

Development Special Use Permit #2025-10024
Potomac Yard Landbay G - Block G – Affordable Residential Building
601 East Glebe Road

Application	General Data	
Project Name: Potomac Yard Landbay G - Block G (Affordable Housing)	PC Hearing:	December 2, 2025
	CC Hearing:	December 13, 2025
	If approved, DSUP Expiration:	December 13, 2028 (three years)
	Plan Acreage:	23,899 SF (0.55 acres)
Location: 601 E. Glebe Road	Zone:	CDD #10/Coordinated Development District #10
	Proposed Use:	Multi-unit residential building
	Dwelling Units:	88 units
	Net Floor Area:	108,269 SF
Applicant: Wesley Housing, represented by M. Catharine Puskar, attorney	Small Area Plan:	Potomac Yard/Potomac Greens
	Historic District:	Not applicable
	Green Building:	NGBS Silver Certification or equivalent
Purpose of Application		
The applicant requests approval of a Development Special Use Permit with Site Plan to construct a committed affordable multi-unit residential building within Landbay G–Block G in Potomac Yard.		
Applications and Modifications Requested:		
1. Development Special Use Permit and site plan to construct a multi-unit dwelling; 2. Special Use Permit for a parking reduction, pursuant to Sec. 8-100(4); 3. Modification of the height to setback ratio, pursuant to Sec. 6-403(A); and 4. Modification to the tree canopy coverage requirements per the City’s Landscape Guidelines.		
Staff Recommendation: APPROVAL WITH CONDITIONS		
Staff Reviewers: Robert M. Kerns, AICP, Division Chief, robert.kerns@alexandriava.gov Kenneth Turscak, Urban Planner, kenneth.turscak@alexandriava.gov Dirk H. Geratz, AICP, Principal Planner, dirk.geratz@alexandriava.gov Abigail Harwell, Urban Planner, abigail.harwell@alexandriava.gov		

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 Vice Chair Koenig, seconded by Commissioner Manor, the Planning Commission voted to recommend approval of Development Special Use Permit #2025-10024 - Landbay G, Block G, subject to all applicable codes and staff recommendations. The motion carried on a vote of 6-0-1, with Commissioner Ramirez recusing.

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

Commissioner Manor asked for background on how the projects came together. Staff deferred to the applicant. The commissioner also asked about the lot directly north of the affordable building site, which staff noted is designated by CDD #19 for City use with an option for a school use.

Chair McMahon asked about the zero-lot line along the northern property line and what is envisioned for adjacent properties. Staff noted that fire code will guide the required setbacks, and the use of alleys for the adjoining City use lot are likely for access for the site, allowing air and light for the windows along the north façade of the affordable building. Staff noted that the City can also ensure proper spacing between buildings as it will have future control of the adjacent northern block.

Commissioner Dubé appreciated the proposal and that City financing is not being requested.

Chair McMahon also appreciated that the applicant is not seeking City financial support for the project and noted the project's desirable location in relation to transit, retail, and public park space. The Chair noted that she would like the applicant to reconsider the Route One frontage with additional pedestrian scale improvements, such as art or lighting, that would elevate the pedestrian experience.

Vice Chair Koenig commended the creativity in the proposal, noting he would have preferred to have the lot line adjusted to allow for a better building footprint and flexibility with the adjacent City site to the north.

Speakers:

Shelly McCabe, representing the Potomac Yard Homeowners Association, 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.

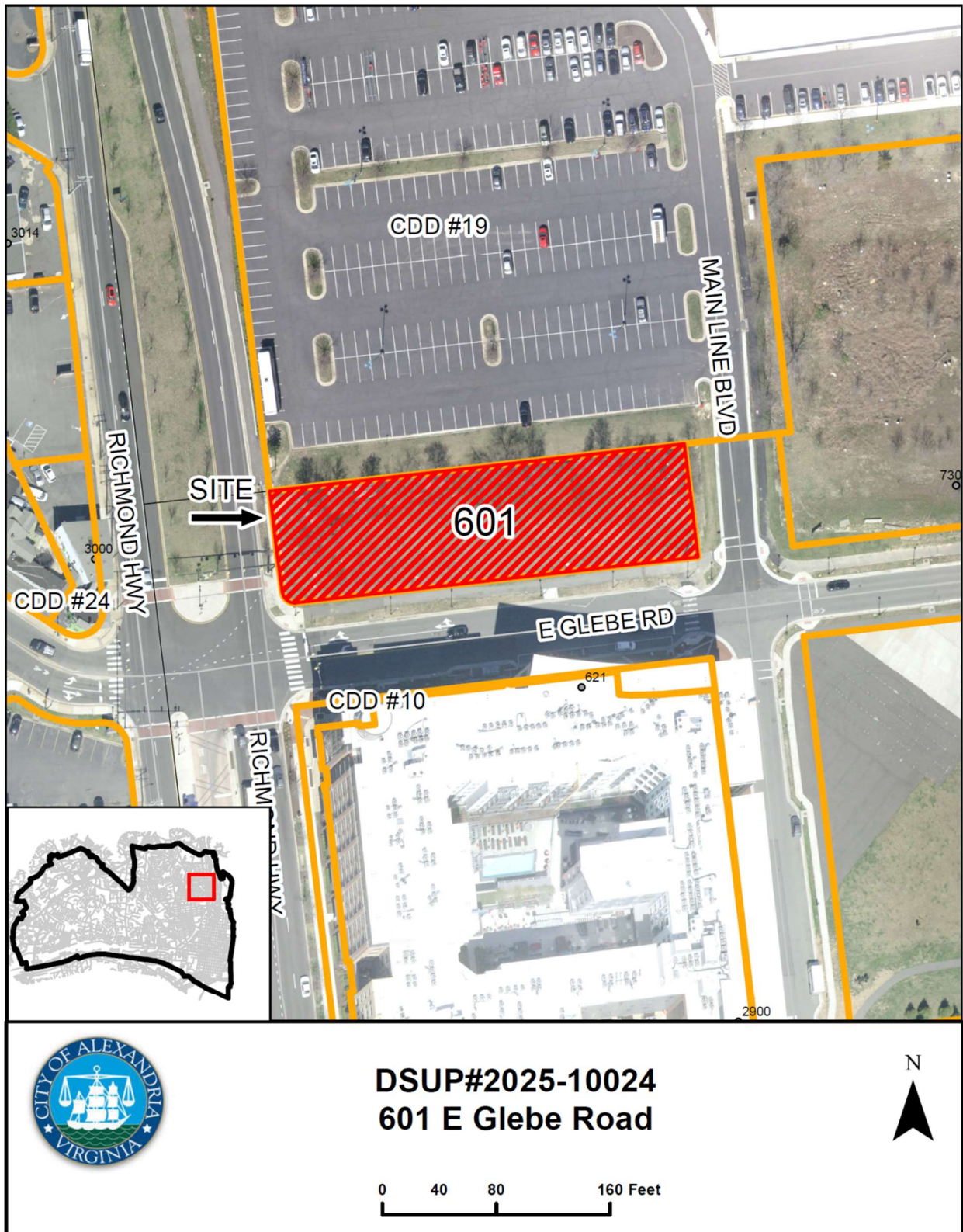
Melissa Kuennan, of 525 Montgomery St, spoke how the projects were initially denied by the public and PYDAC, with gaps in reviews and the group was limited in their review. The townhouse project is too big and being rushed unnecessarily. Ms. Kuennan noted a lack of open space and questioned it being 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.

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 find Development Special Use Permit (DSUP) #2025-10024 meets the standards of approval to construct an affordable multi-unit residential building at 601 E. Glebe Road, subject to compliance with the staff recommendations. The proposal provides several benefits, including:

- 88 committed affordable rental units, including 46 deeply affordable units (to households earning 30-50 percent of Area Median Income);
- Construction in compliance with the Green Building Policy;
- Transportation improvements, including wider sidewalks, a bus shelter reservation and a bus-serving sidewalk extension;
- Contribution for Capital Bikeshare station (\$15,000);
- Contribution to the Urban Forestry Fund (\$11,950); and
- Stormwater improvements with a phosphorus load removal of 0.38 pounds per year (5% more than required).

B. *Summary of Issues*

Wesley Housing, the applicant, seeks to develop a vacant parcel of land located within Landbay G–Block G (“Landbay G–G”) in Potomac Yard. The 88-unit committed affordable project would be six stories and occupy the entirety of Landbay G–G. To achieve a viable project, the applicant would provide parking at-grade and requests a Special Use Permit (SUP) to reduce the off-street parking requirement. The applicant also requests a modification of the building height-to-setback ratio and the tree canopy coverage requirements. Finally, the applicant is providing limited on-site open space as the Potomac Yard Coordinated Development District had previously designated public parks and open spaces to meet the neighborhood’s needs while establishing an urban feel, which has been achieved in existing development. 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;
- Compliance with City policies for canopy coverage and open space; and
- Parking reduction SUP request.

II. BACKGROUND

A. *Site Context*

The subject site, Landbay G–G, is one the last three sites to be developed within the Potomac Yard plan area and CDD #10. The other two sites are Blocks B & E, proposed as a mixed-use 432-unit residential project, and the Landbay H site, proposed as 120 townhouses.

