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Potomac Yard (CDD #10) Development Applications

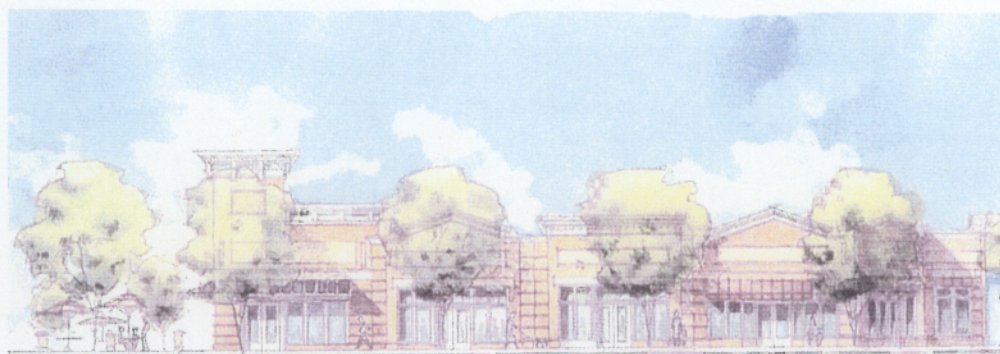
Potomac Greens (Parcel A)
Development Special Use Permit
#2002-0026
Encroachment #2003-0002
Street Name Case #2003-0002



Potomac Greens Townhouse Elevation



Potomac Plaza (Parcel C)
Development Special Use Permit #2002-0028
Street Name Case #2003-0001



City of Alexandria
Planning Commission
April 1, 2003

**I. POTOMAC GREENS -
PLANNING COMMISSION RECOMMENDATIONS AND ISSUES**

II. EXECUTIVE SUMMARY

- I. Overview
- II. Background
- III. Project Description
- IV. Staff Analysis
 - Grid as urban framework
 - Streets and Streetscape
 - Open Space and Parkland
 - Modifications to Design Guidelines
- V. Remaining Issues
- VI. Conclusion

III. BACKGROUND

Potomac Yard concept plan, approvals, review, and phasing

IV. PROJECT DESCRIPTION

- I. Parking
- II. Building types and location
- III. Building design
- IV. Street grid
- V. Open space
- VI. Pedestrian bridge
- VII. Site and environmental concerns
- VIII. Future Metro rail

V. REVISIONS TO THE SITE PLAN

- A. Streets and blocks
- B. Open space
- C. Future Metro rail

VI. ZONING

VII. STAFF ANALYSIS

VIII. REMAINING ISSUES

- A. Lot coverage
- B. Variation of building heights
- C. George Washington Memorial Parkway View Corridor
- D. Architectural treatment
- E. WMATA concerns of hydrology and access
- F. Alternative emergency vehicle easement
- G. Community concerns

IX. CONCLUSION AND RECOMMENDATIONS

X. ATTACHMENTS

**PLANNING COMMISSION RECOMMENDATIONS AND STAFF ANALYSIS ON POTOMAC PLAZA
(Orange Tab)**

Docket Item #7
DEVELOPMENT SPECIAL USE PERMIT #2002-0026
ENC #2003-0002
STREET NAME CASE #2003-0002
POTOMAC GREENS-Potomac Yard PARCEL A

Planning Commission Meeting
May 8, 2003

ISSUE: Consideration of a request for a development special use permit, with site plan and subdivision for construction of residential dwellings under CDD#10 Concept Plan for Potomac Yard, for a temporary sales trailer on site, encroachments into the public right-of-way and naming of new public streets.

APPLICANT: Potomac Greens Associates, LLC, by Jonathan P. Rak, attorney

LOCATION: 2201 Jefferson Davis Highway

ZONE: CDD #10

PLANNING COMMISSION ACTION, MAY 8, 2003:

DSUP # 2002-0026

On a motion by Mr. Komoroske, seconded by Ms. Fossum, the Planning Commission voted to recommend **approval** of the development special use permit subject to all applicable codes, ordinances and staff recommendations, with amendments to conditions 3, 8e and 8g, 19, 24, 39, 76 and new conditions 8i, 19a, 95 and 96. The primary substantive changes made by the Planning Commission included the following:

- Elimination of five units to provide more open space in the project;
- Required that two thirds of additional new landscaping provided in Potomac Greens Park be evergreen trees to decrease visibility of the project from the George Washington Memorial Parkway;
- Relocation of more 2-1/2 story units from the interior of the development to the east side of the project to lessen the impact of views of the project from the George Washington Memorial Parkway.

The motion carried on a vote of 5-to-2, with Msrs. Leibach and Gaines voting against the motion to recommend approval.

Encroachment # 2003- 0002

On a motion by Mr. Komoroske, seconded by Ms. Fossum, the Planning Commission voted

unanimously to recommend **approval** of the encroachment case subject to all applicable codes, ordinances and staff recommendations.

Street Name Case # 2003-0002

On a motion by Mr. Leibach, seconded by Mr. Gaines, the Planning Commission voted unanimously to **approve** the naming of new public streets subject to all applicable codes, ordinances and staff recommendations, with amendments to condition 39.

Reason: The Planning Commission stated that the project was in substantial conformance with the Potomac Yard Urban Design Guidelines.

Speakers: The public hearing for this case was closed at the April 1, 2003 hearing.

Mr. Jonathan Rak, attorney, represented the applicant.

PLANNING COMMISSION ACTION, APRIL 1, 2003: On a motion by Ms. Fossom, seconded by Mr. Gaines, the Planning Commission closed the public hearing and deferred vote until the May hearing. As part of the motion, the Commission asked staff to review the plan revisions introduced by the applicant at the hearing and to submit draft language for Commission review for the City to vacate the two pedestrian bridge easements now held by the City. The Commission specifically directed Staff to review the plan for open space conformance to the Guidelines, how the loss of five units at the southern open space adjacent Old Town Greens would affect lot coverage, traffic, on-site affordable housing, and that one of the new streets be named for Ellyn Carpenter. The Chair asked that Staff add a new condition requiring the developer to submit any promotional brochure and literature for Potomac Greens to the City for review prior to use for the City to ensure that the documents convey accurate information to potential purchasers.

Reason: The Planning Commission felt that the Commission, Staff and the public needed time to review revisions submitted by the applicant.

Speakers:

Jonathan Rak, attorney, represented the applicant.

Bob Youngentob, one of the applicants.

Susan Carnell, 715 Hawkins Way, spoke in opposition, stating that she only had a few minutes before the hearing to review new changes proposed by the applicant, that the parkspace along the southern edge of the lot is inadequate, lot coverage is greater than 80% and that unit spacing is narrower than the 10' minimum in the guidelines at 4' to 8' provided.

William Carnell, 715 Hawkins Way, spoke in opposition, stating that the proposal does not comply with the guidelines, handed a table to the Commission that delineated the guideline

requirements in comparison to the proposal, and stated that neighborhood parks do not meet the 40' x 80' minimum dimension and that the open space reserved for the WMATA plaza area, the mews, and possibly the southern parkspace should not count.

Roland Meisner, 710 Scarborough Way, board member of Old Town Greens Townhome Owners Association, stated that the City should vacate the pedestrian bridge easements on Old Town Greens open space, and that the proposal should be deferred.

Joanna Pineda, 723 Hawkins Way, expressed concern about traffic, saying that already traffic must wait through several lights to pass through Slaters Lane and turn north on GW Parkway. She said that there is inadequate public parking at the north end of Potomac Greens Drive and that the new residents will not use proposed tandem parking spaces. She said that her realtor and an HOA newsletter represented that there would be 4 acres of open space buffer to the north of Old Town Greens.

Lori Klein, 714-B Norfolk Lane, (also representing Brooke and Heather Christian) spoke to the lack of adequate sidewalks and crosswalks for ADA and stroller use in Old Town Greens, referenced the green space that was shown on the "illustrative" plan, and expressed concern regarding safety and the speed of traffic. She said that the neighborhood needs improvements on Potomac Greens Drive, including narrowing that she has discussed with Director Baier. She said that the application is not ready. She said that Old Town Greens residents have no water pressure now and will be happy to see a new water source connection.

Winford G. Ellis, 707 Hawkins Way, expressed concern about the lack of buffer that he was told would exist between the two residential developments. He stated that the proposed application is out of balance and recommended deferral.

John Ellzey, 717 Hawkins Way, stated that the guidelines for development were not adequately considered and that the revised open space plans do not address the buffer that he understood would be provided adjacent Old Town Greens.

Sharon Ellzey, 717 Hawkins Way, expressed concern about the lack of greenspace buffer between the two residential developments, and stated that the parkscape at the southern end of the Potomac Greens should be similar to the park at the north end of the development.

David LeDuc, 1121 Powhattan Street, President of the Northeast Citizens Association, said that the proposal should adhere to the principles and spirit of the Potomac Yard development approvals. He noted that there are questions regarding the applicable guidelines. He recommended that the Commission vote to defer the application, that the open space concerns expressed be addressed and that the sewer flow from Potomac Greens be connected to the trunk sewer and not the combined sewer.

Joan Mitchell, 701 Hawkins Way, recommended that the Commission vote to defer the application until the proposal can be revised to more closely match the Concept Plan. She said that both the builders, NV Homes, and Prudential Realty told her that there would be 4 acres of open space in Potomac Greens, which she said she sees is reduced to 2.5 acres of open space of questionable quality.

Alex Krem, 701 Hawkins Way, spoke in opposition, stating that the proposal does not meet the intent of the guidelines, and that it provides no private open space in front of or in the back of units, and should be deferred or rejected.

Amy Slack, 2307 E. Randolph Avenue, from the Del Ray Civic Association, handed a statement to the Commission, she stated that Bill Hendrickson and Stephanie Sechrist represented the concerns of Del Ray as members of the Potomac Yard Design Advisory Committee. She spoke about the high-quality aspects of the proposal and said that she supports the proposal and continued improvements. She recommended installation of a 4' landscape strip along the curb to increase green space, that concrete sidewalks would be smoother than the recommended brick, wanted to make sure that the Metrorail station easement would not exclude limited kiss and ride facilities, and recommended improving the stormwater management pond to enhance the space and provide wildlife habitat.

Sean Clancy, 704 Fitzhugh Way, said that he was happy to see that the applicant was proposing changes to the plan and movement regarding the pedestrian bridge easements. He noted that the late instance of the proposal warranted deferral of the proposal, noting that he hoped that construction would start sooner rather than later.

Ellen Pickering, stated that City has come a long way in developing the Potomac Yard plan, including the plans proposed by CAP. She expressed concern regarding the encroachments requested with the application, stating that our City sidewalks are already too narrow. She said that sewer waste from Potomac Greens needs to be directed to the new trunk sewer from the start, adding that ASA will be ready to accept the flow toward the end of 2003.

Gregory Minjack, 700 Arch Hall Lane, expressed concern regarding traffic and Police enforcement on the private streets within Old Town Greens. He stated that he did not want traffic-calming on Potomac Greens Drive to force cars onto Old Town Greens streets. He recommended deferral or denial of the proposal.

Ernest Lehmann, 621 N. St. Asaph Street, speaking for Sally Ann Greer, met with Staff several months ago, at which time issues of density, height and visibility from the parkway were raised. He stated that the proposal does not meet the Guidelines and cautioned against the Commission setting a bad tone by approving the application.

Bill Hendrickson, 304 E. Spring Street, Chair of the Potomac Yard Design Advisory Committee, spoke about the high quality of the development. He said, as someone intimately

involved in the Concept Plan review prior to 1999 approval, that the Guidelines were never envisioned to be a checklist for review. He said that through many months of hearings PYDAC worked with staff to improve the development. He spoke of the high quality of the buildings and of the high quality and amount of open space to be provided in the proposed development. He cautioned the Commission not to allow questions about the location and validity of the pedestrian bridge easements to delay approval of the application. Policy decision of the bridge location should come after exploration, with input from all affected parties and should not preclude locating a bridge on the current easements. He recommended that Commission approve these two high-quality proposals that meet the Guidelines.

Kevin Hayes, 713A Slaters Lane, expressed concern about adequate parking, traffic, including on Slaters Lane and Hunting Creek Drive.

Brian Detter, 717 Catt's Tavern Way, President of Old Town Greens Townhome Owners Association, spoke about traffic-calming on Potomac Greens Drive, spoke about the open space represented on the Potomac Yard illustrative plan and in Crescent's brochure. He recommended that Commission defer the vote until all parties can review the open space changes submitted at hearing.

Roland Gonzales, 4914 Gardner Drive, stated that the city needs green open space, and that the lack of stacked units creates more lot coverage, apparent density, private open space and affordability and diversity of homes in the development, and asked that the Commission defer vote.

David Fromm, 2307 Randolph Ave, stated that he attended many of the 1999 concept plan meetings and advised that the Commission uphold a high standard for this first project under the Potomac Yard CDD approval.

Karl Sandberg, 707 Norfolk Lane, cautioned that traffic needs to be reviewed closely, especially on Slaters Lane, and that other infrastructure needs be reviewed such as sewer.

Ken Hanson, 710 Arch Hall Lane, Vice-President of Old Town Greens Townhome Owners Association, pointed out that Old Town Greens residents have to deal with the impacts of this development, including traffic, and requested that the Commission defer their vote for one month to give everyone time to review the new proposals by the applicant.

Poul Hertel, 1217 Michigan Court, expressed concern regarding proposed parks deviating from the Guidelines including a minimum dimension of 40'x80' for a successful park, open space tabulations, and lot coverage. He cautioned that there is no excess capacity for this development to tie-into the existing combined sewer. He expressed support for proposed public streets, street grid, and adequate sidewalks in the proposal.

Sheila McManus, 710 Arch Hall Lane, requested that vote on the case be deferred to have time to review the revised plans and issues regarding the footbridge easements.



City of Alexandria, Virginia



DEPARTMENT OF PLANNING AND ZONING

301 King Street, Room 2100

P. O. Box 178

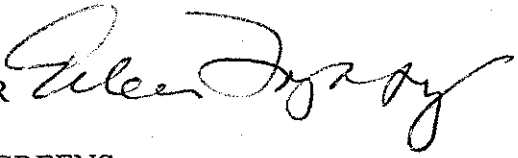
Alexandria, Virginia 22313

(703) 838-4666

FAX (703) 838-6393

DATE: APRIL 28, 2003

TO: PLANNING COMMISSION

FROM: EILEEN FOGARTY, DIRECTOR 

SUBJECT: DSUP # 2002-0026 POTOMAC GREENS

At the April 1st Planning Commission public hearing for Potomac Greens, the Commission directed that Staff review the proposed changes to the open space plan and calculations that were submitted at the April 1st hearing, and provide additional information on traffic, affordable housing, and street names and lot coverage. The Commission also instructed Staff to prepare a Staff report for the vacation of the two existing easements for the pedestrian bridge, which is addressed in the accompanying vacation staff report (VAC # 2003-02).

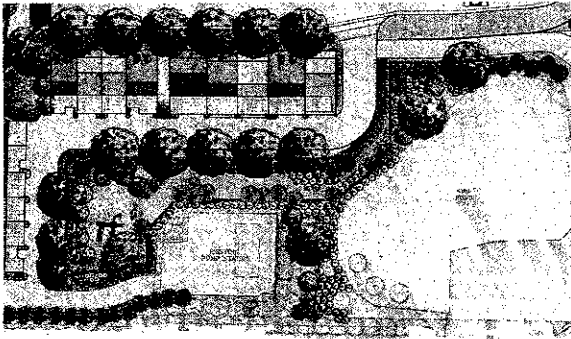
I. Open Space:

Revised Open Space Plan:

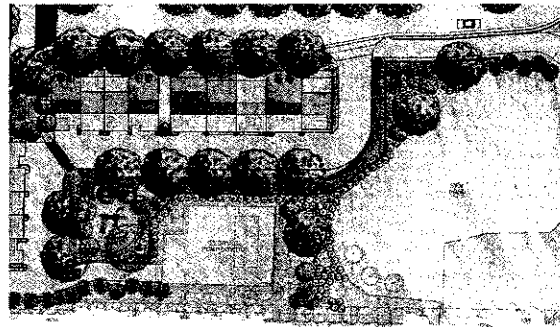
The applicant revised the plan to provide an additional 6,063 sq. ft. of open space on the Potomac Greens Parcel-A. The additional open space proposed by the applicant at the April 1, 2003 hearing increased the amount of landscape area within the open space/buffer area between Potomac Greens and Old Town Greens from 17,888 sq ft to 23,951 sq ft, not including the stormwater management pond, and sewer pumphouse and surrounding fenced area. The plan was also revised to exclude the approximately 1,000 sq.ft. area on the southern portion of the site within the WMATA slope easement and areas such as the triangular areas around the traffic circle that were previously included in the open space tabulation. The additional open space was obtained, not by eliminating units, but by decreasing the depth and width of several of the units.

The open space area adjacent to Old Town Greens was increased in depth by approximately 16 ft., which enables the additional open space as depicted below.

Original Plan:



Revised Plan:



The additional depth of this open space area was accomplished by reducing the depth of 7 units (lots 15 - 21) from 56 ft. to 42 ft., and decreasing the width of the alley adjacent the pumphouse from 24 ft. to 22 ft. While the depth of the units for these lots decreased the number of units increased from 7 to 9 units in this string. A concern raised by the introduction of the additional units is the proposed setback between the group of five and four units as discussed in more detail below. The largest amount of the additional open space is located within the southern open space/buffer area adjacent to Old Town Greens. The largest consolidated portion of this area now measures approximately 40 ft. x 130 ft., exceeding the minimum dimensions of 40 ft. x 80 ft. for neighborhood parks in Parcel A.

The applicant has also revised the shape and size of the mews to meet a minimum area of 3,200 sq ft. While the revised size of the mews is approximately 43' by 75' and 44' by 73', rather than the Guideline stated 40' by 80', Staff believes the overall size is consistent with the intent of the Guidelines.

Neighborhood Parks:

The Guidelines require that a minimum of 2.5 acres of open space be provided that meet the minimum dimensions of 40 ft. x 80 ft. The overall area of the mews open space (3,200 sq.ft. for each) complies with the Guidelines, although a few areas remain where the dimensions are slightly less than 40 ft. x 80 ft. In addition, the total area of neighborhood parks meets the required 2.5 acres (2.525 acres on Parcel A). The revised open space area provides larger mews open space areas and

a total of approximately 6,000 sq.ft. of additional open space, the majority of which is located in the southern open space area adjacent to Old Town Greens.

Open Space:

There are two requirements as it relates to open space within Potomac Greens. There is a requirement for 2.5 acres of neighborhood parks, and there is a 56% open space requirement. In addition to the 2.5 acres of neighborhood parks, the Potomac Yard Guidelines require a minimum 56% open space for Parcel A. The open space requirement for the parcel is greater than the requirement for the neighborhood parks, although the dimensional requirements for open space (8 ft. x 8 ft.) as defined in the Zoning Ordinance is less than the 40 x 80 ft. dimensional requirement for neighborhood parks.

All space included within the 56 % tabulation meets the City's requirement for ground-level open space, being a minimum of 8 ft x 8 ft. For this tabulation, the applicant included the area of the stormwater management pond at the south end of the parcel. Staff advised the applicant to provide 2.5 acres of neighborhood parks, exclusive of the pond area. While not included within the neighborhood park totals, the applicant has included the stormwater facility with the 56 % open space total. The City has allowed such stormwater facilities to be located in areas of open space within developments such as Cameron Station. One of the recommendations of Staff approval to consider this area to be included as open space is that the applicant is required to provide a significant amount of additional landscaping surrounding the pond to incorporate this area as part of the adjoining open space and parkland. The Guidelines indicate that this pond would be included in the open space, stating that the open space "shall ... incorporate the existing pond and substation as part of the parkscape." Additionally, the applicant and staff have discussed improvements to this landscaped area as reflected in the new condition recommended below.

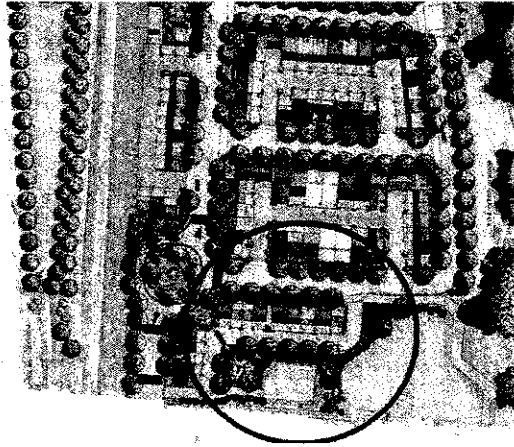
II. Building Lot Coverage and Setbacks

The Potomac Yard Guidelines call for "typical" lot coverage of 45 - 80%. Both Staff and the Potomac Yard Design Advisory Committee (PYDAC) have for many months raised the issue of the high percentage of lot coverage on the proposal, and the perceived "tightness" of the proposed development. In response to comments from Staff and PYDAC, the applicant has added open space in front of approximately 25% of the units to add open space along the public streets, where it would provide public benefit and an opportunity for landscaping.

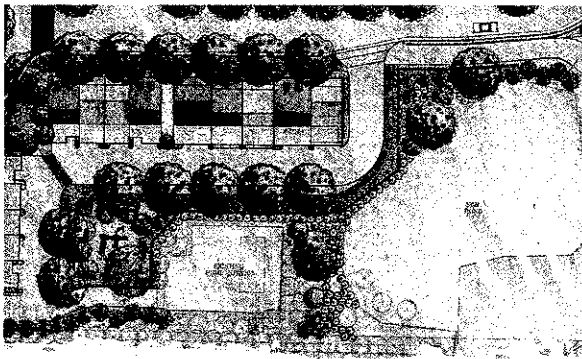
In the January plan submitted by the applicant, lot coverage was estimated to be approximately 94%. With the addition of 6,062 sq ft to the southern open space area and the corresponding decrease in building footprints of the revised April 1st plan, the applicant has reduced overall lot coverage to approximately 90 % of the originally proposed building lot area. One of the questions raised by Commission is whether the elimination of several units (five units) on the southern portion of the site would bring the plan into greater compliance with lot coverage. The elimination of five units in this location would significantly increase the amount of open space and the opportunity for

landscaping and would decrease the relative lot coverage as generally depicted below.

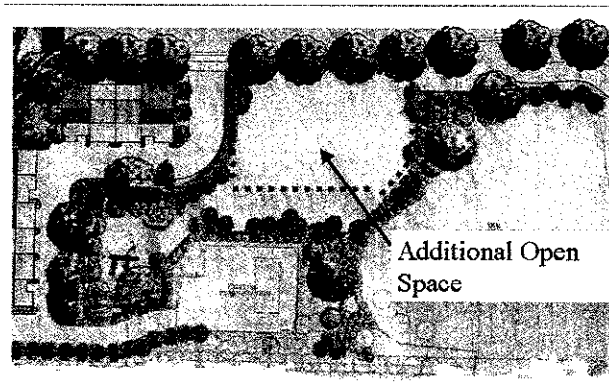
Context Map



Current Site Plan



*Plan With Reduction of 5 Units
Adjacent to Old Town Greens*



This increase in open space and corresponding decrease in building footprints would result in a building coverage of 88% in relation to the originally building lot area.

If the Planning Commission recommends elimination of the units, Staff recommends against eliminating units adjacent to Potomac Greens Drive, that provide a screen for the pumping station and help to integrate the proposed development with the adjoining Old Town Greens development. In addition to reducing the relative lot coverage, the elimination of the units allows a significant amount of additional open space and landscaping on the southern portion of the site. If the units are to be eliminated to bring the plan into greater compliance with the recommended lot coverage, staff is recommending the elimination of the five units depicted above. The elimination of these units would increase the amount of open space, landscaping and buffer between the proposed development and the existing Old Town Greens development.

III. Interior Side Yard Setbacks:

The Potomac Yard Design Guidelines recommend a minimum 10 ft. separation between end units within a row of townhouses. As stated in the Staff report, the open space provided in front yards along the public street will improve the public realm more significantly than having a larger break between units, which would provide less visual relief along the public street and would open views to alleys behind the unit rears. Staff has supported less than the 10 ft. side yard setback where an equivalent amount is provided adjacent to the street. However, the revised plan does create one row of units (lots 15-21b) that provides less than the required side yard setback and does not provide an equivalent amount of open space adjacent to the street. Therefore, a recommendation of Staff for the revised plan is that the setback between lot 19 and 20 be increased to 10 ft. or a minimum of 4 ft, and the equivalent amount provided by a 10 ft. setback be provided adjacent to the street.

IV. Pedestrian Bridge Easements

At the Planning Commission's direction, Staff has added to the docket for the May public hearing a vacation application for the two existing pedestrian bridge landings as addressed in the accompanying vacation staff report. VAC # 2003-0002.

V. Affordable Housing

At the request of the Commission, Housing Staff has reexamined the possibility of on-site affordable housing units at the Potomac Greens project. The City's Affordable Housing Policy, most recently amended by City Council in November 2002, calls for a standard contribution of \$1 per gross square foot of development. The developer estimates the gross square footage of the Potomac Greens development to be 750,000, so its standard contribution to the City's Housing Trust Fund would be about \$750,000.

At the Planning Commission's last work session with the developer, several Planning Commission members asked about an affordable housing component to the development. Housing Staff spoke

with Jonathan Rak, the developer's attorney, who asked the developer for possible on-site affordable units. The developer did not desire to construct either stacked units, which would require a condominium-type arrangement, or back-to-back units, as Staff suggested. Instead, the developer offered 2 or 3 smaller units that would be priced in the "high \$400's." A sales price of \$475,000 would require a \$250,000 subsidy per unit to reach the City's maximum affordable sales price of \$225,000. At that subsidy level, the developer could have included 3 units for the developer's estimated Housing Trust Fund contribution of \$750,000. Housing Staff did not consider a \$250,000 per unit subsidy to be a reasonable use of Housing Trust Funds.

After the Planning Commission's public hearing on the project, and Planning Commission's request that Staff again seek on-site units at Potomac Greens, Staff went back to the developer with a proposal for 6 smaller units with no garages that could be marketed at \$350,000 each. Units at that price would require a subsidy of \$125,000 per unit, the same subsidy as the Planning Commission and City Council approved for the affordable sales units at Mill Race. The \$125,000 per unit subsidy would allow for six units to be built with the developer's \$750,000 contribution amount. Since the approved Potomac Yard Concept Plan does not allow parking reductions for any residential townhouses or stacked townhouses within the Potomac Yard CDD, creating 6 smaller units without garages would necessitate reconfiguration of the site plan, and likely removal of additional units to construct at grade parking within the blocks to accommodate parking for the affordable units. The developer responded that to revise the site layout after months in the review process compliance with the Housing request to construct the six smaller, affordable units would require a very significant a change in the overall plan, particularly at this late date.

If affordable housing were to be provided on this site, Housing Staff is extremely concerned that it would not remain affordable on resale. Under current guidelines, affordable units in new developments are to remain affordable upon resale for a period of 15 years. Resales within this period are subject to recapture of the original discount and a proportional share of the appreciation. Given the anticipated market value of the units in this development, Housing Staff considers it highly unlikely that application of the resale formula will result in an affordable price upon resale. Housing Staff does not consider it prudent to use \$750,000 in Housing Trust Fund monies for the sole benefit of several original purchasers.

VI. Traffic and Parking:

Potomac Greens, Potomac Plaza, and the remainder of the landbays in Potomac Yard, are subject to SUP#99-0020, the approved Potomac Yard/Potomac Greens Transportation Management Plan (TMP). Staff has reviewed the Potomac Yard/Potomac Greens TMP and the associated traffic studies and conclusions to assess the traffic impacts of the proposed Potomac Greens development. The original study was conducted by Wells & Associates, LLC in 1999 for the Concept Plan submitted by Commonwealth Atlantic Properties (CAP) for development of the Yard. The premise for the study assumed a development level of 224 units for Potomac Greens which is approximately equal to the development proposal to construct 227 units. Construction of 224 units at Potomac Greens was estimated to increase traffic by 77 vehicles at peak hour traffic in the morning. In review of the

development proposal for Potomac Greens, Staff assessed the addition of 77 peak hour external vehicle trips to minimally impact the level of service on Slaters Lane and the associated nearby intersections. Further, the improvements proposed by the applicant in association with the Potomac Plaza proposal (DSUP#2002-0028) to continue Potomac Greens Drive south to intersect with Slaters Lane at Portner Road will improve the function of both vehicular traffic and pedestrian movement in the area.

VII. Street Names:

At the April 1st public hearing, the Commission suggested that the proposed name of Thornton Road be named instead for Ellyn Carpenter, a prominent African-American resident of Alexandria. Another Commission member expressed concern that several of the proposed names were those of former landowners who likely owned slaves, and suggested that one of the proposed street names be changed to memorialize Eudora Lee Lyles, another prominent African-American resident of Alexandria.

Following these discussions, the Office of Historic Alexandria compiled African-American civic leaders and other names of note, specifically names and events associated with the advent of the railroad in early 20th century Alexandria. The Historic Alexandria Resources Commission assists in street naming. HARC discussed the Planning Commissions' request for alternate street names at its April 15th meeting. HARC and Office of Historic Alexandria Staff provided additional names of African-Americans. HARC and OHA recommend that there be a theme to the naming of the streets in the Potomac Greens project such that all of the names used would stem from one category rather than mixing various names. The additional names provided to Staff could be categorized as African-American woman. Staff is recommending that the streets in Potomac Greens be named after significant African-American women, including Ellyn Carpenter and Eudora Lee Lyles as suggested by Commission members.

Staff recommends replacing the street names originally suggested - Thornton, Caledon, Dent, Howson, Hunter, and Langhorne - with the names Bracey, Carpenter, Day, Lyles, Miller and Rose. Staff recommends limiting the street name to the surname only. This is the generally practice for naming of streets in the City, in part, because use of more than one name for a street could lead to confusion for Firefighters and EMS personnel who must respond to future emergencies within Potomac Greens. The following is the biographical information regarding recommended street names:

Miriam Bracey - 1914 - 1997

Miriam Bracey was born in Carson, Virginia. She was a graduate of Virginia State University in Petersburg, Virginia. During her career, she was both a teacher and business owner. Her husband Arthur Bracey, was a teacher. She moved to Alexandria when he accepted a position as an Industrial Arts Teacher at Parker-Gray High School. Miriam Bracey was an active member of Alfred Street Baptist Church, the Randall Estates Civic Association, the NAACP, and the Margaret Evans Federated Club (that raised money for needy families). For over 40 years, Miriam Bracey owned and

operated Peoples Flower Shop at 509 North Alfred Street. Her slogan for the flower shop was "A well-pleased customer is our best advertisement." She provided flowers for a variety of community activities and memorial occasions. She always donated beautiful floral arrangements for special charity events.

Ellyn Carpenter - 1914 - 1998

Mrs. Carpenter, was a Life Member of the NAACP, she served for many years as an officer of that organization. She was a long-time Member of the Alexandria Commission on Aging and served as its Chair. Mrs. Carpenter was active in voter registration projects and had a long record of community service that ranged from volunteering at Hopkins House to feeding the homeless at Christ House. She was the organist for St. Joseph's Catholic Church. Mrs. Carpenter received the Alexandria United Way's Outstanding Community Service Award in 1997.

Helen Lumpkins Day - 1905 - 1992

Daughter of African-American educator Patrick Lumpkins, Helen Day taught elementary school at Parker-Gray School in Alexandria for 46 years. She was a co-founder, secretary and board member of the Hopkins House Association. Mrs. Day was involved in more than 20 organizations in her community. In 1992, President George Bush signed a bill officially renaming the main Alexandria Post Office at 1100 Wythe Street the Helen L. Day Post Office.

Eudora Lee Lyles - 1918 - 2000

Eudora Lyles was in the first graduating class from Parker-Gray High School in 1936. Mrs. Lyles was an activist for housing rights for the African-American community. She organized the Inner City Civic Association, urging African Americans to fight to maintain their homes. She became a regular speaker at City Council meetings, and received many honors and awards for her service to the Alexandria community. Just before her death, she was interviewed for the documentary *Alexandria Agents for Change*, produced by the City of Alexandria's Senior Citizens Employment and Service office.

Martha Miller - 1882 - 1952

Martha Miller opened the first kindergarten for African-American children in Alexandria in the early 1930s. She taught reading, math, writing as well as music, art and drama from her home in the 1000 block of Oronoco Street. Mrs. Miller operated her kindergarten until her death in 1952. The school continued to serve the community under the direction of her niece until 1968. In 1992, Martha Miller was presented an award by the Alexandria Economic Opportunities Commission. as an outstanding individual, providing valuable services for the rights of poor residents in Alexandria.

Annie Beatrice Bailey Rose - 1893 - 1989

Annie Rose taught elementary school in the Loudoun, Fairfax and Prince William counties public school systems. She was an organist, trustee and deaconess of the Ebenezer Baptist Church, founded by her father, the Reverend Henry Bailey, in Occoquan, Virginia. She lectured on African-American history. Her favorite story was about her father who was enslaved at the Franklin and Armfield Slave Pen on Duke Street. Her father was sold to a plantation owner in Texas. After emancipation,

he walked back to Alexandria from Texas to find his mother. Annie Rose was a community activist for more than 40 years. She was the founder of the Alexandria Commission on Aging, the Alexandria Black History Resource Center, and the Society for the Preservation of Black Heritage. Annie Rose received many honors and awards for community service.

VIII. Revised Conditions:

Open Space and Landscaping:

8. g. The applicant shall contribute funds to the City for the refurbishment, replacement, or removal of ~~remove~~ the wrought iron fence that currently stands along the eastern edge of the property to the satisfaction of the Directors of RP&CA and P&Z.
 - i. The applicant shall draft and record all necessary documents to expand the bounds of the existing National Park Service Scenic Easement to include the area between the existing easement and the proposed adjacent north-south street, to eliminate disparities that would exist between the east portion of Potomac Greens Park and the Scenic Easement. (RC&PA) (P&Z)
24. The applicant shall provide additional landscaping within the "southern" park space at the south end of the project, including between the path and the existing storm water pond, and shall install a significant amount of landscaping and improvements to better integrate the existing stormwater management pond into the parkscape, to the satisfaction of the Directors of RP&CA and P&Z. (RC&PA) (P&Z)

Building and Design:

- 19a. The interior side yard setback for lots 19 and 20 as depicted on the revised open space plan dated April 1, 2003 shall be 10 ft. or an equivalent amount of open space shall be provided within the front yards of these two units. (P&Z)

Streets:

39. The following street names are recommended for new public streets within the project: Potomac Greens Drive, Thornton Road, Caledon Lane, Dent Lane, Howson Lane, Hunter Square, and Langhorne Lane Bracey, Carpenter, Day, Lyles, Miller, and Rose, and shall be shown on the final site plan ~~(as depicted in Attachment #3):~~ (P&Z)

Subdivision:

76. The applicant shall revise the subdivision plan to dedicate to the City all land within the WMATA rail and slope easements, public parkland, future WMATA metro station and the area necessary for the pedestrian bridge on the southwestern portion of the site to the satisfaction of the City Attorney. All streets within the projects shall be dedicated to the City

as public streets. The public access easements for the neighborhood parks shall be depicted on the approved subdivision plan. (P&Z) The applicant shall revise the subdivision plan and site plan to subdivide the land under the WMATA rail (and slope easements), public parks and alleys adjacent the rail corridor, and the west central mews, from the parcel that contains Potomac Greens Park. Include, in the parcel to become Potomac Greens Park, the open space portion of land identified in the submission as the WMATA plaza area to the satisfaction of the Directors of RP&CA, P&Z, T&ES and the City Attorney. Currently, all land outside of the developable lots and future rights-of-way, including the west central mews and some private alleys, is shown as legal Parcel 'A' (P&Z)

Pedestrian Bridge Condition:

3. The applicant shall record an easement provide sufficient land area that shall be dedicated to the City for a bridge at the southwest portion of Parcel A, along Potomac Greens Drive, sufficient to accommodate landing and ramps of a future pedestrian bridge to the satisfaction of the Director of P&Z prior to release of the final site plan. The necessary information, plans and documentation shall be submitted for review by the City Attorney, the Directors of P&Z, T&ES and WMATA as part of the first submission of the final site plan. The land area easement shall be approved and dedicated prior to release of the building permits. The Potomac Yard concept plan approval requires that there be pedestrian access across the rail corridor in the future. This bridge shall be constructed by the owner of Potomac Yard, or their successor, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval. If compliance with that condition is to be achieved on this site, a detailed, fully engineered plan, compatible with the design of the Rail Park, Potomac Yard (linear) Park, and consistent with the Concept Plan and Potomac Yard Guidelines shall must be submitted for approval prior to being incorporated into a final site plan. (P&Z)

Miscellaneous Conditions:

95. The developer shall submit any promotional brochure and literature for Potomac Greens to the City Attorney for review prior to use in order for the City to ensure that the documents convey accurate information to potential purchasers. (PC)

MEMORANDUM

TO: ERIC R. WAGNER, CHAIR
ALEXANDRIA PLANNING COMMISSION

FROM: IGNACIO B. PESSOA
CITY ATTORNEY

DATE: MAY 7, 2003

SUBJECT: CDD SUP APPROVAL STANDARDS

You have asked that I review the standards set forth in the Zoning Ordinance which govern the Planning Commission's consideration of, and recommendation to City Council on, a CDD Preliminary Development Plan Special Use Permit application, such as that pending for the Potomac Greens site.¹

At the inception, it is important to note that the CDD Zone, and its application review process, are intended "to ensure that [CDD] developments exhibit a proper integration of uses, the highest quality of urban and architectural design and harmony with the surrounding areas of the city." § 5-601. Thus, the CDD regulations were designed both to allow an applicant the flexibility to achieve such a result, as well as to afford the City the regulatory tools to require the desired result. Accordingly, the ordinance expressly provides that success in the first stage of CDD review, approval of a CDD Conceptual Design Plan, "shall not confer any right or entitlement to approvals" at the second, or CDD Preliminary Development Plan SUP, stage of review. § 5-603(A)(1).

As explained in the attached excerpt that this office prepared for the staff report at the time the Potomac Yard/Potomac Greens CDD Conceptual Design Plan was initially considered, the standards for approval of the second stage preliminary development plan "are relatively straight forward," and are set forth in § 5-605(J) of the Zoning Ordinance. This section establishes three elements for approval, which require that the preliminary development plan:

- (1) Demonstrate that it is "in substantial conformity with the requirements and purpose of the approved conceptual design plan."
- (2) Demonstrate that the proposed development will satisfy the criteria for the approval of the conceptual design plan.
- (3) Demonstrate that it satisfies the criteria set forth in Section 11-410 of the Zoning Ordinance for approval of a preliminary site plan.

¹ I note that the identical standards govern the City Council's decision on such an application. § 5-605(J).

Quoting and paraphrasing again from the prior staff report, "Substantial conformity constitutes conformity with the essential regulatory requirements. The test does not require literal adherence to" the approved conceptual design plan, or any constituent part thereof or guideline language therein. Strict or literal compliance is required *only* with respect to those parameters incorporated into the substantive provisions of the CDD Zone itself, in the table set out in § 5-602(A).

Section 5-605(J) requires "substantial conformity with the requirements and purpose of the approved conceptual design plan." The ordinance language applies the substantial conformity test to the approved CDD conceptual design plan as a whole, and does not parse the text, guidelines, plans and maps which comprise the approved plan into hierarchical strata requiring a greater or lesser degree of conformity.

Substantial conformity with the approved conceptual plan is a question of fact, to be determined by the Planning Commission and City Council in passing upon the CDD Preliminary Development Plan SUP application. The degree to which a departure from a particular element or guideline in the previously approved conceptual plan might justify a finding of nonconformity will vary with the importance of the element or guideline in achieving the design and purpose of the approved concept plan. The Commission or Council may determine that some elements or guidelines are of such critical importance that any departure from the approved concept plan is sufficient to defeat substantial conformity. For others, great latitude may be permitted. But a departure from a particular element or guideline is not, *per se*, a technical deficiency which *requires* a finding of nonconformity.

The approval of a CDD Preliminary Development Plan application constitutes the approval of a special use permit and hence, under Virginia law, is categorized as a legislative act. The standard for reviewing the Council's ultimate determination of substantial conformity is the "fairly debatable" test applicable to legislative action in general and special use permit decisions in particular. An issue is said to be "fairly debatable" when the evidence offered in support of the opposing views would lead objective and reasonable people to reach different conclusions. *Board of Supervisors v. McDonald's Corp.*, 261 Va. 583, 584, 544 S.E.2d 334, 335 (2001).

As a final point, § 5-605(J) requires that, in addition to meeting the "substantial conformity" test as discussed above, the preliminary development plan applicant also demonstrate that the proposed second stage plan in fact continues to meet the first or conceptual stage criteria set out in § 5-604(H), as well as the preliminary site plan criteria in § 11-410. These determinations, too, are subject to the "fairly debatable" test.

I will be pleased to answer any additional questions as the public hearing process on this application proceeds.

Attachment

cc The Members of the Alexandria
Planning Commission

Eileen Fogarty, Director
Planning and Zoning

RELATIONSHIP BETWEEN THE REQUIREMENTS FOR DEVELOPMENT
IN CDD DISTRICTS IMPOSED BY THE ZONING ORDINANCE AND
THE GUIDELINES FOR DEVELOPMENT IN INDIVIDUAL CDD
DISTRICTS SET OUT IN THE MASTER PLAN'S SMALL AREA PLANS

The Coordinated Development District, or CDD, has been established to provide zoning regulations for areas in the city that have significant development-related impacts. A site that is zoned CDD is intended for a mixture of uses, usually to include office, residential, retail, hotel and other uses, with appropriate open space and recreational amenities to serve the project users and residents of the city. A review process is established to ensure that such developments exhibit a proper integration of uses, the highest quality of urban and architectural design, and harmony with the surrounding areas of the city. So far, 10 individual CDD districts have been established. See Zoning Ordinance § 5-602(A).

Except for certain "underlying zone" uses which may be engaged in (subject only to site plan and possible special use review) prior to approval of the CDD conceptual design plan noted below, all proposed development in a CDD requires review and approval in the following manner. First, a conceptual design plan must be submitted for the entire district. The conceptual design plan is reviewed by staff and the planning commission, and approved by city council. Approval of the plan, however, does not confer any zoning rights on the applicant, but merely (1) authorizes submission of one or more preliminary development plans for the district, and (2) delimits which of the uses in the "underlying zone" may be pursued pending approval of a preliminary development plan.

In the second stage of the CDD process, a preliminary development plan is reviewed by staff and the planning commission, and approved by city council. Approval of the development plan constitutes approval of a special use permit and, once approved, the plan is mandatory and binding on the property -- i.e., only those uses shown in the development plan, including any interim uses which may come from the underlying zones or which may be independently authorized by the development plan's special use permit, may be pursued on the property.¹

At the final stage, a final development plan must be approved by staff.

The standards for approval of a conceptual design plan are set forth in § 5-604(H) of the Zoning Ordinance. These standards require that the proposed plan:

- (1) Substantially conform to the city's master plan with respect to the general type,

¹ The applicant may elect to proceed concurrently with a conceptual design plan and preliminary development plan.

character, intensity and location of uses, as reflected in the CDD guidelines of the applicable area plan.

(2) Preserve scenic assets and natural features of the land.

(3) Mitigate adverse impacts on surrounding lands.

(4) Be serviced by adequate public facilities, services, transportation systems and utilities.

(5) Provide adequate recreational amenities and open spaces.

(6) Provide a substantial amount of residential units, including affordable housing.

With respect to the first criterion for conceptual design plan approval, "substantial conformity" with the master plan, it is necessary to determine which portion of the master plan constitutes the "CDD guidelines of the applicable area plan." The Potomac Yard/Potomac Greens small area plan provides that "[d]evelopment in the Coordinated Development District will be guided by a land use concept plan as discussed in the Land Use and Urban Design Analysis section of this Plan, and by the CDD principles expressed below." Small Area Plan, p. 57. The Land Use and Urban Design Analysis section of the plan appears at pages 35 through 56. The "CDD principles expressed below" include Map 23, entitled "Land Use Concept," and Map 24, entitled "Height Limits for CDD" (*id.*, pp. 65-66), and the "CDD Guidelines for Potomac Yards/Potomac Greens." *Id.*, pp 67-71.² These maps and text materials establish the "general type, character, intensity and location of uses," to which the conceptual design plan must substantially conform under § 5-604(H)(1). Moreover, every guideline and other design principle in the small area plan relates, to a greater or lesser degree, to the "character" of the

² The city's 1992 master plan, having been approved and certified by the planning commission, and adopted by ordinance by city council, including that portion of the master plan referred to in § 5-604(H)(1) of the Zoning Ordinance as the "CDD guidelines of the applicable small area plan," may be amended only if an amendment is approved by the planning commission and certified to the city council for council consideration. The commission has no legal obligation to submit to the council any change or revision to the master plan for a five-year period commencing May 27, 1992, when the 1992 master plan was approved and certified by the commission.

proposed development. Thus, the phrase "type, character, intensity and location of uses" is intended to, and does, characterize the totality of the land use concept plan as established in the small area plan.

The conceptual design plan must be submitted for the district as whole. Accordingly, the substantial conformity test is applicable to the plan as a whole. Substantial conformity constitutes conformity with the essential regulatory requirements. The test does not require literal adherence to the master plan guidelines and design principles. The guidelines and other design principles may be deviated from in particulars not materially detracting from the overall urban design established by the small area plan. The small area plan, of course, defines what constitutes an acceptable overall design, and the conceptual design plan applicant cannot, in the guise of that application, seek to revisit that determination.

Substantial conformity with the master plan is a question of fact to be determined by city council in passing upon the conceptual design plan application. Insofar as approval of the conceptual design plan application is an antecedent to submission and approval of the preliminary development plan, the approval of which constitutes a special use permit and hence, under Virginia law, a legislative act, the standard for reviewing council's determination of substantial conformity is the "fairly debatable" test applicable to legislative action in general and special use permit decisions in particular.

In the event council were to determine that a CDD conceptual design plan is not in substantial conformity with the master plan, an amendment to the master plan would be required to enable the "substantial conformity" determination to be made. As noted earlier (note 2), such an amendment would have to be approved by and certified to council by the planning commission, and thereafter approved by council.

In addition to the general land use and design principles expressed in the master plan, certain parameters for each CDD have been expressed in the Zoning Ordinance in § 5-602(A). In particular, these parameters include "Maximum FAR and/or development levels," "Maximum Height" and "Uses." As a result, and to the extent that these Zoning Ordinance parameters contain objective, quantifiable criteria, literal compliance with the parameters, not "substantial conformity," is required for council approval of a conceptual development plan.

The FAR/height/use parameters expressed in the Zoning Ordinance are subject to amendment in the manner provided for under the city charter and the Zoning Ordinance. Because each CDD, and the regulations embodied in the Zoning Ordinance, are uniquely site specific, such an ordinance amendment is properly classified as both a text and a map amendment. Since approval of the concep-

tual design plan requires both substantial conformity with the master plan, and literal compliance with the parameters in § 5-602(A), a Zoning Ordinance amendment may need to be accompanied by an equivalent master plan amendment since, to be approved, a project must both comply with the Zoning Ordinance and be in substantial conformity with the master plan. The Zoning Ordinance amendment, in the event of a negative recommendation from the planning commission, requires six council votes for adoption. See §§ 11-806(B) and 11-807(B). In addition, the amendment may be the subject of a protest, thereby triggering the six-council-vote requirement. See § 11-808.

Thus, in the event a CDD conceptual design plan fails to comply with any of the FAR/height/use provisions in § 5-602(A), the plan may not be approved unless and until an appropriate amendment to § 5-602(A) is enacted. Such an amendment, since it is to the Zoning Ordinance and since it is in the nature of a map amendment, may require six council votes for enactment if the planning commission recommends against it or if a legitimate protest, lodged by the owners of the CDD or by neighboring property owners, is filed.

Finally, the standards for approval of a preliminary development and a final development plan are relatively straight forward. The standards for preliminary development plan approval are set forth in § 5-605(J) of the Zoning Ordinance. These standards require that the preliminary development plan:

- (1) Demonstrate that it is in substantial conformity with the requirements and purpose of the approved conceptual design plan.
- (2) Demonstrate that the proposed development will satisfy the criteria discussed above for the approval of the conceptual development plan.
- (3) Demonstrate that it satisfies the criteria set forth in Section 11-410 of the Zoning Ordinance for approval of a preliminary site plan.

And the standards for approval of a final development plan are set forth in § 5-606(E) of the Zoning Ordinance. The standards require that the planning director determine that the final development plan:

- (1) Complies with all prior approvals under the CDD regulations.
- (2) Complies with all other applicable provisions of law.

II. EXECUTIVE SUMMARY:

A. Overview:

Staff is recommending approval of the proposed 227 townhomes within Potomac Greens, the first of 9 parcels within the Potomac Yard CDD- Coordinated Development District to be redeveloped. The CDD zone and Guidelines were adopted by Council in 1999 after nearly two years of planning efforts and numerous meetings with adjoining residents and Civic Associations. The project complies with the intent of the Guidelines and CDD conditions. The intent of the Potomac Yard Guidelines and Concept Plan is to create a street grid network similar to Old Town and Del Ray that provides high-quality urban and architectural design, pedestrian-oriented streets and sidewalks, high-quality useable open space and parks, ultimately redeveloping Potomac Yard to be compatible with the fabric of the adjoining neighborhoods.

The applicant has worked with Staff to provide the required street grid, and open space, improve the quality and amenities of the open space, provide additional variation in the building, reduce the number of units by 17, reduce the building footprints of many of the units, provide an area for the future metro and a pedestrian bridge, and improve the architectural quality of the units to bring the project into compliance with the Guidelines. The Potomac Yard Design Advisory Committee (PYDAC), which was created to ensure compliance with the Guidelines, also recommends conditional approval with additional refinements to address the "tightness" of the proposed application and finds the proposal to be consistent with the intent of the Guidelines.

The project represents a well-designed high quality, pedestrian-friendly urban environment similar to Old Town that includes generous brick sidewalks and street trees. Because alley access is provided for all of the units, the streets include a minimum number of curb cuts preserving the on-street parking for visitors and patrons of the public parks. The development provides large areas of public parks on the perimeter of the property, consolidated neighborhood parks that are dispersed throughout the development, and small front yards for many of the units. There are several modifications to the Guidelines, such as increased lot coverage and deviations for a small portion of the open space that are consistent with the intent of the Guidelines. These modifications provide high quality open space and openness consistent with the intent of the Guidelines and improve the current site plan as discussed below. While staff is recommending approval, there are several concerns that include:

- *Lot coverage and building heights;*
- *Architectural design and quality; and*
- *Visibility of the units from the George Washington Parkway.*

Lot Coverage and Building Heights:

The applicant is proposing 227 units or 17 units less than are permitted within the zone. However, 70 of the units within the Concept Plan were stacked townhouses, rather than all individual townhomes as proposed by the applicant. Providing all townhouse units and the larger building footprint associated with many of the units increases the lot coverage and the "perceived density" of the development. To reduce the lot coverage and "perceived density," staff has worked with the applicant to reduce the footprint of many of the units which has provided small front yards for many of the units and additional "openness" and landscaping adjacent to the streets. With these changes, staff believes that the lot coverage and perceived density of the project in combination with additional variation in heights, as recommended below, will reduce the perceived density and create lot coverage conditions that are consistent with the intent of the Guidelines.

Architectural Design and Quality:

The applicant has worked with Staff and PYDAC to refine the design and treatment of the units. While many of the design issues have been addressed, staff has included additional recommendations to further refine the architectural design to be consistent with the Guidelines.

Visibility from the Parkway:

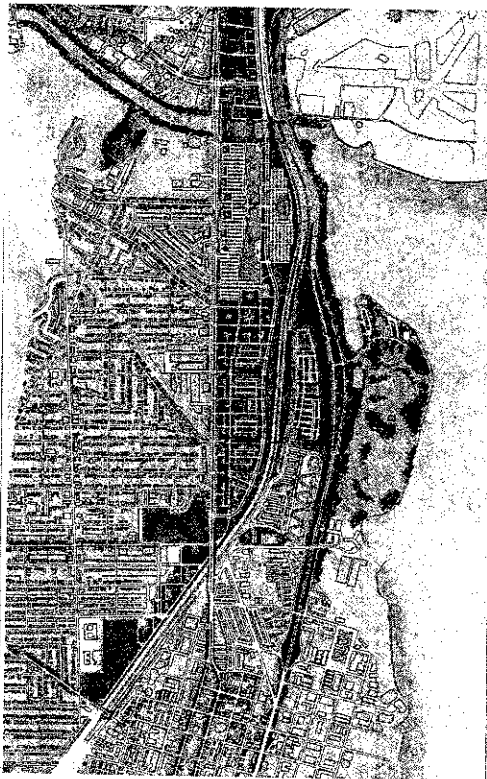
While there are a considerable amount of trees between the Parkway and the proposed townhomes, the trees are primarily deciduous and the proposed buildings will be visible during the months when these trees lose their foliage. To mitigate the visibility of the proposed units from the Parkway, Staff is recommending a considerable amount and variety of deciduous and evergreen trees, although portions of the units, especially the upper portions of the units and roof lines, will be visible from the Parkway.

Community Concerns:

In addition, many of the adjoining residents have expressed concerns regarding the need for traffic calming and aesthetic improvements on Potomac Greens Drive, the proposed pedestrian bridge easement and open space/landscape buffer on the southern portion of the site. The applicant has agreed to provide traffic calming improvements for Potomac Green Drive. The easement for the pedestrian bridge is recommended by staff; its future location will require a subsequent approval by City Council. As of the writing of the staff report, staff is working with the applicant and adjoining residents to resolve the concern regarding the landscape buffer on the southern portion of the site.

B. Background

Staff is recommending approval of the proposed development special use permit (DSUP) with site plan, subdivision, encroachment into the public right-of-way, and naming of new public streets for construction of a 227-unit townhouse development within Potomac Yard Parcel A (Potomac Greens), the first of the 9 landbays to be developed within the Potomac Yard development. The applicants also are requesting approval of retail uses within Potomac Plaza (Potomac Yard, CDD#10, Parcel-C) as discussed in the accompanying Staff report. The Potomac Greens site is an approximately 34-acre parcel located on a visually prominent portion of Potomac Yard, situated north of Slaters Lane and the existing Old Town Greens townhouse development, and between the Metrorail tracks to the west and the George Washington Memorial Parkway to the east. Staff believes that the proposal generally is consistent with the Potomac Yard Design Guidelines and Concept Plan as discussed in more detail below. The Staff recommendation of approval is predicated on complying with the listed recommendations that address the remaining areas of Staff concern: lot coverage, building heights, architectural design and quality, visibility of the units from the George Washington Parkway, an alternate emergency vehicle access, and WMATA hydrology.



Potomac Yard CDD Illustrative Plan

Potomac Yard/Potomac Greens Coordinated Development District (CDD) Concept Plan

The site is subject to the requirements of the Coordinated Development District (CDD) Concept Plan approved for Potomac Yard/Potomac Greens in 1999 (CDD Concept Plan #99-0001). The CDD Concept Plan was approved by City Council in 1999 after almost 10 years of planning and development attempts for one of the most important redevelopment sites within the City.

The Concept Plan governs the type, amount, location and manner of redevelopment for the entire Potomac Yard site. The Concept Plan includes Design Guidelines, which provide a vision, framework and principles for new Potomac Yard development to be utilized in evaluating specific proposals. The Concept Plan also created an advisory Potomac Yard Urban Design Advisory Board (PYDAC) to ensure compliance with the Guidelines.

C. Project Description

Site Plan Configuration and Street Grid

The proposed 227 fee-simple townhomes are concentrated on the western portion of the site. The proposed townhomes are arranged within small blocks created by the grid of new streets that are oriented north-south and east-west through the site. The internal street grid forms the framework for the development and connects to the primary access street, Potomac Greens Drive. Potomac Greens Drive is an extension of the existing public street that connects with Slaters Lane and provides access for the existing Old Town Greens townhouse development. The internal street grid and the modified street grid on the western portion of the site adjacent to the Metrorail tracks are consistent with the Potomac Yard Concept Plan and Guidelines. The street grid divides the site into nine blocks with approximately 25 units within each block. All streets within the community (excluding the internal alleys) will be public streets, dedicated to the City.

Open Space and Parkland

A major element of the proposed site plan is the 16-acre Potomac Greens Park that will be dedicated to the City as a public park. This park incorporates environmentally sensitive areas that consist of wetlands, floodplains and a Resource Protection Area (RPA). The proposed park is located on the eastern and northern portion of the proposed development, adjacent to the George Washington Memorial Parkway. An additional 2.6 acres of neighborhood open space is provided throughout the project to create a series of neighborhood parks providing a variety of active and passive open space that will provide functional and landscaped areas for the community and the City.

Future MetroRail Station

At the northwestern portion of the site, land will be subject of a deed of easement to the City to accommodate a future Metro station. If a station is built in the future, this area would provide a secondary entrance to the station, with the main entrance, including most bus drop-off and any Metro kiss-and-ride, located on the main portion of Potomac Yard on the western portion of the Metrorail lines.

Streetscape Design

The brick sidewalks are designed to provide a minimum 14' from the curb to the building. This space includes a 4' planting strip for street trees and a 4' area adjacent to the townhouses for stoops and planting beds for many of the units and a 5' to 6' wide sidewalk. A number of the townhouses are set back an additional distance ranging from 2' to 16', providing occasional breaks in the street wall and additional open space along the streets where trees and landscaping can be provided for visual relief.

The proposed townhouses are oriented toward the adjoining public streets as intended by the Potomac Greens Design Guidelines. Each unit has a two-parking-space garage that is accessible from alleys in the interiors of the blocks. A significant amount of additional on-street parking for visitors and use of the parks is provided throughout the site. Most of the streets are designed with on-street parking on both sides.

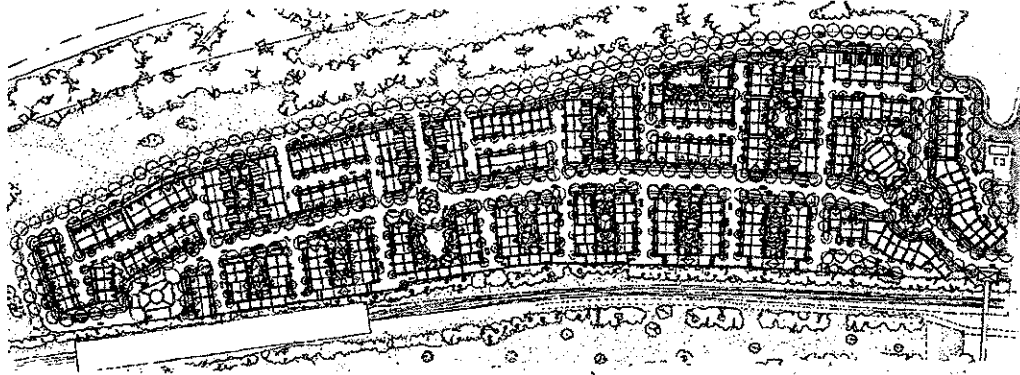
Building Types

The proposed rear-loaded townhouse unit types vary in width from 16' to 24' and in height from 27' to 45' and range in size from approximately 1,500 to 4,500 sq.ft. In keeping with the Concept Plan and Guidelines, the buildings incorporate a variety of architectural styles and a variety of colors, material and varied fenestration patterns in order to provide articulation of the street wall and variations between the units. The proposed materials are generally high quality, such as brick and cementitious siding, although Staff continues to have concern regarding the design of the units as discussed in more detail below.

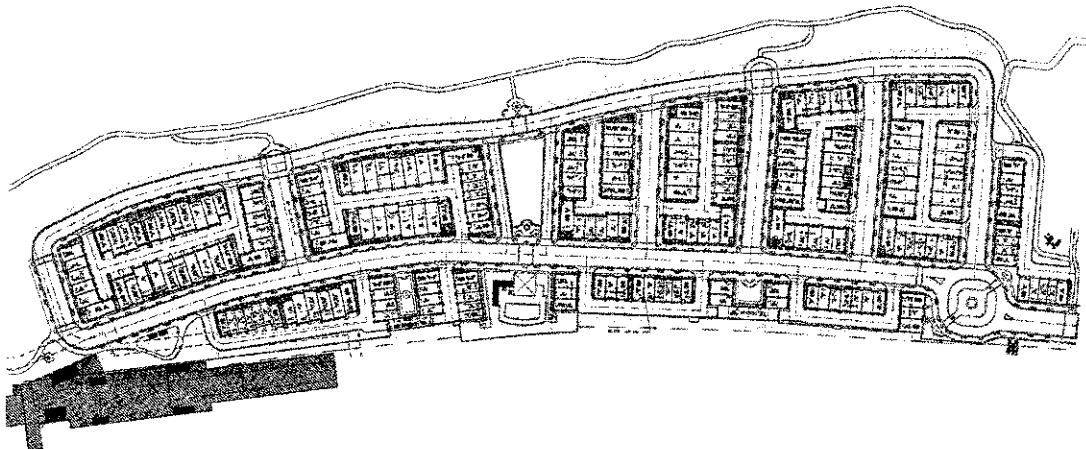
D. Staff Analysis:

The proposed plan is a high-quality project that complies with the intent of the Design Guidelines for Potomac Yard. Over the past year, Staff has worked with the applicants, PYDAC and adjoining residents to create a site plan, open space, and building designs that will create a well-designed, high-quality townhouse development that is in compliance with the approved Potomac Yard/Potomac Greens plan. Staff believes that the current site plan has improved dramatically in the past several months and has evolved significantly from the original plan.

Although the site is quite large (33.66 acres for Parcel-A), significant portions of the site cannot be developed due to environmentally sensitive areas, such as wetlands, floodplains and the areas that are required to be dedicated for City or neighborhood parks. The remaining 17.5-acre site is a narrow rectangular site. In addition to the size and shape of the lot, the Metrorail lines on the western portion of the site limit the flexibility in organizing buildings on the site and the overall site design. The current site plan incorporates numerous innovative site plan and design solutions to comply with the Guidelines, such as a large variety of units and relatively small block sizes. The narrow shape of the site and the environmental conditions are constraints that Staff believes are unique to this site and will not occur within the six remaining developable landbays in Potomac Yard.



Potomac Greens first concept plan submission with most units on mews and no street grid



Potomac Greens recent preliminary plan with units fronting an interconnected street grid similar to Old Town in scale and character

There has been a lot of discussion about compliance with the Guidelines to achieve a high-quality design consistent with the Potomac Yard Concept Plan. Staff believes that the plan is consistent with the Guidelines and, while several modifications are still needed, staff believes that the proposed plan ultimately will create a better development of high quality urban and architectural design.

1. Grid as the Fundamental Urban Design Framework

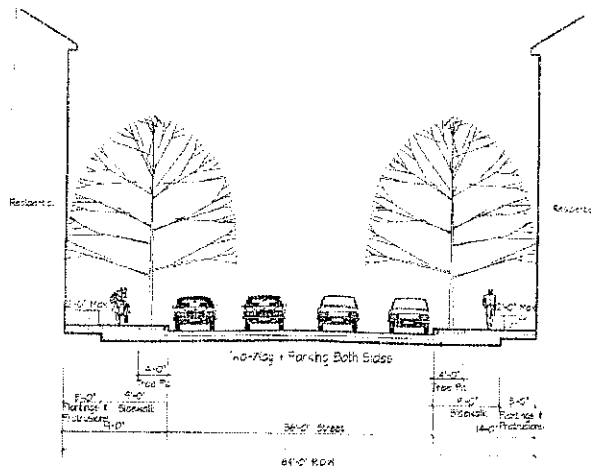
The framework for the development is the street grid as required by Guidelines. The applicants have modified the original site plan to incorporate an orthogonal street grid, which provides clearly

defined streets, pedestrian networks and a system of parks and open spaces. The site layout also provides rear alleys for every unit in the project, providing access to two-garage parking spaces for each unit, and access for solid waste pickup. The internal alleys minimize the number of curb cuts and eliminate garage doors from the adjoining public streets, consistent with the neo-traditional design principles and the intent of the Potomac Yard Concept Plan and Guidelines.

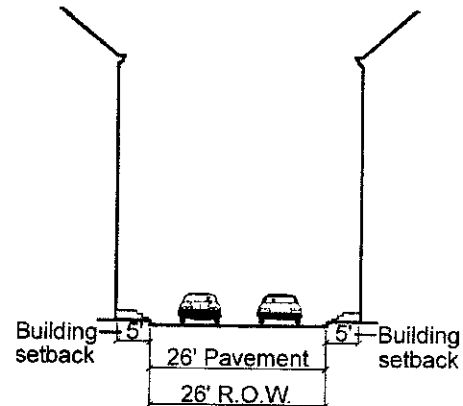
The size of the proposed blocks average 140 ft. x 290 ft., smaller than the size of a traditional Old Town block of 250 ft. x 360 ft. The smaller blocks benefit the public realm by providing more "openness" and porous circulation for both vehicles and pedestrians, both of which are desirable urban design characteristics required by the Guidelines. However, the smaller blocks create more lot coverage than is recommended by the Guidelines. In effect, the proposed plan sacrifices some of the private open space in favor of a significantly enhanced streetscape open space and amenities for the residents of the community and City. Staff believes that the additional lot coverage on this site is also mitigated by the ready accessibility to 18.5 acres of parklands, open space and landscaped areas that surround the site and are integrated within the community; however, block coverage concerns remain and Staff is recommending reduction in building footprints for several units, as discussed below. The smaller blocks create pedestrian scaled blocks, enhanced streetscape improvements, additional building breaks and additional views of parks and open space at the end on the internal street, all of which are consistent with the Guidelines

2. Streets and Streetscape to Emulate Old Town Standards

The intent of the Potomac Yard Concept Plan is to include public streets and streetscapes that are designed to emulate the best characteristics of streets in the traditional neighborhoods of Old Town Alexandria and Del Ray. Every street in the project is consistent with the Guidelines, providing a minimum of 14 ft. between the curb and the building with wide, brick sidewalks that accommodate street trees, stoops and landscape strips adjacent to the units. On-street parking is provided on all streets, providing a buffer between pedestrians and traffic. The street and streetscape design of this project differ significantly from the streets provided in most recent projects in the City, such as the adjoining Old Town Greens development.



Potomac Greens Typical Street Section modeled on Old Town street



Common Street Section found in recent developments such as Cameron Station and Old Town Greens

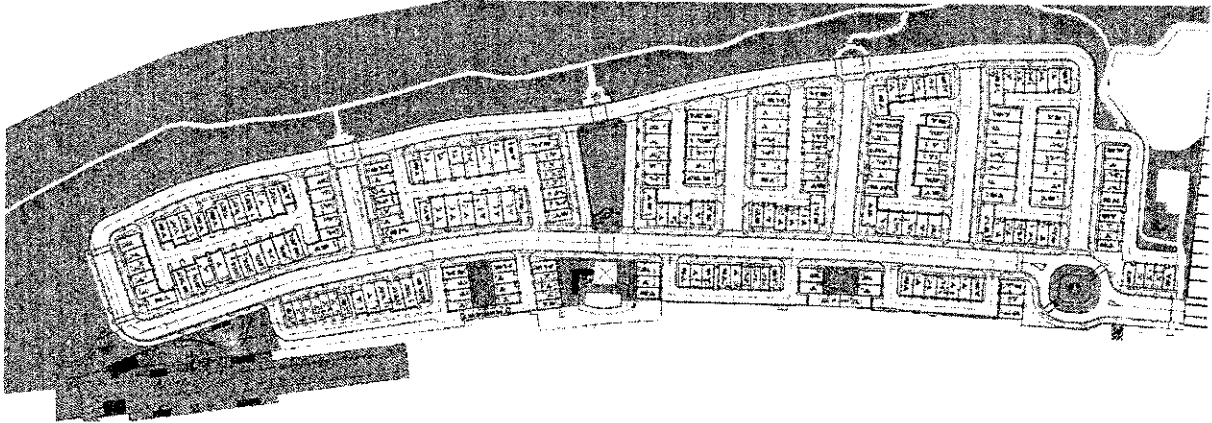
The streets and streetscape are an important element of the plan that establish a character in keeping with traditional urban neighborhoods. The width of the streets and generous sidewalks create a condition that is comparable to Old Town and avoids the "canyon effect" of other recent townhouse developments. The distances between the buildings, sidewalk widths, street trees, brick surfaces, on-street parking and minimal number of curb cuts, work together to create an environment that promotes pedestrian activity within the development. The site plan successfully utilizes the blocks described in the Concept Plan to create a hierarchy of streets, blocks, open spaces, streetscapes and a variety of building sizes to create an attractive public realm modeled after Old Town.

3. Parkland and Open Space:

Public Parks:

The Concept Plan requires that the development include open space and park areas for public benefit adjacent to or within the parcel for public benefit. The Plan specifies that the 16-acre resource protection area (RPA) and National Park scenic easement area surrounding the development parcel to the north and east be developed as a public park and be dedicated to the City. In addition, a 1-acre parcel was required by City Council to be provided adjacent to the park at the northern portion of the site as one of the required neighborhood parks. The applicant has provided both of these areas as required by the Guidelines. The proposed improvements in the environmentally sensitive Potomac Greens Park include low-impact interpretative nature trails with boardwalks over the wetland and natural areas. The proposed park is almost entirely wooded, and the trail will be installed with minimal disturbance to the existing trees. In addition, Staff is recommending additional landscaping

within the park to improve the quality of the park and provide screening for the George Washington Parkway. The proposed 1-acre section of parkland outside the sensitive areas will be developed for more active recreation uses, including a children's tot lot, an open lawn field for more active recreational uses and a gazebo for public gatherings.



Potomac Greens public and neighborhood parks

Neighborhood Open Spaces:

The Concept Plan also provides for the development of neighborhood open spaces within each phase of development. For this site, the Guidelines identify 2.5 acres of neighborhood parks, including the 1-acre space to be integrated into the Potomac Greens public park, as noted above. A total of 2.6 acres are provided including:

- a "central park," a tree-lined lawn that will function as a passive recreational area for the center of the development;
- a "southern park" that provides a transition between the existing Old Town Greens development and the Potomac Greens development, incorporating and improving the appearance of the existing stormwater management pond and sewer pump house, and providing a children's tot lot, and a southern terminus of the trail that leads through Potomac Greens Park;
- an entry circle and landscaped northwest and southeast corners planted with trees and other plantings to enhance the entrance to Potomac Greens and calm and slow traffic. Although primarily aesthetic in character, this open space does include benches to allow residents to enjoy the proposed open space and landscaping;
- a central meadow containing the Potomac Greens' clubhouse, pool, and an additional children's tot lot; and
- north and south meadows landscaped with trees and shrubs, and brick walkways to ensure that these spaces are inviting to the public.

While the applicants are providing 2.6 acres of open space in the form of neighborhood parks, approximately 0.58 acres of this space does not meet the technical requirements of the Guidelines—specifically, the inclusion of the open space is less than 40 ft. x 80ft. in the total. Staff believes that while these areas do not technically comply with the Guidelines, they do contribute to the overall quality of the public streetscape and provide a greater amenity to the public realm by providing more areas as open space throughout the community. For example, in the case of the open space mews along the west side of Potomac Greens Drive, these open space areas punctuate what otherwise would be an uninterrupted wall of townhomes. Because these areas contribute to the overall intent of the Guidelines, staff believes these areas not only meet the intent of the Guidelines, but also create a better distribution of open space for this plan. In addition, the applicants have added approximately 15,000 sq.ft. of additional private open space adjacent to the public right-of-way that technically do not count as open space because of the minimum dimensional requirements; however, practically these spaces contribute to the total openness, provide additional landscaping of the project as experienced from the public realm.

Several of the Old Towns Greens residents have expressed a concern that the landscape buffer depicted on the “illustrative” plan for Potomac Greens is different than what is being proposed by the applicant. The only specific reference to this area within the Guidelines state “an open space shall be located between the new development and Old Town Greens and incorporate the existing pond and substation as part of the parkscape.” Staff believes that the proposal by the applicant is consistent with the intent of the Guidelines; however, as of the writing of the report staff is working with the applicant to provide additional landscaping etc. to address the concerns of the adjoining residents.

These proposed neighborhood parks are useable, consolidated and interconnected – not simply remnant areas within the development. They will provide functional open space for residents of the new community and offer a range of activities for development and City residents, both children and adults. The neighborhood parks and open space (other than the clubhouse and pool) will be maintained privately but open to the public by public access easements provided for these spaces. Because the neighborhood parks and the adjoining 16-acre public park are no more than a block from any residence in the project, residents of Potomac Greens will enjoy some of the best access to public open space of any development within the City.

