

***Development Special Use Permit #2025-10025***  
***Potomac Yard Landbay H - Townhouses***  
***2601 Main Line Boulevard***

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Application	General Data	
<b>Project Name:</b> Potomac Yard Landbay H - Townhouses	PC Hearing:	December 2, 2025
	CC Hearing:	December 13, 2025
	If approved, DSUP expiration:	December 13, 2028 (three years)
	Plan Acreage:	186,810 SF (4.28 acres)
<b>Location:</b> 2601 Main Line Boulevard	Zone:	CDD #10/Coordinated Development District #10
	Proposed Use:	Townhouses
	Dwelling Units:	120 units
	Net Floor Area:	316,800 SF
<b>Applicant:</b> Toll Mid-Atlantic LP Company, Inc., represented by M. Catharine Puskar, attorney	Small Area Plan:	Potomac Yard/Potomac Greens
	Historic District:	Not applicable
	Green Building:	Meeting the 2019 Green Building Policy
<b>Purpose of Application</b>		
The applicant requests a Development Special Use Permit with subdivision to construct 120 townhouse units.		
<b>Applications and Modifications Requested:</b>		
1. Development Special Use Permit and site plan to construct 120 townhouse units. 2. Special Use Permit for lots without frontage pursuant to Section 7-1007 of the City Zoning Ordinance.		
<b>Staff Recommendation: APPROVAL WITH CONDITIONS</b>		
<b>Staff Reviewers:</b> Robert M. Kerns, AICP, Division Chief <a href="mailto:robert.kerns@alexandriava.gov">robert.kerns@alexandriava.gov</a> Abigail Harwell, Urban Planner <a href="mailto:abigail.harwell@alexandriava.gov">abigail.harwell@alexandriava.gov</a> Dirk H. Geratz, AICP, Principal Planner <a href="mailto:dirk.geratz@alexandriava.gov">dirk.geratz@alexandriava.gov</a> Kenneth Turscak, Urban Planner <a href="mailto:kenneth.turscak@alexandriava.gov">kenneth.turscak@alexandriava.gov</a>		

**PLANNING COMMISSION ACTION, DECEMBER 2, 2025:**

**NOTE:** This DSUP case is part of a trio of Potomac Yard cases presented together but voted on separately.

On a motion by Commissioner Dubé, seconded by Commissioner Manor, the Planning Commission voted to recommend approval of Development Special Use Permit #2025-10025 - Landbay H, subject to all applicable codes and staff recommendations, with the addition of Condition #3b regarding a public access easement and direction to staff to adjust street trees for increased visibility into the pathways through the development. The motion carried on a vote of 4-2-1, with Vice Chair Koenig and Commissioner Lennihan dissenting, and Commissioner Ramirez recusing.

Reason: The Planning Commission agreed with the staff analysis, with the recommended addition of Condition #3.b, as shown below:

**3.b. In addition to the easement shown on the preliminary plan, the applicant shall provide a public access easement for the east-west connection on the northern portion on the block. (PC)**

Discussion: Commissioner Ramirez recused herself because her husband is working with the applicant.

Commissioner Lennihan asked for details on how public access easement areas are located, and how areas outside of public access easements will function. Staff highlighted the areas proposed for easements, noting the associated required signage. She also asked for clarification between public and private open spaces. Staff noted that areas like roof decks count towards open space, but are not public.

Vice Chair Koenig highlighted the benefits of the north-south walkway and asked how the condition language was worded, and how signage and hours of operation would be determined. He spoke about the open spaces with public access and asked staff about the townhouse units which don't have frontage on public streets, requiring special use permit approval. Staff clarified that these conditions also occur in portions of the Potomac Greens townhomes

Chair McMahon noted the lack of enthusiasm associated with the townhouse density. She acknowledged it blends with the surrounding density, but is not transit oriented development. Townhomes bring more cars because most have two-car garages. She prefers at least the tandem garage option and would like to revisit the 2-car garage requirement for townhomes. Applicant Representative Cathy Puskar noted the Zoning Ordinance doesn't require 2-car garages, but that the market calls for them.

Chair McMahon recognizes that the applicant wants to maximize the number of townhomes and likes the permeability of the superblock. She wants to add an easement and address tree spacing to allow for maximum options for pedestrian connections. Given the number of townhouses existing and proposed, and the lack of proposed commercial, she would like to have a discussion of when

townhouses can be converted to non-residential uses (i.e. a corner townhouse being used as a coffee shop, which is seen in Old Town and D.C.).

Commissioner Lennihan is skeptical about how public the mews will feel, and that the townhouses are low density related to the presence of the metro and the larger buildings in Arlington. She will not support the project as it is a missed opportunity, and is concerned that all three projects need to go together for it all to work.

Chair McMahon noted her personal experience living in an interior lot townhouse, and that the pedestrian-scale porosity is not universally loved, but is accepted. It allows her child to use it as a safe space because of the limited number of cars to ride a bike and play. She finds the lack of density to be a problem rather than the interior townhouses with no public road frontage.

Commissioner Dubé noted the challenges of a perfect project versus a good project and would support the project.

Vice Chair Koenig stated he finds the CDD is flawed in terms of the minimum density next to a metro location. He believes the DSUP has an inadequate minimum density and fails to use the allowable building height across the site. The townhouses create a super-block of inwardly focused homes and compromises the success of the other true City blocks. He will not support the proposal and request for land without public frontage.

Speakers:

Shelly McCabe, representing the Potomac Yard Homeowners Association (HOA), requested the open space in front of Fire Station #209 be remanded to the new HOA for the townhouses, since it's contiguous to their properties, and referenced a DSUP condition that anticipated that it would be managed by "a HOA" but not necessarily their HOA. She submitted written comments to the Commission.

Melissa Kuennan, of 525 Montgomery St, spoke how the projects were initially denied by the public and PYDAC, with gaps in reviews and the group was limited in their review. The townhouse project is too big and being rushed unnecessarily. Ms. Kuennan noted a lack of open space and questioned it being a transit-oriented project. She believes there isn't sufficient open space, the project lacks diversity in housing, and her biggest concern is that townhouses adjacent to a metro station removes the opportunity for commercial uses because of a lack of density. She submitted written comments to the Commission.

Cathy Puskar, attorney, spoke as a representative of the applicants for all three projects. She spoke about the public outreach process and efforts made to reach out to the community. She highlighted the amount of open space being proposed, as the open spaces and retail were important to the community, and focused on those uses. The affordable housing project in Landbay G is an efficient footprint, designed to maximize affordable credits and land is donated, with design considerations to make the site more open to the public.

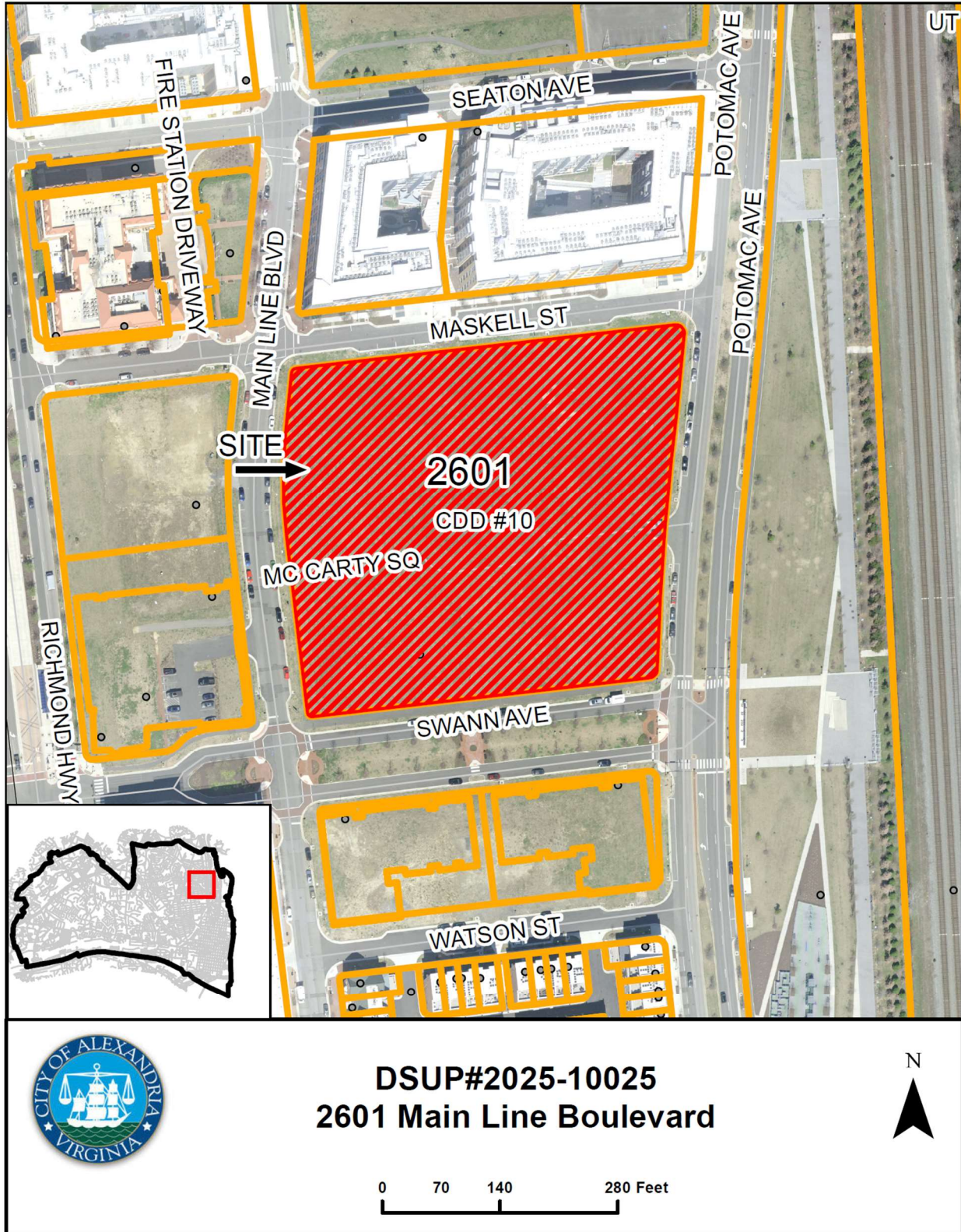
For the townhouse project, Ms. Puskar noted appreciation of the work of the PY HOA, but believes remanding of park maintenance is a private matter. She noted that the design of the townhouses was broken up with styles and responded to earlier questions about the public access signage

requirements, building breaks promoting public open space. She acknowledges lots without frontage in Potomac Greens and Oakville Triangle, similar to what is proposed here, with the necessary design to maximize density and open space

For the Mixed-Use building, she spoke about revisions to the architecture to add metal, balconies and other features to break up façade. The Seaton Avenue façade mural was added to minimize the appearance of the back-of-house uses, and pavement details and mural which will reference the site's railroad history. She also noted Condition 18 for programming and maintenance of the Town Green space.

Ms. Puskar noted the unique coordination between three different project sites to create a plan that allowed for development that included affordable housing that could happen now. She also acknowledged a reduction in commercial office space, which the applicant doesn't believe is feasible in the current market.





## **I. SUMMARY**

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

Staff finds Development Special Use Permit (DSUP) #2025-10025 meets the standards of approval to construct townhouses and open space at 2601 Main Line Boulevard, including all staff recommendations. The proposal provides a number of benefits, including:

- A variety of housing types in Potomac Yard;
- A central public open space with pedestrian connections;
- Construction in compliance with the Green Building Policy;
- New sidewalks and street trees;
- Provision for public art (\$75,000);
- Contribution for Capital Bikeshare station (\$20,000);
- Stormwater Improvements with a phosphorus load reduction of 2.19 pounds per year (151% more than what is required); and
- Commitment to funding the Affordable housing project in Landbay G.

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

The applicant, Toll Mid-Atlantic LP Company, has submitted requests for development of a vacant parcel of land located within Landbay H in Potomac Yard. The site is bounded by Swann Avenue to the south, Main Line Boulevard to the west, Maskell Street to the north and Potomac Avenue to the east. The proposal consists of 120 townhouses, with 60 units 16-feet wide and 60 unit 20-feet wide, with rear entry garages accessed by private alleys. Key issues under consideration and discussed in greater detail in this report include:

- Consistency with the recently amended Master Plan and Zoning;
- Site layout and building design, including consistency with the Potomac Yard Urban Design Guidelines; and
- Provision for a publicly accessible open space.

## **II. BACKGROUND**

### ***A. Site Context***

The subject site, Landbay H, is one of the last three sites in CDD #10 to be developed. The other two sites are located in Landbay G: Block G with an affordable housing project proposal, and Blocks B & E in Landbay G has a mixed-use residential project proposal.

The project site is one lot of record measuring 4.28 acres and is located on the eastern block within Landbay H in Potomac Yard, zoned as Coordinated Development District #10 (CDD #10). The site is located just east of two continuum of care buildings: the Landing, which opened in 2022 and contains a ground-floor CVS retail space, and the Riviera, to be completed in Spring 2026. The site is also bordered by The Dylan condominium building to the south and the Avalon apartment buildings to the north. A portion of The Frasier apartment building, southwest of the



site, is also located in Landbay H. Fire Station #209 and The Station at Potomac Yards affordable residential building are located northwest of the subject site. The east of the site is the City's Potomac Yard Park. Approximately two blocks north of the site is the south pavilion entrance to the Potomac Yard Metro Station. The site has largely remained vacant, previously used as a temporary staging area during construction of the Potomac Yard Metro Station. No major vegetation or other natural features exist on the property.