The project site is one lot measuring 23,899 square feet (approximately 0.55 acres) on the northwestern edge of the Potomac Yard plan area. The site is vacant and vegetated, primarily with

trees the City has classified as invasive species. The site is bound by Route One to the west, E. Glebe Road to the south, and Main Line Boulevard to the east, approximately one block north of the Potomac Yard Fire Station and two blocks west of the Potomac Yard Metro Station. The parcel is narrow and rectangular, with approximately 299 feet of frontage on E. Glebe Road, 72 feet on Route One, and 81 Feet on Main Line Boulevard. Surrounding uses include residential and retail to the south (Notch 8/Giant), retail to the north (Potomac Yard Center), and commercial office to the east (IDA). Other commercial, neighborhood-serving and institutional uses are within the vicinity and on the west side of Route One.

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



B. Project Description

Wesley Housing is an affordable housing provider operating in Washington, DC, and Northern Virginia with three existing properties in the city. The proposed six-story affordable multi-unit residential building will comprise 88 dwelling units and above-grade parking. The project will be committed affordable, with affordability levels ranging from 30 to 80 percent of the Area Median Income (AMI).

The project is oriented toward E. Glebe Road, with additional frontages on Route One and Main Line Boulevard; the northern façade is anticipated to be obscured by future development in North Potomac Yard. The proposed building will provide a private, 279-square foot terrace open space amenity on the second level. Parking will be at grade with an entrance on Main Line Boulevard. The project proposes streetscape improvements along Main Line Boulevard, Route One, and E.

Glebe Road, including an 11-foot-wide sidewalk on E. Glebe Road and a 6-foot-wide sidewalk on Route One.

C. Block G Background

Since its adoption in 1999, Council has approved minor amendments to the CDD #10 Concept Plan to provide for desired land use, density, and height adjustments, allowing more flexibility in response to changing market opportunities. City Council approved a Development Special Use Permit for Landbay G in January 2009 through DSUP #2007-0022. This initial approval proposed nine buildings across eight blocks with a mixture of uses including office, retail, hotel and residential. On Landbay G–Block G, the original proposal included a 99,000 square foot, 170-room hotel. No further development has been pursued on the site. All but three blocks (B, E and G) in Landbay G have been fully developed.

The most recent amendments to CDD #10 were adopted in November 2025 through CDD #2025-00002. These amendments, approved with amendments to the Master Plan and Zoning Ordinance, adjusted densities and provided flexibility of uses associated with Landbay G and Landbay H. To avoid losing any existing density that is not utilized by the three concurrent DSUP proposals, the amendment added language to CDD #10 specifying that remaining unused density may be used on either Landbay G or H for a mix of uses including office, retail, hotel and other permitted uses.

D. Community Outreach

The applicant began outreach to various stakeholders in November 2024 and has either hosted or attended 14 community meetings since that time, as noted in the chart below.

Meetings	Date	Public Attendees
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
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
Development Bi-monthly Community Update (virtual)	October 30, 2025	17

AHAAC – Affordable Housing Plan Review	November 6, 2025	0
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Attendance is provided above for meetings either hosted by the applicant or held by the City, with the applicant unable to provide attendee counts for meetings at which they were invited to speak. Community feedback regarding the three projects collectively was mixed while community feedback regarding Landbay G–G was generally positive, with many welcoming additional affordable housing opportunities to the neighborhood. Community concerns surrounding Landbay G–G primarily surrounded traffic topics, specifically regarding the project’s parking entrance on Main Line Boulevard and its proximity to the intersection of E. Glebe Road and the Potomac Yard Center parking lot.

Additionally, many attendees expressed concerns about the three projects’ viability under current market conditions. Some questioned whether funding was available for the entire development and, if not, expressed concern that the three projects may only partially build out. The applicant responded that each DSUP involves separate applicants and developers, with the market rate projects’ applicants prepared to build as soon as possible. Similarly, Landbay G–G applicant Wesley Housing is prepared to build as soon as possible pending the resolution of its gap financing (the applicant is not seeking City funding support). Unlike the concurrent market rate projects, Landbay G–G will require state and federal financing support, primarily from Low Income Tax Credits (“LIHTC/tax credit”), with other state and federal funding expected to address the remaining gap. The applicant responded that they would begin applying for tax credits in Spring 2026 if the project is approved.

In addition to the community outreach and presentations at civic group meetings, the applicant presented four times before the Potomac Yard Design Advisory Committee (PYDAC) regarding proposed site and building designs. PYDAC discussion summary is provided later in this report.

III. ZONING TABLE

Property Address:	601 E. Glebe Road	
Total Site Area:	23,899 SF 0.55 acres	
Zone:	CDD#10 / Coordinated Development District #10	
Current Use:	Vacant land	
Permitted Use:	Multi-unit residential	
	Permitted/Required	Proposed/Provided
Landbay G–G (Project site)	Multi-unit residential	Multi-unit residential
Net Square Footage Entirety of Landbay G	Minimum of 1,921,487 SF (Constructed + Proposed in Blocks B, E & G)	Office: 697,825 SF Retail: 95,209 SF Multi-unit Residential: 1,128,453 SF Total: 1,921,487 SF
FAR	No maximum FAR	4.53
Height:	82 feet (per Potomac Yard/Potomac Greens SAP)	82 feet
<i>Setbacks</i>		

Route One/ Richmond Highway	None	7 feet
E. Glebe Road		0 feet
Main Line Blvd		0 feet
North parcel		0.3 feet
Vision Clearance (Corner)	Triangle with 30-feet from intersecting curbline	30 feet
Height-to-setback Requirement ¹	2:1 maximum ratio of building height to setback from centerline of street	2.5:1 ratio (at Main Line)
		2.15:1 ratio (at East Glebe)
Open Space	None	279 SF (above-grade; private)
Residential Parking ³	67 spaces	44 spaces
Loading Space	N/A	None
Bicycle Parking	29 spaces	29 spaces
Crown Coverage ²	5,975 SF (25%)	0 SF (0%)

¹ The applicant is requesting a modification of height-to-setback ratio.

² The applicant is requesting a modification of the tree canopy coverage requirements.

³ The applicant is requesting a Special Use Permit for a reduction of the off-street parking requirement.

IV. STAFF ANALYSIS

Staff support approval of the applicant’s proposal to develop a committed affordable multi-unit residential building on Landbay G–G. 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. The project provides an opportunity to enhance affordability and diversify the housing choices within Potomac Yard.

A. Consistency with Master Plan and Zoning

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

The Small Area Plan was amended in November 2025 to accommodate changes proposed by the new development, allowing a shift in densities and uses between Landbays G and H. Given that most of CDD #10 has been developed and a Metro station has been realized, the amended Small Area Plan’s existing land use principles, that guide development, were updated to address:

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

The proposed residential development provides needed affordable housing near the Metroway Bus Rapid Transit line and other bus routes, the Potomac Yard Metro Station, and the north-south bikeway through Potomac Yard Park. Additionally, the PYPG SAP CDD Guidelines provide principles for development including that “the CDD shall be predominately residential and mixed use,” and that “the residential buildings within Potomac Yard and each Landbay shall consist of a

variety of building types and heights which should include [...] multi-family units,” (PYPG SAP, pg. 71). The diversity of new housing typologies proposed for this area is consistent with PYSAP CDD Guidelines. Finally, the proposed residential building is consistent with the approved CDD #10 Concept Plan and CDD #10 zoning requirements.

B. Site & Building Design

Site Design

Landbay G–G’s confined site dimensions limit site layout and building design. Accordingly, the proposed building footprint will cover 100 percent of the lot area with open space being provided at the second story terrace level. The project is seeking a modification of its height-to-setback requirements to meet the density needed for a competitive tax credit project.

Due to underlying soil contamination and to minimize costs associated with a proposed tax credit-financed project, parking will be provided at grade on a portion of the project’s ground level. Lobby and additional indoor amenity spaces will be located on the front portion of the ground level along E. Glebe Road, which would effectively screen part of the 44-space parking garage located along the rear of the ground floor. Parking would be accessed through a garage entrance with an associated curb cut along Main Line Boulevard.

Aside from the Main Line Boulevard curb cut, sidewalks surrounding the site are free from vehicular crossings. The streetscape would follow the pattern established for Potomac Yard which includes a grass strip or tree wells for street trees along all three street frontages. Consistent with the Potomac Yard Urban Design Guidelines, sidewalks fronting E. Glebe Road would be surfaced in brick, whereas sidewalks fronting Main Line Boulevard and Route One would be surfaced in a combination of brick and concrete. The applicant has agreed to improve the existing DASH/Metrobus bus stop on E. Glebe Road by providing a bus-serving sidewalk extension and reservation for a future bus shelter. The City is responsible for purchasing and installing the future bus shelter.