4. Potomac Yard Urban Design Guideline Modifications:

The Design Guidelines were developed and approved by City Council after years of planning between City, adjoining residents and the property owner. Staff believes that implementation of the Guidelines and the Concept Plan will result in a well-designed, high-quality redevelopment of Potomac Yard that could serve as a model for redevelopment within the City and the Washington metropolitan area. Therefore, each modification to the Guidelines must be considered as part of the larger context of each landbay and whether there are site limitations that preclude compliance with the Guidelines and the overall intent of the Guidelines. As a general City policy, Staff believes there

should be minimal deviation from the approved Guidelines. However, the modifications that are being proposed by the applicant, rather than permitting more density or less open space result in what staff and PYDAC believe is a superior plan and a balance between the block sizes and open space as described above. While Staff supports several of the modifications to the Guidelines, Staff believes that the issues of building height, architectural treatment and lot coverage need to be further revised as outlined in the Staff recommendations.

E. Remaining Issues Identified Staff:

Staff has worked with the applicant over the past several months to refine the site plan, open space and building design, while ensuring that the application is in conformance with the Potomac Yard CDD and Guidelines. The proposed site plan incorporates numerous innovative site plan and urban design elements and, overall, is in compliance with the Concept Plan and Guidelines. Staff has had concerns regarding several of the proposed remaining site plan issues and is requiring by condition that the applicants address these concerns:

- Lot coverage and building heights;
- Architectural design and quality;
- Visibility of the units from the George Washington Parkway;
- Emergency vehicle easement; and
- WMATA concerns regarding access and hydrology.

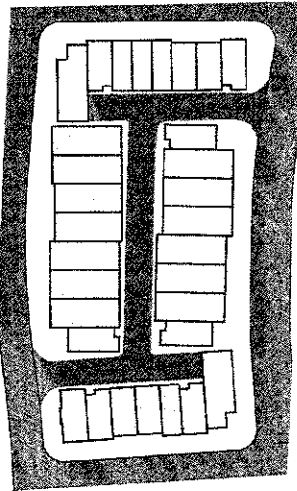
Lot Coverage

The site, Potomac Greens, was included under the Potomac Yard CDD Concept Plan that permitted up to 244 residential units, with a combination of townhouse and stacked townhouse units. The applicant initially proposed a 244-unit townhouse scheme that did not meet many of the Guidelines and had more townhomes than the approved Concept Plan number. While the Guidelines do not necessarily require that some of the units be stacked, Staff noted to the applicant early in the process that choosing to provide all townhouse units increased the proposed building footprints within the project compared to the approved CDD Concept Plan.

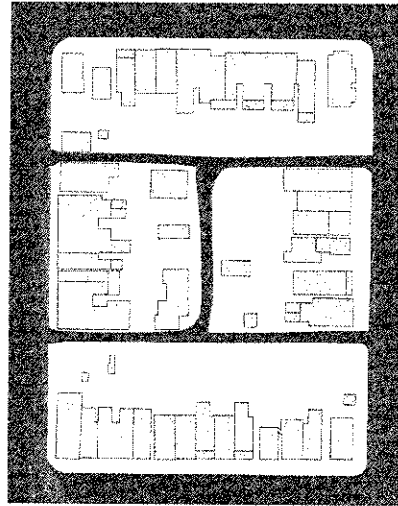
The increase in the building footprints made it difficult to achieve the required open space. In fact, as the applicant worked with Staff to provide the required streets and sidewalks, the required open spaces and a mix of unit types, the total number of units within the project has been reduced to the currently proposed 227 units, a reduction of 17 units. In addition, unit sizes have changed and more of the proposed units have narrower footprints.

The proposed density, excluding streets and common open spaces, is now roughly 28 units per acre, less than the 30 units per acre envisioned for townhomes in the Potomac Yard Concept Plan. Staff believes that while "density" (as measured by dwelling units per acre) has been expressed as a concern of PYDAC and adjoining residents, the real issue is the lot coverage, size of the building

footprints. Many of the units proposed in the project are quite large; while the widths of the units are within the 16 ft. to 24 ft. range typically seen in the City, the depth of some units reaches 55 ft., significantly more than the 40 ft. depth typically seen within new projects. The combination of large unit footprints on smaller blocks has resulted in more lot coverage on individual lots than was anticipated by the Guidelines; lot coverage is up to 95%, rather than the maximum of 80% envisioned by the Guidelines.



Potomac Greens block



*Typical Old Town block
(same scale)*

As previously discussed, these small blocks provide more openness and porous circulation and break the continuous rows of townhomes providing considerable public benefit. However accommodating the townhomes on these smaller blocks increases the lot coverage and perceived density within each block.

To address the Staff concerns of lot coverage, the applicant has removed 17 units in the development, reduced unit heights, and refined the project plan with additional green spaces. Staff is further recommending that the footprint of five units be reduced to provide additional visual relief, open space and landscape areas from the adjoining public streets.

With these changes to the five units in addition to the previous reductions to the project density, Staff believes that the lot coverage and perceived density of the project, in combination with additional variation in heights as recommended below, will significantly reduce the perceived mass and will create lot coverage conditions that are consistent with the intent of the Guidelines.

Variation in Building Heights

The Guidelines call for variation of rooflines and building heights within the Potomac Yard development. While the applicants have successfully varied heights in the majority of the proposed development, there are locations in the development where additional variation in height is necessary. These areas of concern are located on the west side of Potomac Greens Drive and two are located on the northern and southern blocks of the development, where no significant variation in building elevation had been proposed. Staff is recommending by condition reductions of building heights from 3½ to 2½ stories in seven units overall in these five locations. In addition, Staff asked the applicants to reduce the number of mansard 4-story units (which are visually the most massive) to increase the number of 2 ½-story units (visually the least massive), with the goal of providing approximately 15% 2 ½-story units, for a total of 34 such units in the development. The additional lower height units within these locations will help to reduce the perception of mass, as well as create the variety of unit heights recommended by the Guidelines.

Architectural Design, Quality, and Articulation

The Guidelines seek to provide a variety of unit types as well as variety in building height and design. The applicants have worked with Staff to articulate units, with the majority of units located on the front property line, coupled with random units that are setback from the front property line. Together, this articulation creates a street front that is varied both in elevation and plan, and that will contribute to a more lively and less monolithic appearance from the public streets. The applicants also worked with Staff to provide groupings of similar architectural styles that reflect the historical pattern of townhouse construction in Old Town. In Alexandria, townhouses were generally constructed three to four units at a time by different builders, resulting in varying front setbacks, and inadvertently creating building articulation that creates variety and richness for the street while still maintaining an urban "streetwall." While the applicants have worked with Staff and PYDAC on the overall architectural styles and progression of styles, the materials and treatment for many of the units has not yet been fully resolved. Requiring high-quality architectural design and materials is essential to ensuring that the development will be compatible with the Guidelines and the intent of the CDD zone to foster and create a development compatible with Old Town.

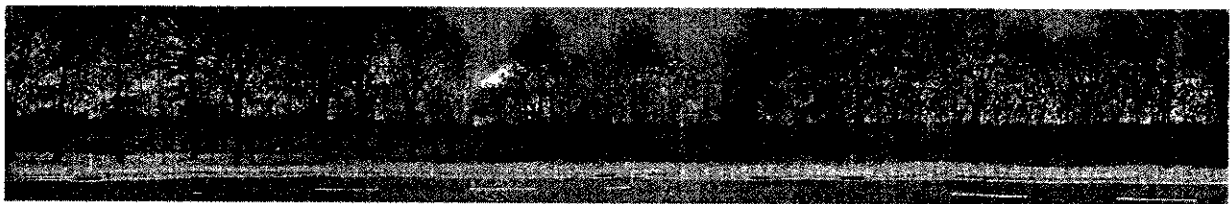
Staff is recommending that the applicants continue to work with Staff to further refine the detailing of the architectural styles used. This includes such refinements as the reduction in the overall size of some dormers and houses, the improvement of proportions of certain porches and entries, the reduction of widths of fourth-story openings, etc. Staff also is recommending that rears of the units be treated consistently in terms of materials, variation and architectural style as the front elevation. Where the rears of units are more highly visible from the public realm (such as the units that will be visible from the Metrorail), the rear elevations should be further refined to be consistent with the

fronts of the units. The level of detail and materials recommended will not result in changes to the overall building footprint or size of the units, simply the exterior treatment of the buildings.

Visibility of Many of the Units from the George Washington Memorial Parkway

A primary concern of any site adjacent to the George Washington Memorial Parkway is maintaining the integrity of this important and historic corridor within the City. While there are a considerable amount of existing trees between the Parkway and the proposed building, these trees are primarily deciduous trees and the proposed buildings will be visible during the months of the years when these trees lose their foliage. Additionally, there are many areas of treeless slopes within the future Potomac Greens Park natural areas that need additional tree plantings. While not immediately adjacent to the Parkway, the proposed buildings are within 200-300 feet of the Parkway and are at a higher grade than the Parkway and, therefore, will be at least partially visible from the Parkway. This portion of the Parkway, unlike other portions within the City, is a more pastoral setting with landscaping and large trees and only limited views of buildings from the Parkway. Due to the proximity of the units and the proposed height and type of existing landscaping, Staff is concerned that the units will be more visible from the Parkway than is acceptable as depicted below in the simulated photographs.

To mitigate the visibility of the proposed units from the Parkway, Staff is recommending a considerable amount and variety of deciduous and evergreen trees appropriate for the character of the Parkway throughout the eastern portion of the site adjacent to the proposed development. The landscaping proposed by Staff will help to minimize visibility of the proposed units from the Parkway, although portions of the units, especially the upper portions of the units and roof lines, will be visible from the Parkway.



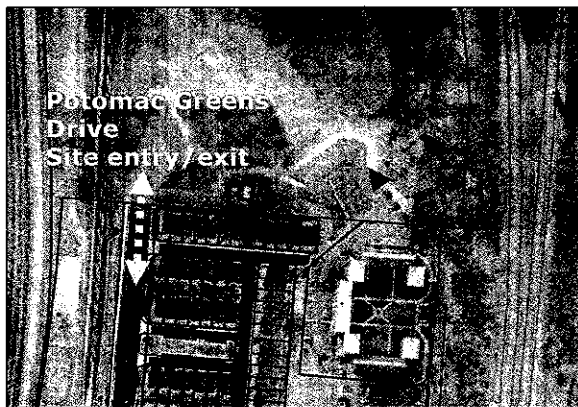
View from GW Memorial Parkway (Top: simulated summer view; Bottom: winter view)

Because the site is within 500 feet of the Parkway, the final design of the townhouses on the eastern half of the site will be subject to review by the Old and Historic Board of Architectural Review (BAR), subsequent to approval by City Council. City Staff has worked with the applicant throughout the concept and preliminary review stages to address larger issues of BAR concern, such as compliance of the units with the recently adopted Washington Street standards. The Potomac Yard Guidelines addressing this portion of the Washington Street corridor recommend that the units facing the Parkway be articulated as primary facades, with which Staff believes the units generally comply and as outlined within the conditions. Staff believes that the eastern units are generally in compliance with requirements of the Washington Street Standards, which require that units are designed to provide the appearance of separate buildings with a scale that is comparable to historic buildings. The details, ornamentation and exact colors and quality of materials have yet to be presented to and reviewed by Staff and will require subsequent approval by the BAR.

Alternate Emergency Vehicle Easement

The Potomac Greens site creates a unique accessibility challenge for public safety agencies because, to access the site, the only point of entry, Potomac Greens Drive, requires crossing an active rail at Slaters Lane that could be blocked by passing rail cars during an emergency. The rail crossing is owned and operated by the Norfolk Southern Railroad for coal deliveries to the adjacent Mirant Power Plant and boxcar deliveries to Robinson Terminal at the City's waterfront.

This rail crossing is the main spur for switching operations to both of the above mentioned facilities. Railroad switching operations, by nature, often impede traffic at intersections for prolonged periods of time. During such railroad switching operations, all access to the Potomac Greens site would be cut off for prolonged periods of time. Emergency response crews from Arlington and National Airport will respond as available to calls from Alexandria; however, in the event of a fire, medical emergency or crime in progress, any delays in response could be detrimental to the community.



Alternate Emergency Vehicle Easement
(shown in red)

Therefore, Staff has continually recommended that the applicant provide a secondary means of public safety access that is unaffected by railroad operations for the proposed development. In addition to providing emergency vehicle access for the proposed development, the second means of access is needed for to provide emergency service for a the Metrorail station, which may be adjacent to this site. The recommendation of Staff is to provide a second means of ingress/egress limited to emergency vehicles from West Abingdon Drive that would coincide with the maintenance access road for

the existing stormwater management pond on site.

Concerns of WMATA Hydrology and Access

WMATA Staff has raised the concerns that the proposed regrading of the site for development may increase runoff onto the adjoining Metrorail line and potentially cause flooding of the rail lines. The applicant has stated that this issue can be addressed through continued engineering analysis that will occur during the final site plan review process. City Staff has added a condition that will require the applicant to obtain approval from WMATA regarding this issue and the other concerns, including general access to their lines, prior to the release of the final site plan. While less than ideal, given the complexity of the site work and engineering involved for this development, Staff supports this approach. If there are significant changes to grading or unit locations, or loss of open space to address the WMATA concerns, Staff is recommending that the applicant be required to request approval of a major site plan amendment that will require approval by the Planning Commission and City Council.

F. Conclusion:

Staff supports the application subject to the recommendations included in this report. The applicants have worked extensively with City Staff and PYDAC over the past year to develop a site plan for the first Landbay of Potomac Yard that complies with the CDD Concept Plan and the Guidelines, provides high quality development urban and architectural design and provides large areas of useable consolidated open space that will provide public benefit for the adjoining neighborhoods and the City. While the proposal does require approval of some modifications to the Guidelines, Staff believes the modifications are not only consistent with the intent of the Guidelines but also result in a better site plan and community for the City.

III. BACKGROUND

A. Potomac Yard Concept Plan Approval and Review Process

Development within the Potomac Greens parcel is governed by the CDD Concept Plan for Potomac Yard, approved by the City in 1999 after almost 10 years of planning and development efforts for the tract. The Concept Plan provides for a relatively moderate density of overall development for Potomac Yard with higher densities of mixed use development concentrated within a new town center south of Potomac Yard Shopping Center and along Route 1.

Maximum Development Approved For Potomac Yard/Potomac Greens Potomac Yard/Potomac Greens Concept Plan, 1999

Office	1,900,000 sq.ft.
Hotel	625 rooms
Retail	735,000 sq.ft.
Multi-Family	734 units
Stacked Townhouse	605 units
Townhouse	<u>528 units</u>
Total Residential	1,927 units

Large portions of the Potomac Yard, including the subject property, Potomac Greens, are planned in the approved concept for residential townhouse development. The Concept Plan provides for up to 244 residential units on Potomac Greens.

In addition to establishing development levels and uses for each parcel within the Potomac Yard, the Concept Plan governs the design and timing of open spaces, streets, utilities and other elements of the future development of the entire tract. The requirements of the Concept Plan are set forth in two documents: conditions and Guidelines. The conditions include trigger requirements that require the construction of infrastructure at certain times and with specified levels of development on the site. The conditions also prescribe the land that must be set aside and dedicated to the City as public parks, and requires that other parkland be privately maintained yet publicly accessible through public access easements.

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

The Potomac Yard Design Advisory Committee (PYDAC)

As a condition of the approval for Potomac Yard, City Council required that a Potomac Yard Design Advisory Committee (PYDAC) be established to assist the City in reviewing applications for preliminary development plan approval. The committee consists of seven members that are appointed by the Council for terms of no more than two years. The committee must consist of two members from the Potomac West area, with the other five members from the City at large, including three members from residential neighborhoods and the business community and two qualified professionals skilled in architecture. PYDAC is authorized to review applications for preliminary development plan approval for compliance with the Potomac Yard Urban Design Guidelines, and send its recommendation to Planning Commission and City Council for consideration.

PYDAC has held five meetings over the past year. The last four meetings were held in October and December of 2002, and January and February of 2003 to review development proposals for Potomac Greens (Parcel A), Potomac Plaza (Parcel C), and Rail Park (Parcel D). With staff conditions, PYDAC has recommended approval of the proposal as outlined in the attached correspondence dated March 20, 2003.

The Potomac Yard CDD Landbay, Infrastructure and Open Space Phasing Plan

One of the CDD conditions of approval required that the landowner submit a CDD Phasing Plan that delineates the schedule of development for each Potomac Yard landbay and the associated delivery of infrastructure and open space. The Directors of P&Z and T&ES are responsible for reviewing the CDD Phasing Plan and authorized to approve the plan. Once approved, the Phasing Plan is required to be resubmitted with updated information at the time of submission of each development plan application. The Potomac Greens site is isolated in relation to the rest of Potomac Yard. The area of concern for the Phasing Plan is the schedule of development on the west side of Potomac Yard where development is adjacent to and will affect existing city neighborhoods over a 10- to 15-year period, and will involve major infrastructure relocations, such as the straightened Route 1 bridge.

IV. PROJECT DESCRIPTION

The applicants, Eakin/Youngentob Associates and Elm Street Development, propose to construct a 227 unit single-family townhouse development on the 33.66-acre Potomac Greens parcel located north of Slaters Lane and the Old Town Greens development between the Metrorail tracks and the George Washington Memorial Parkway. The Potomac Greens parcel is known as "Parcel A" of the Potomac Yard or "Potomac Greens" and the development of the parcel is authorized and defined by a Coordinated Development District (CDD) Concept Plan approved by the City in 1999 (CDD#99-0001).

The subject property is currently one lot of record with 66 feet of frontage on Potomac Greens Drive, 41 feet of frontage on West Abingdon Drive, and approximately 3,150 feet of frontage along the George Washington Memorial Parkway. The lot dimensions are approximately 3,000 ft. by 600 ft., for a total lot area of 38.56 acres, 33.66 acres excluding the WMATA rail easements. The site is currently undeveloped, except for a stormwater management pond and sewer pumphouse along the southern boundary of the site and the previously mentioned WMATA tracks and easements.

The parcel is unique in its configuration and location. The site is a peninsula of land that is isolated by wetlands and National Park Service lands to the east and north, and by the WMATA rail corridor to the west. Its only point of connection to existing city development is along its southern boundary where it abuts Potowmack Crossing II condominiums and the rears of 10 townhouse units in the Old Town Greens development.

The 227 proposed townhouse units are concentrated on the western portion of the site, with a proposed 16-acre public Potomac Greens Park wrapping the townhouse project to the east and north. The proposed townhouses are arranged within blocks created by a grid of new streets that run north-south and east-west through the project. All the townhouses face the streets, with garages accessed from a system of alleys in the interior of the blocks. The townhouses range in size from 16 ft. to 24 ft. in width, 42 ft. to 55 ft. in depth and 2 ½ to 4 stories in height. The units are designed to incorporate a variety of architectural styles arranged in a progression throughout the project, which helps create a unique character for various blocks. Materials are high quality, with brick and cementitious siding.

A. Parking

The Concept Plan requires that the residential townhouses proposed in this development provide two off-street parking spaces per unit and that 15% visitor parking be provided which may be accommodated on the adjoining streets. The Concept Plan approval does not allow applicants to seek a parking reduction for required residential parking in the Potomac Yard/Potomac Greens. The

applicant proposes to provide two-car garages for each unit accessed from internal alleys. The narrow units, such as the 16 ft. wide units, will provide tandem garage spaces. Additional parking is provided throughout the project on streets; all two-way streets designed with on-street parking on both sides and the limited number of one-way streets providing parking on one side.

All streets provide on-street public parking. The Potomac Yard approval permits the 15% visitor parking to be provided on the new Potomac Yard streets. The applicants are proposing 194 on-street spaces are provided within this development. The on-street parking spaces will provide the necessary 69 visitor parking spaces for the project. The remaining 125 on-street parking spaces will provide parking for visitors to the new Potomac Greens Park and the Potomac Greens neighborhood parks and will be available to provide limited bus drop-off and automobile kiss-and ride spaces for the possible future Metro Station. Staff is not at present proposing any parking restrictions for Potomac Green Drive or the internal streets. However, in the future, and particularly if a Potomac Yard Metro Station is constructed, Staff may, through the Traffic and Parking Board, introduce future on-street parking restrictions as deemed necessary.

B. Building Types & Locations

The Guidelines recommend a variety of unit types, as well as variety in building height and design. The townhouse units proposed by the applicants vary in width from 16 ft. to 24 ft. and in depth from 42 ft. to 55 ft. All of the units are individual rear-load-type garage townhouses. Heights of the structures vary from 27 ft. to 45 ft., or 2 ½ to 4 stories, which are articulated stylistically with dormers, mansards, gables, etc. to create further architectural variation at the public street front.

The breakdown of units by unit type is now proposed as:

- 20 2 ½-story units, with a partial third story under a gable roof with dormers;
- 5 3-story units with a 2-story cornice and a third story under a mansard roof;
- 31 3 ½-story units with a partial fourth story under a gable roof with dormers;
- 12 partial 3-story and 4-story units, with a 3-story main facade, and a fourth-story roof deck and fourth story loft portion of the dwelling;
- 59 4-story dwellings with 3-story cornices and a fourth story under a mansard roof.

The tallest townhouses proposed by the applicant are 45 ft. tall. However, in an effort to achieve desired height variation that was envisioned in the Guidelines, Staff (and PYDAC) continue to recommend further reductions in height, specifically in replacing seven 3½-story units with 2½-story units in five specific buildings along Potomac Greens Drive. The Guidelines require that units be constructed of traditional materials, such as brick, wood and stucco. The units are proposed to be constructed of brick and cementitious siding, and covered with roofs of asphalt shingles or standing seam metal. A detailed discussion of the architectural styles, elevations and materials follows in the

Staff analysis section of this report. Staff believes that the additional variations in style, coupled with intermittent setbacks of some of the units from the front property line, work together to create a street front that is varied both in elevation and plan, and will contribute to a more lively and less monolithic impression of the development from the street.

C. Building Design

In working with Staff, the applicants revised its architectural scheme to present a more organic pattern of architectural variation across the development, reflecting a more natural pattern of development, such as occurred historically in Old Town, and which contributes to its overall varied impression. Specifically, the direction has been to group houses of similar style together in groups of two and three, rather than the more random or house-by-house variation of architectural styles as originally shown. The intended effect is that each street or string of elevations may have a more dominant architectural style, i.e. one segment of houses might be more Federal style, while another might be Victorian, and a third, Second Empire—with various accents of styles from another period to mitigate the impression of either unmodulated randomness or relentless conformity. Staff has worked closely with the applicants to revise the plan and believes that the applicant has begun to introduce a more convincing progression of styles and a beneficial measure of uniqueness between the blocks.

D. Street Grid

One of the basic tenets of the approved Guidelines is to create a grid of new interconnected streets. The importance of the grid is two-fold. First, the grid is intended to link all new development in the Yard together with an inter-connected network of streets and to connect the new development to adjacent neighborhoods. The Concept Plan's grid requirement has a second purpose: to create an organizing structure for the development which is urban in character and reminiscent of Old Town and Del Ray—with specific blocks sizes and with all buildings facing the street. The Guidelines detail street section widths based on the function of the street. The guiding principle behind the street sections was to create streets of widths that are only as wide as is appropriate to the purpose of each proposed street, with all streets designed to provide adequate sidewalks, street trees and on-street parking.

E. Open Space

The Concept Plan provides for the development of neighborhood open spaces within each phase of development. The neighborhood open spaces are generally to be owned and maintained privately, but are to have public access easements so that the spaces can be utilized by the larger community and adjoining neighborhoods. The Concept Plan approval gives broad guidelines for the

development of neighborhood parks that include minimum dimensions of 40 ft. x 80 ft. and the provision of one-way streets surrounding the parks. The intent of these Guidelines is to ensure that the neighborhood parks are planned open spaces of a certain size, rather than simply remnant spaces unused by the developer. The intent of the one-way streets surrounding the parks is to create spaces that were clearly defined as community open space, rather than spaces that read as extensions of private lots. This design will help to preserve the intended public nature of the neighborhood open spaces. For Potomac Greens, the Guidelines specify the provision of Potomac Greens Park, an approximately 16-acre environmental protection area, consisting of resource protection area and National Park scenic easement area. For this tract, the Guidelines specifically call for 2.5 acres of neighborhood parks.

F. Pedestrian Bridge

The owner of Potomac Yard is required to construct a pedestrian bridge across the rail corridor when one million square feet of new development is approved for the Yard, forming a critical link in the trail system of the open space for the Potomac Yard/Potomac Greens parcel. Staff has worked with the applicant and Crescent Resources (the landowner) to provide sufficient land at the southwest corner of the property to accommodate landfall and ramps of a pedestrian bridge that extends across the Metrorail tracks. While the ultimate design and landfall of any pedestrian bridge is not known, as the requirement is not triggered at this time by the Concept Plan, it is critical that adequate easements be retained so that the future design and construction alternatives are not foreclosed. The present land owner, Crescent Resources LLC, estimates that the new bridge will be constructed in 2007. The exact location of the bridge has not yet been determined. Currently two pedestrian bridge easements are located south of the Rail Park and on Potomac Greens Drive on open space that is controlled by the Old Town Greens HOA. The final location will require subsequent approval by City Council.

G. Site and Environmental Concerns

A large portion of the site was created by the dumping of dredge-spoilings and fly-ash from the previous industrial use as a rail yard, which pose development challenges and environmental concerns for the applicant and the community. An in-depth evaluation of site conditions has been conducted for Potomac Yard. The applicants have submitted specific information regarding the Potomac Greens site and the applicants' intended course of action to deal with environmental issues on the site. The applicants have stated that they intend to surcharge the site: that is to compress the existing soil, then cover the entire site with several feet of clean fill. The applicants state that they will disturb the existing contaminated soil only as much as is minimally necessary to install new utility lines. Staff is recommending conditions for the applicant to follow in development of the site to minimize disturbance of and exposure to harmful substances.

H. Future Metro Rail

As part of the original Potomac Yard Concept Plan approval, Commonwealth Atlantic Properties and now Crescent Resources LLC, owners of the property, were required to establish a reservation of sufficient land to accommodate a possible future Metrorail Station in Potomac Yard. Staff, WMATA, the landowner and the applicant have met to establish the minimum adequate reservation adequate to support a future Metro station at Potomac Yard. By condition, staff is recommending that the dedication be submitted for review by the City and WMATA Staff as part of the first submission of the final site plan, and approved by the City, and executed by the necessary parties, prior to release of the final site plan.

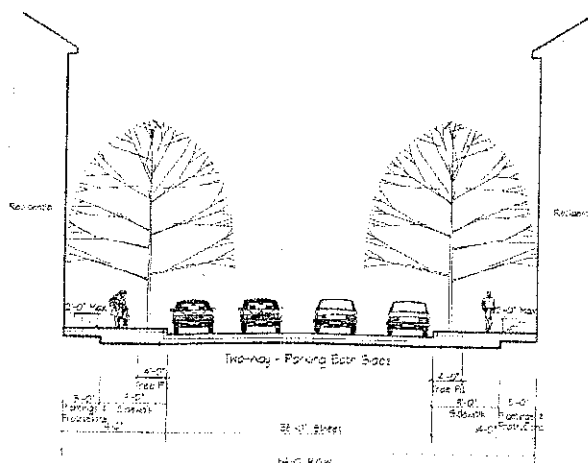
V. REVISIONS TO THE SITE PLAN

The applicants' initial site plan for Potomac Greens was inconsistent with the many of the elements of the Concept Plan and Guidelines. That first submission failed to meet basic requirements to: establish an interconnected street grid with streets; provide 2.5 acres of neighborhood parks, one acre of which must be located on the northern portion of the site and dedicated to the City as part of Potomac Greens Park; provide adequate land for a future Potomac Yard Metrorail Station; and have a majority of units that front to a street. The design proposed construction of 244 townhouses, rather than the "prototypical mix" of 174 single-family townhouses and 70 stacked townhouse units that the Guidelines represented, might be built on the Potomac Greens site.

A. *Changes to Streets and Blocks*

One of the major changes the applicant has made to the proposed plan is to create a grid street network of streets and blocks consistent with the Concept Plan and Guidelines. The applicants' first proposal had only a single street which complied with the Guidelines, the extension of Potomac Greens Drive. The original plan included few other streets, none of which complied with the Guidelines.

Staff worked with the applicants to introduce an interconnected street grid that will function in the manner of a true Old Town street grid. The revised street pattern will provide north-south movement on both the west and east sides of the development. Rather than one east-west street as originally proposed, the current plan provides seven east-west connections that meet the Guideline requirements regarding dimensions, two-way movement, on-street parking and full sidewalks and street trees.



Potomac Greens Typical Street Section

The street grid now proposed provides an interconnected link of public streets, sidewalks and trails that will enable full access and use of these new community, both by the new residents of Potomac Greens and City residents. Additionally, the proposed development provides alley access behind every unit in the project, providing access to garage parking for each unit, solid waste pickup and emergency vehicles. The proposed streets and sidewalks result in a coherent pattern and hierarchy for pedestrian and motorists within the development.

Where streets are adjacent to parkland, such as at the proposed central park and along the outside perimeter of the project, no parking is proposed, except adjacent to the northern neighborhood park that will be publicly owned. The elimination of on-street parking allows road pavement widths to be narrower and prevents the presence of parked cars from obscuring views of the adjacent parks. The proposed streets around the central park consist of 20 ft. of pavement to provide a 12 ft. travel lane and an 8 ft. parking lane. The north-south street along the eastern side of the development is proposed to provide 30 ft. of pavement to support two 11' travel lanes and an 8' parking lane.

The proposed streetscape is one of the most important pieces of the Potomac Yard framework structure because the sidewalks and street trees are adjacent to all streets of the development. Every street in the project follows these design Guidelines, providing a 14 ft.-wide sidewalk area which accommodates tree wells for street trees and for stoop and landscape bed encroachments. The sidewalks are prescribed to be 14 ft. wide in order to adequately accommodate a 4' by 10' street tree well, allow up to 5 feet for encroaching stoops, bays or landscaping, and still leave at least a 5 ft.-clear path for pedestrians. The on-street parking that is required will provide a physical buffer for pedestrians. Lined with trees at intervals of 25 feet to 35 feet, the streets will function as a form of open space and will encourage pedestrian activity.

The proposed street system and streetscape emulates the best characteristics of streets found in traditional neighborhoods of Old Town and Del-Ray and set this project apart from most other new projects recently built in the City, with their private, narrower streets and general lack of street trees and sidewalks. The street and streetscape design of this project are upgraded significantly from the streets provided in most recent projects in the City, such as those in Cameron Station or in the adjoining Old Town Greens development. The streets and streetscape are a critical element of the plan helping to establish a character in keeping with a traditional urban neighborhood.

All of the streets within the proposed project will be public. In keeping with these Guidelines, Potomac Greens Drive and most of the east-west streets are proposed as 64 ft. wide rights-of-way with two travel lanes and two on-street parking lanes.

B. Changes to the Open Space

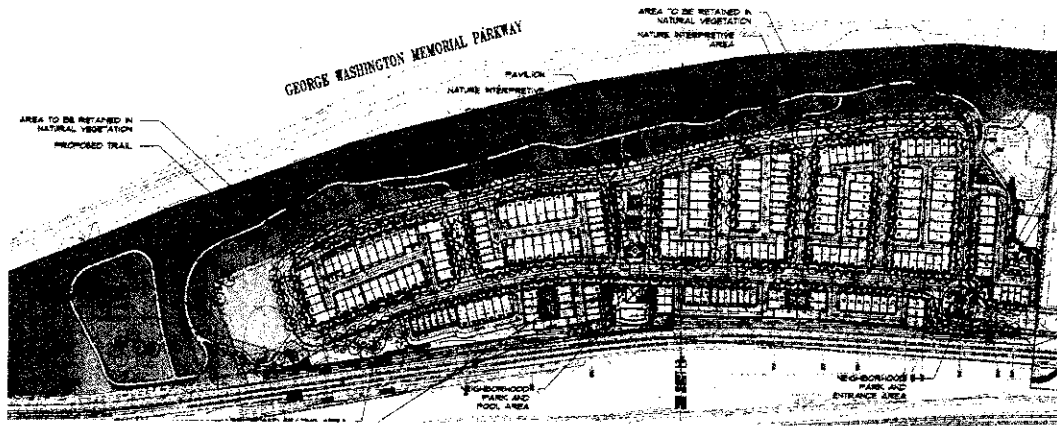
The first plan failed to provide neighborhood park open space that met the Guidelines and the approved CDD conditions. Virtually all of the open space was contained in mews between the proposed townhomes. None of the space met either the Guideline requirements for design of neighborhood parks or the intent of the Guidelines for these spaces. The first proposal did not provide any land outside of the Resource Protection Area (RPA) for the one-acre neighborhood park, which is required by condition to be established at the north end of the development. Additionally,

guidelines for Parcel A require that neighborhood parks be a minimum of 40 ft. x 80 ft.. The intent of the Guidelines was to have consolidated common neighborhood open space that is truly shared with the community and all City residents.

The revised plan now provides 2.6 acres of landscaped neighborhood open space. The largest portion of neighborhood parks is the 0.93-acre neighborhood park adjacent to Potomac Greens Park, to meet the intent of the approved Concept Plan that requires that "approximately" one-acre of neighborhood park space be provided at the north end of the development. Additionally, an area of landscaping that is required by the Guidelines around a pump house and stormwater management pond will improve the southern boundary of the project. Both an entry circle and a central park meet the intent of the Guidelines.

The current site plan provides open space in the vicinity of the possible future Metro station. This area excludes the footprint of the conceptually designed station, which is represented on the Potomac Greens site plan. This then leaves 0.39 acres of open space on Parcel A that does not meet the exact criteria delineated in the Guidelines, but that Staff believes significantly benefits the project and the green relief perceived from the public realm. This area includes three mews that are provided along the west side of the future extension of Potomac Greens Drive, and two landscaped areas on Potomac Greens Drive opposite the entry circle. These spaces provide beneficial green relief in the project where it is greatly needed. An alternative design, without the mews, would result in a very unrelieved streetscape along the entire west side of Potomac Greens Drive, with a continuous string of building fronts on the street. Staff believes that the green space interruptions that the mews and corners near the entry circle provide greatly enhance the project and the experience of the public along the street. Staff supports the open space as proposed by the applicant and believe the amount, location and quality is consistent with the intent of the Guidelines, and Staff recommends approval of the amount of open space as depicted by the applicant.

In keeping with the Concept Plan approval, the plan has been revised to provide the 16-acre Potomac Greens Park. This park wraps around the eastern and northern edge of the proposed development, adjacent to the George Washington Memorial Parkway. The second component consists of 2.6 acres of open space that provide a variety of neighborhood parks throughout the project. The northwestern edge of the park land is set aside to accommodate a future Metro Station.

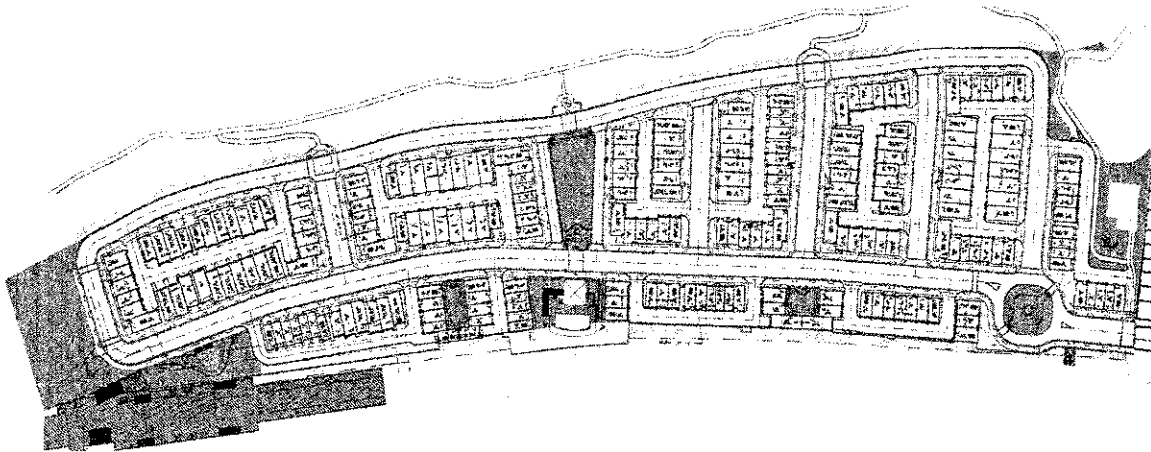


Potomac Greens Park

Due the environmentally sensitive nature of Potomac Greens Park, improvements in this area will be confined to low-impact trails that form a continuous connection through the park, with boardwalks over wetland areas and trail connections to the proposed development, with most of the Potomac Greens Park to be left as much as possible in a natural state. The majority of the area of this future park is wooded, with significant pockets of tall grass and reeds in the wetlands. Some of the wetlands areas are proposed to be disturbed in order to install new stormwater sewer lines that are necessary to carry large volumes of stormwater run-off to the wetlands from throughout this quadrant of the City. The applicant is proposing to add 122 additional shade trees and 120 ornamental trees and evergreens within the park.

The one-acre portion of this park located outside the RPA and the National Park Service's Scenic Easement will be utilized to provide more active recreational opportunities. This area is proposed to have a children's tot lot, an open lawn field for more impromptu active use, and a gazebo to facilitate small gatherings.

Neighborhood Parks



Neighborhood Open Spaces (highlighted in dark green)

The applicant has revised the plan to provide the 2.5 acres of neighborhood park as required by the Guidelines that specify:

- a. one acre must be provided at the north end of the development, adjacent to the environmental protection area; and
- b. the area around the existing sewer pump house and storm water management pond at the southern border of the property, shall be landscaped as part of a neighborhood park.

The proposed development plan now provides 2.6 acres of consolidated open spaces as neighborhood parks, including the two areas specifically required above. These neighborhood open spaces are described in more detail as follows:

- a. *Potomac Greens North Park:* The one-acre park to be incorporated into the Potomac Greens public park, as described above.
- b. *Central Park:* A 0.25-acre neighborhood park the entire depth of the project is provided in the center of the development. The park is designed as a lawn, lined with trees along the surrounding streets. It is to function as an impromptu gathering place and focal point for the development, and a place for spontaneous activity, such as throwing a ball.
- c. *Southern Park:* The Guidelines specifically require that a neighborhood open space be provided at the southern end of the development and that the area around the existing sewer

pump house and stormwater management pond be incorporated into the park. The proposed 0.41-acre southern park provides a transition between the existing Old Town Greens development and the new development on this tract. The area will be landscaped to improve its appearance, will have an additional children's tot lot, and will be the southern terminus of the trail that leads through Potomac Greens Park.

- d. *Entry Circle*: The entry circle and landscaped northwest and southeast corners will be planted with trees and other plantings to enhance the entrance to Potomac Greens and to calm and slow traffic. In addition to the landscaping, the drive surfaces around the entry circle are proposed to be surfaced in sculpted material.
- e. *Central Mews*: The central mews will be located along the west side of Potomac Greens Drive, opposite the central park. This mews totals 0.38 acres, including 0.18 acres adjacent to the WMATA rail corridor that will be landscaped and incorporated into the overall design of the mews. The central mews will support the Potomac Greens' clubhouse and pool, and a third children's tot lot.
- f. *Southern and Northern Mews*: The southern and northern mews are approximately 3,000 square feet each. The southern and northern mews will be landscaped with trees and shrubs and include brick walkways to ensure that these spaces are inviting to the public.

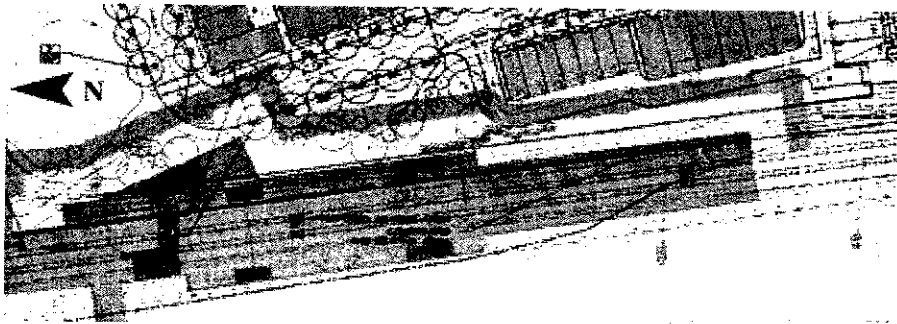
C. Other Open Space Changes

In addition to the public park and neighborhood open spaces, a series of smaller, private open spaces are provided throughout the plan. While these spaces are not specifically required by the Concept Plan Guidelines, Staff has worked with the applicant to provide additional open space as relief from the relative denseness of the proposed townhouse project, particularly along Potomac Green's Drive, the project's longest street. These additional green spaces represent more building articulation and pockets of green space of between 2 ft. and 16 ft. in depth in front of units. These green spaces will in some part add the sort of unexpected green relief that one sees in Old Town, where a passerby will see an occasional small side yard, or a unit setback slightly from the street.

These proposed areas of open space are useable, consolidated and interconnected. They will provide functional open space for residents of the new community and City, and offer a range of activities for children and adults. The neighborhood parks and open space (other than the clubhouse and pool) will not be dedicated to the City. The neighborhood parks will be maintained privately, but open to the public by public access easements provided for these spaces. With the neighborhood parks and the adjoining 16-acre public park no more than a block from any residence in the project, residents of Potomac Greens will enjoy some of the best access to public open space of any development within the City.

D. Changes to accommodate the Future Potomac Yard Metrorail Station:

Staff has worked with the applicant and with WMATA during the review of this project to provide an area for the future construction of a possible Metro station. All parties agree that adequate space has now been set aside for the possible future construction of the metro station.



WMATA Metro Station Reservation showing preliminary station footprint and 30' building easement and 50' construction easement

Staff is recommending by condition that the property owner must dedicate the land to be reserved for the metro station to the City as part of the final site plan submission. The first Potomac Greens site plan submission by the applicants ignored the future Metrorail station and the easement that is required as part of the Concept Plan approval. Throughout the review process of this Potomac Greens application, City Staff, the applicants, the Potomac Yard owner (Crescent Resources) and WMATA have met to ensure that, in keeping with City Council's approved Condition, adequate easement area will be established so as not to preclude construction of a future Potomac Yard Metrorail Station. To accommodate sufficient land for the easement, the applicant reconfigured and removed some units from the northwest portion of the development, and relocated other units away from the WMATA rail tracks.

Although the main entrance to any future Metro station, and any major facilities such as bus drop-off and kiss-and-ride areas, will be located on the west side of the rail corridor, the station itself will be built adjacent the existing tracks on the Potomac Greens side of the development. The configuration and alignment of the tracks allows only one location for the new station, along a 600'-long section of straight and level track.

A year-long transit alternatives study for the Alexandria and Arlington portions of Route 1 concluded in December 2002, with the Policy Advisory Committee recommending pursuit of Bus Rapid Transit (BRT) as the preferred alternative because of its estimated lower cost. The other alternatives being considered are Light Rail Transit (LRT) or future Metro stations at Potomac Yard and/or Four Mile

DSUP #2002-0026

ENC #2003-0002

Street Name Case #2003-0002

Potomac Greens - Potomac Yard Parcel A

Run in Arlington. The participants in the study also advised that if BRT or LRT were selected to be built as the next mass transit option for the corridor, the new Metro stations may still need to be built in the future to meet the areas mass transit needs. The next phase for the Route 1 transit study is conducting of a full Environmental Impact Assessment/Statement (EIA/EIS) that considers all three of these options in more depth. The Potomac Yard Metro Station would be built at a future date when the City determines that increased vehicular traffic and Metro ridership estimates for the new station warrant the expense.

VI. ZONING:

The zoning characteristics of the development are summarized in the table below:

POTOMAC GREENS		
Property Address:	2201 Jefferson Davis Highway	
Total Site Area:	38.56 acres (excluding rail easement, Parcel A is 33.66 acre)	
Zone:	Coordinated Development District (CDD) #10	
Current Use:	Vacant	
Proposed Use:	Residential townhouse	
	Permitted/Required	Proposed
Floor Area ¹	N/A	732,557
FAR ¹	N/A	0.44 (over entire site)
Yards ²	Front: 0' Side: 10' Rear: N/A	0' majority; some units w/ front yards up to 16' deep 3' - 8' with additional open space at front of units 0' - 2'
Height	45' (single family townhouses, and w/in 500' of the GW Pkwy) 55' (stacked townhouses)	45'
Open Space	2.5 acres	2.6 acres
Parking	454 spaces (2 spaces per 227 units) <u>69 spaces (15% visitor)</u>	454 spaces <u>194 spaces on-street</u>
	Total 523 spaces	Total 648 spaces
¹ Floor Area and FAR for residential units are not regulated by the Potomac Yard CDD approval, only the number of units is regulated. ² The Urban Design Guidelines call for the above listed setbacks, from which the applicant has varied as discussed in the report.		

Other Necessary Zoning Approvals:

A. Subdivision

The subdivision plan for this application is being considered as part of the Development Special Use Permit with Site Plan, as permitted in the Zoning Ordinance. The preliminary subdivision plat has been included in the preliminary site plan submission. Staff is recommending approval of the subdivision plan with the Staff recommended condition.

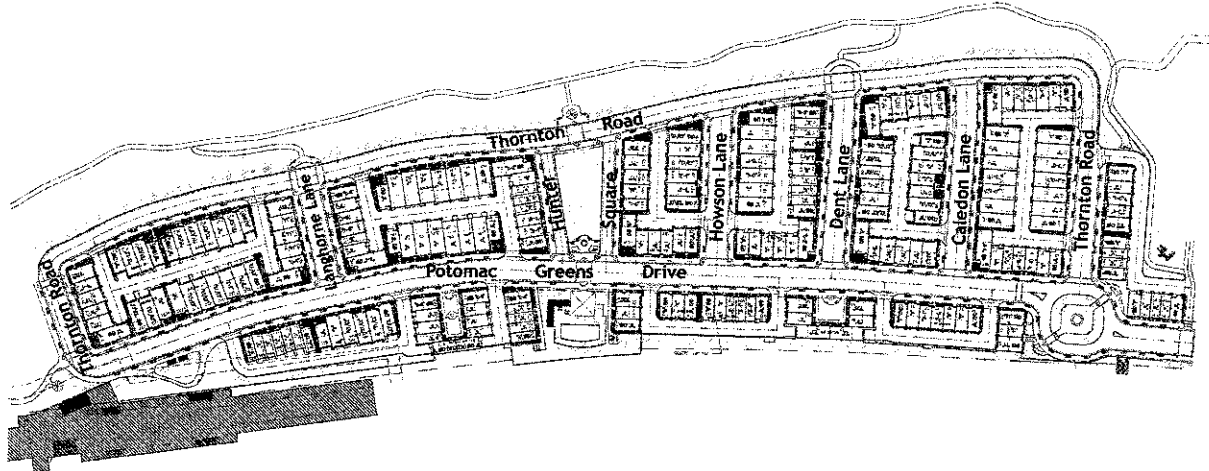
B. Encroachments

By City Code, the applicant is permitted to construct steps and stoops, and associated railings, to a depth of 3' on a right-of-way less than 66' but greater than 50', and 4' on a 66' right-of-way. The applicants' proposal depicts 4' stoops and steps on all street frontages. The Potomac Yard Urban Design Guidelines allow stoops and steps up to 5' in depth and 2' high, but still require approval of encroachments by City Council. Staff is recommending approval of the stoop encroachments as proposed in the preliminary plan set submitted by the applicant with the conditions as outlined in the Staff report, including that minimum 5' unobstructed sidewalk is provided. Staff is also recommending approval of encroachment for upper level bays to encroach into the public right-of-way up to a maximum of 3' inclusive of the bay cornice, and decorative embellishments and roof overhangs up to 2', generally as shown in the preliminary plans.

C. Public Streets and recommended Street Names

Due in part to the difficulty Staff and the community have experienced with the incorporation of private streets into many recent developments—that often do not provide adequate sidewalks, street trees and parking and the possible future Metro station, Staff has reviewed this application with the understanding that all new streets in Potomac Greens will be dedicated to the City as public streets. Making these streets public is especially important since these streets and their on-street parking will serve the new public Potomac Greens Park and a possible future Potomac Yard Metro Station. The development plan proposal shows streets that meet the Potomac Yard Guidelines and requirements to be dedicated as public streets to the City.

The Planning Commission is authorized to name these new public streets. Based upon historical references in consultation with Historic Alexandria, Staff is recommending the following street names: Potomac Greens Drive, Thornton Road, Caledon Lane, Dent Lane, Howson Lane, Hunter Square and Langhorne Lane.



Potomac Greens staff recommended street names for new public streets

D. Crown Coverage Modification

Because of the high percentage of building coverage on each lot, average approximately, the applicant is requesting a modification to provide 100% of the required 25% crown coverage for each lot off-site. The trees required will be provided as adjacent street trees. Within the urban areas of the City, this is a modification that is routinely requested and approved. Staff recommends approval of the proposed crown coverage modification.

VII. STAFF ANALYSIS:

The proposed plan is a high-quality project that complies with the intent of the Design Guidelines for Potomac Yard. Over the past year, Staff has worked with the applicants, PYDAC and adjoining residents to create a site plan, open space and building designs that will create a well-designed, high-quality townhouse development that is in compliance with the approved Potomac Yard/Potomac Greens plan. Staff believes that the current site plan has improved dramatically in the past several months and has evolved significantly from the original plan.

Although the site is quite large (33.66 acres for Parcel A), significant portions of the site cannot be developed due to environmentally sensitive areas, such as wetlands, floodplains and the areas that are required to be dedicated for City or neighborhood parks. The remaining 17.5-acre site is a narrow rectangular site. In addition to the size and shape of the lot, the Metrorail lines on the western portion of the site, limit the flexibility in organizing buildings on the site and the overall site design. The current site plan incorporates numerous innovative site plan and design solutions to comply with the Guidelines, such as a large variety of units and relatively small block sizes. The narrow shape of the site and the environmental conditions are constraints that are unique to this site and will not occur within the remainder of Potomac Yard.

An issue that has been raised throughout the review process is the compliance with the Potomac Yard Guidelines. To evaluate compliance with the Guidelines, staff believes it is important to consider the specific requirement of the Guidelines as well as the intent behind each requirement within the Guidelines. Staff believes the proposed plan is consistent with the Guidelines. While there are several proposed to the Guidelines, staff believes that these Guidelines are not only supportable but are desirable and create what staff believes will be a better plan to create high quality urban and architectural design.

The Design Guidelines were developed and approved by City Council after years of planning between City, adjoining residents, and the property owner. Staff believes that implementation of the Guidelines and the Concept Plan will result in a well-designed, high-quality redevelopment of Potomac Yard that could serve as a model for redevelopment within the City and the Washington metropolitan area. Therefore each modification to the Guidelines must be considered as part of the larger context of each landbay and whether there are site limitations that preclude compliance with the Guidelines and the overall intent of the Guidelines. As a general City policy, Staff believes there should be minimal deviation from the approved Guidelines. However, the modifications that are being proposed by the applicant, rather than permitting more density or less open space result in what staff and PYDAC believe is a superior plan such as the block size and open space as described above. In addition, Staff believes that some flexibility regarding modifications to the Urban Design Guidelines is warranted due to the size and shape of the parcel and because these modifications are

consistent with the intent of the Guidelines. However, these unique circumstances in Parcel A should not serve as a model or justification for future Potomac Yard development. While Staff supports several of the modifications to the Guidelines, Staff believes that the issues of building height, architectural treatment and lot coverage need to be further revised as outlined in the Staff recommendations.

This project will be subject to the City policy regarding affordable housing. The developer estimates that the starting price of even the smallest units proposed will begin in the \$500,000 to \$700,000 range, and will increase beyond a million dollars for the larger units. At such prices, the City's Office of Housing has determined that it will not be cost-effective to request on-site affordable housing for this phase of the Potomac Yard project. The applicant has estimated that there are approximately 733,000 gsf of development within this project, yielding a contribution of approximately \$733,000 to the Affordable Housing Trust Fund, which allows the City to acquire affordable housing. The actual floor area provided will be calculated more accurately at final review.

When the Potomac Yard Concept Plan was approved (SUP#99-0020), a comprehensive transportation management plan (TMP) was also approved for the overall development. This TMP requires that all phases of the development be coordinated under the umbrella of the comprehensive TMP. The TMP for Potomac Yard included the typical range of TMP elements: a TMP coordinator, marketing of transit and carpool alternatives, and transit subsidies. The City has the ability to reassess the TMP with each new phase of development and require amendment of the TMP, if the program is not working adequately or if alternative strategies are identified by the City. T&ES staff determined that no amendment was necessary at this point to the approved TMP program.

The traffic impact study submitted by the applicant in 1999 included the Potomac Greens project with 224 residential units. The current application for Potomac Greens is substantially the same, proposing 227 residential units. Potomac Plaza was not included in the 1999 traffic impact study; however, a staff review of the potential traffic impacts of this additional neighborhood retail development concluded the impacts would be minimal and an updated traffic study was not required. All intersections in the general vicinity of the proposed Potomac Greens and Potomac Plaza developments are projected to operate at acceptable levels of service, with the exception of Slaters Lane at Washington Street. This intersection currently fails (level of service F) during peak periods under existing traffic demand; however, the proposed development is not projected to have a significant adverse impact on this intersection. No improvements are to be provided at this intersection.

In conjunction with the proposed Potomac Plaza development, the applicant will extend Potomac Greens Drive south to intersect with Slaters Lane at Portner Road. The existing Potomac Greens Drive intersection with Slaters Lane, located on the north edge of the Potomac Plaza site, will be

reconstructed as a three-way intersection with Potomac Greens Drive as the through roadway. The intersection of Potomac Greens Drive extended with Slaters Lane and Portner Road on the south side of the Potomac Plaza site will be a four-way, signalized intersection. The existing traffic signal at Slaters Lane and Portner Road will be reconstructed based on the new intersection configuration. The design of this signal modification, to be submitted with the final site plan, will address community concern regarding the visibility of this signal.

There are many existing conditions and future developments that will impact the new residents of this site. Therefore, staff is recommending that all future property owners sign disclosure documents to inform them of nearby uses that will impact the community, and that have a legal right, and are expected, to continue indefinitely into the future. Additionally, their development will be subject to unique requirements of the Potomac Yard Concept Plan and Urban Design Guidelines.

VIII. REMAINING ISSUES

There are several major issues ranging from basic site planning to architectural treatment and landscaping that remain to be resolved before the Potomac Greens development can be approved. The following summarizes these issues which include:

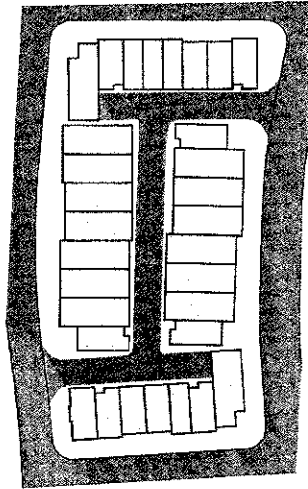
- Lot Coverage;
- Variation of Building Heights;
- Visibility from the George Washington Memorial Parkway;
- Architectural Treatment;
- WMATA Concerns of Hydrology and Access; and
- Alternate Emergency Vehicle Access.

A. Lot Coverage:

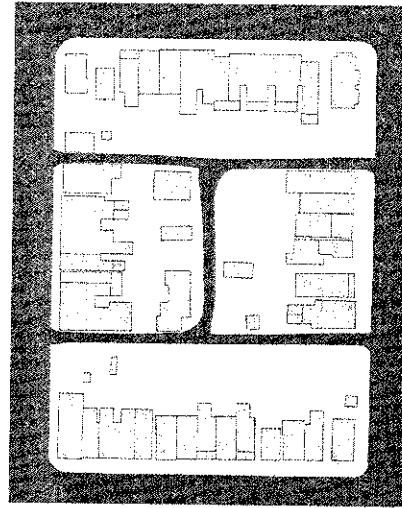
The site, Potomac Greens, was included under the Potomac Yard CDD Concept Plan that permitted up to 244 residential units, with a combination of townhouse and stacked townhouse units. The applicant initially proposed a 244-unit townhouse scheme that did not meet many of the Guidelines and had more townhomes than the approved Concept Plan number. While the Guidelines do not necessarily require that some of the units be stacked, Staff noted to the applicant early in the process that choosing to provide all townhouse units increased the proposed building footprints within the project compared to the approved CDD Concept Plan.

The increase in the building footprints made it difficult to achieve the required open space. In fact, as the applicant worked with Staff to provide the required streets and sidewalks, the required open spaces and a mix of unit types, the total number of units within the project has been reduced to the currently proposed 227 units, a reduction of 17 units. In addition, unit sizes have changed and more of the proposed units have narrower footprints.

The proposed density, excluding streets and common open spaces, is now roughly 28 units per acre, less than the 30 units per acre envisioned for townhomes in the Potomac Yard Concept Plan. Staff believes that while "density" (as measured by dwelling units per acre) has been expressed as a concern of PYDAC and adjoining residents, the real issue is the lot coverage, size of the building footprints. Many of the units proposed in the project are quite large; while the widths of the units are within the 16 ft. to 24 ft. range typically seen in the City, the depth of some units reaches 55 ft., significantly more than the 40 ft. depth typically seen within new projects. The combination of large unit footprints on smaller blocks has resulted in more lot coverage on individual lots than was anticipated by the Guidelines; lot coverage is up to 95%, rather than the maximum of 80% envisioned by the Guidelines.



Potomac Greens block



*Typical Old Town block
(same scale)*

As previously discussed these small blocks provide more openness and porous circulation and break the continuous rows of townhomes providing considerable public benefit. However accommodating the townhomes on these smaller blocks increases the lot coverage and perceived density within each block. To address the Staff concerns of lot coverage, the applicant has removed 17 units in the development, reduced unit heights, and refined the project plan with additional green spaces. Staff is further recommending that the footprint of five units be reduced to provide additional visual relief, open space and landscape areas from the adjoining public streets. With these changes to the five units in addition to the previous reductions to the project density, Staff believes that the lot coverage and perceived density of the project in combination with additional variation in heights as recommended below will significantly reduce the perceived mass and will create lot coverage conditions that are consistent with the intent of the Guidelines.

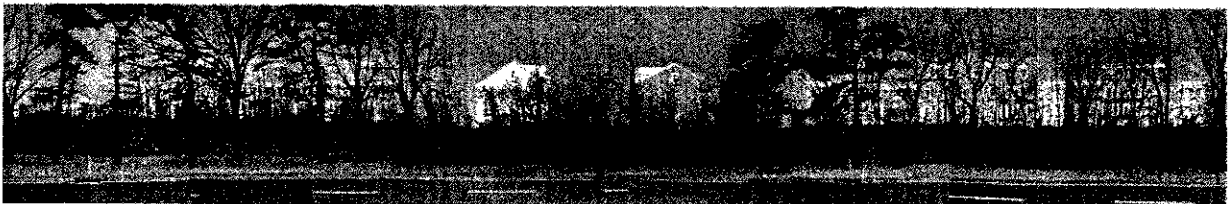
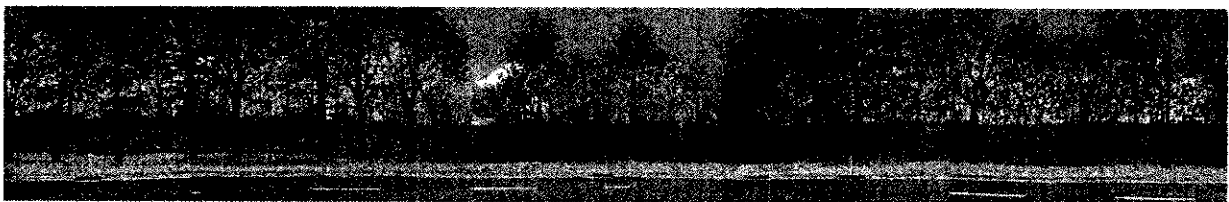
B. Variation in Building Heights:

The Guidelines require variation of rooflines and heights within the Potomac Yard development; while the applicants have successfully varied heights in the majority of the proposed development, Staff has identified locations on Potomac Greens Drive and at southern portion of the development, where no significant variation in building elevation exists. P&Z Staff is requiring reductions of building heights from 3 -1/2 to 2-1/2 storeys in seven units overall in these five locations.

Staff believes that the additional lower height units within these locations will help to reduce the perception of mass, as well as create the variety of unit heights recommended by the Design Guidelines and the applicant has agreed to make these changes.

C. George Washington Memorial Parkway View Corridor:

A primary concern of any site adjacent to the George Washington Memorial Parkway is maintaining the integrity of this important and historic corridor within the City. While there are a considerable amount of trees between the Parkway and the proposed building, these trees are primarily deciduous trees and the proposed buildings will be visible during the months of the years when these trees lose their foliage. Additionally, there are many areas of treeless slopes within the future Potomac Greens Park natural areas that need additional tree plantings. While not immediately adjacent to the Parkway, the proposed buildings are within 200-300 ft. of the Parkway and are also at a higher grade than the Parkway and will therefore be at least partially visible from the Parkway. This portion of the Parkway, unlike other portions within the City, is a more pastoral setting with landscaping and large trees and only limited views of buildings from the Parkway. Furthermore, the elevation of the land for development is well above the level of the Parkway and most of the vegetation in the separating area is deciduous; both these contribute to the recognition that the project will be very much visible from the Parkway. Due to the proximity of the units and the proposed height and type of existing landscaping, Staff is concerned that the units will be more visible from the Parkway than is acceptable as depicted below in the simulated photographs:



View from GW Memorial Parkway (Top: simulated summer view; Bottom: winter view)

The City of Alexandria maintains a role of retaining the visual quality of these areas adjoining the Parkway; the retaining of a naturalistic landscape is considered by Staff to be appropriate both for the preservation of the cultural heritage embodied in the Parkway and as a gateway from the north. Thus, to help preserve this quality of landscape and mitigate views of the development from the roadway, Staff is recommending that the applicants add a significant amount of additional deciduous and evergreen and deciduous plantings on the eastern portion of the site, within the proposed City parkland.

The boundary of the Old and Historic Alexandria District extends 500 ft. from the George Washington Memorial Parkway into the eastern half of this project and, therefore, this portion will be subject to architectural review by the Board of Architectural Review in addition to Planning Commission and City Council.

The design standards promote adhering to established traditional building character in terms of style, massing, scale, proportions, materials and details. The proposed application complies applicant has generally met the intent of the Guidelines in all categories, although the details of ornamentation, detail, and exact colors and quality of materials have yet to be presented to and reviewed by Staff. The requirement that the buildings be designed to look separate and not more massive than historic buildings has been addressed by working with the Staff to introduce variations in height and front setbacks as well as adding mid-block passages in longer strings of townhouses.

The section of the Guidelines addressing this portion of the Washington Street corridor recommend that the units facing the Parkway be articulated as primary facades; this is facilitated by applicants' location of the perimeter street with front-facing units overlooking the Park. However, several blocks featured end-facing units on the Park; Staff asked the applicants to redesign many units to meet this requirement to treat these as primary facades. Specifically, Staff has added a condition that will require that one unit with a side gable facing the Parkway be redesigned to articulate that facade as a primary facade.

The Guidelines indicate that masonry cladding materials are preferred with colors that allow the buildings to blend into the background. The cladding materials proposed are a combination of masonry and cementitious siding as is used elsewhere in the project and Staff has had no discussion with the applicant regarding color palette but will uphold the standards established in the Guidelines. Staff is confident that the general direction, massing, and design of the project is in line with the BAR requirements and expects that the BAR will require only some more detailed architectural refinement during its review.

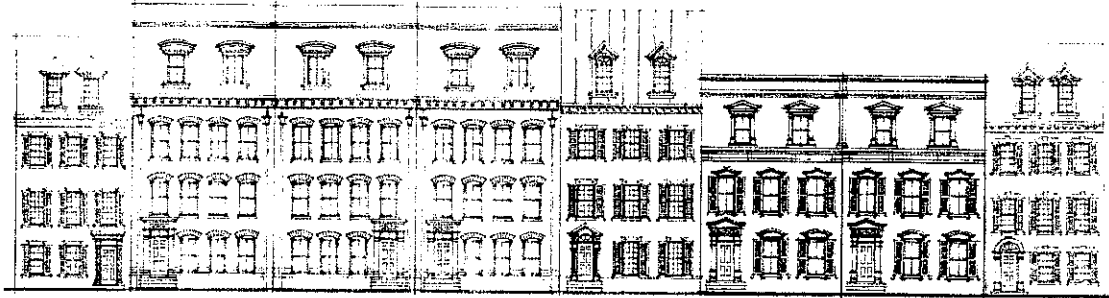
D. Architectural Treatment:

While the proposed architectural treatment, design and materials generally comply with the Guidelines, Staff is recommending conditions of approval to address several elements of architectural design which require additional refinement to be consistent with the Guidelines. These include refinements, such as the reduction in the overall size of some dormers, the elimination of transom windows on colonial and federal style houses, the improvement of proportions of certain porches and entries, the reduction of widths of fourth-story openings, etc. The applicant has proposed materials that are consistent with the Guideline requirements for brick, wood and stucco. The applicant has proposed cementitious board siding, which Staff has viewed as a suitable substitute for wood siding.

The strength of the Potomac Greens plan—its reliance on rear-loading units with enhanced public streets—creates problematic architectural treatment at the rears of units, where alleys are lined by the garage doors of every unit. In general, the rear elevations proposed are often unrelated to the architectural treatment which has been carefully presented on the street elevations, even in locations (such as the southern townhomes or the townhomes adjacent to the Metro rail) where the rears will be highly visible from the public realm.

The Guidelines are silent as to the designs of unit rears, except to specify that the same high quality materials used on the front elevations also be used on the rear; the applicants responded to this requirement by proposing the use of cementitious siding on a majority of the rears of units. Staff is recommending in any instance where the rear of the unit is visible from the public streets, such as the rears of the units that will be visible from the alley entrances, that the unit rears utilize a variety of materials and styles consistent with the front facades. In addition, Staff is recommending that the rears of units which are more highly visible from the public realm (i.e., the southern units, the units backing up to the Metro) be further refined so that the building elements are stylistically consistent with the traditional styles of units.

The applicants have improved the architectural expression of the project over the course of the last several months. On initial submission, the architectural styles varied randomly from unit to unit, in a manner more typical of present-day suburban development. The applicant also worked with Staff to provide groupings of similar architectural styles that reflect the historical pattern of townhouse construction in Old Town. In Alexandria, historically townhouses were generally constructed three to four units at a time by different builders, resulting in varying front setbacks, and inadvertently creating building articulation that creates variety and richness for the street while still maintaining an urban "streetwall."



Potomac Greens elevation showing aggregation of architectural styles and variation of building heights

E. WMATA Concerns of Hydrology and Access

One of the issues that has been raised many months ago by the WMATA Staff during the review process is the concern that the proposed grading for the development will increase runoff onto the adjoining Metrorail line and potentially cause periodic flooding for the adjoining rail lines. The applicant has stated that this issue can be addressed through continued engineering analysis that will occur during the final site plan review process. WMATA sent a letter on November 14, 2002, detailing its concerns, to the engineering firm for the applicant, but has not yet received a response to these concerns. Staff has added a condition that will require the applicant to obtain approval from WMATA regarding this issue and the other concerns prior to the release of the final site plan. While less than ideal, given the complexity of the site work and engineering involved for this development Staff supports this approach. In addition, if there are significant changes to grading or unit locations, or loss of open space to address the WMATA concerns Staff is recommending that the applicant be required to request approval of a major site plan amendment that will require approval by the Planning Commission and City Council.

In addition to the future WMATA station footprint and easements, WMATA Staff is concerned about its accessibility to the WMATA right-of-way, about noise conflicts that would be created by constructing residences along the active rail line, and that constructing this development adjacent to the WMATA rail lines creates an unacceptable situation that may flood the tracks, particularly during a 100-year storm event. City Staff is recommending several conditions regarding mitigation of the noise associated with the rail line and a requirement that the applicant resolve flooding and access concerns with WMATA, prior to submission of the final site plan.

F. Alternate Emergency Vehicle Easement

The Potomac Greens site creates a unique accessibility challenge for public safety agencies because, to access the site, the only point of entry, Potomac Greens Drive, requires crossing an active rail crossing at Slaters Lane that could potentially be blocked by passing rail cars during an emergency. The rail crossing is owned and operated by the Norfolk Southern Railroad for coal deliveries to the adjacent Mirant Power Plant and boxcar deliveries to Robinson Terminal at the City's waterfront.

This rail crossing is the main spur for switching operations to both of the above mentioned facilities. Railroad switching operations, by nature, often impede traffic at intersections for prolonged periods of time. During such railroad switching operations, all access to the Potomac Greens site would be cut off for prolonged periods of time. Emergency response crews from Arlington and National Airport will respond as available to calls from Alexandria; however, in the event of a fire, medical emergency, or crime in progress, any delays in response could be detrimental to the community. Therefore, Staff has continually recommended that the applicant provide a secondary means of public safety access which is unaffected by railroad operations for the proposed development. In addition to providing emergency vehicle access for the proposed development, the second means of access is also needed for to provide emergency service for a the Metrorail station, that may be adjacent to this site. The recommendation of Staff is to provide a second means of ingress/egress limited to emergency vehicles from West Abingdon Drive that would coincide with the maintenance access road for the existing stormwater management pond on site.

G. Community Concerns:

In addition to the remaining issues of Staff that have not yet been resolved, the City residents, civic association officials and particularly the communities that surround Potomac Yard and the Potomac Greens parcel have expressed concerns regarding the development proposal in terms of open space, density and associated traffic impacts.

The criticism of the Potomac Greens development includes: it does not comply with the Potomac Yard Guidelines, particularly regarding type and number of units as well as quality and location of open space. In terms of open space, some residents have expressed dissatisfaction with the area of landscaping directly north of Old Town Greens. The residents claim that the 0.41 acres of landscaping provided is inadequate. Early in the application review process, Staff did recommend that the applicant relocate the residences now proposed on the east side of Potomac Greens Drive, to open that green space to the street. The applicants contend, and Staff concurs, that the Guidelines do not prescribe such a park design, and that connecting the park to the public street and opening views from the public street to the rears of twelve units at Old Town Greens, and the existing sewer

pump house and stormwater management pond will not benefit the public realm. Some of the Old Town Greens residents who live immediately to the south of Potomac Greens complaining that the applicant is not proposing enough space between the rears of their units and the new units to the north. The majority of the proposed new townhouses are located 120 feet north of Old Town Greens.

Officials of the Old Town Greens Townhouse and Condominium Owners Associations have expressed concern that the increased traffic on the existing portion of Potomac Greens Drive necessitates a traffic calming or street narrowing on that roadway. Traffic studies show that the level of increased traffic on Potomac Greens Drive due to Potomac Greens development is not significant enough, and does not justify requiring that the developer install traffic calming measures. The residents within the Northeast Citizens Association and Old Town Greens also have expressed concern regarding the traffic impact on Slaters Lane due to this development, and proposed development of Potomac Plaza. Traffic studies indicate that the level of increased traffic will not decrease the level of service provided on Slaters Lane. One of the specific comments of the residents is that traffic backs-up are too long on Slaters Lane. When T&ES Staff studied the area, and met with residents of the area, Staff determined that changing the light timing to decrease queuing time on Slaters Lane, would actually increase cut-through traffic between Route 1 and GW Parkway. The end result would be similar queuing times with increased volumes and traffic speeds, with significantly detrimental impact on pedestrian safety.

IX. CONCLUSION AND RECOMMENDATION:

The applicants have worked with Staff and PYDAC in the past 10 months to revise the initial site plan that did not comply with many of the Guidelines, into a plan that is consistent with the Guidelines and that Staff supports and believes embodies the overall intent of the Guidelines to create a high quality, pedestrian-friendly, urban environment. There are several modifications to the Guidelines, such as increased lot coverage and deviations for a small portion of the open space, as outlined above, that Staff believes are warranted due to the unique size, shape and location of the lot.

The project will have a street grid, with right-of-way widths similar to Old Town, enabling generous brick sidewalks and street trees. The streets also include minimum curb cuts, because alley access is provided for all unit, preserving the on-street parking for visitors and patrons of the public parks. The proposal incorporates the necessary area for a possible future Metro station on the northwestern portion of the site.

The development provides large areas of public open space on the perimeter of the property, consolidated neighborhood parks that are dispersed throughout the development and small front yards for many of the units. The useability of these areas will also rely on the landscaping and amenities within these open space areas that Staff has included as recommendations for each of these areas.

The architectural design and materials of the units are high quality, similar to what would be approved within Old Town. The high-quality design of these units is important not only for this site and the compliance with the Guidelines, but also to establish a high level of architectural quality for the remainder of the Yard.

There are various elements that have not yet been resolved for this large, complex project, including compliance with the Guidelines, Staff review, PYDAC and review by WMATA due to the adjoining rail lines and the National Park Service due to the adjoining Parkway. These remaining issues can be addressed through the Staff recommendations as outlined in the report. With the incorporation of these remaining issues, the proposal represents a high-quality site plan and architectural design and open space that is consistent with the Guidelines, compatible with the adjoining neighborhoods and will provide significant public benefit for the adjoining neighborhoods and the City.

