

Development Special Use Permit #2025-10023
Encroachment #2025-00008
Potomac Yard Landbay G – Blocks B & E – Mixed-Use Residential
2901 Main Line Boulevard & 2900 Potomac Avenue

Application	General Data	
Project Name: Potomac Yard Landbay G – Blocks B & E Mixed-Use Residential Bldg.	PC Hearing:	December 2, 2025
	CC Hearing:	December 13, 2025
	If approved, DSP Expiration:	December 13, 2028 (three years)
	Plan Acreage:	134,969 SF (3.0985 acres) (proposed dedication)
Location: 2901 Main Line Boulevard 2900 Potomac Avenue	Zone:	CDD #10 / Coordinated Development District #10
	Proposed Uses:	Mixed-Use Residential Building First Floor Retail Town Green
	Dwelling Units:	432 units
	Net Floor Area:	357,490 SF (residential) + 13,196 SF (commercial) + 109,847 SF (above grade parking) = 480,533 SF total
Applicant: MTV Holdco, LLC represented by M. Catharine Puskas, attorney	Small Area Plan:	Potomac Yard/Potomac Greens
	Historic District:	Not applicable
	Green Building:	Meeting Green Building Policy
Purpose of Application		
The applicant requests a Development Special Use Permit with Site Plan to construct of mixed-use residential building with above grade parking and ground floor commercial space.		
Applications and Modifications Requested:		
1. Development Special Use Permit and site plan to construct a mixed-use residential building with ground floor retail space; 2. Special Use Permit for a reduction of required parking 3. Special Use Permit for an additional mechanical penthouse beyond three penthouses 4. Encroachment into public right-of-way for balconies 5. Modification to the height-to-centerline setback requirements on three street frontages		
Staff Recommendation: APPROVAL WITH CONDITIONS		
Staff Reviewers: Robert M. Kerns, AICP, Division Chief robert.kerns@alexandriava.gov Dirk H. Geratz, AICP, Principal Planner dirk.geratz@alexandriava.gov Abigail Harwell, Urban Planner abigail.harwell@alexandriava.gov Kenneth Turscak, Urban Planner kenneth.turscak@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 #2025-10023 - Landbay G, Block B & E, subject to all applicable codes and staff recommendation. The motion carried on a vote of 6-0-1, with Commissioner Ramirez recusing.

On a motion by Vice Chair Koenig, seconded by Commissioner Manor, the Planning Commission voted to recommend approval of Encroachment #2025-00008 – Landbay G, Block B & E, 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 has an interest in the trio of projects.

Vice Chair Koenig noted this proposal is lacking compared to the density proposed in the previous CDD Concept Plan, which had larger buildings, larger open space, better pedestrian permeability. He noted that instead there is a superblock of a building that may block pedestrian mobility around the block. He spoke how the project has improved, because the previous design proposal was completely unrelieved (lacking in building articulation). He is glad the amount of fiber cement has been reduced, and finds the project fundamentally in conformance of the plan with an approximately correct amount of density and will thus reluctantly support this project.

Commissioner Brown agrees with Vice Chair Koenig and that complete agreement is not required for approval.

Chair McMahon noted the parking reduction is good, as it helps to mitigate above-grade parking. She is optimistic about open space facing PY Metro station and sees it as an opportunity for activation like a concert series or movie night that will support retail without needing parking. She hopes the applicant and staff will work to mitigate it being a large building, and likes the proposed art along the southern facade, comparing it to a Crystal City mural for activation and benefits of how the street feels. Chair McMahon asked that further consideration along Glebe Road for how the interior design can be activated for lighting and murals and activation. She is not in favor of mirror finishes for windows and the bike room and wants to make them accessible and finished on the inside walls. Small considerations will help break a big building up to digestible pieces and make it more enjoyable.

Vice Chair Koenig noted his appreciation for how a big building can be broken up, and the entrance at Glebe Road is helpful, as are the facades along Main Line Blvd and Seaton Avenue to activate these frontages. His concern with the building size is that it minimizes options and choice with a mega block and that you're forced to walk for 700 feet around. He hopes the open space will help, but it's been reduced and this is a problem, retail shouldn't be at the end and shouldn't be too little. He believes the design is limiting future growth, but understands that it can be improved with the development for the rest of Potomac Yard, north of this site.

Speakers:

Shelly McCabe, representing the Potomac Yard Homeowners Association (HOA), requested the open space in front of Fire Station #209 be remanded to the new HOA for the townhouses (Block H), because it is contiguous to their properties. Ms. McCabe referenced an original 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 design group was limited in their review. The townhouse project is too big and being rushed unnecessarily. Ms. Kuennan noted the 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.

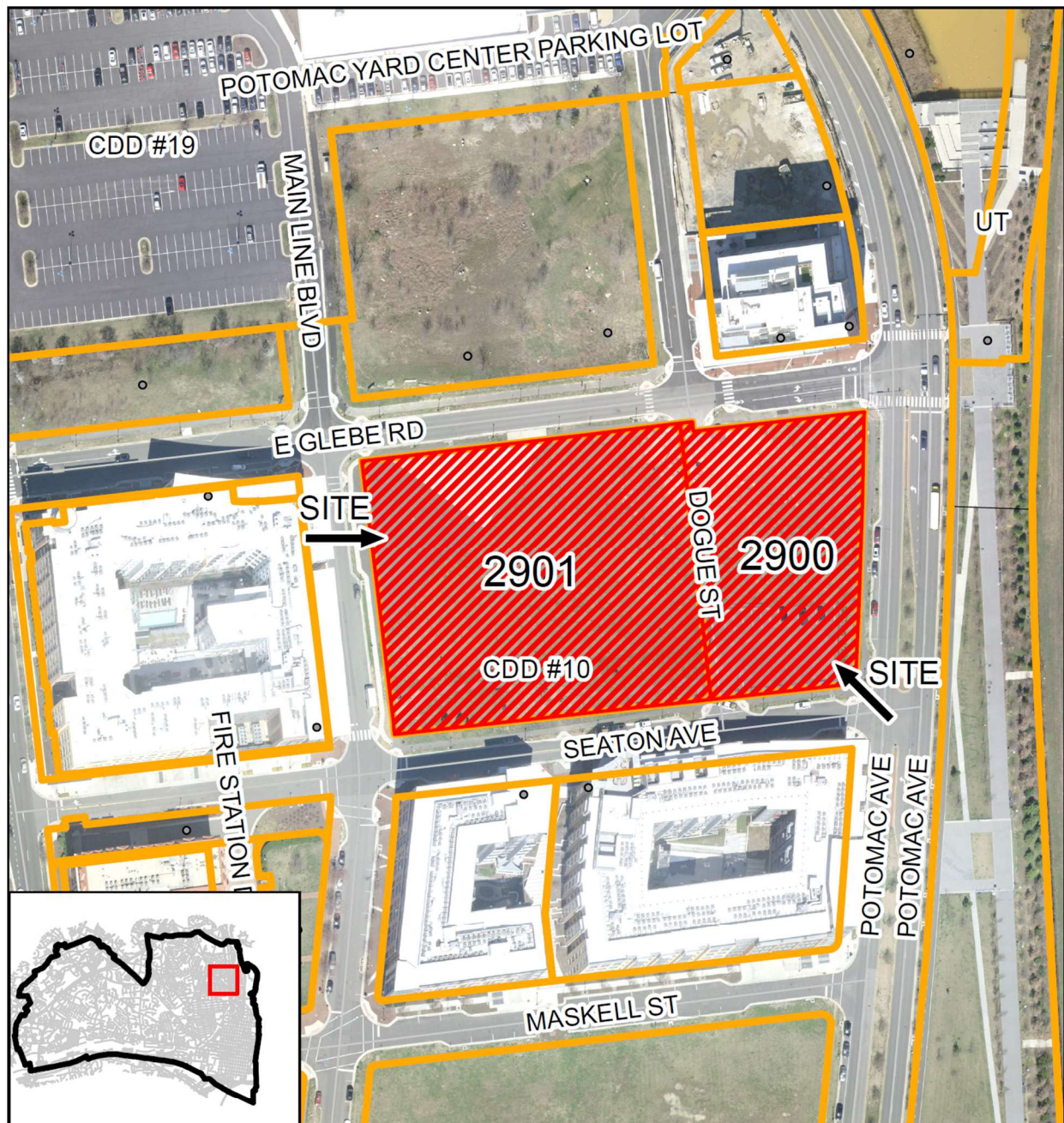
Cathy Puskar, attorney, spoke as a representative of the applicants for all three projects. She spoke about the public outreach process and efforts made to reach out to the community. She highlighted the amount of open space being proposed, as the open spaces and retail were important to the community, 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.

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DSUP#2025-10023
2901 Main Line Boulevard & 2900 Potomac Avenue

0 65 130 260 Feet



I. SUMMARY

A. *Recommendation*

Staff finds Development Special Use Permit (DSUP) #2025-10023 meets the standards of approval to construct a mixed-use residential building and public open space at 2901 Main Line Boulevard, subject to compliance with the staff recommendations. The proposal provides a number of benefits, including:

- A variety of housing types in Potomac Yard;
- Town Center Green with public access;
- First floor retail space;
- Provision of on-site public art;
- Contribution for expansion of Capital Bikeshare station (\$52,500);
- Wider sidewalks and street trees;
- Building construction in compliance with the Green Building Policy; and
- Stormwater improvements with a phosphorus load reduction of 1.08 pounds per year (61% more than required).