Building Design

As the project will be highly visible from Route One and E. Glebe Road, staff and the Potomac Yard Design Advisory Committee (PYDAC) offered several recommendations to ensure the building presented an attractive façade. The project’s upper-level floor plans propose a shallow “U” form, open to the north to allow for windows on the north-facing units and the terrace-level open space on the roof of the first floor. The building is mainly composed of brick and fiber cement panels with metal window accents. Architectural refinements during the development and PYDAC review process included the addition of louvered openings with vision glass on the southwest corner and fronting Route One, with more active uses provided along E. Glebe Road and Main Line Boulevard. The elevations are accented with five-story tower forms in dark gray at key locations, with the largest one reserved to accentuate the main lobby entrance. The north façade is indented by the “U”-shaped floor plan, responding to a potential future party-wall condition on the east and west ends, which have been accented with window punches infilled with brick, commonly called “blind openings,” to give the north face a more finished appearance.

Residential units are proposed on floors two through six, accessed from a central hallway on each floor that follows the east-west building orientation. The second level will provide open

space, amounting to approximately 279 square feet on an outdoor terrace, adjoined by a 165-square-foot shared indoor amenity space.

Image 2: Project rendering, facing northwest from the corner of Main Line Blvd. and E. Glebe Rd.



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

Applications within Potomac Yard are subject to review by PYDAC for compliance with the Potomac Yard Urban Design Guidelines (“Design Guidelines”). The applicants presented this and the two concurrent market-rate proposals to PYDAC at four meetings in 2025. Staff and PYDAC worked with the applicant to achieve compliance with the Guidelines, with which members find that the project complies. Major points of compliance with the Design Guidelines are below.

Creating Neighborhoods

The proposed multi-unit residential building reinforces the Design Guidelines’ vision to provide compact, pedestrian-friendly and mixed-use neighborhoods within Potomac Yard. This project introduces one additional all-affordable project (The Station at Potomac Yard was the first affordable project in the plan area, providing 64 committed affordable units), complementing the variety of uses, residents, and workforce participants that create a dynamic neighborhood. The project’s unit mix, which provides 82 percent of units as two- and three-bedrooms, expands opportunities for family-sized units within the plan area at affordable price points, including deep levels of affordability (30-50 percent AMI).

Pedestrian-Friendly Environment

Streetscape improvements including unobstructed sidewalks, street trees, and pedestrian scale lighting are proposed along three of four frontages. The unobstructed sidewalks reinforce a safe pedestrian-friendly environment established throughout Potomac Yard. PYDAC recommended and the applicant proposed additional functions to activate the E. Glebe frontage, which will provide open views into first-floor lobby and amenity spaces via floor to ceiling glazing. Additionally, members recommended entryway enhancements, including a wider, chamfered entryway, to direct pedestrian focus to the building’s main entry on E. Glebe Road. PYDAC encouraged the applicant to consider alternate parking and utility plans to further activate the Route One frontage. While the applicant is unable to accommodate this, the applicant provided enhanced design through a colonnade and modified louvered openings to vision glass for a more pedestrian-friendly appearance.

Mixed-Use Development

The previous CDD Concept Plan approval for Landbay G–Block G envisioned a 170-key hotel use with density up to 99,000 square feet. During the Master Plan Amendment process, the Planning Commission and City Council supported a change in land use from hotel to multi-unit residential, which generally maintains previously recommended density for this site. Consistent with goals cited under ‘Creating Neighborhoods,’ staff and community members support the building’s committed affordable tenure as contributing to the neighborhood’s mixed-use nature. Some community members encouraged retail to further activate the site and its surroundings, which the applicant does not anticipate providing. Enhanced lobby activation along the E. Glebe Road frontage, however, will complement the surrounding active uses, which include mixed-use residential and retail at Notch8 to the south and commercial office uses at the IDA headquarters to the east.

Building Design

The proposed building design achieves the intent of the Design Guidelines’ urban standards including frontage, orientation, height, and massing, as well as the architectural standards including fenestration, materials, and other architectural elements.

During the four PYDAC meetings during which members reviewed the project, members offered design feedback and refinements that have been incorporated into the attached site and architectural plans. The intent of building design is to work within site constraints and to maximize the number of units on-site for a competitive tax credit application; to achieve this, the project is seeking height-to-setback requirement modifications (discussed in ‘Modifications’ below).

The applicant also responded to PYDAC design recommendations regarding a colonnade on the project’s southwest corner, better communication of the main entryway, and the project’s north facing façade design; design edits incorporated removing a proposed cantilever canopy and revising columns, chamfering and expanding the entry recess, and simplifying banding and detailing while revising larger brick expanses, respectively.

During the Committee’s final review on October 8, 2025, most members agreed that the project met Design Guidelines standards. Some members expressed concern regarding a lack of activation along Route One, the impact of future adjacent North Potomac Yard development on the project, limited open space provision, and a lack of retail which would provide a mix of uses at the project site. PYDAC recommended supporting this project in a four to one vote; a letter of recommendation from PYDAC members is included as Attachment #1.

D. Special Use Permit Request

The applicant requests a Special Use Permit pursuant to Section 8-100(A)(4) to reduce the off-street parking requirement below the required 67 spaces, which includes permitted deductions for affordable housing ranging from 30 to 80 percent AMI. The garage footprint covers most of the project’s first level and is programmed to meet expected resident parking demand while providing a competitive parking ratio for the project’s tax credit application. Staff find that neighborhood walkability, the site’s adjacency to Metrobus and DASH bus service, and accessibility to the Potomac Yard Metro Station will provide alternative transportation options that justify the requested parking reduction.

Section 11-500 of the Zoning Ordinance directs staff to review 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 parking reduction of 23 spaces will result in fewer cars on the street and encourage increased transit usage in the neighborhood, promoting pedestrian safety and walkability.

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

The parking reduction will not be detrimental to the neighborhood as nearby transit options, including a DASH/Metrobus stop immediately adjacent to the building's main entrance, will offset the need for all households to have cars and their associated costs.

Will substantially conform to the Master Plan of the City.

The parking reduction conforms with the Master Plan, including the Mobility Plan chapter, which recommends increasing opportunities for residents to live near high-capacity transit with car-free or car-light lifestyles.

E. Modifications

Staff support the request for site plan modifications regarding Section 6-403(A) height-to-setback requirements, and tree canopy coverage pursuant to the City's Landscape Guidelines and Sections 7-2200 and 11-410 of the Zoning Ordinance, finding that the proposal meets the three criteria for modifications listed in Section 11-416 as described below.

1. Such modifications are necessary or desirable to good site development;
2. That specific and identified features of the site design compensate for the impacts otherwise protected by the regulations for which the modification is sought; and
3. That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

Such modifications are necessary or desirable to good site development.

Height-to-setback: Staff find that all requested modifications are necessary for this project. The height-to-setback requirement modification is requested in two instances at the project, representing 16 feet of additional height compared to the setback provided on Main Line Boulevard and six feet of additional height compared to the setback provided along E. Glebe Road; the project conforms to Route One setback requirements. This modification is warranted for the project to provide density and massing necessary for a competitive unit count and mix for tax credit financing while also supporting good site development.

Canopy Coverage: Similarly, staff find a tree canopy coverage modification is necessary as the proposed building will cover the entire lot area. The applicant will remove 23 surveyed trees on the project site, most of which have been identified as invasive and/or in poor condition. Pursuant to the City's Landscape Guidelines, the applicant will be required to pay a \$11,950 fee-in-lieu for unmet canopy coverage requirements.

Specific and identified features of the site design make up for those impacts otherwise protected by the regulations for which modification is sought:

Height-to-setback: The applicant is addressing the height-to-setback modification by incorporating design elements that visually break up building’s form using variable heights and architectural detail, including tower-like features and variable material banding. Additionally, the building is within the height limit recommended in the Small Area Plan.

Canopy Coverage: Though no canopy coverage will be provided on the project’s lot area, the building complies with the streetscape standards per the Potomac Yard Design Guidelines by retaining two existing street trees on Route One and providing nine additional street trees along E. Glebe Road.

Such modifications will not be detrimental to neighboring property or to the public health, safety and welfare:

Given the nature of the urban location, staff support the height-to-setback and tree canopy coverage modifications. Staff believe that approval would not be detrimental to neighboring properties or to public health, safety, or welfare as the CDD Concept Plan intentionally created urban grid and block size standards that this project fulfills.

F. City Policies

Affordable Housing

Wesley Housing, the applicant, is a non-profit affordable housing developer which owns and operates over 3,000 affordable units across 42 properties in Washington, DC, and Northern Virginia; in Alexandria, Wesley Housing owns and operates three properties including ParcView, Lynhaven, and Beverly Park, which collectively provide 181 committed affordable units.

Previous development within Potomac Yard has met CDD #10 affordable housing requirements, which included providing land for The Station at Potomac Yard and \$6.5 million towards development of its 64 affordable/workforce units, as well as a \$3.5 million voluntary contribution to the Housing Trust Fund. Applicants for the recent CDD #10 amendments, including Wesley Housing, initiated the proposed affordable housing project as a voluntary contribution. Wesley Housing is not currently seeking City financing to support the project.