Recommendations

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

Future Metro Station and Pedestrian Bridge Conditions:

1. The applicant, landowner and/or successors in interest ("applicant") shall reserve the land necessary for a possible future WMATA Metrorail station at Potomac Yard in accordance with CDD #99-01 Condition #30. The applicant shall undertake no construction or improvements, including utilities or foundations (other than interim staging, landscaping and routine maintenance as approved by the City) on the entire area that is reserved for the metro station. The area shall be reserved, and if required by the City dedicated in fee, without cost to the City for a rail station and for any ancillary purposes, and the City shall have the right to require the conveyance of the site to the City, or to require the conveyance of the site to WMATA, for such rail station and purposes. The applicant shall also secure from the respective property owners, without cost to the City, a reservation or easement across the WMATA and CSX rail lines, and the western portion of Potomac Yard to the future Potomac Avenue, as generally depicted in *Attachment #2*, and any additional temporary construction easements necessary for the construction of the future platform, station, pedestrian bridge extension, entrance structure and circulation facilities of the rail station. The reserved area shall be identified for future WMATA rail station use on the final site plan. The applicant shall make interim improvements to the reserved area so that it can be utilized for open space until such time as a metro station is constructed. The interim improvements shall include landscaping and other improvements deemed necessary by the Directors of P&Z and RP&CA. The necessary information, plans, legal instruments and documentation to accomplish such reservations and easements, and secure all regulatory and property owner approval thereof, shall be submitted for review by the City Attorney, P&Z, T&ES and WMATA as part of the first submission of the final site plan, and approved by the City, and executed by the necessary parties, prior to release of the final site plan. (P&Z)
2. On the site of the dedication for the potential future WMATA Metrorail Station, the applicant shall erect, at their expense, and maintain, a sign, designed to the satisfaction of the Directors of P&Z, RP&CA and T&ES that announces to the public that the site is planned and reserved for a potential future development Metrorail Station. The sign shall be installed prior to the first certificate of occupancy permit. (P&Z)

3. **CONDITION REVISED BY PLANNING COMMISSION:** The applicant shall ~~record an easement~~ provide sufficient land area that shall be dedicated to the City for a bridge at the southwest portion of Parcel A, along Potomac Greens Drive, sufficient to accommodate landing and ramps of a future pedestrian bridge to the satisfaction of the Director of P&Z prior to release of the final site plan. The necessary information, plans and documentation shall be submitted for review by the City Attorney, the Directors of P&Z, T&ES and WMATA as part of the first submission of the final site plan. The land area easement shall be approved and dedicated prior to release of the building permits. The Potomac Yard concept plan approval requires that there be pedestrian access across the rail corridor in the future. This bridge shall be constructed by the owner of Potomac Yard, or their successor, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval. If compliance with that condition is to be achieved on this site, a detailed, fully engineered plan, compatible with the design of the Rail Park, Potomac Yard (linear) Park, and consistent with the Concept Plan and Potomac Yard Guidelines shall ~~must~~ be submitted for approval prior to being incorporated into a final site plan. (PC)(P&Z)

Special District Conditions:

4. If the City establishes a special service tax district for this area to raise funds to finance transit capital projects or transit operating programs and services which would serve, in part, Potomac Greens (such as, but not limited to, assisting in the financing of a new Metrorail station adjacent to Potomac Greens), in accordance with the TMP for Potomac Yard, all owners of property within this development, including fee-simple owners and the HOA shall be required to participate in the district. The developer shall include such requirement in the official disclosure statements to potential purchasers and attach it to the deed established for all properties. Language indicating that a special service district would entail an add-on real estate tax to the regular City real estate tax shall be included in these documents. (P&Z)

Open Space and Landscaping Conditions:

5. The applicant shall submit a separate final site plan for the future Potomac Greens Park, including the one acre addition and WMATA plaza area, as addressed in the subdivision condition of this approval, in accordance with the requirements of CDD Condition 16 to the satisfaction of the Directors of RP&CA, P&Z, T&ES and the City Attorney. (P&Z)
6. The applicant shall grant a deed of easement granting public access over all parkland and open space within the project that is not dedicated to the City, in accordance with CDD#99-0001 Condition 7, with the exception of the clubhouse and the area within the fence surrounding the adjacent swimming pool. The easement shall be granted prior to release of a final site plan. All

park space subject to public access easement shall be privately maintained in accordance with CDD Condition 7. (P&Z)

7. The applicant shall provide the level of detail and amenities depicted on the preliminary plan for the neighborhood parks and open space to the satisfaction of the Directors of RP&CA, and P&Z, the plan shall be revised to also provide the following:
 - a. The trees at the periphery of the central neighborhood park shall be inset 3 ft. from the inside edge of the curb in accordance with the Guidelines for street trees planted in adjacent parkland
 - b. In accordance with the Guidelines, shrubs shall not be planted in the central and entry circle neighborhood parks that would obscure visibility.
 - c. A pedestrian path leading from the open space at the southeast corner of the entry circle, through the space between the buildings, to the southern park and children's tot lot.
 - d. The park details including the placement of additional benches, trash receptacles, bicycle racks and other park furniture.
 - e. The applicant shall provide an adequate stand of turf through the application of certified seed or sod determined by application time of year. Turf shall be free from noxious weeds and have a uniform coverage after 4-6 mowings. Proper soil preparation, amendments, grading and leveling, and debris removal shall occur prior to seed or sod application.
 - f. The internal mews open space areas between the townhouses shall provide the level of detail and amenities depicted on the preliminary plan and at a minimum shall also provide the following to the satisfaction of the Director of P&Z:
 - i. Amenities such as brick sidewalks, benches, trash receptacles, landscaping, etc. shall be provided within the mews to encourage their use.
 - ii. There shall be no walls or fences that would appear to close the courtyard from public access. Fences shall not be permitted adjacent to the public or private sidewalks within the mews. (P&Z)(RP&CA)
8. **CONDITION REVISED BY PLANNING COMMISSION:** The applicant shall provide the level of detail and amenities depicted on the preliminary plan for the public parks and refine the design to the satisfaction of the Directors of RP&CA, P&Z, and T&ES that at a minimum shall provide the following:
 - a. The applicant shall construct boardwalks rather than surface trails over all wetland areas throughout Potomac Greens Park to the satisfaction of the Directors of RP&CA, T&ES and P&Z.
 - b. Trail details and materials shall be submitted for the boardwalk areas. The portions of the trails within the natural areas shall be pervious material such as stonedust unless such trail is required to be used for access by emergency and maintenance vehicles, in which case, city

- requirements for emergency and maintenance vehicles shall prevail.
- c. The applicant shall install all necessary signage and information for the interpretive trail to the satisfaction of the Director of RP&CA.
 - d. Submit detailed calculations to illustrate that tree canopy coverage proposed to be provided meets the guideline requirements for 30 % coverage within ten years for Potomac Greens Park, outside the existing protected woodland, in accordance with the Urban Design Guidelines. Revise the final landscape plan as deemed necessary to meet the 30% minimum requirement.
 - e. The applicant shall provide significant additional deciduous trees and evergreen landscaping on the entire eastern portion of the site to provide a landscape screen/buffer for the George Washington Memorial Parkway in consultation with the National Park Service, two thirds of the plantings shall be evergreen trees. Additional planting shall be provided within the natural area of the Potomac Greens Park to augment the existing vegetation, in areas where tree canopy does not exist, to the satisfaction of the City Arborist.
 - f. Additional disturbance with the natural area other than what is depicted on the preliminary plan shall only be permitted if deemed necessary by the Directors of RP&CA, T&ES and P&Z.
 - g. The applicant shall contribute funds to the City for the refurbishment or replacement of ~~remove~~ the wrought iron fence that currently stands along the eastern edge of the property to the satisfaction of the Directors of RP&CA and P&Z.
 - h. The proposed trail within the RPA shall be built at a grade and alignment to provide the following:
 - i. minimize clearing and grading including provisions for access of equipment and materials,
 - ii. minimize any adverse impacts to drainage and functionality of the existing RPA, and wetlands; and
 - iii. the proposed trail will be built using materials that are pervious to water, except as noted in part b, above.
 - i. The applicant shall draft and record all necessary documents to expand the bounds of the existing National Park Service Scenic Easement to include the area between the existing easement and the proposed adjacent north-south street, to eliminate disparities that would exist between the east portion of Potomac Greens Park and the Scenic Easement. (PC)(P&Z)(RP&CA)(T&ES)
9. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors RP&CA, P&Z, and T&ES. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
- a. The tree wells shall be a minimum dimension of 4 ft. x 10 ft. as generally depicted on the preliminary plan and required by the Guidelines.

- b. The size of the street trees shall be increased to 3 - 3½ inch caliper at the time of planting in accordance with the Guidelines.
- c. The applicant shall submit detailed calculations to illustrate that tree canopy coverage proposed for each of the separate neighborhood park areas to show that crown coverage provided meets the guideline requirements for 30 % coverage within ten years for all parks and the 25% crown coverage for individual lots, which may be provided through the street trees provided on the adjoining public streets. Revise the final landscape plan to meet these minimum requirements.
- d. The developer shall be responsible for the installation and maintenance of trees adjacent to the public streets through bond release. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary.
- e. The applicant shall install additional landscaping consisting of small understory trees planted in the green spaces adjacent to alley openings in order to help screen the view of the alley from the adjoining streets.
- f. A continuous row of plantings shall be installed on the western portion of the site between the alley and the adjoining Metro rail line. The plantings shall provide a landscape buffer for the adjoining townhomes. Where there are existing WMATA slope easements that preclude landscaping, the applicant will work with City Staff and WMATA to explore the possibility of landscape screening. If granted approval by WMATA the applicant shall install evergreen planting to the satisfaction of the Director of P&Z.
- g. All proposed tree protection details shall be depicted on the final site plan and shall be installed prior to any site or utility work and maintained throughout the construction process. The tree preservation methods shall be installed and inspected by the City Arborist prior to any construction, demolition, grading or utility work for the site.
- h. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
- i. The location of all light poles shall be coordinated with the street trees.
- j. All landscaping shall be maintained by the HOA in good condition and replaced as needed. As private trees mature they are to be limbed up by the HOA to a minimum 6 feet.
- k. Non-paved surfaces located within alley rights-of-way and public rights-of way shall be planted and maintained by the adjacent property owner and shall remain as green landscaped spaces.
- l. The maximum height for the shrubs is 36 inches.
- m. All plant materials and specifications shall be in accordance with the current and most up to date edition of the *American Standard for Nursery Stock (ANSI Z60.1)* as produced by the American Association for Nurserymen, Washington, D.C. (P&Z)(Police)

Parking Conditions:

10. The townhouse garages shall contain a minimum unobstructed dimension of 18 ft. x 18.5 ft two adjacent parking spaces, excluding units with tandem parking which may have a dimension of 10 ft. by 37 ft. for two tandem parking spaces. Each of the townhouse garages shall also provide a sufficient area for a City standard trash can. The parking space dimensions shall not be impeded by columns or walls. Provide dimension lines for interior garages for each of the unit types. (P&Z)
11. The following parking and garage use restrictions shall apply to all homeowners in the project:
 - a. Individual townhouse garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.
 - b. Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, on any emergency vehicle easement, or on any portion of the interior alleys. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council. (P&Z)

Building and Design Conditions:

12. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated January 22, 2003. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:
 - a. Eliminate transom windows above double-hung sashes on Colonial Revival or Federal style units and on the first floor of the Victorian type D units. Transoms may be used in all styles above doors.
 - b. Revise the plans to create an hierarchy of windows appropriate to the particular style of the townhouse.
 - c. For the Colonial style facades, with the front entry raised above the grade, accessed by a brick stoop, the siding shall stop at the floor level, with a brick foundation wall below.
 - d. Reduce the size of dormers as possible in accordance with fire safety regulations in the units that are currently depicted with inappropriately large dormers. The dormer windows shall generally be smaller than the windows installed in lower floors.
 - e. For all of the units the width of shutters needs to equal half the width of the adjacent window.
 - f. The treatment of the rear elevations visible from the rail corridor shall be revised to provide more traditional window fenestration to the satisfaction of the Director of P&Z.

- g. Units proposed to have parking space(s) adjacent to the front building wall shall provide either a recessed wall or a window treatment with an opaque screen on the first floor to provide the appearance of habitable space to screen the parked cars.
 - h. Doors on all units shall be appropriate for the style of unit depicted.
 - i. On units with fourth floor roof-top terraces, the size of the door opening shall be a single door width, maximum 36", similar to the width of window typical of that style unit. (P&Z)
13. The materials for each unit shall be limited to masonry, precast concrete, wood or cementitious siding as generally depicted on the preliminary plans and approved in the Urban Design Guidelines. (P&Z)
14. The rears of units that are visible from public right-of-ways shall be consistent with the front facade of the units in terms of materials, variation, and general architectural style. (P&Z)
15. The units shall provide varying roof materials such as composite shingles and metal roofs as depicted on the preliminary plans. The roof-top decks that will be visible from the streets, and the rail corridor on the west side of the development, shall include railing spacing no greater than 2.5" between railings to provide screening for the balconies. (P&Z)
16. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets. Details on the screening methods shall be indicated on the final site plan. (P&Z)
17. Architectural elevations (front, side and rear) and floor plans of ground levels for each unit type shall be submitted with the final site plan. Elevations shall indicate material treatment and color which will be accompanied by materials sample board for review. Each elevation shall indicate the average finished grade line and comply with the Guidelines for first floor levels within 18" to 24" above grade. All refinements to the design and materials shall be revised prior to the release of a building permit. (P&Z)
18. Type "C-2-end" units on lots 28, 36, 106, 144 and 160 shall be substituted with a design similar to type "G-end" units with front yard areas setback a minimum of 16 ft. from the front lot line. The substitute design for these units shall maintain a cornice line above the 2nd story. (P&Z)
19. **CONDITION REVISED BY PLANNING COMMISSION:** The height of seven units shall be reduced by one story to achieve a minimum number of 34 units or 15% 2-1/2 story units to the satisfaction of the Director of P&Z. Some 2-1/2 story units shall be relocated from interior portions of the project to the eastern portion of the development to have a greater number of

lower 2-1/2 story units facing the George Washington Memorial Parkway. The location and number shall be to the satisfaction of the Director of P&Z. (PC)(P&Z)

- 19a. **CONDITION ADDED BY PLANNING COMMISSION:** The interior side yard setback for lots 19 and 20 as depicted on the revised open space plan dated April 1, 2003 shall be 10 ft. or an equivalent amount of open space shall be provided within the front yards of these two units. (PC)
20. Fences located within the front yards shall be made of painted wrought iron, in accordance with the Design Guidelines, 30" to 42" high, with a minimum of 50% openness to the satisfaction of the Director of P&Z. Other fences occurring in side yards and rears not adjacent to street frontage shall conform to the Guidelines. Submit fence details with final site plan. (P&Z)
21. Submit documentation of all elevations of the clubhouse and work with Staff to refine the design to include high quality materials and details to the satisfaction of the Director of P&Z as part of submission of final site plan. (P&Z)
22. The buildings within 500 feet of the centerline George Washington Memorial Parkway shall be approved by the Board of Architectural Review. All units within 500 feet of the centerline of George Washington Memorial Parkway shall be no higher than 45 feet tall above average finish grade. The building materials for the buildings on the eastern portion of the site that fall within the Old and Historic District shall be permitted to be revised by the Board of Architectural Review, based on the requirements of the Old and Historic District, consistent with the Potomac Yard Urban Design Guidelines. (P&Z)
23. The material for the large retaining wall on the southeastern portion of the site, adjacent to the trail near the stormwater management pond, shall be stone similar to the stone used by the National Park Service on its retaining walls and safety abutments and shall be approved by the Board of Architectural Review. All other retaining walls for the proposed site shall be entirely brick, stone, or approved substitute to the satisfaction of the Director of P&Z. The applicant shall provide details of all retaining walls on the final site plan. (P&Z)
24. **CONDITION REVISED BY PLANNING COMMISSION:** The applicant shall provide additional landscaping within the "southern" park space at the south end of the project, including between the path and the existing storm water pond, and shall install a significant amount of landscaping and improvements to better integrate the existing stormwater management pond into the parkscape, to the satisfaction of the Directors of RP&CA and P&Z. (PC)(RC&PA) (P&Z)

25. The 72" endwall section going into the wetland area shall be stone similar to the stone used by the National Park Service on its retaining walls and safety abutments and vegetated to blend into the natural landscape. (RC&PA)
26. The applicant shall work with Staff in determination of the materials (such as metal vs. brick) of the stoops and railings to the satisfaction of the Director of P&Z. (P&Z)
27. No overhangs (bays, balconies, decks, architectural projections, etc.) shall protrude into the alleys, emergency vehicle easements, or ingress/egress easements below 14.5 feet above grade. No vertical support posts and other impediments shall impede garage entrances. (T&ES) (P&Z)
28. Walls that separate dwelling units shall have an STC rating of at least 60. (Code Enforcement)
29. The applicant shall install an automatic sprinkler system meeting the requirements of NFPA 13D for all residential townhomes. (Code Enforcement)
30. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. (Code Enforcement)
31. The proposed side glass panels on the front doors of some of the homes should be eliminated or, alternatively, replaced with a shatter-proof material such Lexan polycarbonate glazing and the door jamb reinforced with angle iron throughout the full length of the jamb, to reduce the security risk that makes the home more vulnerable to burglary. (Police) (P&Z)
32. House numbers are to be placed on the front and back of each home. (Police)

Streetscape Conditions:

33. The sidewalks shall conform to the approved Guidelines and to the satisfaction of the Directors of P&Z and T&ES:
 - a. The surface for all sidewalks shall be brick, in herringbone pattern in accordance with the Design Guidelines.
 - b. The brick sidewalks shall continue over all alleys, to provide a continuous brick sidewalk.
 - c. The crosswalk ramps shall be revised to provide a ramp in each direction from a corner, as depicted in the Guidelines, rather than centering the ramp at the corner, forcing disabled persons, and others requiring ramp use, closer to intersection traffic.
 - d. A minimum 5.5'-wide unobstructed brick sidewalks shall be provided (excluding tree wells, stoops. etc.) along the Potomac Greens Drive street frontage as represented on the

preliminary plans. The remaining street frontages shall provide a minimum 5'-wide unobstructed sidewalk width.

- e. All public street crosswalks that are provided by the applicant shall be stamped asphalt surface. The stamped asphalt treatments shall be limited to crosswalk surfaces.
- f. The proposed sculpted road surface around the traffic circle shall be revised to be asphalt and colored stamped brick crosswalks and colored stamped asphalt boundaries that provide 11' of smooth asphalt travel lane to the satisfaction of the Directors of T&ES and P&Z. (T&ES) (P&Z)

Encroachments

- 34. Stoops and railings are permitted to encroach up to a maximum of 4' into the public right-of-way as shown in the preliminary plan, provided that a minimum 5.5' unobstructed sidewalk width is maintained on Potomac Greens Drive and a minimum 5' unobstructed sidewalk is maintained on all other streets. (P&Z)
- 35. Upper level bays may encroach into the public right-of-way up to a maximum of 3' inclusive of the bay cornice, as shown in the preliminary plans. Decorative embellishments and roof overhangs may encroach up to 2', as generally shown in the preliminary plans, to the satisfaction of the Director of P&Z and T&ES. (P&Z)
- 36. The applicant (and his or her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of \$1,000,000, which will indemnify the applicant and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of encroachment. (T&ES) (P&Z)
- 37. In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure or projection that encroaches into the public right-of-way, within 60 days, upon notification by the City. (P&Z)

Streets and Traffic Conditions

- 38. All streets within the project shall be dedicated to the City as public streets. (P&Z) (T&ES)
- 39. **CONDITION REVISED BY PLANNING COMMISSION:** The following street names are recommended for new public streets within the project: Potomac Greens Drive, ~~Thornton Road~~, ~~Caledon Lane~~, ~~Dent Lane~~, ~~Howson Lane~~, ~~Hunter Square~~, and ~~Langhorne Lane~~ Bracey, Carpenter,

Day, Lyles, Miller, and Rose, and shall be shown on the final site plan (as depicted in Attachment #3). (PC)(P&Z)

40. The applicant shall revise the design of the streets to the satisfaction of the Directors of P&Z, Code Enforcement and T&ES to provide the following:
 - a. The applicant shall increase the right-of-way width for Potomac Greens Drive to 66 feet throughout its length, providing continuous 11'-wide travel lanes around the perimeter of the development. To enable the 11-foot travel lanes, the applicant shall revise the width of the rear alleys on the western portion of Potomac Greens Drive from 22 feet, with a 20-foot clear travel way, provided that these alleys will be restricted to one-way travel.
 - b. Show AASHTO turning movements along this route to support the transit vehicles and revise curb returns accordingly.
 - c. The northernmost east-west cross street shall be narrowed from 36 ft. of pavement to 30 ft. of pavement to provide more park space. On-street parking spaces shall be provided on the north side of this portion of the street adjacent to the one-acre addition to Potomac Greens Park, and eliminate the row of on-street parking spaces that are shown adjacent the townhouses.
 - d. The proposed sculpted road surface around the traffic circle shall be revised to be asphalt and colored stamped brick crosswalks and colored stamped asphalt boundaries that provide 11' of smooth asphalt travel lane to the satisfaction of the Directors of T&ES and P&Z. (T&ES) (P&Z) (RC&PA)
41. The applicant shall revise the design of the alleys to provide the following to the satisfaction of the Directors of P&Z, Code Enforcement and T&ES:
 - a. The alleys that will be privately maintained will be subject to an emergency vehicle easement and a public ingress/egress vehicle easement.
 - b. The curb radii internal to alleys shall be revised to be a maximum of 10 ft. to conform to the Design Guidelines, or as tight as possible while providing satisfactory space for adequate circulation and turning movements. (P&Z)
42. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
43. The applicant shall provide up to forty (40) City standard street cans along the public streets, to the satisfaction of the Director of T&ES. (T&ES)
44. The applicant shall provide an emergency vehicle connector road from West Abingdon Drive to the eastern most roadway for the proposed development, submitted prior to submittal of the first final site plan and approved prior to release of the final site plan, to the satisfaction of the

Director of Code Enforcement. The roadway may be gated and keyed for emergency vehicle use only, to the satisfaction of the Director of Code Enforcement. (Code Enforcement)

Utility and Infrastructure Conditions:

45. Prior to submission of the final site plan, the applicant shall incorporate improvements to resolve WMATA's concerns regarding hydrology and general rail line access to the satisfaction of WMATA and the Directors of T&ES and P&Z. Any subsequent, substantive changes to the site plan, such as relocation of streets, utilities, and changes building footprints and parks, shall require a major amendment approved by Planning Commission and City Council. (P&Z)
46. All utility structures (except fire hydrants) shall not be located along public streets or on the sides of houses facing the George Washington Memorial Parkway and shall be screened to the satisfaction of the Director of Planning and Zoning. (P&Z)
47. Transformers, and telephone and cable boxes and other utilities that are shown within the WMATA slope easement may only be located within the easement if approved by WMATA. A letter of the WMATA agreement shall be submitted prior to the release of the final site plan. (P&Z)
48. The applicant shall submit a lighting plan and lighting details consistent with the approved Potomac Yard Urban Design Guidelines that allow minimum light leakage, particularly around the perimeter of the site and to minimize the obstruction to the George Washington Memorial Parkway, to the satisfaction of the Directors of P&Z, T&ES, and RCPA, in consultation with Police. (P&Z) (T&ES)
49. All utilities serving this site shall be underground. (T&ES)
50. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
51. Provide adequate outlet protection and energy dissipater to prevent scouring condition at all proposed storm drainage outfalls, into existing wetlands, designed to the satisfaction of the Director of T&ES during Final Site Plan, in consultation with the National Park Service, the Army Corps of Engineers, and the Virginia State Department of Environmental Quality. (T&ES)

52. Provide siltation basin on all storm sewer outfalls into wetlands and provide adequate access for the City to maintain these facilities, designed to the satisfaction of the Director of T&ES during Final Site Plan, in consultation with the National Park Service, the Army Corps of Engineers, and the Virginia State Department of Environmental Quality. (T&ES)
53. Relocate all sanitary sewers from private alleys to public streets where possible to eliminate unnecessary sewer easements, to the satisfaction of the Director of T&ES. (T&ES)
54. Maintain 10 feet horizontal separation between all sanitary sewers and water lines. Revise sanitary sewer alignments accordingly, to the satisfaction of the Director of T&ES. (T&ES)
55. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the city or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)

Environmental Conditions:

56. The applicant is required to mitigate the impacts to water quality, by encroachments and destruction of RPAs and Wetlands by the following methods and to the satisfaction of the Director of Transportation and Environmental Services and the Department of Parks and Recreation:
 - a. Restoring streams from historic erosion damage,
 - b. Increasing vegetation onsite and/or performing offsite plantings.
 - c. Contributing to a T&ES / DEQ fund for stream restoration / water quality projects or environmental education projects.
 - d. Providing environmental education resources/signs along the trail and wetlands.
 - e. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
 - i. Wetland destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
 - ii. RPA Encroachments shall be mitigated at a ratio of 2:1 onsite or 3:1 offsite.
 - iii. Any enhancements to existing areas, wetlands or vegetated RPAs, shall be at double the aforementioned ratios. (T&ES)

57. The stormwater collection system is part of the Potomac River watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
58. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
59. All sanitary/wastewater flows from this development will be routed to the Potomac Yard Trunk Sewer and not to the Combined Sewer. (T&ES)
60. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)
61. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)
62. For any surface-installed Best Management Practices, i.e. Bio-Retention Filters, Vegetated Swales, etc. are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
63. The Developer shall furnish the Homeowner Association with an Owner's Operation and Maintenance Manual for all the Best Management Practices (BMP's) used on site. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s), drawings and diagrams of the BMP(s) and any supporting utilities, catalog cuts on maintenance requirements and a copy of the Maintenance Agreement with the City. (T&ES)
64. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)
65. The applicant shall provide an analysis (including a hydrological analysis) and design by appropriate professionals as to adequacy and the short and long term impacts of the new 72" outfall to the currently functional wetlands. The proposed design must demonstrate how the outfall will not adversely impact the wetlands. (T&ES)

66. Plan does not indicate whether or not there are any known soil and groundwater contamination as required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers are encountered at the site the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)
67. If fireplaces are to be included in the development, the applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)
68. Based upon past uses of the site for fly-ash and dredge disposal, 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, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed 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. "Clean" backfill shall be used to fill the utility corridors.
 - d. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.

Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

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

70. The applicant shall present a disclosure statement to potential buyers disclosing the environmental conditions of the site to the satisfaction of the Directors of P&Z, T&ES and the City Attorney: the prior history of the Potomac Yard, including previous environmental studies, conditions and past or on-going remediation efforts, neighboring uses including the Mirant Power Plant, Metro operations and other railway operations, and that the site is near Reagan National Airport and its associated flight paths. The above mentioned uses are located within the immediate vicinity of the project and are permitted to continue indefinitely. (T&ES)
71. The applicant shall be responsible for the following prior to the release of the final site plan:
- a. As-built survey of the existing extended detention pond serving Old Town Greens development.
 - b. Provide detailed engineering computations to demonstrate the effectiveness of the facility to meet the WQV requirements of the contributing drainage area.
 - c. Applicant shall be responsible for designing and constructing any modifications/changes to the pond needed to meet the storm water management requirements of the Article XIII of AZO and any other deficiencies identified.
 - d. Applicant shall provide a certification by Licensed Professional Engineer that all changes and modifications have been performed as per the approved plans and pond functions in a manner as expected per the design.(T&ES)
72. The applicant/owner/future owners shall be responsible for maintaining the BMP(s) including the pond treating storm water from this site to the satisfaction of Director of T&ES. A maintenance agreement shall be executed between the applicant/owner/future owners and the City, which shall be recorded in the land records. The applicant shall be responsible for obtaining all necessary easements and agreements needed to allow access for joint or independent maintenance of the BMP(s) between the entities. These agreements and easements must be obtained and executed to the satisfaction of City Attorney and Director of T&ES prior to the release of any final plan. Failure to execute and obtain all the necessary easements and agreements to insure maintenance of the BMP(s) will require alternative BMPs to be implemented for the site to the satisfaction of the Director of T&ES.(T&ES)

Phasing and Construction Related Conditions:

73. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, if affected, 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. Copies of plans showing the hauling route and

construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)

74. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, RP&CA and Code Enforcement prior to submittal of the first final site plan for the project. At a minimum, the plan shall include the following:
- a. Phasing and required public improvement (streets, traffic signals, sidewalks, etc.) for each phase.
 - b. Phasing and delivery of parks throughout the project to the satisfaction of the Director of RP&CA.
 - c. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
 - d. A plan for temporary pedestrian and vehicular circulation during construction.
 - e. A parking plan for construction workers will be prepared that provides on-site parking for workers. The applicant will employ those measures required by the Potomac Yard TMP to encourage mass-transit use, car-pooling and other measures that will mitigate the impact of construction workers traveling to and from the site.
 - f. Provisions in the event construction is suspended for 6 months or more for:
 - i. temporary streetscape improvements;
 - ii. removal of debris;
 - iii. screening and barrier protection of construction areas and interim open space improvements; and
 - iv. sediment and erosion control.
 - g. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES and Code Enforcement. (P&Z)
75. The applicant shall identify a person who will serve as liaison to the community throughout the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)

Subdivision/Easements:

76. **CONDITION REVISED BY PLANNING COMMISSION:** The applicant shall revise the subdivision plan to dedicate to the City all land within the WMATA rail and slope easements.

public parkland, future WMATA metro station and the area necessary for the pedestrian bridge on the southwestern portion of the site to the satisfaction of the City Attorney. All streets within the projects shall be dedicated to the City as public streets. The public access easements for the neighborhood parks shall be depicted on the approved subdivision plan. The applicant shall revise the subdivision plan and site plan to subdivide the land under the WMATA rail (and slope easements), public parks and alleys adjacent the rail corridor, and the west central mews, from the parcel that contains Potomac Greens Park. Include, in the parcel to become Potomac Greens Park, the open space portion of land identified in the submission as the WMATA plaza area to the satisfaction of the Directors of RP&CA, P&Z, T&ES and the City Attorney. Currently, all land outside of the developable lots and future rights-of-way, including the west central mews and some private alleys, is shown as legal Parcel 'A'. (PC)(P&Z)

77. Subdivision plats, easements and/or dedication shall be submitted for final review and approval by P&Z, T&ES and the City Attorney prior to release of any final site plans for the project. (P&Z)

Affordable Housing:

78. In accordance with the City's Affordable Housing Policy, the developer shall make a contribution to the Housing Trust Fund of \$1.00 per gross square foot of development, to be paid upon unit sale to each end user. (Housing)

Legal/Procedural Conditions:

79. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
80. Temporary structures for construction and a sales trailer shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. (P&Z)
81. The applicant shall submit a building location survey to the Planning and Zoning Staff prior to applying for a certificate of occupancy permit for each unit. (P&Z)
82. Final location surveys for each building shall be submitted by the applicant to the Department of P&Z for each building prior to issuance of a certificate of occupancy permit. (P&Z)

83. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit. (P&Z)
84. Prior to the release of the first certificate of occupancy for the project, the City Attorney shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to future homeowners the requirements of this development special use permit, including the restrictions listed below and other restrictions deemed necessary by the City Attorney. The applicant shall present a disclosure statement to potential buyers disclosing the following conditions to the satisfaction of the Directors of P&Z, T&ES and the City Attorney. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.
- a. Neighboring uses surrounding Potomac Greens include the Mirant Power Plant, Metro operations and other heavy railway operations, and the nearby Reagan National Airport and its associated flight paths, including a flight path directly over the Potomac Yard site. These uses are located within the immediate vicinity of the project and are permitted to continue indefinitely.
 - b. Prior history of the Potomac Yard has created environmental hazards, conditions, related studies and past or on-going remediation efforts. Past use of the Potomac Greens site includes disposal of fly-ash and dredge spoilings.
 - c. Individual townhouse garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.
 - d. Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, on any emergency vehicle easement, or on any portion of the interior alley. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.
 - e. No decks shall be permitted, except those decks that do not protrude beyond the property line.
 - f. Exterior changes or additions to units shall not be permitted without approval of City Council or the Director of Planning and Zoning, as determined by the Director.

- g. No overhangs (bays, balconies, decks, architectural projections, etc.) shall protrude into the alleys, emergency vehicle easements, or ingress/egress easements below 14.5 feet above grade. No vertical support posts and other impediments shall impede garage entrances.
- h. All landscaping and screening shown on the final landscape plan shall be maintained in good condition and may not be reduced without approval of City Council or the Director of Planning and Zoning, as determined by the Director.
- i. The Homeowners Association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the internal open space areas not dedicated to the City for public parkland will be owned and maintained by the HOA, although the spaces are encumbered by public access easements and are accessible to the residents of the community and general public.
- j. A parcel in the northwestern portion of the site has been dedicated to the City for a possible WMATA Metrorail station rail station at Potomac Yard in accordance with CDD #99-01.
- k. A future pedestrian bridge may be located on the southwestern portion of Potomac Greens, along Potomac Greens Drive. A bridge will be constructed by the current owner of Potomac Yard, or their successors, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval.
- l. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance transit capital projects or transit operating programs and services which would serve, in part, Potomac Greens (such as, but not limited to, assisting in the financing of a new Metrorail station adjacent to Potomac Greens), in accordance with the TMP for Potomac Yard, all owners of property within this development, including fee-simple owners and the HOA shall be required to participate in the district.
- m. The approved Potomac Yard Concept Plan permits 1,900,000 square feet of office space, a 625 room high-rise hotel, 1700 additional residences, and 135,000 square feet of retail development, in addition to the existing 600,000 square foot Potomac Yard Shopping Center, on the west side of the CSX and WMATA Metro rail corridor, immediately adjacent to Potomac Greens. The buildings closest to Potomac Greens are permitted to rise to heights of 110 feet. Additionally, the leases with the Potomac Yard Shopping Center expire around the year 2018. It is anticipated that the shopping center site will redevelop at higher density, similar to that approved around the Potomac Yard town center and in the Arlington portion of Potomac Yard, immediately north of Four Mile Run. (P&Z) (T&ES)

Miscellaneous Conditions:

85. Solid waste pick-up shall be provided by the City. The proposed development must have adequate curb return radius on all alleys to accommodate City solid waste vehicles or solid waste pickup shall be from public streets only. The developer must provide adequate space within each unit to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the city or provide containers that are compatible with city collection system and approved by the Director of Transportation and Environmental Services. (T&ES)
86. The applicant shall complete the geo-archaeological testing as specified in the Scope of Work supplied by Alexandria Archaeology and comply with the following conditions:
- If deemed necessary by Alexandria Archaeology after a review of the geoarcheological testing, the applicant shall hire an archaeological consultant to prepare a Documentary Study, conduct an Archaeological Evaluation, and/or prepare a Resource Management Plan, as outlined in the City of Alexandria Archeological Standards. The applicant must meet with Alexandria Archaeology to determine the necessary and appropriate actions.
 - All archeological preservation must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703)838-4399.
 - The above statement (in b.) must appear in the General Notes of the Preliminary and Final Site Plan. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology.
 - Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist.
 - If warranted by the City Archaeologist, the developer will erect a historic marker on the property according to specifications provided by Alexandria Archaeology. The marker will highlight the historical and archaeological significance of the property.
 - If warranted by the City Archaeologist, the developer will produce a small booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology.
 - All archaeological work will be carried out in accordance with the *City of Alexandria Archaeological Standards* and is subject to the approval of the City Archaeologist. (P&Z)
87. The applicant shall attempt to secure mail delivery to individual homes from the USPS. If such delivery cannot be secured, two decorative ganged mailboxes per block shall be permitted within the development located within the alley to the satisfaction of the Director of P&Z. (P&Z)

88. The applicant shall be allowed to make minor adjustments to the building locations if the changes do not result in the loss of parking, open space, or an increase in the building height or building footprint. (P&Z)
89. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
90. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)
91. Freestanding subdivision or development sign(s) that differentiates the proposed development from the existing neighborhood shall be prohibited. (P&Z)
92. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)
93. The applicant shall consult the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the homes. (Police)
94. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department as soon as the sales trailer is placed on site to complete a security survey for the trailer. (Police)
95. **CONDITION ADDED BY PLANNING COMMISSION:** The developer shall submit any promotional brochure and literature for Potomac Greens to the City Attorney for review prior to use in order for the City to ensure that the documents convey accurate information to potential purchasers. (PC)
96. **CONDITION ADDED BY PLANNING COMMISSION:** The applicant shall remove five units from the proposed development project. The location or locations from which the units are eliminated shall be to the satisfaction of the Director of P&Z. (PC)

Special Use Permits requested by the applicant and recommended by Staff:

1. Development special use permit with site plan to construct residential development under CDD#10 Concept Plan for Potomac Yard.
2. Special use permit to locate a temporary sales trailer on site.

Modification requested by the applicant and recommended by Staff:

1. Modification to provide 100% of 25% crown coverage requirement off-site, on the adjacent public streets.

Encroachment requested by the applicant and recommended by Staff:

1. Request to encroach into the public right-of-way for stoops, steps and railings, upper level bays, overhangs, and cornices.

Names approved by Planning Commission for new public Streets:

1. Potomac Greens Drive, Bracey, Carpenter, Day, Lyles, Miller, and Rose ~~Thorton Road, Caledon Lane, Dent Lane, Howson Lane, Hunter Square, and Langhorne Lane.~~

Staff recommends approval of the proposed Potomac Greens development pending resolution of the issues outlined above and with the conditions contained in this report.

STAFF:

Eileen P. Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Urban Planner;
Thomas Luebke, City Architect;
Stephen Milone, Urban Planner.

Staff Note:

In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Planning and Zoning:

- F-1 Add a chart to sheet C3 as shown on earlier plan submittals indicating the height and floor area proposed for each building. Chart should indicate the overall building height and floor area of each dwelling unit by dwelling unit type.
- F-2 Eliminate General Note 4 referencing private waste pickup since this project will be required to use city refuse collection services.

Transportation & Environmental Services:

- C- 1 Bond for the public improvements must be posted prior to release of the plan.
- C- 2 All downspouts must be connected to a storm sewer by continuous underground pipe.
- C- 3 The sewer tap fee must be paid prior to release of the plan.
- C- 4 All easements and/or dedications must be recorded prior to release of the plan.
- C- 5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C- 6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C- 7 The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements for pollutant load reductions and treatment of the Water Quality Volume Default (WQV).
- C- 8 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a "Certified Land Disturber" on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Erosion and Sediment Control Law VAC §: 10.1-563.B

- C- 9 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.
- C- 10 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.
- F-1 The project lies within the area of the Potomac Yard for which an overall drainage plan was approved in 1996. The proposed stormwater plan must conform to the overall approved drainage plan.
- F-2 Project lies entirely within an area described on historical maps as containing fly ash, dredge spoils and marine clays. Construction methodology and erosion and sediment control measures must account for this. The location of fly ash and dredge spoils shall be acknowledged and identified on the existing conditions sheet.
- F-3 The mitigation proposed in lieu of Resource Protection Area (RPA) encroachment as shown on the plan and indicated in the Water Quality Impact Statement is not adequate.
- F-4 The Plan proposes to achieve part of the compliance with Chesapeake Bay Program requirements to treat the water quality volume through an existing extended detention pond currently serving Old Town Greens.
- F-5 A Master Stormwater Management Plan has been submitted for concurrent review to justify the use existing detention pond for meeting the storm water quality requirements of Article XIII of Alexandria Zoning Ordinance for developments beyond Old Town Greens.

Code Enforcement:

- C-1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connection (FDC) to applicable buildings; c) fire hydrants located within on 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) on all main roadways and secondary roadways where required with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. The submitted Fire Service Plan (Sheet C25) does not provide enough detail for a complete review. The submitted sheet is sufficient as a reference, however, supplemental sheets which contain more detail for each section of the project are required to perform a proper review. FDCs shall be shown on the plan. Turning radii for EVE's shall be shown on the plans. Dead end EVEs greater than 100 feet shall have provisions for emergency vehicle turn around. The plan shows turning radii within designated emergency vehicle easements below the standard 25 foot turning radii. Redefine EVE turning radii to 25 foot. Relocate hydrant next to unit 153 to corner next to unit 152. Add one additional hydrant by unit 53.

- C-2 The final site plans shall show placement of fire easement signs to meet guidelines for sign details and placement requirements previously supplied to the applicant.
- C-3 A soils report must be submitted with the building permit application.
- C-4 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.
- C-5 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.
- C-6 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.
- C-7 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems.
- C-8 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-9 A fire prevention code permit is required for the proposed operation of the club house. An egress plan showing fixture location, aisles and exit doors shall be submitted for review with the permit application.

- C-10 Proposed trailer construction shall conform with the Virginia Uniform Statewide Building Code.
- C-11 A separation distance of 20 feet between the trailers and the main building shall exist.
- C-12 Handicapped accessibility shall be provided to trailers.
- C-13 Trailers shall bear a seal showing compliance with the Virginia Industrialized Building Code.
- C-14 A building permit is required for installing trailers on site. Submit four sets of drawings with the permit application.

VA American Water Company:

- F-1 Water service is available for domestic use and fire protection. Hydraulic calculations will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations.
- F-2 The proposed 12" water main in Potomac Greens Drive will need to be increased to 16" along the entire length.
- F-3 Two 12" crossings (with casings) will need to be installed for this project. The first needs to cross the tracks from the existing Potomac Greens Drive to just south of proposed Howell Avenue on proposed Potomac Avenue in the Potomac Yard site. The second needs to cross the tracks at the northernmost part of proposed Potomac Greens Drive just south of proposed E. Glebe Road on proposed Potomac Avenue in the Potomac Yard site.
- F-4 Maintain a 10' horizontal separation between water and sewer mains.
- F-5 Show all water main sizes. Sizes of water main stubs to various courts currently not shown.

Police Department:

Staff is not recommending the following conditions:

- R-1 Shrubbery along the proposed trail is to be cut back a minimum of 6 feet on each side of the trail. (Staff Note: Staff is encouraging retention of existing native plants and restoration within the sensitive resource protection area and wetlands.)
- R-2 The proposed parks and trail are to close at dusk if they are not lit. If the parks and trail are lit the lighting is to be placed on timers to go off at 10:00 PM.
(Staff Note: Parks within Potomac Greens will follow standard city policy for park hours of operation.)

Health Department:

- C-1 An Alexandria Health permit is required for all regulated facilities. Permits are non-transferable.
1. Permits must be obtained prior to operation.
 2. A qualified pool operator and lifeguard with CPR certification must be on duty during hours of operation.
 3. Five sets of plans must be submitted to and approved by this department prior to construction. Plans must comply with the Alexandria City Code, Title 11, Chapter 11, Swimming Pools, Administrative Regulation 20-6, Swimming Pools.
 4. Storm water retention facilities must be designed to hold water for no longer than seven (7) days to discourage the breeding of mosquitos or they must be treated with larvicides, as needed, during the mosquito season (April to November).

Historic Alexandria (Archaeology):

- F-1 While much of this area is marshland, the western section appears to be a low terrace area adjacent to the stream and marshes separating Daingerfield Island from the mainland. Native American sites are often found in terrace environments similar to this, and the property therefore has the potential to yield archaeological resources which could provide insight into the lifestyle of the area's inhabitants prior to the European contact period.

- F-2 The applicant has submitted a series of Ground Impact Maps to Alexandria Archaeology. Review of these maps has led to a determination that the only aspect of this development which has potential to have an impact on significant archaeological resources is the placement of deep utilities. Geomorphological/pedological testing, consisting of soil borings analyzed by a geoarchaeologist will be conducted to determine if any buried soil layers which could contain significant archaeological resources are present in the areas slated for the deep utility placement.

Parks & Recreation (Arborist):

- F-1 Tree species may need to be diversified to prevent a disease from decimating a much of the landscaping.

To: City of Alexandria planning staff, Planning Commission, City Council

From: Potomac Yard Design Advisory Committee (Bill Hendrickson, chair, Daniel Bairley, Peter Collard, Stephanie Sechrist, Raphael Semmes, Boyd Walker, Maria Wasowski)

Re: Design criteria for Parcels A, C, and D in Potomac Yard

Submitted: March 20, 2003

The approval by the City Council of the Potomac Yard plan in September 1999 marked a turning point in the history of land use decisions in the city of Alexandria. During the lengthy planning process, citizens demanded, and the Potomac Yard owner pledged to deliver, a very high level of quality—significantly higher than had been the previous development norm in the city. To ensure this high level of quality, detailed design requirements were incorporated into the final plan. In addition, the Potomac Yard Design Advisory Committee (PYDAC) was established to ensure that specific development proposals in the Yard's various parcels faithfully adhered to the design criteria.

In recent months, PYDAC has been examining Eakin Youngentob's (EYA's) proposals for Parcel A (townhouse development) and Parcel C (Potomac Plaza retail center) and Crescent Resource's proposal Parcel D (a dog park at the rail park).

Parcel A: This proposal has moved from a situation in the fall of 2002 in which EYA clearly violated the design criteria in several key respects to one in which, as of PYDAC's last meeting on February 12, 2003, the criteria were close to being met.

Since its first meeting, PYDAC members have expressed concern that the proposal is too dense (meaning that there may be too many townhouses crammed on an insufficient amount of land). These concerns continue today.

The density issue arose because of two decisions made by EYA:

- 1) to use a model of townhouse development in which an average of about 95 percent of the lot area is covered by building (the design criteria suggest a maximum of 80 percent coverage). The committee doesn't necessarily object to this model; however, we would be concerned if it was used extensively in other residential parcels in the Yard. The design criteria clearly call for variation in the model of townhouse development. In addition, when buildings cover such a large proportion of the lots, there is not much opportunity for improvements such as front yard green space that would increase the quality of the development.
- 2) To build only fee simple townhouse units (the current proposal calls for 227 units), instead of a combination of townhouse and stacked townhouses in the approved plan, which called for a maximum of 244 units, including 70 stacked units. Although the committee recognizes that the Potomac Yard plan allows flexibility in the number and type of units, the concern is that the original plan for

244 units would require only 209 footprints, compared with the 227 footprints of the current proposal. This would seem to suggest that building the original plan would potentially open up significantly more open space than the current proposal. PYDAC members continually asked for analysis of this issue. EYA argued that because size of lots and footprints would be different in a townhouse/stacked townhouse configuration, the difference in land coverage between the two plans would essentially result in a wash. But EYA never produced sufficient analysis to convince the committee of its argument. The planning staff, however, did a rough analysis of the issue and concluded that the original plan would produce significantly more open space than the current proposal. [For example, staff calculated that a typical stacked unit (from Old Town Greens, for example) could be placed in the footprint of one 24-foot wide Potomac Greens townhouse or the footprint of two 16-foot wide units, resulting in a potential increase of 9,000 to 18,000 square feet.] EYA is opposed to building stacked townhouses and has declined to alter its plan.

There are, however, ways of loosening up the project (reducing its perceived density). These include variation in the front yard setbacks of townhouses on each block to allow small front yards, in the heights and rooflines (to reduce perceived mass), in the building types, and in the architectural details. Although significant progress has been accomplished in achieving the above, committee members believe that still more could be done, particularly in the southern blocks of the project, to create a greater sense of openness and variety. We support continuing staff efforts to accomplish this, even if it would mean that several units must be eliminated from the project.

One specific concern expressed by several committee members is that EYA should take steps to relieve the stark and sterile quality of the rear (alley) areas of the townhouses. The application of simple architectural whimsy might prove sufficient to the task, thus meeting the goal of the guidelines to "ensure a high quality of urban and architectural design."

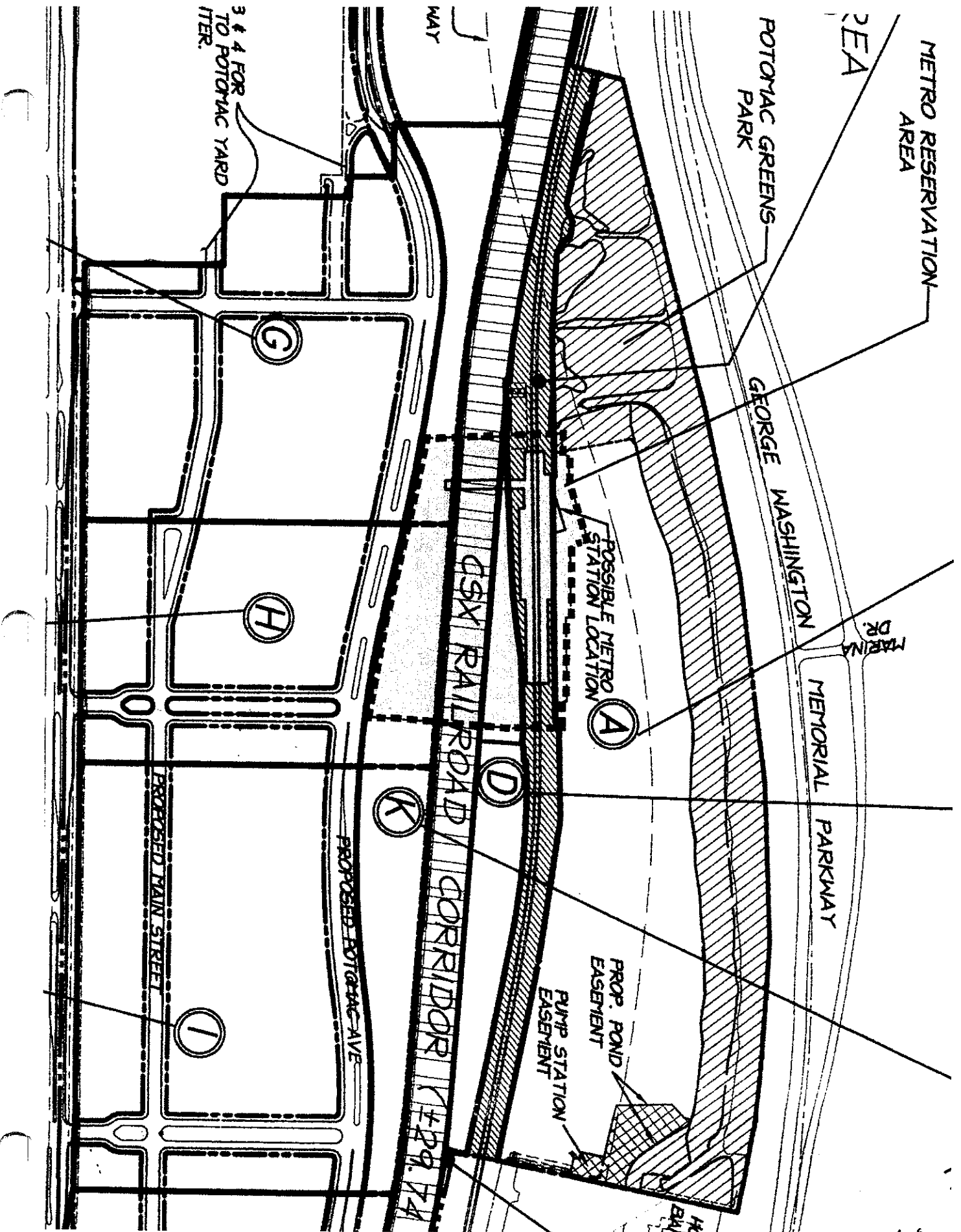
There is one significant mitigating factor to our concerns about the project's density: Much of this development will border the relatively large Potomac Greens Park, which will create a greater sense of openness. We emphasize, however, that this is unique in the overall Potomac Yard development. The residential parcels in the main part of the Yard will not, for the most part, border parks. Thus, we urge the staff to be vigilant in ensuring that density in subsequent applications doesn't come at the expense of quality.

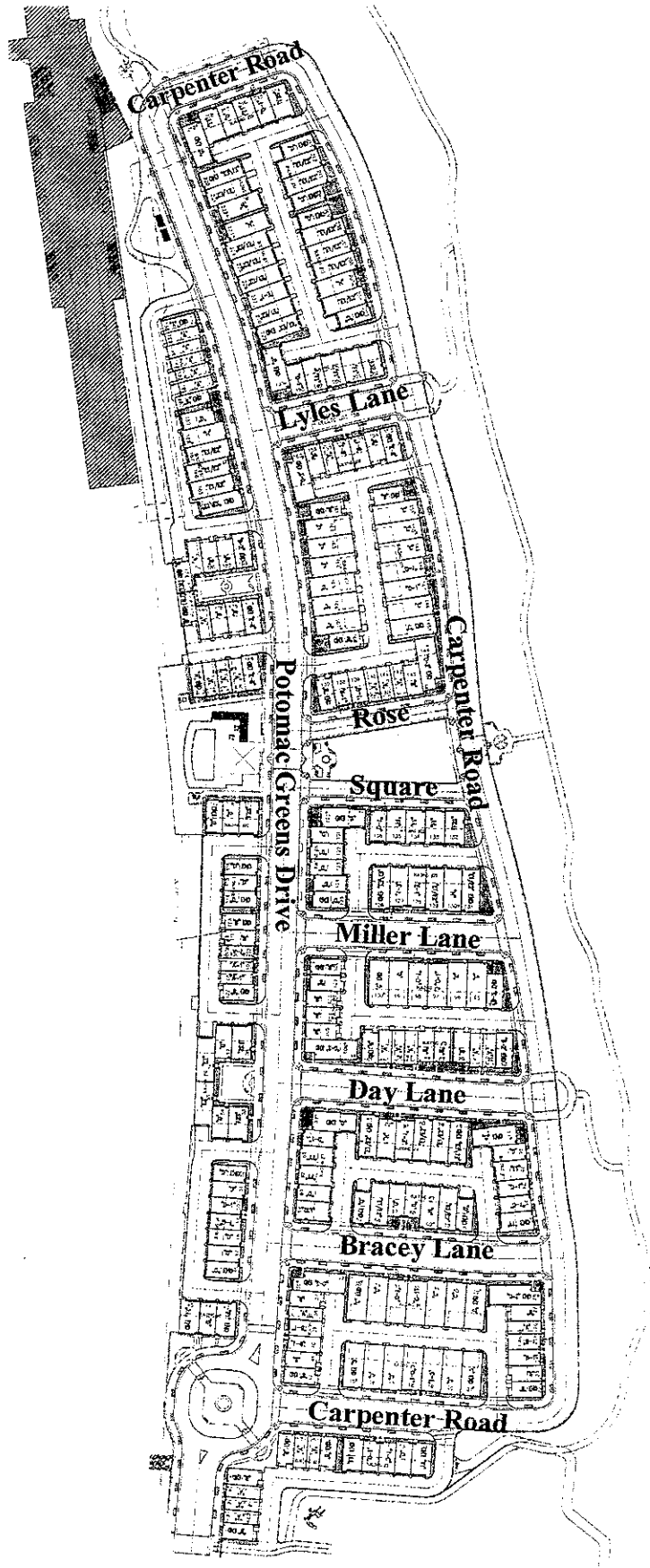
Finally, the committee supports the planning staff's recommendation that the width of Potomac Greens Drive be limited to 36 feet, not the 40 feet recommended by the Department of Transportation and Environmental Services. The design guidelines specify 36 feet for residential streets. Narrower streets slow traffic and improve pedestrian safety.

Parcel C (Potomac Plaza): The committee agrees that the proposal meets the design criteria. We are opposed, however, to the location of a recycling facility on this site.

Parcel D: The committee believes that the design criteria were clearly met, indeed exceeded for this parcel. (The determination of whether the proposed use for this parcel—a dog park—is appropriate is beyond the committee's purview.)

Prepared by: Bill Hendrickson





Potomac Greens DSUP#2002-0026

Response

to

**Preliminary Architecture Review comments dated December 20, 2002
January 23, 2003**

General Massing within the development and building design

F-1 The proposed development covers the site significantly more than envisioned in the guidelines and lacks private open green space at grade. By virtually every measure (percentage open space, lot coverage, average lot size, unit footprints, setbacks, etc.), the project falls short of meeting guideline targets. The proposed development is also characterized by uniformity and general lack of hierarchy in both the planning and architectural expression.

Response: What follows is a summary of the Development Parcel Guidelines and Building Criteria as compared to the proposed Potomac Greens Development:

Development Parcel Guidelines

	<u>Guidelines - Parcel A</u>	<u>Potomac Greens Proposal</u>
General Land Use	Residential	Residential
Total Area	33.6 Acres	33.6 Acres
Min. Open Space Required	16 acres – Potomac Greens Park and 2.5 acres of Neighborhood Parks	15.770 acres – Potomac Greens Park 2.609 acres of Neighborhood Parks, including slope easement behind community pool.
General Building Height	45ft within 500 ft of GWP 55ft max Variety of heights 35-55'	Varies. Building heights do not exceed 45ft.
General Building Type	Townhouses and stacked townhouses	Townhouses

Building Criteria

	<u>Guidelines for Townhouses</u>	<u>Potomac Greens Proposal</u>
Typical Lot Size	18' – 25' by 55'-100'	16' – 24' by 44' – 58'
Typical Coverage	45-80%	84 – 95%. Typical for rear-loaded units. 48% of the lots also provide significant open space at front yard.

Front Lot Line Coverage	100%	100% for most lots except at some end conditions where a portion of the façade may setback to enhance articulation.
ROW Protrusions	5' Max	4' Max
Approximate Number of Stories	3 - 3 1/2 stories	Varies from 2 stories to 3 stories with optional fourth floor within the roof structure provided the height does not exceed 45 feet.
Max Height At Cornice Line	35'	35' or less.
Max. Height at Mid-Roof	45', Variety required	<ul style="list-style-type: none"> ▪ 26 or (12%) 2-story townhouses with cornice lines of 35 feet or less. ▪ 11 or (5%) 3-story flat roof terrace units. ▪ 59 or (26%) 3-story units w/mansard roofs and building heights of 45 feet (+/-) or less and cornice lines that do not exceed 35 feet. ▪ 131 or (58%) 3-story units.
Ground Floor	May be raised 18" - 24" or depressed 3-5'	Raised 18" - 24".
Main Entrances	At Front facades	In all cases, except in a few cases where the front facade was notched to provide more green space on the streetscape.
Parking	Attached, detached or common	Attached.
Fenestration Proportion	1 horizontal to 2 vertical	1 horizontal to 2 vertical.
Roof	8/12 Main roof	In most cases. Mansards are exceptions.
Materials	Brick, Wood, Stucco	Brick, wood, stucco. Applicant proposes uses of alternative materials on rear façade in private alleys.
Recommended Min. Architectural Expression	Cornice Line	Cornice Line, Head and Sill Details, Window treatments, Door entrances.

F-2 The concept of zero rear lot line with 24' clear between lot lines limits or eliminates the potential for trees or any other planting. This will reinforce the visual density, and create a hard streetscape in the alleys with little potential for amelioration.

Response: Although wider lots may have allowed for more frequent use of sideyards, in typical residential urban block patterns, sideyards are a very occasional occurrence. Further, unless a sideyard is located on a corner lot, by design, sideyards are limited in their ability to serve as meaningful, public, green space and contribute very little to the public realm. Typically, sideyards serve primarily as an alternative private access to the rear

or side of the structure. The applicant chose to relocate space that may have been included in the sideyards to the front yards, where it could contribute significantly to the public streetscape.

- F-3 The proposed development lacks significant modulation in the front yards, creating a uniform and unbroken street wall.

Response: Throughout the entire project and in an effort to add to the planting beds along the front of every townhouse, the facades of the buildings have been pulled off the front property line a distance of two feet to 16 feet, significantly increasing the amount of open, green, landscaped space in the front yards.

- R-1 Given the proposed density of the development and the lack of private open space, staff recommends decreasing site coverage within the development to modulate the monotony and relentlessness of the project. This will clearly be accomplished by eliminating eight units and reapportioning the space to provide spatial relief. The combination of eliminating units, increasing front setbacks, reintroducing Charleston model units, etcetera, should be reworked as green landscaped space at a minimum size of 8' x 8', in front of units. This should be provided at a minimum of one such green space per block (a minimum of 6 along the east side of Potomac Greens Drive) and additionally once on each cross street.

While the two public squares (one at the entrance, one in the middle) begin to address this need for punctuating the project with green spaces, some of the alternate means that staff discussed with you include adding more landscaped pockets within the development, such as pockets on either side of the intersection of Potomac Greens Drive and the second side street, opposite the south mews.

Response: In an effort to reduce the overall density of the project the applicant revised the site plan as follows:

- *The site plan was redesigned and two lots were eliminated, reducing the total number of lots from 229 to 227. This is a further reduction from the submission, dated November 2002, which consisted of 236 units. The Guidelines allow for 244 units.*
- *The sizes of the remaining lots were reconfigured and in some cases reduced in size by an amount of ground coverage equivalent of 4 to 5 lots. This is in addition to the two lots mentioned previously.*
- *Except for the mews townhouses, the two rows flanking the Entrance Park, and the townhouses flanking the Pool and Community Center Park, the other 28 groupings of townhouses have incorporated significant pockets of green space in the front yard setbacks.*

- R-2 Increase sideyard setback separating sticks of townhouse buildings in accordance with the Urban Design Guidelines which call for 10' (5' per yard) or 16 (8' per yard) when

windows are present. Staff will consider improvements to these sideyard treatments in concert with other improvements to front setbacks.

Response: Along with jogging the front facades - thereby adding more green space at the streetscape (where it really counts) - front yards were set back an extra two feet to 16 feet from the property line in an effort to relocate the space that could have been placed in the sideyard to the front yards.

- R-3 Articulate each grouping of six units by a setback of 12-24 inches as required in the guidelines. As discussed, this guideline requirement should not be interpreted as prescriptive, however, the proposed blocks of up to 11 units and 240' with no front building wall articulation must be ameliorated.

Response: In almost all cases, townhouses are setback from the adjacent front façades after groupings of two or three townhouses. The two exceptions, Buildings 13 & 32, are setback from the adjacent front façade after groupings of five townhouses.

- R-4 Provide more variety of heights in accordance with the guidelines, with a minimum of 15% of units of 2 ½ stories. Staff will consider supporting the 20% of 4-story mansard units (normally only intended for stacked units) as shown on the plan as they contribute to the variety of heights in the project.

Response: As shown on the diagram, "Preliminary Site Plan, Indicating Building Heights", there are 227 townhouses in the development. The breakdown by height is as follows:

- 26 or (12%) 2-story townhouses w/ cornice lines of 35 feet or less.
- 11 or (5%) 3-story flat roof terrace units
- 59 or (26%) 3-story units w/mansard roofs and building heights of 45 feet (+/-) or less and cornice lines that do not exceed 35 feet.
- 131 or (58%) 3-story units w/ cornice lines of 35 feet or less.

- R-5 Eliminate the upper level terraces facing Potomac Greens Drive, Potomac Greens Park and GW Parkway. Approved design guidelines require that all upper level decks and terraces be provided at the building rear and not be visible from any street. Additionally, upper level rear decks and terraces must be screened by walls that are integral to the building wall as discussed in our recent meeting.

Response: Terraced units are located on the east/west streets or within the mews and will be screened by walls that are integral to the building.

- R-6 Provide 20' setback between (front) building wall and embedded parking in accordance with the approved Urban Design Guidelines.

Response: Access to the garaged parking is through rear alleys. The interior of the garages will not be visible from the street wall. The windows on the first level will be treated in a manner that prohibits viewing of the interior of the garage.

- R-7 At end units with garages that project into the alley, staff recommends that:
- a. The garage additions be limited to 1 ½ story in order to break up the mass and reduce visual density; or
 - b. Eliminate the garage element entirely and provide a fenced back yard (in which the owner could park) which would additionally:
 - 1) Provide some private open space;
 - 2) Provide an opportunity to plant trees; and
 - 3) Emulate more closely the development pattern typical in downtown Alexandria.

If some garage additions are retained, they should be setback as much as possible from the wall of the primary structure.

Response: In an effort to differentiate between the main portion of the townhouse and the garage element, where garages project into the alley, the garage material will be differentiated from the main portion.

- R-8 Develop an architectural focus across the project that currently shows six perimeter blocks and several rows/mews of townhouses treated roughly equally. The entry sequence is four short blocks followed by two long ones and becomes endlessly uniform unless modulated by some larger pattern or hierarchy. This should be accomplished by increasing the architectural presence of the corner townhouses at the first cross-street from the north, with turrets or other devices and by linking these two corner units stylistically to the adjacent several units. Elaborating these units will create an element of architectural focus that will be visible from the entire length of the entrance road because of the inflection in the street wall—and establish a pleasing hierarchy to the project that is currently lacking.
- R-9 Revise the proposal to reflect architectural styles that follow a unified and ordered theme. As proposed, the style generally varies from one townhouse to the next within a row of units, for example, Federal+Late Colonial+Italianate+Federal+Victorian. By contrast, most city blocks, or large portions of a given city block in Alexandria developed during approximately the same period, with occasional infill (usually at least three townhouses) built at a later time in a later style.

Thus, to help establish a more convincing architectural impression throughout the project, develop a program of stylistic modulation that doesn't change necessarily house by house as proposed but which evolves street by street and more organically across the neighborhood. For example, the first street from the south could be more Federal than any other style, the next street more late Colonial, followed by a series of Italianate houses facing a green, and so on throughout the project. In a typical street segment of

seven units facing seven units, staff recommends developing roughly half of the units in a related style to establish character. Within each style, provide variation and articulation.

Response to R8 & R9: To bolster the pleasing hierarchy of architectural expression through out the project, a pattern was developed whereby one architectural style is dominant at facing street walls with other secondary styles filling in around the predominant style. Townhouses with identical facades were grouped in pairs or triplets and scattered throughout the site in an organic pattern. Within each architectural style, facades were developed with sufficient variety and articulation to be recognized as "siblings or cousins" within architectural "families" of styles.

R-10 Apply the principles of each historical style that is used consistently. The proportions and details of each individual townhouse elevation need to be consistent and appropriate to one style.

1. Revise hierarchy of window sizes to be consistent with historic style, with the smallest windows generally used for dormers.
2. Revise the entrance type/detail to match style of the rest of the elevation.
3. Revise units where siding is used to provide a masonry foundation wall at grade.
4. Roof terraces and inverted dormers on the front elevations are not typical of any of the proposed styles.

Recommend that the architectural design team meet again with city staff to show examples of the urban development pattern in Old Town and clarify the underlying principles of various architectural styles as applied in Old Town.

Response: The size of the dormers has been reduced. In some cases, the size of the windows on the front façade reflect the programmatic use on the interior creating a piano noble effect. The entrance details match the style of the rest of the elevations. The applicant proposes that roof terraces on the front of the units add variety and articulation to the street wall.

R-11 Revise the plans to match rear elevations to front elevations for each particular townhouse. As proposed, no particular relationship exists between the front elevation of a given townhouse and its rear elevation. Rear elevations should be of the same materials and style as the fronts. This is particularly important for this project since the alleys will function as the primary entrance path for residents.

Response: The pattern and style of windows on the rear of the units closely matches the primary façade. Additionally, in some cases, on rear elevations, head and/or sill details, and bay windows are used to reinforce the front facade. The cladding on end units wraps around the side and rear of each unit to match the cladding on the front facade.

- R-12 Provide more detailed, accurate, larger scale drawings of typical unit elevations at a scale of $1/4" = 1'$, to highlight key elements of the design. The quality and level of detail are not discernable from drawings at this scale. Basic information, such as roof slope, are still not provided.

Response: The applicant has provided $1/8" = 1'-0"$ scaled elevations drawings which provide sufficient detail for the current level of review.

- R-13 Provide sections of architectural details, wall sections and details at a large scale such as $1/2" = 1'$, to demonstrate depth and level of relief proposed in cornices, bays, and other projections.

Response: Wall sections at $1/4" = 1'-0"$ were included to provide additional detail.

- R-14 Recommend that the applicant proffer the entire project to approval by the Old and Historic Alexandria District Board of Architectural Review to ensure consistency of design, materials and detailing. Plans viewed to date seem to indicate that the entire project has been treated similarly for locations both in and outside the 500' historic district limits. This consistency of design, materials and detailing must remain so throughout the development.

Response: The applicant will submit that portion of the project that lies within the boundaries of the Old and Historic District for review by the BAR.

COMPLETENESS, #2A

ED MORSI, REVISED 12/20/2002

1. The proposed exterior loop road will serve as the primary neighborhood connector street to the Metro Station in the northwest and the Potomac Greens Park along the east. The Potomac Yard Urban Design Guidelines provide street criteria for a connector road under the "Main Street" criteria. Pavement widths of 36 feet for 2 parking lanes and 2 travel lanes do not meet the "Main Street" criteria. Revise all pavement widths with 2 parking lanes and 2 travel lanes to 38 feet, in conformance with the street criteria for "Main Street". In addition show AASHTO turning movements along this route to support bus vehicles and revise curb returns accordingly.

Response: The classification and design of Potomac Greens Drive is consistent with the adopted CDD Guidelines and the planning objectives for Potomac Yard endorsed by the City Council. When the City Council adopted the Potomac Yard/Potomac Green Coordinated Development District Conditions (CDD), version September 8, 1999, it established standards for streets within Potomac Yard independent of the City's street standards. The CDD conditions coupled with the standards in the Potomac Yard Urban Design Guidelines/Alternative Concept Plan (Guidelines), Final Draft, December 7, 2001, provide the basis for the designation of Potomac Greens Drive as a "Typical Residential Street" in the Potomac Greens development. This designation specifies a right-of-way width of 64 feet and roadway width of 36 feet.

Neither the CDD Conceptual Development Plan conditions nor the Urban Design Guidelines specifically address the width or classification of Potomac Greens Drive. However, the Guidelines establish a hierarchy of streets including design specifications for each classification. Only the "Typical Residential Street" classification could apply to Potomac Greens Drive. The Potomac Avenue, Route 1, Main Street, and East-West Streets standards apply to specific named streets that are mapped in the Guidelines. Potomac Greens Drive is clearly neither an alley nor a one-way street, the other categories in the Guidelines. This leaves only the typical residential street category.

The Guidelines, Chapter III, Development Guidelines, refer to the interconnected network of streets designed to simulate the best streets found in the traditional neighborhoods of the Old Town Alexandria area. Specifically, the streets were designed "to favor the pedestrian, calm vehicular speed, and correspond to the characteristics and scale of the buildings fronting the street."

By referencing the CDD and the Guidelines to establish the street classification and hierarchy for the Potomac Greens development, Potomac Greens Drive was designed as a "Typical Residential Street" whose purpose is to provide access to a small neighborhood of up to 244 residential units. Potomac Greens Drive will secondarily provide access to a limited number of off-site users of the public parks and the proposed WMATA Metro station. The Metro station will be served primarily by Potomac Avenue - a primary north-south arterial road serving the rest of Potomac Yard - with Potomac Greens Drive providing access to the Metro Station in a much diminished capacity.

The "Typical Residential Street" design criteria for Potomac Greens Drive accomplishes the stated goal of the overall hierarchy of streets in Potomac Yard by:

- 1. Favoring the pedestrian – In keeping with the largely low-density residential nature of the development, a street pavement width of 36' for two lanes of traffic with on-street parking on both sides and two 14' continuous sidewalks dotted with street trees provides a satisfactory buffer from vehicular traffic to pedestrians on the sidewalks. The primary users of the sidewalks will be the residents of the townhouses.*
- 2. Calming vehicular speed – Narrower lanes and on-street parking have been shown in traffic calming studies to slow down vehicular traffic. Conversely, vehicular traffic tends to travel at greater than speeds acceptable in residential neighborhoods if wider lanes are provided. In fact, the severity of traffic problems in existing residential neighborhoods in Alexandria has led to the installation of various traffic calming measures in the hopes of slowing vehicular traffic in and around the residential neighborhoods. It is also anticipated that the east-west streets within the Potomac Greens development would serve to dilute some of the traffic generated by both residents and off-site users, thereby negating the need for wider lanes on Potomac Greens Drive.*

3. Corresponding to the characteristics and scale of the buildings fronting the street - With the exception of the community center and the proposed WMATA Metro Station, all buildings fronting Potomac Greens Drive are townhouses, a low-density residential use. There is no ground-floor retail or other uses, except those noted above, that would generate marked activity on Potomac Greens Drive by off-site users.

2. Provide a Geotechnical Report with next submission.

Response: A Geotechnical Report has been provided with the submission, January 24, 2003.

3. Delineate wetland area on the site.

Response: A Water Quality Impact Assessment was presented on October 16, 2002 to William Hicks, T&ES.

4. Provide storm drainage map for the existing and proposed developed area showing drainage sheds.

Response: This information has been provided to Suzanne Salva, T&ES, January 10, 2003.

5. Per conversations with Bowman Consulting, provide complete hydraulic analysis of storm sewer system, extending west of Route 1 to the Potomac River outfalls.

Response: This information has been provided to Suzanne Salva, T&ES, January 10, 2003.

6. Provide adequate outlet protection and energy dissipater to prevent scouring condition at all proposed storm drainage outfalls.

Response: This information will be presented at Final Site Plan.

7. Solid waste pick-up shall be provided by the City. The proposed development must have adequate curb return radius (25 feet minimum) on all streets and Alleys to accommodate City solid waste access or solid waste pickup shall be from public streets only.

Response: An exhibit with turning radii was provided to Suzanne Salva, T&ES on January 17, 2003.