B. *Summary of Issues*

The applicant, MTV HOLDCO, LLC, has submitted requests for development of two parcels of land located within Landbay G in Potomac Yard. The site is part of two building blocks, B and E and the designated location of a Town Center Green. The site is bounded by Seaton Avenue to the south, Main Line Boulevard to the west, E. Glebe Road to the north and Potomac Avenue to the east. The proposal consists of a mixed-use building with 432 dwelling units totaling approximately 357,490 net square feet, approximately 13,196 square feet of retail, 20,000 square feet of open space and a 281-space above grade parking garage. Key issues undertaken as part of this review include:

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

II. BACKGROUND

A. *Site Context*

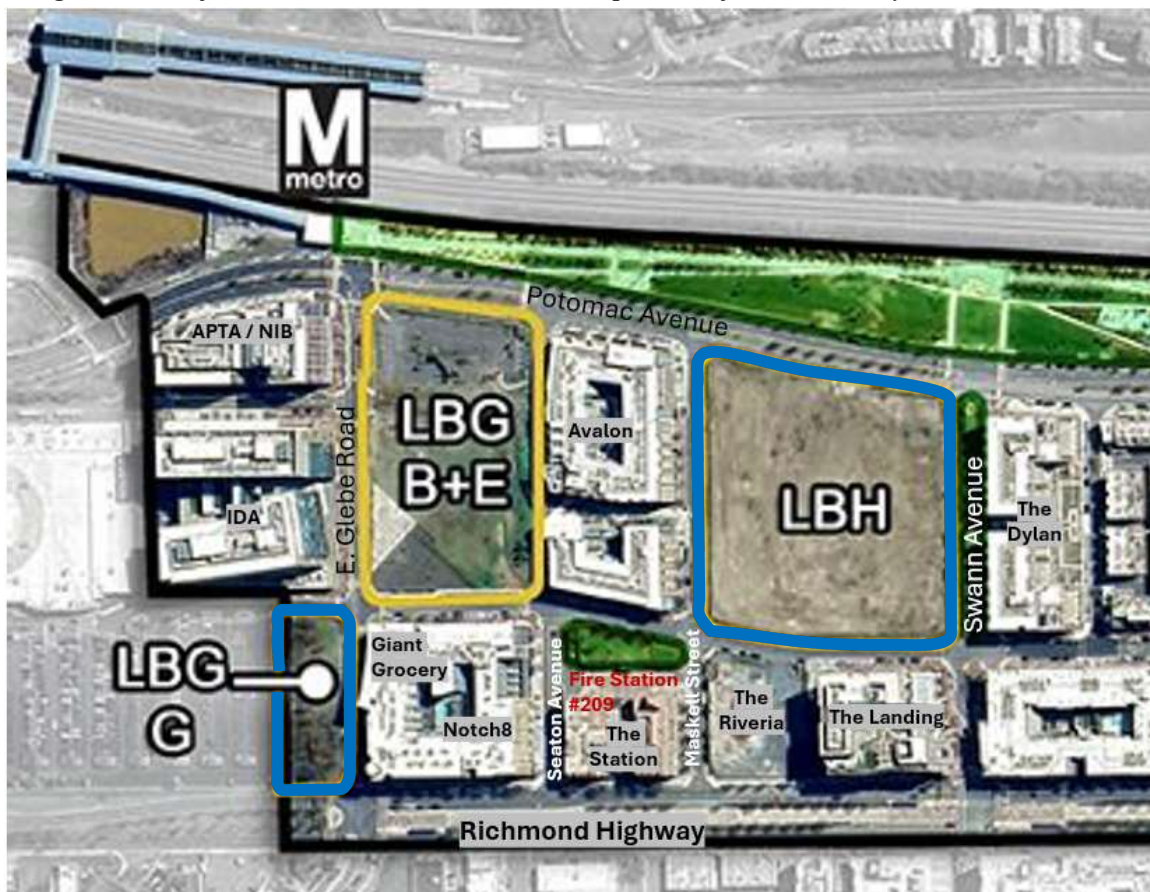
The subject site, Landbay G, Blocks B & E, is one the last three sites in CDD #10 to be developed. The other two sites being Landbay G, Block G, site of the affordable housing project proposal, and a site in Landbay H proposed for townhouses.

The project site is comprised of two lots of record measuring approximately 135,000 square feet square feet and are located in the center of Landbay G. Landbay G was envisioned as the Town

Center for Potomac Yard and allowed for a greater mix of uses and density. Thus, this landbay has several office buildings, multi-unit residential buildings, retail, including a grocery store and a central open space identified as the Town Center Green. The new Potomac Yard Metrorail stations' South entrance pavilion is across the street from the subject site, as shown in the graphic below.

The applicant for this DSUP#2025-10023 is one of three that have partnered together to facilitate the buildout of the last three remaining parcels in Potomac Yard (CDD#10). In addition to the multi-use building, subject of this application and planned for Blocks B and E in Landbay G, the other projects include an 88-unit affordable residential building proposed for Block G in Landbay G and 120 townhouses proposed for remaining block in Landbay H.

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



B. Project Description

The proposal is for a the mixed-use building which includes 432 market rate dwelling units totaling approximately 357,490 square feet, approximately 13,000 square feet of retail, 20,000 square feet of open space and a 281-space above grade parking garage.

Landbay G Town Center

Landbay G is designed to be the identifiable civic “Town Center” for the entire southern portion of the Potomac Yard development. The Town Center is envisioned as a transition between the existing shopping center to the north (North Potomac Yard, also known as Landbay F) and the

primarily residential neighborhoods in the landbays to the south. The focal element of the Town Center is the central open space or park planned for the south side of E. Glebe Road. Higher density buildings with a mix of uses have been built to embrace the park and activate it. The higher density was permitted to support the Metroway transitway and Metrorail Station located immediately adjacent to the site on E. Glebe Road and across Potomac Avenue, respectively.

C. Blocks B and E Background

A development special use permit for Landbay G was approved by City Council in January 2009 through DSUP #2007-0022. The initial approval proposed nine buildings on eight blocks with a mixture of uses, including office, retail, hotel and residential. On Block B, the original proposal was for a 191,455 square foot office building with 11,413 square feet of retail space with eight stories. Block E was approved for two buildings with a combined total of 285,507 square feet of office space with approximately 29,995 square feet of retail uses focused mostly on the Town Center Green. The shape of the Town Center Green and the office buildings that directly border the Green were designed in tandem to create a signature space.

Over the years minor amendments were made to the CDD#10 Concept Plan to provide for desired land use and density and height adjustments that allowed for more flexibility and to address ever changing market opportunities. All but three blocks (B, E and G) have been developed.

The most recent amendments to CDD#10 were adopted in November 2025 through CDD2025-00002. This amendment along with amendments to the Master Plan and Zoning Ordinance adjusted densities and flexibility of uses associated with Landbay G and Landbay H. To avoid losing any existing density, that is not used by the three current DSUP proposals, the amendment added language to the CDD zoning that the remaining unused square footage could be used on either Landbay G or H for a mix of uses including office, retail, hotel and other similar uses.

D. Community Outreach

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

Meetings	Date	Public Attendees
Meetings with various stakeholders	Nov. – Dec. 2024	Unknwon
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

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PYDAC Meeting #3	August 27, 2025	4
P&Z Bi-Monthly Community Update (virtual)	September 2, 2025	51
Applicant Community Meeting #4	September 24, 2025	16
Potomac Yard Civic Association Meeting	September 29, 2025	Unknown
PYDAC Meeting #4	October 8, 2025	0
Alexandria Housing Affordability Advisory Committee (AHAAC) Meeting – Preview	October 15, 2025	7
Parks and Recreation Commission Meeting	October 16, 2025	0
P&Z Bi-Monthly Community Update (virtual)	October 30, 2025	23
AHAAC Meeting – Affordable Housing Plan Review	November 6, 2025	0

Attendance was indicated for meetings either hosted by the applicant or held by the City, with the applicant unable to provide attendee counts for meetings where they were invited to speak. The applicant noted for the public that the necessary amendment applications were being applied for and would require approval prior to approval for development special use permits.

Regarding the three projects, community feedback was mixed. Some residents felt the townhouses were appropriate uses, and the higher density buildings would result in traffic impacts. Others felt that the townhouse development was not dense enough given the proximity to the Potomac Yard Metrorail Station. Additionally, many had concerns about the project's viability under the current market conditions. Those concerned questioned if funding was actually available for the development that the projects would only be half built.

The applicant responded that there are separate developers invested in each site who are prepared to build as soon as possible. The only exception is the affordable housing project, which will require the application for state and federal funding. Other concerns were loss of open space, recreational needs and the lack of neighborhood-oriented retail uses.

In addition to the community outreach and presentations at other civic group meetings, the applicant also presented four times before the Potomac Yard Design Advisory Committee (PYDAC) for the proposed site and building designs. The Committee's recommendation is included as Attachment 1. The vote was 4 -1 in support of the project, with two members absent.