The applicant has entered into a purchase agreement with JBG Smith through which the latter will donate Landbay G–G’s land—valued at approximately \$2.5 million by the Office of Real Estate Assessment in 2025—to the applicant contingent upon Council approving proposals for Landbays G-B&E (DSUP #2025-10023) and H (DSUP #2025-10025). The land donation’s value is anticipated to support the project’s tax credit application and alleviate the project’s financing gap.

The project proposes 88 units with affordability levels ranging from 30 to 80 percent AMI. The unit mix will serve 46 households, over 50 percent of the project’s unit mix, at deep levels of affordability (50 percent AMI and below). All units will be required to remain as committed affordable for a minimum of 40 years, the City’s standard term of affordability. Additionally, the applicant proposes a unit mix which provides 82 percent of units as two and three bedrooms, which will support family and multigenerational households. A breakdown of the project’s proposed unit and affordability mix is provided in ‘Table 1’ below.

Table 1: Proposed Unit and Affordability Mix

Unit Type	30% AMI	40% AMI	50% AMI	60% AMI	80% AMI	Total Units	Percent of Total Units
Studio	2	2	3	3	1	11	13%
One-bedroom	1	1	1	0	1	4	5%
Two-bedroom	4	4	19	16	11	54	61%
Three-bedroom	2	2	5	4	6	19	22%
Total	9	9	28	23	19	88	

An affordability table (in 2025 dollars) is provided for illustrative purposes in ‘Table 2’ below.

Table 2: Area Median Household Incomes for the Washington, DC Metropolitan Area

Income Range	One-person	Two-person	Three-person	Four-person	Five-person	Six-person
30%	\$34,450	\$39,350	\$44,250	\$49,150	\$53,100	\$57,050
40%	\$45,920	\$52,480	\$59,040	\$65,560	\$70,840	\$76,080
50%	\$57,400	\$65,600	\$73,800	\$81,950	\$88,550	\$95,100
60%	\$68,880	\$78,720	\$88,560	\$98,340	\$106,260	\$114,120
MATH 80%	\$91,840	\$104,960	\$118,080	\$131,120	\$141,680	\$152,160

Source: HUD 2025

Recent amendments to CDD #10 condition the current owner to place a covenant on Landbay G–G to restrict development on the property to committed affordable housing. If the three related Potomac Yard DSUPs are approved, the applicant will pursue tax credit financing for the project beginning in 2026, repeating with subsequent tax credit cycles if initially unsuccessful. If tax credit financing or alternative funding has not been obtained for the project by the time the last stick of townhouses on Landbay H are at the final Certificate of Occupancy or by January 31, 2028, then the applicant for Landbay H or its successor will contribute \$2,309,472 to the applicant, which would be a part of the project’s gap financing package.

The Alexandria Housing Affordability Advisory Committee (AHAAC) received a development preview at its October 15, 2025, meeting and reviewed the proposed Affordable Housing Plan at its November 6, 2025, meeting. Member discussion topics included parking needs, project phasing relative to the other two DSUPs, tax credit financing methodology, and family-sized units. The Committee voted to endorse the project’s Affordable Housing Plan unanimously.

Green Building

The project is anticipated to be developed using Low Income Housing Tax Credits and will pursue the National Green Building Standards (NGBS) Silver certification path in conformance with the sustainable design requirements of Virginia Housing; this also meets the requirements of the City’s Green Building Policy. Additionally, the project will meet the requirements of the latest version of the ENERGY STAR Multifamily New Construction program.

The building will utilize ENERGY STAR certified heat pumps for HVAC equipment. The ENERGY STAR Multifamily New Construction program estimates that certified buildings will

demonstrate 10 percent energy savings beyond the 2021 International Energy Conservation Code (IECC). The building will be commissioned prior to occupancy to ensure that all mechanical, electrical, and plumbing systems are operating as designed and as efficiently as possible. The building will be all-electric, and dwelling units will be individually metered for electric.

The project design will include a bus stop on its block serving multiple routes (E. Glebe & Route One stop) and is located within ¼ mile of a bike path (Potomac Yard Trail). The project would be constructed to provide active electric vehicle chargers along with additional parking spaces constructed to be made ready for future electric vehicle charger installation.

G. Stormwater

Staff worked with the applicant to create a stormwater strategy that meets all state and City stormwater management requirements using green infrastructure practices. This includes the installation of urban bioretention planters onsite and utilizing an existing offsite wet pond, which was constructed to treat the site as approved under the 2004 Potomac Yard Stormwater Management Master Plan. Collectively, these Best Management Practices (BMPs) will exceed the required phosphorus reduction target of 0.36 pounds per year by achieving 0.38 pounds per year of total phosphorus removal. These practices also comply with Article XIII requirements for achieving a phosphorus removal rate exceeding 65% of the state's required reduction for the project and treatment for 100 percent of the post development impervious area.

H. Open Space

The applicant proposes 279 square feet of private terrace-level open space accessed via the project's second floor indoor amenity space. Terrace-level open space is necessary due to the project's limited lot area, which would be 100-percent utilized by the building's footprint. While limited open space will be available on-site, conditions of the 2017 CDD approval (CDD #2017-00001) have already stipulated specific locations in each landbay on which parks and other open spaces were required to be constructed throughout Potomac Yard. All required parks and open spaces have been completed. It is noted that Landbay G–G is located approximately two blocks from Potomac Yard Park and one block from open space at the Station at Potomac Yard, both of which are easily accessible from the project site.

Additionally, a Town Green was proposed as part of DSUP #2007-0022, which proposed eight buildings across the entirety of Landbay G, including a hotel use at the project site. Though existing development across Landbay G has already met open space requirements and the CDD Concept Plan does not require any additional open space for Landbay G, the applicant for the adjacent Landbay G–B&E proposes a 20,000 square foot town green along Potomac Avenue. This programmed open space will be located approximately one block from the project site and will be publicly accessible.

I. Canopy Cover and Tree Preservation

The undeveloped project site is comprised of grass and shrubbery, with 23 recorded trees that have an eight-inch diameter or greater; of these 23 trees, 21 have been identified as invasive species. The applicant proposes removing all existing trees due to the project covering the entire lot area. It is noted that the applicant will preserve two existing street trees along Route One and

will provide nine additional street trees along the project’s E. Glebe Road frontage, though street trees will not be counted towards the canopy coverage.

Total Proposed Canopy Cover	0%
Preserved Trees	0%
Proposed Trees	0%
Existing Trees*	23
Preserved Trees	0
Removed Trees	23

*Per the Landscape Guidelines, existing trees included in the tree survey are trees greater than 8” diameter at 4.5’ above ground level at the trunk, at the time of submission.

As the required canopy coverage will not be met, staff support a modification for the proposed reduction. To cover canopy coverage shortfall, a fee in lieu contribution (\$11,950) to the City’s Urban Forestry Fund will be made per the City’s Landscape Guidelines.

J. Parking, Traffic, and Loading

Parking

Parking at the site will include 44 garage spaces for building residents provided at-grade on the project’s ground level. Parking will be accessed through a garage entrance along Main Line Boulevard. Of the 44 spaces to be provided, 25 will be standard-sized, 16 will be compact-sized, and three will be handicapped-accessible.

The proposal requests a Special Use Permit parking reduction below the 67 spaces that would be required; the 67 required spaces factor Section 8-100(A)(5)-permitted reductions for affordable housing, and proximity to Metro stations (10 percent) and bus routes (five percent). The SUP reduction is requested to minimize costs associated with undergrounding parking and mitigating underlying soil contamination, both of which would add significant costs to the project which must compete for competitive tax credit financing. Staff support the applicant’s request and find that proximity to transit and area walkability support the proposed reduction. The requested reduction is also supported by CDD condition #10 which noted that with the presence of a Metro station, parking ratios below those required by the Zoning Ordinance shall be permitted through a DSUP.

Traffic Analysis

The proposal is projected to produce lower average daily traffic (ADT) than a hotel and retail use previously envisioned on the site. The Institute of Transportation Engineers (ITS) Trip Generation Manual estimates the ADT for a hotel with 1,000 square feet of retail would generate 1,744 trips, while an affordable housing use would generate 468 trips—a difference of 1,276 fewer trips. The area is well served by transit including local bus routes, the adjacent Metroway, and the Potomac Yard Metro Station. Staff find that this project will not significantly impact traffic on the surrounding roadway network.

Loading, Trash and Deliveries

The applicant does not propose a loading dock but instead proposes a 44-foot short-term parking and loading area directly adjacent to the project’s main entrance on E. Glebe Road. The trash room will be located within the building, accessed via the first level parking garage, and will include both regular trash and recycling receptacles. On collection days, the receptacles will be transported

to the designated loading area on E. Glebe Road. Immediately following the collection, the receptacles will be returned to the trash room.