8. Relocate sanitary sewer in public streets to avoid conflict with storm sewer and unnecessary easements.

Response: Where possible, sanitary sewers will be relocated in public streets to avoid conflict with storm sewers and easements.

9. Due to the close proximity of the site to the METRO tracks and airport traffic. The following conditions shall be included in the development requirements:

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

Response: The applicant is preparing a noise study per the requirements of the HUD noise Guidance Book and will submit copies of the Study at the time of Final Site Plan.

Code Enforcement

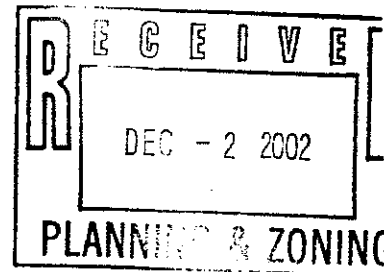
C-1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connection (FDC) to applicable buildings; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) on all main roadways and secondary roadways where required with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. The submitted Fire Service Plan (Sheet C25) does not provide enough detail for a complete review. The submitted sheet is sufficient as a reference, however, supplemental sheets which contain more detail for each section of the project are required to perform a proper review. FDCs shall be shown on the plan. Turning radii for EVE's shall be shown on the plans. Dead end EVEs greater than 100 feet shall have provisions for emergency vehicle turn around. Relocate 2 hydrants as noted on plan. Add 12 hydrants as noted on plan."

Response: Sheet C25 has been revised to show the turning radii in the alleys. There are no dead ends greater than 100'. Fire hydrants have been relocated as noted on plan, and an additional 12 hydrants have been added.

**Response
to
Additional Materials Required to Complete
December 2, 2002**

**Potomac Greens Development
DSUP#02-0026 Application**

November 15, 2002



2. CDD#99-0001, Condition 13 requires submission of a "CDD Preliminary Infrastructure, Open Space and Use Plan" (the "Landbay Preliminary Plan") for the entire Landbay for which development has been proposed. In this instance, the proposed development and parks comprise the entire Landbay, so no separate Landbay Preliminary Plan is required. However, pursuant to condition 14, the Directors of T&ES and P&Z may require infrastructure outside of the subject Landbay, if deemed necessary to properly assess the proposed development plan. The Directors require information regarding infrastructure necessary to support existing and proposed development, including sanitary and stormwater facilities. City staff has previously discussed some of these issues with the engineering firms for the applicants. Further detail regarding these requirements will be provided by city staff as soon as possible. (P&Z)

City T&ES staff has communicated to the engineer for the applicant that they require, for review, computations for all stormwater for the proposed development to include all stormwater that drains through the site.

Response: *Crescent Resources LLC, the property owner, has provided the requested computations to the appropriate City Staff.*

7&10. Tabulate on the coversheet the area for Parcel A as shown on the original concept plan approval. Any additional land area within the boundaries of this site plan should be specifically identified and separately tabulated for overall land area and open space purposes. (P&Z)

Revise open space calculations to clearly identify the portion of the site that is within the Resource Protection Area (i.e. the environmental protection area delineated in the Potomac Yard concept plan approvals). Eliminate reference to the Scenic Easement area in the open space calculations. (P&Z)

Revise the tabulation in accordance with the basic sample table provided so that staff can clearly understand which land is within Parcel A and which is from other

areas of Potomac Yard. For land outside Parcel A (as defined in the Concept Plan), provide notes identifying the designation of that land on the approved Concept Plan.

Open space numbers on this plan submittal are confusing. For example, throughout the approval process, the environmental protection area was shown to be the area that was either in the RPA or the Scenic Easement Area. Now in this submission, area within Scenic Easement understood originally to be EPA, is now credited as part of north park (- approx. 3700 sq ft area - north park then is effectively 0.878 acre not 0.963 acre).

Open space calc's C-19 - Potomac Greens Park numbers do not match plan on same sheet, i.e. - outside RPA: 57,000 labeled on open space plan - 73,000 shown in open space tabulations on same sheet C-19.

Likewise, revise the submitted illustrative plan sheet C-6 and existing conditions sheet C-7 to reflect the Parcel limits as shown in the original Concept Plan approvals. Add to these plans and call out, in the same manner as the Christopher Consultants Alternate Concept Plan (your sheet C-4), the following:

- A. To the north and east - the limits of the environmental protection area, otherwise known as Potomac Greens Park, that should include any area that is either in the Scenic Easement or within the RPA.
- A. To the west - the western limit of the developable site area, as considered and approved in the Concept Plan, that follows the WMATA and utility easements to the west.
- B. To the south - the existing and proposed stormwater management pond, and sanitary pump station and access easements.

On the illustrative plan, shade only the 33.66 acre approved Parcel A, eliminating the rail corridor and easement areas in the same manner as the approved Concept Plan submissions. All tabulations need to reflect and be based upon these originally approved concept plans.

Open Space		Approved Concept Plan tabulations for Landbay A provided/required (need to be extracted directly from approved documents)	Proposed area *		Totals
			Landbay A	Other*	
Site Area		33.66 acres	33.66		38.56 acres
Park Open space					
	Potomac Greens Park	16 acres	xx.x		
	Neighborhood Parks	2.5 acres	xx.x		

(Continue to break out sub-areas, for example "Mews (South) - 2771 sq ft," as on previous submission)		xx.x		
Total park area	18.5 acres	xx.x		xx.x
Developable site area	15.16 acres (33.66 - 18.5)			

* Explain portion of Potomac Yard from which the area derives.

- If any area does not meet the required amount of land area, explain.

Response: Sheets C1, Cover and Sheet C19, Open Space Plan have been revised to reflect the revised open space plan and calculations. The area within the NPS Scenic Easement (but outside of the RPA) that previously had been allocated to the Northern Park is now located within the Potomac Greens Park thereby lessening the size of the Northern Park. The applicant notes that, unlike the requirements of the RPA, the NPS Scenic Easement allows for the placement of play equipment and other recreational structures.

As requested, a chart was prepared that identified acreage per the example above. It is important to note that surveys of the environmentally sensitive areas prepared by Bowman Consulting total 15.770 acres not 16.00 acres as previously identified by Christopher Consultants in the original Concept Plan approvals.

13. Show dimensions of all rights-of-ways, sidewalks, and yards. (P&Z)

Most ROW, sidewalk dimensions noted, however, no yard setbacks noted on plans.

Response: *The proposed townhouses do not have setbacks on the front, rear or side yards.*

17. Any stoops which encroach into the right of way in excess of that permitted by code are required to secure a separate encroachment ordinance. Submit encroachment application if necessary. (P&Z)

Plans show 4' stoops that will require an encroachment application approval on any street less than 66' in R-O-W width.

Response: *An encroachment application will be submitted.*

18. Provide larger scale elevations for staff review so that we can confirm compliance with design guidelines. Drawings should be to scale, and labeled for height, height to cornice line, height of stoops, slopes of roof and building materials. (P&Z)

Streetscape elevations submitted do not match submitted site plan. Submitted detailed elevation sheets to scale, with stoop, cornice, roof slope and height, etc. dimensioned on plans A-5 through A-9a for "typical units." However, street elevation sheets A-1 through A-4a are incorrect and reflect earlier concept designs. Revise and resubmit, labeling each unit as to unit type.

Submitted elevations do not show roof slopes, and do not clearly label height of stoops, varying roof heights, etc.

Response: *Architectural elevations were included in the first (September, 2002) and second (November, 2002) DSUP application submittals. In order to continue the discussion on architecture and as requested by staff, revised elevations were submitted on November 27, 2002. Final copies will be submitted when discussion regarding the elevations has been completed.*

20. Proposed 72" storm sewer and BMPs are located in the private parks and appear to conflict with proposed landscaping plan. Sewer should be located in the street. Details should be provided regarding the BMP construction to illustrate that they will not interfere with proposed park designs. All conflicts between landscaping and utilities should be resolved. (P&Z)

It will be staff's recommendation to relocate any utilities in conflict with landscaping. Plans have not eliminated all conflicts, nor has sufficient information been provided for staff to assess.

Response: All conflicts between landscaping and utilities will be resolved on the final engineering plans. However, in the In the area of Central Park West, Sheet C10, Detailed SUP Development Plan, the proposed 72 inch by-pass pipe will have approximately 20 feet of coverage and will not interfere with the proposed landscaping in the area.

26. While much of this area is marshland, the western section appears to be a low terrace area adjacent to the stream and marshes separating Daingerfield Island from the mainland. Native American sites are often found in terrace environments similar to this, and the property therefore has the potential to yield archaeological resources which could provide insight into the lifestyle of the area's inhabitants prior to the European contact period. The applicant must present a series of Ground Impact Maps to Alexandria Archaeology so that a decision regarding necessary archaeological work can be made prior to the submission of this project to the Planning Commission. The Ground Impact Maps provide information both on the extent of the impact that the current construction project will have on the soil levels which could contain significant archaeological resources and on the possibility that previous ground disturbance on the property has already destroyed these soil levels. For this purpose, it is necessary to examine historical maps, aerial photographs, and the current construction plans. The Ground Impact Map series includes the following:
- a. A site plan map showing footprints of all proposed structures and all existing and proposed underground utility lines; the depth of ground penetration for each of these must be given in feet above sea level.
 - b. A site plan map of ground surface contours to the same scale as the map above, showing the existing elevations and the proposed final elevations in feet above sea level.
 - c. An overlay map at the same scale as the above maps, showing historical contours with elevations in feet above sea level, as well as all structures and other features, wells, cisterns, walkways, fence lines, roads, driveways, creeks, etc.) previously located on the property.
 - d. A profile or cross-section through the property, which shows the existing contours, the historical contours and the maximum depth of impact of the proposed development activities. (Archaeology)

Response: Pursuant to discussions with Alexandria Archeology staff, Bowman will deliver a Ground Impact Map package containing the following information:

1. 1967 Topographical survey (sheets 1 and 2). Because the historical contours do not provide any information for this site, this survey is being used as the historical reference on this site.
2. Existing Topographical survey (sheets 3 and 4). This is a map depicting the existing topography of the site.
3. Proposed Plan (sheets 5 and 6). These sheets depict the proposed footprints and elevations for the site.
4. Proposed Utilities Plan and Profile (sheets 7 and 8). In general, all utilities and building footings will not involve the disturbance of the soil levels shown in the 1967 topo with the following exceptions: Two storm drain by-pass systems and a portion of a 10" sanitary sewer main. The depths and areas of disturbance have been shown on the plan and profile views.

For the purpose of overlaying the different Maps, mylar copies of the sheets are being provided.

FINDINGS

1. The subject plan incomplete and unacceptable for review as a preliminary development plan per Sec. 11-406 of the zoning ordinance. (P&Z)

ADDITIONAL REQUIREMENTS

1. Submit a minimum of 50 folded copies of the revised plan drawings [or update your submitted plan sets that staff is holding in the Planning Office]. (P&Z)
2. Submit a transmittal response letter identifying compliance with the request for additional information and materials that are required to complete the application. In the response letter, explain the manner in which each comment was complied, and reference the applicable sheets that illustrate the information. (P&Z)
3. Provide one reproducible copy each of the overall site development plan, site plans, landscape plans, architectural building elevations and site sections at 8 1/2" x 11". (P&Z)
4. Staff estimates the total application fees for the proposed development are as follows:

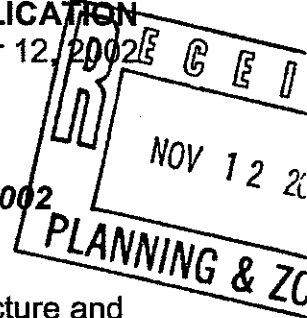
A. DSUP Preliminary (1000.00+2.00/100 sf x 773,883)	=	16,477.66
B. Subdivision (1,500.00+\$30.00/lot x 249(est.))	=	8,970.00
C. Encroachments (not yet determined)		
D. TMP (amendment, as necessary, \$ not yet determined)	≡	

Total Due	\$	25,447.66
	Total Paid	25,477.66
Balance Due (encroachment fee)		

RE(#137414)v. 1

POTOMAC GREENS DEVELOPMENT
DSUP #2002-0026 APPLICATION

November 12, 2002



Response
to

Additional Material Required to Complete Transmittal, October 1, 2002

1. Pursuant to CDD#99-0001, Condition #12 the "CDD Landbay, Infrastructure and Open Space Phasing Plan" (Phasing Plan) for the entire Potomac Yard project must accompany this application. No such phasing plan has yet been approved by the City. This application for proposed development cannot be docketed for approval until the Phasing Plan has been approved by the Directors of P&Z and T& ES. (P&Z)

Response: The Phasing Plan has been submitted by the property owner, Crescent Potomac Yard Development LLC, and is under review by City Staff.

2. CDD#99-0001, Condition 13 requires submission of a "CDD Preliminary Infrastructure, Open Space and Use Plan" (the "Landbay Preliminary Plan") for the entire Landbay for which development has been proposed. In this instance, the proposed development and parks comprise the entire Landbay, so no separate Landbay Preliminary Plan is required. However, pursuant to condition 14, the Directors of T&ES and P&Z may require infrastructure outside of the subject Landbay, if deemed necessary to properly assess the proposed development plan. The Directors require information regarding infrastructure necessary to support existing and proposed development, including sanitary and stormwater facilities. City staff has previously discussed some of these issues with the engineering firms for the applicants. Further detail regarding these requirements will be provided by city staff as soon as possible. (P&Z)

Response: The Landbay Preliminary Plan has been submitted by the property owner, Crescent Potomac Yard Development LLC.

3. Prior to docketing this item for approval, Condition #30 of the Concept Plan must be satisfied by provision of a WMATA reservation area and an easement to the City (for both sides of the tracks). (P&Z)

Response: The applicant is preparing a response to the WMATA letter dated October 31, 2002 and expects a satisfactory resolution to the reservation issue prior to the Planning Commission and City Council public hearings.

4. All plan sheets to clearly show all easements on the property, including:
 - WMATA rail and slope easements;

- Future WMATA reservation easement;
- Stormwater pond and pump station easements;
- Scenic easement;
- All other existing easements;
- All proposed easements. (P&Z)

Response: *The plans have been revised consistent with the comment.*

5. Provide model of proposed development and surrounding lands in accordance with Zoning Ordinance. section 5-605 (D)(2), at least four weeks prior to the Planning Commission public hearing. Show adjoining Old Town Greens and Potomac Crossing buildings in model, or provide a separate massing study to compare the mass of these existing buildings to the proposed development. Failure to provide the model in a timely fashion may lead to a deferral of the item to a later hearing date. (P&Z)

Response: *A model will be provided by December 7, 2002.*

6. Provide the following sections:
 1. North-South section through the northern part of the project, over the street, through the open space at the north end of the project.
 2. East-West section through the entire project – tracks, project, park, parkway. (P&Z)

Response: *The requested drawings are included in the resubmission package.*

7. Tabulate on the coversheet the area for Parcel A as shown on the original concept plan approval. Any additional land area within the boundaries of this site plan should be specifically identified and separately tabulated for overall land area and open space purposes. (P&Z)

Response: *The tabulations have been revised as requested.*

8. Add the National Park Service and its official notification address to the list of adjoining property owners as listed on the Contextual Site Plan sheet C-6. (P&Z)

Response: *The National Park Service has been added to the list of adjoining property owners as requested.*

9. Do not show a layby/drop-off lane at the north end of Potomac Greens Drive, alongside the proposed Metro-rail Station footprint; the design of the station shall be determined at a future date. (P&Z)

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Response: *Should it be required in the future, a lay-by/drop-off lane has been dashed on the plans.*

10. Revise open space calculations to clearly identify the portion of the site that is within the Resource Protection Area (i.e. the environmental protection area delineated in the Potomac Yard concept plan approvals). Eliminate reference to the Scenic Easement area in the open space calculations. (P&Z)

Response: *The plans have been revised consistent with the comment. The NPS Scenic Easement has been delineated on the plans, but is not referenced in the open space calculations.*

11. Revise the neighborhood open space calculations to:
 1. Eliminate areas within street right-of-way from open space calculations.
 2. Subtract the footprint for the clubhouse from the open space area that contains the pool. (P&Z)

Response: *The plans have been revised consistent with the comment. The open space calculations include the slope easement behind Central Park West because the area will be graded, landscaped and used as a neighborhood park. It should be noted that the Plan presently meets the requirement of providing 2.5 acres in neighborhood park open space without the area within the slope easement.*

12. Provide an elevation of the residences on the north side of the development, as viewed from the northern Potomac Greens Park Area. (P&Z)

Response: *The requested elevation is included in the resubmission package.*

13. Show dimensions of all right-of-ways, sidewalks and yards. (P&Z)

Response: *The plans have been revised consistent with the comment.*

14. Circular park in entrance road should be shown as a separate parcel, so that it can be maintained as a private park and not dedicated with the right-of-way to the City. (P&Z)

Response: *The plans have been revised consistent with the comment.*

15. Provide sufficient information to illustrate that all utilities will be accessed from the alleys, as required by the concept plan approval. (P&Z)

Response: *The plans have been revised consistent with the comment with the exception of water lines which will be located in public streets.*

16. Show all transformers, switchboxes and other above ground utilities; do not include such structures in open space calculations. (P&Z)

Response: *The plans have been revised consistent with the comment.*

17. Any stoops which encroach into the right of way in excess of that permitted by code are required to secure a separate encroachment ordinance. Submit encroachment application if necessary. (P&Z)

Response: *The applicant requests consideration to remove the stoop encroachment from the right of way. However, if the request is not feasible, an application for encroachment will be submitted by the applicant.*

18. Provide larger scale elevations for staff review so that we can confirm compliance with design guidelines. Drawings should be to scale, and labeled for height, height to cornice line, height of stoops, slopes of roof and building materials. (P&Z)

Response: *Scaled elevations at 3/16" = 1'-0" are provided as requested.*

19. Provide detail of each unit type (floor plans) so that staff can evaluate the size of proposed garage spaces. Show an overall parking plan that identifies the location of any parking spaces required for the townhomes which are not within garages. Note: no on-street parking may be utilized to satisfy parking requirements for residents (except visitor spaces). (P&Z)

Response: *A parking plan and unit floor plans have been provided. On-street parking will be used to satisfy the visitor parking requirement, only. The tandem parking shown on the plans is located within the boundaries of the townhome lots.*

20. Proposed 72" storm sewer and BMPs are located in the private parks and appear to conflict with proposed landscaping plan. Sewer should be located in the street. Details should be provided regarding the BMP construction to illustrate that they will not interfere with proposed park designs. All conflicts between landscaping and utilities should be resolved. (P&Z)

Response: *The plans have been revised consistent with the comment.*

21. Submit information necessary to demonstrate plan to comply with TMP Conditions for SUP#99-0020. Be advised that the Potomac Yard/Potomac Greens development is covered by TMP conditions approved under SUP#99-0020. Condition 17 states that "The Director of T&ES shall review the transportation management plan for each landbay and shall docket the transportation management plan for consideration by the Planning Commission

and City Council if the director has determined that there are problems with the operation of the TMP and that new or revised conditions are needed." (P&Z)

Response: *The applicant has requested a meeting with TE&S to review the TMP conditions.*

22. Label all retaining walls on the development plan sheet, show wall heights and provide a legend symbol. (T&ES)

Response: *The plans have been revised consistent with the comment.*

23. RPA Lines must be shown on all plan sheets including landscaping sheets. (T&ES)

Response: *The plans have been revised consistent with the comment.*

24. Regarding BMP Worksheet B reference from where the existing land condition is documented. (T&ES)

Response: *The plans have been revised consistent with the comment.*

25. The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connection (FDC) to applicable buildings; c) fire hydrants located within on 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) on all main roadways and secondary roadways where required with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. (Code Enforcement)

Response: *The Fire Service Plan has been provided with the resubmission.*

26. While much of this area is marshland, the western section appears to be a low terrace area adjacent to the stream and marshes separating Daingerfield Island from the mainland. Native American sites are often found in terrace environments similar to this, and the property therefore has the potential to yield archaeological resources which could provide insight into the lifestyle of the area's inhabitants prior to the European contact period. The applicant must present a series of Ground Impact Maps to Alexandria Archaeology so that a decision regarding necessary archaeological work can be made prior to the submission of this project to the Planning Commission. The Ground Impact Maps provide information both on the extent of the impact that the current construction project will have on the soil levels which could contain significant

archaeological resources and on the possibility that previous ground disturbance on the property has already destroyed these soil levels. For this purpose, it is necessary to examine historical maps, aerial photographs, and the current construction plans. The Ground Impact Map series includes the following:

- a. A site plan map showing footprints of all proposed structures and all existing and proposed underground utility lines; the depth of ground penetration for each of these must be given in feet above sea level.
- b. A site plan map of ground surface contours to the same scale as the map above, showing the existing elevations and the proposed final elevations in feet above sea level.
- c. An overlay map at the same scale as the above maps, showing historical contours with elevations in feet above sea level, as well as all structures and other features, wells, cisterns, walkways, fence lines, roads, driveways, creeks, etc.) previously located on the property.
- d. A profile or cross-section through the property, which shows the existing contours, the historical contours and the maximum depth of impact of the proposed development activities. (Archaeology)

Response: *The requested drawings will be provided to Alexandria Archeology.*

27. If deemed necessary by Alexandria Archaeology after a review of the Ground Impact Maps, the applicant shall hire an archaeological consultant to prepare a Documentary Study, conduct an Archaeological Evaluation, and prepare a Resource Management Plan, as outlined in the City of Alexandria Archeological Standards. (Archaeology)

Response: *So noted.*

28. All archeological preservation must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703)838-4399. (Archaeology)

Response: *So noted.*

29. The above statement (in C-3) must appear in the General Notes of the Preliminary and Final Site Plan. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology. (Archaeology)

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Response: *The above statement (in C-3) will appear in the General Notes of the Preliminary and Final Site Plan.*

30. Certificates of Occupancy will not be issued for this property until the final archaeological report has been received and approved by the City Archaeologist. (Archaeology)

Response: *So noted.*

31. If warranted by the City Archaeologist, the developer will erect a historic marker on the property according to specifications provided by Alexandria Archaeology. The marker will highlight the historical and archaeological significance of the property. (Archaeology)

Response: *So noted.*

32. If warranted by the City Archaeologist, the developer will produce a small booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology. (Archaeology)

Response: *So noted.*

33. All archaeological work will be carried out in accordance with the *City of Alexandria Archaeological Standards* and is subject to the approval of the City Archaeologist. (Archaeology)

Response: *So noted.*

FINDINGS

1. The subject plan is incomplete and unacceptable for review as a preliminary development plan per Sec. 11-406 of the zoning ordinance. (P&Z)

Response: *So noted. The resubmission package contains the additional material required to complete the application.*

ADDITIONAL REQUIREMENTS

1. Submit a minimum of 50 folded copies of the revised plan drawings. (P&Z)

Response: *50 folded copies will be submitted.*

2. Submit a transmittal response letter identifying compliance with the request for

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additional information and materials required to complete the application for public hearings. (P&Z)

Response: *The transmittal letter is included in the resubmission package.*

3. Provide one reproducible copy each of the overall site development plan, site plans, landscape plans, architectural building elevations and site sections at 8 1/2" x 11". (P&Z)

Response: *One 8 1/2" x 11" copy will be submitted.*

4. Staff estimates the total application fees for the proposed development are as follows:

A. DSUP Preliminary (1000.00+2.00/100 sf x 773,883)	=	16,477.66
B. Subdivision (1,500.00+\$30.00/lot x 249(est.))	=	8,970.00
C. Encroachments (not yet determined)		
D. TMP (amendment, as necessary, \$ not yet determined)	=	_____

Total Due	\$	25,447.66
Total Paid	\$	16,477.66
Balance Due		\$8,970.00

POTOMAC GREENS ISSUES

SIGNIFICANT ISSUES AND RECOMMENDATIONS BROUGHT TO THE APPLICANT'S ATTENTION. These issues do not represent a full review, as this will be conducted with the resubmission.

1. Staff will not docket a plan for hearing until the WMATA reservation issue is unresolved. (P&Z)

Response: *The applicant is preparing a response to the WMATA letter dated October 31, 2002 and expects a satisfactory resolution to the reservation issue.*

2. Insufficient open space is provided adjacent to the public park at the north end. The CDD plan calls for 1 acre (condition #7), only .4 acres has been provided. Staff will not support an application that provides so little open space at this location as it is inconsistent with the approved concept. (RP&CA)

Response: *The current plan includes a Northern Park with .963 acres outside of the environmentally protected area. The acreage could be increased if the street parking*

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along the south side of the northern loop of Potomac Greens Drive was eliminated. The dedicated Northern Park parking on the north side of the Drive is included in the Northern Park open space calculation.

3. The Potomac Greens Park falls short of the required 16 acres. (RP&CA)

Response: *In Landbay A, there are 14.379 acres of environmentally-protected land. Potomac Greens Park consists of 14.379 acres of environmentally protected land and 1.308 acres outside of the RPA, not including the Northern Park, for a total acreage of 15.687 acres.*

4. No BMPs shall be provided in areas to be dedicated to the City. (RP&CA)

Response: *Accepted. BMPS are not located in areas dedicated to the City.*

5. The northern tot lot/children's play area to the eastern side of this neighborhood park area, to separate it from the noise of the rail corridor and the possible future Metro-rail. (P&Z)

Response: *Accepted. The tot lot has been relocated to the eastern side of the Northern Park.*

6. Interpretive trails through the RPA/environmental protection area should be located so as to preserve existing vegetation and grades to the maximum extent possible. (P&Z)

Response: *The applicant would like to work with staff to determine the appropriate location of the trails. The trail is proposed to be surfaced with asphalt to allow light vehicle access unless environmental conditions preclude the use of asphalt.*

7. On the northern loop road, adjacent Potomac Greens Park, provide standard brick sidewalk with street trees, in accordance with the Potomac Yard Urban Design Guidelines. (P&Z)

Response: *The drawings have been revised accordingly.*

8. At the last conceptual meeting, the applicant indicated an additional 2' had been added for expanded sidewalks, but the plans do not represent this approach. Revise. (P&Z)

Response: *The drawings have been revised accordingly.*

9. Eliminate second story stoops per the approved Potomac Yard Urban Design Guidelines. (P&Z)

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Response: *The second story stoops have been eliminated.*

10. Break up the mass of the buildings and provide variety along the street face through various means such as:
1. Varying the roof lines,
 2. Providing projecting bays, stoop canopies and other means in the approved Urban Design Guidelines. (P&Z)

Response: *Interest at the street face has been achieved by the use of a variety of materials and treatments, architectural elements and details, and door and window styles, and by varying roof heights, styles and materials. These details coupled with the overall rhythm of the block/ street/open space pattern establish complexity and interest at the pedestrian level. In addition, the pedestrian experience through the street hardscape will be "greened" by canopied street trees, softened by stoop plantings and neighborhood parks, and enhanced by frequently punctuated views of the surrounding open, green parkland.*

11. The final site plans shall show placement of fire easement signs. See attached guidelines for sign details and placement requirements. (Code Enforcement)

Response: *So noted.*

12. A soils report must be submitted with the building permit application.(Code Enforcement)

Response: *So noted.*

13. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.(Code Enforcement)

Response: *So noted.*

14. A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.(Code Enforcement)

Response: *So noted.*

15. Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. (Code Enforcement)

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Response: *So noted.*

16. Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems.(Code Enforcement)

Response: *So noted.*

17. New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).(Code Enforcement)

Response: *So noted.*

18. A fire prevention code permit is required for the proposed operation of the club house. An egress plan showing fixture location, aisles and exit doors shall be submitted for review with the permit application.(Code Enforcement)

Response: *So noted.*

19. The proposed site plan has limited access for emergency vehicles. A connector road from West Abingdon Drive to the eastern most roadway in the complex shall be established. The roadway may be gated and keyed for emergency vehicle use only, to the satisfaction of the Director of Code Enforcement.(Code Enforcement)

Response: *A limited access roadway for emergency vehicles will be established as requested.*

20. An automatic sprinkler system meeting the requirements of NFPA 13D is required for all residential townhomes. (Code Enforcement)

Response: *So noted.*

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APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0026

PROJECT NAME: Potomac Greens

PROPERTY LOCATION: Potomac Yard - Landbay A 2201 Jefferson Davis Hwy

TAX MAP REFERENCE: 035-02-02-01 ZONE: CDD#10

APPLICANT Name: Potomac Greens Associates LLC

Address: c/o Eakin-Youngentob Associates, Inc. c/o Elm Street Dev.
1000 Wilson Blvd., Suite 2720 6820 Elm St., Ste. 200
Arlington, VA 22209 McLean, VA 22101

PROPERTY OWNER Name: Crescent Potomac Greens LLC

Address: 2805 South Crystal Drive
Arlington, VA 22202

SUMMARY OF PROPOSAL: Request for approval of a preliminary development plan for
special use permit for residential development

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: _____

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions 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 knowledge and belief.

Jonathan P. Rak, Agent
Print Name of Applicant or Agent

McGuireWoods LLP

Suite 1800

Mailing/Street Address

1750 Tysons Boulevard

McLean, VA 22102

City and State

Zip Code

Jonathan P. Rak
Signature

703-712-5411

Telephone #

703-712-5231

Fax #

September 9, 2002

Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid & Date: \$ _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

132

Development Special Use Permit with Site Plan (DSUP) # 2002-0026

All applicants must complete this form.

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

1. The applicant is the (check one):

☒ Owner ☐ Contract Purchaser

☐ Lessee ☐ Other: _____

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

50% Eakin-Youngentob Associates, Inc.)
1000 Wilson Blvd., Suite 2720)
Arlington, VA 22209)

50% Elm Street Development)
6820 Elm Street, Suite 200)
McLean, VA 22101)

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

☒ Yes. Provide proof of current City business license

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

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.
(Attach additional sheets if necessary)

The project proposes development on a portion of Potomac Yard known as Landbay "A",
as approved in the Potomac Yard alternative concept plan. The development will consist
of 236 townhouse units in Parcel A, located east of the WMATA tracks and north of the
existing development, Old Town Greens. Parcel "A" consists of 33.826 acres of which
approximately 16 acres will be dedicated as Potomac Greens Park, a requirement of the
COD Guidelines. An additional 2.5 acres will be set aside and developed as
neighborhood parks. The development in its entirety has been designed in accordance
with the Potomac Yard Urban Design Guidelines. A portion of the development that
faces the George Washington Parkway is located within the Old and Historic Alexandria
District and has been designed to comply with the historic district requirements.

Development Special Use Permit with Site Plan (DSUP) # 2002-0026

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

N/A

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

N/A

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

Day	Hours	Day	Hours
Residential		7 days	24 hours

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

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

Noise levels are expected to be consistent with normal residential use.

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

N/A

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

All trash containers will be enclosed within buildings.

Development Special Use Permit with Site Plan (DSUP) # 2002-0026

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

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

Consistent with residential use.

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

Consistent with residential use.

C. How often will trash be collected?

Weekly or more often if needed.

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

N/A

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

Normal cleaning agents for residential use.

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

Access to residential buildings will be restricted to residents
and invited guests.

ALCOHOL SALES

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

☐ Yes. ☒ No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

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

702 Standard spaces

 Compact spaces

 Handicapped accessible spaces.

 Other.

Development Special Use Permit with Site Plan (DSUP) # 2002-0026

- 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? N/A

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

- C. Where are off-street loading facilities located? N/A

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

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

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 MATERIALS CHECKLIST

(See Section 11-406, 11-605 of the Alexandria Zoning Ordinance for additional information)

The following materials are required for a preliminary development special use permit submission:

X **COMPLETED APPLICATION FORM, INCLUDING APPLICABLE SUPPLEMENTAL FORMS:**

Supplemental forms are required for the following types of applications:

Auto oriented use	Parking reduction	Child-care facilities
Freestanding sign	Restaurant	

X **FILING FEE.** A fee schedule is published by the Department of Planning and Zoning.

 **PRELIMINARY DEVELOPMENT SPECIAL USE PERMIT, WITH SITE PLAN.
FORMAT:**

- X Print size shall not exceed 24" x 36"
- X 40 folded copies required (10 for completeness determination)
- X Scale no less than 100' to 1" (40' to 1" for final site plan)
- X Five by seven inch space for signed approval on each sheet
- X Date, scale and north point with reference to source of meridian
- X Name, address, signature and registration number of professional preparing the plan
- X Symbols legend

COVER SHEET:

- X Name and address of the developer and of the owner(s) of record
- X A complete narrative description of the proposed development
- X Location map locating the site in relation to the nearest intersection of two or more streets
- X Key to plan sheets
- X Site plan area and impervious area proposed
- X A list of all special use permits and zoning modifications being requested (minimum lot area, frontage, yard, open and usable space, zone transition setback, vision clearance waiver, etc.)

 ZONING TABLE, to include:

- X Zoning of the site
- X Existing/proposed use
- X Lot area (and minimum lot area required, if applicable)
- X Number of dwelling units (by number of bedrooms for multifamily)
- X Number of dwelling units per acre
- X Gross square feet of floor area (by use and total)
- X Net square feet of floor area (by use and total)
- NA Floor-area-ratio (allowed and proposed)
- X Open space calculation (required and proposed)
- X Average finished grade (for each building)
- X Building height (allowed and proposed)
- NA Yards (required and proposed)
- NA Frontage (required and proposed)
- X Parking Spaces (number required and number proposed by compact and standard
- NA Number of loading spaces

****Please Note:**** If the proposed development includes multiple lots, the zoning tabulation information must be provided for each individual lot unless all the lots will be consolidated in conjunction with the proposal.

EXISTING SITE CONDITIONS:

(Show location, dimensions, size, height and elevations)

- ☒ Sidewalks, streets, alleys, easements, covenants and reservations
- ☒ Buildings and structures
- ☒ Property lines, including adjoining property lines
- ☒ For adjoining properties, show zoning and names and addresses of owners
- ☒ Public sewer systems, water mains, fire hydrants and utilities
- ☒ Slopes, terraces and retaining walls
- ☒ Driveways, entrances, exits, parking areas, sidewalks
- ☒ Major trees and shrubs
- ☐ NA Recreation areas and swimming pools
- ☒ Watercourses, bodies of water, wetlands, limits of flood plains, resource protection areas.
- ☐ NA Lighting and street trees on public rights-of-way adjacent to the site
- ☐ NA Significant geological features
- ☒ Topography (2' or 5' contours)
- ☒ Areas that can be expected to or which are known to contain contaminated materials or soils
- ☐ NA When known, underground storage tanks; areas located within 1000 feet of a former sanitary landfill, dump or disposal area; and areas with the potential of generating combustible gases.

PRELIMINARY SITE PLAN:

(Show location, dimensions, size, height and elevation)

- ☒ Sidewalks, streets, alleys, easements, covenants and reservations
- ☒ Street centerlines of adjoining public streets
- ☒ Building restriction lines, highway setback lines, vision clearances
- ☒ Property lines, including those of adjoining properties (with dimensions)
- ☒ Buildings and structures (including optional decks and or projections) or maximum building envelope
- ☒ Public sewer systems, water mains, fire hydrants and utilities (including VA Power and Bell Atlantic)
- ☒ Slopes, terraces and retaining walls; fences and walls
- ☒ Driveways, entrances, exits, parking areas and sidewalks
- ☒ Methods to control erosion on slopes of 25 percent or more
- ☒ Zoning of abutting properties
- ☒ Distances between buildings
- ☐ NA Yard dimensions for setback requirements, including zone transition and highway setbacks
- ☒ Plans for collecting and depositing storm water and the method of treatment of natural and artificial watercourses, including a delineation of proposed limits of flood plains, if any
- ☒ A general indication of proposed grading, surface drainage, terraces, retaining wall heights, grades on paved areas and ground floor elevations of proposed buildings and structures
- ☒ Street lighting (including conduits) and street trees on rights-of-way adjacent to the site
- ☐ NA Any locations to be used for outdoor display or storage of goods
- ☒ Underground plans showing location of existing and proposed poles, transformers and switches.
- ☒ Materials to be used for improvements within the public right-of-way
- ☒ Plans to remediate, remove, or control on site any contaminated soils, materials, underground storage tanks, combustible gases, or old landfills, dumps or disposal areas
- ☒ Plans for minimizing the impact on exiting or developing wetlands or for the creation of new wetlands

****Please Note:**** Information should be shown on as many sheets necessary to provide coherent, readable sheets. Most plans will require, at a minimum, separate dimension, erosion and sedimentation control, lighting and utility sheets.

LANDSCAPE PLAN:

(See "Landscape Guidelines" published by the City of Alexandria)

- ☒ Landscaped areas, including the location, size and species of any existing trees over 10" in caliper
- ☒ Location, names and caliper and height of trees, shrubs and ground cover to be planted
- ☒ Areas to be retained in natural vegetation
- ☒ Tabulation of required existing and proposed crown coverage

WATER QUALITY IMPACT ASSESSMENT

(See Chapter 13 of the Zoning Ordinance)

- X Location and description of RPA components
- X Location and nature of RPA encroachment
- X Type and location of proposed BMP, with supporting calculations
- X In addition, where a MAJOR assessment is required:
 - X Hydrogeological element
 - X Landscape plan supplement
 - X Ecological impact analysis

BUILDING MASSING STUDY:

- N/A A building massing study sufficient to show mass and orientation of proposed buildings and their orientation to nearby buildings.

ARCHAEOLOGICAL ASSESSMENT:

- X A preliminary site plan which includes land designated as a potential resource area on the City of Alexandria Archaeological Resource Map must include an archaeological evaluation report and resource management plan under certain circumstances (see section 11-411 of the zoning ordinance.) To determine whether a site is designated as a "potential resource area" on the City of Alexandria Archaeological Resource Map, contact Alexandria Archeology in the City's Office of Historic Alexandria at 838-4399. Prior to filing an application for approval of a preliminary site plan to which this section 11-411 applies, the applicant shall confer with the city archaeologist who will conduct a preliminary assessment of the potential archeological significance of any site plan area designated on the map.

ITEMS REQUIRED UNDER CERTAIN CONDITIONS

CLUSTER RESIDENTIAL DEVELOPMENT:

- N/A A general layout depicting the density, design and development potential of the subject property under all regulations of applicable zone without a cluster design.
- N/A Tabulation of common area and open space (required and proposed).
- N/A A preliminary subdivision plat.
- N/A Lot-by-lot tabulation of lot area and modifications requested pursuant to Section 11-603(G).

BUILDINGS OVER 50 FEET IN HEIGHT:

- N/A A section showing the location and height of each building in the development, as well as each building on adjacent sites is required for any proposed buildings over 50 feet in height.

AFFORDABLE HOUSING PLAN:

- N/A It is the City's policy that a standard contribution of \$.50 per gross square foot on all new housing and/or commercial development should be paid to the City prior to issuance of certificate of occupancy in the case of office, retail, hotel or rental apartments, and paid at sale to the end user in the case of condominium or single family houses. In lieu of this contribution, a developer may submit an Affordable Housing Plan proposing another means of meeting the affordable housing requirement, e.g., provision of on-site or off-site housing units, or a lesser contribution in combination with affordable units, with or without receiving some form of incentive from the City.

DESIGN GUIDELINES:

- N/A If located along Mount Vernon Avenue, information required by the *Mount Vernon Avenue Design Guidelines*, including information necessary to assess compliance with the guidelines.
- N/A If located within the Old Town North area, information required by the *Old Town North Design Guidelines*, including information necessary to assess compliance with the guidelines.

OPTIONAL ITEMS REQUIRED AT THE DISCRETION OF THE PLANNING DIRECTOR:

- N/A A model of the proposed development
X A contextual plan showing buildings in the proposed project and buildings in the adjacent areas
____ Any other information that may reasonably be required by the Director of Transportation and Environmental Services or the Director of Planning and Zoning to determine that the application is in compliance with all codes and ordinances of the City, such as:
X Architectural elevations of buildings along public rights-of-way
X Architectural elevations of buildings facing residential development
N/A Sections showing grade changes in relationship to buildings and/or retaining walls
N/A Elevation showing landscaping plan or screening treatment along public rights-of-way
N/A Sections showing average finished grade line and scaled heights, including penthouses
N/A A detailed floor area analysis showing deductions taken for purposes of FAR calculation
N/A An exhibit showing areas counted as open space
N/A Information on proposed project signage

ADDITIONAL APPLICATIONS WHICH MAY BE REQUIRED FOR DEVELOPMENT PROPOSALS.

Generally, all applications related to the same development proposal are required to be processed concurrently.

- ____ **Master Plan and/or Rezoning.** Required when the proposal requires different zoning or a change to the City's Master Plan. See sections 11-800 and 11-900 of the zoning ordinance.
____ **Transportation Management Plan Special Use Permit.** Required for any project containing 50,000 sq.ft. or more of commercial space or 40,000 sq.ft. or more of retail space or 150,000 sq.ft. or more of industrial space or 250 or more residential units. See section 11-700 of the zoning ordinance.
____ **Vacation.** Required when a portion of the public right-of-way is proposed to be acquired and utilized in the development.
____ **Encroachment.** Required when portions of the building (including stoops, steps, awnings, etc.) or planters, etc. project into the public right-of-way.
____ **Subdivision.** Required when land is being divided into parcels. See section 11-1700 of the zoning ordinance.
____ **Board of Architectural Review Approvals.** Required when project is within one of the City's two historic districts. See chapter 10 of the zoning ordinance.
____ **Coordinated Development District (CDD) Concept Plan.** Required on tracts zoned CDD, in order to proceed with development under the CDD zoning. See section 5-600 of the zoning ordinance.

FOR ADDITIONAL INFORMATION CONTACT:

**DEVELOPMENT DIVISION
DEPARTMENT OF PLANNING & ZONING
301 KING STREET, ROOM 2100
ALEXANDRIA, VA 22314
PHONE: 703/838-4666**

Steve Milone

APPLICATION for SUBDIVISION

SUB # _____

*subdivision
is to be incorporated
into the staff report
for the
DSEP #02-26*

[must use black ink or type]

PROPERTY LOCATION: Potomac Yard - Landbay A

TAX MAP REFERENCE: 035-02-02-01 ZONE: CDD#10

APPLICANT'S NAME: Potomac Greens Associates LLC

ADDRESS: c/o Eakin/Youngentob Associates, Inc. 1000 Wilson Boulevard, Suite 2720 Arlington, VA 22209 c/o Elm Street Dev. 6820 Elm St., Ste. 200 McLean, VA 22101

PROPERTY OWNER NAME: Crescent Potomac Greens LLC

ADDRESS: 2805 South Crystal Drive Arlington, VA 22202

SUBDIVISION DESCRIPTION: Request to subdivide property as described in sheets

C14, C15, C16, C17, C18, Preliminary subdivision plat, Potomac Greens SUP

submittal set, November 2002, Revised January 23, 2003.

THE UNDERSIGNED hereby applies for a Subdivision in accordance with the provisions of Section 11-1700 of the Zoning Ordinance of the City of Alexandria, Virginia.

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

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

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent
McGuireWoods LLP
Suite 1800
Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102
City and State Zip Code

Jonathan P. Rak
Signature
703-712-5411 703-712-5231
Telephone # Fax #
February 19, 2003
Date

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

Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

127

143

Subdivision # _____

All applicants must complete this form.

1. The applicant is the *(check one)*:

☒ Owner ☐ Contract Purchaser

☐ Lessee ☐ Other: _____

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

50% Eakin/Youngentob Associates, Inc.

1000 Wilson Boulevard, Suite 2720
Arlington, VA 22209

50% Elm Street Development

6820 Elm Street, Suite 200
McLean, VA 22101

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.

48 128
2

144

WAIVER OF RIGHT TO AUTOMATIC APPROVAL

*SUBMITTED TO
THE DEPARTMENT OF PLANNING AND ZONING
CITY OF ALEXANDRIA, VIRGINIA*

SUBDIVISION # _____

Project Name: Potomac Greens

Project Address: Potomac Yard - Landbay A

Description of Request: Request to subdivide property as described in sheets
C14, C15, C16, C17, C18, Preliminary subdivision plat,
Potomac Greens SUP submittal set, November 2002, Revised
January 23, 2003.

The undersigned hereby waives the right to the 45 day automatic approval provision of Section 11-1708 (B)(2) of the Zoning Ordinance of the City of Alexandria, Virginia, for the application stated above.

Date: February 19, 2003

☐ Applicant

☒ Agent

Signature: _____

Printed Name: Jonathan P. Rak, Esq., Agent

APPLICATION for ENCROACHMENT

ENC # 2003-0002

[must use black ink or type]

PROPERTY LOCATION: 2201 Jefferson Davis Hwy
Potomac Yard - Landbay A

TAX MAP REFERENCE: 035.02-02-01 ZONE: CDD#10

APPLICANT'S NAME: Potomac Greens Associates LLC
ADDRESS: c/o Eakin/Youngentob Associates, Inc. c/o Elm Street Dev.
1000 Wilson Boulevard, Suite 2720 6820 Elm St., Ste. 200
Arlington, VA 22209 McLean, VA 22101

PROPERTY OWNER NAME: Crescent Potomac Greens LLC
ADDRESS: 2805 South Crystal Drive
Arlington, VA 22202

ENCROACHMENT DESCRIPTION: Request for permission to encroach in the street

right-of-way one foot beyond the allowed 3 feet encroachment on streets with row
widths between 50 - 66 feet.; to encroach in street R.O.W. to allow landscaping
INSURANCE CARRIER (copy attached) POLICY # + decorative fencing

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

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

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

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

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent
McGuireWoods LLP
Suite 1800
Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102
City and State Zip Code

Jonathan P. Rak
Signature
703-712-5411 703-712-5231
Telephone # Fax #
February 19, 2003
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY
Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

POTOMAC YARD - POTOMAC GREENS

STEVE
MILONE

DEVELOPMENT
APPLICATION for SPECIAL USE PERMIT # 2002-0026

[must use black ink or type]

PROPERTY LOCATION: Potomac Yard - Landbay A

TAX MAP REFERENCE: 035.02-02-01 ZONE: CDD#10

APPLICANT Name: Potomac Greens Associates LLC
c/o Eakin/Youngentob Associates, Inc. c/o Elm Street Dev.

Address: 1000 Wilson Boulevard, Suite 2720 6820 Elm St., Ste 200
Arlington, VA 22209 McLean, VA 22101

PROPERTY OWNER Name: Crescent Potomac Greens LLC

Address: 2805 South Crystal Drive
Arlington, VA 22202

PROPOSED USE: Request to locate one sales trailer on property for use
during sales of townhouses.

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent

McGuireWoods LLP
Suite 1800
Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102

City and State Zip Code


Signature

703-712-5411 703-712-5231
Telephone # Fax #

February 19, 2003

Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: Date & Fee Paid: \$

ACTION - PLANNING COMMISSION:

ACTION - CITY COUNCIL:

POTOMAC YARD - POTOMAC GREENS

Special Use Permit # _____

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.

50% Eakin/Youngentob Associates, Inc.
1000 Wilson Boulevard, Suite 2720
Arlington, VA 22209
50% Elm Street Development
6820 Elm Street, Suite 200
McLean, VA 22101

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.

2. Submit a floor plan and a plot plan with parking layout of the proposed use. One copy of the plan is required for plans that are 8½" x 14" or smaller. Twenty-four copies are required for larger plans or if the plans cannot be easily reproduced. The planning director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver. This requirement does not apply if a Site Plan Package is required.

N/A

122
2 132

148

NARRATIVE DESCRIPTION

3. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. (Attach additional sheets if necessary)

Request for permission to locate sales trailer on property for selling
townhouses. The use is temporary.

USE CHARACTERISTICS

4. The proposed special use permit request is for: *(check one)*

☒ a new use requiring a special use permit,

☐ a development special use permit,

☐ an expansion or change to an existing use without a special use permit,

☐ expansion or change to an existing use with a special use permit,

☐ other. Please describe: _____

5. Please describe the capacity of the proposed use:

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

Varies.

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

Maximum 5 employees or sales staff.

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

Hours:

M-F

11 through 6 PM

Sat.

11 through 6 PM

Sun.

11 through 6 PM

7. Please describe any potential noise emanating from the proposed use:

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

Noise levels are expected to be consistent with normal townhouse
sales use.

B. How will the noise from patrons be controlled?

Noise limited to interior of trailer.

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

All trash containers will be enclosed.

9. Please provide information regarding trash and litter generated by the use:

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

Consistent with sales trailer.

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

Consistent with sales trailer.

C. How often will trash be collected?

Weekly or more often if needed.

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

Sales manager to monitor.

Special Use Permit # _____

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

☐ Yes. ☒ No.

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

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

☐ Yes. ☒ No.

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

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

Access to sales trailer will be limited to sales staff and customers.

ALCOHOL SALES

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

☐ Yes. ☒ No.

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

PARKING AND ACCESS REQUIREMENTS

14. Please 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?

1 per 200 sq. ft. for retail use in zone 1.

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

_____ Standard spaces

_____ Compact spaces

_____ Handicapped accessible spaces.

_____ Other.

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

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.

15. Please 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? N/A

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

- C. Where are off-street loading facilities located? N/A

Special Use Permit # _____

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

N/A

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

N/A

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

Access is adequate.

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? ☐ Yes ☒ No

Do you propose to construct an addition to the building? ☐ Yes ☒ No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be?

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = 200-400 sq. ft. (total)

19. The proposed use is located in: (check one)

☐ a stand alone building ☐ a house located in a residential zone ☐ a warehouse

☐ a shopping center. Please provide name of the center: _____

☐ an office building. Please provide name of the building: _____

☒ other, please describe: Sales trailer

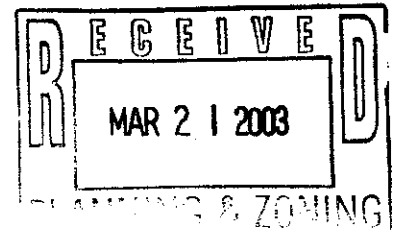
Brian Davis
March __, 2003
OTC Comments

10 Dsup 2002-0026

March 20, 2003

Via email Brian.Davis@CI.Alexandria.VA.US and US Mail

Brian Davis
Urban Planner II
Department of Zoning and Planning
301 King Street, City Hall, Room 2100
Alexandria, Virginia 22314



**RE: Dev't Special Use Permit #2002-0028; 901 Slaters Lane; Potomac Plaza
Dev't Special Use Permit # 2002-0026; Potomac Greens**

Dear Mr. Davis,

Thank you again for taking the time to speak with me this past week. I remain grateful for your invitation to write and offer to include our comments in the staff reports you expect to distribute to Zoning and Planning committee members in advance of the April 1, 2003 meeting. On behalf of the Unit Owners Association at Old Town Crescent, 828 Slaters Lane, I write with great interest and eagerly submit our community's thoughts and concerns.

While we recognize that developers cannot be burdened with undue costs and restrictions to meet neighborhood preferences, the Plaza will be diagonally across from our building and should, at a minimum, be asked to have building exteriors conform to our existing architecture. We feel that our mutual interests will be best protected if the Plaza development takes active steps to contribute to a sense of place and helps our neighborhood establish an identity. Although we are thankful that the sidewalks will be brick and the parking will not be especially visible from our property, we respectfully request that the Plaza developers be asked to design and build building exteriors that are complimentary to Old Town Crescent.

In addition to complimentary architecture, we also believe the Plaza needs to be neighborhood and pedestrian oriented. For example, there needs to be a non-threatening pedestrian crossing at Portner Road planned that includes a Gateway with appropriate architecture and use. The Plaza building should be setback in order to permit outside and inviting seating on Slaters Lane.

In order to further contribute to the neighborhood and pedestrian oriented atmosphere we believe should be created at this crossing, we believe the City of Alexandria should be actively involved in moderating the street design. We feel strongly that a straight drive through the Plaza should be strictly prohibited. We understand the city may have already made a concession to the NorthEast Citizens Association that resulted in a decision to require traffic to flow from the new street through the Plaza to either left or right onto Slaters Lane. We would first like to confirm that traffic will not be allowed to

drive straight through the Plaza property and onto Portner. We would next like to request that any corresponding traffic modifications be designed to reduce noise and maximize pedestrian accessibility to the Plaza and safety. We are very concerned that the new road exiting the Plaza will become the only exit for the new townhouses and create hazardous traffic and safety problems. These problems are susceptible to being exacerbated when traffic exiting the Plaza is combined with the increased number of vehicles exiting from Portner Road and the garage below the anticipated new townhomes adjacent to our property. To the extent that traffic must flow from the Plaza property on to Slaters Lane, it would seem logical to require vehicle flow to only travel right on to Slaters Lane toward Jefferson Davis Highway. Traffic flow should not be permitted to cross Slaters Lane from the Plaza property. In an effort to foster reduction of the amount of vehicles in this concentrated area and obviate the risk that the approach to the Plaza is impersonal, we would also like to request that the number of parking spaces at the Plaza be reduced by ten.

Finally, we are concerned that the view from our rooftop terrace will be blocked or compromised with the new Plaza building the 227 new townhouses that comprise Potomac Greens. We would like to request assurances that our view from the rooftop terrace will not be blocked, obstructed or otherwise compromised with respect to our line of sight into the Washington, DC skyline. We would also be grateful if something creative could be done to conceal any unattractive mechanical devices (Heating/Air Conditioning units, etc.) on the roof of the Plaza building. We already have to suffer with the unattractive view of the metal visible on the rooftop of the building directly across the street that houses Domino's Pizza.

Thank you very much for taking our views into consideration in your permit approval process. If the NECA asks either the city or developers to further defer these matters, we wanted you to know that we support their position and join in their request.

Kind regards,

/s/Nicholas P. Panos
President/Treasurer
Old Town Crescent Unit Owners Association



<hhhennessy@aol.com>
m>

03/19/2003 11:57 AM
Please respond to
hhhennessy

To: <eileen.fogarty@ci.alexandria.va.us>
Subject: City of Alexandria Website Contact Us : Email for Eileen Fogarty
(eileen.fogarty@ci.alexandria.va.us)

#10 Dsup 2002-0026
ce Eileen
Jeff
Jan

Time: [Wed Mar 19, 2003 11:57:02] IP Address: [171.159.192.10]

Response requested: ☐

First Name: Hugh

Last Name: Hennessy

Street Address: 1229 Portner Road

City: Alexandria

State: VA

Zip: 22314

Email Address: hhhennessy@aol.com

Comments: Eileen Fogarty:

I would like to express my STRONG
OPPOSITION to the contemplated
development of a 227 unit townhouse
complex on the open land that is north Old
Town Greens, between the rail right of way
and the GW Parkway. I am also opposed to
the proposed 15,000 SF retail project on
Slaters Lane next to the Domino's pizza.

The metropolitan Washington area relies on
an existing power generating facility located
along the river just north of Bashford Lane.
That facility is fueled by coal shipments
which arrive via train on tracks that right run
through the heart of the Slaters Lane area.
The City of Alexandria has already allowed
too much development in this critical
transportation corridor (Old Town Greens
and the newer condo projects on Slaters
Lane). It is imperative for the energy needs
of this entire region that the City of
Alexandria REFRAIN from allowing further
development in this area.

If the current development pace continues,
there will be increased traffic congestion
conflicting with the needed train traffic to
serve the power plant. This will inevitably

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result in pressure on the operators of the power plant to curtail coal shipments, which will impair the operations of the facility. This region needs it's existing power plants operating at full capacity since it is virtually impossible to gain approvals for new power facilities.

I am also opposed to the proposed reconstruction of the Monroe Street bridge, which again will only add further development and congestion in an area that is already struggling to deal with the massive retail developments that were foolishly allowed to be built at the Potomac Yards site.

If you want to experience frustration and anger, I suggest you try driving on Route 1 by Potomac Yards just about anytime on a weekend. How the Alexandria Planning Commission could have allowed that development to take place is INCOMPREHENSIBLE !!!!!

Perhaps the planning commission might want to think about ways to preserve and improve the LIVABILITY of Alexandria, as much as it tries to meet the short term financially motivated interests of the real estate developers and their politician friends at City Hall.

10 Dsup 2002-0026
Received by CC, Sent to

CM, ~~PZ~~, Whitmore
#53

future
+1

701 Hawkins Way
Alexandria VA 22314

24 February 2003

Dear Mr. Mayor,

As a father of five daughters, you may appreciate more than anyone on the City Council the value of open space for children to play. You have a unique chance to see that our children and their children grow up in a beautiful and safe community. Thanks for all you have done as mayor in this regard.

Please ensure that the Potomac Greens development conforms to the spirit and letter of the approved guidelines. Better, please urge a re-evaluation of that very dense plan to achieve a more attractive and humane balance. See to it, please, that future generations have adequate green space and that traffic is not a problem to our children's safety.

We all want an Alexandria that is friendly to children. I think that dense projects without yards, with minimal green space, and with built-in traffic problems that can only get worse, will create an unwholesome community, regardless of the quality of each townhouse.

For your information, the residents of Old Town Greens were promised a 3 acre park between their homes and Potomac Greens. In writing and more than once. We purchased on that basis. I do not know what has happened since those promises were made, but I believe that we have a right to the benefit of our original bargain. That seems fair and just. The approved guidelines did not fulfil those promises, yet still contemplated a buffer. Now the developer hopes to scrap that buffer altogether in order to squeeze more homes onto the land. This does not seem right.

I also worry about the traffic impact on Old Town Greens. A huge traffic increase is projected. An additional 400 - 600 cars a day (depending on the dog park) will travel up our narrow streets (streets largely without sidewalks, thanks to the desire of a previous developer to maximize units and a planning commission that did not value the safety that sidewalks provide young and old. The already very difficult intersection at Slater's Lane and the Parkway can hardly accommodate existing traffic. This will only get worse. These changes will hurt our community, I believe.

Please re-establish the balance between good development and over-crowding. Please do everything you can to see that Potomac Green is developed with fewer houses and more green space. I think we have already gone too far with the approved Concept Plan and urge a re-evaluation.

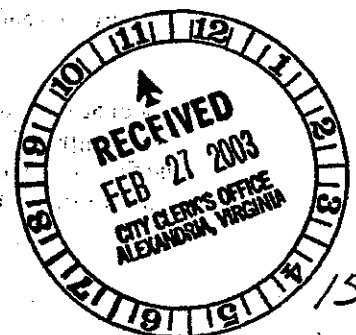
The future will judge your time as mayor by the vision and grace you show in such developments. And I am confident that the future will also reward such vision.

Thank you.

Sincerely,

Joan Mitchell

Joan Mitchell
(703) 299 1202



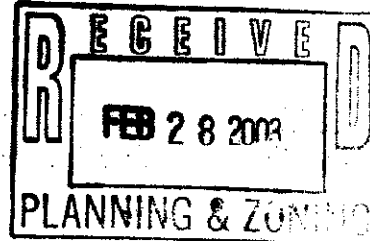
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#10 DSUP 2002-0026 sum m.
Received by CC, Sent to
CM, ~~RE~~, Recreation
#53

Alexander J. Krem
701 Hawkins Way
Alexandria VA 22314

23 February 2003

Kerry J. Donley
Mayor
301 King Street
Alexandria VA 22314



Re: Proposed development of Potomac Greens subdivision

Dear Mayor Donley,

Thank you for organizing your last City Council Meeting in our neighborhood. And thank you for the patience and charm with which you listened to your citizens and their concerns. You make a good mayor. The city will be less without you in that chair.

As we discussed on the night, the Planning Commission is now reviewing plans to develop Potomac Greens, at the North end of Alexandria. The citizens of Alexandria look forward to a sensitive and sensible development.

A proposal has been made to the Planning Commission by Crescent Resources / EYA which will be discussed on 4 March 2003. As you know, I believe that *the current proposal will have a significant negative effect on the future of Alexandria*, particularly the residents of Old Town Greens. This will hurt not only those of us who will be living next to the new development, but citizens in the surrounding neighborhoods as well.

The proposed development calls for *ultra-dense housing*. This does not seem good for people. Visit New York City if you are in doubt. In the approved Design Guidelines, 209 buildings were planned. This seemed far too many to me. Now the developer is proposing to build 227 homes – an increase of over 10% from the very disturbingly high previous figure. (As no stacked units are planned, total households will go down under this plan. Nonetheless, total buildings will go up and open space will be affected.) None of these proposed houses will have front or back yards. Passageways between houses will be narrower than the legal minimum for interior office hallways. Estimates are that over 85% of the useable land will be built on or paved. This is not the future I would wish on Alexandria and its children.

I have had a quick look at the proposed plans. The developer's *calculation of "green space" violates the originally approved Design Guidelines* in many ways. Worse, the calculation appears to be intentionally misleading. In its calculation, the developer includes fenced-in areas, sidewalks, some roads and other paved areas, tiny scraps of unusable land – some as small as 900 square feet – even the proposed metro station and land outside the development itself. I understand that the proposed development will be denser than Old Town or Del Ray. It may even have less green space than local public housing projects like The Berg.

No park is now planned between Old Town Greens and the new development, despite repeated written representations by the developer and its predecessor for a 2.5 – 3 acre buffer. These representations were used to sell the homes in Old Town Greens. I believe Old Town Greens residents will have a legal claim against both past and present developers for misrepresentation, and perhaps fraud, and am now reviewing the facts and our legal options. I do not know what the Planning Commission has informally indicated to the developer as what might be acceptable. However, if it has done anything to indicate that there is no need for the promised buffer to Old Town Greens, I believe such an event would seem to represent a breach of faith with us and might subject the City to liability, as well.

Without the promised buffer, *where will local children play?* In the traffic circle that is now proposed? In the pocket parks that will soon be converted to quasi-private parks for those homes that abut them? At the North-end of the development which may soon be converted to parking for the Metro? What sort of development do we want for our children? And for their children? I urge that you act to ensure the promised park to the South of the development.

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When Old Town Greens was built, it was build without sidewalks. The theory then was that this would be a community of "empty nesters", and there was no need to cater to children. Wrong. I understand that there are now at least 60 children living in Old Town Green – children who will spend their childhoods playing in the streets because the city planners allowed the development to go forward without sidewalks. Now, it seems the developers are urging an equally bad mistake – a development without meaningful parks. Please look at the proposed plans. If you do, I hope you share my concerns.

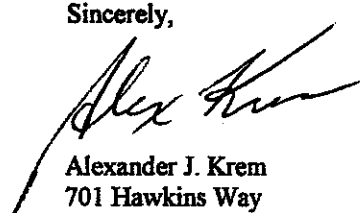
I also have some concern for *increased traffic*. Our neighborhood will be greatly affected. An estimated 450 more cars will be on our two North-South streets each day -- excluding visitors. If the proposed dog park (a singularly bad idea, I think) is allowed, even more traffic will flow down our streets. Developers are planning for almost 650 new cars. This will increase noise, traffic, and risk to our children (who have no sidewalks to protect them), ourselves, our property and our serenity. It will also put more pressure on local parking. It will create more delays at the intersection at Slater's Lane and GW Parkway, a traffic problem that is almost intolerable now each working morning.

With respect, I urge you to:

1. Review the developer's plans to ensure that the developer "plays fair" in its calculations and that the original Urban Design Guidelines are not compromised. If possible, *reconsider those guidelines in order to create a less dense, greener development*, which will reflect well on the community and your own vision for Alexandria's future.
2. Ensure that *adequate green space* is reserved. Counting tiny scraps of land, traffic islands, metro stations and future metro parking lots should not be allowed.
3. Ensure that increased traffic does not create a *safety issue* for residents of Old Town Greens.

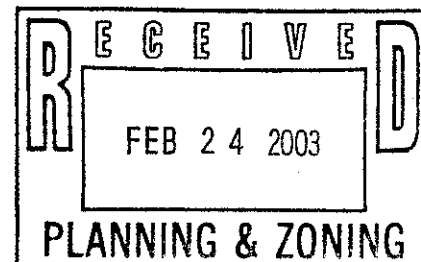
Thank you.

Sincerely,


Alexander J. Krem
701 Hawkins Way
Alexandria VA 22314
(703) 299 1202

February 20, 2003

Commissioner Eric R. Wagner
City of Alexandria
301 King Street
Alexandria, VA 22314



Dear Councilman Wagner,

I am writing this letter in protest of the *severely* flawed, but easily remedied, plans presented by the developer, EYA, for their Potomac Greens development north of Old Town Greens. The flaws in the plans are numerous and obvious, including but not limited to:

1. MUCH TOO DENSE A POPULATION PLAN—CONTRARY TO THE ORIGINAL CONCEPT

- 227 buildings as opposed to 196 first proposed in 1999!
- The concept plan calls for a **MAXIMUM** of 209 buildings!

2. VIRTUALLY NON EXISTENT GREEN OR OPEN SPACE

- Only 2.6 acres out of 18 acres designated green space, most of which is at the far North End of the development and therefore virtually unusable by the majority of the population.
- No open park area between the two developments, contrary to both requirements and written representations calling for a 2.5 to 3 acre buffer. (A deck sized Tot-Lot is substituted)
- Farcical *so-called* green or open spaces, including a gravel road that encircles a pump house, a 2 foot grassy perimeter around the pump house, a run-off pond, a fenced-in swimming pool area, the bushes in front of homes and the middle of a traffic circle.
- **None of the homes have either front or back yards or even a living level deck to barbecue on!**
- 4 feet spaces between buildings!! Many codes call for at least 5 feet for an interior hallway!

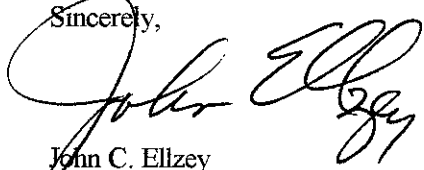
3. EXTREME TRAFFIC SAFETY AND SECURITY ISSUES.

- **ONLY ONE** traffic entrance and exit that **MUST** go over coal train railroad tracks! What happens in the event of a large multi-alarm fire or terrorist attack and the train is on the tracks?
- The Planning Commission is making traffic projections using 3 year old traffic studies ... studies made even before Old Town Greens was finished!
- A likely minimum of **400** additional cars attempting egress from Potomac Greens Drive onto Slater's Lane and GW Parkway daily!
- The added traffic from the proposed Potomac Yards Dog Park will also be using this same street as its only ingress/egress!

I submit that these plans amount to nothing more than a covert attempt by the developer to skirt certainly the intent, if not the letter, of the development goals of Alexandria. And, if allowed to be implemented, will establish an unfortunate precedent for all future Old Town Alexandria developments. An unfortunate precedent that Alexandria, a town long known for its unwavering resistance to the scourge of "urban sprawl", someday will rue!

I urge you to reconsider and redraw these plans to make them conform more to the ideals of history, quality of life, beauty and health that Old Town Alexandria has esteemed for almost three centuries.

Sincerely,



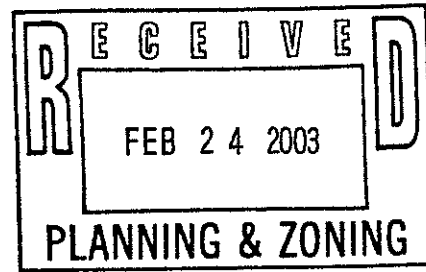
John C. Ellzey
President

PERRYTON RADIO, INC.

#10 DSUP 2002-0026
OLD TOWN GREENS

February 20, 2003

Commissioner Eric R. Wagner
City of Alexandria
301 King Street
Alexandria, VA 22314



Dear Commissioner Wagner,

I am writing to you to express my grave concerns regarding the proposed Potomac Greens Development just north of my community, Old Town Greens. It has been brought to my attention that significant changes have been made to the guidelines and plans that were represented to us by the City and NV Homes at the time of the purchase of our home in June of 2000.

I believe that these changes will have an extremely detrimental impact on the quality of life, safety, traffic and sense of community and neighborhood that currently exists in Old Town Greens.

What happened to the proposed 3.5 acres of "green space" originally proposed between the two developments? In reviewing Potomac Greens architectural plans I see virtually no green space with the exception of the open field at the far north side of the development.

How can these developers in good conscience count as "green space" a small "tot lot", small patches of what appears to be grass, a shrub, sidewalks, roads, and gravel roads around the pump house. None of these could possibly be used for outdoor activities of any kind. I believe that, unless the city has changed their definition of "green space", the developer is definitely trying to "bamboozle" the public.

Traffic and safety are also great concerns of mine in that there is *only* one road in and out of this area. And for the city and the developers to state that a three year old "traffic study" shows that the added 470 cars will produce no added traffic problems indicates gross miscalculations. Have they seen the lines trying to get on to the GW Parkway off Slater's Lane during morning drive time?

Also, I hate to think of what might occur if an emergency situation should require all of us to exit our neighborhood simultaneously. Or what if a large fire should occur and multiple pieces of fire equipment should need to get into the development when the only way in or out is across the coal train railroad tracks...the safety dimension becomes even more acute.

The first proposal in 1999 called for only *196 buildings* while the current plan *far* exceeds those guidelines as they now want *227 buildings*. This kind of density will destroy the character of our neighborhood. Do we want to look like all the other "sprawl developments" that are devouring this area? And the proposed dog park with the only entrance on Potomac Greens Drive, if approved, will only exacerbate the problems of parking, traffic, safety.

I would respectfully suggest that additional opportunities are needed for input by the public prior to the premature approval of these plans. This development would very likely be precedent setting for the future developments that most assuredly will take place in Alexandria, and it would be foolhardy to approve something that would be detrimental to the image of Alexandria far into the future.

I am compelled to stand strong insisting that growth be smart, well thought out and well planned with consideration of those already residing in Old Town.

Sincerely,

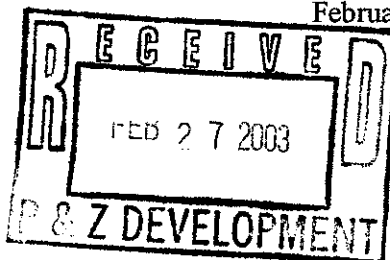

Sharon Ellzey
President

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February 22, 2003

Mr. Eric R. Wagner
Member of the Planning Commission
301 King Street
Alexandria, Virginia 22314



Dear Mr. Wagner,

The purpose of this letter is to express my concerns and displeasure about a planned development adjacent to Old Towns Greens, located off Slater's Lane in Alexandria, Virginia. After 36 years of active service as a U.S. Naval Officer, I retired and purchased a new town home in Old Town Greens, built by NV Homes. To date, my wife and I have thoroughly enjoyed living in Alexandria. After 22 moves, we looked forward to putting down roots and our home of choice was Alexandria. I am currently employed as a civilian government employee working in the Senior Executive Service at the Pentagon for the Department of the Navy.

Before we purchased our town house in Old Town Greens, we asked about the future development of the land adjacent to our property. We were told that there would be space between our property and whatever new development was being planned. We were told that there would be a park with ample green space between Old Town Greens and the next development. Apparently, much has changed since then. The proposed plans for Potomac Greens are much different than the original plan presented to us. I am very concerned about the changes and wanted you to be aware of these concerns so you can better represent the Ellis family as homeowners in Alexandria.

My concerns are as follows:

1. DENSITY - There is too little "green space" planned in the Potomac Greens development. In fact, it appears to be much denser than any other area in Old Town. One of the major positive aspects of Old Town is that the government leadership has maintained the charm of the area by demanding sufficient "green space" for use by citizens while providing a pleasing appearance. A major factor in influencing my wife and I to buy in Old Town Greens was that a large "green space" would be located between Old Town Greens and the planned development to the North (now known as Potomac Greens). The current development plans have reduced this planned "green space" to practically nothing. This is highly unsatisfactory and not in consonance with what we were led to believe. Also, we question whether the planned development is in concurrence with guidelines in place at this time.

2. TRAFFIC - In reviewing the plans, there appears to be only one access into and out of the Old Towns Greens and Potomac Greens developments. With the heavy traffic already being encountered on Slater's Lane particularly during commuting times, the situation will be intolerable. Alternative means or options for egress and ingress have to be found as well as the consideration of parking demands. The new development should not commence until these unsafe and impractical circumstances are resolved.

Although I expect Alexandria to continue to grow and provide adequate and well designed housing, recreational space, with reasonable parking and traffic flow, I do think that the responsible leadership of Alexandria has to carefully consider all development plans with the goal of protecting the citizens of Alexandria from ill-conceived or unreasonable ideas. I am not against growth as long as it is done correctly.

I respectfully request that you give my concerns your closest attention and do what is "right" for the town of Alexandria and the citizens of Old Town Greens.

Thank you for your time and your assistance.

Very respectfully,

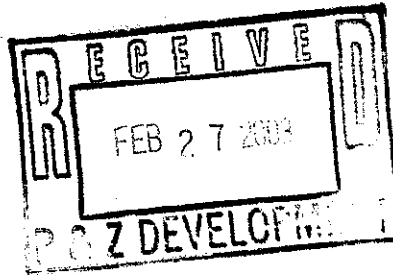
Winford G. Ellis
Rear Admiral, U. S. Navy (ret)

707 Hawkins Way
Alexandria, VA 22314
(703) 838-2901
jeroellis@aol.com

#0 DSUP 2002-0026
OLD TOWN GREENS

707 Scarborough Way
Alexandria, VA 22314

February 24, 2003



Hon. Eric Wagner
Alexandria City Planning Commission
301 King Street
Alexandria, VA 22314

Re: Proposed Potomac Greens Townhouse Development

Dear Commissioner Wagner:

I write to you very concerned about the proposed Potomac Greens Townhouse Development that the Commission is set to vote on at its March 4 meeting. This proposed development will be directly behind my neighborhood, Old Town Greens. In fact, the developer's plans call for the only ingress and egress to this highly dense development to be through Old Town Greens, a very small community.