III. ZONING TABLE

Property Address:	2901 Main Line Boulevard & 2900 Potomac Avenue	
Total Site Area:	136,133 square feet 3.1254 acres	
Zone:	CDD#10 / Coordinated Development District #10	
Current Use:	Vacant Land	
Permitted Use:	Hotel, Retail, Residential, Office and Continuum of Care	
Proposed Use:	Multi-unit Residential with ground floor retail	
	Permitted/Required	Proposed
Landbay G Blocks B & E (Project site)	Office & Multi-unit Residential with ground floor retail	Multi-unit Residential with ground floor retail
Net Square Footage Blocks B & E	Minimum of 480,533 SF	Office: 0 SF Retail: 13,196 SF Multi-unit Residential: 432 units 357,490 SF Above Grade Parking: 109,847 SF Total: 480,533 SF
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	3.53
Height	45 feet – 110 feet	85 feet (seven stories)
<i>Setbacks</i>		
Main Line Blvd.	None	4.0 feet
Seaton Ave.		4.5 feet
Potomac Ave.		63.6 feet
East Glebe Road		0.5 feet
Height-to- Setback Requirement	2:1 maximum ratio of building height to setback from centerline of street	2.3 : 1 ratio (at Main Line)
		2.65 : 1 ratio (at E. Glebe Road)
		2.3 : 1 ratio (at Seaton Avenue)
Open Space	1.25 Acres	20,000 SF Town Green 34,036 SF Total
Parking	412 spaces (min) 448 spaces (max)	281 structured parking spaces
Loading Space	1 loading spaces	2 loading spaces
Bicycle Parking	142 spaces	164 spaces
Crown Coverage	33,742 SF(25%)	34,750 SF (25.5%)

IV. STAFF ANALYSIS

Staff supports approval of the applicant's proposal to develop a mixed-use residential building on blocks E and B in Landbay 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.

A. Consistency with Master Plan and Zoning

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

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

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

The proposed mixed-use residential will increase the number of residents in close proximity to Bus Rapid Transit line, the new Metrorail Station and the north-south bikeway through Potomac Yard Park and these new residents will help to support area businesses and enhance the mixed-use character of the area. The proposed development implements the Small Area Plan land use objective that states that "the CDD shall be predominantly residential and mixed use, with the highest densities of uses adjacent to the existing Potomac Yard shopping center and near the Metro station" (PYSAP page 71).

B. Site & Building Design

Site Design

Staff worked collaboratively with the applicant to create a workable solution to the overall site planning. Most of the site will be urban in nature, with the south, west and north street walls built to the edge of the sidewalks, as one would expect in an urban environment. A key organizing design element of the site plan is the relocated Town Green open space. This 20,000 square foot space replaces a larger Town Green that was originally envisioned to be more centrally located within the site. As part of this DSUP the applicant had not originally proposed to include the Town Green. However, after comments from the community and staff about the expectation and desire to have a central gathering area for the greater Potomac Yard community the applicant came back with an attractive design solution. The Town Green was shifted to the east and borders Potomac Avenue with the purpose of providing more exposure to the Town Green and connecting it visually to the Potomac Yard Park across the street. Roughly 13,000 square feet of retail space is planned to front on the Town Green, for enhanced visibility for the future retail tenants, and to support activation of the Town Green.

Image 2: Town Green with first floor retail



The applicant has proposed that a management association or entity be created to both manage and maintain the Town Green as well as program activities to engage the community. These could include, among other activities, live performances, outdoor fitness, pop-up fairs or markets. The open space together with the retail form a mini town center. Additionally, a small gathering space is designed at the corner of E. Glebe Road and Main Line Boulevard as a counterpoint to a similar space across the street at the Notch 8 apartment building.

The 14-foot-wide sidewalks surrounding the site are nearly entirely free of vehicular crossings with the exception of two curb cuts for access to the parking and loading dock. To ensure that the entire sidewalk width falls within City ROW and City maintenance, the applicant will be dedicating approximately 1,000 square feet to City. The streetscape would follow the pattern established for Potomac Yard which includes a grass strip or tree wells for street trees along all four street frontages. Consistent with the Potomac Yard Urban Design Guidelines, sidewalks fronting on Main Line Boulevard, Seaton Avenue and E. Glebe Road would be surfaced in brick. The brick sidewalks will also include the concrete bands that cross the brick sidewalks in random locations, representing rail tracks from the former rail yard. This detail is unique to Landbay G and has been installed with the completed buildings.

Building Design

A key organizing feature of the building are the two interior courtyards around which double loaded corridors of apartments are located. The first floor is occupied by the parking garage, retail facing the Town Green, and amenity spaces for rental tenants along E. Glebe Road. Ground-level walk-out apartments are proposed along Main Line Boulevard and the western end of Seaton Avenue. The remainder of the Seaton Avenue frontage is for back of house elements such as, utilities, loading dock and vehicular access to the parking garage.

The contemporary design of the building adds to the variety of building designs that already exist in Landbay G. The color palette uses black, grey and white bricks and white, lighter greys and espresso colors for the fiber cement siding. The large building facades are broken down with the use of lighter colored windowpane façade sections that project beyond the darker background of the main facade. Interest to the building facades is created by a visible two-story base to the building and using a series of staggered balconies that project out beyond the facades.

This building design was proposed to be clad with brick on the first and second floors and cementitious panels for the upper public facing floors. To minimize the amount of fiber cement,

the applicant has agreed to use metal on key corner locations. This is memorialized in an updated condition #11 and an associated exhibit showing the proposed locations.

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

Applications within Potomac Yard are subject to review by the Potomac Yard Design Advisory Committee (PYDAC) and compliance with the design guidelines. The applicant presented this proposal to PYDAC at four meetings this year. Staff and PYDAC worked with the applicant to achieve compliance with the guidelines and believe that the proposed project generally complies. Some of the major points of compliance are as follows:

Creating Neighborhoods

The proposed multi-unit residential building reinforces the vision established in the Urban Design Guidelines to provide compact, pedestrian-friendly and mixed-use neighborhoods within Potomac Yard. This project introduces a mix of land uses, including the Town Green, which will create a central activity space for residents and workforce that will assist in creating a more dynamic neighborhood. The design approach was taken in response to comments received from the public and PYDAC concerning the need to have a community focal point for gathering in the Potomac Yard neighborhood.

Pedestrian-Friendly Environment

Streetscape improvements, including unobstructed 14-foot-wide sidewalks, street trees and pedestrian scale lighting are proposed on each frontage. The unobstructed sidewalks reinforce the pedestrian friendly and safe environment established throughout Potomac Yard. The Town Green provides a neighborhood amenity that meets the principle of providing this pedestrian focused open space and creating a gathering space in Potomac Yard. To further activate the Town Green, retail entrances are located adjoining this open space and facing the Potomac Avenue and the Metro station. Lobby entrances to the residential portion of the building are located at the intersection of E. Glebe Road and Main Line Boulevard and near E. Glebe Road opposite Dogue Street. The frontage along E. Glebe Road will be activated by first floor amenity spaces with floor to ceiling glazing to provide open views into these spaces.

Mixed-Use Development

The proposal is consistent with the CDD Concept Plan approval, which identifies these two blocks for mixed use. The proposal for a residential building with retail and creation of the Town Green open space is consistent with the CDD Concept Plan and the previous Landbay G approval, which identified Blocks B and E as a key location for a community retail that will add to the heart of the Town Center. This retail space will complement the Giant food store to the west and the retail space located just north in the NIB building. In addition to other residential buildings in Landbay G, this Landbay is home to three office buildings providing nearly 700,000 square feet of office space. This project will provide a density of mixed-use residential development that will support future retail, and service uses envisioned for the Town Center.

Building Design

The proposed building design meets the intent of the urban design guidelines with regard to the urban standards, including frontage, orientation, height, massing and setbacks, as well as the basic architectural standards, including a variety of fenestration, materials and architectural elements. This project will complete the eastern end of the Landbay G commercial hub with on-

site retail and Town Center Green. Pursuant to the Guidelines, the parking is fully concealed from the exterior and the parking entrance and loading dock are located on the least traveled street.

During their review at their June 16 meeting, PYDAC made several design recommendations regarding the general direction of the building and site design, including the desire to provide a Town Green as originally envisioned in the Design Guidelines and to add retail. Additional comments included how to better address the central walkway terminus at the new building, both in the ground plane and the abutting southern building façade. Following the June meeting, the applicant design team worked with staff to refine the site design by adding a Town Green to the east end of the site. The building design refinements included adding retail on the first floor and relocating the main residential building with the intent of activating the Town Green. These refinements were presented at the August 27 PYDAC meeting.

During their final meeting on September 24, PYDAC made the following observations:

- Concern on community path stopping at blank wall with dog relief station.
- Could have provided better town center as two separate buildings.
- Building elevations are too long.
- Park is only 1/2 acre instead of 1.25 acres minimum called for in design guidelines.
- Should have more activation at street level and missing an opportunity by not having more mixed use.
- Proposal fits with the spirit of the guidelines.

Following their deliberations, PYDAC recommended supporting this project (on a vote of four to one), noting the proposal for the mixed-use residential building generally respected the Potomac Yard Design Guidelines, as summarized in the four criteria above. A letter of recommendation from PYDAC is attached as Attachment #1.

D. Special Use Permit Requests

The development site plan application includes two special use permit requests including:

- a. Request for additional penthouses above three penthouses, and
- b. Request for a decrease in on-site parking.

Penthouses

The applicant is requesting a Special Use Permit for one additional penthouse pursuant to Section 6-403(B)(3) of the Zoning Ordinance which permits more than three mechanical penthouses per building. The building design proposes three combined elevator / stairwell penthouses and one stair only penthouse for accessing the roof. The number of penthouses is commensurate with the size of the building.

Section 11-500 of the Zoning Ordinance directs staff to review the potential impact of the Special Use Permit request to assess potential negative impacts of the request and 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 applicant has limited the impacts of the penthouses by integrating them into the overall building design and notes that the stairs in the penthouses enhance safety for building residents in the event they need to exit during an emergency.

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

The number of penthouses is commensurate with the size of the building. From a design perspective, the penthouses are located away from the building edges, making them less visible as well as adhering to the 15-foot height limit for penthouses.

Will substantially conform to the Master Plan of the City:

The penthouse will be visually incorporated into the overall building design, thus the request is in conformity with the Master Plan.