*Image 1: Aerial of Potomac Yard with Vacant Site, Proposed Project outlined in yellow*



## ***B. Project Description***

The proposal is for the construction of 120, 4-story tall townhouses. A combination of 16 and 20-foot wide townhouses (60 each) will be separated into 18 different sticks served by private alleys that provide internal circulation to the rear-loaded 2-car garages. The access to the private drive aisles will be two curb cuts along Maskell Street. The townhouses along the perimeter of the site will face the public streets, and the interior townhouses will face private open spaces. The largest private open space will measure 11,000 square feet in area and consist of walkways (with public access easements), a shade structure and a location designated for public art. There will be a path through the middle of the site running south to north that connects to existing walkways that carry through the length of Potomac Yard, ending at Maskell Street in Landbay G. There will also be pathways running east and west providing pedestrian circulation through the site to Main Line Boulevard and Potomac Avenue.

### ***C. Landbay H Background***

Landbay H was created with the adoption of the CDD #10 zoning district in 1999, and was designated for primarily residential development of townhouses and stacked-townhouses, along with Landbays I and J. As part of a significant amendment in 2010 (CDD#2010-0001), the Potomac Yard master developer was granted approval for changes to the land uses in Landbay H. These land use changes were completed to attract a federal office tenant, with the subject lot intended to accommodate the federal office building. Since 2010, without a federal office tenant and the gradual reduction in need for office space, proposals for more housing options in Landbay H have received approval, including The Fraiser apartments (approved in November 2012), The Dylan (approved in October 2017) and the two continuum of care residential buildings (approved in June 2020).

### ***D. Community Outreach***

The applicant began outreach to various stakeholders in November 2024 and has either hosted or attended community meetings a total of 14 times, as noted in the chart below.

<b>Meetings</b>	<b>Date</b>	<b>Public Attendees</b>
Meetings with various stakeholders	Nov. – Dec. 2024	Unknown
Applicant Community Meeting #1	December 16, 2024	57
Meeting with Del Ray Citizens Associations	January 8, 2025	Unknown
Potomac Yard Design Advisory Committee (PYDAC) Meeting #1	January 15, 2025	2
Potomac Yard Civic Association	January 15, 2025	Unknown
Lynnhaven Civic Association	February 3, 2025	Unknown
Applicant Community Meeting #2	May 7, 2025	20
Applicant Community Meeting #3	June 16, 2025	28
PYDAC Meeting #2	July 16, 2025	2
PYDAC Meeting #3	August 27, 2025	4
P&Z Bi-Monthly Community Update (virtual)	September 2, 2025	51
Applicant Community Meeting #4	September 24, 2025	16
Potomac Yard Civic Association Meeting	September 29, 2025	Unknown
PYDAC Meeting #4	October 8, 2025	0
Alexandria Housing Affordability Advisory Committee (AHAAC) Meeting – Preview	October 15, 2025	7
Parks and Recreation Commission Meeting	October 16, 2025	0
P&Z Bi-Monthly Community Update (virtual)	October 30, 2025	23
AHAAC Meeting – Affordable Housing Plan Review	November 6, 2025	0

Attendance was indicated for meetings either hosted by the applicant or held by the City, with the applicant unable to provide attendee counts for meetings where they were invited to speak. As the three proposed projects in Landbays G & H were presented together, community feedback was mixed. Some residents felt the townhouses were appropriate uses and alternative higher density buildings would result in traffic impacts. Others have felt that the townhouse development was not dense enough given the proximity to the Potomac Yard Metrorail Station. Additionally, many people had concerns about the project's viability. Those concerned questioned if funding was actually available for the development. The applicant responded that there are separate developers invested in each site who are prepared to build as soon as possible. The only exception is the affordable housing project, which will require the application for state and federal funding. Other concerns were loss of open space, recreational needs and that neighborhood-oriented retail uses be provided.

In addition to the community outreach and presentations at other civic group meetings, the applicant also presented four times before the Potomac Yard Design Advisory Committee (PYDAC) for the proposed building designs. The Committee's recommendation is included as Attachment 1. The vote was 3-2 in support of the project, with two members absent.

### **III. ZONING TABLE**

Property Address:	2601 Main Line Boulevard	
Total Site Area:	186,810 square feet   4.2886 acres	
Zone:	CDD#10 / Coordinated Development District #10	
Current Use:	Vacant Land	
Permitted Uses:	Hotel, Retail, Residential, Office and Continuum of Care	
Proposed Use:	Residential Townhouses	
	<b>Permitted/Required</b>	<b>Proposed</b>
Landbay H	Minimum 907,000 SF	907,000 SF <sup>1</sup>
CDD #10 requirements for Landbay H	Continuum of Care: 325,000 SF Retail: 12,000 SF Residential: 244 Multi-unit <b>120 Townhouses</b> Residential Total: 364 units	Continuum of Care: 325,000 SF Retail: 12,000 SF Residential: 244 Multi-unit <b>120 Townhouses</b> Residential Total: 364 units
Height	Up to 110 feet	45 feet (four stories)
<i>Setbacks</i>		
Main Line Blvd. (West)	None	0.8 feet
Maskell St. (North)		4.5 feet
Potomac Ave. (East)		4.5 feet
Swann Ave. (South)		4.9 feet
Open Space	10,900 SF Park Space 46,703 SF (25%)	11,000 SF Park Space 46,703 SF Total (25%)
Parking	No minimum in ETA <sup>2</sup>	240 garage parking spaces
Loading Space	0	0

Bicycle Parking	39 spaces	40 spaces
Crown Coverage	46,750 SF (25%)	46,750 SF (25%)

<sup>1</sup> The maximum square footage allowed for all of CDD #10 is 6,098,000 square feet.

<sup>2</sup> ETA = Enhanced Transit Area

#### **IV. STAFF ANALYSIS**

Staff supports approval of the applicant's proposal to develop townhouses in Landbay H. This recommendation was subject to amendments to the Master Plan and CDD Concept Plan and a text amendment to the CDD#10 zoning that were approved by City Council on November 15, 2025.

##### ***A. Consistency with the Master Plan and Zoning***

The subject site is located within the boundaries of the Potomac Yard / Potomac Greens Small Area Plan (PYSAP). Adopted in 1992, the plan provides long-range guidance for neighborhoods surrounding Route 1 and the rail and transit corridors.

The PYSAP was amended in November 2025 to accommodate the proposed development and allow for a shift in densities and uses in Landbays G and H (MPA2025-003, ZTA2025-006, and CDD2025-002). Given that the majority of CDD #10 has been developed and there is now an existing Metro Station, the PYSAP's existing Land Use Principles that guide development were updated to address:

- a. Elimination of prescriptive uses and densities, and
- b. Provide a maximum square footage of density for all the uses in the CDD #10 area of Potomac Yard, and minimum development expectations.

While the project's density is not what would be preferred for transit-oriented development. The proposed townhouses will comply with the approved PYSAP, as recently updated. The density will meet the minimum required, and the variety in residential options provides a benefit for the area. Many of the existing townhouses in Potomac Yards range from 20- to 24-feet in width, with units that are larger. The proposed 16- to 20-foot-wide units provide additional options that could be attractive to homebuyers who may not be able to afford existing units in this area. The scale of the development is consistent with other townhouses in the neighborhood, although the addition of interior townhouses lots will be unique.

Combined with the proposed development of the other vacant lots in Landbay G for a mixed-use residential building and affordable housing building, the diversity of new housing being added to this area is consistent with PYSAP CDD Guidelines. The Guidelines state that "the CDD shall be predominately residential and mixed use," "the residential buildings within Potomac Yard and each Landbay shall consist of a variety of building types and heights which should include townhouses," and that the "flexibility for the locations of residential or commercial uses within Landbays H, I and J may be allowed in specified locations" (PYSAP page 71). The proposed townhouse development is also consistent with the approved CDD #10 Concept plan and CDD #10 zoning requirements, which align with the updated PYSAP.

## ***B. Site & Building Design***

### ***Site Design***

The site is one of larger Potomac Yard blocks bordered by four public streets. Taking community feedback into consideration, vehicle access to the site will be from two curb-cuts on the north side of the lot off Maskell Street. The two curb-cuts will provide the only access to the drive aisles, minimizing conflicts with sidewalks around the block. There are four driveway aisles that provide interior circulation and access to the garages at the rear of the townhouses.

As the townhouses are a mix of 16- and 20-foot wide units, the garages also vary, with the 16-wide townhouses having 2-car tandem garages, and the 20-wide townhouses having side-by-side 2-car garages. Each of the townhouses were designed so there is space at the front of the ground floor so windows that are facing the front do not look into the garages, minimizing the need for the windows to be closed off or showing the interior of the garage space. There will be public street parking around the subject site, with 55 parallel spaces. Due to the proximity to the Metro Station, a condition of approval requires that parking meters be installed along the public streets and the City will enforce the parking meters with parking times consistent with this area.

For the interior of the site, townhouses without public street frontage will instead face each other along landscaped private open spaces creating green open spaces and shared front yards for these townhouses. There is a proposed public access easement over the southern open space area providing east-west access to the site from Main Line Blvd and Potomac Ave. Additionally, there is a public access easement over the walkway running north-south through the middle of the site, connecting to the existing north-south walkways on the adjoining lots across Maskell St and E. Swann Ave. This north-south interior walkway was something envisioned connecting all the landbays as part of the original Potomac Yard Design Guidelines for connectivity within the site separate from the sidewalks along the street.

Other design considerations were the placement of utilities away from the park spaces and in areas that are less visible from the public right-of-way. The 11,000-square foot park area has been designed for activation, including a public art piece in the middle of the space, a shade structure, benches and movable seating, in addition to the inclusion of new trees and landscaping. The spacing between townhouses was increased adjacent to these areas to provide openness and increased visibility for pedestrians accessing the space.

### ***Building Design***

The townhouses have been designed to minimize the impression of repetition. This has been realized by dividing the townhouses into two basic style groups. The “sticks” of townhouses, each of which consists of a row of six to eight townhouses, will vary in design and materials that are similar with other townhouses in the area but also create their own neighborhood identity through the use of a variety of materials.

**Style 1** consists of light red and white brick, with light and dark gray fiber-cement panels on selected portions of the front facades. The ground floor will have white brick with windows and a metal canopy over the front door. The second and third floors will have mostly red brick facades with paired, black trimmed windows. There are light gray fiber-cement panel pop-outs, or bays, that project from the brick façade to add depth for the second two stories. The fourth-floor end units have deeply recessed dark gray fiber-cement facade panels behind a roof deck for each of



the townhouses. The corner units have a flat, black, metal canopy covering the deck and black railing to provide a sense of openness to the corners and minimize the perceived bulk and mass. The interior units have a brick and beige cornice that works as a barrier for the roof deck but also blends with the front façade.

*Image 2: Architectural Style 1, as seen from Swann Avenue*



The sides and rear of the Style 1 townhouses vary, depending on their visibility. High visibility sides, which can be seen from the public right-of-way, will wrap the brick on the sides all the way to the rear facade. Low visibility sides will use white fiber-cement panels. The rear facades, which face the driveway aisles, but are still quite visible to the townhouse residents, will be white fiber-cement panels on the end units, with dark gray fiber-cement panels on the interior units. Juliet balconies on the second story above the garages were added, along with some window variation, to reduce the walled-in feeling of the aisles and add some visual interest.

**Style 2** is a variation of Style 1, using an architectural style that is visibly distinct from Style 1 but which still incorporates many similar features. This second style consists of a darker red and beige brick material alternating by units. Dark gray fiber-cement panels will be used between windows and at the fourth-floor level, similar to Style 1, as will there be metal canopies and trimmed windows. The rooflines will have more metal railing than in Style 1, but this has been done to minimize the mass and bulk along these facades. The side of the Style 2 townhouses will use the beige brick in high visibility areas, with beige fiber-cement panels used for the low visibility sides. The rear of the buildings will be similar to that of Style 1. The front facades feature a completely different vocabulary of window openings and rhythms, achieved through the use of two to four-window horizontal groupings, and two-story stacked single or paired windows separated by a dark spandrel. This creates a much more vertical expression than Style 1 yet remains consistent and complementary in its overall character of the neighborhood.

*Image 3: Architectural Style 2, as seen from Main Line Blvd.*





### ***C. Consistency with the Potomac Yard Design Guidelines and PYDAC Review***

Applications within Potomac Yard are subject to review by the Potomac Yard Design Advisory Committee (PYDAC) and compliance with the design guidelines. The applicant presented this proposal to PYDAC on four different occasions in 2025 (as noted in the Community Outreach section of this report). Staff and PYDAC worked with the applicant to address the guidelines and believe that the proposed project generally complies. Some of the major points of compliance are as follows:

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

The proposed townhouses are oriented towards the streets, with minimal curb cuts, and open spaces with walkways through the site. By adding new residential development that is complimentary to the other development in the area, the proposed townhouse development reinforces the vision established in the guidelines to provide primarily residential development with neighborhood open spaces and a pedestrian friendly environment.

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

Streetscape improvements, including unobstructed sidewalks, street trees and pedestrian scale lighting are proposed on three frontages. The unobstructed sidewalks reinforce the pedestrian friendly and safe environment established throughout Potomac Yard. Mid-block crossings provide connectivity through the site to an established north-south pedestrian walkway that extends the length of Potomac Yard, as envisioned by the guidelines. Walkways are also provided within the open spaces on the north and south side of the block, with pedestrian scaled lighting, providing a pedestrian-only walkway between the interior townhouse lots, including identified pedestrian crosswalks across the private, interior drive aisles. Lastly, all walkways through the site will be landscaped with plenty of trees for shade and green space for the residents and neighbors to enjoy.

