 2.5 acre Property is located within walking distance of the Braddock Road Metrorail Station.

The Applicant proposes a five-story, multifamily building with 276 units and approximately 3,500 square feet of retail space. This multifamily building will complement the townhouses to the south that were approved in September 2011 and will complete the development of Landbay L. The proposed building will feature an art deco design that takes inspiration from other art deco buildings in the City of Alexandria such as the Torpedo Factory, George Washington Middle School, and Gold Crust Bakery. The Applicant has worked to provide both horizontal and vertical expressions in the building design. Additionally, the design features building hyphens that connect the buildings while separating them stylistically and providing the required building breaks. The CDD permits building heights of up to 90 feet and the Applicant proposes a building height of approximately 65 feet. The primary building entrance will be on Monroe Avenue. Access to the parking garage and loading area will be provided from Main Line Boulevard.

Due to the proximity of the Property to the Braddock Road Metrorail Station, the Applicant requests a parking reduction. The Zoning Ordinance requires a total of 411 parking spaces and the Applicant proposes to provide 368 parking spaces in a parking structure. The parking structure is completely wrapped by the proposed building. One (1) level of parking will be provided below grade and five (5) levels of parking will be provided above grade. The proposed parking includes 343 residential parking spaces and 25 visitor spaces for residential visitors, retail patrons, and employees. There are also parallel parking spaces on Monroe Avenue and Main Line Boulevard adjacent to the building to serve visitors, employees, and retail patrons.

The Applicant proposes approximately 9,157 square feet of open space on the Property. The building will feature an attractive, interior courtyard. Additionally, the Applicant has worked to connect the Property to the dog park located to the west of the Property. In addition to the interior courtyard and dog park connection, the Property is located directly across Monroe Avenue from Simpson Fields and directly across Main Line Boulevard from the Landbay K Park. The combination of the proposed dog park, open space from the approved townhomes within Landbay L, and the open space on the Property, totals approximately 3.46 acres of open space, in excess of the required 2.5 acres of open space for Landbay L. The Applicant has also worked to ensure that the proposed streetscaping is in conformance with the Potomac Yard Urban Design Guidelines.

In sum, the Applicant proposes a high-quality multifamily building that conforms to CDD #10 as well as the Potomac Yard Design Urban Guidelines. The use will provide accessory

retail that is conveniently located to the proposed Simpson Fields and residential units that are conveniently located in proximity to the Braddock Metrorail Station.

{A0501502.DOCX / 1 Statement of Support 005784 000009}

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

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

*See Note

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

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

*See Note

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

Day	Hours	Day	Hours
*See Note			

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

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

*See Note

B. How will the noise from patrons be controlled?

*See Note

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

*See Note

61

*Tenant(s) for proposed retail space have not been identified. As such, details of operation cannot be provided at this time. However, operational details anticipated to be consistent with other retailers in Potomac Yard and vicinity.

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

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

*See Note

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

*See Note

C. How often will trash be collected?

*See Note

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

*See Note

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:

*See Note

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:

*See Note

62

*Tenant(s) for proposed retail space have not been identified. As such, details of operation cannot be provided at this time. However, operational details anticipated to be consistent with other retailers in Potomac Yard and vicinity.

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

*See Note

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.

*See Note

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?

411

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

271 Standard spaces

65 Compact spaces

7 Handicapped accessible spaces

25 Other (Residential visitors, retail employees, and patrons)

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

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

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 1

- B. How many loading spaces are available for the use? 1

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

Within the proposed parking garage with access from Main Line Boulevard.

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

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

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

Street access is adequate.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

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

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

The Applicant requests a parking reduction from 411 to 368 spaces.

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

See attached Statement of Justification.

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

Parking in strict conformance of the Zoning Ordinance is not necessary given the Property's use characteristics and proximity to the Braddock Road Metrorail Station.

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

Yes. No.

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

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

Statement of Justification – Parking Reduction*October 24, 2011*

For the property identified by City of Alexandria Tax Map Reference 44.03-07-01 and located in the northern portion of Landbay L within Potomac Yard (the "Property"), the Applicant proposes a total of 276 multifamily units and approximately 3,500 square feet of retail use. Based on the strict requirements of the Zoning Ordinance, a total of 411 parking spaces is required. The Applicant requests a parking reduction due to the characteristics of the proposed uses and the Property's location.