Reduction in Required Parking

The applicant is requesting a Special Use Permit for a 131-space decrease in the off-street parking requirement, providing 281 spaces rather than the minimum of 412 spaces required per the Zoning Ordinance. Staff supports this reduction because the walkability of this site to shopping, including the Giant grocery store across the street, CVS two blocks away, Potomac Yard shopping to the north and the onsite retail proposed as part of this project. Furthermore, this site is in close proximity to the Potomac Yard Metrorail station, on the route of the Metroway Bus Rapid Transit and adjacent to the north-south bike trail through Potomac Yard Park.

Section 11-500 of the Zoning Ordinance directs staff to review the potential impact of the Special Use Permit request to assess potential negative impacts of the request and 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 131 spaces will result in fewer cars on the street and an increased usage of the transit options in the neighborhood. Since the building is market-rate, people who want to have additional vehicles will choose alternatives with additional parking spaces.

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 the number of transit options will offset the need for all residents to have cars. In addition to the transit options, the neighborhood is designed with an extensive network of sidewalks and walking trails, and bicycle only facilities.

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 supports the request for site plan modifications regarding the height-to-setback ratio requirements pursuant to Section 6-403(A). This code requirement stipulates that in all height districts, the allowable height of a building at any point shall not exceed twice the distance from the face of the building at that point to the centerline of the street facing such building. The applicant is requesting this modification along three street frontages, along E. Glebe Road, Seaton Avenue and Main Line Boulevard. Staff finds 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.
3. That such modification will not be detrimental to neighboring property or to the public health, safety and welfare.

The requested modifications are desirable in this instance:

The height-to-setback requirement modification from the standard 2 to 1 ratio is requested on three facades of the building located on Main Line Boulevard, E. Glebe Road, and Seaton Avenue. For Main Line Boulevard and Seaton Avenue it represents a ratio of approximately 2.3 to 1 and a ratio of approximately 2.65 to 1 along E. Glebe Road frontage. It should be noted that the proposed 85-foot building height is well within the permitted height limit of 110 feet.

This type of modification is a result of the variable street and block sizes coupled with the approved building heights pursuant to the Small Area Plan and the CDD #10 Height Map. The Small Area Plan anticipated taller buildings in this portion of Potomac Yard as the Blocks approached the Town Center in Landbay G and Landbay F (North Potomac Yard). Additionally, staff believes the modifications are desirable given that the proposed building is appropriately setback while supporting the continued street wall consistent with the urban development pattern broadly recommended in the Design Guidelines and Standards. Similar modifications have been approved for other projects within Potomac Yard to create a more urban environment.

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

Regarding the height-to-setback requirement, the building has been designed in such a way that break down the size of the building through the design of the facades with the white colored projected sections, a significant building stepdown at the retail space, and through other architectural details, like the balconies. The building also complies with the streetscape standards pursuant to the Potomac Yard Design Guidelines as well as heights as proposed by the CDD height map. The proposed height of the subject building is 85 feet. The nearby office and residential buildings in this Landbay range from approximately 68 feet to 132 feet in height.

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

Given the established nature of street grid and block sizes the requests for the height-to-setback modifications are consistent of the vision for the more urbanized blocks at the northern end of Potomac Yard. The modification request to this standard is consistent with similar request previously approved in Potomac Yard, especially in Landbay G. Thus, staff believes that their

approval would not be detrimental to neighboring property or to the public health, safety, or welfare, but rather add to the urban environment envisioned for Landbay G.

F. Encroachment Request – ENC #2025-00008

Staff supports the request for balcony encroachments into City rights-of-way as proposed. The mixed-use building will have several at-grade entrance stoops for the units fronting Seaton Avenue, with projecting balconies for the units directly above. Although the stoops are considered permitted encroachments, the balconies are not and require encroachment approval. These encroachments occur in seven areas in the E. Glebe Road right-of-way and in five areas in the Seaton Avenue right-of-way. Each balcony projection, on E. Glebe Road, measures 12 feet by 1 foot (12 SF) and on Seaton Avenue each balcony projection measures 12 feet 0.5 feet (6 SF). Thus, the total encroachment on E. Glebe Road and Seaton Avenue is 84 SF and 24 SF respectively. For more details see the encroachment plat - attachment #2.

The City updated the City Code section related to encroachments (Section 5-2-29) in 2023 to simplify the review and administrative approval process of encroachments. The City permits the proposed balcony encroachments if the encroachment case is approved by City Council and an encroachment ordinance is adopted. The balcony encroachments occur above the right-of-way and their inclusion in the design does not impact the at-grade pedestrian experience because the balconies are located 20 feet the sidewalk. The proposed projections add architectural variation and visual interest to the facade, and reflects a more residential and human scale for the new building.

G. City Policies

Affordable Housing

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

As the proposed project will transfer density from Landbay H to Landbay G, Blocks B/E and convert commercial square footage to residential square footage to facilitate the build-out of the remaining vacant Potomac Yard parcels, the Applicant has coordinated with its development partners to provide the 88-unit affordable housing building on Landbay G, Block G.

Green Building

The applicant has indicated the project will meet the 2019 Green Building Policy by achieving LEED Silver for New Construction (NC) v4. The building is planned to achieve a 14% energy cost savings through a whole-building energy modeling approach to achieve an effective balance of all building systems with the goal of improving energy performance.

Other elements to improve building performance include:

- Installation of high-efficacy LED light fixtures through the interior of the building.
- 50% reduction of potable outdoor water usage during the peak watering month by selecting native and adaptive plantings and a high-efficiency irrigation system using drip irrigation.

- 40% reduction of interior water use reduction through the use of low flow plumbing fixtures and ENERGY STAR
- An indoor air quality plan will be implemented by using low emitting interior materials and designing each living unit to allow filtered outdoor air directly into each unit.
- Five percent of the project's parking spaces will have electric vehicle chargers.

Public Art

The applicant is currently proposing to include on-site public art pursuant to the City's Public Art Policy. Staff supports the applicant's siting of the public art, proposed mid-block, on the façade facing Seaton Avenue at the terminus of the central pedestrian walkway. The art will be a mural that will span the area of the building on the first floor that has blank wall space due to the necessary utility uses located in this part of the building. The mural will provide visual interest that will draw pedestrians past the space and lead you towards the Town Center Green and the Metro Station beyond. The final design of the mural art will be determined during the Final Site Plan process.

H. Stormwater

The proposed redevelopment will disturb approximately 3.94 acres and result in a net decrease in impervious area compared to existing site conditions. Water quality treatment for the site will be provided by the existing Wet Pond P-2, as approved under the 2004 Potomac Yard Stormwater Management Master Plan. Use of this facility will achieve a reduction of 1.08 pounds of total phosphorus per year, exceeding the required reduction of 0.67 pounds per year. The use of this existing wet pond also complies with the City's 65% phosphorous removal through non-proprietary BMPs requirement. In addition, 100 percent of the on-site impervious area will be treated through this stormwater strategy, complying with the City's water quality volume default requirements.

I. Open Space

Staff supports the applicant's open space plans for the project. The CDD Concept Plan, and conditions as amended over time, have stipulated the specific locations in each landbay at which parks, and other open spaces are required to be constructed throughout Potomac Yard. All of the parks and opens spaces have been completed. A Town Green was approved as part of the original DSUP that approved all nine buildings for Landbay G with DSUP#2007-0022.

Though not specifically required by the Concept Plan, the Design Guidelines did call out a 1.25 acre centrally located Town Green. The applicant is providing a Town Green to acknowledge the previous proposal for such an open space as well as other private open spaces at grade and above grade. This includes a 20,000 SF Town Green with public access, 3,000 SF of private grade level open space and 11, 036 SF of private open space in two above grade courtyards. Thus, a total of 34,036 SF or 25% open space is being provided as shown in the table below.

Open Space	Amount
Total Required	25% of Site
Total Proposed	34,036 SF (25% of site)
Ground Level	23,000 SF
Above Grade	11,036 SF

Publicly Accessible	20,000 SF
Private	14,036 SF

J. Canopy Coverage

The existing site currently has no landscaping or trees. A total of 79 new trees are proposed. As shown in the table below, the project is meeting the required 25% canopy cover through the planting of 42 new trees on-site. Though not counted towards the canopy coverage, an additional 37 street trees are proposed.

Total Proposed Canopy Cover	25.5%
Preserved Trees	0%
Proposed Trees	100%
Existing Trees*	0
Preserved Trees	N/A
Removed Trees	N/A

K. Parking, Traffic and Loading

The parking for the proposed building consists of a two-level, 281-space above-grade garage that will be shared by residents as well as for retail shoppers and visitors. Of the total spaces provided, 144 spaces are designed to be standard-sized, 129 spaces will be compact-sized, eight spaces will be handicapped-accessible. Of the total 281 parking space, 26 will be dedicated retail parking. The proposal requests a parking reduction from the required minimum 412 spaces per the Zoning Ordinance. Upon completion of the project there will be 24 on-street parking spaces for public parking, four of which are dedicated short-term parking.

Bicycle parking will be provided for both public use and for the tenants of the building. A total of 24 bicycle parking spaces are planned within the public sidewalks in four locations. Another 140 spaces are provided for tenants of the building only in a bicycle storage room located on the ground floor with direct access to the outdoors.

Traffic Analysis

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

Land Bay G-B/E is projected to generate 273 fewer total AM peak hour trips and 319 fewer PM peak hour trips compared to the CDD trip generation rates. The directional splits of entering and exiting vehicles changes with the modification from primarily commercial to primarily residential land use densities. As a result, some directional volumes resulted in a slight increase in trips, while the other directional volumes resulted in a decrease in trips. The total trips in and out during the peak hours remain fewer than the previously approved commercial uses identified in the CDD, with weekday daily vehicular trips are projected to decrease by 1,738 trips.