#### ***Mixed-Use Development***

The proposal does not provide mixed-use development. However, the proposed development of the site as townhouses was approved through a Master Plan amendment, Zoning Text amendment and CDD Concept Plan amendment in November 2025. At that time, it was found that the use of residential in this area could be supported, as was the change from the previous uses on this block for office and retail. While the site does not provide mixed-use development, the addition of 16- to 20-foot-wide townhouses provides housing diversity to the area and supports the completion of development of Potomac Yard.

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

The proposed building design complies with the intent of the Design Guidelines with regard to the urban standards, including frontage, orientation, height, massing and setbacks, as well as the architectural standards, including fenestration, materials and architectural elements. The intent of the building design is to create residential development in scale with the surrounding area and utilizing varied designs for visual diversity. The design approach was in response to comments received from PYDAC members, who noted the need for non-garage space at the front of the ground floor areas, added visual arrangement of the rear facades with the addition of balconies and added windows, and greater spacing between the rows of townhouses to create a visual openness into the site for use of the open spaces interior to the block.

PYDAC voted three to two in support of this project, with a few strong concerns for the level of density proposed in proximity to the Metro station, the proposal not integrated into the overall layout of the Potomac Yard development, and the use of interior drive aisles instead of a mid-block street. A letter of recommendation from PYDAC is attached as Attachment #1.

#### ***D. Special Use Permit Request***

##### ***Lots without Frontage***

The applicant is requesting a Special Use Permit for units of land that do not have frontage on a public street, as required per the Zoning Ordinance Section 7-1007. There are 56 townhouse lots proposed interior to the site that do not front any of the four surrounding public street. Section 11-500 of the Zoning Ordinance directs staff to review the potential impacts of the Special Use Permit request to ensure the proposal:

##### ***Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use.***

The sites will be accessed via private drive aisles to their rear-entry garages. The front of the interior townhouses with no public street frontage will face the fronts of other townhouses, with landscaped open spaces and walkways in between. There will be both north-south and east-west walkways with public access easements that will allow residents in the neighborhood access through the site. Further, there will be marked crosswalks across the drive aisles and visual indicators to provide pedestrian safety.

##### ***Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.***

The lots without public frontage will not be detrimental to the neighborhood as the sites are interior to the lot and will not impact the public right-of-way. The private drive aisles will be screened where possible so the site from the public streets will appear residential, consistent with other townhouse blocks in the CDD, and will provide crosswalks for pedestrian safety.

##### ***Will substantially conform to the Master Plan of the City.***

The request conforms to the Potomac Yards/Potomac Greens Small Area Plan (PYSAP) chapter of the Master Plan. The CDD guidelines for the PYSAP state that “the CDD shall be predominately residential,” (#2 on page 71) and provide the “minimum density to support a walkable, vibrant mixed-use development (#1 page 71). Further, the guidelines “required parking for individual townhouses and other single-family units shall be served by alleys to the maximum extent feasible” (#14 on page 72). All lots within the block will be served by alleys and this allows for additional residential units within the block that was designed with publicly accessible walkways through the site.

#### ***E. City Policies***

##### ***Affordable Housing***

The affordable housing requirements for CDD #10 have been satisfied through the joint venture with the City of Alexandria for the fire station and 64 affordable housing units located at The Station at Potomac Yard, as well as other monetary contributions associated with other blocks within CDD #10. There are no affordable units included with the townhouse proposal.

As the proposed project has transferred density from Landbay H to Landbay G, and converted office square footage to residential square footage to facilitate the build-out of the remaining parcels in Potomac Yard, the Applicant has coordinated with its development partners to provide the 88-unit affordable housing building on Landbay G, Block G. Specifically, Condition 43 for CDD #10, approved in November 2025, was added stating if funding has not been obtained for the affordable housing, the applicant for the townhouse development would commit gap funding (\$2,309,472) prior to the issuance of a Certificate of Occupancy for any unit in the last stick of townhouses. This will hold the townhouse developers accountable for making sure the affordable building is realized, despite any funding challenges.

### ***Green Building***

The applicant is proposing to achieve National Green Building Standard silver-level certification to meet the City's 2019 Green Building Policy. Dwelling-unit-specific energy models will be completed to ensure all involved building components contribute to achieving sufficient NGBS Performance Points for project energy use. The models incorporate passive solar heating design elements by including in energy calculations all orientations, areas, and solar heat gain coefficients (SHGC's) of exterior fenestrations.

The applicant proposes smart thermostatic controls, low-flow plumbing fixtures in kitchens, ENERGY STAR dishwashers and electric appliances, low/no-emitting site-applied finish components and insulation materials. Additionally, the inclusion of native landscaping throughout the site will help with improved air quality, natural shade and vegetative wind breaks. Each townhouse will be constructed to be electric vehicle charger ready.

### ***Public Art***

The applicant is currently proposing to provide on-site public art, pursuant to the City's Public Art Policy adopted on December 13, 2014. The applicant would site the public art in the largest open space area where there are public access easements for the walkways. The ground-level public art, still to be determined, would provide visual interest that will draw pedestrians through the space. The final design and location of public art will be determined during the Final Site Plan process. A condition of approval has been added requiring either public art be provided on-site, or a monetary contribution compliant with the City's Policy (equivalent to \$75,000) if on-site art cannot be achieved.

### ***F. Subdivision***

The applicant proposes to subdivide the existing single lot into 121 lots: 120 townhouse lots ranging from 790 SF to 1,108 SF, and an additional lot totaling 77,789 SF lot for the private common open space and alleys. Staff does not have any concerns about the proposed subdivision as it will enable the redevelopment of the site by creating the lots for the future homes, and all the remaining space on the lot that would be maintained by the new Homeowner's Association being formed by the applicant.

### ***G. Stormwater***

Staff have worked with the applicant to create a stormwater strategy that meets all state and City stormwater management requirements through the use of green infrastructure. The project will provide water quality treatment designed to treat approximately 4.16 acres of impervious area.

This includes utilizing an existing offsite wet pond, which was constructed to treat the site as approved under the 2004 Potomac Yard Stormwater Management Master Plan. This BMP (Best Management Practice) will exceed the required phosphorus reduction target of 0.87 pounds per year by achieving 2.19 pounds per year of total phosphorus removal, 151% more than required.

The site complies with the City's enhanced water quality standards under Article XIII of the Zoning Ordinance, as well as the Chesapeake Bay Preservation Act. This includes implementation of non-proprietary BMPs and achieving a phosphorus removal rate exceeding 65% of the state's required reduction for the disturbed area.

## ***H. Open Space***

Staff support the applicant's open space plans for the project. The Potomac Yard Design Guidelines envisioned a mix of public parks, neighborhood parks and finger parks constructed throughout Potomac Yard. For Landbay H, the Potomac Yard Design Guidelines had noted that a minimum 10,900 SF neighborhood park be provided within the landbay, being bordered by residential or one-way streets (page 47). The applicant is providing an 11,000 SF park open space with public access, meeting this design standard. In total, 46,703 SF or 25% of the site is being provided, meeting the minimum requirement for open space. The breakdown of open space is listed in the chart below.

<b>Open Space</b>	<b>Amount</b>
Total Required	25% of Site (46,703 SF)
Total Proposed	46,703 SF (25% of site)
Park - private	11,000 SF
Ground Level - private	15,000 SF
Above Grade - private	14,703 SF
Ground Level - publicly accessible	6,000 SF

In addition to meeting the open space requirements, the applicant is also providing the north-south central walkway through the development, linking to existing walkways that connect to the adjoining developments north and south of the townhouse project. Further, there is an east-west publicly accessible walkway that provides pedestrian access to Potomac Avenue and the Potomac Yard Park located just east of the site.

## ***I. Canopy Coverage***

The existing lot currently has no landscaping or trees onsite. A total of 94 new trees are proposed throughout the proposed open spaces. As shown in the table below, the project meets the required 25% canopy cover through the planting of new trees. Though not counted towards the canopy coverage, an additional 52 street trees are proposed around the perimeter of the site, with a diversity of 100% native species.

<b>Total Proposed Canopy Cover</b>	46,750 SF (25.5%)
Preserved Trees	0%
Proposed Trees	46,750 SF (100%)
<b>Existing Trees*</b>	0
Preserved Trees	N/A
Removed Trees	N/A

## ***J. Transportation and Parking***

The site is near multiple transit options that would encourage residents to minimize car trips in lieu of public transportation. The Potomac Yard Metro Station South Pavilion entrance is located two blocks north of the site on Potomac Avenue. Additionally, the site is one block east of Route 1 and Swann Avenue bus stop along Crystal City/Potomac Yard Transitway, which provides a dedicated, 4.5 mile transitway between the Crystal City and Braddock Road Metrorail stations.

In addition to the transit options, the project is providing bicycle improvements as well. The project is required to provide a minimum of 3 short-term bicycle parking spaces and 36 long-term bicycle spaces. The project provides 4 short-term and 36 long-term bicycle parking spaces, for a total of 40 spaces on site. Additionally, a condition asking for a contribution for Capital Bikeshare (\$20,000) has been included with the recommendation of approval. The site has access to a regional bike network that connects Alexandria with Arlington to the north.

### ***Traffic Analysis***

A trip generation analysis was conducted by Kimley Horn and Associates, Inc. which analyzed traffic for all three Potomac Yard projects, Landbay G, Blocks B and E, Landbay G, Block G and Landbay H. This trip generation analysis was then compared to the trip generation rates established as part of the Coordinated Development District (CDD) traffic analysis.

Land Bay H is projected to generate 959 fewer total AM peak hour trips and 960 fewer PM peak hour trips compared to the CDD trip generation rates. The directional splits of entering and exiting vehicles changes with the modification from primarily office to primarily residential land use densities. As a result, all directional volumes resulted in a decrease in trips. The total trips in and out during the peak hours remain fewer than the previously approved commercial uses identified in the CDD, with weekday daily vehicular trips projected to decrease by 7,007 trips.

In accordance with the City of Alexandria Transportation Planning Administrative Guidelines, given that the proposed development does not generate 50 or more net new peak hour trips, but instead represents a reduction in vehicular trips overall and for each of the three development blocks when compared to the previously approved commercial land uses, a multimodal transportation study is not required for the proposed development.

### ***Parking***

As there are no minimum parking requirements for properties within the Enhanced Transit Area related to the Metro station, the project has proposed 2-car parking for each new townhouse. For the 120 units proposed, this results in 240 new parking spaces, 180 standard spaces and 60 tandem compact spaces, all of which are located within the rear-entry garages of the townhouses. All garages will be accessed via private drive aisles that circulate within the site. The drive aisles are accessed via two curb cuts off Maskell Street. This was in response to neighborhood concern of

additional curb cuts along the other three frontages causing traffic concerns. Also, one of the proposed curb cuts will be across from the garage entrance and loading bay for the Avalon apartments to the north of the site. In addition to the parking provided for each townhouse unit, the amount of street parking around the site will be increased by one space to 55 parallel public spaces in total. As previously noted, due to the proximity of the site to the Metro station, the parallel parking spaces will be regulated by metered parking, consistent with the regulated parking found in this area.

### ***K. School Impacts***

Alexandria City Public Schools (ACPS) and the City of Alexandria estimate the number of new students expected to join the school system based on historical enrollment and residential property data. The applicant proposes to construct 120 townhouses. Pursuant to the current Student Generation Rate jointly developed by ACPS and the City, the proposed development would generate approximately 14 students (0.12 rate). The students from this development would be included in the enrollment forecasts that are used to plan school capacity improvements. The neighborhood is in the attendance area for Jefferson-Houston PreK-8 and Alexandria City High School. Students would be distributed over all grade levels. Jefferson-Houston has a capacity for 734 students and its utilization status is 79.29%. The high school has a capacity of 2,928 at the King Street campus and 1,600 at the Minnie Howard campus with utilization rates of 102.70% and 97.88%, respectively.

## **V. CONCLUSION**

Staff find that Development Special Use Permit #2025-10025 and associated requests meet the standards of approval, subject to compliance with all applicable codes and the recommended conditions included in this report.

### **ATTACHMENTS:**

1. PYDAC Letter of Recommendation

## VI. GRAPHICS

Graphic 1: Proposed Site Plan with Landscaping





**Graphic 2: Rendering of Style 1 Townhouses along Swann Avenue**





**Graphic 3: Rendering of Style 2 Townhouses along Main Line Boulevard**



## **VII. STAFF RECOMMENDATIONS**

1. The Final Site Plan shall conform substantially with the preliminary plan dated September 16, 2025, and comply with the following conditions of approval.

### **I. SITE PLAN**

2. Per § 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless the applicant commences substantial construction of the project within 36 months after initial approval and the applicant thereafter pursues such construction with due diligence. The applicant shall provide a written status report to Staff 18 months after initial approval to update the City Council on the project status if they have not yet commenced substantial construction. The applicant may petition to extend the validity period after adequate notice and a public hearing. (P&Z)
3. Submit the plats and associated deeds for all applicable subdivisions, dedications, and easements identified in the Preliminary Plan dated September 16, 2025. The applicant must obtain approval of the plat(s) and signature on associated deeds prior to or concurrent with Final Site Plan release. Provide proof of recordation prior to the release of the first building permit. (P&Z) (T&ES) \*, \*\*
  - a. Provide public access and utility easements to the satisfaction of the Directors of P&Z and T&ES. Easements shall be consistent with the preliminary site plan.
  - b. **In addition to the easement shown on the preliminary plan, the applicant shall provide a public access easement for the east-west connection on the northern portion on the block. (PC)**
4. Emergency Vehicle Easement(s) (EVE) shall not be painted. When an EVE is shared with a pedestrian walkway or consists of grasscrete or a similar surface treatment, the EVE shall be defined in a manner that is compatible with the surrounding ground plane. (P&Z)
5. Property rights to be conveyed by easement to the City may instead be conveyed by dedication (fee simple) to the City subject to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
6. Show site utilities compatibly with other conditions on the site plan to the satisfaction of the Directors of P&Z, T&ES prior to Final Site Plan release, specifically: (P&Z) (T&ES) \*
  - a. Locating above grade service openings and required clearances for items such as transformers, telephone, HVAC units, and cable boxes.
  - b. Minimizing conflicts with plantings, pedestrian areas, and major view sheds.
  - c. Excluding above grade utilities from dedicated open space areas and tree wells.
  - d. Screening all utilities from the public right-of-way.