The Applicant proposes a total of 276 multifamily units on the Property. Of these units, only one and two bedroom units are proposed. More specifically, 202 units are one bedroom units and 74 are two bedroom units. In addition to the fact that the majority of the units are one bedroom units, the Property is located approximately 1,500-2,000 feet from the Braddock Road Metrorail Station meaning that many residents will utilize public transit. The proposed parking reduction is consistent with the City's policy of limiting parking in order to incentivize transit use.

The proposed retail use within the building will primarily serve the residents of the multifamily building, the adjacent townhouses to the south of the Property, as well as visitors to the Simpson Fields, located to the north of the Property. The retail use will not be a destination use that will require additional parking. The property does accommodate parallel on-street parking spaces that will facilitate parking convenient to the proposed retail use.

In sum, the characteristics of the proposed residential and retail uses and the location of the Property support a parking reduction for the Property.

Kendra Jacobs

Subject: FW: Potomac Yard Development – Land bay L multifamily building - Hearing Jan 5, 2012

From: Patrice & Paul Linehan [mailto:pml2kc@yahoo.com]

Sent: Tuesday, January 03, 2012 10:29 PM

To: Kendra Jacobs

Cc: P2; kurt marisa; Andrea Groehn-Kick; Andreas Groehn; christine & chris feeley; kayte.parker@alexandriava.gov

Subject: Potomac Yard Development – Land bay L multifamily building - Hearing Jan 5, 2012

Ref: Docket Item #17: Special use permit (2011-0001) to construct a residential and retail building with a request for a parking reduction.

January 3, 2012

Members of the Planning Commission:

We are among the closest residential homes to Potomac Yard and the proposed apartment complex, and are long-term Del Ray residents with families; among us is one household that has lived here since 1995.

We have participated in most of the Potomac Yard development meetings and hearings and are supportive of Potomac Yard development and integration of Del Ray with Potomac Yard.

For this application, we request the Planning Commission to render a decision to address:

1. Simple adherence to extant city code for 411 parking spaces and oppose the proposed parking reduction.

There is no compelling hardship or rationale for relief from existing code to allow a reduction in the parking requirement.

Public parking along E Monroe will be occupied by users of the dog parks, Simpson Stadium, and the new soccer fields.

Allowing a private parking reduction will place the burden of private parking on public parking availability and discourage bike or alternative transportation.

In a Dec 4, 2011 meeting with residents and the Del Ray Citizens Association Land Use Committee, the developer said that he wanted more parking, but that the city staff was “forcing” him to have less parking.

Please enforce the current city code.

2. We agree with staff recommendations for the developer’s contributions and role in the Transportation Management Plan; e.g; (public/private shuttle service; landscaped bike/pedestrian/vehicle service road and sidewalk, overall integrated transportation plan).

3. Finally, and most importantly, we noted that staff analysis did not refer to the adopted 2005 Mount Vernon Avenue Business Area Plan (MVABAP). <http://alexandriava.gov/planning/info/default.aspx?id=7032>

This plan is critical for overall integration of Del Ray with Potomac Yard. Accordingly, we request the city to:

Confirm the MVABAP that includes a Monroe Avenue Gateway plan for improved streetscape, open space, and pedestrian safety.

Appropriate height restrictions (three stories - not on the scale of this proposed building) of any future construction in conformance with the mixed use of residential homes and potential future commercial buildings along the E. Monroe Avenue corridor.

4. We would like the city to demonstrate that all individual development plans/projects are in fact part of a concerted, deliberate, and holistic effort that comports with the overall Alexandria strategic plan for integration of Potomac Yard, Del Ray, Braddock Road, and other areas.

Thank you for your consideration.

Very respectfully,

\\Signed\\

Paul and Patrice Linehan and Family (two children under the age of 11)

401 E. Monroe Ave

Kurt and Suzanne Marisa and Family (four children under the age of 10)

403 E. Monroe Ave

Andrea and Andreas Groehn and Family (three children under the age of 8)

317 E. Monroe Ave

Docket #17-0001
DSUP 2011-0001

From: Kendra Jacobs
To: Julie Fuerth
Cc: Gwen Wright; Gary Wagner; Kelye North
Subject: FW: Potomac Yard Development – Land bay L multifamily building - Hearing Jan 5, 2012
Date: Thursday, January 05, 2012 3:46:33 PM
Importance: High

From: Bodden, Martha [mailto:Martha.Bodden@noblis.org]
Sent: Thursday, January 05, 2012 3:43 PM
To: Kendra Jacobs
Cc: pml2kc@yahoo.com
Subject: Potomac Yard Development – Land bay L multifamily building - Hearing Jan 5, 2012
Importance: High

Kendra

Could you please submit the following letter to the Planning Commission and notify me of its delivery? I appreciate your service to our City, and look forward to meeting you someday.