I hope that the Commission will vote to delay adoption of this development so that the developer can work with the affected communities to reduce the inevitable traffic problems in Old Town Greens, on Slaters Lane, and the George Washington Parkway resulting from this dense proposed development. These roads are already highly congested and it is unfathomable to me how they can accommodate the massive amount of increased traffic that will result from the developer's plans. In this regard, it would be beneficial for the affected communities to work with the developer either to lessen the number of units proposed to avoid traffic through our neighborhood, or to restrict ingress and egress to its development to Route 1 only and not through Old Town Greens.

This highly dense development also threatens to tax other scarce resources, and therefore likely requires further study. For instance, the water pressure in Old Town Greens is already quite low. We need to make sure the proposed development does not further degrade this already barely adequate commodity by building too many units.

Finally, the high density of the proposed development does not propose adequate green spaces and parks that will ultimately be required once the open space is developed. Hopefully, our community can work with the developer to assure that residents' concerns in this regard are satisfied.

Thank you for your help. I hope that the Commission will not rush to a decision on this matter, but will allow time over the coming months for a thoughtful dialogue between the developer and residents of the adjoining communities.

Sincerely,

Keith A. Noreika

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Alexander J. Krem
701 Hawkins Way
Alexandria VA 22314

25 February 2003

Mr. Eric R. Wagner
Planning Commissioner
301 King Street
Alexandria VA 22314

Re: Potomac Greens Development

Dear Sir,

I understand that you will be reviewing a development proposal from EYA on 4 March.

I believe that the proposed plan is at significant variance with the long-negotiated Concept Plan in virtually every way. Density is unacceptably high. Existing traffic problems will be exacerbated. Set-offs, open space, usable green space, and related quality of life issues are unacceptably low. The development proposal is fundamentally flawed and should be rejected altogether.

I believe that the developer should:

1. Stick to the Concept Plan in every way. No exceptions, whatsoever;
2. Propose a plan that is less dense, and more humane than the Concept Plan; or

Otherwise, if the developer feels free to disregard the Concept Plan in so many ways, I shall insist that we go back to first principals and re-open the entire land use debate, as if there were no Concept Plan.

I, for one, would be delighted to reopen this discussion. I feel that the Concept Plan is badly flawed, and has allowed a density that is intolerable. This is not the Alexandria we want to pass to our children. This is not New York City. No one in his right mind (except a developer motivated only by profit) would want this.

If the developer is prepared to open up discussions (as it seems to), it opens Pandora's Box. This is wonderful. I suggest that the developer be put on clear notice that some residents of Old Town Greens will work hard to roll back the Concept Plan and fight for a more sensible and sensitive development of this parcel of land. We see no benefit to anyone in Alexandria, not the least those of us in the immediate area, to such a high density. There is no reason to go into the reasons, as they are obvious.

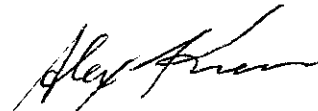
There are those among us who are in no hurry to see the parcel developed. The egregious proposal now before the Planning Commission only plays into their hands.

I respectfully insist that the developer sticks absolutely to the Concept Plan or that the entire development be returned to open discussions in which the entire community can participate and in which the common sense standards of the zoning regulations are carefully followed. Like the developer, I am quite willing to scrap the Concept Plan. Unlike the developer, I believe that such an event will produce a more attractive, less dense project.

I look forward to either a quick resolution of this matter (by following the Concept Guidelines in letter and in spirit) or to a more deliberate and open discussion in which the entire Concept Plan is revisited again in a way that protects existing residents and produces a better development than now proposed.

Thank you.

Sincerely,



Alex Krem
701 Hawkins Way
(703) 299 1202

February 25, 2003

Mr. Ludwig Gaines
Member, Planning Commission
301 King Street
Alexandria VA 22314

Dear Mr. Gaines,

I have recently reviewed site plans for the Potomac Greens Development that is slated for the property north of my home in Old Town Greens. I write to express concerns of neighbors and myself about these plans because they are significantly different from what was represented to me when I purchased my home in 1999.

My concerns address a number of issues that have the high probability of impacting our community in a negative way, namely:

- Absence of the promised park space (2-3 acre buffer) between Old Town Greens and any new development
- Lack of green or open space within the proposed development
- The high density of the proposed Potomac Greens Development; with 227 units, it is considerably more than the maximum allowed in the Concept Plan
- Drastically increased traffic through our neighborhood and the related safety and parking implications; this will add to the already-congested situation on Slaters Lane during the morning rush hour as well

At the time of purchase, I was told by NV Homes that there would be residential development at some time to our north. My neighbors and I do not contest the development, but rather the notable changes to the Concept Plan and the impacts that these changes indicate.

I chose to live in Old Town Greens because of its charm, proximity to the Capital and Old Town Alexandria, lovely parks and open spaces, and the bike path along the river – in short, for overall quality of life. I could have chosen to reside in a high density town home development in other parts of Northern Virginia at significantly lower cost but opted for this neighborhood based – in part – on assurances about the new development. Having reviewed the site maps for Potomac Greens, I contend there is a serious breach of trust at work. As such, I implore you, colleagues on the Planning Commission and members of the City Council to hold the developer, **Crescent Resources LLC**, accountable to the original Concept Plan.

Lastly, I inquire about the effect this development will have on the George Washington Memorial Parkway immediately to the east. The proximity of the development to the parkway seems likely to exacerbate the existing and serious problem of standing water on the roadway. During heavy rain events, this situation produces hazardous driving conditions for this main thoroughfare into/out of the City of Alexandria. I am available to discuss these issues and can be reached at the contacts listed below.

Sincerely,



Jane M. Knecht
716 Hawkins Way
Alexandria, VA 22314
703/535-3142, jknecht@erols.com

cc: Crescent Resources LLC

Street Name Case# 2003-0002
City of Alexandria, Virginia Docket Item # 10

MEMORANDUM

To: Jean Federico
Dir
OHA

From: T. Michael Miller
Research Historian
OHA

Date: 1 April 2003

Subject:

Suggested Street Names for the Potomac Greens Region

Robert Howson - A Stafford County gentleman, tobacco planter, vestryman, and mariner who acquired a 6,000 acres patent in 1669 which encompassed the region along the Potomac River from Hunting Creek to modern day Rosslyn. Howson sold his patent to John Alexander in November 1669.

Ted Pulliam has written an article on Robert Howson in the October 2000 issue of *The Arlington Historical Magazine*, Vol. 11, No. 4, p. 7.

Major Alexander Hunter - In 1833, John Withers conveyed Abingdon Plantation [now the site of Reagan National Airport] to Major Alexander Hunter C.S.A. for \$4,000. The major and his family resided here for forty years. By the terms of Alexander Hunter's will, Abingdon was first devised to his brother Bushrod Hunter and subsequently to his son also named Bushrod. During the Civil War the plantation was confiscated by the Federal Government. In 1869, Alexander Hunter, Jr. brought suit and recovered Abingdon. Unfortunately, the estate was destroyed by arson in 1930. [Wesley Pippenger in *John Alexander - A Northern Neck Proprietor*, p. 296-297.]

Caledon - Alexander family home located on the north side of present day route 218 in

King George County not far from St. Paul's Parish church, and is between the communities of Fairview Beach and Owens. "John Alexander and then his son, Robert I and grandson, Major Robert II resided at Caledon, their plantation patented in 1664. It has been speculated that "Calendon" was named after an Alexander family ancestral home from the Earl of Calendon. [Wesley Pippenger, *John Alexander - A Northern Neck Proprietor*, p. 299

Lee Massey—a pastor of Christ Church; "The only resident hereabouts at that time, who has left a record of the aspect of the country is this lad. In 1739, when he was seven he came with his mother into Fairfax Co. (then Prince William) and continued to live with her except at short intervals till the year 1756 on a tract of land of hers about one mile from Alexandria and on part of the Howson Patent." As an old man he gave a deposition stating that as a child "he in coming from school had occasion to cross and recross two small runs which cross the main road from Alexandria to Cameron and empty into Great Hunting Creek...." [T. Michael Miller, compiler, William F. Carne, *The Annals of Alexandria*, pp. 114-115.]

Dent — Gerard Alexander [b.1712, d. 1761] is credited with constructing Abingdon between 1741 and 1746. In 1757, he married Mary Dent of Maryland, daughter of George Dent and Ann Harbert, who died after leaving a will dated 1788 which was probated in Fairfax County in 1793.

Thornton— Philip Thornton Alexander of Salisbury; born 14 October 1760 in Stafford County; died 1783. Philip was killed in a duel with Lawrence Washington at Waterloo in King George Co. [Pippenger, op. cit., pp. 336-337; 309]; "Salisbury was the earliest known plantation of Capt. John Alexander—d. 1677; it was established between 1669 and 1664 and was bounded by the Glebe land (now St. Paul's Parish) and the Chotank area of the Potomac River. The first John Alexander allegedly died here in 1677."

Langhorne Dade — b. around 1718; d. 1753 married 14 Feb. 1742/3 Mildred Washington, daughter of John Washington and Mary Massey [Pippenger, op. cit., p. 314-315]; Langhorne was a son of Baldwin Dade, a planter and early landholder in Alexandria.



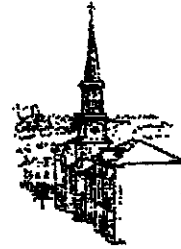
OFFICE OF HISTORIC ALEXANDRIA

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FAX: (703) 838-6451

E-mail: CityMail@ci.alexandria.va.us/oha

Website: <http://ci.alexandria.va.us/oha>

FAX TRANSMISSION

DATE: April 17th

TO: Rashida Shupree

FR: **JEAN TAYLOR FEDERICO**

COVER SHEET + PAGE(S) = Names Pot. Greens

as requested

Celebrating Alexandria's 250th Anniversary
1749 - 1999

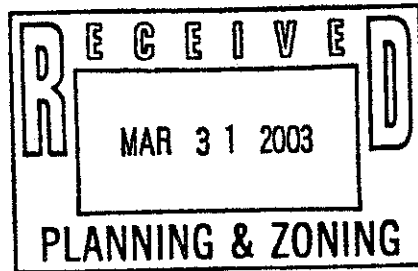
- ALEXANDRIA AFRICAN AMERICAN HERITAGE PARK
- ALEXANDRIA ARCHAEOLOGY
- ARCHIVES AND RECORDS MANAGEMENT

- ALEXANDRIA BLACK HISTORY RESEARCH CENTER
- FORT WARD MUSEUM & HISTORIC SITE
- FRIENDSHIP FIREHOUSE

- GADNEY'S TAVERN MUSEUM
- THE LYCEUM
- TORPEDO FACTORY ART CENTER
- WATSON READING ROOM

~~145~~ 155

171



DSUP # 2002-0026
DSUP # 2002-0028

304 East Spring Street
Alexandria, Virginia 22301
March 28, 2003

Alexandria Planning Commission
City Hall
Alexandria, Virginia

Dear Planning Commission members:

As the chair of the Potomac Yard Design Advisory Committee (PYDAC), I'm writing to express support for the Potomac Greens and Potomac Plaza projects. PYDAC believes that both projects meet the design guidelines in all the important respects. In a couple of instances where the projects perhaps do not technically meet the guidelines, we believe that they nonetheless faithfully adhere to the spirit of what citizens were seeking during the long planning process that led to the approval of the overall Potomac Yard plan.

Both projects reflect a very high level of urban design. In my view, Potomac Greens is one of the best townhouse projects that have been proposed in the city in recent years. In large part because of the design guidelines and the constant prodding of the planning staff and PYDAC members, it is superior in overall design to Ford's Landing, Cameron Station, and unfortunately, its future neighbor, Old Town Greens.

As you know from reading PYDAC's report, we have had continuing concerns about the density of the project. However, density, like most things, is relative. In terms of the number of dwelling units per acre (and excluding open space), Potomac Greens is significantly less dense than other townhouse developments approved in recent years, including Old Town Greens. It's also much less dense than what is allowed by right on this property (12.69 units per acre versus 22 by right), and nearly 60 percent less dense than the typical townhouse zoning in Old Town.

In order to reduce the density, PYDAC discussed the possibility of another pocket park in the southern portion of the site to break up the blocks of dwellings there. This would have required eliminating some units. But we recognized that the perceived density could also be reduced through design changes, including alterations in setbacks, roof heights, and architectural variation. Numerous design changes agreed to by the applicant have significantly alleviated our concerns. PYDAC supports conditions in the staff report aimed at additional incremental design improvements to help further reduce the perceived density.

It was clear to PYDAC that the Potomac Yard plan does NOT call for a big park between Old Town Greens and Potomac Greens. Substantial buffer, yes; major park, no. In my view, a park might have been viable if a pump station and storm water management pond hadn't been located in this location and if the fronts of the townhouses had been oriented toward this buffer area instead of their rears. An attempt to shoehorn a park into this location would very likely result in a smaller and far less functional and attractive park than the one-acre park planned for the northern end of Potomac Greens. This one-acre park would be about a mile or so from all Old Town Greens residents, and

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172

the 2.5 acres of public parks within Potomac Greens would also be accessible to those residents. In addition, Old Town Greens residents would have even easier access to the 16-acre Potomac Greens Park. Indeed, this park is very near the back yards of residents living at the northern end of Old Town Greens. There are relatively few people in the entire city who have such quick and easy access to so much park space as do the residents of Old Town Greens.

PYDAC found the design for Potomac Plaza to be an attractive entry to the Potomac Greens project and one that will significantly improve the streetscape on Slater's Lane. Although the committee did not discuss the issue of parking in any detail, it should be pointed out that removing too many off-street parking spaces could affect the viability of the proposed retail/commercial center.

Finally, PYDAC determined that the easement for a future pedestrian bridge over the railroad tracks to be located at the southern end of Potomac Greens meets the guidelines. During the Potomac Yard planning process, residents, particularly those from Del Ray and Northeast, made it very clear that the pedestrian bridges are critical elements of the overall Potomac Yard plan, because they provide essential links between parks and open space on the east and west sides of the rail corridor. The easement at the southern end of Potomac Greens is intended to tie directly into bicycle and pedestrian paths on the west side of the tracks. In my view, any change in the location of the pedestrian bridge should not be made without full consultation with all citizens groups, especially those on the west side of the tracks who were deeply involved in the Potomac Yard planning process. Approving the easement at this time does not necessarily mean that the pedestrian bridge will be locked into this location. In any event, I personally urge that the easement issue not be allowed to hold hostage the approval of what are two highly attractive developments that meet the design guidelines of the Potomac Yard plan.

Sincerely,

Bill Hendrickson
Chair, Potomac Yard Design Advisory Committee
703-549-7365



Thomas Luebke
05/07/03 06:18 PM

To: Stephen Milone/Alex@Alex
cc:
Subject: Decline the Potomac Green Application

#7
DSUP 2002-0026

FYI

Thomas E. Luebke AIA
City Architect
Department of Planning & Zoning
(703) 838-3866 ext. 322

----- Forwarded by Thomas Luebke/Alex on 05/07/2003 06:18 PM -----



"Alex Krem"
<alex@alamedavc.com>
05/07/2003 05:25 PM

To: <erwagner@comcast.net>, <jlr@cpma.com>, <ludgaines@aol.com>, <donna_fossum@rand.org>, <hsdunn@ipbtax.com>, <richleibach@aol.com>, <komorosj@nasd.com>
cc: <Eileen.Fogarty@ci.alexandria.va.us>, <brian.davis@ci.alexandria.va.us>, <airnee.vosper@ci.alexandria.va.us>, <thomas.luebke@ci.alexandria.va.us>, <stephen.malone@ci.alexandria.va.us>, <kimberley.johnson@ci.alexandria.va.us>, <jeffrey.farner@ci.alexandria.va.us>, <mayoralx@aol.com>, <billclev@comcast.net>, <DSpeck@aol.com>, <DELPepper@aol.com>, <eberweincouncil@comcast.net>, <council@joycewoodson.net>, <wmeuille@wdeuille.com>
Subject: Decline the Potomac Green Application

7 May 2003

Dear Commissioner,

I urge you to reject the application of EYA.

Eileen Fogarty's memo of 28 April is clear: **the Applicant fails to comply with the approved Guidelines.** I respectfully suggest that any idea of it being in "substantial compliance" would be absurd and patently wrong.

Moreover, I also believe that the Applicant's entire **approach** to the approval process should also be rejected; as a matter of principle. The Applicant has intentionally wasted valuable City resources and has cost local residents countless hours to defend their property and their neighborhood. I suggest that the Applicant's approach has also compromised the integrity of the entire planning process, and risks damaging the excellent reputation of the Planning Commission and its wonderful staff. None of this would have occurred if the Applicant had been guided by the Concept Plan rather than ignoring it entirely. I think such behavior should be censured, not rewarded, by you.

The Proposal does not conform to previously approved Guidelines.

(Most of these comments related to Mrs. Fogarty's latest memo. They do not repeat

the many compelling comments made to you already in writing and verbally by dozens of concerned citizens. Those earlier comments and concerns still exist.)

1 Building Lot Coverage greatly exceeds maximum.

The approved Potomac Yard Guidelines call for lot coverage of 45% to 80%. The application proposes lot coverage of 90%. This does not come close to compliance.

The Planning Staff's suggestion to eliminate five units would only reduce building lot coverage to 88%. I do not believe this is adequate. 80% represents a maximum permitted coverage, not the starting point for concession and compromise.

2 Interior Side Yard Setbacks are inadequate.

The proposed setback does not comply with the 10' minimum required by the Guidelines, in at least one instance. While a minor point, this is one of many examples of the Applicant's failure to adhere to the approved Guidelines. Those guidelines were produced by months of careful consideration and compromise. The Applicant is wrong to seek further compromises. The Planning Commission would be wrong, I think, to allow them.

3 Proposed parkscapes do not meet the spirit (or letter) of the Guidelines.

The Southern Park, as proposed, does not approximate the drawings in the Guidelines, as presented *now* on the Planning Commission's own web site. Most proposed parks are not 40'x80'. Many do not have prescribed perimeter road access. (This particular failure is not covered in Mrs. Fogarty's letter). I have not had the Applicant's calculations to review. However, based on repeated previous experience, one would have good reason to expect some items to be non-confirming, as has occurred in the past.

4 The proposal calls for too many buildings.

The number of buildings has steadily increased (from 196 in June of 1999 to 207 in the Guidelines, to 229 in the current non-complying proposal). This goes beyond the Guidelines, yet does not even appear in Mrs. Fogarty's memo. It is as if this compromise was given so long ago, that the Planning Staff seems to forget where we started. There is no reason to allow the camel's nose in the tent – and certainly none to allow it to push itself in further. This increase in building footprints has adversely affected density, green space, other open space, and the availability of affordable housing.

On a more subjective basis, I do not believe that it is wholesome to build a community with 88% or 90% lot coverage. These are houses without front or back yards; most lack direct access to parks. This seems far too crowded. Science now holds that crowding is more likely to contribute to sociological and psychological problems than anything else that city planners can control. The proposal calls for too many buildings and too much density. It certainly exceeds the Guidelines and I think it violates basic common

sense.

5 **No Affordable Housing**

General Condition 21 of the PY/PG CDD Conditions requires that "Every preliminary development plan shall meet the requirements of the city-wide affordable housing policy that is in effect as [sic] the time the plan is submitted." The proposal does not meet this condition. The Applicant (again like the proverbial camel) has altered its proposal by unilaterally abandoning stacked units. Mrs. Fogarty's 28 April memo describes the failure of the Applicant to provide affordable housing. I do not think the Commission should allow this.

As I understand the conditions applying to the entire Potomac Yard development, the Guidelines represent **firm and fixed requirements of any development**. The first of the General Conditions of that CDD approval states: "2. Any preliminary development plan for the CDD...***shall be consistent with, and shall meet all requirements*** which are part of, the Concept Plan..." (Emphasis added) The words "shall meet all requirements" are clear. "Substantial compliance" is not adequate. In any case, 90% lot coverage does not equate to 80% under any definition of "substantial compliance". And providing no affordable houses certainly does not comply with Condition 21's requirement. I urge the Planning Commission to uphold to this clear CDD condition, and abandon any subjective and legally dangerous concept of "substantial compliance".

The Applicant's approach should not be rewarded.

The Applicant seems to have ignored the approved Guidelines from the beginning. It started with a proposal that had virtually no open space whatsoever. Since then, it has given ground slowly. It is to the credit of the Planning Staff's sincerity that it has been working hard to "fix" a fundamentally dysfunctional plan, rather than simply rejecting it. Now, after more than a year, the Applicant has not yet come close to a proposal that conforms to the Guidelines, and seems to have the temerity to hold the City responsible for this situation.

I think that this "ask for the moon and settle for more than is fair" negotiation style is objectionable. It has wasted months of City (Planning Staff) resources and taxpayers' money. It has also wasted much time of citizens. I object strongly to both. We local residents have spent countless hours meeting with the Applicant, Planning Staff, the Planning Commission and City Council. I do not think that residents should have to fight against developers in order to protect their property and their quality of life. I urge the Planning Commission to ensure that public representations made by the City (and reflected in the Guidelines and on the City's website) are fulfilled.

I believe that the Applicant's negotiating style is primitive, out of date, wasteful, and inconsiderate. It should not be encouraged. I would have thought that a sensitive builder with the community's interest at heart would strive to come comfortably within

the 45% - 80% range. Instead, the Applicant began its negotiations at close to 100%. As late as January of this year, it was proposing 94% coverage. The last minute concessions made before the 1 April meeting are only one more example of an uncooperative and intentionally disruptive negotiation style, which may have been intended to compromise the process of public hearings. If so, it seems to have succeeded. Such behavior should not be rewarded. On this basis alone, I would strongly urge the Commission to reject the application on principle. (However, as the application is patently non-conforming, you may feel more comfortable rejecting it on that basis, instead.)

The proposal is simply unacceptable. At this stage, it may be better to abandon it altogether. After many months, the Applicant seems unable (or unwilling) to meet the Guidelines. The proposed project is simply too dense, according to both the approved and published Guidelines and to common sense. The Applicant's style has cost the City and its residents considerable time and money. Enough is enough.

I urge the Planning Commission to reject the application. Furthermore, I urge it to counsel the Applicant to return only with an application that conforms completely to the previously approved Guidelines, or not at all.

Thank you.

Sincerely,

Alex Krem
701 Hawkins Way
Alexandria VA 22314
(703) 299 1202



Thomas Luebke
05/08/03 11:55 AM

To: Stephen Milone/Alex@Alex
cc:
Subject: Decline the Potomac Green Application

#7
DSUP 2002-0626

FYI

Thomas E. Luebke AIA
City Architect
Department of Planning & Zoning
(703) 838-3866 ext. 322

----- Forwarded by Thomas Luebke/Alex on 05/08/2003 11:54 AM -----



John Higgins
<higs743@yahoo.com>
05/08/2003 11:28 AM

To: <erwagner@comcast.net>, <jlr@cpma.com>, <ludgaines@aol.com>, <donna_fossum@rand.org>, <hsdunn@ipbtax.com>, <richleibach@aol.com>, <komorosj@nasd.com>
cc: <alex@alamedavc.com>, <Eileen.Fogarty@ci.alexandria.va.us>, <brian.davis@ci.alexandria.va.us>, <aimee.vosper@ci.alexandria.va.us>, <thomas.luebke@ci.alexandria.va.us>, <stephen.malone@ci.alexandria.va.us>, <kimberley.johnson@ci.alexandria.va.us>, <jeffrey.farner@ci.alexandria.va.us>, <mayoralx@aol.com>, <billclev@comcast.net>, <DSpeck@aol.com>, <DELPepper@aol.com>, <eberweincouncil@comcast.net>, <council@joycewoodson.net>, <wmeuille@wdeuille.com>
Subject: Decline the Potomac Green Application

Dear Commissioner,

I urge you to reject the application of EYA.

As a property owner in Old Town Greens, I am very concerned with the appliaton by EYA of the proposed Potomac Greens development. It seems that they have ignored many of the basic requirements for development within Alexandria and continue to pursue their own agenda in the face of those requirements.

The plan that they propose is too dense, does not provide for adequate green space as defined by the Guidelines and does not provide for traffic calming on Potomac Greens Rd for the greatly increased traffic flow through Old Town Greens into this new development.

I am surprised that their application has moved forward to this point given the substantive lack of compliance with minimum requirements as defined in the Guidelines. Every developer should fully comply, as a minimum requirement, before their application should even be considered for approval.

Additionally, I understand that this is the developer selected for the city's plan to build housing in another location on land currently occupied by vacant low income housing. Given this developer's penchant for ignoring the Guidelines laid down to ensure intelligent use of the limited land in Old Town, their participation in a city endorsed project would seem to be inappropriate at best. EYA's uncooperative and intentionally disruptive negotiation style in pursuing this non-compliant application has unnecessarily cost the city and private citizens time and money.

178

I urge you to reject this proposal on the grounds that:

1. Building Lot Coverage greatly exceeds maximum.
2. Interior Side Yard Setbacks are inadequate.
3. Proposed parkscapes do not meet the spirit (or letter) of the Guidelines.
4. The proposal calls for too many buildings.

Furthermore, I strongly suggest that you instruct the Applicant not to reapply until they are in full compliance with all guidelines.

Thank You

Sincerely,

John M. Higgins
717 Norfolk Lane
Alexandria, Virginia 22314
(703) 778.1530

Do you Yahoo!?

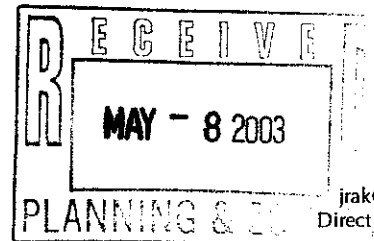
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<http://search.yahoo.com>

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McGUIREWOODS

#1 DSUP # 2002-0026



jrak@mcguirewoods.com
Direct Fax: 1.703.712.5231

May 5, 2003

Eric R. Wagner, Chairman, and Members
Alexandria Planning Commission
City Hall
301 King Street
Alexandria, VA 22314

RE Potomac Greens DSUP #2002-0026

Dear Chairman Wagner and Members of the Commission:

I am writing in response to the Staff memorandum, dated April 28, 2003, prepared per your direction on the Potomac Greens DSUP. In particular, after working intensively with the Staff for over a year on the site plan and design of Potomac Greens, we are very concerned with the discussion in this memo about the possible elimination of five additional units. This reduction is not warranted for several reasons.

First, as stated in the memorandum, Staff has confirmed that the current proposal fully complies with the Potomac Yard Urban Design Guidelines and CDD requirements for both Neighborhood Parks and total open space. The plan provides 2.525 acres of Neighborhood Parks and 56.5% of total open space.

Second, the current proposal complies with the intent of the typical lot coverage requirements in the Guidelines. Typical lot coverage refers to the area occupied by buildings or improvements on the individual lots. The summary of building criteria in the Guidelines gives a range of 45 – 80% typical lot coverage for both townhouses and stacked townhouses. For your information, this range is contradicted in the illustrative drawings in the Guidelines, which clearly show townhouses that cover close to 100% of the lots (see Guidelines p. 59, attached). The authors of the Guidelines have explained this discrepancy by stating that lot coverage percentages in the Guidelines assumed that the alleyways would be included in the legal description of the townhouse lots. Using this methodology, the typical lot coverage in the applicant's proposed plan is approximately 78%, which is within the prescribed range.

Third, eliminating additional townhouse units will not alter the typical lot coverage for this project. It would increase the total open space by decreasing the amount of the site covered by buildings, but as noted above, the current proposal already exceeds the minimum required open space of 2.5 acres of Neighborhood Parks and 56% open space. There are no requirements in the Guidelines related to overall site coverage.

Fourth, the current proposal has already been reduced to 227 total units, well below the maximum of 244 units authorized in the CDD.

164


180

And finally, eliminating units adjacent to the Southern Park is bad site planning. The Southern Park contains a significant flat usable area that will accommodate active recreation facilities. But it also incorporates the existing sanitary sewer pump station and storm water management pond. Our proposal was intentionally designed to screen these elements from the urban streetscape to the maximum extent possible and to screen the rears of the existing townhouses in Old Town Greens. In addition our site plan provides the strong block pattern contemplated in the Guidelines. Eliminating units adjacent to Southern Park dramatically reduces the screening of the existing infrastructure elements and the back of the Old Town Green units and weakens the block pattern.

On page 3 of the original staff report dated April 1, 2003, staff stated: "The project represents a well-designed high quality, pedestrian-friendly urban environment similar to Old Town..." Elimination of additional units will not affect compliance with the requirements of the approved CDD or Guidelines and will weaken the urban character of this plan. We therefore ask for your support for the current plan.

Thank you for your continued consideration.

Sincerely,



Jonathan P. Rak

cc: Eileen Fogarty, Planning Director
Terry Eakin, Eakin/Youngentob Associates
Bob Youngentob, Eakin/Youngentob Associates
Jim Perry, Elm Street Development



United States Department of the Interior

NATIONAL PARK SERVICE

National Capital Region

1100 Ohio Drive, S.W.

Washington, D.C. 20242

IN REPLY REFER TO:

L30 (NCR-LRP)

MAY 7 2003

Ms. Eileen Fogarty
Director, Department of Planning and Zoning
City of Alexandria
301 King Street
Alexandria, Virginia 22314

Dear Ms. Fogarty:

This is written with regard to Docket Item #10, Development Special Use Permit #2002-0026, Potomac Greens- Potomac Yard PARCEL A. It is our understanding that the docket item has been reviewed by the city staff, and presented publicly for comment, and that the proposal is set for a vote by the Planning Commission on May 8, 2003.

The City of Alexandria and its citizenry know of our longstanding interest in the development of a portion of the Potomac Yards tract referred to as Potomac Greens. Most recently, in 1999, the National Park Service acquired scenic easement interests across 15.2726 acres of the Potomac Greens property as part of the valuation considerations in an exchange with Commonwealth Atlantic Properties, the predecessors of the current owners, Crescent Resources. The acquisition, recorded in the land records of the City of Alexandria, was part of a complex exchange of commercial obligations and land interests for Federal interests along the length of the George Washington Memorial Parkway in Alexandria and Arlington County.

In reviewing the staff report, we are very concerned that the staff correctly recognizes that the screening vegetation within the easement are primarily deciduous and that the proposed buildings will be visible during the fall and winter seasons when these trees lose their foliage. Due to the proximity of the units to the George Washington Memorial Parkway and the proposed height of the buildings and type of existing landscaping, the staff reports that the project will be very much, perhaps unacceptably, visible from the George Washington Memorial Parkway. Further, the staff reports that the many treeless slopes within the future Potomac Greens Park can provide area for additional tree plantings to screen the proposed buildings that would be built well above the grade level of the adjacent George Washington Memorial Parkway. The upper portions of the units and rooflines, the staff reports, will be visible from the parkway. A significant planting of evergreen trees, such as White Pine, along the length of the project, we believe should minimize the view of the proposed buildings.

Our scenic easement generally follows the elevation of the Resource Protection Area (RPA) at approximately elevation 25 feet above mean sea level (msl). The easement protects wetland areas, and provides a vital vegetative screen to minimize the obtrusion to the George Washington Memorial Parkway from residential development on Potomac Greens. The staff report does not indicate the average finished grade after new fill of approximately three to four feet on the existing site will create a plateau height of approximately 31 feet above msl.

Visual analysis of building heights for residential units within 500 feet of the parkway centerline, conducted in 1999, presumed maximum building heights of 45 feet, along the edge of the RPA. In this instance buildings along the parkway would not have attained heights greater than 70 feet above mean sea level and would not be visible from the parkway over the existing deciduous trees. Although the proposed concept plan proposes varied townhouse heights along the boundary of the RPA, some attaining peak heights of 77 to 82 feet above msl, we are pleased to see that two story units (i.e., Building #24, Lot #144) have also been proposed. If only units of this height were placed parallel to the parkway, it would appear, even at the roof peak elevation, that they would not exceed a height of 69 feet above msl, achieving the results that were approximated, and desired in 1999. We urge you to consider this alternative.

The report states that the final design of the townhouses on the eastern half of the site will be subject to review by the Old and Historic Board of Architectural Review (BAR), subsequent to approval by City Council. This review is a result of the Old and Historic District Ordinance passed in 1946 by the Alexandria City Council. This longstanding ordinance was designed to protect the parkway, dedicated on November 15, 1932, and other historic areas within the city. Constructed to honor George Washington and link his home with the seat of government, the parkway has been listed on the National Register of Historic Places since 1981. It would be appreciated if the height factors could be considered during the deliberations of the Planning Commission and the BAR.

Within the proposed Potomac Greens plan, we note that our scenic easement area is to be minimally improved to provide for passive recreational use as public-park space for the City of Alexandria. We encourage the proposed recreational uses, provided that the easement area remains fenced so that volunteer access across the paved roadway surfaces of the George Washington Parkway is denied and that people are directed to the controlled intersection at Slaters Lane. A condition of the easement requires the replacement on a tree-for tree basis for any tree greater than six inches diameter, if a tree is damaged, destroyed or removed as a result of the reserved rights of access into the easement area (i.e., for trail, utility, or stormwater system).

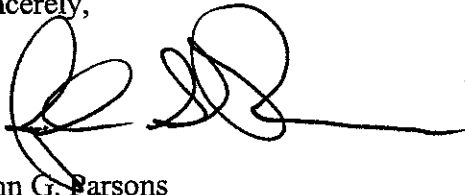
The screening of the development will be further exacerbated by the relocation of a drain line that will redirect stormwater flows into the wetland areas. Although the easement allows for work within the protected area, the drafters did not contemplate that the work would impact yet another area, effectively resulting in the allowance of two voids within the visual the screen. These areas, the area at the existing detention pond, and the relocated outfall, which is midpoint in the proposed line of development, should be the subjects of visual analysis.

Finally, we note that the proposed development has exceeded the density that was adopted in the Potomac Yard CDD Concept Plan. Residential development was stipulated in the Plan, with a mix of townhouses and stacked townhouse units. Lot coverage was not to exceed 80 percent, but the proposed development has been submitted with a lot coverage of up to 95 percent. The density issue that will be perceived by the future residents, according to the report, will be accommodated by additional variation in heights of the units, the removal of 17 units from the original proposal, and the reduction of the footprint of five units. Before, this plan is approved, consideration should be provided to a study of the effects of complying with the original Plan with an evaluation of a stacked townhouse environment.

Finally, the plan proposes to locate an emergency vehicle access route in the southeast corner of the site by crossing through the easement area. We are not interested in prohibiting a safe, alternative emergency access to the proposed development, and are negotiating to allow this connection, provided it is developed to improve public, recreational access to the public park within the easement area. However, this access if implemented, will be so remote, that an additional, more visible means of access should be evaluated for provision in the future as Potomac Yard CDD Plan is developed. An opportunity exists, we believe, in the utilization of the proposed pedestrian bridge across the railroad corridor. Such an access, if the design is amended, could provide a viable means of access by responding emergency units from the City of Alexandria or Arlington County, in eventual lieu of a circuitous, remote route through the easement area adjacent to the George Washington Memorial Parkway.

We look forward to your consideration of our comments and concerns. If there are any questions please do not hesitate to contact me at (202) 619-7025, Ms. Audrey Calhoun, Superintendent of the George Washington Memorial Parkway at (703) 289-2500 or Glenn DeMarr, our Project Manager at (202) 619-7027.

Sincerely,



John G. Parsons
Associate Regional Director
Lands, Resources and Planning

cc:

Mr. Eric Wagner, Alexandria Planning Commission Chairman
Mayor Kerry J. Donley

7

DSUP# 2002-0026
ENC# 2003-0002
ST. NAME# 2003-0002

MEMORANDUM

TO: ERIC R. WAGNER, CHAIR
ALEXANDRIA PLANNING COMMISSION

FROM: IGNACIO B. PESSOA
CITY ATTORNEY *IBP*

DATE: MAY 7, 2003

SUBJECT: CDD SUP APPROVAL STANDARDS

You have asked that I review the standards set forth in the Zoning Ordinance which govern the Planning Commission's consideration of, and recommendation to City Council on, a CDD Preliminary Development Plan Special Use Permit application, such as that pending for the Potomac Greens site.¹

At the inception, it is important to note that the CDD Zone, and its application review process, are intended "to ensure that [CDD] developments exhibit a proper integration of uses, the highest quality of urban and architectural design and harmony with the surrounding areas of the city." § 5-601. Thus, the CDD regulations were designed both to allow an applicant the flexibility to achieve such a result, as well as to afford the City the regulatory tools to require the desired result. Accordingly, the ordinance expressly provides that success in the first stage of CDD review, approval of a CDD Conceptual Design Plan, "shall not confer any right or entitlement to approvals" at the second, or CDD Preliminary Development Plan SUP, stage of review. § 5-603(A)(1).

As explained in the attached excerpt that this office prepared for the staff report at the time the Potomac Yard/Potomac Greens CDD Conceptual Design Plan was initially considered, the standards for approval of the second stage preliminary development plan "are relatively straight forward," and are set forth in § 5-605(J) of the Zoning Ordinance. This section establishes three elements for approval, which require that the preliminary development plan:

- (1) Demonstrate that it is "in substantial conformity with the requirements and purpose of the approved conceptual design plan."
- (2) Demonstrate that the proposed development will satisfy the criteria for the approval of the conceptual design plan.
- (3) Demonstrate that it satisfies the criteria set forth in Section 11-410 of the Zoning Ordinance for approval of a preliminary site plan.

¹ I note that the identical standards govern the City Council's decision on such an application. § 5-605(J).

185

Quoting and paraphrasing again from the prior staff report, "Substantial conformity constitutes conformity with the essential regulatory requirements. The test does not require literal adherence to" the approved conceptual design plan, or any constituent part thereof or guideline language therein. Strict or literal compliance is required *only* with respect to those parameters incorporated into the substantive provisions of the CDD Zone itself, in the table set out in § 5-602(A).

Section 5-605(J) requires "substantial conformity with the requirements and purpose of the approved conceptual design plan." The ordinance language applies the substantial conformity test to the approved CDD conceptual design plan as a whole, and does not parse the text, guidelines, plans and maps which comprise the approved plan into hierarchical strata requiring a greater or lesser degree of conformity.

Substantial conformity with the approved conceptual plan is a question of fact, to be determined by the Planning Commission and City Council in passing upon the CDD Preliminary Development Plan SUP application. The degree to which a departure from a particular element or guideline in the previously approved conceptual plan might justify a finding of nonconformity will vary with the importance of the element or guideline in achieving the design and purpose of the approved concept plan. The Commission or Council may determine that some elements or guidelines are of such critical importance that any departure from the approved concept plan is sufficient to defeat substantial conformity. For others, great latitude may be permitted. But a departure from a particular element or guideline is not, *per se*, a technical deficiency which *requires* a finding of nonconformity.

The approval of a CDD Preliminary Development Plan application constitutes the approval of a special use permit and hence, under Virginia law, is categorized as a legislative act. The standard for reviewing the Council's ultimate determination of substantial conformity is the "fairly debatable" test applicable to legislative action in general and special use permit decisions in particular. An issue is said to be "fairly debatable" when the evidence offered in support of the opposing views would lead objective and reasonable people to reach different conclusions. *Board of Supervisors v. McDonald's Corp.*, 261 Va. 583, 584, 544 S.E.2d 334, 335 (2001).

As a final point, § 5-605(J) requires that, in addition to meeting the "substantial conformity" test as discussed above, the preliminary development plan applicant also demonstrate that the proposed second stage plan in fact continues to meet the first or conceptual stage criteria set out in § 5-604(H), as well as the preliminary site plan criteria in § 11-410. These determinations, too, are subject to the "fairly debatable" test.

I will be pleased to answer any additional questions as the public hearing process on this application proceeds.

Attachment

cc The Members of the Alexandria
Planning Commission

Eileen Fogarty, Director
Planning and Zoning

RELATIONSHIP BETWEEN THE REQUIREMENTS FOR DEVELOPMENT
IN CDD DISTRICTS IMPOSED BY THE ZONING ORDINANCE AND
THE GUIDELINES FOR DEVELOPMENT IN INDIVIDUAL CDD
DISTRICTS SET OUT IN THE MASTER PLAN'S SMALL AREA PLANS

The Coordinated Development District, or CDD, has been established to provide zoning regulations for areas in the city that have significant development-related impacts. A site that is zoned CDD is intended for a mixture of uses, usually to include office, residential, retail, hotel and other uses, with appropriate open space and recreational amenities to serve the project users and residents of the city. A review process is established to ensure that such developments exhibit a proper integration of uses, the highest quality of urban and architectural design, and harmony with the surrounding areas of the city. So far, 10 individual CDD districts have been established. See Zoning Ordinance § 5-602(A).

Except for certain "underlying zone" uses which may be engaged in (subject only to site plan and possible special use review) prior to approval of the CDD conceptual design plan noted below, all proposed development in a CDD requires review and approval in the following manner. First, a conceptual design plan must be submitted for the entire district. The conceptual design plan is reviewed by staff and the planning commission, and approved by city council. Approval of the plan, however, does not confer any zoning rights on the applicant, but merely (1) authorizes submission of one or more preliminary development plans for the district, and (2) delimits which of the uses in the "underlying zone" may be pursued pending approval of a preliminary development plan.

In the second stage of the CDD process, a preliminary development plan is reviewed by staff and the planning commission, and approved by city council. Approval of the development plan constitutes approval of a special use permit and, once approved, the plan is mandatory and binding on the property -- *i.e.*, only those uses shown in the development plan, including any interim uses which may come from the underlying zones or which may be independently authorized by the development plan's special use permit, may be pursued on the property.¹

At the final stage, a final development plan must be approved by staff.

The standards for approval of a conceptual design plan are set forth in § 5-604(H) of the Zoning Ordinance. These standards require that the proposed plan:

- (1) Substantially conform to the city's master plan with respect to the general type,

¹ The applicant may elect to proceed concurrently with a conceptual design plan and preliminary development plan.

character, intensity and location of uses, as reflected in the CDD guidelines of the applicable area plan.

(2) Preserve scenic assets and natural features of the land.

(3) Mitigate adverse impacts on surrounding lands.

(4) Be serviced by adequate public facilities, services, transportation systems and utilities.

(5) Provide adequate recreational amenities and open spaces.

(6) Provide a substantial amount of residential units, including affordable housing.

With respect to the first criterion for conceptual design plan approval, "substantial conformity" with the master plan, it is necessary to determine which portion of the master plan constitutes the "CDD guidelines of the applicable area plan." The Potomac Yard/Potomac Greens small area plan provides that "[d]evelopment in the Coordinated Development District will be guided by a land use concept plan as discussed in the Land Use and Urban Design Analysis section of this Plan, and by the CDD principles expressed below." Small Area Plan, p. 57. The Land Use and Urban Design Analysis section of the plan appears at pages 35 through 56. The "CDD principles expressed below" include Map 23, entitled "Land Use Concept," and Map 24, entitled "Height Limits for CDD" (*id.*, pp. 65-66), and the "CDD Guidelines for Potomac Yards/Potomac Greens." *Id.*, pp 67-71.² These maps and text materials establish the "general type, character, intensity and location of uses," to which the conceptual design plan must substantially conform under § 5-604(H)(1). Moreover, every guideline and other design principle in the small area plan relates, to a greater or lesser degree, to the "character" of the

² The city's 1992 master plan, having been approved and certified by the planning commission, and adopted by ordinance by city council, including that portion of the master plan referred to in § 5-604(H)(1) of the Zoning Ordinance as the "CDD guidelines of the applicable small area plan," may be amended only if an amendment is approved by the planning commission and certified to the city council for council consideration. The commission has no legal obligation to submit to the council any change or revision to the master plan for a five-year period commencing May 27, 1992, when the 1992 master plan was approved and certified by the commission.

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AMENDMENT

proposed development. Thus, the phrase "type, character, intensity and location of uses" is intended to, and does, characterize the totality of the land use concept plan as established in the small area plan.

The conceptual design plan must be submitted for the district as whole. Accordingly, the substantial conformity test is applicable to the plan as a whole. Substantial conformity constitutes conformity with the essential regulatory requirements. The test does not require literal adherence to the master plan guidelines and design principles. The guidelines and other design principles may be deviated from in particulars not materially detracting from the overall urban design established by the small area plan. The small area plan, of course, defines what constitutes an acceptable overall design, and the conceptual design plan applicant cannot, in the guise of that application, seek to revisit that determination.

Substantial conformity with the master plan is a question of fact to be determined by city council in passing upon the conceptual design plan application. Insofar as approval of the conceptual design plan application is an antecedent to submission and approval of the preliminary development plan, the approval of which constitutes a special use permit and hence, under Virginia law, a legislative act, the standard for reviewing council's determination of substantial conformity is the "fairly debatable" test applicable to legislative action in general and special use permit decisions in particular.

In the event council were to determine that a CDD conceptual design plan is not in substantial conformity with the master plan, an amendment to the master plan would be required to enable the "substantial conformity" determination to be made. As noted earlier (note 2), such an amendment would have to be approved by and certified to council by the planning commission, and thereafter approved by council.

In addition to the general land use and design principles expressed in the master plan, certain parameters for each CDD have been expressed in the Zoning Ordinance in § 5-602(A). In particular, these parameters include "Maximum FAR and/or development levels," "Maximum Height" and "Uses." As a result, and to the extent that these Zoning Ordinance parameters contain objective, quantifiable criteria, literal compliance with the parameters, not "substantial conformity," is required for council approval of a conceptual development plan.

The FAR/height/use parameters expressed in the Zoning Ordinance are subject to amendment in the manner provided for under the city charter and the Zoning Ordinance. Because each CDD, and the regulations embodied in the Zoning Ordinance, are uniquely site specific, such an ordinance amendment is properly classified as both a text and a map amendment. Since approval of the concep-

tual design plan requires both substantial conformity with the master plan, and literal compliance with the parameters in § 5-602(A), a Zoning Ordinance amendment may need to be accompanied by an equivalent master plan amendment since, to be approved, a project must both comply with the Zoning Ordinance and be in substantial conformity with the master plan. The Zoning Ordinance amendment, in the event of a negative recommendation from the planning commission, requires six council votes for adoption. See §§ 11-806(B) and 11-807(B). In addition, the amendment may be the subject of a protest, thereby triggering the six-council-vote requirement. See § 11-808.

Thus, in the event a CDD conceptual design plan fails to comply with any of the FAR/height/use provisions in § 5-602(A), the plan may not be approved unless and until an appropriate amendment to § 5-602(A) is enacted. Such an amendment, since it is to the Zoning Ordinance and since it is in the nature of a map amendment, may require six council votes for enactment if the planning commission recommends against it or if a legitimate protest, lodged by the owners of the CDD or by neighboring property owners, is filed.

Finally, the standards for approval of a preliminary development and a final development plan are relatively straight forward. The standards for preliminary development plan approval are set forth in § 5-605(J) of the Zoning Ordinance. These standards require that the preliminary development plan:

- (1) Demonstrate that it is in substantial conformity with the requirements and purpose of the approved conceptual design plan.
- (2) Demonstrate that the proposed development will satisfy the criteria discussed above for the approval of the conceptual development plan.
- (3) Demonstrate that it satisfies the criteria set forth in Section 11-410 of the Zoning Ordinance for approval of a preliminary site plan.

And the standards for approval of a final development plan are set forth in § 5-606(E) of the Zoning Ordinance. The standards require that the planning director determine that the final development plan:

- (1) Complies with all prior approvals under the CDD regulations.
- (2) Complies with all other applicable provisions of law.



Brian Davis

04/24/03 02:10 PM

To: Stephen Milone/Alex@Alex

cc:

Subject: Suggested Street Name For Potomac Yard-Potomas Greens

*Docket Item #7
Street Name Case
2003-0002*

Brian Davis, Urban Planner
Alexandria Planning and Zoning
City Hall, 301 King Street, Room 2100
Alexandria, VA 22314

phone: 703.838.3866, ext. 324

facsimile number: 703.838.6393

e-mail: brian.davis@ci.alexandria.va.us

----- Forwarded by Brian Davis/Alex on 04/24/03 02:09 PM -----



Barbara Ross

04/10/03 12:21 PM

To: Stephen Milone/Alex@Alex, Brian Davis/Alex@Alex

cc: Jeffrey Farnier/Alex@Alex

Subject: Suggested Street Name For Potomac Yard-Potomas Greens

----- Forwarded by Barbara Ross/Alex on 04/10/2003 12:22 PM -----



<RichLeibach@aol.com

>

04/10/2003 08:51 AM

To: <erwagner@comcast.net>

cc: <donnafofsum@rand.org>, <jkomorosi@nasd.com>,

<hsdunn@ipbtax.com>, <LudGaines@aol.com>,

<jlr@cpma.com>, <eilen.fogarty@ci.alexandria.va.us>,

<barbara.ross@ci.alexandria.va.us>,

<jeffrey.farmer@ci.alexandria.va.us>

Subject: Suggested Street Name For Potomac Yard-Potomas Greens

As follow-up to my comments at the April 1, 2003, Planning Commission meeting, I am formally requesting that a public street at the new Potomac Yard-Potomac Greens project be named after Ellyn Carpenter.

The late Mrs. Carpenter was a woman of African American descent who made significant contributions to the City of Alexandria. A Life Member of the NAACP, she served for many years as an officer of that organization. She was a long time Member of the Alexandria Commission on Aging and served as its Chair. Mrs. Carpenter was active in voter registration projects and had a long record of community service that ranged from volunteering at Hopkins House to feeding the homeless at Christ House. She was the Organist for St. Joseph's Catholic Church. Mrs. Carpenter received the Alexandria United Way's Outstanding Community Service Award in 1997.

It should be noted that all five names for street names suggested by the Office of Historic Alexandria are of men. At least three of the men were planters and plantation owners. In the Virginia of the period, planters and plantation owners were slave owners.

By using Ellyn Carpenter's full name for a street, e.g., Ellyn Carpenter Lane or Ellyn Carpenter Drive, this remarkable lady will be recognized for her many contributions to our community

192

176



Brian Davis

04/24/03 02:09 PM

To: Stephen Milone/Alex@Alex

cc:

Subject: RE: Suggested Street Name For Potomac Yard-Potomas Greens

Brian Davis, Urban Planner
Alexandria Planning and Zoning
City Hall, 301 King Street, Room 2100
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----- Forwarded by Brian Davis/Alex on 04/24/03 02:08 PM -----



Barbara Ross

04/12/03 08:49 AM

To: Brian Davis/Alex@Alex, Jeffrey Farner/Alex@Alex

cc:

Subject: RE: Suggested Street Name For Potomac Yard-Potomas Greens

----- Forwarded by Barbara Ross/Alex on 04/12/2003 08:50 AM -----



"Eric R. Wagner"

erwagner@comcast.net

04/11/2003 07:08 PM

To: <RichLeibach@aol.com>

cc: <donnafoosum@rand.org>, <jkomorosi@nasd.com>, <hsdunn@ipbtax.com>, <LudGaines@aol.com>, <jlr@cpma.com>, <eilen.fogarty@ci.alexandria.va.us>, <barbara.ross@ci.alexandria.va.us>, <jeffrey.farmer@ci.alexandria.va.us>

Subject: RE: Suggested Street Name For Potomac Yard-Potomas Greens

I concur with Rich's request. I've also read Ludwig's comments and agree that we should try to find more suitable individuals to honor with a street name. I don't anything about the person he suggested, but would be prepared to support his suggestion if further information were available or if staff concurs.

Eric R. Wagner
7 West Windsor Avenue
Alexandria, Virginia 22301
erwagner@comcast.net

-----Original Message-----

From: RichLeibach@aol.com [<mailto:RichLeibach@aol.com>]

Sent: Thursday, April 10, 2003 8:52 AM

To: erwagner@comcast.net

Cc: donnafoosum@rand.org; jkomorosi@nasd.com; hsdunn@ipbtax.com; LudGaines@aol.com; jlr@cpma.com; eilen.fogarty@ci.alexandria.va.us; barbara.ross@ci.alexandria.va.us; jeffrey.farmer@ci.alexandria.va.us

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It should be noted that all five names for street names suggested by the Office of Historic Alexandria are of men. At least three of the men were planters and plantation owners. In the Virginia of the period, planters and plantation owners were slave owners.

By using Ellyn Carpenter's full name for a street, e.g., Ellyn Carpenter Lane or Ellyn Carpenter Drive, this remarkable lady will be recognized for her many contributions to our community



Brian Davis

04/24/03 02:10 PM

To: Stephen Milone/Alex@Alex

cc:

Subject: RE: Suggested Street Name For Potomac Yard-Potomas Greens

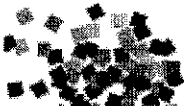
Brian Davis, Urban Planner
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Alexandria, VA 22314

phone: 703.838.3866, ext. 324

facsimile number: 703.838.6393

e-mail: brian.davis@ci.alexandria.va.us

----- Forwarded by Brian Davis/Alex on 04/24/03 02:09 PM -----



Barbara Ross

04/10/03 02:50 PM

To: Brian Davis/Alex@Alex, Stephen Milone/Alex@Alex

cc: Jeffrey Farner/Alex@Alex

Subject: RE: Suggested Street Name For Potomac Yard-Potomas Greens

----- Forwarded by Barbara Ross/Alex on 04/10/2003 02:51 PM -----



"Dunn, Stew"

<HSDunn@ipbtax.com>

04/10/2003 01:49 PM

To: "RichLeibach@aol.com" <RichLeibach@aol.com>,
<erwagner@comcast.net>

cc: <donnafoosum@rand.org>, <jkomorosi@nasd.com>, "Dunn, Stew"
<HSDunn@ipbtax.com>, <LudGaines@aol.com>,
<jlr@cpma.com>, <eilen.fogarty@ci.alexandria.va.us>,
<barbara.ross@ci.alexandria.va.us>,
<jeffrey.farmer@ci.alexandria.va.us>

Subject: RE: Suggested Street Name For Potomac Yard-Potomas Greens

I support this proposal by Rich. Stew

-----Original Message-----

From: RichLeibach@aol.com [mailto:RichLeibach@aol.com]

Sent: Thursday, April 10, 2003 8:52 AM

To: erwagner@comcast.net

Cc: donnafoosum@rand.org; jkomorosi@nasd.com; hsdunn@ipbtax.com; LudGaines@aol.com;
jlr@cpma.com; eilen.fogarty@ci.alexandria.va.us; barbara.ross@ci.alexandria.va.us;
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Brian Davis

04/24/03 02:10 PM

To: Stephen Milone/Alex@Alex

cc:

Subject: Re: Suggested Street Name For Potomac Yard-Potomas Greens

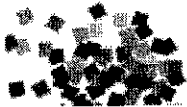
Brian Davis, Urban Planner
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e-mail: brian.davis@ci.alexandria.va.us

----- Forwarded by Brian Davis/Alex on 04/24/03 02:09 PM -----



Barbara Ross

04/10/03 12:22 PM

To: Stephen Milone/Alex@Alex, Brian Davis/Alex@Alex

cc: Jeffrey Farner/Alex@Alex

Subject: Re: Suggested Street Name For Potomac Yard-Potomas Greens

----- Forwarded by Barbara Ross/Alex on 04/10/2003 12:23 PM -----



<LudGaines@aol.com>

04/10/2003 10:03 AM

To: <RichLeibach@aol.com>, <erwagner@comcast.net>

cc: <donnafossum@rand.org>, <jkomorosi@nasd.com>,

<hsdunn@ipbtax.com>, <jlr@cpma.com>,

<eilen.fogarty@ci.alexandria.va.us>,

<barbara.ross@ci.alexandria.va.us>,

<jeffrey.farmer@ci.alexandria.va.us>, <LudGaines@aol.com>

Subject: Re: Suggested Street Name For Potomac Yard-Potomas Greens

I could not be in more agreement with Commissioner Leibach's recommendation. Ellyn Carpenter is a fitting candidate for such an honor. Moreover, I respectfully request that the suggested street names of former plantation owners who were also slave owners be removed from consideration and replaced with more suitable candidates. In place of at least one of those names, I would recommend another woman, Eudora Lee Lyles. She was an outstanding Alexandrian and community service award winning African American woman who did many remarkable things for her community, church and city. I will forward a more detailed biography of Mrs. Lyles shortly.

Ludwig P. Gaines

Planning Commission public hearing of April 1, 2003

Docket item 10 Case # DSUP 2002 - 0026

ENC 2003 - 0002

The Del Ray Citizens Association vested a great deal of faith in Bill Hendrickson and Stephanie Sechrist, members of the Potomac Yard Design Advisory Committee, to execute our vision for development in Potomac Yard/Potomac Greens, hold city staff accountable for discrepancies to the CDD plan as agreed to by City Council and require potential developers to work within those parameters. I would like to thank Bill for his continued role; begun as past chair of the Land Use committee, past president of the Association, and involvement in negotiations prior to Council's approval, and to Stephanie for lending her expertise as a professional urban planner and past chair of the Land Use committee, for the many hours of PYDAC meetings they attended. Together you have pushed hard to meet our vision and the proposal before us this evening is witness to that.

The application calls for a development reflective of communities such as our own. It is based on a grid system of streets; the houses are oriented facing onto sidewalks along tree lined thoroughfares, the block sizes are walkable and the houses vary in height, width, style, and front yard set back. These elements help to create a pedestrian friendly environment

Unlike some townhouse neighborhoods, there are a minimum numbers of curb cut interruptions, all units are supplied with reasonable amounts of convenient residential and visitor parking, and considerable effort has been made to introduce a sense of openness by using a variety of means; a necessary element given the proposed lot coverage, and a variety of parks throughout the project.

In general, I am supportive of the recommendations made by staff and amended by PYDAC. There is little left for me to I comment on but I do have some exceptions.

- 1) Recommendations are for 5' -6' wide brick sidewalks with a 4' wide planting strip between the sidewalk and curb. As a practical matter, I would prefer to see the planting strip width increased to reduce the large amount of impervious surfaces being created, to increase the green aspect of open space and provide healthier environment for the trees. If sidewalks were made of concrete, which are an easier surface to shovel snow from, rather than brick, would the developer find it possible to eliminate additional units to increase the green space?
- 2) Easement access for a future Metro rail station should not exclude a limited capacity Kiss & Ride facility.
- 3) The storm drain pond area screening should be designed giving consideration to providing a habitat for creatures which will be adversely impacted by this project. I object to proposals that would go beyond simple screening of the two communities and a nature oriented design would be a positive feature for both the Potomac Greens and Old Town Greens communities.

Sincerely, Amy Stock

182

198

5-17-03

Docket Item #6

DEVELOPMENT SPECIAL USE PERMIT #2002-0028

STREET NAME CHANGE #2003-0001

POTOMAC YARD PARCEL C, POTOMAC PLAZA

Planning Commission Meeting

May 8, 2003

ISSUE: Consideration of a request for a development special use permit to construct a 15,000 sq. ft. single-story retail/restaurant development to include two buildings and off-street surface parking on the north side of Slaters Lane, and to allow for a temporary sales trailer. The parcel would also be improved with 1.5 acres of landscaped open space. A subdivision into 2 parcels created by the new public street is also associated with the development plan. Also associated is a street name change for the northern segment of Slaters Lane.

APPLICANT: Fakin/Youngentob Associates and Elm Street Development
by Jonathan Rak, Attorney

LOCATION: 901 South Slaters Lane

ZONE: CDD-10/Coordinated Development District

PLANNING COMMISSION ACTION, MAY 8, 2003: On a motion made by Mr. Komoroske and seconded by Mrs. Fossum, the Planning Commission unanimously voted to approve the applications subject to the conditions as previously amended, with the deletion of condition #8.

On a motion made by Mr. Komoroske and seconded by Mr. Robinson, the Planning Commission unanimously voted to recommend approval subject to all applicable Codes and Ordinances and the staff conditions, with amendments to conditions #1, 6, 8, 14, 22, 32.

Reason: The Planning Commission generally agreed with the staff analysis on parking and the proposed alignment of Potomac Greens Drive and did not support retaining the western portion of North Slaters Lane which would result in the loss of 24,000 sq. ft. of open space. The Planning Commission recommended removal of the condition allowing for administrative review of Special Use Permit cases and recommended that all such uses be required to seek individual SUP approval.

Speakers: The public hearing for this case was closed at the April 24, 2003 hearing.

Mr. Jonathan Rak, attorney, represented the applicant.

PLANNING COMMISSION ACTION, APRIL 24, 2003: On a motion by Mr. Robinson and seconded by Mr. Komoroske, the Planning Commission members present unanimously voted 5-0 to close the public hearing and defer decision until May 8, 2003 (Mr. Dunn and Mr. Gaines were absent). The Commission directed staff to further examine the functionality of the proposed intersection at Potomac Greens Drive and Slaters Lane.

Speakers:

Mr. Jonathan Rak, attorney representing the applicant, spoke in favor of the request.

Mr. Roger Waud, expressed concern over the blanket restaurant SUP and the closing of the western portion of North Slaters Lane.

Ms. Mariella Posey, expressed concern over the blanket restaurant SUP.

Mr. Richard Cooper, spoke against any further connections to the combined sewer and expressed concern over the blanket restaurant SUP.

Mr. Tim Trego, President of the Old Town Greens Condominium Owners Association, expressed concern over the restaurant hours, requested an increased landscape buffer of 15 feet on the north, expressed concern over the lack of water pressure in the area and suggested a parking reduction to 40-50 spaces.

Mr. Brian Detter, President of the Old Town Greens Townhouse Owners Association, echoed the concerns expressed by Mr. Trego

Ms. Deb Haynes, representing the adjacent National Media Center, indicated its desire to work with the developer on possibly sharing parking and removing the Media Center's parking spaces along Slaters Lane to improve that streetscape, and also requested input into the design of the eastern park feature.

Ms. Sylvia Sibrover, expressed concern over the blanket restaurant SUP and requested that staff condition #8 be removed.

Ms. Rochelle Shulten expressed concerns over restaurant hours, noise, visual and traffic impacts.

Mr. William Carneal, expressed concern over the level of parking proposed and requested that it be reduced, possibly to 60 spaces.

Mr. David Leduc, President of the Northeast Civic Association, requested that the blanket restaurant SUP provision be removed, that the parking be reduced, that the community be given input into the open space designs and that pedestrian crossings be further evaluated for safety concerns.

Ms. Lori Klein, expressed concerns over the blanket SUP approval for restaurants, hours of operation, traffic being confined to a single egress point and the water main size/flow rate issues in the neighborhood.

Mr. John Elsie, expressed concern over traffic impacts from a single intersection and requested that the western portion of North Slaters Lane remain open.

Mr. Ken Hanson, requested that the western portion of North Slaters Lane remain open.

Mr. Kevin Hayes, expressed concerns over traffic impacts of the development.

PLANNING COMMISSION ACTION, APRIL 1, 2003: By unanimous consent, the Planning Commission voted to defer the request to a special public hearing prior to the regular May public hearing. The special public hearing has been scheduled for April 24, 2003.



City of Alexandria, Virginia

DEPARTMENT OF PLANNING AND ZONING

301 King Street, Room 2100

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Alexandria, Virginia 22313

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DSUP 2002-0028

TO: PLANNING COMMISSION
FROM: EILEEN FOGARTY, DIRECTOR
SUBJECT: DSUP #2002-0028, POTOMAC PLAZA
DATE: APRIL 18, 2003

The subject application was deferred by the Commission at the regularly scheduled April 1, 2003 hearing to a special hearing scheduled for April 24, 2003. At the time of the regular hearing the applicant agreed to all of the staff recommendations, although there were several concerns expressed by the adjoining Civic Associations that include:

- Design of the open space (East Park) in consultation with the adjoining residents;
- An additional building setback on Slaters Lane to enable outdoor dining on Slaters Lane;
- Parking;
- Restaurant SUP- Outdoor Dining; and
- Lighting.

Prior to the April 1st hearing, staff worked with the applicant and the adjoining Civic Associations to add a condition to ensure that the final design of the East Park is completed in consultation with the adjoining residents. In addition another condition was added to relocate the building 5-6 ft. farther from Slaters Lane. Since the April 1st hearing staff has worked with the Civic Associations in an attempt to resolve the remaining issues of parking, the restaurant SUP and lighting.

I. Amount of Parking:

The concern expressed by many of the adjoining residents is that the amount of parking proposed by the development (72 spaces) is excessive for the 15,000 sq.ft. development and contrary to the intent of neighborhood serving retail. They would prefer to see slightly less parking initially and more open space. As part of the agreement of the applicant to provide an additional setback on Slaters Lane, approximately five parking spaces were eliminated. In addition, prior to the April 1st hearing, the applicant agreed to revise condition #14 by limiting the parking spaces to the minimum number of parking spaces required by the Zoning Ordinance. There are limited off-street spaces in this immediate area, and insufficient on-site parking can result in spillover parking into the adjoining residential neighborhoods. Additionally, many of the residents of Potomac Greens and other nearby areas would likely use vehicles to access the neighborhood-serving retail uses, such as cafes, dry cleaners, etc. In addition to providing parking for patrons, the parking is necessary for the employees,

which may be considerable depending on the use.

Depending on the final mix of uses on the site, the required parking will vary. For example, the entire area used for retail uses would generate the need for 68 spaces. However, a 3,000 sq. ft. restaurant with 60 seats would require 15 parking spaces, and the balance of 12,000 sq. ft. of retail would require 55 spaces for a total of 70 spaces. The variable in predetermining an absolute parking number are the restaurants that require 1 sp/4 seats and the number of seats or number of restaurants have not yet been resolved. There are many variables that will ultimately determine the parking requirement for this site. However, even under the mix of uses, there will likely only be a difference of several parking spaces. Any significant reduction will require approval of a parking reduction.

The community continues to believe that the amount of parking is excessive and that providing the amount of parking required by the Zoning Ordinance is inconsistent with the Potomac Yard Design Guideline statement that the Plaza be a "community oriented use such as a convenience retail store or small community-serving professional offices" and is not an urban solution for the site. Recent suggestions from the community have indicated that approximately 60 parking spaces would be more acceptable.

Staff agrees that open space in general is more desirable and that parking can potentially detract from an urban environment, especially the pedestrian environment. Almost all of the parking is located behind the buildings and will not be visible from the adjoining streets. The parking that is not located behind the building will be screened by a decorative fence and landscaping between the parking and the adjoining street.

Staff does not support a parking reduction at this time because: 1) the amount and types of uses are not known, 2) requiring a parking reduction could result in spillover parking into the adjoining residential streets, such as Portner Road and Slaters Lane, and 3) there remains a need for employee parking, which for uses such as a restaurant will be considerable. As these uses come forward this issue could be revisited.

II. Restaurant Special Use Permits.

The applicant's application includes a request for a "blanket SUP" for restaurants, that would enable restaurants within the facility without acquiring a separate special use permit. Staff initially supported this concept as a mechanism to attract vibrant restaurants to an area where other restaurants, retail and retail proposals have not been successful. This approach has been proposed and approved by the City Council recently at both the Mill Race and Whole Foods sites as a way to encourage and promote active vibrant retail areas, while also placing certain restrictive conditions under which a restaurant would be required to operate. These staff recommendations address hours of operation, litter control, noise control, deliveries, prohibition of carry-out alcohol or food delivery service, no live entertainment and storage controls, among others. While not specific to a particular operator, the condition is a compilation of the conditions typically imposed upon individual restaurant uses approved throughout the City.

While staff believes that many of the concerns can be addressed through the conditions, staff also understands the concerns of many of the adjoining residential neighborhoods, particularly regarding fast food restaurants. Staff does not believe that requiring a separate special use permit would adversely impact the viability of the site for restaurant uses.

An additional restaurant-related concern expressed by some neighboring associations has been the hours of outdoor dining. The revised condition #8 includes a provision that outdoor dining may be further restricted by the Director of P&Z after consultation with neighbors of the development. This concern would also be addressed if the Planning Commission determines that separate special use permits will be required for restaurants.

III. Lighting:

Staff agrees with the concern regarding the potential negative impacts of the lighting for the proposed retail use on the adjoining residential uses. While condition #22 was previously included to address the issue of lighting, language has been added that will require appropriate lighting levels and screening to minimize glare and spillover lighting for the adjoining residential uses.

IV. Summary:

The revised condition that requires the building to be located 5-6 ft. farther from Slaters Lane and the revised condition requiring the open space on the eastern portion of the site to be designed in consultation with the adjoining residents have been incorporated in the conditions below. These changes have been agreed upon the applicant prior to the April 1st meeting. In addition a revised lighting condition (condition # 22) is included below. These revised conditions address many of the concerns raised by the residents. Staff continues to believe that the proposed use is consistent with the Potomac Yard Design Guidelines and that the retail use will provide public benefit for the adjoining neighborhoods.

Recommendations:

(New text is underlined)

Staff recommends **approval** of the application, subject to applicable Codes and Ordinances and the following conditions.

1. The design of the buildings shall be generally consistent with the preliminary building elevations dated *January 27, 2003* and shall be revised to provide the following:
 - a. Brick shall be used on each facade and trim elements shall be cast stone or metal, or a composite material as identified on the final site plan to the satisfaction of the Director of Planning and Zoning.
 - b. The retail space windows shall promote visibility with high ceilings and windows in clear glass.
 - c. The retail base shall provide low-level lighting as an integral part of the facade design to add nighttime visual interest to the buildings. Accent lighting is encouraged.
 - d. Color building elevations shall be submitted with the final site plan.
 - e. The location of both retail buildings shall be shifted an additional 5-6 feet farther from Slaters Lane to provide for outside tables and chairs along Slaters Lane.(P&Z)
2. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building to the satisfaction of the Director of Planning and Zoning. (P&Z)
 - a. Sign messages shall be limited to logos, names and street address information.
 - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
 - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - d. Box signs shall be prohibited.
 - e. Any exterior decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
 - f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.
 - g. No permanent freestanding signs, with the exception of traffic/directional signage, shall be permitted. (P&Z)

3. The applicant shall provide pedestrian street scape improvements that, at a minimum, shall provide the level of improvements depicted on the preliminary plan and shall also provide the following, subject to the approval of the Directors of P&Z and RP&CA:
 - a. All sidewalks and patios for the development shall be brick and shall comply with City standards.
 - b. A minimum unobstructed sidewalk of 9 ft. shall be provided on Potomac Greens Drive and Slaters Lane.
 - c. The brick sidewalks shall continue over the two proposed curb cuts on Potomac Greens Drive to provide a continuous uninterrupted brick sidewalk designed to the satisfaction of the Directors of P&Z and T&ES.
 - d. Subject to approval by the Railroad, the brick sidewalk on the eastern neighborhood park shall be extended to cross the rail line similar to the treatment proposed on Potomac Greens and connect with Slaters Lane. In addition, the existing switch box adjacent to the eastern portion of the site shall be screened with landscaping and/or painted dark green or some similar color.
 - e. The proposed sidewalk on Slaters Lane shall be revised to provide a transition area to allow uninterrupted pedestrian access to the existing sidewalks for the two existing lots not included in this application.
 - f. All pedestrian crosswalks shall be stamped asphalt.
 - g. The street light detail shall be to the satisfaction of the Director of P&Z and T&ES and shall be consistent with the Design Guidelines.
 - h. The applicant shall provide a continuous 3-3.5 ft. wrought iron fence with landscape screening for the surface parking lot on Potomac Greens Drive to the satisfaction of the Director of P&Z. A minimum of 6 ft. planting area shall be retained between the fence and the interior curb line of the parking lot. This area shall include evergreen landscaping between the fence and sidewalk to screen the surface parking.
 - i. The applicant shall provide six city standard street cans.
 - j. All streetscape improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z) (T&ES)
4. The street name for the northern segment of Slaters Lane shall be changed to Massey Lane and shall be designated on the Final Site Plan, in accordance with approval of Street Name Change #2003-0001. (P&Z)
5. A perpetual public access easement shall be granted for all open space pursuant to the Design Guidelines and all sidewalks located outside the public right-of-way. All easements and reservations shall be depicted on the subdivision plat and shall be approved by the City Attorney prior to the release of the final site plan. (P&Z)

6. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RC&PA. At a minimum, the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
- a. All street trees shall have a minimum caliper of 3-3 ½ inches at planting in accordance with the Potomac Yard Design Guidelines.
 - b. All lawn areas and plantings shall be irrigated and sodded and noted as such on the final site plan.
 - c. The applicant shall provide additional deciduous and evergreen landscaping within the northwestern portion of the site.
 - d. All utility structures (except fire hydrants) shall be located out of view of public property and rights-of-ways and shall be screened to the satisfaction of the Director of Planning and Zoning.
 - e. The wrought iron fence as generally depicted on the preliminary plans shall be of a height no greater than 3.5 to 4 feet to the satisfaction of the Director of P&Z. The fence shall be extended to the eastern portion of the site adjacent to Slaters Lane.
 - f. No trees to be planted under or near light poles.
 - g. All trees to be limbed to six feet.
 - h. No shrubs higher than 3 ft. to be planted within 6 feet of public walkways. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
 - i. The final design of the open spaces shall be consistent with the revised landscaping plan dated March 26, 2003 and to the satisfaction of the City Arborist and Director of P&Z after consultation with the neighborhood.
 - j. All plant materials and specifications shall be in accordance with the current and most up-to-date edition of the *American Standard for Nursery Stock (ANSI Z60.1)* as produced by the American Association for Nurserymen, Washington, D.C.. (RP&CA) (P&Z) (Police)
7. The retail uses shall be solely utilized by retail uses to include: a store engaged in the sale of goods for personal use or business supporting uses, such as bakeries, banks, credit unions, bookstores, clothing, clothing accessories, copier/reproductions, department stores, drugstores, dry cleaners- (not dry cleaning plant), florists, barber shop/beauty salon, groceries, jewelry, restaurants and any similar uses deemed by the Director of Planning and Zoning to meet the intent of providing active pedestrian-oriented retail uses. Professional offices may be permitted but shall occupy no more than 30% of the gross floor area. (P&Z)
8. Restaurants within the retail space shall be permitted without a separate special use permit provided that no more than 60% of the retail floor area is occupied by restaurants in the building; and provided further that any restaurant approved under this provision complies with the conditions below. Restaurants desiring different conditions shall apply for a separate special use permit.
- a. Outdoor seating is encouraged and shall be permitted in the patio areas depicted on the preliminary plan. Sidewalk seating is also encouraged;

however, any encroachment into the City right-of-way cannot occur without approval of a separate encroachment approval and ordinance.