When taken in aggregate with the other two projects, the proposed development will generate over 1,000 fewer peak hour vehicular trips than the remainder of the approved development during both AM and PM peak hours. When split by parcel, the proposed development will generate fewer net peak hour vehicular trips during both the AM and PM peak hours as compared to the remaining approved development on each parcel. The results of the existing network volume comparison indicate an additional reduction of nearly 1,200 peak hour vehicles from 2019 volumes to 2024 volumes, which further confirms that the total vehicular load on the transportation network would be far less with the proposed condition than with what was previously analyzed and approved. In accordance with the City of Alexandria Transportation Planning Administrative Guidelines, given that the proposed development does not generate 50 or more net new peak hour trips, but instead represents a reduction in vehicular trips overall and for each development block when compared to the approved land uses, a multimodal transportation study is not required for the proposed development.

Loading, Trash and Deliveries

The applicant has provided two loading bays to serve this building. The loading bay is located on Seaton Avenue, east of the entry to the building's parking garage. The loading bay is designed to hold two trucks side by side and will be used for trash pickup as well as for delivery vehicles. Trash rooms are conveniently located adjacent to the loading dock for both for retail tenants as well as one for the residential tenants.

The building will have a mailroom and lobby area. The mailroom 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. This will prevent packages from being left at the front doors of the two buildings.

L. School Impacts

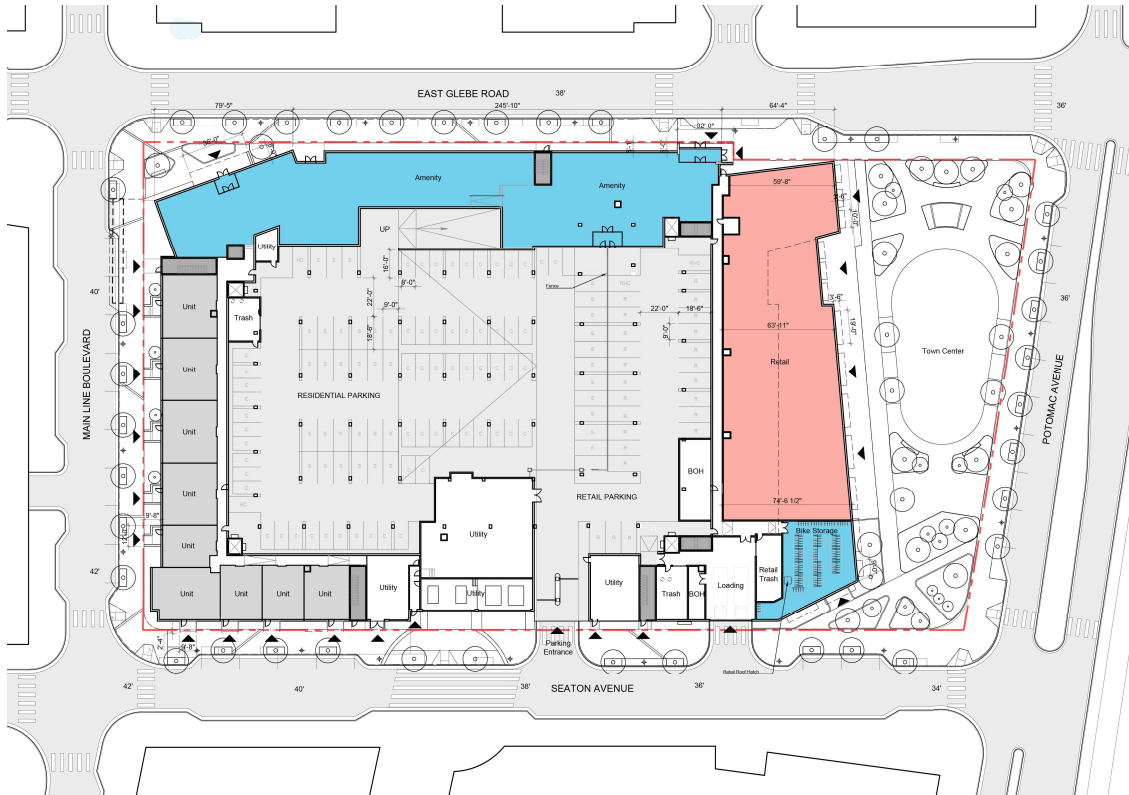
Alexandria City Public Schools (ACPS) and the City of Alexandria estimate the number of new students expected to join the school system based on historical enrollment and residential property data. The applicant proposes to construct 432 residential units. Pursuant to the current Student Generation Rate jointly developed by ACPS and the City, the proposed development could generate approximately 13 students. The students from this development would be included in the enrollment forecasts that are used to plan school capacity improvements.

The neighborhood is in the attendance area for Jefferson-Houston PreK-8 and Alexandria City High School. Students would be distributed over all grade levels. Jefferson-Houston has a capacity for 734 students and its utilization status is 79.29%. The high school has a capacity of 2,928 at the King Street campus and 1,600 at the Minnie Howard campus with utilization rates of 102.70% and 97.88%, respectively.

V. CONCLUSION

Staff finds that Development Special Use Permit #2025-10023 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.

VI. GRAPHICS



Site Plan



Perspective from the Northeast looking over the Town Center Green



Perceptive looking southeast at intersection of E. Glebe Road and Main Line Boulevard.

VII. STAFF RECOMMENDATIONS

1. The Final Site Plan shall conform substantially with the preliminary plan dated September 15, 2025, and comply with the following conditions of approval.

A. SITE PLAN

2. Per § 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless the applicant commences substantial construction of the project within 36 months after initial approval and the applicant thereafter pursues such construction with due diligence. The applicant shall provide a written status report to Staff 18 months after initial approval to update the City Council on the project status if they have not yet commenced substantial construction. The applicant may petition to extend the validity period after adequate notice and a public hearing. (P&Z)
3. Submit the plats and associated deeds for all applicable subdivisions, vacations, dedications, and easements identified in the Preliminary Plan dated September 15, 2025. The applicant must obtain approval of the plat(s) and signature on associated deeds prior to or concurrent with Final Site Plan release. Provide proof of recordation prior to the release of the first building permit. (P&Z) (T&ES) (RP&CA) *, **
 - a. Provide public access and utility easements to the satisfaction of the Directors of P&Z and T&ES. Easements shall be consistent with the preliminary site plan.
4. Property rights to be conveyed by easement to the City may instead be conveyed by dedication (fee simple) to the City subject to the satisfaction of the Directors of P&Z and T&ES. (P&Z) (T&ES)
5. 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.
6. 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 underground/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. **
7. 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

8. 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) *
9. 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) *
10. 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 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.

11. 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 plans dated September 15, 2025, and the following conditions. Provide this information regarding materials and design to the satisfaction of the Director of P&Z prior to Final Site Plan release: (P&Z) (Code) (OCA) *
 - a. Where fiber cement façade panels are permitted where visible from the public right-of-way, they shall not use a wrap-around trim for mounting to the substructure but may use either a batten system to conceal the joints or a rainscreen type installation. If exposed fasteners are proposed, they may be either concealed or if exposed, shall be finished to match the adjacent panels and their location integrated into the overall design.
 - b. The underside of all balconies facing the public ROW shall be finished and present a visually cohesive appearance.
 - c. The applicant shall revise the materials of all solid components on the “A” corner features identified in the attached Exhibit 1, dated November 21, 2025, from fiber cement to metal above the brick base.
 - d. 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.
 - e. The recessed or projecting depth of brick rustication must be a minimum of 3/4 inches.
 - f. Unless shown otherwise on the approved plans, where plane changes in facades are proposed, they shall generally not be less than two feet.
 - g. Unless shown otherwise on the approved plans, where dissimilar materials meet, they must typically meet at an interior corner and where that is not possible, such transitions shall occur at a significant plane change or reveal.
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 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.
- b. Before ordering final building materials, provide a materials board that includes all proposed materials and finishes prior to Final Site Plan release. The materials board shall remain with P&Z until the issuance of the final Certificate of Occupancy, when Staff will return all samples to the applicant. (P&Z) *, ***
- c. Materials may be modified or substituted only if in substantial conformance with the Preliminary Site Plan approval and to the satisfaction of the Director of P&Z. *
- d. Drawings of mock-up panel(s) that depict all proposed materials, finishes, and relationships as part of the Final Site Plan. *
- e. An on-site mock-up panel using the approved materials, finishes, and relationships shall be constructed for Staff review and approval. Per VCC108.2 concrete or masonry mock-up panels exceeding 6-ft. require a building permit. The panel(s) shall be constructed and approved prior to vertical (above-grade) construction and before ordering building materials. Locate the panel so that it receives sunlight from the same predominant direction as will the finished structure. **
- f. The mock-up panel shall remain on-site, in the same location, and visible from the right-of-way without entering the site throughout construction until the issuance of the first Certificate of Occupancy. ***

B. OPEN SPACE/LANDSCAPING

14. Develop a palette of site furnishings for review and approval by Staff prior to Final Site Plan release. (P&Z) (T&ES) *
15. Site furnishings may include benches, bicycle racks, trash bins, recycling receptacles, shade structures and other associated features. City standard materials are mandatory in all furnishings in the public right-of-way.
16. Provide material, finishes, and architectural details for all retaining, seat, decorative, and screen walls prior to Final Site Plan release. Indicate methods for grade transitions, handrails, directional changes, and above and below-grade conditions. Coordinate with adjacent site and building conditions. The design and construction of all walls shall be to the satisfaction of the Directors of P&Z, T&ES, and Code. (P&Z) (T&ES) (Code) *
17. Post sign(s) stating that the Town Center Green is open to the public, noting any operating hours, other restrictions, and contact information to facilitate reporting

of issues. Show the sign locations and design on the Final Site Plan and install the signs prior to the issuance of the first Certificate of Occupancy. (P&Z) *, ***

18. The Applicant(which includes any successors or assigns, or other entity responsible for the Town Center Green) shall ensure the maintenance, programming and activation of the Town Center Green by coordinating programming and events throughout the year. Such programming and events shall occur at least once a month, at a minimum. Programming and events may include, but are not limited to, yoga and/or other fitness classes, farmers markets, art shows, movie nights, performances, games, and/or festivals. The Applicant shall work with the neighborhood and City to accommodate requests for use of the space for programming by others, and shall not charge a fee for such use, except that the party/entity responsible for such an event must enter into an agreement with the Applicant to pay for any operational costs associated with the event and to meet the Applicant's reasonable requirements for utilization of the Town Center Green. (P&Z) *

C. ARCHAEOLOGY

19. 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) *
20. 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

21. 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) *, ***
22. Construct all concrete and brick sidewalks to City standards, which allows for concrete bands in the brick sidewalks pursuant to the design guidelines. The minimum unobstructed width of newly constructed sidewalks shall be 10 feet.
 - a. All brick sidewalks shall comply with the City's Memo to Industry 23-01.
 - b. Sidewalks shall be flush across all driveway crossings.