Thank you,

Martha Bodden

Ref: Docket Item #17: Special use permit (2011-0001) to construct a residential and retail building with a request for a parking reduction.

January 5, 2012

Members of the Planning Commission:

I respectfully request your careful consideration of the following points:

Per my request, my neighbors -- Paul and Patrice Linehan -- forwarded to me their letter to the Planning commission regarding the proposed parking reduction for the multifamily homes to be developed near/on East Monroe Avenue.

I have lived on East Windsor Ave continually since 1973 and have observed all of the development in this vicinity, including Potomac Yards, new housing, soccer fields, etc. I strongly oppose the City granting the developer relief from City Code in order to reduce the number of parking spaces provided.

- I agree completely with the Linehans that there is no compelling hardship or rationale for relief from existing code – why are we giving developers such relief in return for their support to the Transportation Management Plan? Developers who are building major new housing space should be supporting the Transportation Plan regardless, and without relief from Code, since their housing will measurably increase population density in this neighborhood as well as exacerbate traffic problems....both of which have been worsened considerably over the past few years with the fast-paced development in and around Potomac Yards (including the shopping area, hundreds of new housing units, and enough soccer fields for two towns). I can no longer run errands in this neighborhood without it being difficult to both get there and to park. It makes no sense to make it worse by bypassing the Code that was set to address the problem in the first place.
- Reducing the parking space provided combined with support to the Transportation Plan will not deter people living in the new housing (or anyone else in Del Ray) from owning cars . It is naïve to assume that residents in this housing will be inspired to not have a car, since dependence on public transportation and pedestrian access is far from sufficient in this area for one's everyday life demands. Being realistic, one developer's support --- or even a hefty increase in City budget --- is not going to change the situation significantly in the near future. Everyone involved in this decision should spend some time on the public buses, to see that the majority of people using the buses are using them because they probably cannot afford a car. Del Ray and environs has become a very expensive place to live. Residents in this new housing will have cars, and like most households they will have two cars. When some of them discover they don't have a parking space for one or more of their cars, they will default to public parking areas that are already in high demand for neighborhood use by both Del Ray residents as well as the hugely increased number of visitors we now have in Del Ray (to stores and restaurants on Mt. Vernon Ave; Simpson Park, the dog park, YMCA, Giant and CVS -- which now overflows on parking frequently). Why are we proposing to accommodate a developer so that they can build more residences (and therefore make more money) at the expense of the neighborhood?

- This City has codes for reasons that were in most cases carefully thought out and based on concrete requirements that will be fair, equitable, and serve the majority of its citizens. The City should conform to its own code, rather than waiver the code in favor of a developer. The developer should be expected to design the housing to have fewer residences in order to leave sufficient space for resident parking. In addition the developer should support the Transportation Management Plan.
- I and my neighbors are not uneducated about the potential and realized consequences of planned or current development in Alexandria. Traffic in the Del Ray/Potomac Yards area is awful --- daily, due initially due the creation of the Potomac Yards retail area, followed by more and more housing. And look at Cameron Station, which is now a neighborhood with restrictions and preferences that favor the few. We do not want to see that happen in Del Ray, a neighborhood that historically has been a "real" and mixed community, not a special compound with special codes.
- I also strongly urge you to conform to the 2005 Mount Vernon Avenue Business Area Plan (MVABAP) and also to the important factors in neighborhood planning that profoundly affects its residents and visitors. We need more open space, vegetation, pedestrian-friendly areas, and limitations on height of new structures.

In summary, I strongly recommend that relief to the City Code not be granted, and that parties (including developers) who are introducing significant changes to the landscape be required to support the Transportation Management Plan and all other plans that affect Del Ray and its integration with Potomac Yards.

Thanking you in advance,

Martha Bodden

410 East Windsor Avenue

Alexandria, VA 22301

703-568-8557 (cell)

571-730-7551 (work)

From: Patrice & Paul Linehan [mailto:pml2kc@yahoo.com]
 Sent: Tuesday, January 03, 2012 10:29 PM
 To: Kendra Jacobs
 Cc: P2; kurt marisa; Andrea Groehn-Kick; Andreas Groehn; christine & chris feeley; katie.parker@alexandriava.gov
 Subject: Potomac Yard Development – Land bay L multifamily building - Hearing Jan 5, 2012

Kendra: Could you kindly include the below letter of input to the Planning Commission?