- b. Any outdoor seating areas, including umbrellas, shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.
- c. The applicant shall provide, at its expense, one city trash container Model SD-42- exclusively for each outdoor dining area.
- d. The outside dining area shall be cleaned at the close of each day of operation.
- e. No live entertainment is permitted inside or outside the restaurant.
- f. The hours during which a restaurant is open to the public shall be restricted between 6:00 a.m. and 10:00 p.m. Sunday through Thursday, and between 6:00 a.m. and 11:00 p.m. on Friday and Saturday. Meals ordered before the closing hour may be served, but no new patrons may be admitted and no alcoholic beverages may be served after the closing hour, and all patrons must leave by one hour after the closing hour. The outside dining service hours shall be between 11:00 A.M. and 10:00 P.M. daily. The outside dining service hours may be restricted further by the Director of P&Z after consultation with neighbors of the property prior to the opening of any restaurant.
- g. On site alcohol service is permitted; no off-premise alcohol sales are permitted.
- h. No delivery services permitted.
- i. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.
- j. No food, beverages, or other material shall be stored outside.
- k. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash and debris shall be allowed to accumulate on-site outside of those containers.
- l. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.
- m. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of T&ES.
- n. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.
- o. The Director of Planning and Zoning shall review each restaurant established under this special use permit one year after and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions, (b) the director has received a request from any person to docket the permit for review as a result

of a complaint that rises to the level of a violation, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed.(P&Z)

9. All proposed utilities for the entire site shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer.(P&Z)
10. Trash dumpsters shall be enclosed and screened in accordance with Zoning Ordinance provisions. (P&Z)
11. A temporary informational sign shall be installed by the applicant on the site prior to the approval of a building permit for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions about the project. (P&Z)
12. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
13. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit. (P&Z)
14. The total number of off-street parking spaces shall not exceed the ~~72 spaces depicted on the preliminary site plan~~ the minimum number of spaces required by the Zoning Ordinance. Areas no longer used for parking or drive aisles shall be landscaped open space. The parking tabulation chart shall be corrected on the final site plan to match the number of off-street spaces being provided. (P&Z)
15. The applicant shall be allowed to make minor adjustments if the changes do not result in the loss of parking, open space, landscaping, building height or an increase in floor area ratio. (P&Z)
16. Temporary structures for sales and construction may be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. When construction/sales trailers are in place, a security survey shall be conducted by the Police Crime Prevention Unit. (Police) (P&Z)
17. In accordance with the City's Affordable Housing Policy, the developer shall make a contribution to the City's Housing Trust Fund equal to \$1.00 per gross square foot of floor area prior to the issuance of the Certificate of Occupancy. (Housing)

18. Location of Fire Department Connection FDC's and Fire Lines for both structures shall be noted on final plans and building permit plans. A separate tap is required for the building fire service connection. Fire hydrants to be located within one hundred (100) feet of each FDC. (Code)
19. Establish a 24-foot emergency vehicle easement to the rear of Buildings 1 & 2. Final Plans should note EVE along entire rear travel way to the rear of both structures. Turning radii must be noted on plans for curbing in EVE. 25-foot minimum turning radii is required in all EVEs. (Code)
20. Developer to comply with the peak flow requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)
21. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designed by the Director of T&ES. 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)
22. Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets City Standards. The lighting plan shall be designed to minimize glare and spillover into adjacent residential neighborhoods. This shall include, but not be limited to, downward directing and shielding for all light sources. (T&ES) (P&Z)
23. The applicant is advised that all storm water designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
24. Plan must demonstrate to the satisfaction of director of T&ES that adequate storm water outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)
25. Replace existing curb and gutter, sidewalks, and handicap ramps on or adjacent to the property that are in disrepair or broken. (T&ES)
26. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
27. Applicant shall provide railroad crossing signal and grade crossing material at Potomac Greens Drive designed to the satisfaction of the Director of T&ES and the Railroad. The City has been working to improve the rail crossing on Slater's Lane adjacent to the parcel along

the southeastern property line. Any work to be conducted in the vicinity of this rail crossing shall be coordinated with the City's rail crossing improvements. (T&ES)

28. Modify existing traffic signal to provide mast-arm, signals, and pedestrian count-down devices designed to the satisfactory of the Director of T&ES. Submit signal modification plan with final site plan. (T&ES)
29. Provide 40' minimum roadway width at the entrance to the proposed Potomac Greens Drive to accommodate 8' (1) parking lane and 32' (3) travel lanes as shown on the site plan. (T&ES)
30. Relocate proposed street lights to avoid conflict with other proposed facilities. (T&ES)
31. Due to the historic uses at the site and the potential for contamination, the following condition shall be included:

The applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement.

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:

1. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
2. Submit a Risk Assessment indicating any risks associated with the contamination.
3. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "clean" backfill shall be used to fill the utility corridors.
4. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.

Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

32. The development project will not be allowed to connect sanitary flows to sewer discharging into the Combined Sewer District. The applicant will be required to route the sanitary flows from the development to the Potomac Yard Trunk Sewer either through a direct connection

or through Old Town Green's/Slater's Village Pump Station which was planned, designed, and constructed to accommodate these flows. The Director of T&ES may approve an alternate plan for sanitary sewer connection if the applicant demonstrates that the alternate plan will provide greater reduction in sanitary flows to the Combined Sewer District. (T&ES)

33. The applicant shall be responsible for the following prior to the release of the final site plan:
- a As-built survey of the existing extended detention pond serving Old Town Greens development.
 - b Provide detailed engineering computations to demonstrate the effectiveness of the facility to meet the WQV requirements of the contributing drainage area.
 - c Applicant shall be responsible for designing and constructing any modifications/changes to the pond needed to meet the storm water management requirements of the Article XIII of AZO and any other deficiencies identified.
 - d Applicant shall provide a certification by Licensed Professional Engineer that all changes and modifications have been performed as per the approved plans and pond functions in a manner as expected per the design.(T&ES)
34. The applicant/owner/future owners shall be responsible for maintaining the BMP(s) including the pond treating storm water from this site to the satisfaction of the Director of T&ES. A maintenance agreement shall be executed between the applicant/owner/future owners and the City, which shall be recorded.
The applicant shall be responsible for obtaining all necessary easements and agreements needed to allow access for joint or independent maintenance of the BMP(s) between the entities. These agreements and easements must be obtained and executed to the satisfaction of City Attorney and Director of T&ES prior to the release of any final plan. Failure to execute and obtain all the necessary easements and agreements to insure maintenance of the BMP(s) will require alternative BMPs to be implemented for the site to the satisfaction of the Director of T&ES. (T&ES)
35. The stormwater collection system is part of the Potomac River watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
36. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
37. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)

38. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)
39. For any surface-installed Best Management Practices, i.e. Bio-Retention Filters, Vegetated Swales, etc. are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)
40. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, a schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City. (T&ES)
41. The applicant will be encouraged to participate in the City's "Adopt-a-Street" program. (T&ES)
42. All loudspeakers shall be prohibited from the exterior of the building. (T&ES)
43. Applicant shall provide four bicycle parking spaces for customers, to the satisfaction of the Director of T&ES. (T&ES)

Special use permits and subdivision approval requested by the applicant and recommended by staff:

1. To construct and operate retail and restaurant uses.
2. Subdivision of a parcel by a new public street.

Street Name Change

1. Northern segment of Slaters Lane to Massey Lane

Summary

Staff is recommending approval of the proposed development special use permit to construct approximately 15,000 sq. ft. of retail space and restaurant uses, as part of the Potomac Yard development. Staff believes the proposed development complies with the Potomac Yard Design Guidelines. The site is known as Parcel C of the Potomac Yard Coordinated Development District (CDD). The parcel is approximately 3.14 acres in size and is on the north side of Slaters Lane, roughly half the distance between Route 1 and the George Washington Memorial Parkway and is the smallest development parcel within Potomac Yard. The general land uses are listed as retail and open space, with 50% of the land required to be set aside as landscaped open space that will serve as an attractive entry feature to this part of the City. Up to 15,000 sq. ft. of retail uses are permitted. Building heights of up to 50 ft. are allowed, with required parking provided on site at grade level.

On September 8, 1999, City Council approved Master Plan Amendment #99-0004, Rezoning #99-0004, Coordinated Development District (CDD) #99-01 and Special Use Permit #99-0020 for a mixed-use development of the former Potomac Rail Yard in accordance with the Concept Plan and Alternative (Route 1 bridge straightening) Concept Plan. The approved Concept Plan and Design Guidelines call for Potomac Yard to develop with high quality urban and architectural design elements to produce identifiable neighborhoods, pedestrian-oriented environment, mixture of uses, use of open space as a defining element in each neighborhood, among others. The entire project consists of approximately 295 acres, and is further divided into land bay parcels. This parcel and the accompanying Potomac Greens parcel are the first parcels to be developed within Potomac Yards.

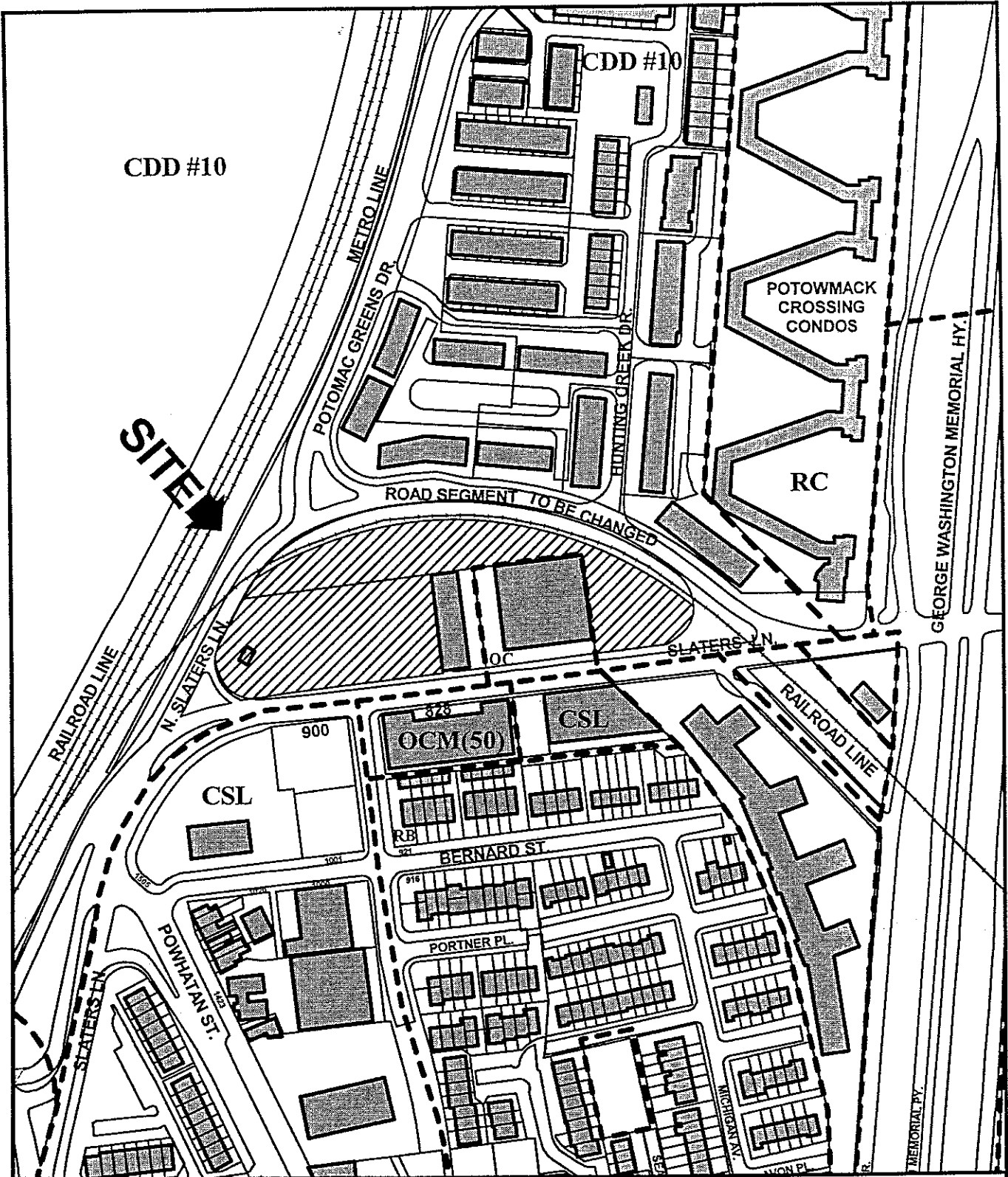
The eight major development parcels range in size from 3.14 acres to 33.6 acres and are planned for a mixture of commercial, office or retail uses and open space, with development sizes ranging from 15,000 sq. ft. of floor area to over 800,000 sq. ft. of floor area. The Design Guidelines further provide specific detail as to how each Land Bay should be developed.

The proposed single story retail buildings total approximately 15,000 sq. ft, with roughly 9,500 sq. ft. in the eastern building and 5,500 sq. ft. in the western building. The two buildings will flank Potomac Greens Drive where it will intersect with Portner Road at Slaters Lane. The building design and orientation will encourage pedestrian friendly street-level activity with neighborhood-serving uses for Potomac Yard and the adjoining community. The design includes use of large windows of clear glass, awnings and human-scale bay widths, with heights averaging 25-35 feet. The required parking will be provided to the rear of the buildings, and on-street parking spaces are also provided. Generous brick sidewalks and street trees/landscaping will further enhance the site development. One and one-half acres of the site would be devoted to landscape open space, with the majority of the open space being provided in two park-like features at the eastern and western edges of the property. These two areas will have public access easements but will be privately maintained.

The remainder of the open space will be landscaped areas that will help with screening and provide an improved entry area into this part of the City. Staff finds the applicant's proposal, with refinement in the following areas discussed below, to be in substantial conformance with the applicable Potomac Yard Design Guidelines:

- ▶ Use of brick on all sides of the building and use of clear glass for retail windows to meet Design Guideline standards and to provide a high-quality development in an area that will have high visibility from all directions.
- ▶ Additional crosswalks and increased street tree calipers to meet Design Guideline standards and to enhance and promote pedestrian-friendly development.
- ▶ Additional screening and landscaping to shield at grade parking areas from view of public streets as specified in the Design Guidelines.
- ▶ Appropriate control measures to allow restaurants to operate in the development with adherence to certain broad conditions without having to obtain separate special use permit approval.

Staff recommends approval of the proposed application and believes that the site plan is consistent with the Guidelines, the buildings will consist of high quality design and materials, provide public open space for the adjoining neighborhoods and provide neighborhood serving retail uses for the community.



DSUP #2002-0028
ST. NAME #2003-0001

04/01/03



STAFF RECOMMENDATION:

Staff recommends **approval** of the application, subject to applicable Codes and Ordinances and the following conditions.

1. **CONDITION REVISED BY PLANNING COMMISSION:** The design of the buildings shall be generally consistent with the preliminary building elevations dated *January 27, 2003* and shall be revised to provide the following:
 - a. Brick shall be used on each facade and trim elements shall be cast stone or metal, or a composite material as identified on the final site plan to the satisfaction of the Director of Planning and Zoning.
 - b. The retail space windows shall promote visibility with high ceilings and windows in clear glass.
 - c. The retail base shall provide low-level lighting as an integral part of the facade design to add nighttime visual interest to the buildings. Accent lighting is encouraged.
 - d. Color building elevations shall be submitted with the final site plan.
 - e. The location of both retail buildings shall be shifted an additional 5-6 feet farther from Slaters Lane to provide for outside tables and chairs along Slaters Lane.(P&Z)(PC)
1. The colors and materials of the retail tenant signs shall be designed of high quality materials and shall be designed as an integral part of the building that shall relate in materials, color and scale to the remainder of the building to the satisfaction of the Director of Planning and Zoning. (P&Z)
 - a. Sign messages shall be limited to logos, names and street address information.
 - b. Illuminated or non-illuminated parapet signs or wall signs above the first level for retail and/or residential uses are prohibited.
 - c. Signs applied to storefront windows shall cover no more than twenty percent of the glass.
 - d. Box signs shall be prohibited.
 - e. Any exterior decorative exterior banners/flags shall be deducted from the overall permitted sign area. Permanent or temporary advertising banners shall be prohibited.
 - f. Display cases, storage, carts or other obstructions shall not be designed to be temporarily or permanently located adjacent to the retail windows. Tables and other active uses adjacent to the window are encouraged.

DSUP #2002-00028
POTOMAC YARD PARCEL C, POTOMAC PLAZA

- g. No permanent freestanding signs, with the exception of traffic/directional signage, shall be permitted. (P&Z)
3. The applicant shall provide pedestrian street scape improvements that, at a minimum, shall provide the level of improvements depicted on the preliminary plan and shall also provide the following, subject to the approval of the Directors of P&Z and RP&CA:
- a. All sidewalks and patios for the development shall be brick and shall comply with City standards.
 - b. A minimum unobstructed sidewalk of 9 ft. shall be provided on Potomac Greens Drive and Slaters Lane.
 - c. The brick sidewalks shall continue over the two proposed curb cuts on Potomac Greens Drive to provide a continuous uninterrupted brick sidewalk designed to the satisfaction of the Directors of P&Z and T&ES.
 - d. Subject to approval by the Railroad, the brick sidewalk on the eastern neighborhood park shall be extended to cross the rail line similar to the treatment proposed on Potomac Greens and connect with Slaters Lane. In addition, the existing switch box adjacent to the eastern portion of the site shall be screened with landscaping and/or painted dark green or some similar color.
 - e. The proposed sidewalk on Slaters Lane shall be revised to provide a transition area to allow uninterrupted pedestrian access to the existing sidewalks for the two existing lots not included in this application.
 - f. All pedestrian crosswalks shall be stamped asphalt.
 - g. The street light detail shall be to the satisfaction of the Director of P&Z and T&ES and shall be consistent with the Design Guidelines.
 - h. The applicant shall provide a continuous 3-3.5 ft. wrought iron fence with landscape screening for the surface parking lot on Potomac Greens Drive to the satisfaction of the Director of P&Z. A minimum of 6 ft. planting area shall be retained between the fence and the interior curb line of the parking lot. This area shall include evergreen landscaping between the fence and sidewalk to screen the surface parking.
 - i. The applicant shall provide six city standard street cans.
 - j. All streetscape improvements shall be completed prior to the issuance of a certificate of occupancy permit. (P&Z) (T&ES)
4. The street name for the northern segment of Slaters Lane shall be changed to Massey Lane and shall be designated on the Final Site Plan, in accordance with approval of Street Name Change #2003-0001. (P&Z)

5. A perpetual public access easement shall be granted for all open space pursuant to the Design Guidelines and all sidewalks located outside the public right-of-way. All easements and reservations shall be depicted on the subdivision plat and shall be approved by the City Attorney prior to the release of the final site plan. (P&Z)
6. **CONDITION REVISED BY PLANNING COMMISSION:** A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors of P&Z and RC&PA. At a minimum, the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
 - a. All street trees shall have a minimum caliper of 3-3 ½ inches at planting in accordance with the Potomac Yard Design Guidelines.
 - b. All lawn areas and plantings shall be irrigated and sodded and noted as such on the final site plan.
 - c. The applicant shall provide additional deciduous and evergreen landscaping within the northwestern portion of the site.
 - d. All utility structures (except fire hydrants) shall be located out of view of public property and rights-of-ways and shall be screened to the satisfaction of the Director of Planning and Zoning.
 - e. The wrought iron fence as generally depicted on the preliminary plans shall be of a height no greater than 3.5 to 4 feet to the satisfaction of the Director of P&Z. The fence shall be extended to the eastern portion of the site adjacent to Slaters Lane.
 - f. No trees to be planted under or near light poles.
 - g. All trees to be limbed to six feet.
 - h. No shrubs higher than 3 ft. to be planted within 6 feet of public walkways. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
 - i. The final design of the open spaces shall be consistent with the revised landscaping plan dated March 26, 2003 and to the satisfaction of the City Arborist and Director of P&Z after consultation with the neighborhood.
 - j. All plant materials and specifications shall be in accordance with the current and most up-to-date edition of the *American Standard for Nursery Stock (ANSI Z60.1)* as produced by the American Association for Nurserymen, Washington, D.C.. (RP&CA) (P&Z) (Police)(PC)
7. The retail uses shall be solely utilized by retail uses to include: a store engaged in the sale of goods for personal use or business supporting uses, such as bakeries, banks, credit unions, bookstores, clothing, clothing accessories, copier/reproductions, department stores, drugstores, dry cleaners- (not dry cleaning plant), florists, barber shop/beauty salon, groceries, jewelry, restaurants and any similar uses deemed by the Director of Planning and

Zoning to meet the intent of providing active pedestrian-oriented retail uses. Professional offices may be permitted but shall occupy no more than 30% of the gross floor area. (P&Z)

8. **CONDITION REMOVED BY PLANNING COMMISSION:** ~~Restaurants within the retail space shall be permitted without a separate special use permit provided that no more than 60% of the retail floor area is occupied by restaurants in the building, and provided further that any restaurant approved under this provision complies with the conditions below. Restaurants desiring different conditions shall apply for a separate special use permit.~~
- ~~a. Outdoor seating is encouraged and shall be permitted in the patio areas depicted on the preliminary plan. Sidewalk seating is also encouraged; however, any encroachment into the City right-of-way cannot occur without approval of a separate encroachment approval and ordinance.~~
 - ~~b. Any outdoor seating areas, including umbrellas, shall not include advertising signage. The design of the outdoor seating shall be compatible with the design of the building.~~
 - ~~c. The applicant shall provide, at its expense, one city trash container Model SD-42- exclusively for each outdoor dining area.~~
 - ~~d. The outside dining area shall be cleaned at the close of each day of operation.~~
 - ~~e. No live entertainment is permitted inside or outside the restaurant.~~
 - ~~f. The hours during which a restaurant is open to the public shall be restricted between 6:00 a.m. and 10:00 p.m. Sunday through Thursday, and between 6:00 a.m. and 11:00 p.m. on Friday and Saturday. Meals ordered before the closing hour may be served, but no new patrons may be admitted and no alcoholic beverages may be served after the closing hour, and all patrons must leave by one hour after the closing hour. The outside dining service hours shall be between 11:00 A.M. and 10:00 P.M. daily. The outside dining service hours may be restricted further by the Director of P&Z after consultation with neighbors of the property prior to the opening of any restaurant.~~
 - ~~g. On site alcohol service is permitted; no off-premise alcohol sales are permitted.~~
 - ~~h. No delivery services permitted.~~
 - ~~i. Kitchen equipment shall not be cleaned outside, nor shall any cooking residue be washed into the streets, alleys, or storm sewers.~~
 - ~~j. No food, beverages, or other material shall be stored outside.~~
 - ~~k. Trash and garbage shall be placed in sealed containers, which do not allow odors to escape and shall be stored inside or in a closed container, which does not allow invasions by animals. No trash and debris shall be allowed to accumulate on-site outside of those containers.~~

DSUP #2002-00028

POTOMAC YARD PARCEL C, POTOMAC PLAZA

- ~~h. Litter on the site and on public rights-of-way and spaces adjacent to or within 75 feet of the premises shall be picked up at least twice a day and at the close of business, and more often if necessary, to prevent an unsightly or unsanitary accumulation, on each day that the business is open to the public.~~
 - ~~m. The applicant shall control cooking odors, smoke and any other air pollution from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Department of T&ES.~~
 - ~~n. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department for a security survey and a robbery awareness program for all employees.~~
 - ~~o. The Director of Planning and Zoning shall review each restaurant established under this special use permit one year after and shall docket the matter for consideration by the Planning Commission and City Council if (a) there have been documented violations of the permit conditions, (b) the director has received a request from any person to docket the permit for review as a result of a complaint that rises to the level of a violation, or (c) the director has determined that there are problems with the operation of the use and that new or revised conditions are needed.(P&Z)~~
9. All proposed utilities for the entire site shall be located underground and the cost of such undergrounding shall be the sole responsibility of the developer.(P&Z)
10. Trash dumpsters shall be enclosed and screened in accordance with Zoning Ordinance provisions. (P&Z)
11. A temporary informational sign shall be installed by the applicant on the site prior to the approval of a building permit for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions about the project. (P&Z)
12. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)
13. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit. (P&Z)

14. **CONDITION REVISED BY PLANNING COMMISSION:** The total number of off-street parking spaces shall not exceed the ~~72 spaces depicted on the preliminary site plan~~ minimum number of spaces required by the Zoning Ordinance. Areas no longer used for parking or drive aisles shall be landscaped open space. The parking tabulation chart shall be corrected on the final site plan to match the number of off-street spaces being provided. (P&Z) (PC)
15. The applicant shall be allowed to make minor adjustments if the changes do not result in the loss of parking, open space, landscaping, building height or an increase in floor area ratio. (P&Z)
16. Temporary structures for sales and construction may be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. When construction/sales trailers are in place, a security survey shall be conducted by the Police Crime Prevention Unit. (Police) (P&Z)
17. In accordance with the City's Affordable Housing Policy, the developer shall make a contribution to the City's Housing Trust Fund equal to \$1.00 per gross square foot of floor area prior to the issuance of the Certificate of Occupancy. (Housing)
18. Location of Fire Department Connection FDC's and Fire Lines for both structures shall be noted on final plans and building permit plans. A separate tap is required for the building fire service connection. Fire hydrants to be located within on hundred (100) feet of each FDC. (Code)
19. Establish a 24-foot emergency vehicle easement to the rear of Buildings 1 & 2. Final Plans should note EVE along entire rear travel way to the rear of both structures. Turning radii must be noted on plans for curbing in EVE. 25-foot minimum turning radii is required in all EVEs. (Code)
20. Developer to comply with the peak flow requirements of Article XIII of Alexandria Zoning Ordinance. (T&ES)
21. The developer agrees to deliver all solid waste, as defined by the Code of the City of Alexandria, to a refuse disposal facility designed by the Director of T&ES. 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)

22. **CONDITION REVISED BY PLANNING COMMISSION:** Show existing and proposed street lights and site lights. Indicate the type of fixture, and show mounting height, and strength of fixture in Lumens or Watts. Provide manufacturer's specifications for the fixtures. Provide lighting calculations to verify that lighting meets City Standards. The lighting plan shall be designed to minimize glare and spillover into adjacent residential neighborhoods. This shall include, but not be limited to, downward directing and shielding for all light sources. (T&ES) (P&Z)
23. The applicant is advised that all storm water designs that require analysis of pressure hydraulic systems and/or inclusion and design of flow control structures must be sealed by a professional engineer, registered in the Commonwealth of Virginia. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)
24. Plan must demonstrate to the satisfaction of director of T&ES that adequate storm water outfall is available to the site or else developer is to design and build any on or off site improvements to discharge to an adequate outfall. (T&ES)
25. Replace existing curb and gutter, sidewalks, and handicap ramps on or adjacent to the property that are in disrepair or broken. (T&ES)
26. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)
27. Applicant shall provide railroad crossing signal and grade crossing material at Potomac Greens Drive designed to the satisfaction of the Director of T&ES and the Railroad. The City has been working to improve the rail crossing on Slater's Lane adjacent to the parcel along the southeastern property line. Any work to be conducted in the vicinity of this rail crossing shall be coordinated with the City's rail crossing improvements. (T&ES)
28. Modify existing traffic signal to provide mast-arm, signals, and pedestrian count-down devices designed to the satisfactory of the Director of T&ES. Submit signal modification plan with final site plan. (T&ES)
29. Provide 40' minimum roadway width at the entrance to the proposed Potomac Greens Drive to accommodate 8' (1) parking lane and 32' (3) travel lanes as shown on the site plan. (T&ES)
30. Relocate proposed street lights to avoid conflict with other proposed facilities. (T&ES)

31. Due to the historic uses at the site and the potential for contamination, the following condition shall be included:

The applicant shall design and install a vapor barrier and ventilation system for the buildings and parking areas to prevent the migration or accumulation of methane or other gases under parking areas or into buildings, or conduct a study and provide a report signed by a professional engineer showing that such measures are not needed to the satisfaction of Directors of T&ES and Code Enforcement.

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:

1. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
2. Submit a Risk Assessment indicating any risks associated with the contamination.
3. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "clean" backfill shall be used to fill the utility corridors.
4. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.

Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

32. **CONDITION REVISED BY PLANNING COMMISSION:** The development project will not be allowed to connect sanitary flows to sewer discharging into the Combined Sewer District. The applicant will be required to route the sanitary flows from the development to the Potomac Yard Trunk Sewer either through a direct connection or through Old Town Green's/Slater's Village Pump Station which was planned, designed, and constructed to accommodate these flows. The Director of T&ES may approve an alternate plan for sanitary sewer connection if the applicant demonstrates that the alternate plan will provide greater reduction in sanitary flows to the Combined Sewer District. (T&ES)(PC)

33. The applicant shall be responsible for the following prior to the release of the final site plan:
- a As-built survey of the existing extended detention pond serving Old Town Greens development.
 - b Provide detailed engineering computations to demonstrate the effectiveness of the facility to meet the WQV requirements of the contributing drainage area.
 - c Applicant shall be responsible for designing and constructing any modifications/changes to the pond needed to meet the storm water management requirements of the Article XIII of AZO and any other deficiencies identified.
 - d Applicant shall provide a certification by Licensed Professional Engineer that all changes and modifications have been performed as per the approved plans and pond functions in a manner as expected per the design.(T&ES)
34. The applicant/owner/future owners shall be responsible for maintaining the BMP(s) including the pond treating storm water from this site to the satisfaction of the Director of T&ES. A maintenance agreement shall be executed between the applicant/owner/future owners and the City, which shall be recorded.
The applicant shall be responsible for obtaining all necessary easements and agreements needed to allow access for joint or independent maintenance of the BMP(s) between the entities. These agreements and easements must be obtained and executed to the satisfaction of City Attorney and Director of T&ES prior to the release of any final plan. Failure to execute and obtain all the necessary easements and agreements to insure maintenance of the BMP(s) will require alternative BMPs to be implemented for the site to the satisfaction of the Director of T&ES. (T&ES)
35. The stormwater collection system is part of the Potomac River watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)
36. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)
37. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)

38. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)
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40. The Developer shall furnish the owners with an Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include an explanation of the functions and operations of each BMP and any supporting utilities, catalog cuts on any mechanical or electrical equipment, a schedule of routine maintenance for the BMP(s) and supporting equipment, and a copy of the maintenance agreement with the City. (T&ES)
41. The applicant will be encouraged to participate in the City's "Adopt-a-Street" program. (T&ES)
42. All loudspeakers shall be prohibited from the exterior of the building. (T&ES)
43. Applicant shall provide four bicycle parking spaces for customers, to the satisfaction of the Director of T&ES. (T&ES)

Special use permits and subdivision approval requested by the applicant and recommended by staff:

1. To construct and operate retail and restaurant uses.
2. Subdivision of a parcel by a new public street.

Street Name Change

1. Northern segment of Slaters Lane to Massey Lane

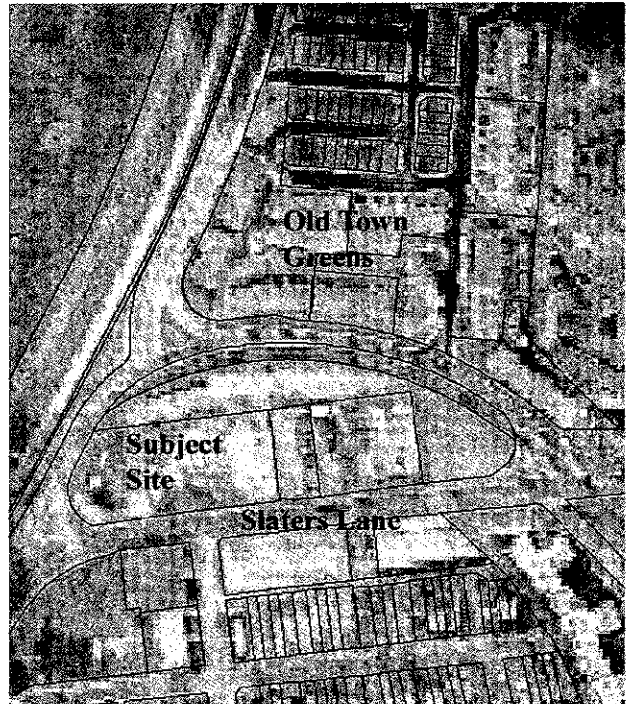
Staff Note: In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

BACKGROUND

The applicants, Eakin/Youngentob and Elm Street are requesting approval of a development special use permit to construct a retail/restaurant development on the land designated as Parcel C within the Potomac Yards development.

The subject property is a 3.14 acre lot in a semi-circular shape. The site is mostly undeveloped, with a small WMATA breaker station building on the western portion of the lot. The site is also traversed by a 50 foot CSX rail easement with an active rail line that primarily serves the nearby power plant.

On September 8, 1999, City Council approved Master Plan Amendment #99-0004, Rezoning #99-0004, Coordinated Development District (CDD) #99-01 and Special Use Permit #99-0020 for mixed-use development of the former Potomac Rail Yard in accordance with the submitted Concept Plan and Alternative (Route 1 bridge straightening) Concept Plan. The subject property is known as Landbay C of the approved Potomac Yard Concept Plan. The Concept Plan calls for the use of the site as retail and open space. Half of the land is required to be set aside as landscaped open space that will serve as an attractive entry feature to this part of the City. Up to 15,000 sq. f. of retail use is permitted, with a maximum building height of up to 50 ft. and required parking provided on site at grade level.



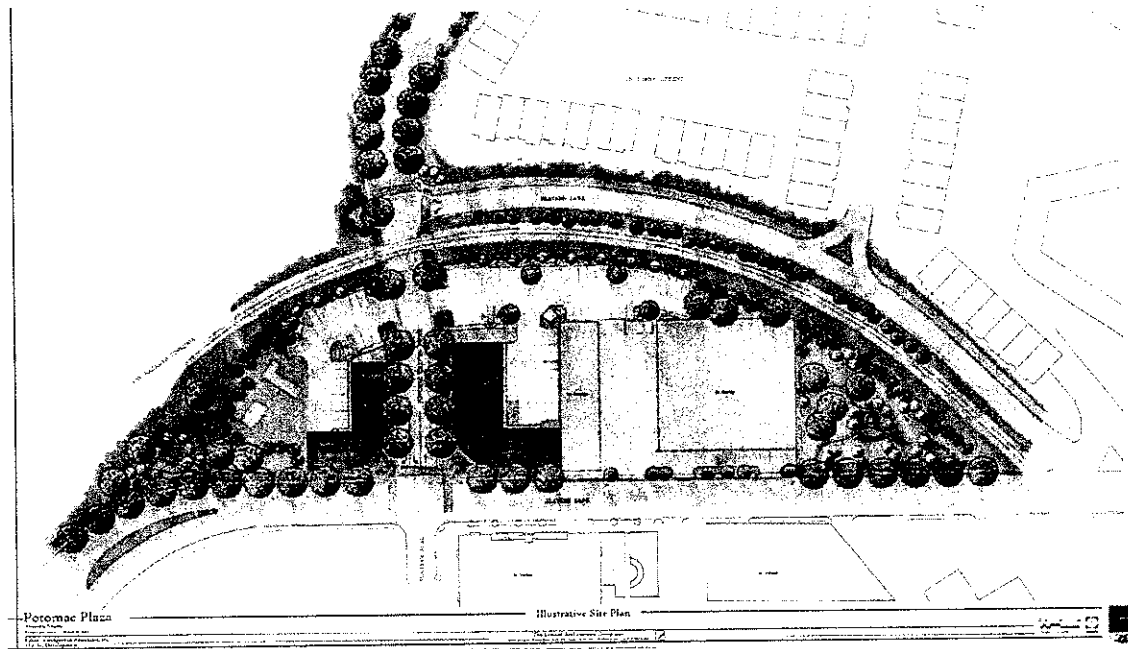
Zoning

The subject property is located in Coordinated Development District #10. Section 5-600 of the zoning ordinance allows commercial space in the CDD#10 zone. Development of each section and phase of the approved Concept Plan requires special use permit approval.

POTOMAC PLAZA		
Property Address: 901 S. Slaters Lane		
Total Site Area:	3.14 acres, or 151,678 sq. ft..	
Zone:	CDD-10 (Coordinated Development District, Potomac Yards)	
Current Use:	Vacant	
Proposed Use:	14,450 sq. ft. retail/restaurant development	
<u>Permitted by Guidelines/Ordinance</u>		<u>Proposed</u>
Floor Area	15,000 sq. ft.	14,450 sq. ft.
FAR	0.1097	0.1056
Yards	N/A	N/A
Height	50 ft.	35 ft. maximum
Open Space	50%	60% (includes CSX easement)
Parking	65 spaces	72 spaces

Project Description:

In accordance with the Potomac Yards Concept Plan, the applicant is proposing to construct a neighborhood-serving retail development with surface level parking on this 3.14 acre parcel, in addition to improving the eastern and western edges of the parcel as landscaped open space. The open spaces will be privately maintained although they will be subject to public access easements to allow for use. The open spaces will function as passive open spaces for the adjoining neighborhoods.



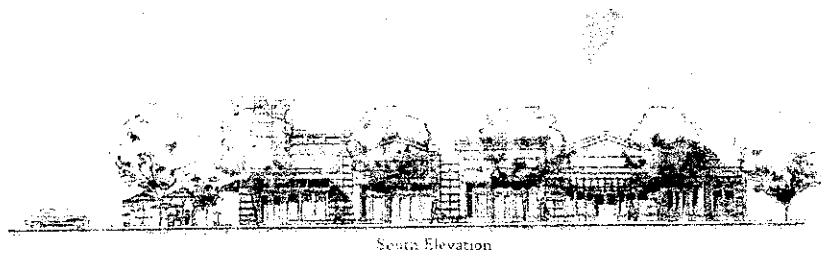
The semi-circular shaped parcel is currently surrounded on three sides by Slaters Lane, with the northern portion of Slaters Lane forming the curved piece and serving as a one-way street from east to west. This is currently the only access to Potomac Greens Drive. The southern portion of Slaters Lane serves as the southern boundary to this parcel, and provides a two-way east to west traffic connection from the George Washington Parkway to Route 1.

At the request of City staff, the applicant is proposing to extend Potomac Greens Drive from its current termination at the northern end of the parcel so that it traverses the entire parcel in a north-south fashion and aligns with the intersection of Portner Road at the south. The western leg of North Slaters Lane, from Potomac Greens Drive towards Route 1, would be closed and that area would be reclaimed with landscaping. Traffic could still access North Slaters Lane from the east and travel to its new termination at Potomac Greens Drive. As part of the proposal at the request of staff, there is a suggested renaming of the northern segment of Slaters Lane to Massey Lane.

The Buildings and Retail Area

The applicant is proposing to distribute the retail uses between two single story structures that will flank the new intersection of Slaters Lane and Potomac Greens Drive, providing a framed and

discernable gateway entrance for the neighborhood. The larger building, to the east of the new intersection, provides for 86 ft. of frontage along Slaters Lane and 109 ft. of frontage along Potomac Greens Drive. This building is roughly 9,280 sq. ft. in size and generally 25 ft. in height, with a tower element on the north wall rising to 35 ft. The smaller building, to the west of the new intersection, provides 59 ft. of frontage along Slaters Lane and 89 ft. of frontage along Potomac Greens Drive. This building is roughly 5,720 sq. ft. in size and roughly 25 ft. in height. The facades feature individual bays that are roughly 20 ft. in width, with large street level windows, awnings, painted cornices, building mounted decorative lighting and signage panels.



South Elevation



North Elevation

The streetscape features include 9 ft. wide uninterrupted brick sidewalks, with tree wells along Potomac Greens Drive that will allow for a sidewalk width of 14 ft. in some areas. A 4 ft. wide landscape strip along Slaters Lane will be provided between the street edge and the sidewalk. Street trees are proposed along both building frontages will be planted at 35 foot intervals.

The required parking is provided by 72 off-street spaces in surface-level parking lots on either side of Potomac Greens Drive, to the rear of each building. In addition, 7 public on-street spaces will be added along the newly created section of Potomac Greens Drive. Loading and trash areas are provided at the rear of each building and accessed through the parking lots. A combination of landscaping and iron fencing with brick pillars is proposed to screen the parking and service areas.

The Open Spaces

The applicant is proposing to provide a significant portion of the required open space for Parcel C in the form of two flanking landscaped areas on the eastern and western edges of the property.

These areas are intended to function primarily as landscaped features, but will have public access and will also provide small neighborhood gathering spots. The landscaped areas will be owned and maintained by the developer. The proposed open spaces offer significant landscaping improvements to the area, both serving the new development and providing a more attractive public streetscape for this area of the City. The two areas measure about 20,000 sq. ft. each, with pathways, benches, trash cans, and a combination of shade trees, ornamental trees and evergreens. The remaining required open space is provided along the northern edge of the property to allow for buffers and landscape separation from the rail line, and in open space areas within the parking lots.

STAFF ANALYSIS:

Staff supports approval of the proposed plan. As discussed in more detail below, the proposed project is in compliance with the approved Concept Plan, with the exception of building materials, which staff has addressed with a condition. Staff believes the proposed use will provide neighborhood retail uses for the benefit of the adjoining neighborhoods. The proposal will also provide high quality, buildings, open space and streetscape improvements along Slaters Lane, which is an important visual connection to the George Washington Parkway.

Compliance with Potomac Yards Concept Plan

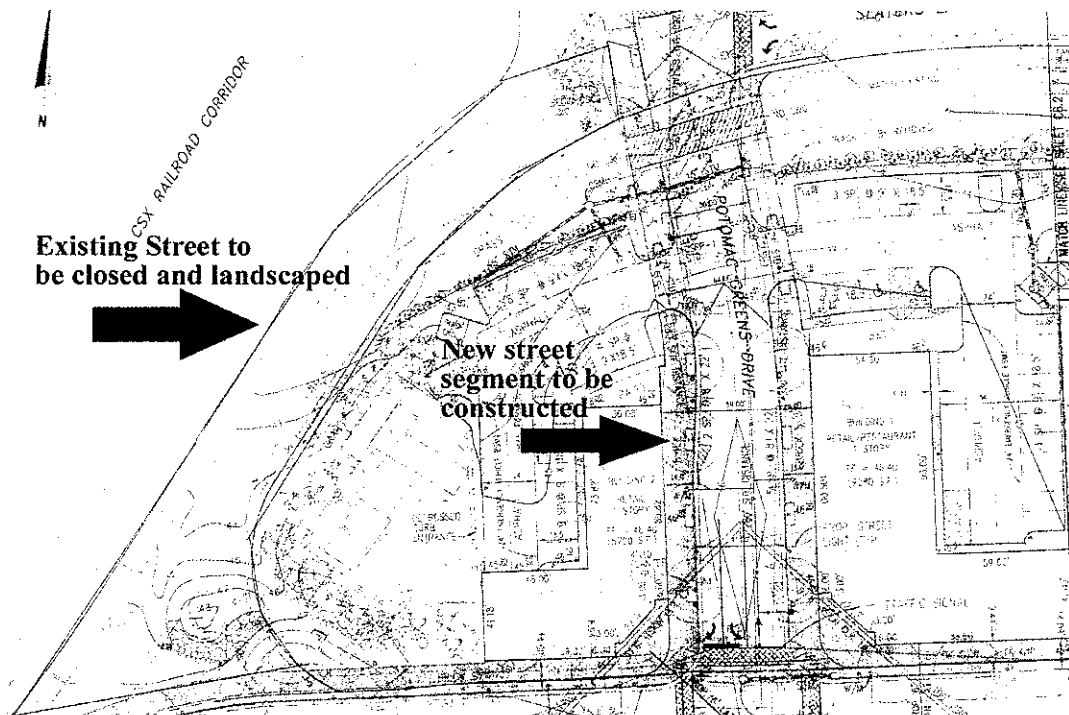
The Potomac Yard concept plan defines the type of use permitted on the parcel, the amount and character of open space, and the design of all buildings. The use of Parcel C as proposed by the applicant for retail and open space uses is consistent with the Concept Plan conditions and Design Guidelines set forth and as approved by City Council.

- 1) Parcel C shall be developed with retail use and be landscaped to provide an attractive entryway into the City. The Design Guidelines further specify the amount of development as limited to 15,000 sq. ft. The applicant is proposing a total retail square footage of 15,000 sq. ft. (the eastern building with 9,280 sq. ft. and the western building with 5,720 sq. ft). The buildings are intended to provide retail and restaurant spaces that will serve the neighborhood. The required amount of open space is provided in the development plan, as discussed below.
- 2) The eastern and northern parts of the site shall be landscaped with trees to provide the gateway and screening. The development plan includes generous landscaping in the these specified areas. The eastern and western parts of the site will actually be a small passive with private ownership but public access.

- 3) Building shall provide community-oriented use such as convenience retail or professional office, no more than 50' in height. The applicant is proposing to develop the site exclusively with retail/restaurant uses. The applicant has stated that because the building size is limited to 15,000 sq. ft., the building should be primarily devoted to retail in order to provide the critical mass necessary for successful retail operations. Staff supports this reasoning and also believes that retail uses will allow for a more active street life for a greater period of time than if strictly office uses were developed.
- 4) Required parking shall be provided on site at-grade. The proposal shows 72 at grade parking spaces to be provided in two parking areas, behind each building. In accordance with the Design Guidelines, a combination of fencing and landscaping will be used to screen the parking where it is visible from public view.
- 5) The general building type specified for Parcel C in the Design Guidelines is "small office". The Concept Plan and Design Guidelines include building guidelines for each major type of building to be constructed in Potomac Yard, ranging from small office buildings to large apartment buildings to hotels. Because this is likely to be the only one-story retail building in the entire project, and because the concept permitted this building to rise to 3-4 stories (50)', there are no specific building guidelines in the plan for one-story retail buildings. Staff believes that the small office building guidelines are the most applicable to this proposed building as discussed below.

Site Layout

At the request of City staff, the applicant has agreed to realign Slaters Lane, extend Potomac Greens Drive and improve the signalized intersection aligning with Portner Road as depicted below.



This proposed "T" intersection and the removal of a "hot right" turning movement at the north end will provide an urban streetscape that is consistent with the traditional street grid pattern as envisioned by the Guidelines. The replacement of the present suburban style "loop" road configuration of North Slaters Lane (*to be renamed*) with a conventional street intersection should allow for better controlled access from Potomac Greens Drive to Slaters Lane and will also provide a more pedestrian friendly environment and crosswalks which is also an overall goal of the Design Guidelines.

Buildings:

With respect to building orientation, the structures are both "L" shaped in configuration, with the open portion of the "L" facing to the rear so that the straight building edges are along the street, providing an urban, defined streetscape envisioned for Potomac Yard. The "L" shaped configuration also allows significant portions of the at-grade parking to be screened from public view. While the Design Guidelines allow for building heights up to 50 ft. on this parcel and higher buildings would

be more consistent with existing structures in the immediate vicinity, staff believes that the new street configuration provides an urban element not previously contemplated by the Design Guidelines and the intersection is better framed by buildings on either side of the street. It would be very difficult to stay within the maximum square footage of building area allowed (15,000 sq. ft.) and also achieve a higher height.

Building Design

The building type for design purposes in Parcel C, as identified in the Guidelines, is the small office building. Stores, cafes and restaurants are permitted on the ground floor of such buildings. The building facades are to be parallel to the front property line and no less than 80% of the front lot width shall be covered by front facade. These elements are incorporated by the applicant's plans. The multiple entrances as proposed are permitted by the Guidelines. The building plans are also consistent with the Guidelines in that simple geometric shapes in plan and elevation are expressed. The building design incorporates large windows that promote an active pedestrian streetscape. Reflective or tinted windows are not permitted and this approval has been recommended to control use of clear glass. The glass-to-wall proportion allows for a predominance of masonry with punched openings in the facade indicative of traditional load bearing masonry buildings as required by the Guidelines. The required cornice line at the eaves of the roof is also incorporated into the design plans. By condition, no mechanical or HVAC units will be permitted within view of the streets.

Restaurant Use

The applicant has requested special permit use approval for restaurant tenants with proposed buildings without a separate special use permit. The City has recently approved such a requests with developments such as Mill Race and Whole Foods Market. This approach has been utilized as a way to attract restaurant and retail uses in areas that are consistent with long-term vision of the City and for various reasons restaurant/retail uses have not flourished. Staff believes the proposed retail uses are consistent with the intent of Potomac Yard. This approval allows restaurant uses without a separate special use permit, provided the operator complies with certain conditions set forth in the DSUP. Staff believes this is consistent with the intent to provide a mixture of uses and a vibrant pedestrian experience in Potomac Yard. Should an operator desire to have the conditions modified in any way, a separate SUP approval would then be required through the public hearing process. The initial conditions to be set forth address controls for hours of operation, outdoor dining, trash and noise and also prohibits live entertainment and alcohol service. The conditions will also allow for annual administrative reviews by the Director of Planning and Zoning.

Open Space/Landscaping

The open space requirement for this parcel is among the highest ratios within Potomac Yard. Fifty percent (50%) of the available land is to be set aside for such purposes, leaving only acres of the site that can be developed. The stated design intent in the Guidelines for this open space is landscape area, with park-serving trails and sidewalks and a 50% tree coverage within 10 years. The predominance of trees are to be of the shade variety, to be supplemented with understory and evergreen trees. These trees are in part intended to denote Slaters Lane as a gateway from the George Washington Parkway to the east and to conceal the existing mid-block industrial uses from the north.

The open space provided by this plan is 1.86 acres, or roughly 60% of the total parcel. While approximately ½ acre of this open space is located within the CSX rail easement, the net visual affect of the open space is not diminished. Also, the plan's heavily landscaped area on the eastern and northern portions of the site meet the Guidelines with respect to the stated purposes of the open space. The canopy coverage proposed by this plan will surpass the 60% requirement by providing roughly 90% canopy coverage.

Streetscape/Parking

The streetscape is a critical element for the successful implementation of the Potomac Yard Design Guidelines. Critical elements for the pedestrian-friendly character to be provided include generous sidewalks on both sides of the street, shade trees along the street, crosswalks at signalized intersections, minimum street widths and curb radii, buildings with street walls and active ground floor uses, and squares and parks to provide destinations and stopping points. Staff is also suggesting that brick crosswalks be provided across the parking lot entrances to reenforce a pedestrian friendly environment and maintain the importance of the pedestrian presence. Because the Guidelines are silent on the dimensions for this particular portion of Potomac Greens Drive, staff believes that the proposed pavement width is the minimum that will allow three lanes of traffic (two south bound lanes at the intersection with Slaters Lane), a condition not contemplated in the Guidelines but deemed necessary by the Department of Transportation and Environmental Services. This will require a pavement width of 41 feet at the intersection; however, the pavement width tapers to 38 feet approximately 100 feet north of the intersection. The provision of the realigned intersection, on-street parking, street trees and wide sidewalks should serve to improve pedestrian safety. The two open space park features with public access at the east and west ends of the parcel will provide a destination for the immediate neighborhoods as well as a stopping off point for those pedestrians passing through the area.

With respect to the provision of on-site parking, the Guidelines allow for surface parking in conjunction with development of this parcel and further stipulate that any surface parking with

Potomac Yard must be located behind buildings and screened from public streets. While the plan shows adequate screening through the use of landscaping and decorative fencing with brick pillars, staff is recommending additional screening measure along Potomac Greens Drive in order to screen the parking lots from public streets in accordance with the Guidelines.

Sanitary Sewer Connections

The applicant has proposed a sanitary sewer connection to the combined sewer district. This approach has been deemed unacceptable by the City's Department of Transportation and Environmental Services, which maintains that Parcel C was always expected and required by the City to route its sanitary flows to the new Potomac Yard Trunk Sewer. Slaters pump station and the Potomac Yard Trunk Sewer both were required to be designed and built to accommodate these flows. This position is based upon potential impacts on the Combined Sewer Overflows and previous plans on file with the City showing a connection to Potomac Yard Trunk Sewer. T&ES by condition is requiring that the project route its sanitary flows to the Potomac Yard Trunk sewer (separate sewer system).

Potomac Yard Design Advisory Committee

As a condition of the approval for Potomac Yard, City Council required that a Potomac Yard Design Advisory Committee (PYDAC) be established to assist the City in reviewing applications for preliminary development plan approval. The committee consists of seven members that are appointed by the Council for terms of no more than two years. The committee must consist of two members from the Potomac West area, with the other five members from the City at large, including three members from residential neighborhoods and the business community and two qualified professionals skilled in architecture. PYDAC is authorized to review applications for preliminary development plan approval for compliance with the Potomac Yard Urban Design Guidelines, and send its recommendation to Planning Commission and City Council for consideration.

PYDAC has held five meetings over the past year. The last four meetings were held in October and December of 2002 and January and February of 2003 to review development proposals for Potomac Greens and Potomac Plaza (Parcel C).

With regard to the Plaza, on February 12, 2003, the PYDAC endorsed this application.

Traffic

The Department of Transportation and Environmental Services has prepared the following discussion regarding traffic analysis:

A staff review of the potential traffic impacts of this additional neighborhood retail development concluded the impacts would be minimal and an updated traffic study was not required. All intersections in the general vicinity of the Potomac Greens and Potomac Plaza projects are projected to operate at acceptable levels of service, with the exception of Slater's Lane at Washington Street. This intersection currently fails (level of service F) during peak periods under existing traffic demand; however, the proposed project is not projected to have a significant adverse impact on this intersection. No improvements are to be provided at this intersection.

In conjunction with the Potomac Plaza project, the applicant will extend Potomac Greens Drive south to intersect with Slaters Lane at Portner Road. The existing Potomac Greens Drive intersection with Slater's Lane, located on the north edge of the project site, will be reconstructed as a three-way intersection with Potomac Greens Drive as the through roadway. The intersection of Potomac Greens Drive extended with Slater's Lane and Portner Road on the south side of the Potomac Plaza site will be a four-way, signalized intersection. The existing traffic signal at Slater's Lane and Portner Road will be reconstructed based on the new intersection configuration. The design of this signal modification, to be submitted with the final site plan, will address community concern regarding the visibility of this signal.

Street Name Change

An existing condition, that has been a source of some confusion, is a duplicate street name currently in use for two separate streets. Slaters Lane was originally intended to be a one-way pair, with the northern segment serving only westbound traffic and the southern segment serving east bound traffic. However, the southern segment has subsequently been designated and used for two-way traffic. With the development of this application and the further reconfiguration of streets in the area, the City believes that it makes sense at this time to officially change the name of the northern segment of Slaters Lane to eliminate confusion with regard to emergency response, directional and delivery related matters. There are approximately 36 existing townhouse condominium units that would be affected by this street name change. Staff is proposing changing the street name to "Massey Lane", which is a name with historic reference to the area. Another name may also be selected through consultation with the affected residents.

Conclusion

In summary, this development proposal for Parcel C of Potomac Yard, to be known as Potomac Plaza, is in substantial conformance with the Guidelines and CDD conditions of approval. Staff recommends approval of the proposed application and believe the buildings will consist of high quality design and materials, provide public open space for the adjoining neighborhoods and provide neighborhood serving retail uses for the community. Staff recommends approval subject to all applicable Codes and Ordinances, as well as the conditions contained in this report.

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Urban Planner
Brian Davis, Urban Planner.

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation and Environmental Services:

- C- 1 Bond for the public improvements must be posted prior to release of the plan.
- C- 2 All down spouts must be connected to a storm sewer by continuous underground pipe.
- C- 3 The sewer tap fee must be paid prior to release of the plan.
- C- 4 All easements and/or dedications must be recorded prior to release of the plan.
- C- 5 Plans and profiles of utilities and roads in public easements and/or public right-of-way must be approved prior to release of the plan.
- C- 6 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.
- C- 7 All utilities serving this site to be underground.
- C- 8 Provide site lighting plan to meet minimum City standards.
- C- 9 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.
- C- 10 The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements for pollutant load reductions and treatment of the Water Quality Volume Default (WQV).
- C- 11 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a "Certified Land Disturber" on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with Virginia Erosion and Sediment Control Law VAC §: 10.1-563.B.

- C- 12 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.
- F-1 The project, as proposed and shown on the plans discharges wastewater/sanitary flows into combined sewer district. This is unacceptable to the City. The project must connect/route its sanitary flows to Potomac Yard Trunk sewer (separate sewer system).
- F-2 The plan proposes to achieve compliance with Chesapeake Bay Program requirements to treat the water quality volume through an existing extended detention pond currently serving Old Town Greens.
- F-2 A Master Stormwater Management Plan has been submitted for concurrent review to justify using the existing detention pond at the Old Town Greens Project to meet the storm water quality requirements of Article XIII of Alexandria Zoning Ordinance for this site.

Code Enforcement

- S-1 An automatic sprinkler system is recommended for both buildings.
- C-1 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-2 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems.
- C-3 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).
- C-4 A soils report must be submitted with the building permit application.
- C-5 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.
- C-6 A Certificate of Occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.

Recreation, Parks and Cultural Activities

- F-1 Open space/green space areas should not be utilized for recycling station or other public facilities.
- F-2 Sheet L4 of L5 is the planting schedule for Potomac Greens- include this information with Final Site Plan for approval by City Arborist
- F-3 Sheet L5 of L5 is a duplicate Landscape Detail Sheet.

Police

- F-1 No lighting plan has been submitted.

The following recommendation related to lighting has not been included as a condition; rather, staff has recommended that the applicant prepare a lighting plan to the satisfaction of the Director of T&ES in consultation with the police, which will likely result in lower lighting levels than those desired by Police.

- R-1 Lighting in public walk way area to be minimum of 2 candle power maintained.

Virginia American Water Company

1. Hydraulic calculations will be completed to verify main sizes upon final submittal of plan. Profiles will be required for hydraulic calculations.
2. VAWC records indicate that there is an active six-inch fire service connection to the existing building (825 Slater's Lane).

Office of Historic Alexandria

- F-1 This property has had a great deal of previous ground disturbance. However, the 19th-century Alexandria Canal ran through the lot. The canal was a dirt trough, possibly lined with curbing stones at certain places. It operated from 1843 to 1886 and was subsequently filled. Evidence of the filled trough, which could contain various lost or discarded objects, may be present on the property.
- C-1 Contact Alexandria Archaeology (703-838-4399) two weeks prior to any ground disturbing activity (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of The Zoning Ordinance) on this property. City archaeologists will provide on-site inspections to record significant finds.

- C-2 Call Alexandria Archaeology immediately (703-838-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
- C-3 The above statements (in C-1 and C-2) must appear in the General Notes of the preliminary and final site plans so that on-site contractors are aware of the requirements.

Health Department

- C-1. An Alexandria Health Department Permit is required for all regulated facilities.
- C-2 Five sets of plans are to be submitted to and approved by the health Department prior to construction. Plans must comply with Alexandria City Code, Title 11, Chapter 2, Food and Eating Establishments. There is a \$135.00 fee for review of plans for food facilities.
- C-3 Permits must be obtained prior to operation.
- C-4 This facility must comply with the Alexandria City Code, Title 11, Chapter 10, Smoking Prohibitions.
- C-5 Certified food managers must be on duty during all hours of operation.
- C-6 Provide a menu or list of foods to be handled at this facility to the Health Department prior to opening.

MILONE

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN
DSUP # 2002-0028

PROJECT NAME: Potomac Plaza 901 S. SLATER'S LA.

PROPERTY LOCATION: Potomac Yard - Landbay C

TAX MAP REFERENCE: 044.02-01 -04 ZONE: CDD #10

APPLICANT Name: Potomac Greens Associates LLC

c/o Eakin-Youngentob Associates, Inc. c/o Elm Street Development
Address: 1000 Wilson Blvd., Suite 2720 6820 Elm St., Ste. 200
Arlington, VA 22209 McLean, VA 22101

PROPERTY OWNER Name: Crescent Potomac Plaza LLC

2805 South Crystal Drive
Address: Arlington, VA 22202

SUMMARY OF PROPOSAL: Request for approval of a preliminary development plan for

special use permit for retail/restaurant development and sales trailer *JP*

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: _____

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions 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 knowledge and belief.

Jonathan P. Rak, Agent
Print Name of Applicant or Agent

McGuireWoods LLP

Suite 1800

Mailing/Street Address

1750 Tysons Boulevard

McLean, VA 22102

City and State

Zip Code

Jonathan P. Rak
Signature

703-712-5411

Telephone #

703-712-5231

Fax #

September 13, 2002

Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: 9-12-02

Received Plans for Completeness: _____

Fee Paid & Date: \$ 1280.52 9-12-02

Received Plans for Preliminary: 11-12-2002

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

POTOMAC PLAZA
YARD - POTOMAC

All applicants must complete this form.

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

1. The applicant is the (check one):

☒ Owner ☐ Contract Purchaser

☐ Lessee ☐ Other: _____

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

50% Eakin/Youngentob Associates, Inc.

1000 Wilson Blvd., Suite 2720
Arlington, VA 22202

50% Elm Street Development

6820 Elm Street
McLean, VA 22101

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.

244

NARRATIVE DESCRIPTION

2. The applicant shall describe below the nature of the request in detail so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 4-7.
(Attach additional sheets if necessary)

The proposed retail and restaurant development is on a 3.1 acre
site, occupied by a warehouse and parking lot. The project will
be developed along a proposed extension of Potomac Greens Drive
with 14,026 sq. ft. of retail/restaurant space. The project
proposes the elimination of the Slaters Lane one-way pair
west of Potomac Greens Drive Extension.

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

N/A

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

N/A

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

Day	Hours	Day	Hours
<u>retail</u>		<u>normal retail hours</u>	
<u>restaurant</u>		<u>normal restaurant hours</u>	

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

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

Noise levels are expected to be consistent of normal retail
restaurant uses.

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

Retail uses will be service and small shops.

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

All trash containers will be enclosed within buildings or in enclosed
trash collectors on site.

Development Special Use Permit with Site Plan (DSUP) # 2002-0028

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

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

consistent with retail and restaurant use

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

consistent with retail and restaurant use

C. How often will trash be collected?

weekly or more often if needed

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

building management to monitor

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

☐ Yes. ☒ No.

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

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

☒ Yes. ☐ No.

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

normal cleaning agents for retail and restaurant use

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

access to buildings will be limited to tenants and customers

ALCOHOL SALES

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

☐ Yes. ☒ No.

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

PARKING AND ACCESS REQUIREMENTS

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

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

71 spaces

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

49 Standard spaces (on-street)

22 Compact spaces

2 Handicapped accessible spaces.

 Other.

Development Special Use Permit with Site Plan (DSUP) # 2002-0028

- 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:

along Slaters Land and Potomac Greens Drive

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 space

Loading will occur in customer

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

- C. Where are off-street loading facilities located? N/A

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

normal business hours

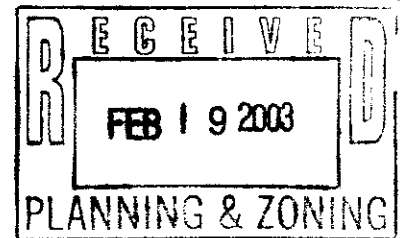
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

Potomac Greens Drive will be extended and a portion of Slaters Lane
will be vacated.

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

APPLICATION for SUBDIVISION

SUB # _____



Brian
[must use black ink or type]

PROPERTY LOCATION: Potomac Yard - Landbay C

TAX MAP REFERENCE: 044.02-01 ZONE: CDD#10

APPLICANT'S NAME: Potomac Greens Associates LLC

ADDRESS: c/o Eakin/Youngentob Associates, Inc. 1000 Wilson Boulevard, Suite 2720 c/o Elm Street Dev. 6820 Elm St., Ste. 200

Arlington, VA 22209 McLean, VA 22101

PROPERTY OWNER NAME: Crescent Potomac Greens LLC

ADDRESS: 2805 South Crystal Drive
Arlington, VA 22202

SUBDIVISION DESCRIPTION: Request to subdivide as shown on sheet C9. Preliminary

subdivision plat of Potomac Plaza SUP submittal set, November 2002, Revised

January 23, 2003

THE UNDERSIGNED hereby applies for a Subdivision in accordance with the provisions of Section 11-1700 of the Zoning Ordinance of the City of Alexandria, Virginia.

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

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

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent

McGuireWoods LLP
Suite 1800

Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102

City and State

Zip Code

Jonathan P. Rak
Signature

703-712-5411
Telephone #

703-712-5231
Fax #

February 19, 2003

Date

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

Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

Subdivision # _____

All applicants must complete this form.

1. The applicant is the *(check one)*:

☒ Owner ☐ Contract Purchaser

☐ Lessee ☐ Other: _____

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

50% Eakin/Youngentob Associates, Inc.

1000 Wilson Boulevard, Suite 2720
Arlington, VA 22209

50% Elm Street Development

6820 Elm Street, Suite 200
McLean, VA 22101

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.

251

WAIVER OF RIGHT TO AUTOMATIC APPROVAL

*SUBMITTED TO
THE DEPARTMENT OF PLANNING AND ZONING
CITY OF ALEXANDRIA, VIRGINIA*

SUBDIVISION # _____

Project Name: Potomac Plaza

Project Address: Potomac Yard - Landbay C

Description of Request: Request to subdivide as shown on sheet C9. Preliminary
subdivision plat of Potomac Plaza SUP submittal set,
November 2002, Revised January 23, 2003.

The undersigned hereby waives the right to the 45 day automatic approval provision of Section 11-1708 (B)(2) of the Zoning Ordinance of the City of Alexandria, Virginia, for the application stated above.

Date: February 19, 2003

☐ Applicant

☒ Agent

Signature: _____

Printed Name: Jonathan P. Rak, Esq., Agent

National Media Inc

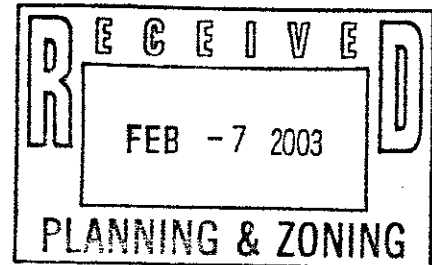
DSUP 2002-0028

815 Slaters Lane
Alexandria, Virginia
22314

Telephone
703-683-4877

POTOMAC PLAZA

EF
B/A
K
B
S



February 4, 2003

Mr. Eric Wagner, Chairman
Department of Planning and Zoning
301 King Street
Room 2100
Alexandria, VA 22314

Dear Chairman Wagner and Committee Members:

I am writing in support of the proposed entrance plan for the Potomac Plaza project as submitted by Eakin / Youngentob and Elm Street Development.

As an adjacent property owner of 815 Slaters Lane, I support the plans for the street retail and open space as proposed for the 3.14 acre parcel of land. My partner and I have made a substantial investment in the last two years renovating 815 Slaters Lane and are encouraged by other positive activity that has taken place in the immediate area. This project will continue to enhance the streetscape of Slaters Lane and will ultimately result in a transformation that all Alexandrians will be proud of.

I urge your enthusiastic support and approval for this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Robin D. Roberts".

Robin D. Roberts
President

RDR/em

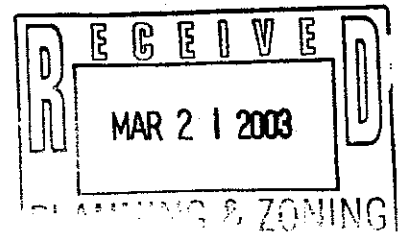
Brian Davis
March __, 2003
OTC Comments

H DSUP 2002-0028
2 Steve

March 20, 2003

Via email Brian.Davis@CI.Alexandria.VA.US and US Mail

Brian Davis
Urban Planner II
Department of Zoning and Planning
301 King Street, City Hall, Room 2100
Alexandria, Virginia 22314



**RE: Dev't Special Use Permit #2002-0028; 901 Slaters Lane; Potomac Plaza
Dev't Special Use Permit # 2002-0026; Potomac Greens**

Dear Mr. Davis,

Thank you again for taking the time to speak with me this past week. I remain grateful for your invitation to write and offer to include our comments in the staff reports you expect to distribute to Zoning and Planning committee members in advance of the April 1, 2003 meeting. On behalf of the Unit Owners Association at Old Town Crescent, 828 Slaters Lane, I write with great interest and eagerly submit our community's thoughts and concerns.

While we recognize that developers cannot be burdened with undue costs and restrictions to meet neighborhood preferences, the Plaza will be diagonally across from our building and should, at a minimum, be asked to have building exteriors conform to our existing architecture. We feel that our mutual interests will be best protected if the Plaza development takes active steps to contribute to a sense of place and helps our neighborhood establish an identity. Although we are thankful that the sidewalks will be brick and the parking will not be especially visible from our property, we respectfully request that the Plaza developers be asked to design and build building exteriors that are complimentary to Old Town Crescent.

In addition to complimentary architecture, we also believe the Plaza needs to be neighborhood and pedestrian oriented. For example, there needs to be a non-threatening pedestrian crossing at Portner Road planned that includes a Gateway with appropriate architecture and use. The Plaza building should be setback in order to permit outside and inviting seating on Slaters Lane.

In order to further contribute to the neighborhood and pedestrian oriented atmosphere we believe should be created at this crossing, we believe the City of Alexandria should be actively involved in moderating the street design. We feel strongly that a straight drive through the Plaza should be strictly prohibited. We understand the city may have already made a concession to the NorthEast Citizens Association that resulted in a decision to require traffic to flow from the new street through the Plaza to either left or right onto Slaters Lane. We would first like to confirm that traffic will not be allowed to

Brian Davis
March____, 2003
OTC Comments

drive straight through the Plaza property and onto Portner. We would next like to request that any corresponding traffic modifications be designed to reduce noise and maximize pedestrian accessibility to the Plaza and safety. We are very concerned that the new road exiting the Plaza will become the only exit for the new townhouses and create hazardous traffic and safety problems. These problems are susceptible to being exacerbated when traffic exiting the Plaza is combined with the increased number of vehicles exiting from Portner Road and the garage below the anticipated new townhomes adjacent to our property. To the extent that traffic must flow from the Plaza property on to Slaters Lane, it would seem logical to require vehicle flow to only travel right on to Slaters Lane toward Jefferson Davis Highway. Traffic flow should not be permitted to cross Slaters Lane from the Plaza property. In an effort to foster reduction of the amount of vehicles in this concentrated area and obviate the risk that the approach to the Plaza is impersonal, we would also like to request that the number of parking spaces at the Plaza be reduced by ten.

Finally, we are concerned that the view from our rooftop terrace will be blocked or compromised with the new Plaza building the 227 new townhouses that comprise Potomac Greens. We would like to request assurances that our view from the rooftop terrace will not be blocked, obstructed or otherwise compromised with respect to our line of sight into the Washington, DC skyline. We would also be grateful if something creative could be done to conceal any unattractive mechanical devices (Heating/Air Conditioning units, etc.) on the roof of the Plaza building. We already have to suffer with the unattractive view of the metal visible on the rooftop of the building directly across the street that houses Domino's Pizza.

Thank you very much for taking our views into consideration in your permit approval process. If the NECA asks either the city or developers to further defer these matters, we wanted you to know that we support their position and join in their request.