The building will have a mailroom within the lobby area which is designed to receive regular US Postal Service deliveries. Additionally, package deliveries from companies such as UPS, FedEx and others may be coordinated with management staff. Mail and package delivery vehicles will utilize the designated loading 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. Pursuant to the current Student Generation Rate jointly developed by ACPS and the City, the 88-unit affordable development would generate approximately 53 students (0.60/unit rate). The students from this development would be included in the enrollment forecasts that are used to plan improvements in school capacity. The neighborhood is in the attendance area for Cora Kelly Elementary School, George Washington Middle School, and Alexandria City High School. Students would be distributed across all grade levels. Cora Kelly ES has capacity for 429 students, and its utilization status is 81.82 percent; George Washington MS has capacity for 1,150 students, and its utilization status is 131.74 percent; Alexandria City High School, Minnie Howard Campus, has capacity for 1,600 students, and its utilization status is 97.88 percent; and Alexandria City High School has capacity for 2,928 students, and its utilization status is 102.70 percent.

V. CONCLUSION

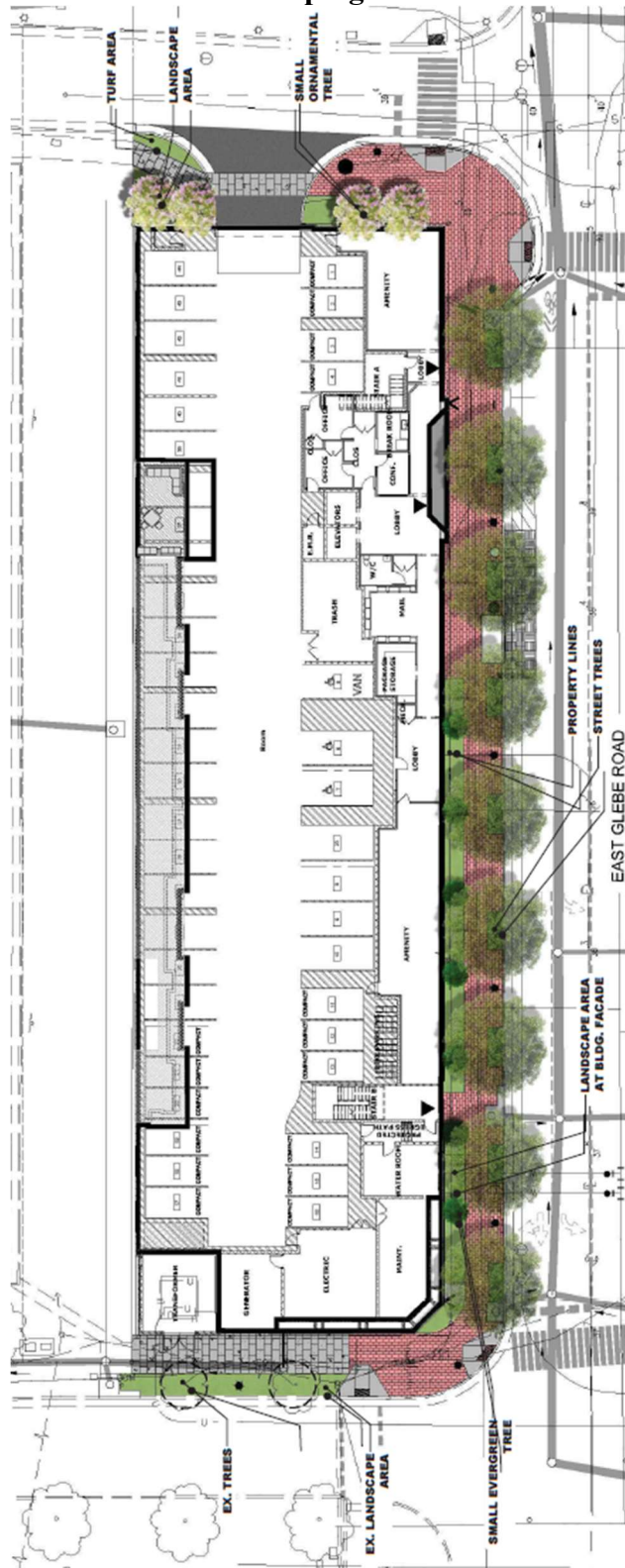
Staff find that Development Special Use Permit #2025-10024 meets the standards of approval including modifications and associated Special Use Permits subject to compliance with all applicable codes and the recommended conditions included in this report.

ATTACHMENTS:

1. PYDAC Letter of Recommendation

VI. GRAPHICS

Graphic 1: Proposed Site Plan with Landscaping



Graphic 2: Rendering viewed from intersection of E. Glebe Road and Main Line Blvd.



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 easements identified in the Preliminary Plan dated September 16, 2025. The applicant must obtain approval of the plat(s) prior to or concurrent with Final Site Plan release. Provide proof of recordation with the first application for a building permit. (P&Z) (T&ES) (RP&CA) *, **
 - a. Provide public easements to the satisfaction of the Directors of P&Z and T&ES. Easements shall be consistent with the Preliminary site plan.
4. 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.
5. 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.

- d. An average of 5.0-foot candle-maintained lighting for structured parking garages. When unoccupied, the lighting may turn off and on using motion sensors. Without motion sensor lighting, unoccupied lighting levels may be no less than 1.5-foot candles. **
 - e. Light fixtures for the open canopies and underground/structured parking garages shall be recessed into the ceiling for any areas visible from the public right-of-way. **
6. 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

7. 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) *
8. Provide a unit numbering plan for each floor of a multi-unit building prior to Final Site Plan release. The unit numbers shall comply with a scheme of 100 level numbers on the first floor, 200 level numbers on the second floor, and continue in this scheme for the remaining floors. Indicate the use of each unit (i.e., residential, retail, office). (GIS) *
9. The total number of residential units may be adjusted higher or lower so long as the new unit count does not increase the building envelope, parking is provided per the Zoning Ordinance and Parking reduction SUP, and the building is in substantial conformance with the preliminary plan to the satisfaction of the Director of P&Z. (P&Z) *
- a. Minor changes to the façade fenestration and details will be permissible, including but not limited to, window count and alignment, to be coordinated with sustainability envelope attributes and energy performance submission.
 - b. The Sanitary Adequate Outfall Analysis must reflect the actual number of units.
 - c. The unit count must be finalized prior to Final Site Plan release.
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) *

11. 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.
 - a. 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.
 - b. Unless shown otherwise on the approved plan, 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.
12. 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 $\frac{1}{4}'' = 1'-0''$ 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.
13. 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 $\frac{3}{8}$ 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. TREE PROTECTION AND PRESERVATION

- 14. Provide a Tree and Vegetation Protection Plan per the City of Alexandria's Landscape Guidelines for approval prior to Final Site Plan release and implement the plan for the duration of construction. When the Applicant is responsible for the protection and preservation of City-owned trees (within right-of-way, park, etc.), the applicant shall provide signage indicating that the trees are under private management and maintenance for the period of construction and maintenance bond. (P&Z) *

C. ARCHAEOLOGY

- 15. 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) *
- 16. 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

17. Provide the pedestrian improvements listed below 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 shall be six feet on East Glebe; six feet on Route 1; and, six feet on Main Line Boulevard.
 - b. All brick sidewalks shall comply with the City’s Memo to Industry 23-01 and these requirements: (P&Z) (T&ES) *, ***
18. Provide sidewalks, crosswalks, and curb ramps per the City’s Memo to Industry 23-01, Design and Construction Standards, and these requirements: (P&Z) (T&ES) *, ***
 - a. Sidewalks shall be flush across all driveway crossings.
 - b. All required audible pedestrian countdown signals shall be ADA accessible and installed with pedestrian activated pushbuttons in accordance with City Standards, ADA Accessibility Guidelines, and Public Right of Way Accessibility Guidelines (“PROWAG”).

E. PARKING / CURB MANAGEMENT

19. Wall-mounted obstructions at the wall end of a parking space shall be no more than 24 inches extended from the wall and at least 48 inches from the garage floor. Areas with obstructions that exceed this requirement will not count as parking spaces. (T&ES) ***
20. Provide a Parking Management Plan with the Final Site Plan submission that complies with the requirements of the Parking Management Plan Template provided in Memo to Industry 01-19. (P&Z) (T&ES) *
21. Share hourly parking occupancy, and if available, counts of entries and exits for parking facilities for weekdays and weekends (including hourly occupancy) with the City upon request. (T&ES)
22. The applicant may make garage parking spaces, which are required to comply with zoning requirements, available for public/off-site users if the applicant can demonstrate excess parking to the satisfaction of the Directors of P&Z and T&ES. If parking is available to the public, then the applicant shall provide signage visible from the entrance directing motorists to those spaces. (P&Z) (T&ES)
23. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. The curb-side area to the east of the Zicla sidewalk extension shall be signed for "Active Loading and Curbside Pickup Only". The Traffic and Parking Board must approve any on-street parking changes after Signature Set approval. (P&Z) (T&ES) *

24. Provide bicycle parking per current Bicycle Parking Standards, available at: 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 first Certificate of Occupancy.
25. Provide signage, striping, or other means to direct people to the indoor long-term bicycle parking areas within the private property. Show the proposed signage (i.e., “Bike Parking →”), etc. prior to release of the Final Site Plan and install the signage, etc. prior to issuance of the Final Certificate of Occupancy.
26. Update parking counts on the cover sheet to state the number of electric vehicle chargers and electric vehicle charger ready parking spaces, show the location of these spaces, and detail the signage, striping, or similar used to direct people to these spaces prior to Final Site Plan release. Install the signage, etc. prior to release of the final Certificate of Occupancy. (OCA) *, ***
27. Provide electric vehicle chargers for at least five percent of the required parking spaces, consisting of Level 2, Level 3 DC Fast Chargers, or a combination thereof, rounded up to the next whole number parking space. (OCA) *, ***
28. At least five percent of the required parking spaces shall be electric vehicle charger ready per these requirements: (OCA) *, ***
 - a. Size and install the conduit correctly based on the number and location of future chargers. A combination of Level 1 , Level 2, and DCFCs may be used; based on the estimated demand for charging and planned usage.
 - b. Label parking space location junction box for the future electric vehicle charger.
 - c. Provide available physical space within the utility closet for future cabinetry required to add vehicle chargers to the electrical panel.
 - d. Additional conduit does not need to account for transformer sizing.
 - e. EV chargers may encroach in the required parking space dimension.