7. Provide a lighting plan prior to Final Site Plan release, unless otherwise identified below, to verify that lighting meets the City's Design and Construction Standards. The plan shall be to the satisfaction of the Directors of P&Z, T&ES, Code, and the Climate Action Officer of OCA and shall include: (P&Z) (T&ES) (OCA) (Code)\*
  - a. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way.
  - b. All site lights designed to meet City of Alexandria photometric standards shall have photovoltaic switches.
  - c. The location of conduit routing between site lighting fixtures to avoid conflicts with street trees.
8. Provide a georeferenced CAD file in **AutoCAD 2018**.dwg or greater format that adheres to the National CAD Standards prior to Final Site Plan release. The file shall have the dimension plan including existing conditions, proposed conditions, and grading elements. If proposing a subdivision, include the existing and new parcels and neighboring parcels. Identify legal lot numbers for each lot and document the square footage. Show adjacent lots and their Tax Map numbers on the subdivision plat. (GIS) \*

#### **A. BUILDING**

9. Provide a building code analysis with these building code data prior to Final Site Plan release: (1) use group, (2) number of stories, (3) type of construction, (4) total floor area per floor, (5) height of structure, (6) non-separated or separated mixed use, (7) fire protection system requirements, and (8) accessible routes. (P&Z) (Code) \*
10. The building design, including the appearance, color, and quality of materials; final detailing; three-dimensional expression; and depth of all plane changes, shall be consistent with the elevations dated September 16, 2025 and the following conditions. Provide this information regarding materials and design to the satisfaction of the Director of P&Z prior to Final Site Plan release: (P&Z) (Code) (OCA) \*
  - a. Where fiber cement façade panels are permitted, they shall not use a wrap-around trim for mounting to the substructure but may use either a batten system to conceal the joints or a rainscreen type installation. If exposed fasteners are proposed, they may be either concealed or if exposed, shall be finished to match the adjacent panels and their location integrated into the overall design.
  - b. Coordinate the design, color, and materials of all penthouses, rooftop mechanical areas, and rooftop screening with the overall architecture of the building, as regards massing, materials, and detailing/expression. Roof surfaces must be light-colored with green roofs encouraged as an alternative.

- c. The recessed or projecting depth of brick rustication must be a minimum of 3/4 inches.
  - d. Unless shown otherwise on the approved plans, where plane changes in facades are proposed, they shall generally not be less than two feet.
  - e. Unless shown otherwise on the approved plans, where dissimilar materials meet, they must typically meet at an interior corner and where that is not possible, such transitions shall occur at a significant plane change or reveal.
- 11. Provide detailed drawings in realistic colors to permit evaluation of key building elements such as the building base, entrances, entry canopy, stoops, windows, balconies, railings, cornices, and other ornamental elements, and material details including the final detailing, finish, and color of these elements prior to Final Site Plan release. (P&Z) \*
  - a. The drawings shall be enlarged and coordinated plan-section-elevation studies, typically at 1/4" = 1'-0" scale, with shadows cast at 45 degrees from both left and above to show true depth of recesses and projections.
  - b. Separate design drawings shall be submitted for each primary building typology, different wall, or bay type.
  - c. When warranted by the three-dimensional complexity of the design, the applicant shall provide isometric vignettes of special conditions or building areas to the satisfaction of the Director of P&Z.
  - d. All structures must remain within the property (e.g., balconies, railings, and canopies), unless permitted under the City of Alexandria Code or an encroachment has been obtained.
- 12. Provide the items listed below to allow Staff to review the materials, finishes, and architectural details. These materials shall conform substantially to the preliminary plan and the current Guidelines for Preparation of Mock-Up Panels, Memo to Industry effective at application submission. (P&Z) (Code)
  - a. Samples of actual window glazing, frame, and sash components proposed for each area of the building in the color and material that will be provided (may reduce sample sizes for ease in handling). \*
    - i. Window sizes and types.
    - ii. Window mullion dimensions and projection in front of face of glass.
    - iii. Window frame, sash, and mullion materials.
    - iv. Any windows visible from a public park or right-of-way shown as simulated divided light type shall include between the glass spacer bars aligned with exterior muntins; any such exterior muntins shall project not less than 3/8 inch beyond the face of glass and be reflected in the window samples provided. Grills located between the glass will not be supported.
  - b. Before ordering final building materials, provide a materials board that includes all proposed materials and finishes prior to Final Site Plan release. The materials board shall remain with P&Z until the issuance of the final

- Certificate of Occupancy, when Staff will return all samples to the applicant. (P&Z) \*, \*\*\*
- c. Materials may be modified or substituted only if in substantial conformance with the Preliminary Site Plan approval and to the satisfaction of the Director of P&Z. \*
  - d. Drawings of mock-up panel(s) that depict all proposed materials, finishes, and relationships as part of the Final Site Plan. \*
  - e. An on-site mock-up panel using the approved materials, finishes, and relationships shall be constructed for Staff review and approval. Per VCC108.2 concrete or masonry mock-up panels exceeding 6-ft. require a building permit. The panel(s) shall be constructed and approved prior to vertical (above-grade) construction and before ordering building materials. Locate the panel so that it receives sunlight from the same predominant direction as will the finished structure. \*\*
  - f. The mock-up panel shall remain on-site, in the same location, and visible from the right-of-way without entering the site throughout construction until the issuance of the first Certificate of Occupancy. \*\*\*

## **B. OPEN SPACE/LANDSCAPING**

- 13. Develop a palette of site furnishings for review and approval by Staff prior to Final Site Plan release. (P&Z) (T&ES) \*
- 14. Provide material, finishes, and architectural details for all retaining, seat, decorative, and screen walls prior to Final Site Plan release. Indicate methods for grade transitions, handrails, directional changes, and above and below-grade conditions. Coordinate with adjacent site and building conditions. The design and construction of all walls shall be to the satisfaction of the Directors of P&Z, T&ES, and Code. (P&Z)(T&ES)(Code)\*
- 15. Post sign(s) stating that the central open space is open to the public, noting any operating hours, other restrictions, and contact information to facilitate reporting of issues. Show the sign locations and design on the Final Site Plan and install the signs prior to the issuance of the first Certificate of Occupancy. (P&Z) \*, \*\*\*
- 16. The central open space shall be maintained and managed by the applicant/owner or its successors consistent with the Level 2 conditions of the APPA Grounds Standards and other applicable City standards. Maintenance shall include the life cycle replacement of materials and components depicted in the landscape design. (P&Z) \*

## **C. ARCHAEOLOGY**

- 17. Call Alexandria Archaeology immediately at 703.746.4399 if you discover any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts during development. Cease work in the discovery area until a City archaeologist inspects the site and records the finds. Include the preceding text on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology) \*

18. The applicant shall not allow any metal detection and/or artifact collection to be conducted on the property, or allow independent parties to collect or excavate artifacts, unless authorized by Alexandria Archaeology. Failing to comply shall result in project delays. Include the preceding text on all Final Site Plan sheets involving any ground disturbing activities. (Archaeology) \*

#### **D. PEDESTRIAN/STREETSCAPE**

19. Provide the pedestrian improvements listed below along the public right-of-way to the satisfaction of the Directors of P&Z and T&ES. Complete all pedestrian improvements prior to the issuance of the final Certificate of Occupancy. (P&Z) (T&ES) \*, \*\*\*
  - a. Construct all concrete and hybrid concrete-brick sidewalks to City standards. The minimum unobstructed width of newly constructed sidewalks for all street frontages shall be eight-feet.
  - b. All brick sidewalks shall comply with the City's Memo to Industry 23-01.
20. Provide sidewalks, crosswalks, and curb ramps per the City's Memo to Industry 23-01, Design and Construction Standards, the City's Complete Streets Design Guidelines, and these requirements: (P&Z) (T&ES) \*, \*\*\*
  - a. Sidewalks shall be flush across all driveway crossings.

#### **E. PARKING / CURB MANAGEMENT**

21. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. The Traffic and Parking Board must approve any on-street parking changes after Signature Set approval. (P&Z) (T&ES) \*
22. Provide \$7,800 per multi-space meter location prior to Final Site Plan release to purchase and install three (3) parking meters. The City can enforce parking meters on private streets with public access easements. (P&Z) (T&ES) \*
23. Provide bicycle parking per current Bicycle Parking Standards, available at: [www.alexandriava.gov/bicycleparking](http://www.alexandriava.gov/bicycleparking). (T&ES) \*, \*\*\*
  - a. Include details on the locations and types of bicycle parking prior to Final Site Plan release. Install bicycle parking prior to the issuance of the final Certificate of Occupancy for the townhouses along the respective frontage.
  - b. One required bicycle rack shall be located on Swann Avenue and one required bicycle rack shall be located on Maskell Street.
24. Update parking counts on the cover sheet to state the number of electric vehicle chargers and electric vehicle charger ready parking spaces prior to Final Site Plan release. (OCA) \*, \*\*\*
25. Provide two empty slots in the electrical panel for the future Level 2 charging and pull wire ready conduit from the electrical panel to the garaged parking spaces.

Install and label the conduit outlet in each garage prior to receiving the Certificate of Occupancy. (OCA) \*\*\*

## F. SUSTAINABILITY

26. The project shall comply with the requirements of the City of Alexandria Green Building Policy that is in effect at the time of DSUP approval. (OCA) \*, \*\*, \*\*\*, \*\*\*\*
27. The applicant shall provide these items to comply with the Green Building Policy at Final Site Plan: (OCA) \*
  - a. Evidence of the project's registration with LEED, Green Globes, EarthCraft, NGBS, or equivalent.
  - b. A copy of the draft certification scorecard which indicates the project will meet the required performance points as outlined in the Green Building Policy for LEED, Green Globes, EarthCraft, NGBS, or equivalent.
28. The applicant shall provide these items to comply with the Green Building Policy with the Building Permit: (OCA) \*\*
  - a. An updated copy of the draft certification scorecard/checklist prior to building permit release for above-grade construction for LEED, Green Globes, EarthCraft, NGBS, or equivalent.
  - b. Water efficiency and indoor environmental quality documentation for the priority performance points in the Green Building Policy prior to building permit release for above-grade construction for LEED, Green Globes, EarthCraft, NGBS, or equivalent.
29. The applicant shall provide these items to comply with the Green Building Policy at with requests for Certificates of Occupancy: (OCA) \*\*\*
  - a. Evidence that design phase credits (for the certifying party) have been submitted by Temporary Certificate of Occupancy for LEED, Green Globes, EarthCraft, NGBS, or equivalent.
  - b. Evidence showing that the project meets the priority performance points for Energy Use Reduction, Water Efficiency, and Indoor Environmental Quality for Design Phase credits for LEED, Green Globes, EarthCraft, NGBS, or equivalent.
  - c. If the project fails to achieve the required certification level and priority performance points, then demonstrate a good faith, reasonable, and documented effort to achieve the certification level to the satisfaction of the Climate Action Officer.
30. The applicant shall provide the following to comply with the Green Building Policy at Release of Performance Bond: (OCA) \*\*\*\*
  - a. Documentation of applicable green building certification showing that the project meets the priority performance points for Energy Use Reduction,

Water Efficiency, and Indoor Environmental Quality for LEED, Green Globes, EarthCraft, NGBS, or equivalent.