Kind regards,

/s/Nicholas P. Panos
President/Treasurer
Old Town Crescent Unit Owners Association

To: City of Alexandria planning staff, Planning Commission, City Council

From: Potomac Yard Design Advisory Committee (Bill Hendrickson, chair, Daniel Bairley, Peter Collard, Stephanie Sechrist, Raphael Semmes, Boyd Walker, Maria Wasowski)

Re: Design criteria for Parcels A, C, and D in Potomac Yard

Submitted: March 20, 2003

The approval by the City Council of the Potomac Yard plan in September 1999 marked a turning point in the history of land use decisions in the city of Alexandria. During the lengthy planning process, citizens demanded, and the Potomac Yard owner pledged to deliver, a very high level of quality—significantly higher than had been the previous development norm in the city. To ensure this high level of quality, detailed design requirements were incorporated into the final plan. In addition, the Potomac Yard Design Advisory Committee (PYDAC) was established to ensure that specific development proposals in the Yard's various parcels faithfully adhered to the design criteria.

In recent months, PYDAC has been examining Eakin Youngentob's (EYA's) proposals for Parcel A (townhouse development) and Parcel C (Potomac Plaza retail center) and Crescent Resource's proposal Parcel D (a dog park at the rail park).

Parcel A: This proposal has moved from a situation in the fall of 2002 in which EYA clearly violated the design criteria in several key respects to one in which, as of PYDAC's last meeting on February 12, 2003, the criteria were close to being met.

Since its first meeting, PYDAC members have expressed concern that the proposal is too dense (meaning that there may be too many townhouses crammed on an insufficient amount of land). These concerns continue today.

The density issue arose because of two decisions made by EYA:

- 1) to use a model of townhouse development in which an average of about 95 percent of the lot area is covered by building (the design criteria suggest a maximum of 80 percent coverage). The committee doesn't necessarily object to this model; however, we would be concerned if it was used extensively in other residential parcels in the Yard. The design criteria clearly call for variation in the model of townhouse development. In addition, when buildings cover such a large proportion of the lots, there is not much opportunity for improvements such as front yard green space that would increase the quality of the development.
- 2) To build only fee simple townhouse units (the current proposal calls for 227 units), instead of a combination of townhouse and stacked townhouses in the approved plan, which called for a maximum of 244 units, including 70 stacked units. Although the committee recognizes that the Potomac Yard plan allows flexibility in the number and type of units, the concern is that the original plan for

244 units would require only 209 footprints, compared with the 227 footprints of the current proposal. This would seem to suggest that building the original plan would potentially open up significantly more open space than the current proposal. PYDAC members continually asked for analysis of this issue. EYA argued that because size of lots and footprints would be different in a townhouse/stacked townhouse configuration, the difference in land coverage between the two plans would essentially result in a wash. But EYA never produced sufficient analysis to convince the committee of its argument. The planning staff, however, did a rough analysis of the issue and concluded that the original plan would produce significantly more open space than the current proposal. [For example, staff calculated that a typical stacked unit (from Old Town Greens, for example) could be placed in the footprint of one 24-foot wide Potomac Greens townhouse or the footprint of two 16-foot wide units, resulting in a potential increase of 9,000 to 18,000 square feet.] EYA is opposed to building stacked townhouses and has declined to alter its plan.

There are, however, ways of loosening up the project (reducing its perceived density). These include variation in the front yard setbacks of townhouses on each block to allow small front yards, in the heights and rooflines (to reduce perceived mass), in the building types, and in the architectural details. Although significant progress has been accomplished in achieving the above, committee members believe that still more could be done, particularly in the southern blocks of the project, to create a greater sense of openness and variety. We support continuing staff efforts to accomplish this, even if it would mean that several units must be eliminated from the project.

One specific concern expressed by several committee members is that EYA should take steps to relieve the stark and sterile quality of the rear (alley) areas of the townhouses. The application of simple architectural whimsy might prove sufficient to the task, thus meeting the goal of the guidelines to "ensure a high quality of urban and architectural design."

There is one significant mitigating factor to our concerns about the project's density: Much of this development will border the relatively large Potomac Greens Park, which will create a greater sense of openness. We emphasize, however, that this is unique in the overall Potomac Yard development. The residential parcels in the main part of the Yard will not, for the most part, border parks. Thus, we urge the staff to be vigilant in ensuring that density in subsequent applications doesn't come at the expense of quality.

Finally, the committee supports the planning staff's recommendation that the width of Potomac Greens Drive be limited to 36 feet, not the 40 feet recommended by the Department of Transportation and Environmental Services. The design guidelines specify 36 feet for residential streets. Narrower streets slow traffic and improve pedestrian safety.

Parcel C (Potomac Plaza): The committee agrees that the proposal meets the design criteria. We are opposed, however, to the location of a recycling facility on this site.

Parcel D: The committee believes that the design criteria were clearly met, indeed exceeded for this parcel. (The determination of whether the proposed use for this parcel—a dog park—is appropriate is beyond the committee's purview.)

Prepared by: Bill Hendrickson

Applicant's Proposed Revision to Potomac Plaza Conditions - April 1, 2003

- 8.f. The hours during which a restaurant is open to the public shall be restricted between 6:00 a.m. and 10:00 p.m. Sunday through Thursday, and between 6:00 a.m. and 11:00 p.m. on Friday and Saturday. Meals ordered before the closing hour may be served, but no new patrons may be admitted and no alcoholic beverages may be served after the closing hour, and all patrons must leave by one hour after the closing hour. The outside dining service hours may be restricted further by the Director of P&Z after consultation with neighbors of the property prior to opening of any restaurant.
14. The total number of off-street parking spaces shall not exceed the ~~72 spaces depicted on the preliminary site plan~~ the minimum number of spaces required by the zoning ordinance. Areas no longer used for parking or drive aisles shall become landscaped open space. The parking tabulation chart shall be corrected on the final site plan to match the number of off-street spaces being provided. (P&Z)
32. The development project will not be allowed to connect sanitary flows to sewer discharging into Combined Sewer District. The applicant will be required to route the sanitary flows from the development to the Potomac Yard Trunk Sewer either through a direct connection or through Old Town Green's/Slater's Village Pump Station which was planned, designed, and constructed to accommodate these flows. The Director of T&ES may approve an alternate plan for sanitary sewer connection if the applicant demonstrates that the alternate plan will provide greater reduction in sanitary flows to the Combined Sewer District. (T&ES)

New Conditions:

44. Final design of open spaces shall be consistent with revised landscaping plan dated March 26, 2003 and to the satisfaction of City Arborist, Director of P&Z after consulting with the neighborhood.
45. The location of both retail buildings shall be shifted an additional 5-6 feet away from Slaters Lane to provide for outside tables and chairs along Slaters Lane. This revision shall be shown on the final site plan.

STEVE
MILONE

DEVELOPMENT
APPLICATION for SPECIAL USE PERMIT # 2002-0026

[must use black ink or type]

PROPERTY LOCATION: Potomac Yard - Landbay A

TAX MAP REFERENCE: 035.02-02-01 ZONE: CDD#10

APPLICANT Name: Potomac Greens Associates LLC
c/o Eakin/Youngentob Associates, Inc. c/o Elm Street Dev.

Address: 1000 Wilson Boulevard, Suite 2720 6820 Elm St., Ste 200
Arlington, VA 22209 McLean, VA 22101

PROPERTY OWNER Name: Crescent Potomac Greens LLC

Address: 2805 South Crystal Drive
Arlington, VA 22202

PROPOSED USE: Request to locate one sales trailer on property for use
during sales of townhouses.

THE UNDERSIGNED hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

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

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent

McGuireWoods LLP
Suite 1800
Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102

City and State Zip Code


Signature

703-712-5411 703-712-5231
Telephone # Fax #

February 19, 2003

Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: Date & Fee Paid: \$

ACTION - PLANNING COMMISSION: 5/8/03 RECOMMEND APPROVAL 5-2

ACTION - CITY COUNCIL: 05/17/03PH-SEE ATTACHED

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

13. DEVELOPMENT SPECIAL USE PERMIT #2002-0026

ENCROACHMENT #2003-0002

STREET NAME, CASE #2003-0002

2201 JEFFERSON DAVIS HWY

POTOMAC YARD - POTOMAC GREENS

Public Hearing and Consideration of a request for a development special use permit, with site plan and subdivision for construction of residential dwellings, temporary sales trailer, encroachments into the public right-of-way and naming of public streets; zoned CDD-10/Coordinated Development District. Applicant: Potomac Greens Associates, LLC, by Jonathan P. Rak, attorney.

COMMISSION ACTION: DEVELOPMENT SPECIAL USE PERMIT --
Recommend Approval 5-2

COMMISSION ACTION: ENCROACHMENT -- Recommend Approval 7-0

COMMISSION ACTION: STREET NAME CASE -- Recommend Approval 7-0

Councilwoman Eberwein and Councilman Speck expressed concern to assure that prospective purchasers be provided with accurate information regarding notification of conditions and terms related to this development, and that it be made a part of the HOA documents. Staff was requested to schedule, at one of the four meetings remaining for this session, a specific discussion about this issue of notification of conditions and terms related to developments, and, particularly, as it relates to secondary sales.

City Council approved the Planning Commission recommendation with the following changes in no particular order: adding a change to condition no. 44 regarding emergency easements [as outlined in the applicant's memorandum dated May 16, 2003]; restoring the five units that were eliminated by the Planning Commission [eliminating condition no. 96]; [adding a new condition no. 96] increasing the open space by 3200 square feet [to be added to the southern part] which would eliminate sufficient visitor parking subject to the approval of the Planning Director; providing additional landscaping and buffering around the stormwater retention pond to the satisfaction of the Planning Director; and adding a change in condition no. 3 as noted by the Mayor regarding the pedestrian bridge to clarify what our objective is on a future location there; although we prefer the surface easement, if there is a pedestrian bridge, that it will be in the Potomac Greens part of the development [a copy of amended condition no. 3 is available in the Clerk's office].

Council Action: _____

13
5-17-03

Pedestrian Bridge Condition:

3. The applicant shall provide sufficient land area that shall be dedicated to the City for a bridge at the southwest portion of Parcel A, along Potomac Greens Drive, sufficient to accommodate landing and ramps of a future pedestrian bridge to the satisfaction of the Director of P&Z prior to release of the final site plan. The necessary information, plans and documentation shall be submitted for review by the City Attorney, the Directors of P&Z, T&ES and WMATA as part of the first submission of the final site plan. The land area shall be approved and dedicated prior to release of the building permits. The Potomac Yard concept plan approval requires that there be pedestrian access across the rail corridor in the future. This bridge shall be constructed on the southwest portion of Parcel A by the owner of Potomac Yard, or their successor, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval. ~~If~~ The bridge shall provide pedestrian access to Rail Park over the metro tracks, as specified in the Potomac Yard Guidelines, if required to provide public access from the east into Rail Park and shall connect from Rail Park to the western side of the CSX rail corridor. To ensure compliance with that condition is to be achieved these conditions on this site, a detailed, fully engineered plan, compatible with the design of the Rail Park, Potomac Yard (linear) Park and consistent with the Concept Plan and Potomac Yard Guidelines shall be submitted for approval prior to being incorporated into a final site plan. (P&Z)

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

May 16, 2003

Honorable Mayor and Members of City Council
Room 2300, City Hall
301 King Street
Alexandria, VA 22314

Re: Potomac Greens -- DSUP #2002-0026

Dear Mayor Donley and Members of Council:

I am writing on behalf of Eakin Youngentob Associates, Inc. and Elm Street Development regarding the Potomac Greens proposal to request the following underlined addition to SUP condition 44. This condition has been reviewed by the city staff and city attorney and is acceptable to them:

44. The applicant shall provide an emergency vehicle connector road from West Abingdon Drive to the eastern most roadway for the proposed development, submitted prior to submittal of the first final site plan and approved prior to release of the final site plan, to the satisfaction of the Director of Code Enforcement. The roadway may be gated and keyed for emergency vehicle use only, to the satisfaction of the Director of Code Enforcement. The applicant's obligations under this condition shall be dependent on the availability of necessary off-site easements. (Code Enforcement)

Thank you for your consideration of this request.

Sincerely,



Jonathan P. Rak

cc: Ignacio Pessoa, City Attorney
Eileen P. Fogarty, Director, Department of Planning and Zoning
Terry Eakin
Jim Perry
Bob Youngentob

APPLICATION for ENCROACHMENT

ENC # 2003-0002

[must use black ink or type]

PROPERTY LOCATION: 2201 Jefferson Davis Hwy
Potomac Yard - Landbay A

TAX MAP REFERENCE: 035.02-02-01 ZONE: CDD#10

APPLICANT'S NAME: Potomac Greens Associates LLC
ADDRESS: c/o Eakin/Youngentob Associates, Inc. c/o Elm Street Dev.
1000 Wilson Boulevard, Suite 2720 6820 Elm St., Ste. 200
Arlington, VA 22209 McLean, VA 22101

PROPERTY OWNER NAME: Crescent Potomac Greens LLC
ADDRESS: 2805 South Crystal Drive
Arlington, VA 22202

ENCROACHMENT DESCRIPTION: Request for permission to encroach in the street

right-of-way one foot beyond the allowed 3 feet encroachment on streets with row
widths between 50 - 66 feet.; to encroach in street R.O.W. to allow landscaping
+ decorative fence
INSURANCE CARRIER (copy attached) POLICY #

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

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

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

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

Jonathan P. Rak, Esq., Agent
Print Name of Applicant or Agent
McGuireWoods LLP
Suite 1800
Mailing/Street Address
1750 Tysons Boulevard
McLean, VA 22102
City and State Zip Code

Jonathan P. Rak
Signature
703-712-5411 703-712-5231
Telephone # Fax #
February 19, 2003
Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY
Application Received: _____ Date & Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: 5/8/03 RECOMMEND APPROVAL 7-0

ACTION - CITY COUNCIL: 05/17/03PH-SIGNATURE REQUIRED

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

13. DEVELOPMENT SPECIAL USE PERMIT #2002-0026

ENCROACHMENT #2003-0002

STREET NAME, CASE #2003-0002

2201 JEFFERSON DAVIS HWY

POTOMAC YARD - POTOMAC GREENS

Public Hearing and Consideration of a request for a development special use permit, with site plan and subdivision for construction of residential dwellings, temporary sales trailer, encroachments into the public right-of-way and naming of public streets; zoned CDD-10/Coordinated Development District. Applicant: Potomac Greens Associates, LLC, by Jonathan P. Rak, attorney.

COMMISSION ACTION: DEVELOPMENT SPECIAL USE PERMIT --
Recommend Approval 5-2

COMMISSION ACTION: ENCROACHMENT -- Recommend Approval 7-0

COMMISSION ACTION: STREET NAME CASE -- Recommend Approval 7-0

Councilwoman Eberwein and Councilman Speck expressed concern to assure that prospective purchasers be provided with accurate information regarding notification of conditions and terms related to this development, and that it be made a part of the HOA documents. Staff was requested to schedule, at one of the four meetings remaining for this session, a specific discussion about this issue of notification of conditions and terms related to developments, and, particularly, as it relates to secondary sales.

City Council approved the Planning Commission recommendation with the following changes in no particular order: adding a change to condition no. 44 regarding emergency easements [as outlined in the applicant's memorandum dated May 16, 2003]; restoring the five units that were eliminated by the Planning Commission [eliminating condition no. 96]; [adding a new condition no. 96] increasing the open space by 3200 square feet [to be added to the southern part] which would eliminate sufficient visitor parking subject to the approval of the Planning Director; providing additional landscaping and buffering around the stormwater retention pond to the satisfaction of the Planning Director; and adding a change in condition no. 3 as noted by the Mayor regarding the pedestrian bridge to clarify what our objective is on a future location there; although we prefer the surface easement, if there is a pedestrian bridge, that it will be in the Potomac Greens part of the development [a copy of amended condition no. 3 is available in the Clerk's office].

Council Action: _____

13
5-17-03

Pedestrian Bridge Condition:

3. The applicant shall provide sufficient land area that shall be dedicated to the City for a bridge at the southwest portion of Parcel A, along Potomac Greens Drive, sufficient to accommodate landing and ramps of a future pedestrian bridge to the satisfaction of the Director of P&Z prior to release of the final site plan. The necessary information, plans and documentation shall be submitted for review by the City Attorney, the Directors of P&Z, T&ES and WMATA as part of the first submission of the final site plan. The land area shall be approved and dedicated prior to release of the building permits. The Potomac Yard concept plan approval requires that there be pedestrian access across the rail corridor in the future. This bridge shall be constructed on the southwest portion of Parcel A by the owner of Potomac Yard, or their successor, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval. ~~If~~ The bridge shall provide pedestrian access to Rail Park over the metro tracks, as specified in the Potomac Yard Guidelines, if required to provide public access from the east into Rail Park and shall connect from Rail Park to the western side of the CSX rail corridor. To ensure compliance with that condition is to be achieved these conditions on this site, a detailed, fully engineered plan, compatible with the design of the Rail Park, Potomac Yard (linear) Park and consistent with the Concept Plan and Potomac Yard Guidelines shall be submitted for approval prior to being incorporated into a final site plan. (P&Z)

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Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

May 16, 2003

Honorable Mayor and Members of City Council
Room 2300, City Hall
301 King Street
Alexandria, VA 22314

Re: Potomac Greens – DSUP #2002-0026

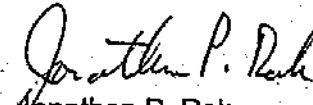
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Thank you for your consideration of this request.

Sincerely,


Jonathan P. Rak

cc: Ignacio Pessoa, City Attorney
Eileen P. Fogarty, Director, Department of Planning and Zoning
Terry Eakin
Jim Perry
Bob Youngentob

REA: 154170 v. 1

APPLICATION for CHANGE OF STREET NAME

ST NAME # 2003-0002

[must use black ink or type]

LOCATION: 2201 JEFFERSON DAVIS HWY

TAX MAP REFERENCE: _____ ZONE: _____

APPLICANT'S NAME: POTOMAC GREENS ASSOCIATES, LLC

ADDRESS: _____

REASON FOR REQUEST TO CHANGE A STREET NAME: _____

Jonathan P. Bok, Atty.
Print Name of Applicant or Agent

Signature

Mailing/Street Address

Telephone #

Fax #

City and State

Zip Code

Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____

Legal Advertisement: _____

ACTION - PLANNING COMMISSION: 5/8/03

RECOMMEND APPROVAL 7-0

ACTION - CITY COUNCIL: 05/17/03PH--SEE ATTACHED

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

13. DEVELOPMENT SPECIAL USE PERMIT #2002-0026

ENCROACHMENT #2003-0002

STREET NAME, CASE #2003-0002

2201 JEFFERSON DAVIS HWY

POTOMAC YARD - POTOMAC GREENS

Public Hearing and Consideration of a request for a development special use permit, with site plan and subdivision for construction of residential dwellings, temporary sales trailer, encroachments into the public right-of-way and naming of public streets; zoned CDD-10/Coordinated Development District. Applicant: Potomac Greens Associates, LLC, by Jonathan P. Rak, attorney.

COMMISSION ACTION: DEVELOPMENT SPECIAL USE PERMIT --
Recommend Approval 5-2

COMMISSION ACTION: ENCROACHMENT -- Recommend Approval 7-0

COMMISSION ACTION: STREET NAME CASE -- Recommend Approval 7-0

Councilwoman Eberwein and Councilman Speck expressed concern to assure that prospective purchasers be provided with accurate information regarding notification of conditions and terms related to this development, and that it be made a part of the HOA documents. Staff was requested to schedule, at one of the four meetings remaining for this session, a specific discussion about this issue of notification of conditions and terms related to developments, and, particularly, as it relates to secondary sales.

City Council approved the Planning Commission recommendation with the following changes in no particular order: adding a change to condition no. 44 regarding emergency easements [as outlined in the applicant's memorandum dated May 16, 2003]; restoring the five units that were eliminated by the Planning Commission [eliminating condition no. 96]; [adding a new condition no. 96] increasing the open space by 3200 square feet [to be added to the southern part] which would eliminate sufficient visitor parking subject to the approval of the Planning Director; providing additional landscaping and buffering around the stormwater retention pond to the satisfaction of the Planning Director; and adding a change in condition no. 3 as noted by the Mayor regarding the pedestrian bridge to clarify what our objective is on a future location there; although we prefer the surface easement, if there is a pedestrian bridge, that it will be in the Potomac Greens part of the development [a copy of amended condition no. 3 is available in the Clerk's office].

Council Action: _____

Pedestrian Bridge Condition:

3. The applicant shall provide sufficient land area that shall be dedicated to the City for a bridge at the southwest portion of Parcel A, along Potomac Greens Drive, sufficient to accommodate landing and ramps of a future pedestrian bridge to the satisfaction of the Director of P&Z prior to release of the final site plan. The necessary information, plans and documentation shall be submitted for review by the City Attorney, the Directors of P&Z, T&ES and WMATA as part of the first submission of the final site plan. The land area shall be approved and dedicated prior to release of the building permits. The Potomac Yard concept plan approval requires that there be pedestrian access across the rail corridor in the future. This bridge shall be constructed on the southwest portion of Parcel A by the owner of Potomac Yard, or their successor, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval. ~~If~~ The bridge shall provide pedestrian access to Rail Park over the metro tracks, as specified in the Potomac Yard Guidelines, if required to provide public access from the east into Rail Park and shall connect from Rail Park to the western side of the CSX rail corridor. To ensure compliance with that condition is to be achieved these conditions on this site, a detailed, fully engineered plan, compatible with the design of the Rail Park, Potomac Yard (linear) Park and consistent with the Concept Plan and Potomac Yard Guidelines shall be submitted for approval prior to being incorporated into a final site plan. (P&Z)

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcgulrewoods.com

Jonathan P. Rak
Direct: 703.712.5411

McGUIREWOODS

jrak@mcguirewoods.com
Direct Fax: 703.712.5231

May 16, 2003

Honorable Mayor and Members of City Council
Room 2300, City Hall
301 King Street
Alexandria, VA 22314

Re: Potomac Greens - DSUP #2002-0026

Dear Mayor Donley and Members of Council:

I am writing on behalf of Eakin Youngentob Associates, Inc. and Elm Street Development regarding the Potomac Greens proposal to request the following underlined addition to SUP condition 44. This condition has been reviewed by the city staff and city attorney and is acceptable to them:

44. The applicant shall provide an emergency vehicle connector road from West Abingdon Drive to the eastern most roadway for the proposed development, submitted prior to submittal of the first final site plan and approved prior to release of the final site plan, to the satisfaction of the Director of Code Enforcement. The roadway may be gated and keyed for emergency vehicle use only, to the satisfaction of the Director of Code Enforcement. The applicant's obligations under this condition shall be dependent on the availability of necessary off-site easements. (Code Enforcement)

Thank you for your consideration of this request.

Sincerely,


Jonathan P. Rak

cc: Ignacio Pessoa, City Attorney
Eileen P. Fogarty, Director, Department of Planning and Zoning
Terry Eakin
Jim Perry
Bob Youngentob

REA: 154170 v. 1

EXHIBIT NO.

2

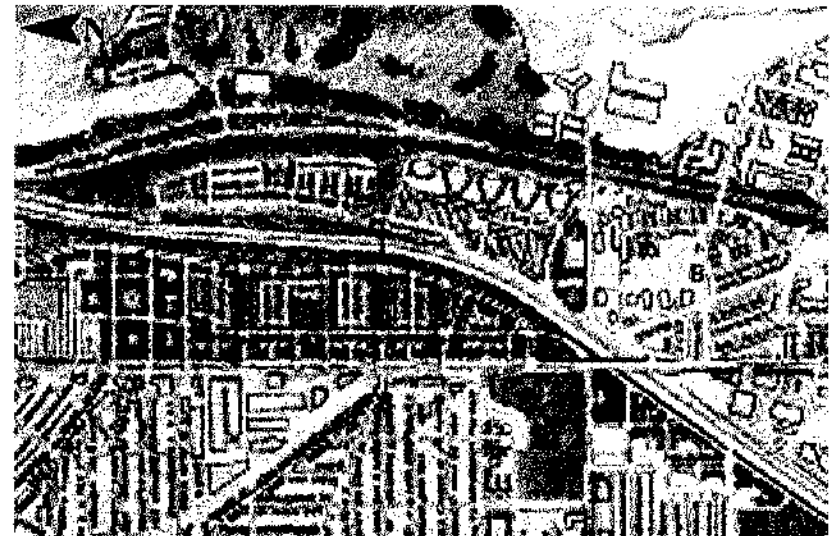
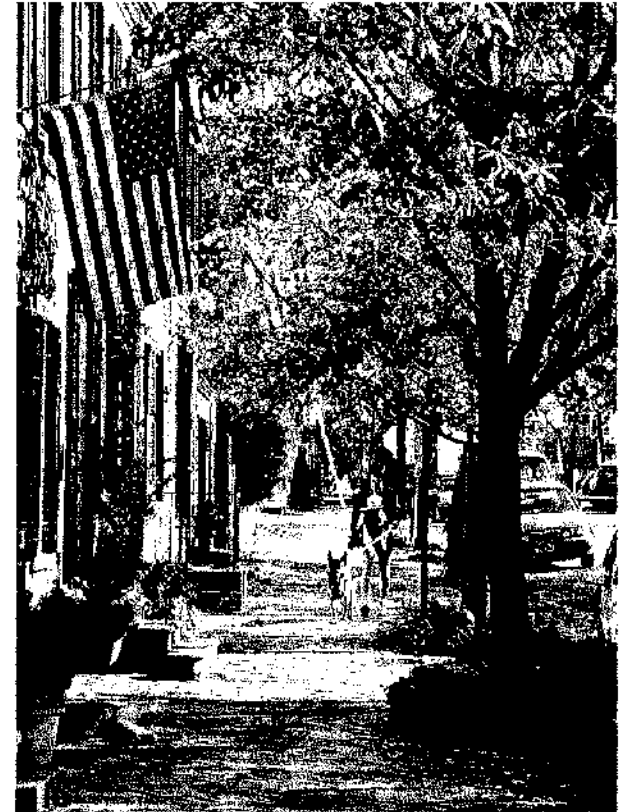
12 & 13
5-17-03

Potomac Yard Parcels A and C Potomac Greens and Potomac Plaza

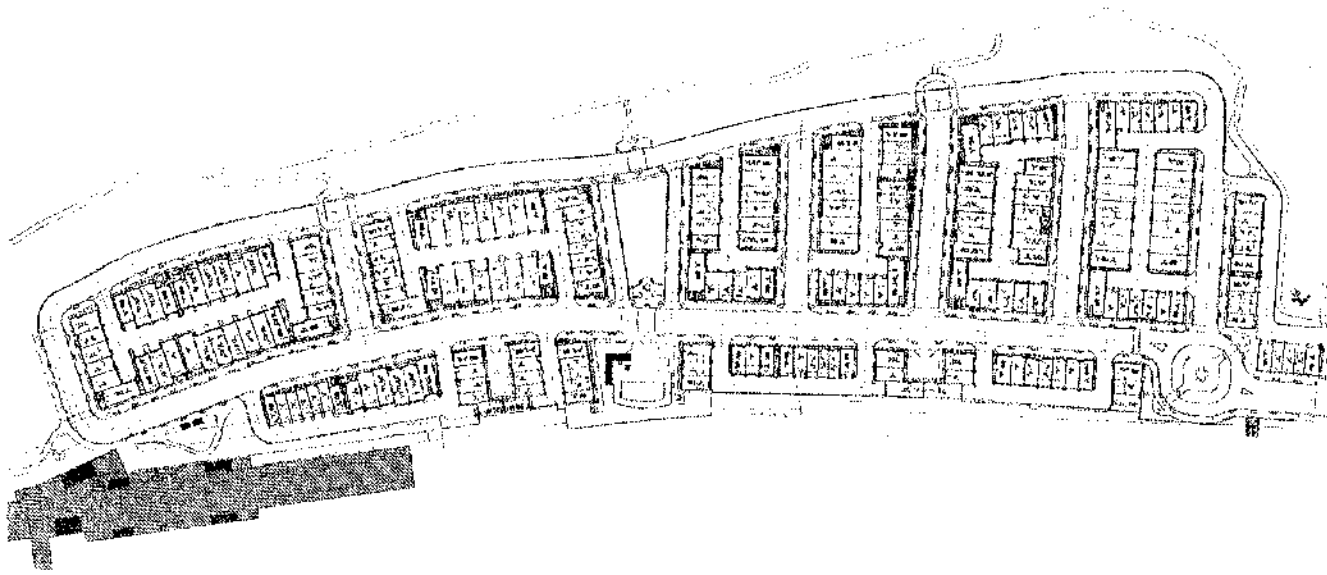
City Council
May 17, 2003

CDD Concept Plan

- ❖ Blocks – Streets
- ❖ Open Space
(Public and Neighborhood Parks)
- ❖ Building Orientation
- ❖ Streetscape
- ❖ Pedestrian Orientation

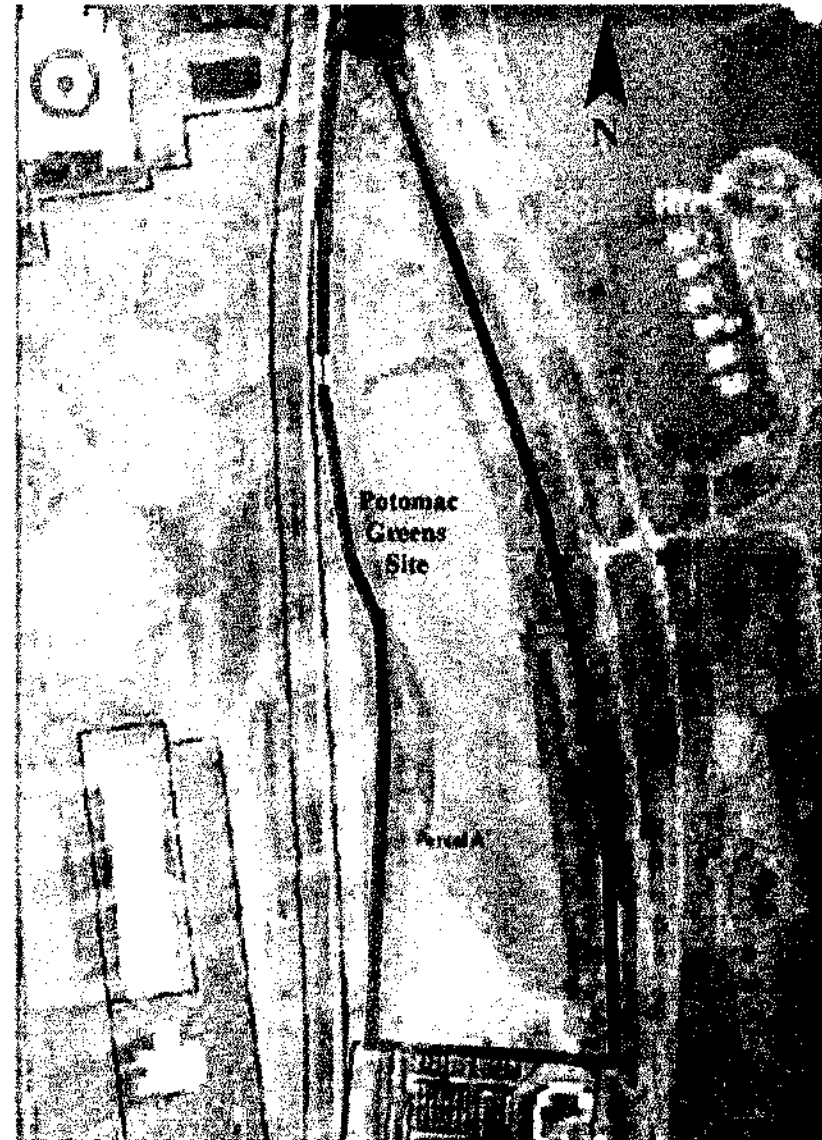


Potomac Greens

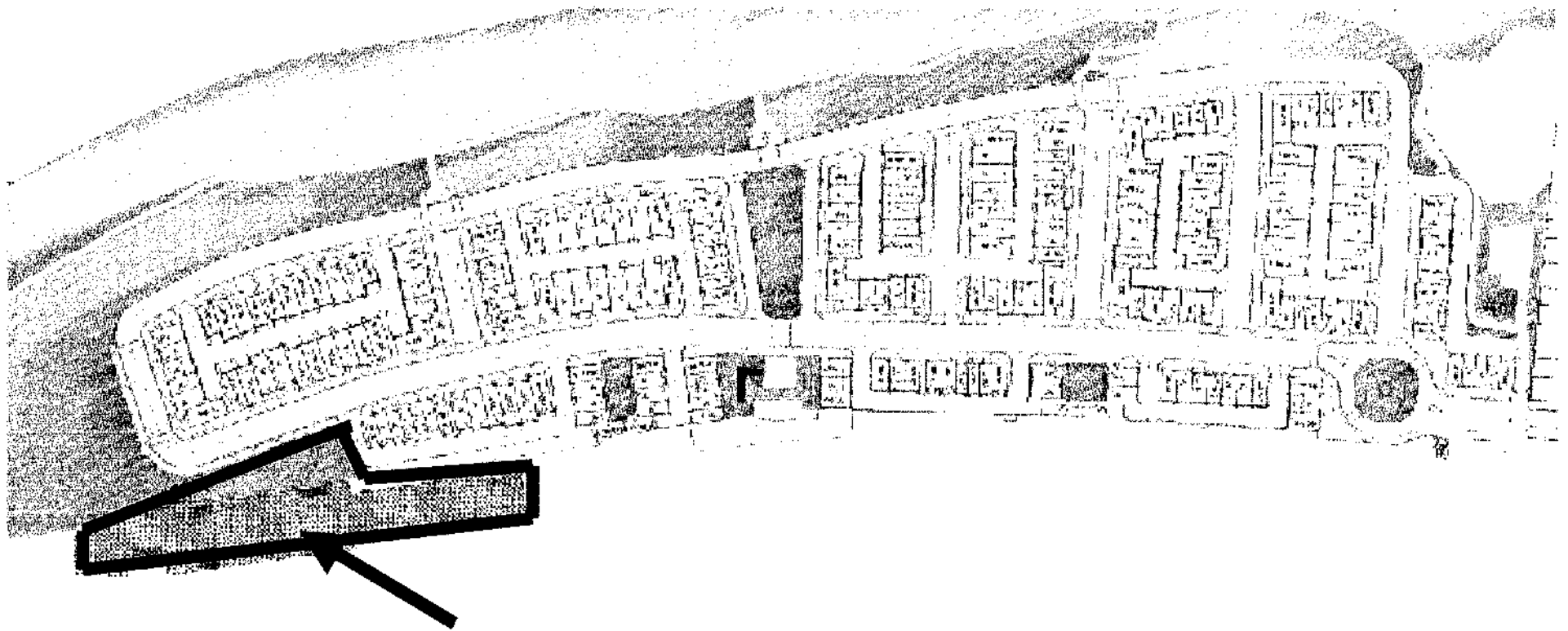


Parcel A - Site Conditions

- Site Area - 33 acres
 - 16-acre environmental protection area
- Constraints
 - Bounds
 - Rail corridor, NPS/RPA, Old Town Greens & Potomack Crossing
 - Access
 - Potomac Greens Drive



Potomac Yard WMATA Metrorail Station

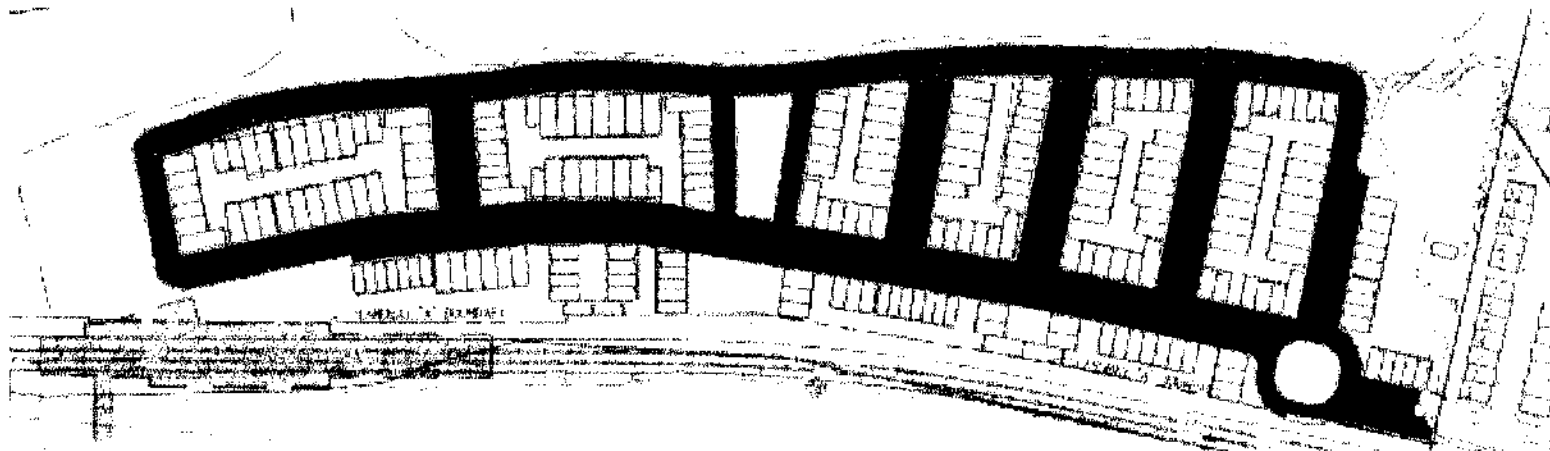
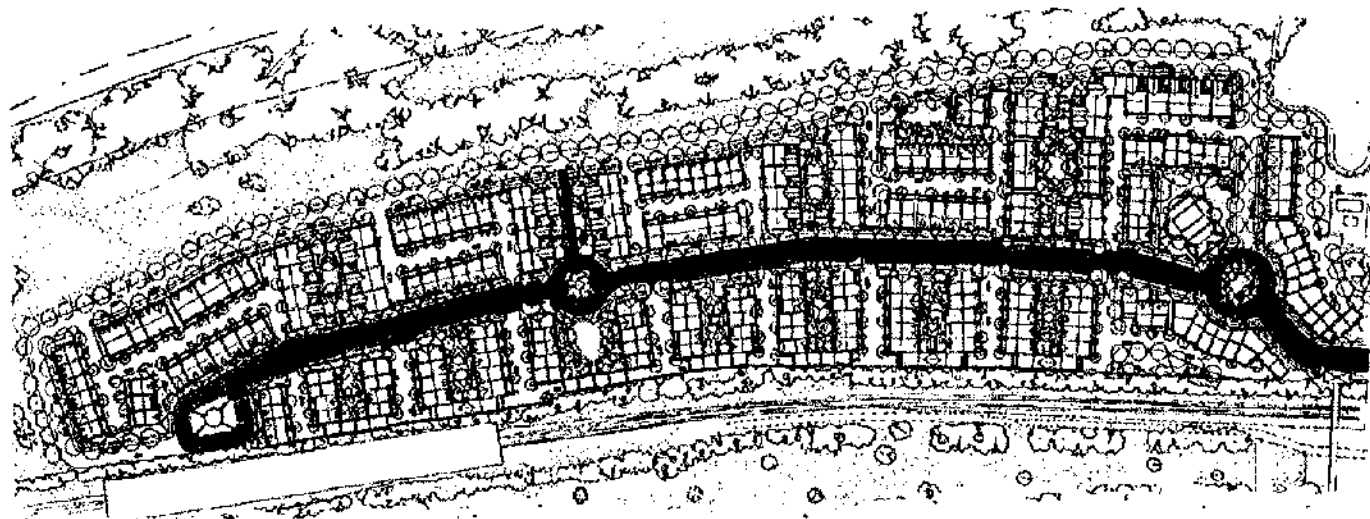


Location of Possible Future WMATA metro station

Initial Submission Incompatible with Potomac Yard Urban Design Guidelines

- ❖ **Street Grid – Blocks**
- ❖ **Dead End Alleys**
- ❖ **Open Space**
- ❖ **Number of Units**
- ❖ **Metro Station reservation**
- ❖ **Perceived Density-Tightness**
- ❖ **Building Heights**
- ❖ **Architectural Refinements**

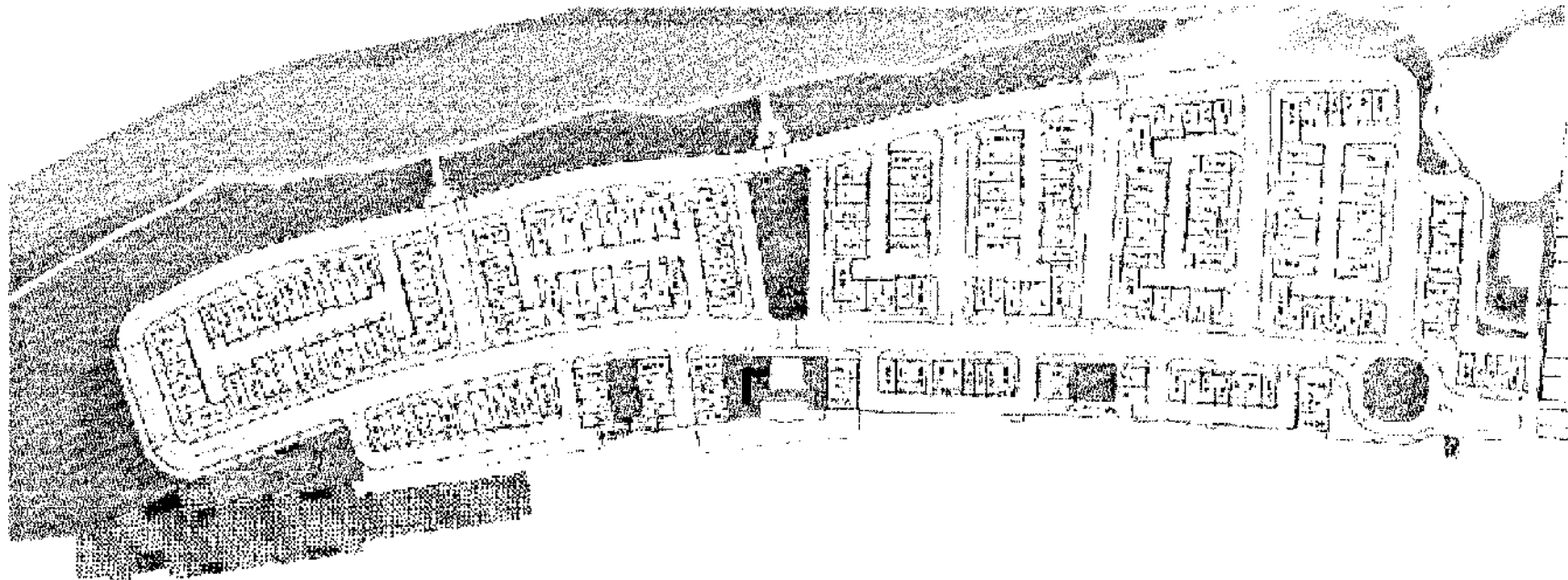
Street Grid



Summary of Issues

- ❖ Open Space
- ❖ Perceived tightness of project/lot coverage
- ❖ Visibility from George Washington Parkway
- ❖ Building heights

Potomac Greens - Open Space



Guidelines

- 56 % open space
- 2.5 acres of neighborhood parks

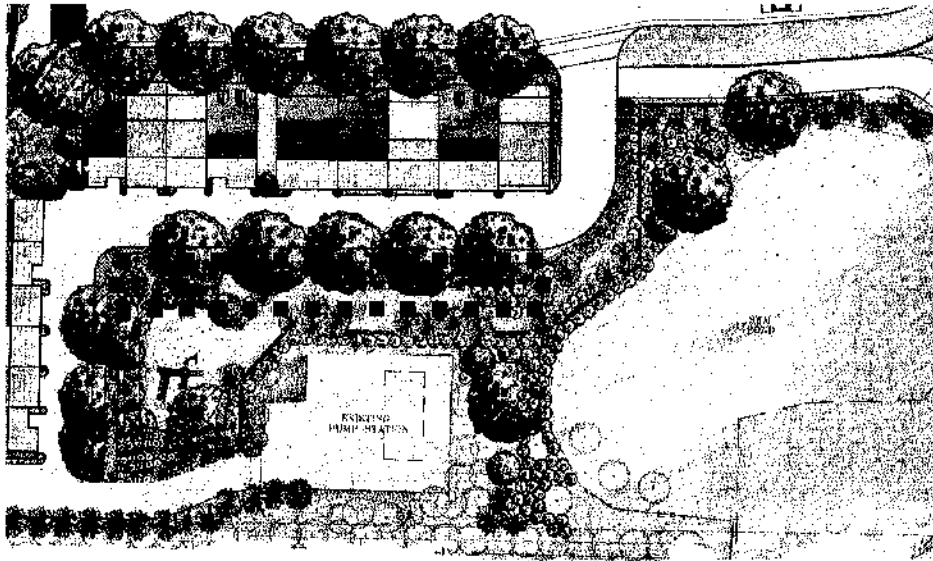
Proposal

- 56.5 % open space
- 2.525 acres of neighborhood parks

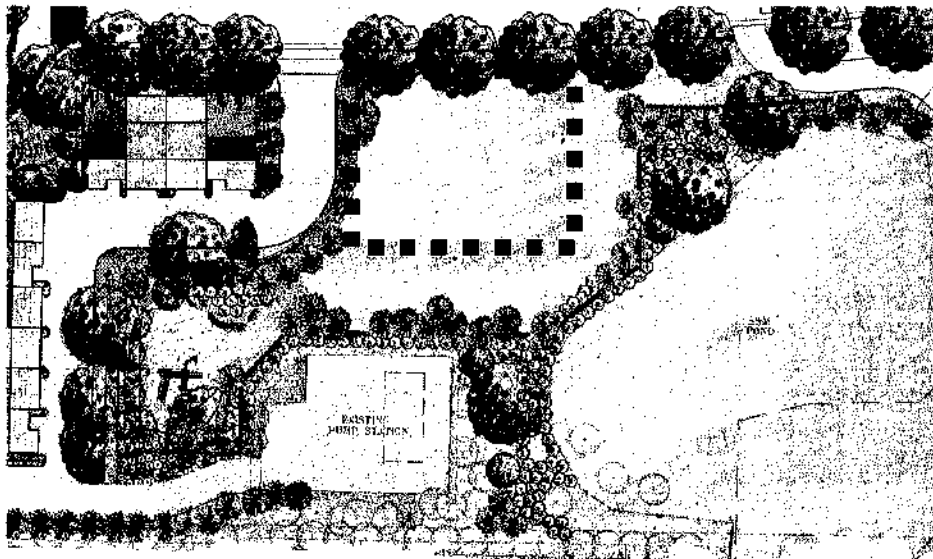
“An open space shall be located between the new development and Old Town Greens and **incorporate the existing pond ...**”
Guidelines p. 44.



Open Space/Buffer



- April 1st revisions - increased open space 6,063 sq ft



- Planning Commission - mandated loss of 5 units, adding 7,150 sq ft of open space

Visibility From The Parkway

Summer



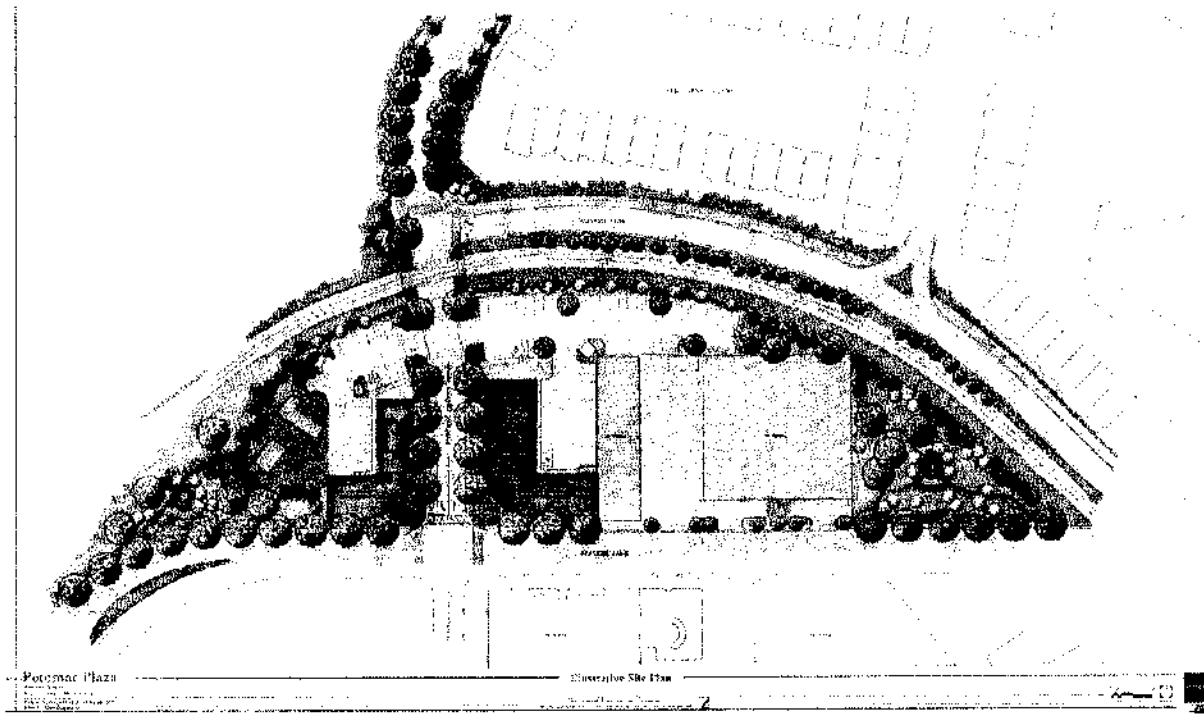
Winter

Proposed Townhouses

Conclusion:

- ❖ The Planning Commission found that the proposed application is in substantial conformance with the adopted CDD conditions and Potomac Yard Urban Design Guidelines.
- ❖ The PYDAC recommended approval of the proposal.
- ❖ The Planning Commission recommended approval of the application subject to conditions and the referenced modifications.

Guidelines for Potomac Plaza



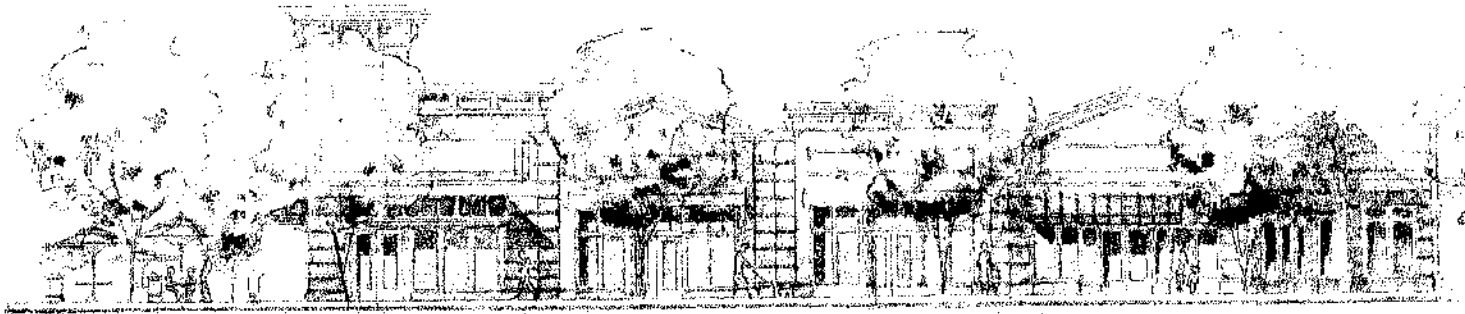
USE — Community Retail/office, landscaped to provide attractive entry .

BUILDINGS — 15,000 sq. ft, required parking on site at grade.

OPEN SPACE — 1.5 acres required with landscaping for passive use.

eastern portion landscaped as gateway from Parkway, northern portion landscaped to screen existing buildings.

Potomac Plaza



❖ Two retail/restaurant bldgs.
flanking new street section. Total
of 15,000 sq. ft.

❖ 1.8 acres of open space, flanking
park-like landscape area and
screening on the north

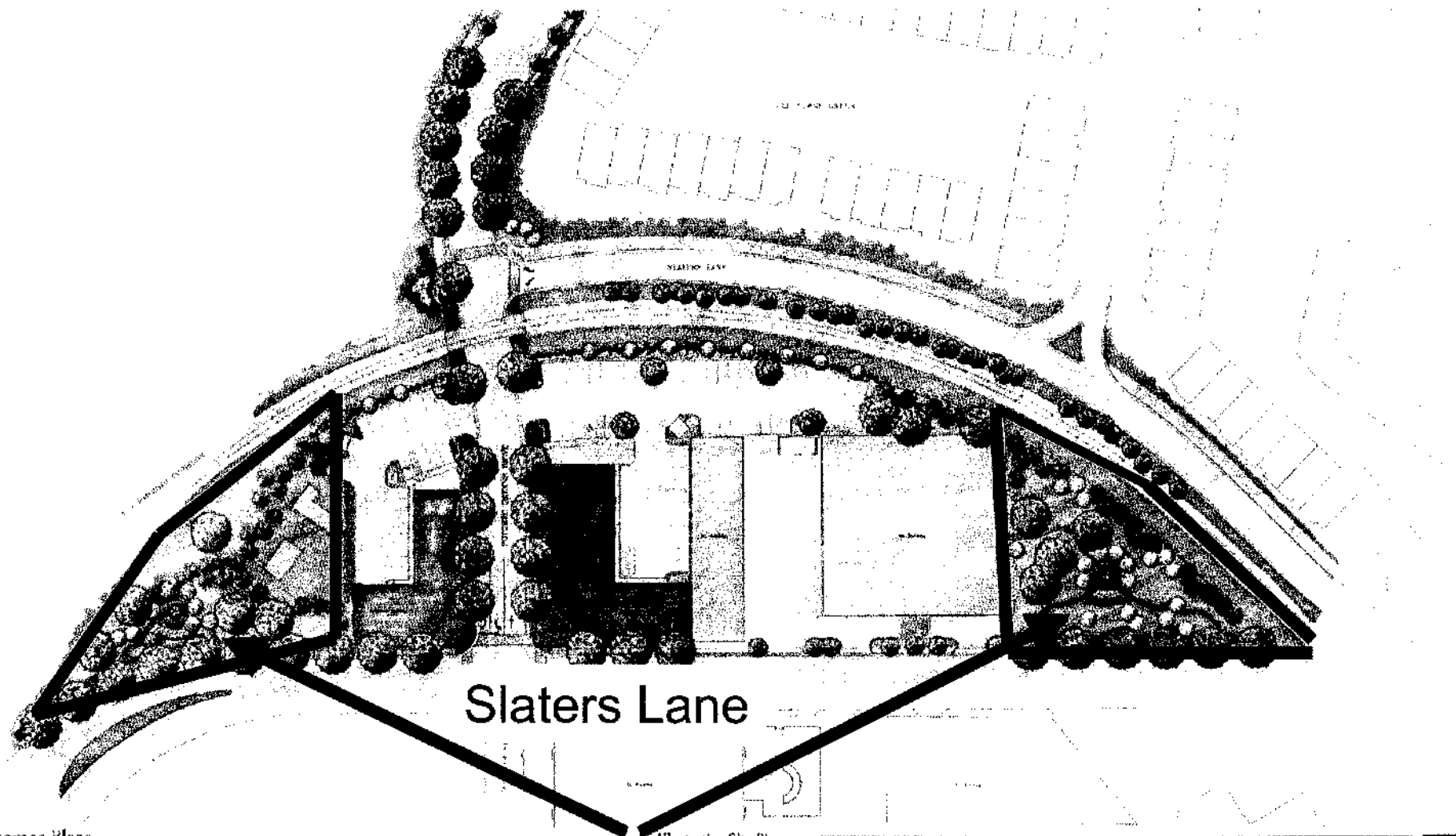
❖ Attractive streetscape with wide
brick sidewalks, outdoor dining,
improved crossings and street trees

❖ Screened at grade parking

Changes made by Planning Commission - Potomac Plaza

- ❖ Shifted buildings north to allow for outdoor dining along Slaters Lane.
- ❖ Removed provisions that would have allowed for administrative restaurant approval
- ❖ Amended parking figures to allow for minimum number required by Code.
- ❖ Provided community input into design of open space and park areas.
- ❖ Enhanced lighting condition to protect neighborhood

Gateway – Open Spaces



Potomac Plaza

Illustrative Site Plan

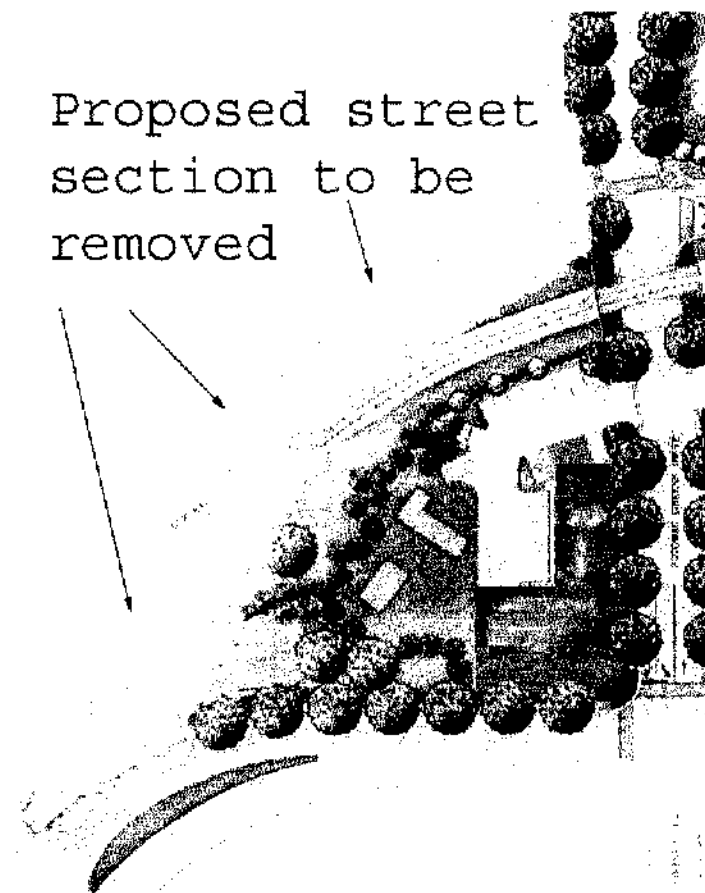
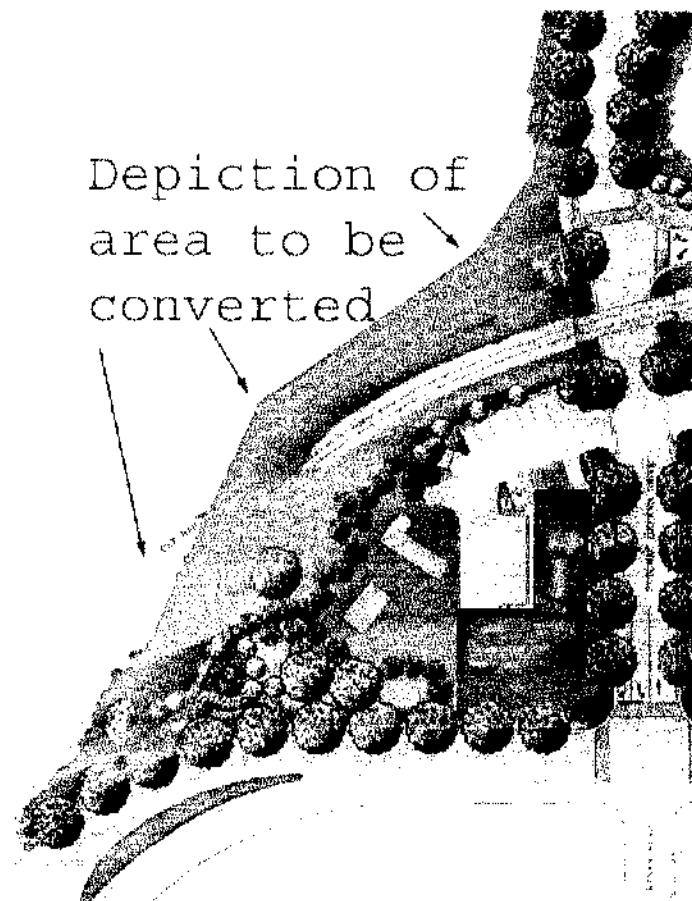
Architect: [illegible]
Date: [illegible]
Scale: [illegible]

Architect: [illegible]
Date: [illegible]
Scale: [illegible]

North Arrow
Scale: [illegible]



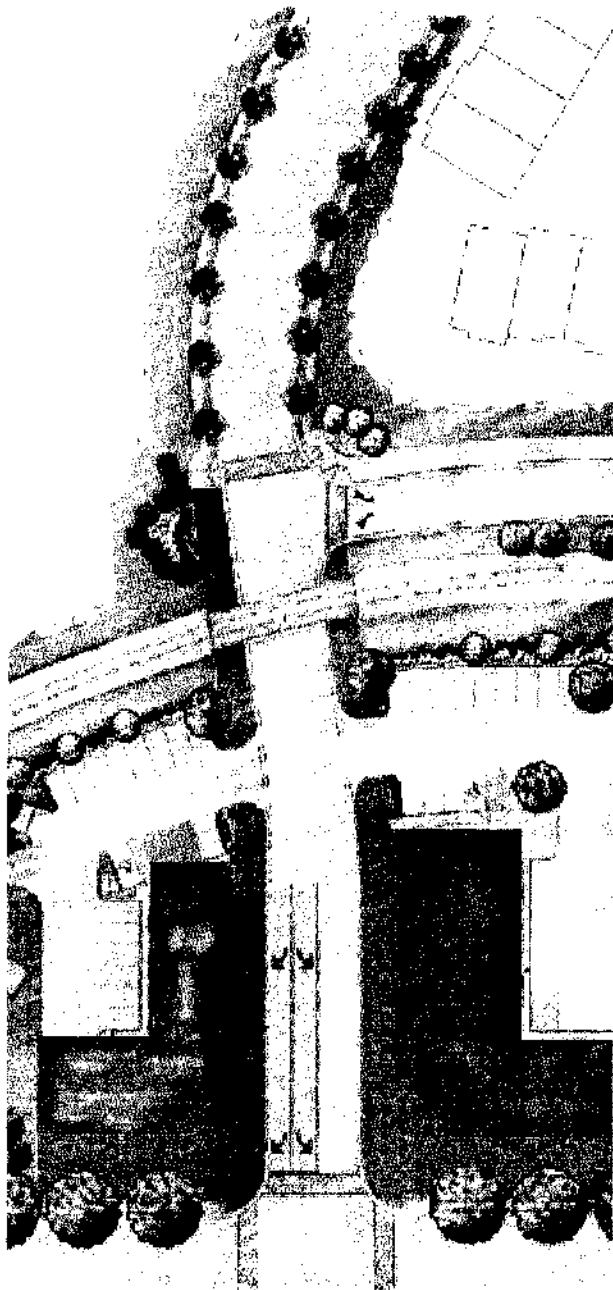
Open Space Reduction



Open Space reduction of 24,000 sq.ft.
Diminished Quality of Open Space.

Appearance of existing condition with WMATA breaker station





Potomac Greens Drive

*New alignment retains
turning movements
that currently exist*

Traffic Analysis Methodology

- Update and extension of 1999 study
- Slater's Lane and Portner Road
- Observed Old Town Greens Traffic
- Estimated Potomac Greens/Potomac Plaza Traffic

Results

- Intersection capacity is adequate with or without the existing North Slater's Lane connection to Slater's Lane
- Delay at Slater's Lane/Portner Road is minimal during peak Periods
- Queing distances at signal are adequate for average peak hour conditions
- On-street parking restrictions can be used to accommodate maximum queing if recurring problems develop.

Conclusion:

- ❖ Staff/Planning Commission strongly recommend that 24,000 s.f of open space not be traded for a redundant roadway.
- ❖ The PYDAC recommended approval of the application.
- ❖ The Planning Commission recommended approval of the application subject to conditions and the referenced modifications.

12 & 13
5-17-03

<jellzey@comcast.net>

To: <beverly.jett@ci.alexandria.va.us>

cc:

05/14/03 04:07 PM

Subject: City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)

Please respond to jellzey

City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)

Time: [Wed May 14, 2003 16:07:04] IP Address: [68.49.209.72]

Response requested: ☐

First Name: John

Last Name: Ellzey

Street Address: 717 Hawkins Way

City: Alexandria

State: VA

Zip: 22314

Email Address: jellzey@comcast.net

Comments: Dear Ms. Jett:

Please forward the following to the City Council so that it may be placed in the record for their meeting this Saturday, May 17, 2003.

Thanks so much for your cooperation.

Sincerely,

John Ellzey

May 14, 2003

Honorable Mayor and City Council Members:

This Saturday the City Council will consider the Planning Commission's recommendation of approval for the Potomac Greens Development.

I believe that a number of revisions and Guideline adherences, if insisted upon by the council, would greatly improve the current plans.

They include:

1) Considerable landscaping of the drainage pond and the pump station between Old Town Greens and Potomac Greens should be required including:
a) Replacing the current fences with attractive brick and/or wrought iron fencing.
b) Planting very large trees around both the pond and the pump station.

2) Adherence by the developer to the Guideline requirements as set up by the City Council including:

a) Strict adherence to the minimum Guideline of 40 feet by 80 feet for a piece of land to qualify as open space. Current plans have multiple areas far below this minimum.

b) Strict adherence to the maximum Guideline for lot coverage of 80%. The Current plans are at almost 90% lot coverage.

3) Removal of a minimum of 10 of the proposed town houses between the two developments. As was originally proposed, this will provide a truly usable parkscape for both communities..

Sincerely,

John Ellzey
Old Town Greens Property Owner
717 Hawkins Way
Alexandria, VA 22314

May 16, 2003

Via email Beverly.Jett@CI.Alexandria.VA.US

Honorable Mayor Donley and Members of City Council
City Hall
301 King Street
Alexandria, Virginia 22314

RE: Abutter Comments on DSUP #2002-0028

Dear Mayor Donley and Members of City Council,

On behalf of the home owners association at Old Town Crescent, 828 Slaters Lane, it is with great interest that I submit for your consideration our outstanding concerns and impressions regarding the pending application for the above-referenced matter. By letter dated March 20, 2003, we previously communicated with Brian Davis of the Department of Zoning and Planning. The March 20 letter was included in the staff report received by the Planning Committee for their review at the April 24, 2003 meeting. We also orally communicated our views at that April 24, 2003 meeting. We write again in an effort to direct your attention to a number of remaining concerns our community has expressed with the proposed project given our position as an abutter directly across the street from the proposed Potomac Plaza. While the community generally favors approval of the Plaza project, we still feel our concerns should be addressed.

Despite previous comment upon traffic in this area, there has been little acknowledgement by the City of Alexandria that an already bad problem will be exacerbated when the Plaza project is fully complete. The staff report indicates the "proposed project is not projected to have a significant adverse impact on [the] intersection" of Slaters Lane at Washington Street. This view is based on the predicate that the intersection already fails during peak intervals. We believe the City Council should reconcile this apparent denial by making, as part of the permanent record if granting the permit, a statement that the DSUP is being issued notwithstanding the additional traffic, corresponding problems and further degradation to service levels that will be introduced. The statement should also indicate that the increased traffic and congestion on Slaters Lane would result in increased noise, pollution and safety concerns for residents on Slaters Lane. Our community feels that it is important the record for approving the project be accurate so that we may 1) establish a beginning point to solving a problem the City admits exists; 2) preserve our rights for the future; and 3) have faith that our City government can recognize a mischaracterization in the staff report and correct it. We have also learned that Tom Culpepper of the Department of Transportation/Environment Division completed a revised traffic study in which he concluded traffic would flow at level of service A at the new intersection of Slaters Lane and Potomac Greens Drive. We urge the City Council to publicly challenge this conclusion.

After becoming more familiar with the traffic problems, residents now question the wisdom of outdoor seating on Slaters Lane. The inviting neighborhood atmosphere

12 5 13
5-17-03

sought in our first letter now seems compromised because empty seats do not add value. Many residents would now endorse a motion to move outdoor seating away from Slaters Lane to Potomac Greens Drive.

The staff report indicates that, by condition, no mechanical or HVAC units will be permitted within view of the streets. As homeowners who overpaid for our homes in part because of a rooftop terrace accessible by all residents, we feel that it is also imperative the builder conceal the unattractive (HVAC/utility oriented) mechanical devices that will invariably be placed on the Plaza roof. While the builder has privately informed us that the utility and/or HVAC devices appearing on the Plaza roof will be housed in screening that will shield them from our community's view, we respectfully request the City Council to publicly confirm their commitment prior to DSUP approval.

We also wish to share our impression that the builder has been highly responsive to our community's prior discussions, and has made many concessions in furtherance of our goal to develop a well-defined design plan that delivers a strong sense of place. The builder's willingness to listen to and work with neighborhood residents should serve as an indication that the applicant is committed to ensuring the final product will be successful. Please consider the following non-exhaustive list of compromises as evidence in support of this attestation:

Potomac Plaza - Docket 12

- Moved both buildings 5-6 feet off Slaters Lane to provide wider sidewalks (Still strongly favored by residents even if outdoor seating were to be relocated)
- Agreed to clad buildings in brick
- Agreed to work with neighbors in the final design of east-end Gateway Park
- Agreed to appropriate lighting levels and screening to minimize glare and spillover lighting

Potomac Greens - Docket 13

- A steady reduction in total units from 244 (maximum allowed) to 227.
- Additional Open Space in the Southern Park in response to concerns about buffering from the Old Town Greens Neighbors - from 17,888 SQ. FT to 23,951 SQ. FT.
- Meet or exceed (slightly) Neighborhood Park requirements of 2.5 acres with 2.525 acres.
- Meet 56% open space requirement
- Reconfigured neighborhood park open space to meet 3200 SQ. FT. minimal requirement.

Kind regards,

/s/Nicholas P. Panos

President/Treasurer

Old Town Crescent Unit Owners Association

12 & 13
5-17-03



Beverly I Jett

05/16/2003 07:44 AM

To: Barbara L. Carter/Alex@Alex

cc:

Subject: City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)

For Saturday, 5/17/03 -- Potomac Greens

----- Forwarded by Beverly I Jett/Alex on 05/16/03 07:49 AM -----



<jellzey@comcast.net>

05/15/03 08:24 PM

Please respond to jellzey

To: <beverly.jett@ci.alexandria.va.us>

cc:

Subject: City of Alexandria Website Contact Us - EMail for Beverly Jett
(beverly.jett@ci.alexandria.va.us)

City of Alexandria Website Contact Us - EMail for Beverly Jett (beverly.jett@ci.alexandria.va.us)

Time: [Thu May 15, 2003 20:24:00] IP Address: [68.49.209.72]

Response requested: []

First Name: John

Last Name: Ellzey

Street Address: 717 Hawkins Way

City: Alexandria

State: VA

Zip: 22314

Email Address: jellzey@comcast.net

Comments: Honorable Mayor and City Council:

In the New York Times today was an article that tells the history of and the arrangements being made for the sesquicentennial celebration of perhaps the most defining piece of architecture in the entire city....Central Park.

The millions of inhabitants of that great city owe an un-payable debt of gratitude to a group of politicians who possessed exceptional vision and uncommon courage to see that vision to it's completion. Below are excerpts from the New York Times story.

On July 21, 1853, the State Legislature designated as "a public place" the lands that were to become Central Park, accomplishing the unheard-of removal of 17,000 potential building sites from the real-estate market.

"It's appropriate to celebrate the year of the Legislature's decision rather than, say, the design competition in 1858," said Sara Cedar Miller, the historian and photographer for the Central Park Conservancy, which helped to organize the Met exhibition. "The vision to take so much land for a city park was unprecedented in the history of this country."

"The rich wanted New York to be a major metropolis, and a park was de rigueur, as in Paris and London," said Ms. Miller, author of "Central Park, an American Masterpiece" (Harry N. Abrams, 2003, \$45). "And visionaries saw the park as an outdoor classroom in urban reform. They thought immigrants would witness the fine clothes and the carriages and would want to work hard to be part of the American dream."

The park, Mr. Heckscher said, "was to be a place for passive entertainment, and for the appreciation of nature — a public living room for people of all classes, who were supposed to be on their best behavior."

Shortly after it was accepted, the Greensward plan was modified to accommodate wealthy New Yorkers' demand for carriage drives and riding trails, adding to the pedestrian paths originally envisioned. An attempt to shrink the size of the park was beaten back by Mayor Fernando Wood, "which was the best thing — and possibly the only good thing — he ever did," Ms. Miller said, noting that Wood was an otherwise undistinguished politician. In the end, admirers of Central Park inspired the movement for state and national parks. And, even then, imitation was the sincerest form of flattery. "Every city in the country," Ms. Miller said, "wanted its own Central Park."

Alexandria has the opportunity at the upcoming city council meeting to establish itself as an American model for preserving quality of life benefits for its citizens for years to come in the form of "open space" requirements.

Please stand by your established guidelines of 40 by 80 feet requirement for open space and a maximum of 80% lot coverage. Your grand children will thank you.