E. PARKING / CURB MANAGEMENT

23. Unbundle all residential parking (i.e., the cost to purchase or rent a parking space is separate from the cost to purchase or rent the residential unit). (T&ES)

24. 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) ***
25. 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) *
26. 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)
27. Show all existing and proposed on-street parking controls and restrictions on the Final Site Plan. The Traffic and Parking Board must approve any on-street parking changes after Signature Set approval. (P&Z) (T&ES) *
28. 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.
 - b. Provide signage, striping, or other means to direct people to indoor and covered bicycle parking areas within the private property. Show the proposed signage, etc. prior to release of the Final Site Plan and install the signage, etc. prior to issuance of the Final Certificate of Occupancy. 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) *, ***
29. Provide these electric vehicle chargers: (1) Level 2 chargers equal to at least two percent of the required parking spaces rounded up to the next whole number parking space and (2) one publicly accessible Level 3 DC Fast Charger (minimum 30kW charger) in a location accessible to residents and guests. (OCA) *, ***
30. At least 3 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

- 31. 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) *, **, ***, ****
- 32. 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.
- 33. 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.
- 34. 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.
35. 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.
36. 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) **
37. 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) *

B. TRANSPORTATION

A. STREETS/TRAFFIC

38. 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) ****
39. Slopes on parking ramps to garage entrances and exits shall not exceed 15 percent. For slopes 10 percent or greater, provide trench drains connected to a storm sewer to eliminate or diminish the possibility of ice forming. The slope on a ramp with parking or used for egress shall not exceed 6.5 percent. For non-parking ramps with slopes of 10 percent and greater, provide a minimum of 10 feet in length transition slopes at the top and bottom of the ramp. The transition slope shall be half the difference in slope between two adjacent sections. Provide final design

prior to Final Site Plan release subject to the satisfaction of the Director of T&ES.
(T&ES) *

40. Furnish and install two 4-inch Schedule 80 PVC conduits with pull wires, under the sidewalks to a depth of 3-feet on *Main Line Boulevard, Glebe Road, and Seaton Avenue*. Conduit is not required on Potomac Avenue as it already exists. Terminate these conduits in an underground junction box meeting VDOT standards and with a tier 22 or higher lid labeled “COA”, at each end of the conduit line and integrate conduits into existing “COA” junction boxes located on Potomac Avenue. In addition, integrate the conduit along East Glebe Road with the conduits to be installed of a similar nature associated with DSUP2025-10024. 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) *, ***
41. 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) ****
42. Provide shared-lane markings (“Sharrows”) centered on the lane along the property’s frontage with East Glebe Road. per the City’s Alexandria Mobility Plan, the City’s Complete Streets Design Guidelines, and all other applicable Small Area Plans and Design Guidelines, to the satisfaction of the Director of T&ES. All proposed bicycle facilities shall be shown on the first final site plan and installed prior to the first Certificate of Occupancy. (T&ES) *, ***
 - a. All bicycle infrastructure, including, but not limited to, pavement markings, hardscape, signage, and signals shall be installed in accordance with the latest editions of City’s Complete Streets Design Guidelines, the National Association of City Transportation Officials’ Urban Bikeway Design Guide, and the AASHTO Guide for the Development of Bicycle Facilities.
 - b. Provide routing signs on on-street bicycle facilities consistent with guidance from AASHTO, NACTO, and MUTCD.
43. Finalize street names and addresses for mail delivery (addressed per the front door); for loading docks and entrances (addressed per the loading dock/loading entrance), and, for emergency services (addressed per street access), prior to Final Site Plan release. (P&Z) (T&ES) (GIS) *

B. TRANSPORTATION MANAGEMENT PLAN

44. 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. ***
45. 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)
46. 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

47. Show all existing and proposed 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. The final design of the bus stop shall meet City standards to the satisfaction of the Director of T&ES, available at: www.alexandriava.gov/6548.(T&ES) (Code) *
48. Bus stop ID# 4001112 shall follow the WMATA Guidelines for the Design and Placement of bus stops current at the time of preliminary plan approval, including the DASH-specific requirement that bus stop boarding pads must be at least 35-ft. wide, to the satisfaction of the Directors of P&Z and T&ES. Submit the locations and designs 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) *, ***
49. Ensure 14' (foot) width sidewalk to be provided directly in front of the existing bus stop area, inclusive of a standard 5'x8' ADA boarding area.

50. 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.

D. ENCROACHMENT

51. Neither the City nor any Private utility company will be held responsible for damage to the private improvements in the public right-of-way during repair, maintenance, or replacement of any utilities that may exist within the area of the proposed encroachment. (T&ES)
52. The applicant is responsible for replacement and repairs to adjacent public right-of-way, including any areas damaged during construction of the encroaching element. (T&ES)
53. Within the encroachment areas identified in the metes and bounds exhibit and plat or plan of encroachment, the applicant may not erect any additional equipment or structures or enlarge or intensify any existing equipment or structures without prior approval of the Directors of P&Z and T&ES. No administrative changes may be made after approval of the encroachment ordinance. (P&Z)
54. The applicant shall bear all costs associated with the removal of any infrastructure installed within the encroachment. (T&ES)
55. The applicant shall obtain City Council approval of the encroachment ordinance prior to Final Site Plan release. (P&Z) (T&ES) *
56. Sheet piling and shoring, support of excavation shall not extend beyond the property line, except when the applicant has obtained a written release or encroachment from adjacent property owners which has been reviewed prior to Final Site Plan release and recorded in the Land Records prior to the release of the first building permit. (P&Z) (Code) *, **

C. PUBLIC WORKS

A. WASTEWATER/SANITARY SEWERS

57. Connect discharge from pool(s) to the sanitary sewer. (T&ES)

B. UTILITIES

58. 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)

59. Do not locate transformers and switch gears in the public right-of-way. (T&ES)
60. The City shall own and maintain all new fire hydrants on public streets. The applicant or their representative shall own, inspect, test, and maintain all hydrants within private properties as well as on private streets. Install hydrants prior to issuance of the first Certificate of Occupancy. (T&ES) ***

C. SOLID WASTE

61. The point of collection shall not be in a public right-of-way and shall not hinder or interfere with parking, traffic, or pedestrians. All trash collectors for the project site must take their trash to the Alexandria/Arlington waste-to-energy facility (T&ES)
62. Purchase and install three public space trash receptacle(s) and three public space recycling receptacle(s) to the satisfaction of the Director of T&ES prior to Performance Bond. (T&ES) ****
 - a. Trash receptacles shall be Victor Stanley Ironsites Series model SD-42 black receptacle with Dome Lid.
 - b. Recycling receptacles shall be Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid, approved dome decals, and approved band dedicated to recycling collection.
63. Place the receptacle(s) in the right-of-way and parks. In general, locate receptacles along the property frontage and at convenient locations in the vicinity of the site as approved by the Director of T&ES and shown on the Final Site Plan.
 - a. To the extent that the receptacles cannot be located where accessible for public collection, the applicant may agree to placing approved containers on private property and contract for private collection, disposal, and maintenance.
 - b. The applicant may reuse existing receptacles, if any, along the site frontage if they are in good shape and acceptable to T&ES Resource Recovery.