31. Demonstrate that the roof(s) are solar ready, with the necessary conduit and available electrical panel area to enable future solar panel installation, on the Building Permit. (OCA) \*\*
32. At the Final Site Plan, demonstrate that the building will be fully electric including all mechanical systems. For limited accessory elements, if using gas, food and beverage uses in retail spaces and outdoor grills, must be controlled with occupancy sensors, timers not to exceed two hours, or other technology to prevent the accessory element from using natural gas when not being used by an occupant of the building. (OCA) \*

## **II. TRANSPORTATION**

### **A. STREETS/TRAFFIC**

33. Repair any of the City's existing public infrastructure that construction damages per the most recent version of the T&ES Design and Construction Standards Memo to Industry 23-01, or to the satisfaction of Director of T&ES, prior to Performance Bond release. (T&ES) \*\*\*\*
34. Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets, prior to the issuance of the first Certificate of Occupancy. (T&ES) \*\*\*
35. Furnish and install two 4-inch Schedule 80 PVC conduits with pull wires, under the sidewalks to a depth of 3-feet on Swann Avenue. Terminate these conduits in an underground junction box meeting VDOT standards and with a tier 22 or higher lid labeled "COA", at each end of the conduit line and integrate conduits into existing "COA" junction boxes located on Potomac Avenue. Provide a fiber optic installation plan that includes the required specifications prior to the Final Site Plan release. Submit a digital as-built plan in CAD or GIS, which includes information on the fiber conduit installation prior to the issuance of a Certificate of Occupancy. (T&ES) (ITS) \*, \*\*\*
36. Provide full curb to curb restoration for any asphalt patches larger than 20 percent of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street prior to Performance Bond release. (T&ES) \*\*\*\*
37. Provide shared lane markings along the north side of Swann Avenue per the City's Alexandria Mobility Plan, the City's Complete Streets Design Guidelines, and all other applicable Small Area Plans and Design Guidelines, to the satisfaction of the Director of T&ES. All proposed bicycle facilities shall be shown on the first final site plan and installed prior to the first Certificate of Occupancy. (T&ES) \*, \*\*\*



- a. All bicycle infrastructure, including, but not limited to, pavement markings, hardscape, signage, and signals shall be installed in accordance with the latest editions of City's Complete Streets Design Guidelines, the National Association of City Transportation Officials' Urban Bikeway Design Guide, and the AASHTO Guide for the Development of Bicycle Facilities.
  - b. Provide routing signs on Swann Street consistent with guidance from AASHTO, NACTO, and MUTCD. For shared-use paths, use signs consistent with the City's Wayfinding Program.
38. Finalize street names and addresses for mail delivery (addressed per the front door), for townhouse utility closets and for emergency services (addressed per street access) prior to Final Site Plan release. (P&Z) (T&ES) (GIS) \*

## **B. TRANSPORTATION MANAGEMENT PLAN**

39. Contribute to the Citywide Transportation Management Plan (TMP) at the rate specified by the current TMP policy. Unless the upfront payment or partial upfront payment option is chosen as described below, payments are due once per year no later than September 30 for 30 years with rates adjusted annually for inflation based on the April-to-March Consumer Price Index change reported by the Bureau of Labor Statistics. (T&ES) \*\*\*
- a. Projects that obtain their first Certificate of Occupancy prior to July 1, will have their first year of assessment in the current calendar year. Projects that obtain their first Certificate of Occupancy on July 1 or later will have their first year of assessment in the next calendar year. \*\*\*
  - b. A development may receive a 35% discount for paying the entire 30-year amount (unadjusted for inflation) prior to receipt of the first Certificate of Occupancy. Under this option, no further TMP payments are required. \*\*\*
  - c. A development may receive a 25% discount for paying one quarter of the entire 30-year amount (unadjusted for inflation) before receipt of the final Certificate of Occupancy and five standard subsequent payments over the next five years. The five annual payments will be made no later than September 30 each year. After these payments are made, no further TMP payments are required. \*\*\*
40. The applicant/owner may request permission to manage its own TMP fund subject to the approval of the Director of T&ES. The property must have achieved specific single occupancy vehicle targets for at least three years in a row, as specified in the current TMP policy, and have provided the City with detailed information about how the applicant/owner will manage the TMP for the development. Development would retain the annual TMP contributions and must spend it exclusively on transportation related activities approved by the Director of T&ES or designee. (T&ES)
41. Designate an on-site TMP Coordinator prior to the issuance of the first Certificate of Occupancy. Provide the name, address, email, and telephone number of the coordinator to the City's Mobility Services Division, updating this information annually or as needed. This person will be the City's point of contact for the

development and will be responsible for paying invoices and coordinating with staff on TMP-related activities as needed. (T&ES) \*\*\*

### **III. PUBLIC WORKS**

#### **A. UTILITIES**

- 42. If the applicant does not have a franchise agreement with the City, locate all private utilities outside of the public right-of-way and public utility easements. (T&ES)
- 43. Do not locate transformers and switch gears in the public right-of-way. (T&ES)
- 44. The City shall own and maintain all new fire hydrants on public streets. The applicant or their representative shall own, inspect, test, and maintain all hydrants within private properties as well as on private streets. Install hydrants prior to issuance of the final Certificate of Occupancy for the townhouses along the respective frontage. (T&ES) \*\*\*

#### **B. SOLID WASTE**

- 45. Meet all the minimum street standards for the City to provide solid waste collection service per City Code Title 5, Chapter 1 (Solid Waste Control). Collection vehicles must be able to pick up solid waste without backing up. Store containers inside the units or within an enclosure that completely screens them from view. (T&ES)
- 46. Obtain approval from the Director of T&ES to opt-out of the City approved trash and recycling collection to allow for privately contracted collection. The point of collection shall not be in a public right-of-way and shall not hinder or interfere with parking, traffic, or pedestrians. All trash collectors for the project site must take their trash to the Alexandria/Arlington waste-to-energy facility (T&ES)
- 47. Place all trash and recycling with lids closed at the official set-out location(s) as approved by the Director of T&ES. (T&ES)
- 48. Purchase and install one public space trash receptacles and three public space recycling receptacles to the satisfaction of the Director of T&ES prior to Performance Bond. (T&ES) \*\*\*\*
  - a. Trash receptacles shall be Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid.
  - b. Recycling receptacles shall be Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band dedicated to recycling collection.
- 49. Place the receptacle(s) in the right-of-way and parks. In general, locate receptacles along the property frontage and at convenient locations in the vicinity of the site as approved by the Director of T&ES and shown on the Final Site Plan.

- a. To the extent that the receptacles cannot be located where accessible for public collection, the applicant may agree to placing approved containers on private property and contract for private collection, disposal, and maintenance.
- b. The applicant may reuse existing receptacles, if any, along the site frontage if they are in good condition and acceptable to T&ES Resource Recovery.

#### **IV. ENVIRONMENTAL**

##### **A. STORMWATER MANAGEMENT**

50. The City of Alexandria's stormwater management regulations for water quality are: (1) state phosphorus removal requirement and (2) Alexandria Water Quality Volume Default. Complying with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. Treat the Alexandria Water Quality Volume Default, as determined by the site's post-development impervious area, in a Best Management Practice (BMP) facility. (T&ES) \*
51. Provide a BMP narrative and complete pre- and post-development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff Reduction Method (VRMM) worksheet showing project compliance prior to Final Site Plan release. The project must use hydrologic soil group "D" in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES) \*
52. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees, prior to Final Site Plan release. (T&ES) \*
53. Submit as-built plans, relevant as-built storm sewer data, and relevant permit documentation required on Pages 4-7 of the City of Alexandria As-Built Stormwater Requirements document prior to Performance Bond release. (T&ES) \*\*\*\*
54. Submit a certification by a qualified professional that any existing stormwater management facilities adjacent to the project and associated conveyance systems were not affected adversely by construction operations prior to Performance Bond release to the satisfaction of the Director of T&ES. If maintenance of the facilities or systems were required to make this certification, describe the maintenance measures performed. (T&ES) \*\*\*\*

## **B. WATERSHED, WETLANDS, & RPAs**

55. Use standard city markers to mark all on-site stormwater curb inlets and public curb inlets within 50 feet of the property line to the satisfaction of the Director of T&ES. (T&ES)
56. Provide Environmental Site Assessment Notes that delineate, map, describe, and/or explain these environmental features (if located on site): (T&ES)
  - a. Individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, intermittent streams, and associated buffers,
  - b. Highly erodible and highly permeable soils,
  - c. Steep slopes greater than 15 percent in grade,
  - d. Known areas of contamination; springs, seeps, or related features, and
  - e. A listing of all wetlands permits required by law.

## **C. CONTAMINATED LAND**

57. Indicate on the site plan whether any soil and groundwater contamination are present. Submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES) \*
58. If environmental site assessments or investigations discover the presence of contamination on site, the Final Site Plan shall not be released, and no construction activity shall occur until these items have been submitted and approved by the Director of T&ES: (T&ES) \*
  - a. A Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
  - b. A Risk Assessment indicating any risks associated with the contamination.
  - c. A Remediation Plan detailing any contaminated soil and/or groundwater, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by two feet and backfilled with “clean” soil. Describe the environmentally sound methods of off-site transport and disposal of contaminated soils and debris (including but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
  - d. A Health and Safety Plan with measures to take during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment. Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. Justify the air monitoring determination in the Health and Safety Plan submitted for review.
  - e. Screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes these SICs: 26&27 (Paper and Allied

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

59. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the applicant must notify T&ES, Development Site Inspector and Office of Environmental Quality and the Fire Marshall's Office immediately. Should unanticipated conditions warrant, stop construction within the affected area until the appropriate environmental reports identified in "a" through "e" above are submitted and approved at the discretion of the Director of T&ES. Include the preceding text as a note on the Final Site Plan. (T&ES) (Code) (Fire) \*
60. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas to prevent the migration or accumulation of methane or other gases or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. If a vapor barrier and ventilation system is required, the schematic shall be signed by a professional engineer and included in the Final Site Plan. (T&ES) (Code) \*
61. If a Soils Management Plan is required by the Site Characterization report, then the plan shall be included in the Final Site Plan. (T&ES) \*

#### **D. SOILS**

62. Provide a geotechnical report, including recommendations from a geotechnical professional for proposed cut slopes and embankments prior to Final Site plan release. (T&ES) \*

#### **E. NOISE**

63. Submit a noise study identifying the noise levels that residents will be exposed to initially and 10 years into the future per the Noise Guidance Book used by the Department of Housing and Urban Development prior to the Final Site Plan release. (T&ES) \*
64. If the noise study identified noise impacted areas, conduct a building shell analysis identifying ways to minimize noise and vibration exposure to future residents. Submit the building shell analysis and the noise commitment letter for review and approval prior to building permit release. (P&Z) (T&ES) \*\*

#### **V. CONSTRUCTION MANAGEMENT**

65. Submit a construction phasing plan, if needed, to the satisfaction of the Director of T&ES, for review, approval, and partial release of Erosion and Sediment Control for the Final Site Plan. Complete all the requirements of Zoning Ordinance

Article XIII (Environmental Management) for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan prior to the partial Final Site Plan release. (T&ES) \*

66. Submit a separate construction management plan to the Directors of P&Z, T&ES, and Code Administration prior to Final Site Plan release. The plan shall satisfy these requirements: (P&Z) (T&ES) (Code)
- a. Do not remove streetlights without authorization from the City of Alexandria,
  - b. If streetlights are to be removed from the public right-of-way, then provide temporary lights until the installation and commissioning of new lights, \*
  - c. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed, \*
  - d. Provide a detailed sequence of demolition and construction of improvements in the public right of way along with an overall proposed schedule for demolition and construction, \*
  - e. Include an overall proposed schedule for construction, \*
  - f. Include a plan for temporary pedestrian circulation, \*
  - g. Include the location and size of proposed construction trailers, if any, \*
  - h. Include a preliminary Maintenance of Traffic Plan as part of the construction management plan for informational purposes only, to include proposed controls for traffic movement, lane closures, construction entrances and storage of materials, and \*
  - i. Post copies of the plan in the construction trailer and give it to each subcontractor before they start work. \*\*\*
67. Provide off-street parking for all construction workers without charge and ensure that all workers use this parking. For workers who use Metro, DASH, or another form of mass transit, subsidize a minimum of 50 percent of the fees. Complying with this condition shall be a component of the construction management plan, which shall be submitted prior to Final Site Plan release and approved by the Departments of P&Z and T&ES prior to commencing any construction activities. This plan shall: (P&Z) (T&ES) \*
- a. Establish and provide verifiable details and/or agreements on the location of the parking to be provided at various stages of construction, how many spaces will be provided, how many construction workers will be assigned to the work site, and mechanisms which will be used to encourage the use of mass transit, \*
  - b. Post information on transit schedules and routes, \*
  - c. The community liaison must manage parking actively for all construction workers and ensure compliance with the off-street parking requirement, and
  - d. If the off-street construction worker parking plan is found to be violated during construction, a correction notice will be issued to the applicant. If the violation is not corrected within five days, a "stop work order" will be issued, with construction halted until the violation has been corrected.

68. In the construction management plan, include chapters on: (T&ES) \*
- a. **Maintaining pedestrian access.** Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry 04-18 throughout the construction of the project.
  - b. **Maintaining bicycle access.** Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry 04-18 throughout the construction of the project.
  - c. **Maintaining access to transit stops.** Stops shall remain open to the extent feasible for the duration of construction. If construction requires closing a stop, then install a temporary ADA accessible stop. Coordinate with the T&ES Transportation Planning Division at 703.746.4088 as well as the transit agency serving the stop. Install signs noting the closure and the location of the temporary stop prior to ending service at the current stop.
  - d. **Waste control program.** This program shall control waste (e.g., discarded building materials, concrete truck washout, chemicals, litter or trash, sanitary waste) and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment. Dispose of all waste offsite per all applicable federal, state, and local laws. Provide documentation as required per the City's Green Building Policy and conditions therein.
69. Conduct these pre-construction meetings: (P&Z) (T&ES) (Code) \*, \*\*
- a. Walk/survey of the site prior to any land disturbing activities with T&ES Construction & Inspection and Code Administration staff to document existing conditions prior to Final Site Plan release.
  - b. An in-person or virtual meeting to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction prior to commencing demolition, clearing, and grading of the site. Notice all adjoining property owners, civic associations, and the Departments of P&Z and T&ES at least 14 calendar days before the meeting. Hold the meeting before any building or grading permits are issued.
  - c. An in-person or virtual pre-installation/construction meeting to review the scope of landscaping installation procedures and processes with the P&Z project planner prior to starting work.
70. Identify these individuals prior to Final Site Plan release: (P&Z) (T&ES) \*
- a. Certified Land Disturber (CLD) in a letter to the Division Chief of Permits & Inspections prior to any land disturbing activities and include the name on the Phase I Erosion and Sediment Control sheets. If the CLD changes during the project, then note the change in a letter to the Division Chief.
  - b. Community liaison for the duration of the project. Provide their name and telephone number, including an emergency contact number, to residents,

property managers, and business owners whose property abuts the site. Install a temporary informational sign prior to Final Site Plan release with the community liaison's name and contact information. Display the sign until construction finishes.