Sincerely,

John Ellzey

P.S. Here is the web page for the entire article
<http://www.nytimes.com/2003/05/15/nyregion/15CENT.html?pagewanted=1>

717 Hawkins Way

Alexandria, VA

703-786-0254

703-535-3248

fx 419-730-4666

jellzey@comcast.net



"Amy Slack & David
Fromm"
<alsdmf@earthlink.net>

05/16/03 02:50 PM

To: Beverly Jett <beverly.jett@ci.alexandria.va.us>
cc: Bill Cleveland <billclev@comcast.net>, Joyce Woodson
<eberweincouncil@comcast.net>, Bill Euille
<wmeuille@wdeuille.com>, David Speck <dspeck@aol.com>,
Kerry Donley <mayorafx@aol.com>, Del Pepper
<delpepper@aol.com>, Claire Eberwein
<eberweincouncil@comcast.net>

Subject: Potomac Greens DSUP

Mr. Mayor and Honorable Members of City Council,

Please accept my apology for not attending the public hearing Saturday May 17, 2003. I had made a prior commitment and I feel strongly about honoring commitments once made.

In the course of your consideration for approval of the proposal made by Eakin/Youngentob Associates; DSUP #2002-0026, you will be asked to defer or deny the request by persons residing in Old Town Greens. They wish to have an associated request, Vacation #2003-0002, decided in their favor prior to approval of DSUP# 2002-0026.

At the Planning Commission meeting of May 8, 2003, I spoke in opposition to the vacate. Please consider my words of that evening.

What is missing here is a discussion of the common good and the numerous benefits we all receive from providing for the economic and social well being of the city as a whole.

Is it wise to limit our possibilities; possibilities to expand pedestrian and bicycle access, to sew communities together with multiple threads?

What will this vacation accomplish? Isolation.

What do we, the Greater Community receive in return? Nothing.

What do we lose? Community.

Thank you.

Sincerely,

Amy Slack

--
Amy Slack, Co-chair Land Use committee
Del Ray Citizens Association
703-549-3412
alsdmf@earthlink.net

GREGORY MINJACK
700 ARCH HALL LANE
ALEXANDRIA, VIRGINIA 22314

*Sent to
CC, Com, P&S/
Recreation
CM 2/19/03*

February 24, 2003

Kerry Donley
Mayor
City of Alexandria
Suite 2300, City Hall
301 King Street
Alexandria, VA 22314

Dear Mr. Mayor,

I am writing to alert you to a looming problem with the proposed Potomac Greens development and the effect that it will have on the entire City if allowed to proceed under the plan presented by the developers at a recent community meeting.

Based on the developer's current plan, the proposed development has significantly and materially deviated from the approved guidelines. From a quantifiable deficit of promised green space to a quantifiable excess of units, the Potomac Greens plan is a real threat to the quality of life in the North-end of the City. The current plan also promises to negatively affect the lives of all Alexandria residents who have to pass through the North-end of the City to get to Crystal City, the Airport, and DC.

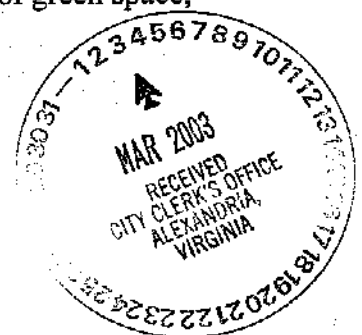
In addition to the size and scope of the proposed development, the dog park and footbridge / pedestrian overpass beg innumerable problems for the City and its residents. **Ask your planning staff how they think a footbridge of the scale needed to traverse the Metro tracks will "land" between the Metro barrier and the adjacent city street.**

The dog park, planned to be wedged into a long narrow tract of land between a very noisy Metro and a children's playground, will not only cause major traffic disruptions, and pose danger to adults and children using adjacent recreational areas, but it presents other safety risks as it will be screened from view by trees and bushes from all sides (most other dog parks are visible from all angles for monitoring by the public and police). **Ask the police how they plan on monitoring this blind and inaccessible area.**

I urge you, the City Council, the Planning Commission, and the planning staff to hold the developers to the guidelines for the Potomac Greens development agreed to in 2001. Letting them chip away at standards involving density, preservation of green space, traffic mitigation, and safety is not acceptable to City residents.

Sincerely,

Gregory Minjack
Gregory Minjack



February 25, 2003

Mayor Kerry Donley
City Council
301 King Street
Alexandria VA 22314

Dear Mayor Donley,

I have recently reviewed site plans for the Potomac Greens Development that is slated for the property north of my home in Old Town Greens. I write to express concerns of neighbors and myself about these plans because they are significantly different from what was represented to me when I purchased my home in 1999.

My concerns address a number of issues that have the high probability of impacting our community in a negative way, namely:

- Absence of the promised park space (2-3 acre buffer) between Old Town Greens and any new development
- Lack of green or open space within the proposed development
- The high density of the proposed Potomac Greens Development; with 227 units, it is considerably more than the maximum allowed in the Concept Plan
- Drastically increased traffic through our neighborhood and the related safety and parking implications; this will add to the already-congested situation on Slaters Lane during the morning rush hour as well

At the time of purchase, I was told by NV Homes that there would be residential development at some time to our north. My neighbors and I do not contest the development, but rather the notable changes to the Concept Plan and the impacts that these changes indicate.

I chose to live in Old Town Greens because of its charm, proximity to the Capital and Old Town Alexandria, lovely parks and open spaces, and the bike path along the river – in short, for overall quality of life. I could have chosen to reside in a high density town home development in other parts of Northern Virginia at significantly lower cost but opted for this neighborhood based – in part – on assurances about the new development. Having reviewed the site maps for Potomac Greens, I contend there is a serious breach of trust at work. As such, I implore you, colleagues on the City Council and members of the Planning Commission to hold the developer, **Crescent Resources LLC**, accountable to the original Concept Plan.

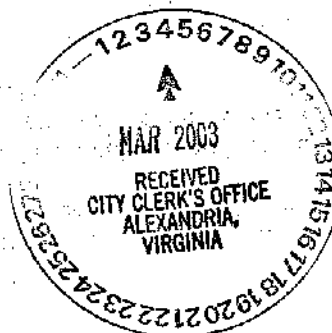
Lastly, I inquire about the effect this development will have on the George Washington Memorial Parkway immediately to the east. The proximity of the development to the parkway seems likely to exacerbate the existing and serious problem of standing water on the roadway. During heavy rain events, this situation produces hazardous driving conditions for this main thoroughfare into/out of the City of Alexandria. I am available to discuss these issues and can be reached at the contacts listed below.

Sincerely,

Jane M. Knecht

Jane M. Knecht
716 Hawkins Way
Alexandria, VA 22314
703/535-3142, jknecht@erols.com

cc: Crescent Resources LLC



*CC rec'd.
Sent to CM, P&B,
Recreation
CM 2/19
[Signature]*

February 20, 2003

~~future~~

Mayor Kerry Donley
City of Alexandria
301 King Street
Alexandria, VA 22314

Dear Mayor Donley,

I am writing this letter in protest of the *severely* flawed, but easily remedied, plans presented by the developer, EYA, for their Potomac Greens development north of Old Town Greens. The flaws in the plans are numerous and obvious, including but not limited to:

1. MUCH TOO DENSE A POPULATION PLAN—CONTRARY TO THE ORIGINAL CONCEPT

- 227 buildings as opposed to 196 first proposed in 1999!
- The concept plan calls for a **MAXIMUM** of 209 buildings!

2. VIRTUALLY NON EXISTENT GREEN OR OPEN SPACE

- Only 2.6 acres out of 18 acres designated green space, most of which is at the far North End of the development and therefore virtually unusable by the majority of the population.
- No open park area between the two developments, contrary to both requirements and written representations calling for a 2.5 to 3 acre buffer. (A deck sized Tot-Lot is substituted)
- Farcical so-called green or open spaces, including a gravel road that encircles a pump house, a 2 foot grassy perimeter around the pump house, a run-off pond, a fenced-in swimming pool area, the bushes in front of homes and the middle of a traffic circle.
- None of the homes have either front or back yards or even a living level deck to barbecue on!
- 4 feet spaces between buildings!! Many codes call for at least 5 feet for an interior hallway!

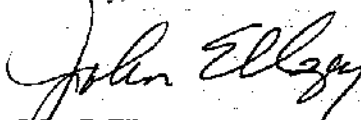
3. EXTREME TRAFFIC SAFETY AND SECURITY ISSUES

- **ONLY ONE** traffic entrance and exit that **MUST** go over coal train railroad tracks! What happens in the event of a large multi-alarm fire or terrorist attack and the train is on the tracks?
- The Planning Commission is making traffic projections using 3 year old traffic studies ... studies made even before Old Town Greens was finished!
- A likely minimum of **400** additional cars attempting egress from Potomac Greens Drive onto Slater's Lane and GW Parkway daily!
- The added traffic from the proposed Potomac Yards Dog Park will also be using this same street as its only ingress/egress!

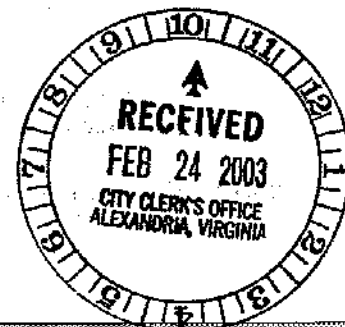
I submit that these plans amount to nothing more than a covert attempt by the developer to skirt certainly the intent, if not the letter, of the development goals of Alexandria. And, if allowed to be implemented, will establish an unfortunate precedent for all future Old Town Alexandria developments. An unfortunate precedent that Alexandria, a town long known for its unwavering resistance to the scourge of "urban sprawl", someday will rue!

I urge you to reconsider and redraw these plans to make them conform more to the ideals of history, quality of life, beauty and health that Old Town Alexandria has esteemed for almost three centuries.

Sincerely,



John C. Ellzey
President



February 20, 2003

Mayor Kerry Donley
City of Alexandria
301 King Street
Alexandria, VA 22314

~~future~~

Dear Mayor Donley,

I am writing to you to express my grave concerns regarding the proposed Potomac Greens Development just north of my community, Old Town Greens. It has been brought to my attention that significant changes have been made to the guidelines and plans that were represented to us by the City and NV Homes at the time of the purchase of our home in June of 2000.

I believe that these changes will have an extremely detrimental impact on the quality of life, safety, traffic and sense of community and neighborhood that currently exists in Old Town Greens.

What happened to the proposed 3.5 acres of "green space" originally proposed between the two developments? In reviewing Potomac Greens architectural plans I see virtually no green space with the exception of the open field at the far north side of the development.

How can these developers in good conscience count as "green space" a small "tot lot", small patches of what appears to be grass, a shrub, sidewalks, roads, and gravel roads around the pump house. None of these could possibly be used for outdoor activities of any kind. I believe that, unless the city has changed their definition of "green space", the developer is definitely trying to "bamboozle" the public.

Traffic and safety are also great concerns of mine in that there is *only* one road in and out of this area. And for the city and the developers to state that a three year old "traffic study" shows that the added 470 cars will produce no added traffic problems indicates gross miscalculations. Have they seen the lines trying to get on to the GW Parkway off Slater's Lane during morning drive time?

Also, I hate to think of what might occur if an emergency situation should require all of us to exit our neighborhood simultaneously. Or what if a large fire should occur and multiple pieces of fire equipment should need to get into the development when the only way in or out is across the coal train railroad tracks...the safety dimension becomes even more acute.

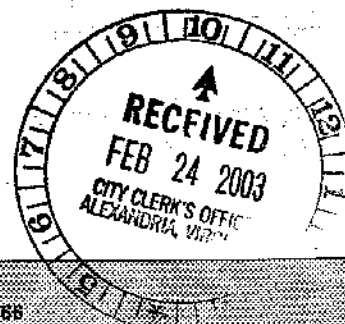
The first proposal in 1999 called for only *196 buildings* while the current plan *far* exceeds those guidelines as they now want *227 buildings*. This kind of density will destroy the character of our neighborhood. Do we want to look like all the other "sprawl developments" that are devouring this area? And the proposed dog park with the only entrance on Potomac Greens Drive, if approved, will only exacerbate the problems of parking, traffic, safety.

I would respectfully suggest that additional opportunities are needed for input by the public prior to the premature approval of these plans. This development would very likely be precedent setting for the future developments that most assuredly will take place in Alexandria, and it would be foolhardy to approve something that would be detrimental to the image of Alexandria far into the future.

I am compelled to stand strong insisting that growth be smart, well thought out and well planned with consideration of those already residing in Old Town.

Sincerely,

Sharon Ellzey
Sharon Ellzey
President



Received by CC, Sent
to CM, PZ, Recreation

February 22, 2003

Mayor Kerry Donley
301 King Street
Alexandria, Virginia 22314

~~Private~~ #1

Dear Mayor Donley,

The purpose of this letter is to express my concerns and displeasure about a planned development adjacent to Old Towns Greens, located off Slater's Lane in Alexandria, Virginia. After 36 years of active service as a U.S. Naval Officer, I retired and purchased a new town home in Old Town Greens, built by NV Homes. To date, my wife and I have thoroughly enjoyed living in Alexandria. After 22 moves, we looked forward to putting down roots and our home of choice was Alexandria. I am currently employed as a civilian government employee working in the Senior Executive Service at the Pentagon for the Department of the Navy.

Before we purchased our town house in Old Town Greens, we asked about the future development of the land adjacent to our property. We were told that there would be space between our property and whatever new development was being planned. We were told that there would be a park with ample green space between Old Town Greens and the next development. Apparently, much has changed since then. The proposed plans for Potomac Greens are much different than the original plan presented to us. I am very concerned about the changes and wanted you to be aware of these concerns so you can better represent the Ellis family as homeowners in Alexandria.

My concerns are as follows:

1. DENSITY - There is too little "green space" planned in the Potomac Greens development. In fact, it appears to be much denser than any other area in Old Town. One of the major positive aspects of Old Town is that the government leadership has maintained the charm of the area by demanding sufficient "green space" for use by citizens while providing a pleasing appearance. A major factor in influencing my wife and I to buy in Old Town Greens was that a large "green space" would be located between Old Town Greens and the planned development to the North (now known as Potomac Greens). The current development plans have reduced this planned "green space" to practically nothing. This is highly unsatisfactory and not in consonance with what we were led to believe. Also, we question whether the planned development is in concurrence with guidelines in place at this time.

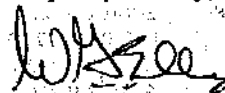
2. TRAFFIC - In reviewing the plans, there appears to be only one access into and out of the Old Towns Greens and Potomac Greens developments. With the heavy traffic already being encountered on Slater's Lane particularly during commuting times, the situation will be intolerable. Alternative means or options for egress and ingress have to be found as well as the consideration of parking demands. The new development should not commence until these unsafe and impractical circumstances are resolved.

Although I expect Alexandria to continue to grow and provide adequate and well designed housing, recreational space, with reasonable parking and traffic flow, I do think that the responsible leadership of Alexandria has to carefully consider all development plans with the goal of protecting the citizens of Alexandria from ill-conceived or unreasonable ideas. I am not against growth as long as it is done correctly.

I respectfully request that you give my concerns your closest attention and do what is "right" for the town of Alexandria and the citizens of Old Town Greens.

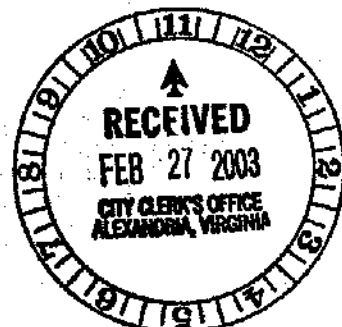
Thank you for your time and your assistance.

Very respectfully,



Winford G. Ellis
Rear Admiral, U. S. Navy (ret)

707 Hawkins Way
Alexandria, VA 22314
(703) 838-2901
jeroellis@aol.com



Received by CC, Sent to
CM, P&Z, Recreation

Alexander J. Krem
701 Hawkins Way
Alexandria VA 22314

23 February 2003

Kerry J. Donley
Mayor
301 King Street
Alexandria VA 22314



Re: Proposed development of Potomac Greens subdivision

Dear Mayor Donley,

Thank you for organizing your last City Council Meeting in our neighborhood. And thank you for the patience and charm with which you listened to your citizens and their concerns. You make a good mayor. The city will be less without you in that chair.

As we discussed on the night, the Planning Commission is now reviewing plans to develop Potomac Greens, at the North end of Alexandria. The citizens of Alexandria look forward to a sensitive and sensible development.

A proposal has been made to the Planning Commission by Crescent Resources / EYA which will be discussed on 4 March 2003. As you know, I believe that *the current proposal will have a significant negative effect on the future of Alexandria*, particularly the residents of Old Town Greens. This will hurt not only those of us who will be living next to the new development, but citizens in the surrounding neighborhoods as well.

The proposed development calls for *ultra-dense housing*. This does not seem good for people. Visit New York City if you are in doubt. In the approved Design Guidelines, 209 buildings were planned. This seemed far too many to me. Now the developer is proposing to build 227 homes – an increase of over 10% from the very disturbingly high previous figure. (As no stacked units are planned, total households will go down under this plan. Nonetheless, total buildings will go up and open space will be affected.) None of these proposed houses will have front or back yards. Passageways between houses will be narrower than the legal minimum for interior office hallways. Estimates are that over 85% of the useable land will be built on or paved. This is not the future I would wish on Alexandria and its children.

I have had a quick look at the proposed plans. The developer's *calculation of "green space" violates the originally approved Design Guidelines* in many ways. Worse, the calculation appears to be intentionally misleading. In its calculation, the developer includes fenced-in areas, sidewalks, some roads and other paved areas, tiny scraps of unusable land -- some as small as 900 square feet -- even the proposed metro station and land outside the development itself. I understand that the proposed development will be denser than Old Town or Del Ray. It may even have less green space than local public housing projects like The Berg.

No park is now planned between Old Town Greens and the new development, despite repeated written representations by the developer and its predecessor for a 2.5 – 3 acre buffer. These representations were used to sell the homes in Old Town Greens. I believe Old Town Greens residents will have a legal claim against both past and present developers for misrepresentation, and perhaps fraud, and am now reviewing the facts and our legal options. I do not know what the Planning Commission has informally indicated to the developer as what might be acceptable. However, if it has done anything to indicate that there is no need for the promised buffer to Old Town Greens, I believe such an event would seem to represent a breach of faith with us and might subject the City to liability, as well.

Without the promised buffer, *where will local children play?* In the traffic circle that is now proposed? In the pocket parks that will soon be converted to quasi-private parks for those homes that abut them? At the North-end of the development which may soon be converted to parking for the Metro? What sort of development do we want for our children? And for their children? I urge that you act to ensure the promised park to the South of the development.

When Old Town Greens was built, it was build without sidewalks. The theory then was that this would be a community of "empty nesters", and there was no need to cater to children. Wrong. I understand that there are now at least 60 children living in Old Town Green - children who will spend their childhoods playing in the streets because the city planners allowed the development to go forward without sidewalks. Now, it seems the developers are urging an equally bad mistake - a development without meaningful parks. Please look at the proposed plans. If you do, I hope you share my concerns.

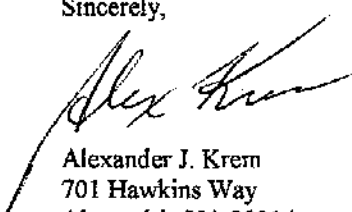
I also have some concern for *increased traffic*. Our neighborhood will be greatly affected. An estimated 450 more cars will be on our two North-South streets each day -- excluding visitors. If the proposed dog park (a singularly bad idea, I think) is allowed, even more traffic will flow down our streets. Developers are planning for almost 650 new cars. This will increase noise, traffic, and risk to our children (who have no sidewalks to protect them), ourselves, our property and our serenity. It will also put more pressure on local parking. It will create more delays at the intersection at Slater's Lane and GW Parkway, a traffic problem that is almost intolerable now each working morning.

With respect, I urge you to:

1. Review the developer's plans to ensure that the developer "plays fair" in its calculations and that the original Urban Design Guidelines are not compromised. If possible, *reconsider those guidelines in order to create a less dense, greener development*, which will reflect well on the community and your own vision for Alexandria's future.
2. Ensure that *adequate green space* is reserved. Counting tiny scraps of land, traffic islands, metro stations and future metro parking lots should not be allowed.
3. Ensure that increased traffic does not create a *safety issue* for residents of Old Town Greens.

Thank you.

Sincerely,



Alexander J. Krem
701 Hawkins Way
Alexandria VA 22314
(703) 299 1202

Received by CC, Sent to
CM, PZ, Whitman

701 Hawkins Way
Alexandria VA 22314

24 February 2003

~~future~~
+1

Dear Mr. Mayor,

As a father of five daughters, you may appreciate more than anyone on the City Council the value of open space for children to play. You have a unique chance to see that our children and their children grow up in a beautiful and safe community. Thanks for all you have done as mayor in this regard.

Please ensure that the Potomac Greens development conforms to the spirit and letter of the approved guidelines. Better, please urge a re-evaluation of that very dense plan to achieve a more attractive and humane balance. See to it, please, that future generations have adequate green space and that traffic is not a problem to our children's safety.

We all want an Alexandria that is friendly to children. I think that dense projects without yards, with minimal green space, and with built-in traffic problems that can only get worse, will create an unwholesome community, regardless of the quality of each townhouse.

For your information, the residents of Old Town Greens were promised a 3 acre park between their homes and Potomac Greens. In writing and more than once. We purchased on that basis. I do not know what has happened since those promises were made, but I believe that we have a right to the benefit of our original bargain. That seems fair and just. The approved guidelines did not fulfil those promises, yet still contemplated a buffer. Now the developer hopes to scrap that buffer altogether in order to squeeze more homes onto the land. This does not seem right.

I also worry about the traffic impact on Old Town Greens. A huge traffic increase is projected. An additional 400 - 600 cars a day (depending on the dog park) will travel up our narrow streets (streets largely without sidewalks, thanks to the desire of a previous developer to maximize units and a planning commission that did not value the safety that sidewalks provide young and old. The already very difficult intersection at Slater's Lane and the Parkway can hardly accommodate existing traffic. This will only get worse. These changes will hurt our community, I believe.

Please re-establish the balance between good development and over-crowding. Please do everything you can to see that Potomac Green is developed with fewer houses and more green space. I think we have already gone too far with the approved Concept Plan and urge a re-evaluation.

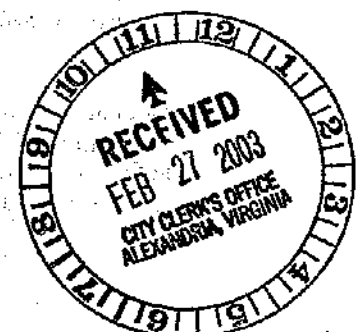
The future will judge your time as mayor by the vision and grace you show in such developments. And I am confident that the future will also reward such vision.

Thank you.

Sincerely,

Joan Mitchell

Joan Mitchell
(703) 299 1202



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY



Sent to CC, Planning

#12913 5/17/03 PH

May 13, 2003

The Honorable Kerry J. Donley
Mayor, City of Alexandria
301 King Street, Suite 2300
City Hall
Alexandria, Virginia 22314

Dear Mayor Donley:

For the past several years we have been following the changing landscape of the Potomac Yards area of Alexandria. Given the proximity of this site to Ronald Reagan Washington National Airport, our keenest interest is with those sections, such as Potomac Greens, which will have residential development. It is our concern that noise associated with flight and airfield operations will be present throughout the day and these areas will experience frequent low altitude flights landing and departing the airfield.

We were very pleased to learn the City of Alexandria is also concerned about noise and overflying aircraft. We commend the City's Planning Commission for its efforts to address these concerns by requiring the developer, through Development Special Use Permit #2002-0026 (conditions 69, 70 and 84), to identify and minimize noise exposure, provide disclosure of the proximity of the Airport and flight operations and noise to potential buyers, and to include similar language in the Homeowner's Agreement to inform subsequent home buyers.

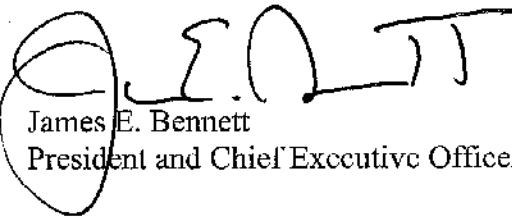
The Metropolitan Washington Airports Authority (Airports Authority) has long been an advocate of disclosure as an effective means of notifying potential home buyers of the noise and overflight issues of nearby airports. Ten years ago, Loudoun County adopted similar measures for residential development in the vicinity of Washington Dulles International Airport. Loudoun's measures have proven to be quite successful and are widely recognized in the airport community as one of the most effective and compatible land use plans around any airport. Among the lessons learned over the past ten years is the realization that the work started with the placement of language in planning, zoning, and permitting documents is not complete. Throughout the development process until the settlement of the last residential unit, the City will need to monitor the sales process to ensure the disclosure is clearly and completely conveyed to the potential buyers. Please convey our thanks to the Planning Commissioners and Mr. William Skrabak, Division of Environmental Quality, for their hard work on this project.



The Honorable Kerry J. Donley
Page 2

Finally, as you conclude your seven years serving as Mayor, I want to congratulate you on a job "well done." Throughout your tenure, we enjoyed a strong working relationship with the Alexandria City Government and your personal support of the work we do at the Airports Authority.

Sincerely,

A handwritten signature in black ink, appearing to read "J.E. Bennett". The signature is written in a cursive style with a large, looped initial "J".

James E. Bennett
President and Chief Executive Officer

JEB:df



United States Department of the Interior

NATIONAL PARK SERVICE

National Capital Region
1100 Ohio Drive, S.W.
Washington, D.C. 20242

IN REPLY REFER TO:

L30 (NCR-LRP)

MAY 7 2003

Ms. Eileen Fogarty
Director, Department of Planning and Zoning
City of Alexandria
301 King Street
Alexandria, Virginia 22314

Dear Ms. Fogarty:

This is written with regard to Docket Item #10, Development Special Use Permit #2002-0026, Potomac Greens- Potomac Yard PARCEL A. It is our understanding that the docket item has been reviewed by the city staff, and presented publicly for comment, and that the proposal is set for a vote by the Planning Commission on May 8, 2003.

The City of Alexandria and its citizenry know of our longstanding interest in the development of a portion of the Potomac Yards tract referred to as Potomac Greens. Most recently, in 1999, the National Park Service acquired scenic easement interests across 15.2726 acres of the Potomac Greens property as part of the valuation considerations in an exchange with Commonwealth Atlantic Properties, the predecessors of the current owners, Crescent Resources. The acquisition, recorded in the land records of the City of Alexandria, was part of a complex exchange of commercial obligations and land interests for Federal interests along the length of the George Washington Memorial Parkway in Alexandria and Arlington County.

In reviewing the staff report, we are very concerned that the staff correctly recognizes that the screening vegetation within the easement are primarily deciduous and that the proposed buildings will be visible during the fall and winter seasons when these trees lose their foliage. Due to the proximity of the units to the George Washington Memorial Parkway and the proposed height of the buildings and type of existing landscaping, the staff reports that the project will be very much, perhaps unacceptably, visible from the George Washington Memorial Parkway. Further, the staff reports that the many treeless slopes within the future Potomac Greens Park can provide area for additional tree plantings to screen the proposed buildings that would be built well above the grade level of the adjacent George Washington Memorial Parkway. The upper portions of the units and rooflines, the staff reports, will be visible from the parkway. A significant planting of evergreen trees, such as White Pine, along the length of the project, we believe should minimize the view of the proposed buildings.



Our scenic easement generally follows the elevation of the Resource Protection Area (RPA) at approximately elevation 25 feet above mean sea level (msl). The easement protects wetland areas, and provides a vital vegetative screen to minimize the obtrusion to the George Washington Memorial Parkway from residential development on Potomac Greens. The staff report does not indicate the average finished grade after new fill of approximately three to four feet on the existing site will create a plateau height of approximately 31 feet above msl.

Visual analysis of building heights for residential units within 500 feet of the parkway centerline, conducted in 1999, presumed maximum building heights of 45 feet, along the edge of the RPA. In this instance buildings along the parkway would not have attained heights greater than 70 feet above mean sea level and would not be visible from the parkway over the existing deciduous trees. Although the proposed concept plan proposes varied townhouse heights along the boundary of the RPA, some attaining peak heights of 77 to 82 feet above msl, we are pleased to see that two story units (i.e., Building #24, Lot #144) have also been proposed. If only units of this height were placed parallel to the parkway, it would appear, even at the roof peak elevation, that they would not exceed a height of 69 feet above msl, achieving the results that were approximated, and desired in 1999. We urge you to consider this alternative.

The report states that the final design of the townhouses on the eastern half of the site will be subject to review by the Old and Historic Board of Architectural Review (BAR), subsequent to approval by City Council. This review is a result of the Old and Historic District Ordinance passed in 1946 by the Alexandria City Council. This longstanding ordinance was designed to protect the parkway, dedicated on November 15, 1932, and other historic areas within the city. Constructed to honor George Washington and link his home with the seat of government, the parkway has been listed on the National Register of Historic Places since 1981. It would be appreciated if the height factors could be considered during the deliberations of the Planning Commission and the BAR.

Within the proposed Potomac Greens plan, we note that our scenic easement area is to be minimally improved to provide for passive recreational use as public-park space for the City of Alexandria. We encourage the proposed recreational uses, provided that the easement area remains fenced so that volunteer access across the paved roadway surfaces of the George Washington Parkway is denied and that people are directed to the controlled intersection at Slaters Lane. A condition of the easement requires the replacement on a tree-for tree basis for any tree greater than six inches diameter, if a tree is damaged, destroyed or removed as a result of the reserved rights of access into the easement area (i.e., for trail, utility, or stormwater system).

The screening of the development will be further exacerbated by the relocation of a drain line that will redirect stormwater flows into the wetland areas. Although the easement allows for work within the protected area, the drafters did not contemplate that the work would impact yet another area, effectively resulting in the allowance of two voids within the visual the screen. These areas, the area at the existing detention pond, and the relocated outfall, which is midpoint in the proposed line of development, should be the subjects of visual analysis.

Finally, we note that the proposed development has exceeded the density that was adopted in the Potomac Yard CDD Concept Plan. Residential development was stipulated in the Plan, with a mix of townhouses and stacked townhouse units. Lot coverage was not to exceed 80 percent, but the proposed development has been submitted with a lot coverage of up to 95 percent. The density issue that will be perceived by the future residents, according to the report, will be accommodated by additional variation in heights of the units, the removal of 17 units from the original proposal, and the reduction of the footprint of five units. Before, this plan is approved, consideration should be provided to a study of the effects of complying with the original Plan with an evaluation of a stacked townhouse environment.

Finally, the plan proposes to locate an emergency vehicle access route in the southeast corner of the site by crossing through the easement area. We are not interested in prohibiting a safe, alternative emergency access to the proposed development, and are negotiating to allow this connection, provided it is developed to improve public, recreational access to the public park within the easement area. However, this access if implemented, will be so remote, that an additional, more visible means of access should be evaluated for provision in the future as Potomac Yard CDD Plan is developed. An opportunity exists, we believe, in the utilization of the proposed pedestrian bridge across the railroad corridor. Such an access, if the design is amended, could provide a viable means of access by responding emergency units from the City of Alexandria or Arlington County, in eventual lieu of a circuitous, remote route through the easement area adjacent to the George Washington Memorial Parkway.

We look forward to your consideration of our comments and concerns. If there are any questions please do not hesitate to contact me at (202) 619-7025, Ms. Audrey Calhoun, Superintendent of the George Washington Memorial Parkway at (703) 289-2500 or Glenn DeMarr, our Project Manager at (202) 619-7027.

Sincerely,

A handwritten signature in black ink, appearing to read 'JG Parsons', followed by a long horizontal line.

John G. Parsons
Associate Regional Director
Lands, Resources and Planning

cc:

Mr. Eric Wagner, Alexandria Planning Commission Chairman
Mayor Kerry J. Donley

May 16, 2003

Honorable Mayor and Members of City Council
Room 2300, City Hall
301 King Street
Alexandria, VA 22314

Re: Potomac Greens – DSUP #2002-0026

Dear Mayor Donley and Members of Council:

I am writing on behalf of Eakin Youngentob Associates, Inc. and Elm Street Development regarding the Potomac Greens proposal to request the following underlined addition to SUP condition 44. This condition has been reviewed by the city staff and city attorney and is acceptable to them:

44. The applicant shall provide an emergency vehicle connector road from West Abingdon Drive to the eastern most roadway for the proposed development, submitted prior to submittal of the first final site plan and approved prior to release of the final site plan, to the satisfaction of the Director of Code Enforcement. The roadway may be gated and keyed for emergency vehicle use only, to the satisfaction of the Director of Code Enforcement. The applicant's obligations under this condition shall be dependent on the availability of necessary off-site easements. (Code Enforcement)

Thank you for your consideration of this request.

Sincerely,


Jonathan P. Rak

cc: Ignacio Pessoa, City Attorney
Eileen P. Fogarty, Director, Department of Planning and Zoning
Terry Eakin
Jim Perry
Bob Youngentob



Jere718@aol.com
08/12/2003 09:47 AM

To: jackie.henderson@ci.alexandria.va.us
cc:
Subject: Fwd: Potomac Greens / No Affordable Housing Plan

12/13
5-17-03

Hi Jackie: Your office says you have not received this email, although it seems to have the correct address. Please distribute to Mayor Donley and Council, and please confirm you have received this email. Thank you , Jeremy

Jeremy Flachs, Esq
7006 Little River Turnpike
Suite G
Annandale, Virginia 22003
703-354-7700

----- Message from Jere718@aol.com on Tue, 10 Jun 2003 17:24:41 EDT -----

To: DSpeck@aol.com, jmw@woodsongroup.com, council-woodson@home.com, jackie.henderson@ci.alexandria.va.us

Subject Potomac Greens / No Affordable Housing Plan

:
Dear Mayor Donley, Mayor Elect Euille, City Council and City Manager: I am very disappointed that approximately 200 new, very expensive townhouses are planned for the next phase of Potomac Yards, and there will be no affordable housing. This bad news is in addition to the loss of Hunting Towers and Hunting Terrace apartments, and the loss of at least twenty affordable single family homes in the Route One corridor which will be redeveloped with only a 10% affordability requirement. This represents a real erosion of the pledge contained in the council adopted affordable housing policy of "no net loss of affordable housing." To remedy the problem of dumping the entire subsidy into one or two townhouses to reduce their prices to the "affordable" level, Council and Planning must do things differently.

First of all, the "by-right" zoning density must be reduced so the developers can negotiate for higher density and give something back to the City in return. If the by-right density is too high, there is nothing to negotiate.

Second, Planning must direct the developers to be more creative. Affordable (smaller and less luxurious units) housing can be hidden behind facades in a tasteful manner. You will never see affordable housing on site if all the units cost \$700,000. Third, it is (in my opinion) bad policy to develop with only townhomes. All these developments should have a mix of condo/retail/townhome/apartments. This should not only provide a more enjoyable visual effect, but also provide for a better mix of housing options & opportunities. Such a mix would open the door to affordable housing options which will never exist in a sea of \$700,000 townhomes.

The City must take steps to ensure that all new development includes affordable housing.

Jeremy Flachs, Esq
7006 Little River Turnpike
Suite G
Annandale, Virginia 22003
703-354-7700

Statement at Council hearing on Potomac Greens, May 17, 2003, by Bill Hendrickson

My name is Bill Hendrickson and I chair the Potomac Yard Design Advisory Committee, or PYDAC for short. I support both the Potomac Greens and Potomac Plaza projects. As you know, I was deeply involved in the long process that led to the approval of the overall Potomac Yard plan, as were several of my colleagues on PYDAC. We are very proud of what we accomplished in that plan, and we care deeply about the quality of development at the Yard. Potomac Greens in particular reflects a very high level of quality. In my view, in terms of overall design, it is far superior to recent townhouse projects in the city, including Cameron Station, Ford's Landing, and, unfortunately, Old Town Greens. Potomac Greens is also superior in terms of open space design, with the 16-acre Potomac Greens Park and the 2.5 acres of neighborhood open space. There are relatively few people in the entire city who will have such quick and easy access to so much high-quality open space as will the residents of Potomac Greens and Old Town Greens.

One issue that is not directly before you today is the location of the future pedestrian bridge over the rail tracks. This is an important part of the Potomac Yard plan and was strongly supported by all the neighborhoods during the Potomac Yard planning process. It is important because it helps tie our neighborhoods together and gives our citizens easy and safe access to our developing system of open space. It's also important in a symbolic sense as well. It demonstrates how Alexandria is a city of inclusiveness, of togetherness, and not one of cul-de-sacs in which people care only about their own private interests. I urge you not to make any decision today that would preclude any options for the future pedestrian bridge until staff has done a proper analysis and until there has been sufficient discussion and debate involving all affected neighborhoods. I do believe, however, that we should try to expedite a decision on where the bridge crossing should be.

Pedestrian Bridge Condition:

3. The applicant shall provide sufficient land area that shall be dedicated to the City for a bridge at the southwest portion of Parcel A, along Potomac Greens Drive, sufficient to accommodate landing and ramps of a future pedestrian bridge to the satisfaction of the Director of P&Z prior to release of the final site plan. The necessary information, plans and documentation shall be submitted for review by the City Attorney, the Directors of P&Z, T&ES and WMATA as part of the first submission of the final site plan. The land area shall be approved and dedicated prior to release of the building permits. The Potomac Yard concept plan approval requires that there be pedestrian access across the rail corridor in the future. This bridge shall be constructed on the southwest portion of Parcel A by the owner of Potomac Yard, or their successor, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval. ~~if~~ The bridge shall provide pedestrian access to Rail Park over the metro tracks, as specified in the Potomac Yard Guidelines, if required to provide public access from the east into Rail Park and shall connect from Rail Park to the western side of the CSX rail corridor. To ensure compliance with ~~that condition is to be achieved~~ these conditions on this site, a detailed, fully engineered plan, compatible with the design of the Rail Park, Potomac Yard (linear) Park and consistent with the Concept Plan and Potomac Yard Guidelines shall be submitted for approval prior to being incorporated into a final site plan. (P&Z)

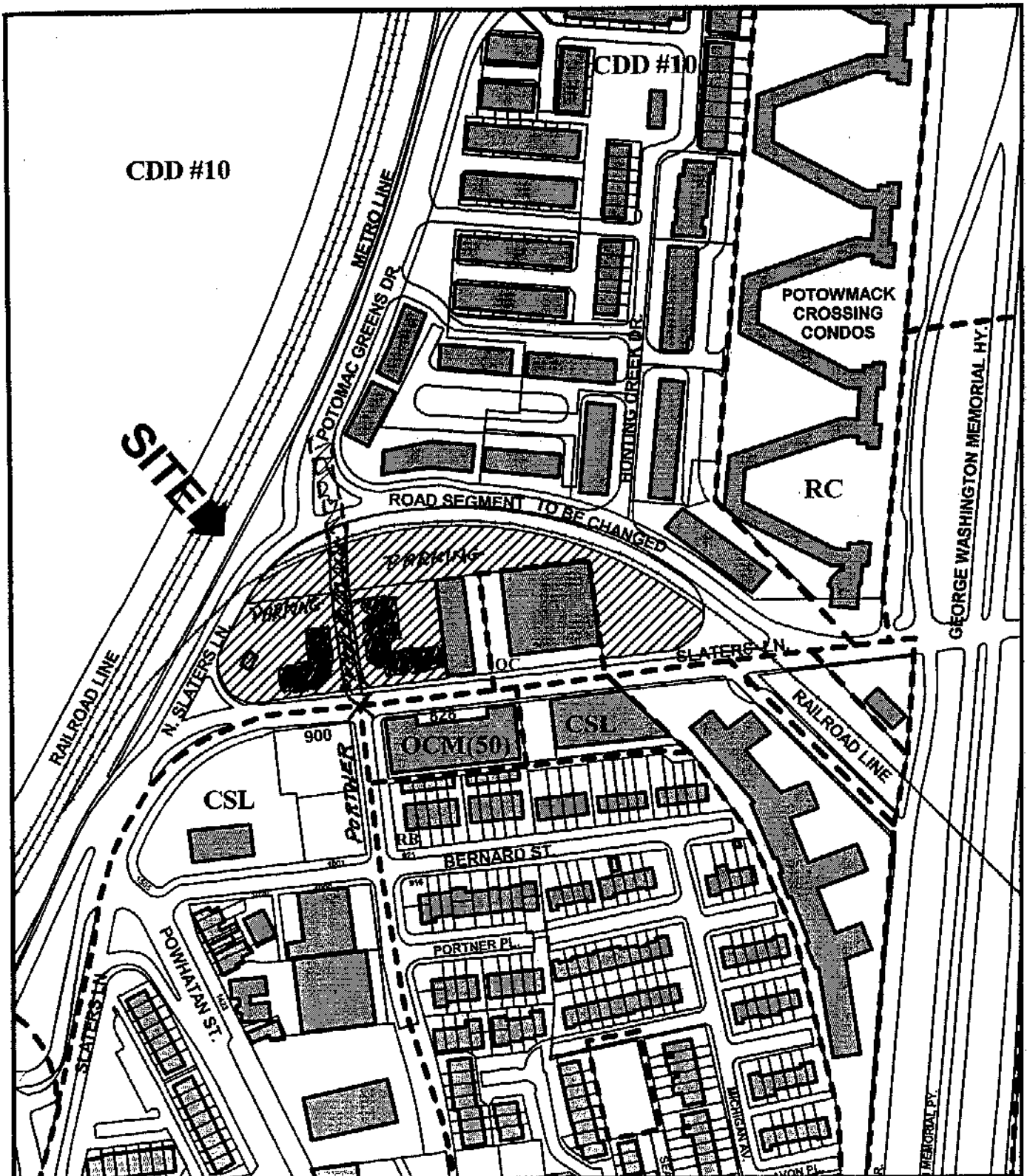
Roger Ward

EXHIBIT NO.

5

12 & 13

5-17-03



DSUP #2002-0028

ST. NAME #2003-0001

04/01/03



Summary

Staff is recommending approval of the proposed development special use permit to construct approximately 15,000 sq. ft. of retail space and restaurant uses, as part of the Potomac Yard development. Staff believes the proposed development complies with the Potomac Yard Design Guidelines. The site is known as Parcel C of the Potomac Yard Coordinated Development District (CDD). The parcel is approximately 3.14 acres in size and is on the north side of Slaters Lane, roughly half the distance between Route 1 and the George Washington Memorial Parkway and is the smallest development parcel within Potomac Yard. The general land uses are listed as retail and open space, with 50% of the land required to be set aside as landscaped open space that will serve as an attractive entry feature to this part of the City. Up to 15,000 sq. ft. of retail uses are permitted. Building heights of up to 50 ft. are allowed, with required parking provided on site at grade level.

On September 8, 1999, City Council approved Master Plan Amendment #99-0004, Rezoning #99-0004, Coordinated Development District (CDD) #99-01 and Special Use Permit #99-0020 for a mixed-use development of the former Potomac Rail Yard in accordance with the Concept Plan and Alternative (Route 1 bridge straightening) Concept Plan. The approved Concept Plan and Design Guidelines call for Potomac Yard to develop with high quality urban and architectural design elements to produce identifiable neighborhoods, pedestrian-oriented environment, mixture of uses, use of open space as a defining element in each neighborhood, among others. The entire project consists of approximately 295 acres, and is further divided into land bay parcels. This parcel and the accompanying Potomac Greens parcel are the first parcels to be developed within Potomac Yards.

The eight major development parcels range in size from 3.14 acres to 33.6 acres and are planned for a mixture of commercial, office or retail uses and open space, with development sizes ranging from 15,000 sq. ft. of floor area to over 800,000 sq. ft. of floor area. The Design Guidelines further provide specific detail as to how each Land Bay should be developed.

The proposed single story retail buildings total approximately 15,000 sq. ft. with roughly 9,500 sq. ft. in the eastern building and 5,500 sq. ft. in the western building. The two buildings will flank Potomac Greens Drive where it will intersect with Portner Road at Slaters Lane. The building design and orientation will encourage pedestrian friendly street-level activity with neighborhood-serving uses for Potomac Yard and the adjoining community. The design includes use of large windows of clear glass, awnings and human-scale bay widths, with heights averaging 25-35 feet. The required parking will be provided to the rear of the buildings, and on-street parking spaces are also provided. Generous brick sidewalks and street trees/landscaping will further enhance the site development. One and one-half acres of the site would be devoted to landscape open space, with the majority of the open space being provided in two park-like features at the eastern and western edges of the property. These two areas will have public access easements but will be privately maintained.

EXHIBIT NO.

6

12¹/₂ 13
5-17-03

Setter



Alexandria, Virginia

Potomac Yard

Urban Design Guidelines

Alternative Concept Plan

Submitted by:

Commonwealth Atlantic Properties Inc.

Prepared by:

Cooper, Robertson & Partners

Cunningham + Quill

Oculus

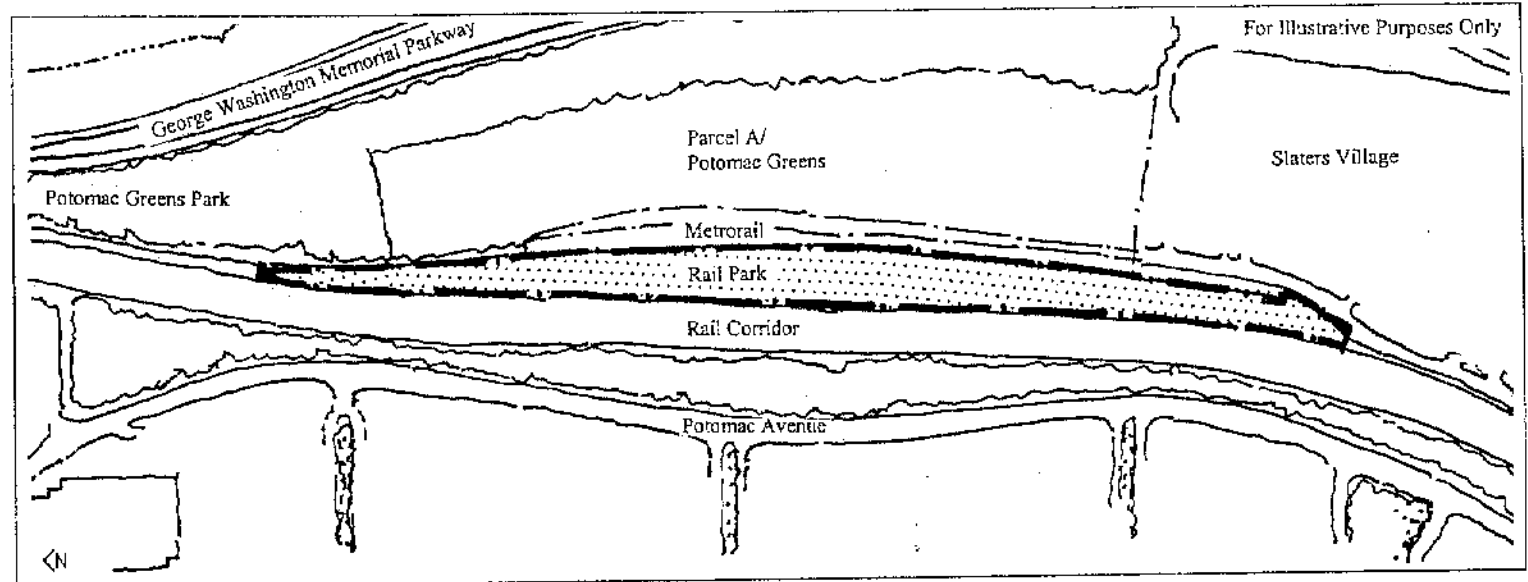
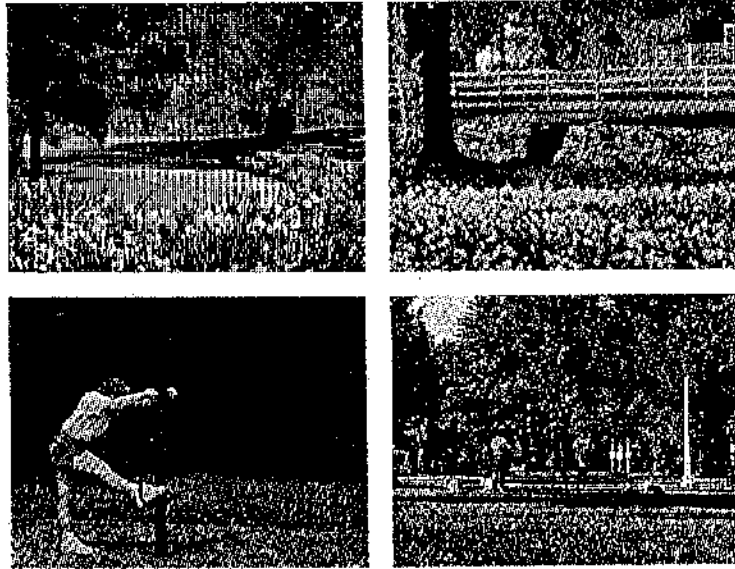
christopher consultants ltd.

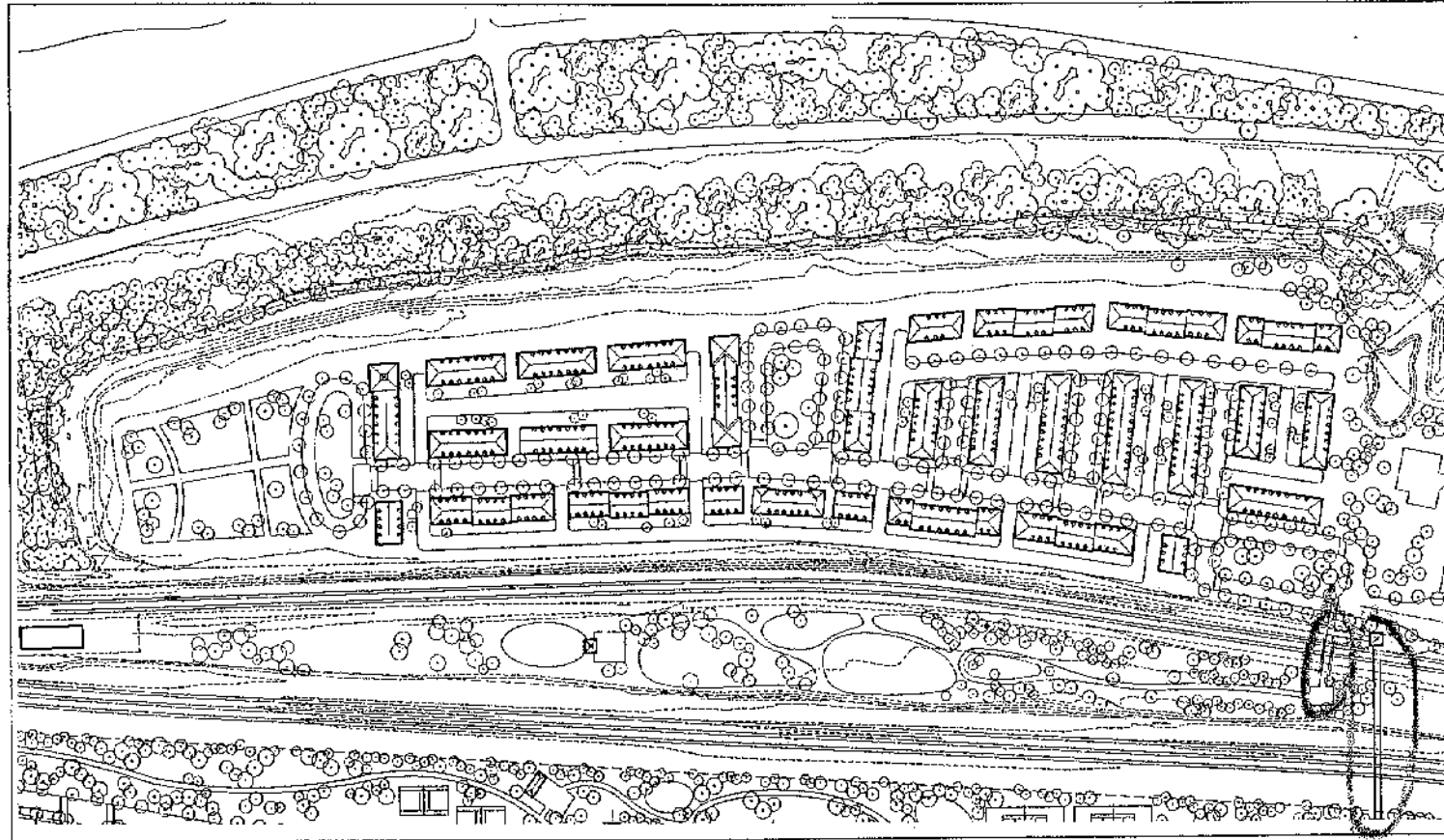
Final Draft

December 7, 2001

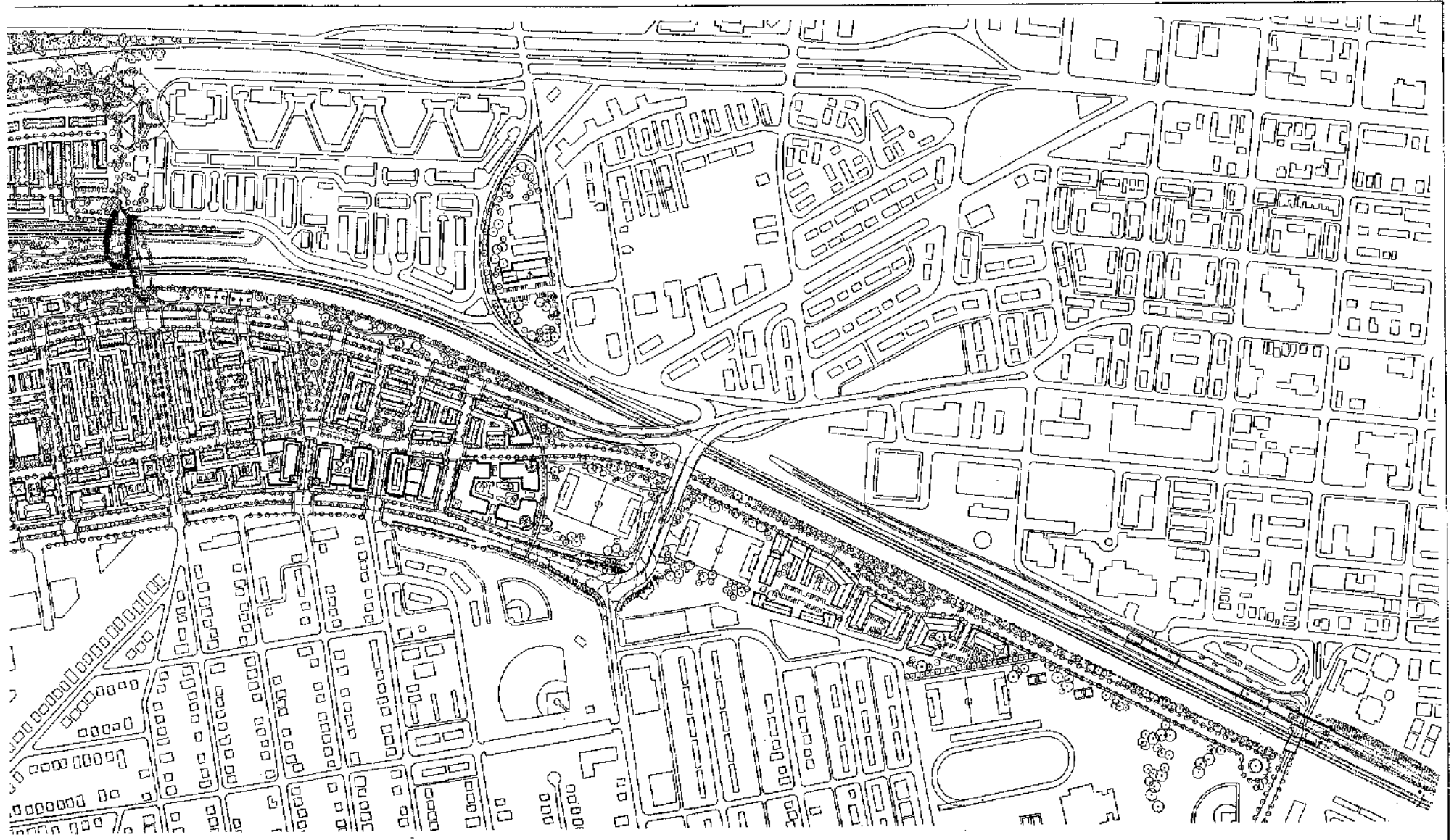
Rail Park

Rail Park, located between the two rail corridors, is about 4.5 acres. It will offer a variety of active and passive open spaces. Access to the park is from Potomac Greens Drive near the north end of Old Town Greens. Pedestrian access shall be provided at the south end of the park by a footbridge over the Metro tracks. A dog run area will be located on the southern portion of the site, with access and parking to the satisfaction of the City. The run shall be fenced, have a gravel surface, water source, benches and a dog waste receptacle. The remainder of the site (approximately 1.2 acres at the north end) shall be utilized for open space or left unimproved, except for a grass or planted surface, as determined by the City. The Metro Rail service drive shall be maintained and possibly used as vehicular service access for the park. Refer to the Parkscape Standards for landscape, material, lighting, and site furniture standards.





Illustrative Potomac Greens Plan

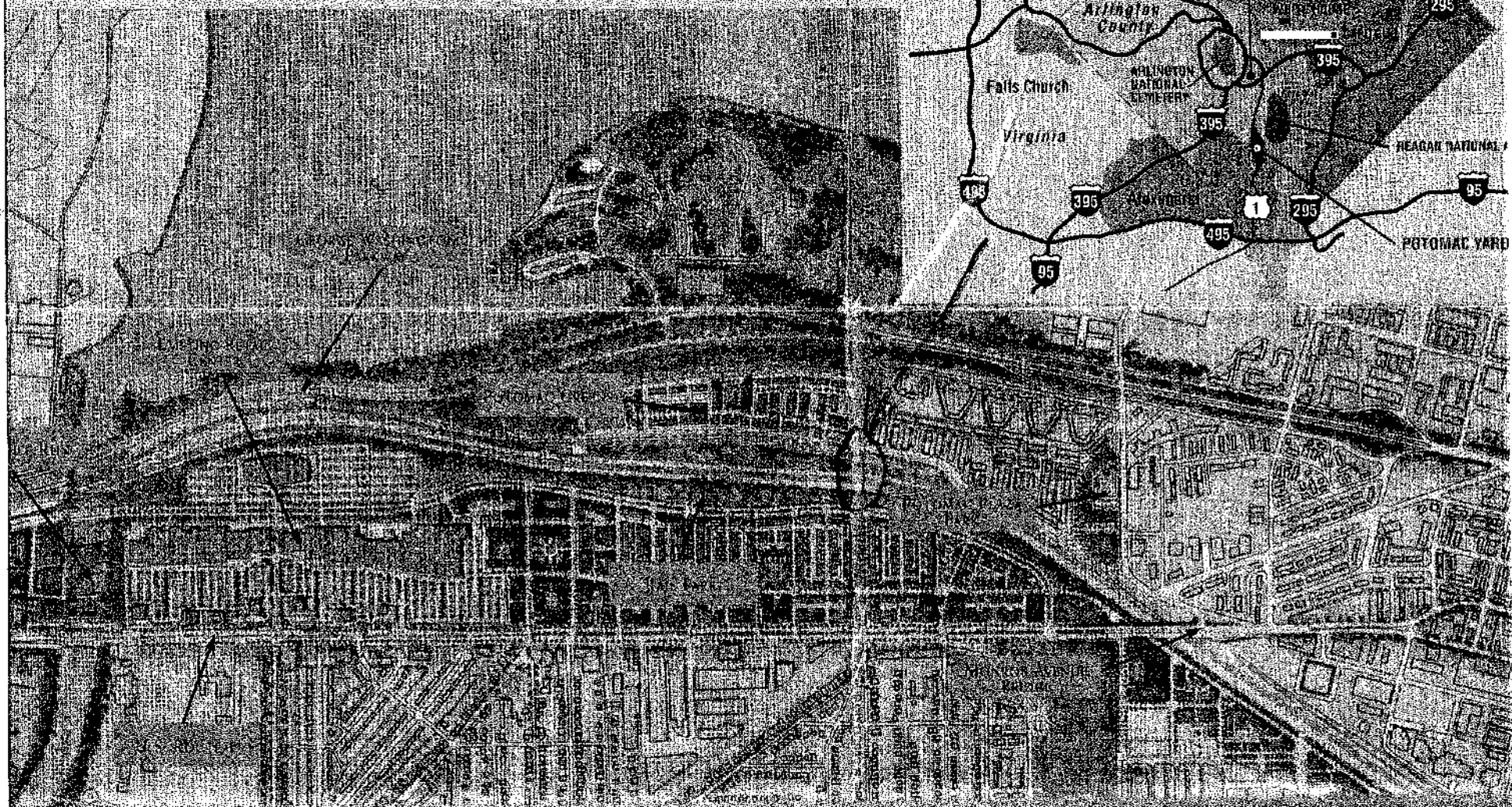
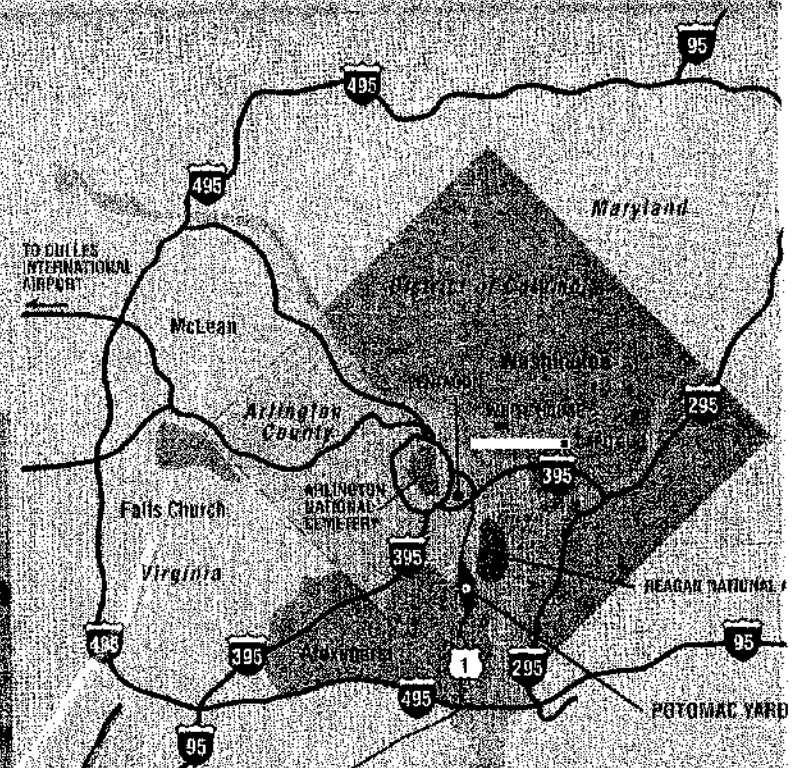


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S-17-03

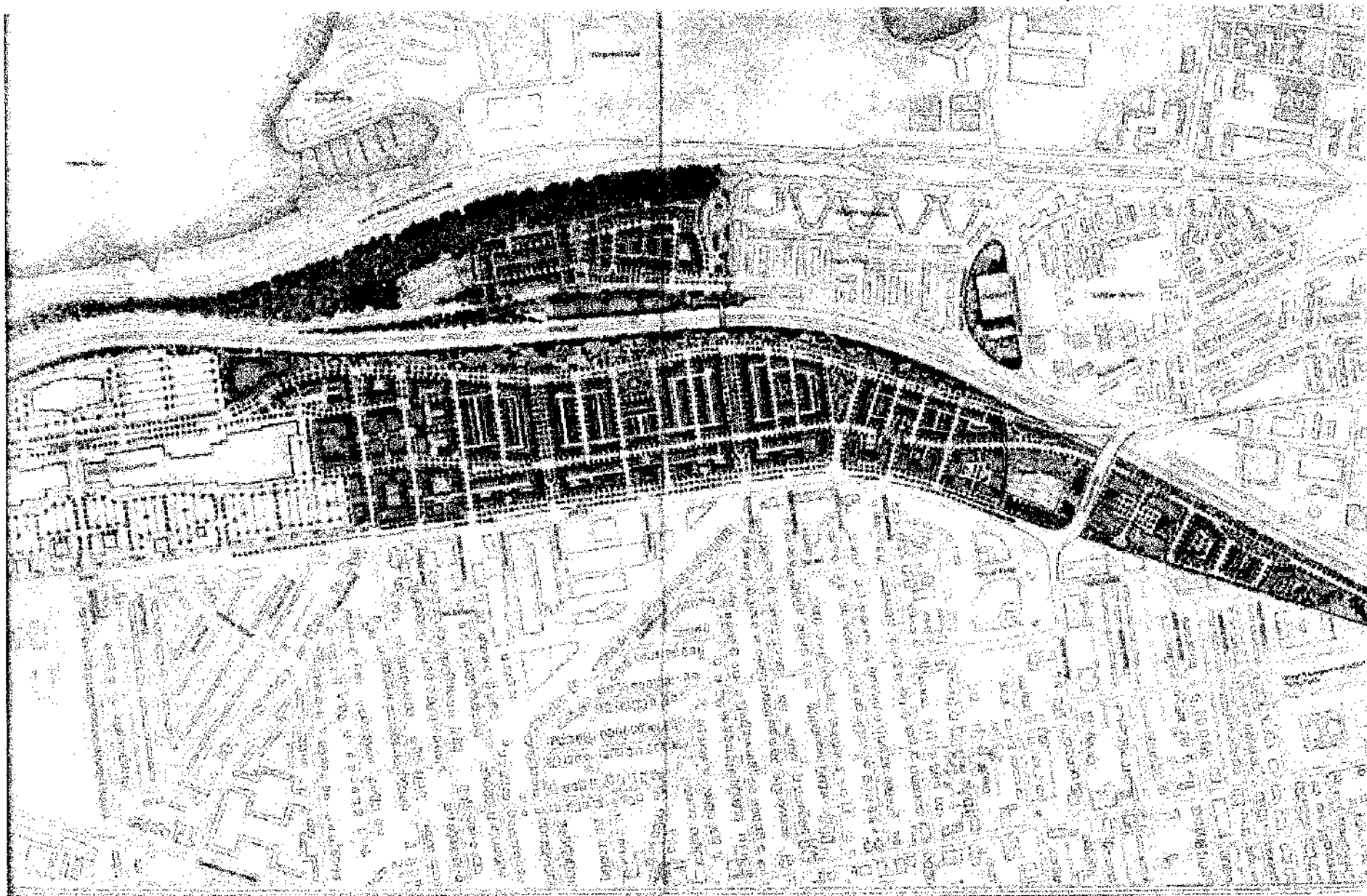
Delta

Potomac in its evaluation of the parcel, terminated certain leases, and removed trash from the property.

- 1. **INFRASTRUCTURE FOR THE ARLINGTON DEVELOPMENT.**
We are currently reviewing the possibility of building this infrastructure including roads, utilities, transit ways, and sidewalks, all at one time rather than on a staged basis. Thirty percent engineering drawings have been submitted to the County staff for review. Construction could begin this fall.



12E13
5-17-03



POTOMAC YARD

Illustrative Site Plan

Alexandria, Virginia

April 12, 2003

Miller

12

APPLICATION for
DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2002-0028 / ST. NAME # 2003-0001

PROJECT NAME: POTOMAC YARD - POTOMAC PLAZA

PROPERTY LOCATION: 901 SLATER'S LANE

TAX MAP REFERENCE: _____ ZONE: _____

APPLICANT Name: POTOMAC GREENS ASSOCIATES, LLC

Address: _____

PROPERTY OWNER Name: _____

Address: _____

SUMMARY OF PROPOSAL: _____

MODIFICATIONS REQUESTED: _____

SUP's REQUESTED: _____

THE UNDERSIGNED hereby applies for Development Site Plan, with Special Use Permit, approval in accordance with the provisions of 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 knowledge and belief.

Jonathan P. Zak, Atty.
Print Name of Applicant or Agent

Signature

Mailing/Street Address

Telephone #

Fax #

City and State

Zip Code

Date

DO NOT WRITE BELOW THIS LINE - OFFICE USE ONLY

Application Received: _____
Fee Paid & Date: \$ _____

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

ACTION - PLANNING COMMISSION: 5/8/03 RECOMMEND APPROVAL: 7-0

ACTION - CITY COUNCIL: 05/17/03PH--SEE ATTACHED

REPORTS OF BOARDS, COMMISSIONS AND COMMITTEES (continued)

Planning Commission (continued)

10. MASTER PLAN AMENDMENT #2003-0007

Public Hearing and Consideration of an amendment to the City's Master Plan to add the strategic plan for Recreation, Parks and Cultural Activities.

COMMISSION ACTION: Approved 7-0

City Council approved the Planning Commission recommendation.

Council Action: _____

11. SPECIAL USE PERMIT #2003-0017

108 N PATRICK ST

Public Hearing and Consideration of a request for a special use permit to operate a restaurant; zoned CD/Commercial Downtown. Applicant: Sarah E. Pribadi.

COMMISSION ACTION: Recommend Denial 7-0

City Council approved the Planning Commission recommendation, and denied the Special Use Permit.

Council Action: _____

Without objection, City Council considered docket item nos. 12 and 13 together, but under separate motions.

12. DEVELOPMENT SPECIAL USE PERMIT #2002-0028

STREET NAME, CASE #2003-0001

901 SLATER'S LA

POTOMAC YARD - POTOMAC PLAZA

Public Hearing and Consideration of a request for a development special use permit, with site plan, and subdivision for construction of retail and restaurant use buildings, sales trailer and to change a public street name; zoned CDD-10/Coordinated Development District. Applicant: Potomac Greens Associates, LLC, by Jonathan P. Rak, attorney.

COMMISSION ACTION: Recommend Approval 7-0

City Council approved the Planning Commission recommendation with an amendment that would accommodate the maintenance of the North Slater's Lane part, that it be changed from a two-lane to a one-lane road, that the left-hand hook be removed, and that a sidewalk be provided for pedestrian access, with the contingency for CSX approval for two crossings, and if, in fact, we are unable to get CSX approval for two crossings, that we would return to the Modified T intersection, and the amendment would be removed.

Council Action: _____

SPEAKER'S FORM

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

DOCKET ITEM NO. 12613

12613

5-17-03

PLEASE ANNOUNCE THE INFORMATION SPECIFIED BELOW PRIOR TO SPEAKING.

1. NAME: Jonathan Rak
2. ADDRESS: 1750 Tysons Blvd. McLean, VA 22102
TELEPHONE NO. 703 712 5411 E-MAIL ADDRESS: jirak@mcquirewoods.com
3. WHOM DO YOU REPRESENT, IF OTHER THAN YOURSELF? Applicant
4. WHAT IS YOUR POSITION ON THE ITEM?
FOR: ☒ AGAINST: ☐ OTHER: ☐
5. NATURE OF YOUR INTEREST IN ITEM (PROPERTY OWNER, ATTORNEY, LOBBYIST, CIVIC INTEREST, ETC.):
Attorney
6. ARE YOU RECEIVING COMPENSATION FOR THIS APPEARANCE BEFORE COUNCIL? YES ☒ NO ☐

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

A maximum of 5 minutes will be allowed for your presentation. If you have a prepared statement, please leave a copy with the City Clerk.

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

The public normally may speak on docket items only at Public Hearing Meetings, and not at Regular Meetings. Public Hearing Meetings are usually held on the Saturday following the second Tuesday in each month; Regular Meetings are regularly held on the Second and Fourth Tuesdays in each month. The rule with respect to when a person may speak to a docket item can be waived by a majority vote of Council members present, but such a waiver is not normal practice. When a speaker is recognized, the rules of procedures for speakers at public hearing meetings shall apply.

In addition, the public may speak on matters which are not on the docket during the Public Discussion Period at Public Hearing Meetings. The Mayor may grant permission to a person, who is unable to participate in public discussion at a Public Hearing Meeting for medical, religious, family emergency or other similarly substantial reasons, to speak at a regular meeting. When such permission is granted, the rules of procedures for public discussion at public hearing meetings shall apply.

Guidelines for the Public Discussion Period

- All speaker request forms for the public discussion period must be submitted by the time the item is called by the City Clerk.
- No speaker will be allowed more than 5 minutes, and that time may be reduced by the Mayor or presiding member.
- If more than 6 speakers are signed up or if more speakers are signed up than would be allotted for in 30 minutes, the Mayor will organize speaker requests by subject or position, and allocate appropriate times, trying to ensure that speakers on unrelated subjects will also be allowed to speak during the 30-minute public discussion period.
- If speakers seeking to address Council on the same subject cannot agree on a particular order or method that they would like the speakers to be called, the speakers shall be called in the chronological order of their request forms' submission.
- Any speakers not called during the public discussion period will have the option to speak at the conclusion of the meeting, after all docketed items have been heard.