Also, could you please confirm receipt and delivery to the Commission.

Thank you very much.

Ref: Docket Item #17: Special use permit (2011-0001) to construct a residential and retail building with a request for a parking reduction.

January 3, 2012

Members of the Planning Commission:

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In a Dec 4, 2011 meeting with residents and the Del Ray Citizens Association Land Use Committee, the developer said that he wanted more parking, but that the city staff was "forcing" him to have less parking.

Please enforce the current city code.

2. We agree with staff recommendations for the developer's contributions and role in the Transportation Management Plan; e.g. (public/private shuttle service; landscaped bike/pedestrian/vehicle service road and sidewalk, overall integrated transportation plan).

3. Finally, and most importantly, we noted that staff analysis did not refer to the adopted 2005 Mount Vernon Avenue Business Area Plan (MVABAP). <http://alexandriava.gov/planning/info/default.aspx?id=7032>

This plan is critical for overall integration of Del Ray with Potomac Yard. Accordingly, we request the city to:

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4. We would like the city to demonstrate that all individual development plans/projects are in fact part of a concerted, deliberate, and holistic effort that comports with the overall Alexandria strategic plan for integration of Potomac Yard, Del Ray, Braddock Road, and other areas.

Thank you for your consideration.

Very respectfully,

\\Signed\\

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Kurt and Suzanne Marisa and Family (four children under the age of 10)

403 E. Monroe Ave

Andrea and Andreas Groehn and Family (three children under the age of 8)

317 E. Monroe Ave

Julie Fuerth

From: Kendra Jacobs
Sent: Thursday, January 05, 2012 4:50 PM
To: Julie Fuerth
Cc: Gwen Wright; Katye North; Gary Wagner
Subject: FW: Potomac Yard Development – Land bay L multifamily building - Hearing Jan 5, 2012

From: cncfeeley@comcast.net [mailto:cncfeeley@comcast.net]
Sent: Thursday, January 05, 2012 4:48 PM
To: Kendra Jacobs
Cc: kurt marisa; Andrea Groehn-Kick; Andreas Groehn; kayte parker; Kendra Jacobs; Patrice & Paul Linehan
Subject: Re: Potomac Yard Development – Land bay L multifamily building - Hearing Jan 5, 2012

Kendra:

The purpose of this email is to inform you that I also fully endorse the correspondence (email) sent by Paul Linehan (attached below) to your attention on Tuesday, January 3, 2012.

My name is Christopher Feeley, and I am the owner of 1510 Dewitt Avenue in Alexandria, VA (a private residence). My house is directly across Dewitt Avenue from the CVS (at the intersection of Monroe and Dewitt). I live adjacent to Kurt Marisa and Paul Linehan. I have lived in my house (and been an Alexandria City property taxpayer) for 8 years. There are a total of 4 people in my household (including two children ages 5 and 6).

I would like the Planning Commission to review and comprehend the importance of the items outlined in the correspondence sent by Paul Linehan (on behalf of the households in immediate vicinity of this development).

I plan to attend the Planning Commission meeting this evening (Thursday, January 5, 2011).

Please call me on my cell phone (240-353-1515) or email me (cfeeley@oculuscapitalgroup.com) with any questions.

Thank You

Christopher Feeley
1510 Dewitt Avenue

Alexandria, VA 22301

(703) 837-1490

From: "Patrice & Paul Linehan" <pml2kc@yahoo.com>
To: "kendra jacobs" <kendra.jacobs@alexandriava.gov>
Cc: "P2" <pml2kc@yahoo.com>, "kurt marisa" <kmsl_marisa@hotmail.com>, "Andrea Groehn-Kick" <agroehnkick@oas.org>, "Andreas Groehn" <andreas.groehn@gmail.com>, "christine & chris feeley" <cncfeeley@comcast.net>, "kayte parker" <kayte.parker@alexandriava.gov>
Sent: Tuesday, January 3, 2012 10:29:21 PM
Subject: Potomac Yard Development – Land bay L multifamily building - Hearing Jan 5, 2012

Kendra: Could you kindly include the below letter of input to the Planning Commission?

Also, could you please confirm receipt and delivery to the Commission.

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173

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