71. Submit a stamped electronic copy of an as-built development site plan survey, per the As-Built Development Site Plan Survey Checklist prior to applying for a Certificate of Occupancy permit. A registered architect, engineer, or surveyor shall prepare the as-built plan. (P&Z) (T&ES) \*\*\*
72. If outstanding performance, completion, or other bonds for the benefit of the City are in effect for the property at such time as it may be conveyed or sold to a party other than the applicant, a substitute bond and associated documents must be provided by that party or, in the alternative, an assignment or other documentation from the bonding company indicating that the existing bond remains in effect despite the change in ownership may be provided. The bond(s) shall be maintained until such time that all requirements are met, and the bond(s) released by the City. (T&ES) \*\*\*\*

#### **VI. CONTRIBUTIONS**

73. Contribute \$20,000 to the City prior to the Final Site Plan release for a Capital Bikeshare Station, for additional bicycles, and/or systems operations. Make all payments to the City of Alexandria and submit them to the Department of Transportation & Environmental Services with a cover letter to include the project name, case number, and explanation of the contribution amount in the payment submittal. (T&ES) \*

#### **VII. PUBLIC ART**

74. Work with City Staff to incorporate on-site public art elements as identified on the preliminary plan dated September 16, 2025 or provide an equivalent monetary contribution for public art within the Small Area Plan per the City's Public Art Policy, adopted December 13, 2014, to the satisfaction of the Directors of P&Z and RP&CA. (P&Z) (RP&CA)

#### **VIII. DISCLOSURE REQUIREMENTS**

75. Submit all homeowner association covenants for review and approval by the Director of P&Z and the City Attorney prior to applying for the first Certificate of Occupancy. Include the conditions listed below in a dedicated section of the association covenants. The language shall establish and state that these conditions cannot be changed except by an amendment to this DSUP approved by the City Council. (P&Z) (T&ES) (City Attorney) \*\*\*
  - a. The principal use of the parking spaces shall be for passenger vehicles garaged at the address; storage which interferes with the use of a parking space for a motor vehicle is not permitted.



- b. All landscaping and open space areas within the development shall be maintained by the Condominium/Homeowner's Association.
  - c. Obtain approval for any exterior building improvements or changes from the City, as determined by the Director of P&Z.
  - d. Develop a noise control by-law to control noise levels in the development and resolve noise issues between neighboring occupants and disclose this by-law to all involved at the time of sale or lease agreement.
  - e. The internal drive-aisles are private street with public access easements, with maintenance performed by the Condominium/Homeowner's Association including maintenance for the sanitary and storm sewers located within the site.
76. Furnish each prospective buyer with a statement disclosing the prior history of the site, including previous environmental conditions and on-going remediation measures. Disclose this information to the satisfaction of the Director of T&ES. (T&ES)
77. Disclose to potential buyers the items listed below to the satisfaction of the Director of P&Z and the City Attorney: (P&Z) (T&ES) (City Attorney)
- a. The internal drive-aisles are private with public access easements, with maintenance performed by the Condominium/Homeowner's Association including maintenance for the sanitary and storm sewers located within the site.
  - b. These are plans to expand to the existing Metroway bus rapid transit (BRT) route on Richmond Highway. Additional information is available on the City's website.

**Asterisks denote:**

- \* Condition must be fulfilled prior to release of the Final Site Plan
- \*\* Condition must be fulfilled prior to the release of the building permit
- \*\*\* Condition must be fulfilled prior to the issuance of the Certificate of Occupancy
- \*\*\*\* Condition must be fulfilled prior to release of the bond

***Attachment #1 – PYDAC Recommendation***



**POTOMAC YARD DESIGN ADVISORY COMMITTEE**

DATE: October 15, 2025

TO: Paul Stoddard, Director of Planning  
City of Alexandria

FROM: Nancy Appleby, Chair  
On behalf of the Potomac Yard Design Advisory Committee (PYDAC)

SUBJECT: Committee Recommendations  
Potomac Yard: Landbay G, Blocks B, E and G and Landbay H  
Mixed Use Building, Affordable Housing Building and Townhouses

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Pursuant to Section 5-610 of the City's Zoning Ordinance, the Potomac Yard Design Advisory Committee (PYDAC) is tasked with (i) reviewing applications for preliminary Development Special Use Permit approval within CDD #10 Potomac Yard/Greens and CDD #19 North Potomac Yard for compliance with the respective urban design guidelines or design standards applicable therein and (ii) making recommendations on such applications to the Planning Commission and City Council through the Director of Planning.

In this role, PYDAC was tasked with reviewing three concurrently filed applications for Development Special Use Permits for land within the boundaries of CDD #10. Two are for the last two buildable sites in Landbay G: Landbay G, Blocks B&E (multi-family, mixed-use building) and Landbay G, Block G (affordable housing building). The third is for Landbay H (for sale townhouses).<sup>1</sup>

PYDAC met four times between January 15, 2025 and October 10, 2025 to allow it adequate time to review and to discuss whether each of the proposed buildings satisfies generally the *City of Alexandria Potomac Yard Urban Design Guidelines dated March 12, 1999, last revised February 17, 2012* ("Design Guidelines") and the CDD #10 Concept Plan.

On October 8, 2025, PYDAC met with the applicants' team to review the final building design submissions and to make recommendations on the proposed designs. The summary below is a building-by-building overview of PYDAC's recommendations. *Please see Table 1*

---

<sup>1</sup> Some of PYDAC's members expressed concern that the three Development Special Use Permits contemplate uses and densities that differ from the approved CDD Concept Plan and current zoning requirements and from references to uses and densities in the Design Guidelines. However, PYDAC understands that compliance with use and density requirements is outside of PYDAC's purview. Hence, its recommendations do not address this issue.

*for a summary of the meetings and Table 2 for committee attendance at the October 8, 2025 meeting at which the recommendations were made.*

**October 8, 2025: Record of Recommendations from PYDAC**

**Multi-family, Mixed-Use Building | Landbay G, Blocks E and B: Designed by KTG Architects**

- PYDAC voted 4 to 1 to recommend approval of the building design. Ms. Kuennen voted nay. Those voting in favor noted that the building generally complies with the Design Guidelines goals of creating *neighborhoods*, creating a *friendly pedestrian environment* and creating *well-designed buildings* which, in this case, includes *mixed uses*.
- Ms. Kuennen expressed her concern that the central pathway planned by the developer ends at a wall with a pet relief area. She stated also that constructing two buildings instead of one could have provided a better town center and that the town green is smaller than contemplated by the *Design Guidelines*. Finally, she noted a missed opportunity for more mixed-uses and activation on the first floor of the building.

**Affordable Housing Building | Landbay G, Block G: Designed by Heffner Architects**

- PYDAC voted 4 to 1 to recommend approval of the building design. Ms. Kuennen voted nay. Those voting in favor noted that the building generally complies with the Design Guidelines goals of creating *neighborhoods*, creating a *pedestrian friendly environment* and creating *well-designed buildings*.
- Ms. Kuennen expressed her concern that the rear of this building may be hemmed in by future development. She stated also that she believes that the building does not provide sufficient open space or mixed-use on its ground floor. She stated also that the building lacks activation on its Route 1-facing side.

**Townhouses | Landbay H: Designed by KTG Architects**

- The Committee voted 3 to 2 to recommend approval of the design of the townhouse site and buildings. Ms. Kuennen and Ms. Herman voted nay. Those voting in favor noted that the townhouse project generally complies with the Design Guidelines goals of creating *neighborhoods*, creating a *friendly pedestrian environment*, creating *well-designed buildings*.
- Ms. Kuennen and Ms. Herman expressed their concern that developing townhouses on Landbay H represents a lost opportunity to maximize density to support a transit-

oriented development and that the layout of the townhouse project does not integrate well into the whole of Potomac Yard. Ms. Kuennen and Ms. Herman also stated that they believe that the townhouse development is automobile-dominant and, hence, not pedestrian- friendly.

**Table 1: PYDAC Meeting Schedule for Three New Buildings in Potomac Yard**

Date	Meeting Forum
January 15, 2025	PYDAC: Applicant introduction to the three development proposals
July 16, 2025	PYDAC: Applicant Introduction to the three Building Designs
August 27, 2025	PYDAC: Applicant Presentation on Architectural Refinements
October 8, 2025	PYDAC: Applicant Presentation on final Architectural Refinements and Committee Discussion and Recommendation

**Table 2: Committee Attendance on October 8, 2025, PYDAC Meeting**

Member	Attendance	Member	Attendance
Nancy Appleby, Chair	Present	Heather Jane Moore	Absent
Peter Balm	Present	Joyce Williams	Absent
Sonia Herman	Present		
Daniel Roth	Present		
Melissa Kuennen	Present		



## APPLICATION

### DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

**DSUP #** 2025-10025

**Project Name:** Landbay H

**PROPERTY LOCATION:** 2601 Main Line Boulevard

**TAX MAP REFERENCE:** 025.03-03-01

**ZONE:** CDD #10

#### APPLICANT:

Name: Toll Mid-Atlantic LP Company, Inc.

Address: [REDACTED]

#### PROPERTY OWNER:

Name: PY Landbay H, L.L.C.

Address: [REDACTED]

**SUMMARY OF PROPOSAL** 120 townhouse units with centrally located, publicly accessible, open space.

**MODIFICATIONS REQUESTED**

**SUP's REQUESTED** Lots without frontage per Zoning Ordinance Section 7-1007

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

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

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

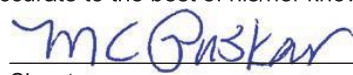
M. Catharine Puskar, Attorney/Agent

Print Name of Applicant or Agent

Mailing/Street Address

City and State

Zip Code



Signature

Telephone #

Fax #

Email address

revised 09/16/2025

Date

#### DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

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

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

Fee Paid and Date: \_\_\_\_\_

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

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

ACTION - CITY COUNCIL: \_\_\_\_\_

**ALL APPLICANTS MUST COMPLETE THIS FORM.**

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

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

- ☐ The Owner    ☐ Contract Purchaser    ☐ Lessee or    ☒ Other: developer of the subject property.

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

See attached.

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

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

PY Landbay H, L.L.C.



Paul Stoddard  
301 King Street  
City Hall, Room 2100  
Alexandria, Virginia 22314

Re: Consent to File a Development Special Use Permit Application and Related  
Requests  
2601 Main Line Boulevard, Alexandria, VA 22301, Tax Map No. 025.03-03-01  
(the "Property")

Dear Mr. Stoddard:

PY Landbay H, L.L.C., the owner of the above-referenced Property, hereby consent to the filing of a Development Special Use Permit Application and any related requests for the Property by Toll Mid-Atlantic LP Company, Inc.

Very truly yours,

PY Landbay H, L.L.C.

By: TL

Its: Director

Date: 8/4/2025

Toll Mid-Atlantic LP Company, Inc.



Paul Stoddard  
301 King Street  
City Hall, Room 2100  
Alexandria, Virginia 22314

Re: Authorization to File a Development Special Use Permit Application and Related Requests  
2601 Main Line Boulevard, Alexandria, VA 22301, Tax Map No. 025.03-03-01  
(the "Property")

Dear Mr. Stoddard:

Toll Mid-Atlantic LP Company, Inc., hereby authorizes Walsh, Colucci, Lubeley & Walsh, P.C. to act as agent on its behalf for the filing and representation of a Development Special Use Permit Application and any related requests for the Property.

Very truly yours,

TOLL MID-ATLANTIC LP COMPANY, INC.

By: Angela Rappin

Its: Vice President

Date: 8/1/25



# OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1. Toll Mid-Atlantic LP Company, Inc.		see attached
2.		
3.		

**2. Property.** State the name, address and percent of ownership of any person or entity owning an interest in the property located at 2601 Main Line Boulevard (address), unless the entity is a corporation or partnership, in which case identify each owner of more than three percent. The term ownership interest shall include any legal or equitable interest held at the time of the application in the real property which is the subject of the application.

Name	Address	Percent of Ownership
1.		
2.		
3.		

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

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

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

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

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

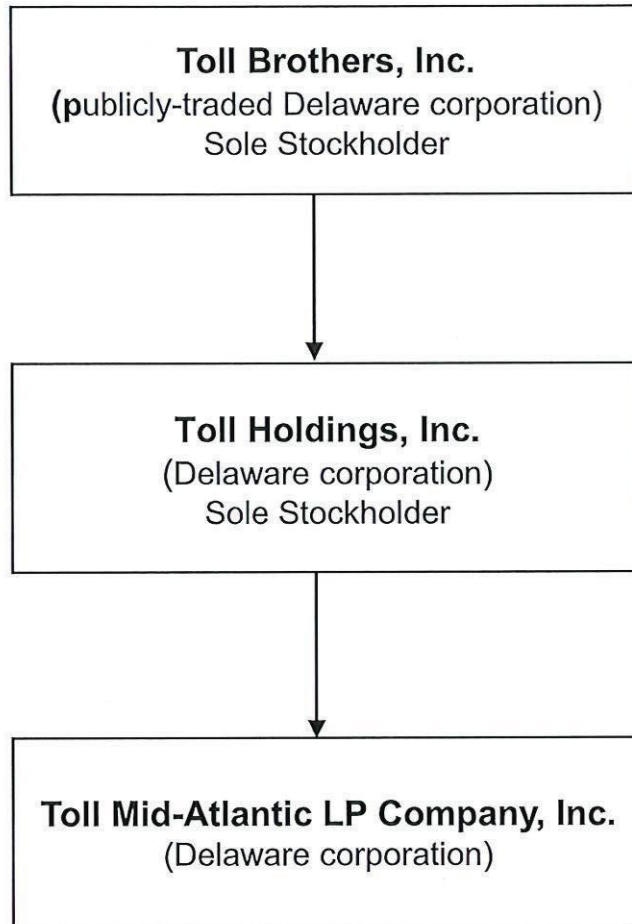
8/11/25  
Date

Angela Rassas  
Printed Name

Angela Rassas  
Signature

**TOLL MID-ATLANTIC LP COMPANY, INC.**

**ORGANIZATIONAL CHART**



Principal office address for each entity is



# OWNERSHIP AND DISCLOSURE STATEMENT

Use additional sheets if necessary

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

Name	Address	Percent of Ownership
1.		
2.		
3.		