F. SUSTAINABILITY

29. 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) *, **, ***, ****
30. 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.

31. 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. A draft commissioning plan and verification, if required by the Green Building Rating System and the building code, from a certified third-party reviewer that includes items “i” through “iii” below, prior to receiving building permits for above-grade construction.
 - i. A narrative describing the activities that will be accomplished during each phase of commissioning, including the personnel intended to accomplish each of the activities.
 - ii. A listing of the specific equipment, appliances, or systems to be tested and a description of the tests to be performed, to include, but are not limited to, calibrations and economizer controls, conditions under which the test will be performed. The testing shall affirm winter and summer design conditions and full outside air conditions.
 - iii. Measurable criteria for performance; the plan should match the project’s submitted plans and sustainability certification scorecard.
 - c. 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.
32. 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. A commissioning report verified by a certified third-party reviewer, including issues log, completed pre-function checklists, and any completed functional performance tests to match scorecard and approved permit plans prior to issuance of the final Certificate of Occupancy.
 - c. 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.
 - d. 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.
33. 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.
34. 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) **
35. At the Final Site Plan, demonstrate that the building will be fully electric including all mechanical systems in the residential units. Natural gas back up DOAS and emergency generators are permitted. 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

36. 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) ****
37. Furnish and install two 4-inch Schedule 80 PVC conduits with pull wires, under the sidewalks to a depth of 3-feet on East Glebe Road. 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 Route 1. In addition, integrate the conduit along East Glebe Road with the conduits to be installed of a similar nature associated with DSUP2025-10022. 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) *, ***
38. 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) ****

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) ***

C. BUS STOPS AND BUS SHELTERS

42. Show the existing transit stops and improvements on the Final Site Plan. All proposed facilities shall be ADA compliant and shall comply with the City's most current Transportation Planning Administrative Guidelines. (T&ES) (Code) *
43. The bus stop on East Glebe Road at Richmond Hwy (ID# 4001047) shall follow the WMATA Guidelines for the Design and Placement of bus stops, including the DASH-specific requirement that bus stop boarding pads must be at least 38-ft. wide, to the satisfaction of the Directors of P&Z and T&ES. Submit the location of the bus stop with reservation for a future shelter by others/the City (minimum 12' x 6') for review and approval prior to Final Site Plan release and install the stops prior to the issuance of the final Certificate of Occupancy. (P&Z) (T&ES) *, ***

44. Any street trees located near bus stops should use the following guidelines to avoid conflicts with buses serving bus stops and other vehicles per the City’s Landscape Guidelines, specifically: (P&Z) (T&ES) *
 - a. No trees should be planted within three feet of the curb line and within 10-ft. of the pad for a bus stop.
 - b. Ensure vertical clearance of at least 15-ft to the tree canopy and prune branches out of the vehicle lanes as well as the bus stop zone which shall include the bus stop no parking zone.
 - c. Provide and install the minimum 38’ x 8’ Zicla sidewalk extension on East Glebe Road, as depicted on the plans. Ensure to include a trench hatch design to allow stormwater to flow underneath the curb level.
45. Provide and install “NO PARKING AT BUS STOP” signage at the bus stop zone which is defined by the 38’x8’ Zicla sidewalk extension and by the WMATA Guidelines. The “NO PARKING AT BUS STOP” signage shall ensure adequate access for buses on the approach to service the stop on East Glebe Rd.

III. PUBLIC WORKS

A. UTILITIES

46. 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)
47. Underground all overhead power and communication lines fronting the development prior to the Performance Bond release. (T&ES) Do not locate transformers and switch gears in the public right-of-way. (T&ES)
48. 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 on private streets. Install hydrants prior to issuance of the first Certificate of Occupancy. (T&ES) ***

B. SOLID WASTE

49. Purchase and install one [1] public space recycling receptacle(s) to the satisfaction of the Director of T&ES prior to Performance Bond. (T&ES) ****
 - a. 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.
 - b. Place the receptacle adjacent to the existing trash receptacle, which is located next to the DASH bus stop.
50. Provide storage space for both trash and recycling containers as outlined in the City's “Solid Waste and Recyclable Materials Storage Space Guidelines” to the satisfaction of the Director of Transportation & Environmental Services. The

City's storage space guidelines are at:

<https://www.alexandriava.gov/ResourceRecovery> or by contacting the City's Resource Recovery Division at (703) 746-4410 or commercialrecycling@alexandriava.gov. (T&ES)

51. Store containers inside the units or within an enclosure that completely screens them from view. (T&ES)
52. Solid waste collection services will be the responsibility of the property owner and will need to be contracted with a private hauler. The point of collection shall be in the loading area on East Glebe Road and shall not hinder or interfere with parking, traffic, or pedestrians. (T&ES)
53. Show the turning movements of the collection trucks, minimizing the need to reverse to perform solid waste collection. (T&ES)
54. Submit a Recycling Implementation Plan (RIP form) to the Resource Recovery Division, as outlined in Article H of Title 5 prior to Final Site Plan release. The form is available at: <https://www.alexandriava.gov/waste/recycling-at-work#RecyclingImplementationPlanRIPForm> or contact the Resource Recovery Division at 703.746.4410 or commercialrecycling@alexandriava.gov. (T&ES)

IV. ENVIRONMENTAL

A. STORMWATER MANAGEMENT

55. 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) *
56. 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) *
57. Design all stormwater (BMPs to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs, including site specific plan views, cross sections, planting plans, and complete design calculations for each BMP prior to Final Site Plan release. (T&ES) *

58. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees, prior to Final Site Plan release. (T&ES) *
59. 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) ****
60. Construct and install the stormwater BMPs required for this project under the direct supervision of the design professional or their designated representative. Submit a written certification from the design professional to the Director of T&ES prior to Performance Bond release certifying that the BMPs are: (T&ES) ****
 - a. Constructed and installed as designed and in accordance with the released Final Site Plan.
 - b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized.
61. Submit the stormwater quality BMP and/or Stormwater Detention Facilities Maintenance Agreement to include the BMP Schedule and Guidelines Addendum with the Final Site Plan #2. Execute and record the agreement with the Land Records Division of Alexandria Circuit Court prior to Final Site Plan release. (T&ES) *
62. The Applicant shall be responsible for maintaining stormwater Best Management Practices (BMPs) until activation of the homeowner's association (HOA), and/or master association, if applicable, or until sale to a private owner. Prior to transferring maintenance responsibility for the BMPs to the HOA, master association, and/or owner, the applicant shall: (T&ES) ****
 - a. Execute a maintenance service contract with a qualified private contractor for a minimum of three years, and transfer the contract to the HOA, master association, and/or owner.
 - b. Include a copy of the contract in the BMP Operation and Maintenance Manual.
 - c. Submit a copy of the maintenance contract to T&ES prior to Performance Bond release.
63. Provide an Owner's Operation and Maintenance Manual for all BMPs to the owner. The manual shall include at a minimum: (T&ES)
 - a. An explanation of the functions and operations of the BMP(s),
 - b. Drawings and diagrams of the BMP(s) and any supporting utilities,
 - c. Catalog cuts on maintenance requirements including mechanical or electrical equipment,
 - d. Manufacturer contact names and phone numbers,

- e. A copy of the executed maintenance service contract, and
 - f. A copy of the maintenance agreement with the City.
64. Submit a copy of the Operation and Maintenance Manual to the T&ES Stormwater Management Division prior to Performance Bond release. (T&ES) ****
65. 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

66. 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)
67. 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

68. 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) *
69. 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).
70. 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) *
71. 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) *
72. 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

73. 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

74. 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) *

75. 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 Final Site Plan release. (P&Z) (T&ES) *
76. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked, including construction vehicles, per 9 VAC 5-40-5670 of the Virginia State Code. (T&ES)