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

Name	Address	Percent of Ownership
1. PY Landbay H, L.L.C		see attached
2.		
3.		

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

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

Name of person or entity	Relationship as defined by Section 11-350 of the Zoning Ordinance	Member of the Approving Body (i.e. City Council, Planning Commission, etc.)
1. PY Landbay H, L.L.C	see attached	see attached
2.		
3.		

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

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

\_\_\_\_\_  
Date Printed Name

  
\_\_\_\_\_  
Signature

PY Landbay H, L.L.C By: M. Catharine Puskar, Attorney/Agent

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

See attached.

**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
7 days/week	24 hours/day	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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

A. Describe the noise levels anticipated from all mechanical equipment and patrons.  
 Noise levels will be in compliance with the City Code.

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:**

No odors are anticipated. Trash bins will be located in the garage of each townhouse unit.

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

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

Typical for the proposed uses.

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

Typical for the proposed townhouse use.

C. How often will trash be collected?

Weekly.

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:

N/A

**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:

Typical household cleaning products.

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

Adequate site lighting will be installed.

**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?

No minimum requirement within enhanced transit area

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

180 Standard spaces

60 tandem Compact spaces

           Handicapped accessible spaces

           Other



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

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

---

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

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

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

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance? 0
- B. How many loading spaces are available for the use? 0
- 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.

**Potomac Yard Landbay H THs  
Affordable Housing Plan  
August 5, 2025**

1.0 Project Overview:

1.1 Project name, address, and project number(s);

- **Project Name: Potomac Yard Landbay H**
- **Project Address: 2601 Main Line Boulevard**
- **Application Number: CDSP#2024-00022; DSUP # to be assigned.**

1.2 A brief description of the proposed development program;

- **The applicant proposes to construct 120 townhouse units and ground level central open space.**

1.3 Requested zoning changes or waivers (if any);

- **A Development Special Use Permit with preliminary site plan**
- **A Special Use Permit to permit lots without frontage**

1.4 The Small Area Plan in which the project is located and a brief discussion of how relevant affordable housing goals and recommendations are being addressed by the AHP;

- **The project is located within the Potomac Yard/Potomac Greens Small Area Plan (the “SAP”) and the Potomac Yard/Potomac Greens Coordinated Development District (CDD #10). The affordable housing requirements for CDD #10 have been satisfied through the joint venture with the City of Alexandria for the fire station and 64 affordable housing units located at the Station at Potomac Yard and other monetary contributions associated with other blocks within CDD #10. As the proposed project will convert commercial square footage to residential square footage to facilitate the build-out of the remaining vacant Potomac Yard parcels, the Applicant has coordinated with its development partners to provide the 88-unit affordable housing building on Landbay G, Block G. Please see the affordable housing plan for that block for additional details on unit mix and income limits.**

2. Number, type (rental/for-sale), size (number of bedrooms), level of affordability (% of Area Median Income), and length of affordability of existing affordable units being demolished as part of redevelopment (if any);

- **Not applicable, there are no existing units on the property.**

3. The status of tenant engagement efforts;
  - **Not applicable.**
4. The status of tenant relocation planning efforts and outreach to the Landlord-Tenant Relations Board;
  - **Not applicable.**
5. Number, type (rental/for-sale), size (number of bedrooms), level of affordability (% of Area Median Income), and length of affordability of proposed affordable units
  - **Not applicable; see Landbay G, Block G affordable housing plan for proposed mix of units and affordability levels.**
6. A description of existing and proposed affordable housing financing agreements with third parties;
  - **Not applicable.**
7. An equivalency analysis that compares the value and location of CAUs proposed to be provided off-site to that of CAUs constructed on-site;
  - **Not applicable.**
8. A description of how proposed CAUs will be incorporated into the overall project to create a successful mixed-income community, including whether CAU residents will have access to amenities available to residents of market-rate rental units;
  - **Not applicable.**
9. Information on proposed phasing and implications such phasing would have on the delivery of proposed CAUs;
  - **The townhouse units will be constructed in individual sections as building permits are approved for each stick.**
10. Information on contributions proposed to be made to the Housing Trust Fund;
  - **Not applicable.**
11. An estimate of the types and number of jobs to be created by mixed-use projects; and

- **Not applicable.**

12. Any other information the applicant deems relevant to the AHP

- **None.**

# Green Building Narrative

Potomac Yard by Toll Brothers

## General Approach

The 2020 National Green Building Standard (NGBS; ICC-700), verified at the Silver level with sufficient Performance Points achieved per the 2019 City of Alexandria Green Building Policy, is proposed for green building compliance.

## Energy

- Dwelling-unit-specific energy models are being completed to ensure all involved building components contribute to achieving sufficient Performance Points for project energy use. These incorporate passive solar heating design elements by including in energy calculations all orientations, areas, and solar heat gain coefficients (SHGC's) of exterior fenestrations.
- Smart thermostatic controls optimize energy consumption and occupant comfort.
- Passive cooling during cooling-dominant seasons is assessed on account of trees planted to provide natural shading over community life cycle.
- Plantings will also serve as vegetative wind breaks, enhancing the units' Shelter Class, already contributing to energy efficiency on account of relative development density.
- Renewable energy production is projected in the form of 1 block of RECs as offered by Dominion Energy's Block Option for delivering renewable photovoltaic energy to the project's service area.

## Water

- Irrigation demand will be minimized through the planting of native species in the landscaping throughout this community such that no irrigation systems will be required.
- Indoor water efficiency strategies are three-fold, through a) the installation of low-flow plumbing fixtures in kitchens and lavatories, b) ENERGY STAR labels specified for installed dishwashers and clothes washers, and c) suggestions for water use reduction provided to homeowners in "Your Green Home" homeowner manuals.

Proposed Flow Rates	
showerheads	1.5 gpm
lavatory faucets	1.2 gpm
kitchen faucets	1.5 gpm
toilets	1.28 gpf

## Indoor Environmental Quality

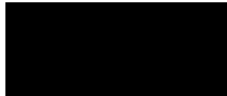
- The project will be monitored at all key stages of construction to verify that best management practices are present in the following areas:
  1. installation of clean, uncontaminated products
  2. All installed structural plywood made with moisture-resistant adhesives
  3. protection of installed ductwork during construction with temporary MERV 8+ filters placed in all return grilles

## Indoor Environmental Quality *continued*

### 4. Indoor air quality assessment to be performed post-completion per ASTM D7338 Section 6.3 and ASTM D7338 Section 7.4.3

- ASHRAE 62.2-compliant mechanical ventilation system specified
- All spot ventilation vented directly to outdoors
- Verification of spot and whole-house mechanical ventilation rates
- Low/no-emitting site-applied finish components and insulation materials
- Prefinished building flooring, siding, and fenestration components
- MERV 8+ filters to be specified for HVAC system
- All combustion equipment direct-vented
- No solid-fuel-burning appliances
- No carpeting in bathrooms
- There are no requirements for a daylight analysis regarding this project according to Alexandria's 2019 Green Building Policy.

**Justin Krupa**  
Manager of Empirical Solutions  
PEG, LLC  
[Corporate Headquarters](#)



Docket Item #10  
Potomac Yard DSUR  
12.2.2025

Seam. Head by Shelley  
McCabe

shelleymccabe1022@outlook.com

**From:** Clea Benson <cleabensonpyhoa@gmail.com>  
**Sent:** Sunday, November 2, 2025 6:41 PM  
**To:** Shelley McCabe; PlanComm@alexandriava.gov  
**Cc:** Michael Franken; John Mansell; Patrick Doherty  
**Subject:** Potomac Yard HOA comments on the proposed amendments to Potomac Yard zoning and master plan on the Nov. 6 docket  
**Attachments:** PYHOA .pdf

To the Planning Commission and Staff,

We are writing regarding item eight on the docket for the Nov. 6th Planning Commission meeting, the amendments to the master plan, zoning text and development district plan for Potomac Yard.

We represent the Potomac Yard Homeowners Association, the master HOA for the 725 condominiums and townhomes that were built during earlier phases of development in Potomac Yard. We understand that the new townhouse development proposed for Landbay H will be the only owned residential development in Potomac Yard that is not part of our HOA. Because of that, we are writing to request that the parcel of open space in front of Alexandria Fire Station 209, currently owned and maintained by our HOA, be transferred to the new HOA once it is up and running. The parcel, on Main Line Blvd. between Seaton Ave. and Maskell St., is contiguous to the proposed development. It is not connected to any part of our community. We have attached a PDF map labeled PYHOA to illustrate that.

[As you can see on page 25 of the DSUP for the fire station parcel](#) (Landbay G), our HOA's responsibility for this open space parcel was created in 2007, a time when city planners believed that there would be one master HOA for all of the owned housing in Potomac Yard. The document says the 9,100 square-foot parcel will become the responsibility of "a subsequent homeowners association," but does not specify ours. In fact, we didn't realize we owned this land until the City called us this year about an electrical outage at the site.

Our HOA is currently handling many other responsibilities that were created during the initial phases of planning and development in Potomac Yard. We maintain two tot lots, the small park on Nelson St. near Main Line Blvd., Conoy Park on Main Line and the open space at the Dylan on Swann Ave., in addition to other small open spaces throughout the community. We have voluntarily entered into an agreement with the City to provide supplemental maintenance at the public finger parks on Custis, Swann and Howell, which run through the heart of our community. In addition, our HOA serves as the manager for the stormwater management system that all building owners in Potomac Yard pay into. Our managing agent is responsible for, among other things, maintaining the pond adjacent to the Potomac Yard Metro station, even though the site is blocks away from our development.

It may have made sense for the Potomac Yard HOA also to be responsible for the firehouse open space parcel back when the City envisioned that the contiguous residential development would be part of our HOA. But if the City wishes to change the original plan and allow the new development to form its own HOA, then it no longer makes sense to ask homeowners who don't live near that parcel to bear the expense of maintaining it when there will be a new development that is right next door.



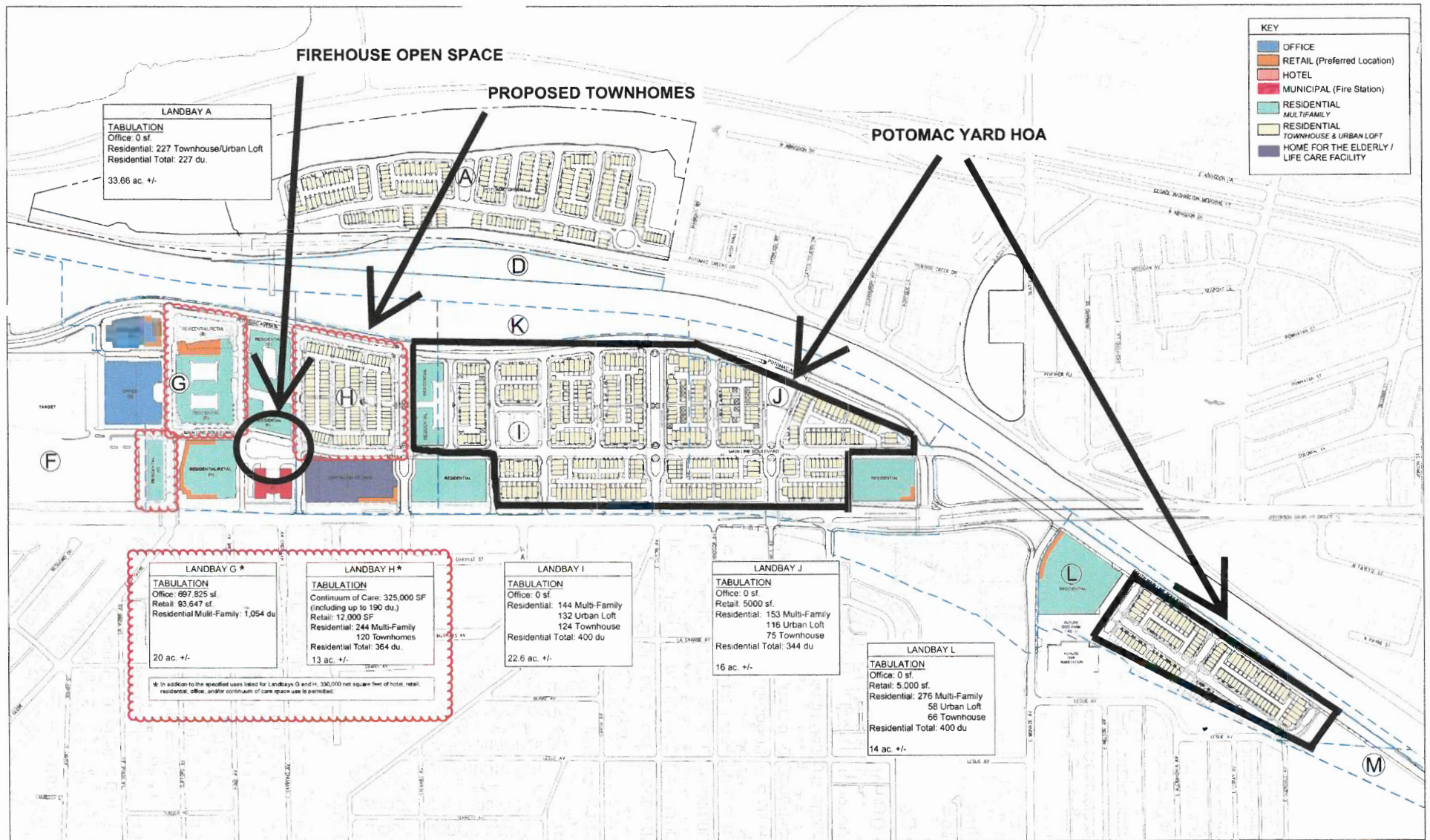
We are of course willing to continue owning and maintaining the parcel until the new development and HOA are up and running. And we would be happy to discuss this further at any time.