V. CONSTRUCTION MANAGEMENT

77. 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. ***
78. 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.
79. 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 access to transit stops.** Stops shall remain open to the extent feasible for the duration of construction. If construction requires closing the existing bus stop adjacent to the site, 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.
 - c. **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.
80. 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.
81. 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.
82. Submit a stamped electronic copy of a wall check survey completed by a licensed, certified public land surveyor or professional engineer when below-grade construction reaches the proposed finished grade. Ensure the wall check shows: (P&Z) **
- a. Key dimensions of the building as shown on the approved Final Site Plan,
 - b. Key dimensions from the future face of finished wall above to the property line and any adjacent structures on the property,
 - c. Extent of any below-grade structures,
 - d. Foundation wall in place, and
 - e. Future face of finished wall above.
83. 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) ***
84. 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) ****
85. During construction, control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of T&ES. (T&ES)

VI. CONTRIBUTIONS

86. Contribute \$15,000 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) *

87. Provide a monetary contribution, in the amounts specified within the Landscape Guidelines, to the City of Alexandria’s Urban Forestry Fund to account for a modification in meeting the minimum crown coverage requirement. Provide the contribution prior to issuance of the first Certificate of Occupancy. Payment shall be payable to the City of Alexandria, with a transmittal letter addressed to RP&CA citing the project name and case number, contribution amount, and the condition being fulfilled. (P&Z) (RP&CA) ***

VII. HOUSING

88. Provide a minimum of 88 affordable set-aside rental units. (Housing)*
89. Rents payable for the affordable units shall not exceed the maximum amounts allowed under the Federal Low Income Housing Tax Credit (LIHTC) program for households with incomes at 30 percent, 40 percent, 50 percent, 60 percent, and 80 percent of the Washington D.C. Metropolitan Area Median Family Income (including utility allowances and any parking charges) for a 40-year period from the date of initial occupancy of each affordable unit, as applicable. (Housing)
90. Notify the Landlord-Tenant Relations Division Chief at the Office of Housing in writing no less than 90 days prior to leasing. Provide the City with marketing information no less than 45 days prior to leasing, which shall include the affordable rents, fees, property amenities, and contact information for applications. The City shall notify interested parties of the availability of set-aside units. The applicant shall not accept applications for set-aside units until 45 days after providing written notification to the Office of Housing or until the Office of Housing advises the applicant that the information has been distributed and posted, whichever occurs first. (Housing)
91. List all set-aside units at www.VirginiaHousingSearch.com, or an alternative website as identified by the Office of Housing at the time of lease up. (Housing)
92. Provide the City with the records and information necessary for annual compliance monitoring with the Housing conditions for the 40-year affordability period. (Housing)
93. If the development involves Community Development Block Grant (CBDG), Home Investment Partnership Program (HOME), Section 108 loan funds, federal Housing Trust Fund, or other monies provided by the Department of Housing and Urban Development, then the applicant shall consult and coordinate with Staff to ensure that the project complies with all federal environmental statutes, laws, and authorities. (Housing)

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

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).¹

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*

¹ 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 Y 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. Kuenen 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 Y 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. Kuennan 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 # 2025-10024

Project Name: Landbay G, Block G

PROPERTY LOCATION: 601 E. Glebe Road

TAX MAP REFERENCE: 025.01-05-11

ZONE: CDD #10

APPLICANT:

Name: Wesley Housing Development Corporation

Address: [REDACTED]

PROPERTY OWNER:

Name: 601 E. Glebe Road, L.L.C.

Address: [REDACTED]

SUMMARY OF PROPOSAL Multi-unit building with 88 affordable housing units

MODIFICATIONS REQUESTED Modification of the height to setback ratio and tree canopy coverage requirement

SUP's REQUESTED Parking reduction

☒ **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

[REDACTED]
Mailing/Street Address

[REDACTED]
City and State

[REDACTED]
Zip Code

MC Puskar
Signature

[REDACTED]
Telephone #

[REDACTED]
Fax #

[REDACTED]
Email address

revised 09/16/2025

[REDACTED]
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**

601 E. Glebe Road, 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
601 E Glebe Road, Alexandria, VA 22301, Tax Map No. 025.01-05-11 (the "Property")

Dear Mr. Stoddard:

601 E. Glebe Road, 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 Wesley Housing Development Corporation.

Very truly yours,

601 E. Glebe Road, L.L.C.

By: TK

Its: Director

Date: 8/4/2025

Wesley Housing Development Corporation

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
601 E Glebe Road, Alexandria, VA 22301, Tax Map No. 025.01-05-11 (the "Property")

Dear Mr. Stoddard:

Wesley Housing Development Corporation, 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,

WESLEY HOUSING DEVELOPMENT CORPORATION



By: Kamilah McAfee

Its: President, CEO

Date: 7/31/2025

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 Wesley Housing Development Corporation		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 _____ (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
¹ 601 E. Glebe Road, 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 Wesley Housing Development Corporation	see attached	see attached
² 601 E. Glebe Road, L.L.C.	none	none
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.

08/05/2025

Date

Wesley Housing Development Corporation and 601 E. Glebe Road, L.L.C. by M. Catharine Puskar, Attorney/Agent

Printed Name


Signature

DISCLOSURE ATTACHMENT

Wesley Housing Development Corporation

Wesley Housing Development Corporation is incorporated as a Virginia nonstock corporation. A Board of Directors governs the affairs of the corporation. A list of directors is below. The Registered agent of the corporation is Registered Agent Solutions, Inc. This corporation is not a membership corporation.

Board of Directors

Name:

Address:

Kamilah McAfee

Marcia Bradford

Rev. Jay Carey

Brooke Cooper

Michael Cranna
LLC,

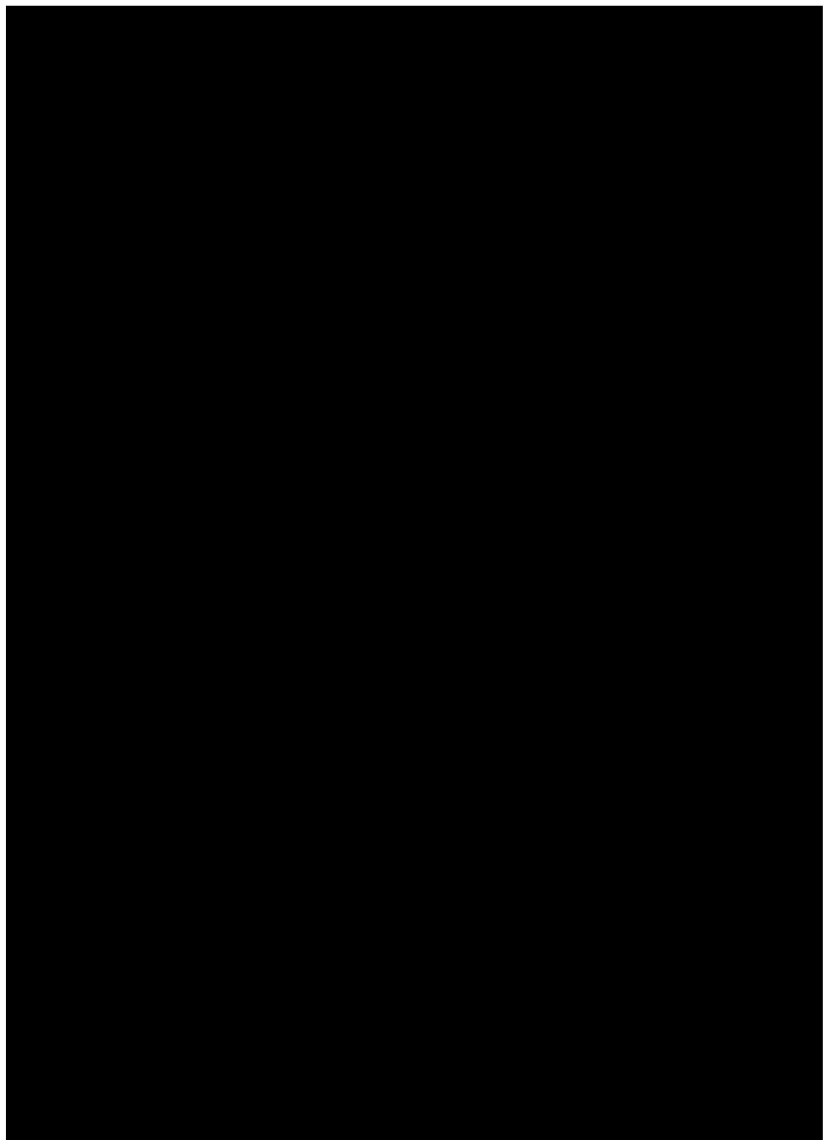
Larry Dickenson

Marlo Goldstein

Kathy Lutman

Nancy Minter

Suzanne Moran



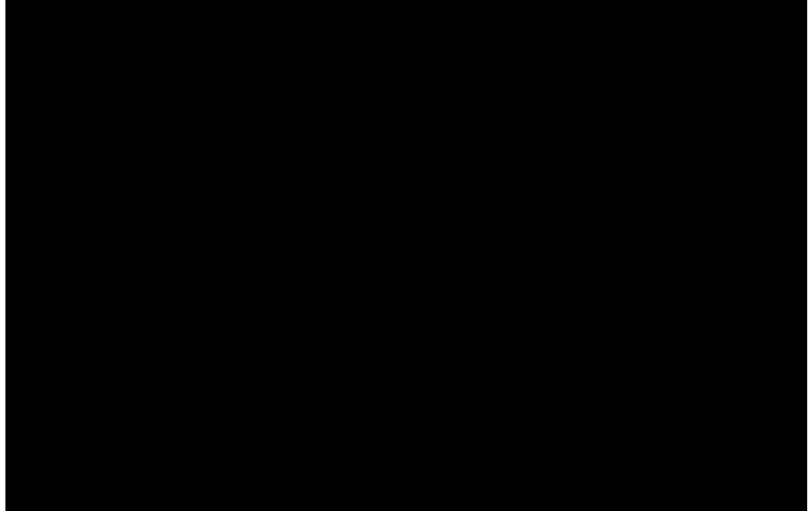
Arianna Royster

Andrew Vincent

Rev. Harold White, Sr.

Malanda Worrell-Worrell

Kenneth Wu



***None of the entities or individuals listed above have any business or financial relationship as defined by Section 11-350 of the Zoning Ordinance**

- 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 will be located internal to the building.

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 use.

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

Typical for the proposed use.

C. How often will trash be collected?

Trash will be collected as often as necessary.

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?

Access to the property will be secure and there is adequate street lighting around the building.

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?

67

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

25	Standard spaces
16	Compact spaces
3	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? loading will occur on E. Glebe Road
- D. During what hours of the day do you expect loading/unloading operations to occur?
Between 7:00 a.m. and 11:00 p.m.
- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?
As often as necessary.

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

Street access is adequate.



APPLICATION - SUPPLEMENTAL

PARKING REDUCTION

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

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

The Applicant requests a SUP for a parking reduction from the required 67 spaces to the proposed total 44 spaces.

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

The proposed parking is adequate to serve the residential units, given the walkability of the area, and the site's proximity to Bus Rapid Transit, other bus routes, bike share stations, bike lanes and the Potomac Yard Metro Station. Many residents who are car-less by choice will choose to rent in Potomac Yard for these reasons.

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

Below grade parking is not economically viable and additional parking is not desirable or necessary given the reasons stated in Number 2 above.

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

_____ Yes. ☒ No.

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

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

For the reasons set forth in response to Number 2 above, the reduction in parking will not have a negative impact on the surrounding neighborhood.

**Potomac Yard Landbay G-G
Affordable Housing Plan
August 5, 2025**

1.0 Project Overview:

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

- **Project Name: Potomac Yard Landbay G, Block G**
- **Project Address: 601 E. Glebe Road**
- **Application Number: CDSP#2024-00021; DSUP # to be assigned**

1.2 A brief description of the proposed development program;

- **The applicant proposes to construct a multi-unit building containing 88 affordable housing units. The multi-unit building will include a range of units varying from 30%-80% AMI.**

1.3 Requested zoning changes or waivers (if any);

- **A Development Special Use Permit with preliminary site plan**
- **Modification of the height to setback ratio pursuant to Section 6-403 of the Zoning Ordinance**
- **Modification to tree canopy coverage requirement**
- **A Special Use Permit for a parking reduction**

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). All proposed units will be provided as committed affordable housing units, which align with the goals of the AHP to establish more affordable housing units at varying levels of Area Median Income. As the concurrently proposed projects on Landbay G, Block B/E and Landbay H will convert commercial square footage to residential square footage to facilitate the build-out of the remaining vacant Potomac Yard parcels, the developers of those blocks have coordinated and partnered with the Applicant to provide the 88-unit affordable housing building on the property.**

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
- **The Applicant is proposing to include a total of 88 affordable units for rent at various AMI percentage rates for a term of 40-years.**
 - **Proposed unit mix and AMI levels:**

Unit Type	80% AMI	60% AMI	50% AMI	40% AMI	30% AMI	Total	Avg. Unit Size
Studio	1	3	3	2	2	11	528 SF
1 Bedroom	1	0	1	1	1	4	606 SF
2 Bedroom	11	16	19	4	4	54	1,001SF
3 Bedroom	6	4	5	2	2	19	1,227 SF
Total	19	23	28	9	9	88	

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, all affordable housing units are provided on-site.**
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;
- **All units in the proposed building will be provided as committed affordable units at a variety of income levels and will have access to indoor and outdoor amenity areas.**

9. Information on proposed phasing and implications such phasing would have on the delivery of proposed CAUs;
 - **The multi-unit building will be constructed in a single phase.**
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
 - **The proposed new building will create jobs typical of an 88-unit multi-unit building.**
12. Any other information the applicant deems relevant to the AHP
 - **None.**

Docket Item #10
Potomac Yard DSUR
12.2.2025

Seaton. Had 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.

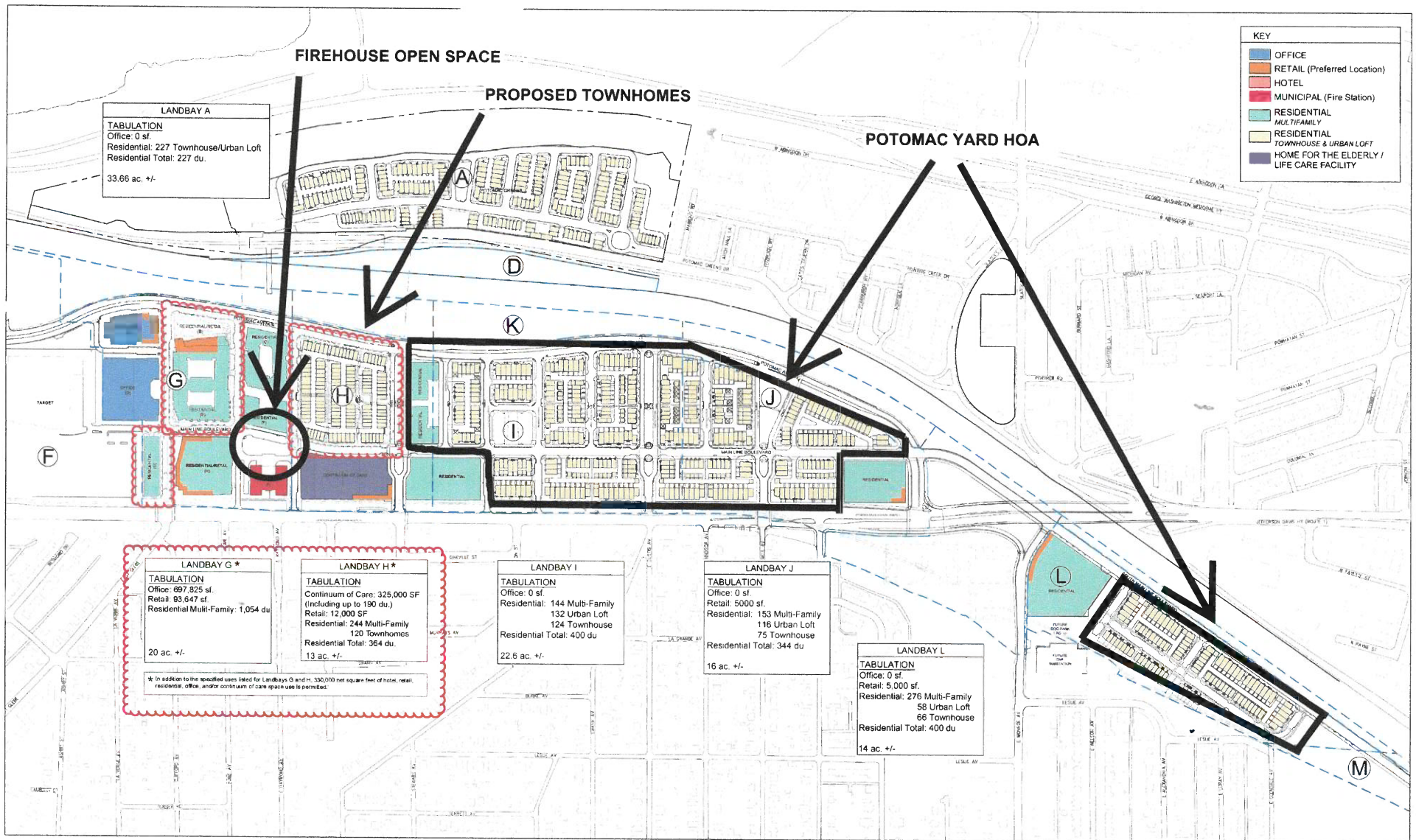
We are of course willing to continue owning and maintaining the parcel until the new development and HOA are up and running. And we would be happy to discuss this further at any time.

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

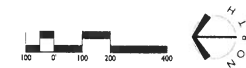


LandDesign

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

Potomac Yard

Concept Plan



JULY 3, 2025 | LDH#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

**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 name "Nathaly" and last name "Zelaya" clearly distinguishable.

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

[EXTERNAL]Planning Commission Vote

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!

**DISCLAIMER: This message was sent from outside the City of Alexandria email system.
DO NOT CLICK any links or download attachments unless the contents are from a trusted source.**

Docket Item #10
Potomac Yard DSUPs
12.2.2025
Melissa Kuennen

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 – 10024³ 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.