Thank you very much for considering this proposal.

Sincerely,

Clea Benson, Board President, Potomac Yard Homeowners Association

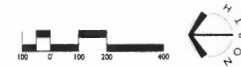
Shelley McCabe, Board Vice President, Potomac Yard Homeowners Association



LandDesign.

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

## Potomac Yard Concept Plan



JULY 3, 2025 | LD#2024019

Shelley McCabe, Co-Chair

Sean Zielenbach, Co-Chair



December 1, 2025

*Via email:*  
The Planning Commission of the City of Alexandria  
[PlanComm@alexandriava.gov](mailto:PlanComm@alexandriava.gov)

**Re: Development Special Use Permit #2025-10023 - Landbay G, Block B/E Development Special Use Permit #2025-10024 - Landbay G, Block G Development Special Use Permit #2025-10025 - Landbay H Encroachment #2025-00008 (The Proposed JBG Smith Potomac Yard Development)**

Dear Chair, Vice Chair, Planning Commissioners, and Staff,

Tenants and Workers United (TWU) is a grassroots organization that has worked in Alexandria for nearly 40 years, organizing with communities of color, immigrants, women, youth, and low-wage workers. Our mission is to build power among these communities so they can improve their quality of life, remain in the city they call home, and have a meaningful voice in decisions that affect their housing, economic stability, and overall well-being.

We are writing to express our concerns regarding the affordability levels proposed in the JBG Smith development at Potomac Yard.

We recognize and appreciate the inclusion of 88 affordable units to be developed by Wesley Housing and acknowledge JBG Smith's donation of land for this portion of the project. However, as we review the proposed affordability mix, it becomes clear that the project falls far short of meeting the needs of Alexandria's working-class families. Only 46 of the 88 units are at or below 50% of the Area Median Income (AMI). Units priced at 60%–80% AMI remain out of reach for the workers who keep our city functioning every day.

According to the City's Housing 2040 Plan, 85% of Alexandria renters earn less than \$75,000 per year and are housing-cost burdened. Many of these families are already working multiple jobs simply to afford rent. When new developments set affordability levels too high, they fail to meet the needs of those most impacted by Alexandria's housing crisis.

We therefore urge the Planning Commission to encourage deeper affordability commitments as part of these projects and to push JBG Smith to contribute greater resources upfront. When the City extends incentives or flexibility to private developers, those benefits must be matched by investments that prioritize Alexandria's families—especially low-income and long-time residents at risk of displacement. We'd like Wesley's building to be constructed and developed at the same rate as the rest of the mixed-use and townhome buildings.

These developments will be blocks away from the Arlandria Chirilagua neighborhood, and we urge the City to take into consideration the families currently living in the neighborhood - any development nearby will have an impact on our families who are burdened by the high cost of rent. We need to preserve not just our diverse culture but also our families. We hope that you

share our goals and will act on our requests; by ensuring fair and equitable development. We also welcome continued dialogue within all those that play a role in this development to inquire deeply committed affordable housing is prioritized in our city. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Nathaly Zelaya". The script is fluid and cursive, with the first letters of each word being capitalized and prominent.

**Nathaly Zelaya**  
Community Organizer  
Tenants and Workers United

*Cc: Mayor, Vice Mayor, City Council members, City Manager and Director of the Office of Housing*



2 December 2025

Members of the Alexandria Planning Commission,

As the Alexandria leadership team for YIMBYs of Northern Virginia, we are excited to see two significant housing developments on today's docket, in addition to a zoning text amendment that will allow mixed-use housing in more of our city, and we ask you to vote yes on all of them. Together, these developments will add **751** desperately needed new homes to Alexandria.

In docket item 8, the zoning text amendments for commercial uses, we enthusiastically support the proposed amendments to expand the ground-floor commercial uses in medium and high-density residential zones. This change will allow more Alexandrians to have convenient access to businesses in their neighborhoods, and it may also make it more feasible to build homes in those zones. This is an important change, and we hope you will go further to simplify our zones to reduce the need for rezoning approvals to build housing.

Docket item 9, Old Towne West, will redevelop an aging affordable housing community in southwest Old Town to more than quadruple the number of committed affordable homes, from 34 to 145. The development will provide more opportunities for Alexandrians to live among the transportation, amenity and job opportunities of Old Town. The development will also benefit both residents and neighbors by improving Wilkes Street Park with a play area and gathering spaces, and improving the sidewalks.

Docket item 10, Potomac Yard bays G and H, will add 640 homes by our newest Metro station, including 88 committed affordable homes. We're excited to see 640 more homes with access to Metro and a walkable neighborhood, rather than the previous plan to primarily build offices on these parcels. The development will also benefit its neighbors with a new publicly accessible park and an expanded Capital Bikeshare station. We would like to point out that, once again, a development across the street from a Metro station must request a parking reduction. We hope you will work to legalize parking flexibility to make it easier to build homes in places like this, where residents can choose whether or not they'd like to have a car.

We hope Alexandria will continue to welcome new homes of all types, all price points, and in all parts of our city to address our regional housing crisis and make our city better for everyone.

Phoebe Coy, Alex Goyette, Peter Sutherland, Stephanie Elms and Yasir Nagi  
YIMBYs of Northern Virginia Alexandria leads



Outlook

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[EXTERNAL]Planning Commission Vote

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**From** Ian Smith <gm.smithir@gmail.com>  
**Date** Tue 12/2/2025 11:51 AM  
**To** PlanComm <PlanComm@alexandriava.gov>

You don't often get email from gm.smithir@gmail.com. [Learn why this is important](#)

Hello,

My name is Ian Smith and I am a resident of Alexandria. I am writing in support of the following docket items for today's meeting:

Docket item 8, the zoning text amendments for commercial uses, we enthusiastically support the proposed amendments to expand the ground-floor commercial uses in medium and high-density residential zones to match the mixed-use zones. This change will allow more Alexandrians to have convenient access to businesses in their neighborhoods, and it may also make it more feasible to build homes in those zones.

Docket item 9, Old Towne West, will redevelop an aging affordable housing community in southwest Old Town to more than quadruple the number of committed affordable homes, from 34 to 145.

Docket item 10, Potomac Yard bays G and H, will add 640 homes by our newest Metro station - 432 homes in a mixed-use building across from the station, 88 homes in a committed affordable building, and 120 townhouses that will be smaller than other townhouses in the Potomac Yard area, adding a new housing option to the neighborhood. We're excited to see 640 more homes with access to Metro and a walkable neighborhood, rather than the previous plan to primarily build offices on these parcels.

Thank you!

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Planning Commission 2 Dec 2025

## Item 10

### 2024-100274 Landbay G - Wesley Housing's Affordable Building

I have specific concerns about each of these three development projects.

1. My first concerns apply to all three. **I believe that approval of these projects will only encourage developers to UNDERMINE the significant investment the city has made in creating the Potomac Yard Transportation Oriented Development.**

2. In addition, I am concerned about the review process this application took:

PYDAC's enabling legislation requires it to review development for **compliance with existing Master Plan guidelines.**

It appeared to me that **this applicant never intended to follow those guidelines.**

After their original concept was soundly rejected by the community and by PYDAC at the January meeting the applicant **attempted to circumvent the traditional review process with PYDAC.**

- In the next six months they sought the approval of the mayor, members of the City Council, and of non-Potomac Yard Planning staff.
- In July PYDAC was no longer allowed to comment on the utilization of the sites for the concept negotiated with the city.

**ALXNow** reprinted a recent PR piece from **JBGSmith** in **Fox Homes** about development of Potomac Yard South that states that this project was created by **community-driven design. Its actions do not correspond with this intent.**

I'd like to quote **Bill Hendrickson** when he received the Ellen Pickering Award for Environmental Excellence earlier this year, he said:

- **The city will need to push developers to the max. We can't just accept what developers are willing to give us.**
- **Let's push as hard as we can for a vibrant, multi-use community** that incorporates environmental sustainability in all its aspects and produces a high quality of life for future generations.

**In my 42 years of professional service**, there has been a **market correction or a recession every 8 to 10 years.** Some argue that we should sidestep the rules now and allow developers to bypass the city's long standing design guidelines. **But Developers rarely if ever stop building,**

The argument that these projects should be approved to "keep the momentum going" is contradicted by the P & Z report that **there has been NO slackening of DSUP applications** this year, and that some are for much larger projects.

The **ALXNow** article **attempts to misinform** the public about several aspects of the development. For example, it states:

- Open space is a key feature in all three projects, and
- Each development includes a combination of public plazas, landscaped courtyards, and pedestrian linkages”
- This development provides “ACRES of PUBLIC OPEN SPACE that will include parks, courtyards, and plazas.”

But the TOTAL open space for all three projects is 40,000 sf, just short of ONE acre (43,560 sf equals an acre)

- And the 40,000 square feet consists of BOTH public and private “open space.”

## 2024 - 10024<sup>3</sup> Landbay G - MTV Holdco's 432-Unit Mixed-Use Building

I have 2 important questions:

- Why is **JBGSmith's name no longer included** in this application?
- Why is **MTV Holdco, LLC** listed as the developer of Landbay G?
  - *Is it because two concurrent articles in the Washington Bus Journal this fall raised alarms about the fact that **JBGSmith's earnings have continuously dropped since 2021** and reported about **its higher than high - and growing - debt ratio?***

The definition of a Transportation Oriented Development is **"high-density, mixed-use business and / or residential neighborhood centers** clustered around a transit station or transit corridor."

- This comes from
  - Federal Department of Transportation,
  - Institute for Transportation & Development Policy,
  - Transportation Oriented Development Institute,
  - Capital Region Council of Governments.

It also states the following:

- **"As densities are increased, ridership increases."** *Ridership is badly needed at this station.*
- "The primary buildings should be **mixed-use housing** or mixed-use office, **incorporating supporting uses of retail, restaurants, entertainment, parks, and cultural, governmental, social, and educational institutions.**"
- **"A great deal of attention should be given to these supporting uses** because **they shape the character and quality of life of a neighborhood**, even though they are not necessarily the most common uses."

This proposal is **not consistent with the MIXED USE development prescribed for the success of TOD's**. The applicant's attorney reiterated several times that existing commercial spaces in PYS have only attracted small private offices so they do not want to add multiple commercial spaces here.

- In my experience as Project Manager for two TOD's in Massachusetts, these supporting uses **will not be created** until there is a **maximum density of housing**.

Approving this project with the assumption that commercial will fill in is inaccurate at best **due to the need for maximum density**.

- The city should have pushed for a truly mixed-use building but sadly it is clear the developer won this design round.

In the ALXNow article the author designates this as **one of Northern Virginia's most high-profile urban transformations**.

And it states that the **December Planning Commission hearing is not just a local milestone—**

- **it's a signal of how urban design will be reshaping regional real estate strategies for decades to come.**

## 2024 – 10024 Landbay H Toll Mid-Atlantic's Townhomes

Tragically, the city has approved the **Master Plan amendment** to require NO MINIMUM density on any site in this TOD. The density and layout of the townhouses as proposed for Landbay H is **not an acceptable proposition** for a TOD anywhere.

- This application is designed **solely to allow the developer to gain immediate profit** from this project, because
- The developer and their attorney have already told us **they intend to build these first** to fund the rest of the development

In the ALXNow article I previously referred to

### 1. The developer says it is important to diversify the housing stock

- but **the majority of the footprint of SPY is already townhouses.**
- The existing townhouse blocks have a **well-spaced layout and far more significant public open space.**

### 2. The developer says that **diversifying** the housing stock “**balances inclusivity with innovation.**”

- **Inclusivity for whom?** And where is the **innovation?**

### 3. The developer says they are providing **open, programmable space in Landbay H** anchoring the development with a **landscaped public plaza to foster community gatherings, play areas, and outdoor recreation.**

- The public open space on Landbay H is certainly is NOT-‘programmable central public open space’ – it might foster the public gathering of two people...
- Open space is **only 10% of the open space originally prescribed** for the **SIZE** of Landbay H.
- Landbay H is **4.3 acres** (or **187,308 square feet**) with only **11,000 square feet** of public green space – which includes sidewalks and other public space.

### 4. The developer envisions this as a **walkable, low-rise complement** to Potomac Yard’s taller mixed-use developments.

- Yet **they are seriously undermining the city’s need for housing density adjacent to a metro station**, as we already know it is tragically underutilizing **300k SF** of city approved housing density.

To approve this project in the belief that a **future developer will utilize the available square footage** would be a mistake.

This developer has said **they need to build and sell the townhouses first in order to fund** the rest of the project, therefore **denying the city** the additional 300,000 SF of housing that it desperately needs.

Again, as the PR Article in ALX Now states: “**The Planning Commission’s decision will mark a turning point for Alexandria’s urban growth and serve as a precedent for future mixed-use projects across Northern Virginia.**”

I believe that **if the Planning Commission approves this low-density development**, it **WILL** be setting a precedent for **non-compliance of locational density** by future developers in this city, thereby negatively impacting the city’s desperate need for housing.

***Please let your vote tonight reflect your commitment and accountability to the City of Alexandria to meet the demand for more housing by requiring higher density on Landbay H.***