D. ENVIRONMENTAL

A. STORMWATER MANAGEMENT

64. 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) *
65. 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) *

66. 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) *
67. 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) *
68. 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) ****
69. 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

70. 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)
71. 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

72. 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) *
73. 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).
74. 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) *
75. 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) *

76. 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

77. 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

78. 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) *
79. If the noise study identified noise impacted areas, conduct a building shell analysis identifying ways to minimize noise and vibration exposure to future residents. Submit the building shell analysis and the noise commitment letter for review and approval prior to building permit release. (P&Z) (T&ES) *
80. No vehicles associated with this project shall be permitted to idle for more than 10 minutes when parked, including construction vehicles and vehicles in the loading dock, per 9 VAC 5-40-5670 of the Virginia State Code. Prior to the issuance of the Certificate of Occupancy, post at least two no idling for greater than 10 minutes signs in the loading dock area in plain view. (T&ES) ***
81. Submit a noise mitigation plan for the fitness center, live entertainment, retail or restaurant uses or any use with amplified sound to address noise impacts from the use on other residents or businesses within the building. To the satisfaction of the Director of T&ES, the plan shall aim to achieve an interior noise level below 45dBA, consistent with the Noise Guidance Book used by the U.S. Department of Housing and Urban Development. Provide a commitment letter stating the applicant's commitment to implementing the mitigation measures specified in the plan. Submit the mitigation plan and commitment letter for review and approval by T&ES Office of Environmental Quality Staff prior to building permit release. (T&ES) *

F. AIR POLLUTION

82. Control odors and any other air pollution sources resulting from construction and retail 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)

83. Provide an electrical plug and related equipment within loading docks that will have refrigerator vehicle deliveries to limit emissions and noise from idling. Show the plug location prior to Final Site Plan release and install prior to the issuance of the Certificate of Occupancy. (T&ES) *, ***

G. CONSTRUCTION MANAGEMENT

84. Submit a construction phasing plan, if needed, to the satisfaction of the Director of T&ES for review, approval, and partial release of Erosion and Sediment Control for the Final Site Plan. Complete all the requirements of Zoning Ordinance Article XIII (Environmental Management) for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan prior to the partial Final Site Plan release. (T&ES) *
85. 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. ***
86. 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.
87. In the construction management plan, include chapters on: (T&ES) *
- a. **Maintaining pedestrian access.** Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry 04-18 throughout the construction of the project.
 - b. **Maintaining bicycle access.** Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, bicycle access shall be maintained adjacent to the site per Memo to Industry 04-18 throughout the construction of the project.
 - c. **Maintaining access to transit stops.** Stops shall remain open to the extent feasible for the duration of construction. If construction requires closing a stop, then install a temporary ADA accessible stop. Coordinate with the T&ES Transportation Planning Division at 703.746.4088 as well as the transit agency serving the stop. Install signs noting the closure and the location of the temporary stop prior to ending service at the current stop.
 - d. **Waste control program.** This program shall control waste (e.g., discarded building materials, concrete truck washout, chemicals, litter or trash, sanitary waste) and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment. Dispose of all waste offsite per all applicable federal, state, and local laws. Provide documentation as required per the City's Green Building Policy and conditions therein.
88. 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.
89. 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.
90. 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.
91. 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) ***
92. 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) ****

H. CONTRIBUTIONS

93. Contribute \$52,500 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) *

I. PUBLIC ART

94. Public Art shall comply with the preliminary plan dated September 15, 2025. Provide a schedule for installing the art prior to Final Site Plan release. Staff recommend providing construction materials and maintenance details concurrently. (P&Z) (RP&CA) *

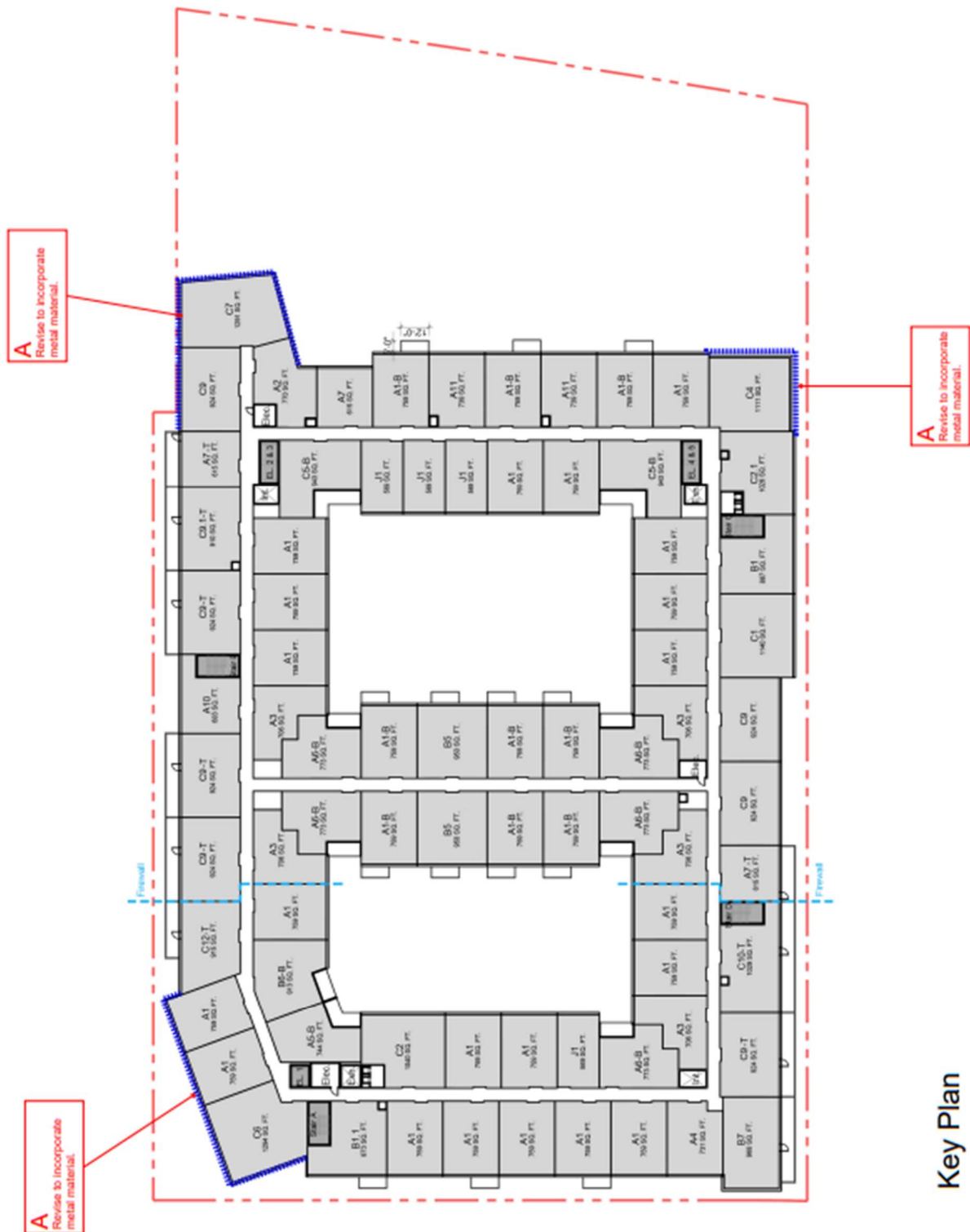
J. USES

95. Provide these conditions for the retail/commercial areas, to the satisfaction of the Director of P&Z: (P&Z)
- a. A minimum of 15 feet floor-to-floor height.
 - b. Maintain operable entrances along the frontages of the retail spaces facing the Town Center Green.
 - c. Include this requirement in each tenant's lease.
 - d. All ground floor windows shall remain transparent, except as otherwise allowed by the Zoning Ordinance per § 5-511. Do not block windows with walls, film, storage cabinets, shelving, boxes, coat racks, storage bins, closets, or similar. Retailers may have display cases that face the street.
96. The applicant/owner may designate a limited number of apartments for short-term rentals, as defined by §3-2-141 of the Code of Ordinances, provided that the number of short-term rental apartments or individuals renting those apartments does not meet the definition of a hotel per §2-161 of the Zoning Ordinance, which would require a change of use application. (P&Z)

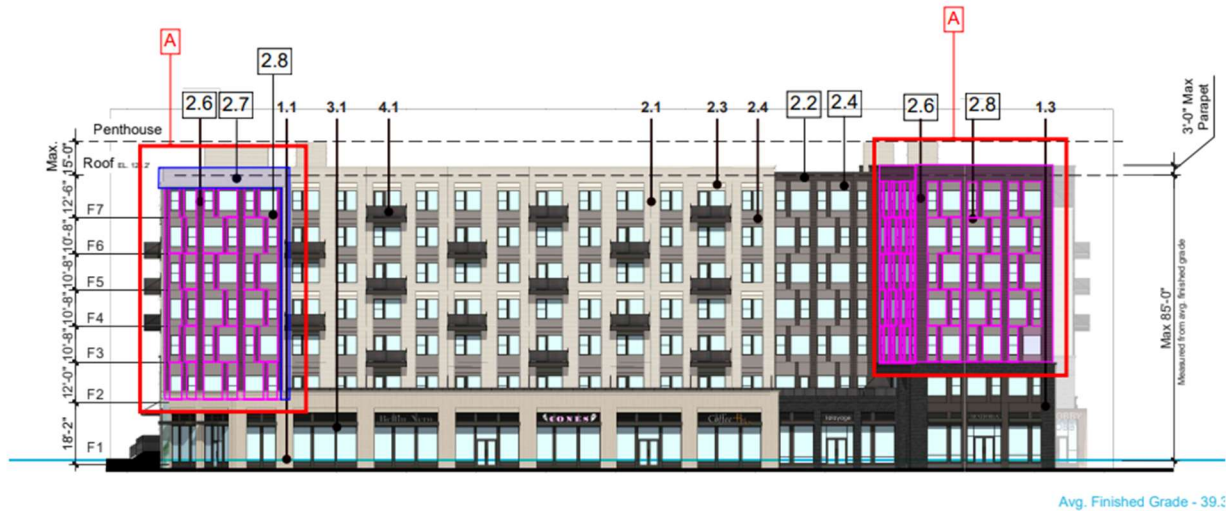
Asterisks denote:

- * 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

Condition #11 Exhibit – Key Plan



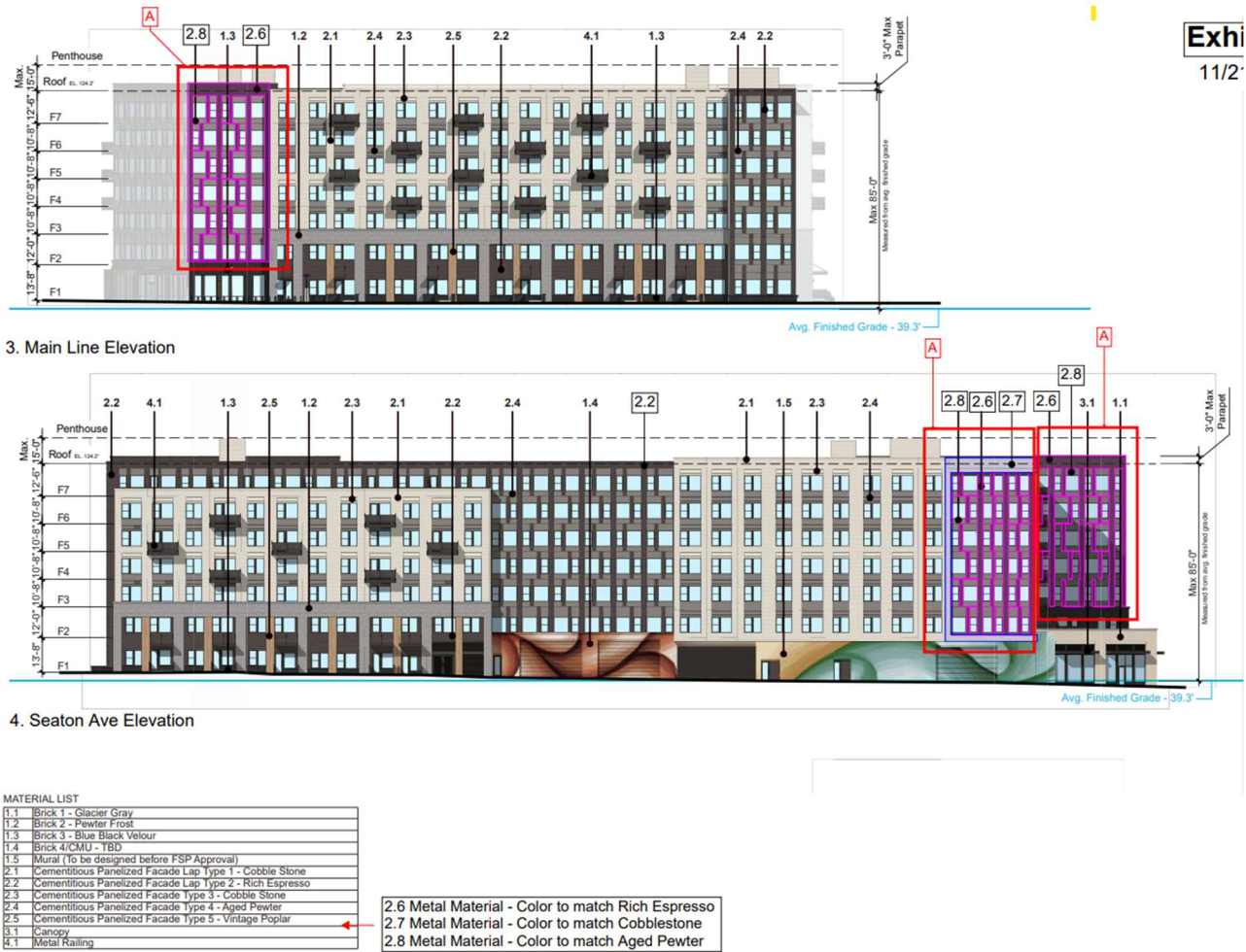
Condition #11 Exhibit – Potomac Ave and E. Glebe Rd Elevations



1.1	Brick 1 - Glacier Gray
1.2	Brick 2 - Pewter Frost
1.3	Brick 3 - Blue Black Velour
1.4	Brick 4 (CMU - TBD)
1.5	Mural (To be designed before FSP Approval)
2.1	Cementitious Panelized Facade Lap Type 1 - Cobble Stone
2.2	Cementitious Panelized Facade Lap Type 2 - Rich Espresso
2.3	Cementitious Panelized Facade Type 3 - Cobble Stone
2.4	Cementitious Panelized Facade Type 4 - Aged Pewter
2.5	Cementitious Panelized Facade Type 5 - Vintage Poplar
3.1	Canopy
4.1	Metal Railing

2.6 Metal Material - Color to match Rich Espresso
 2.7 Metal Material - Color to match Cobblestone
 2.8 Metal Material - Color to match Aged Pewter

Condition #11 Exhibit – Main Line Ave and Seaton Ave Elevations



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.

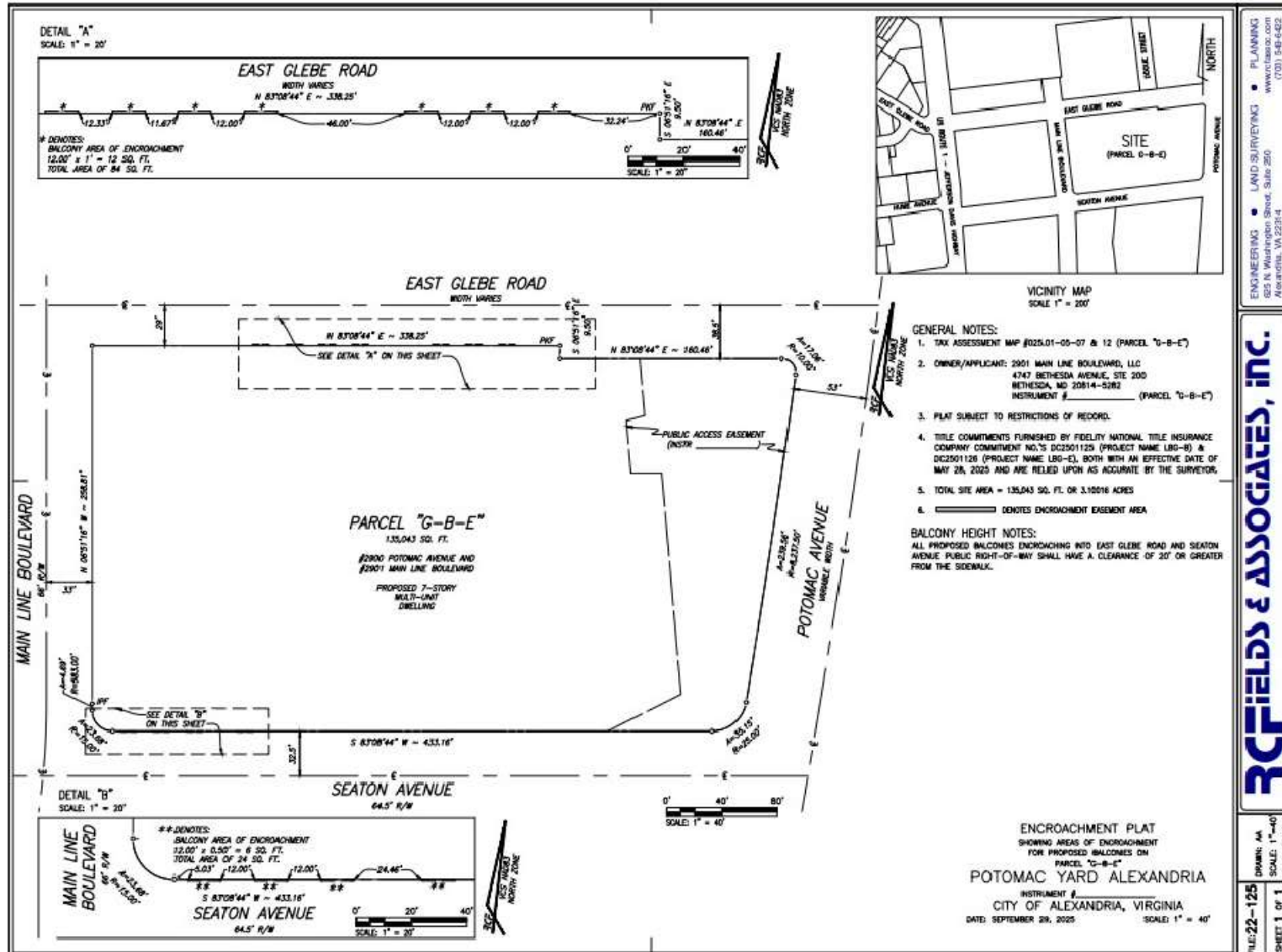
Table 1: PYDAC Meeting Schedule for Three New Buildings in Potomac Yard

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		

Attachment #2: Encroachment Plat





APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2025-10023

Project Name: Landbay G, Block B/E

PROPERTY LOCATION: 2901 Main Line Boulevard and 2900 Potomac Avenue

TAX MAP REFERENCE: 025.01-05-07 and 025.01-05-12

ZONE: CDD #10

APPLICANT:

Name: MTV Holdco, L.L.C.

Address: [REDACTED]

PROPERTY OWNER:

Name: 2901 Main Line Boulevard, L.L.C. and 2900 Potomac Avenue, L.L.C.

Address: [REDACTED]

SUMMARY OF PROPOSAL Multi-unit building with 432 units, ground floor retail, and publicly accessible open space.

MODIFICATIONS REQUESTED Modification of the height to setback ratio

SUP's REQUESTED 1) Greater than 3 penthouses, and 2) 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

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**

2900 Potomac Avenue, 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
2900 Potomac Avenue, Alexandria, VA 22301, Tax Map No. 025.01-05-12 (the "Property")

Dear Mr. Stoddard:

2900 Potomac Avenue, 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 MTV Holdco, L.L.C.

Very truly yours,

2900 Potomac Avenue, L.L.C.

By: TL _____

Its: Director _____

Date: 8/5/2025 _____

2901 Main Line Boulevard, 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
2901 Main Line Boulevard, Alexandria, VA 22301, Tax Map No. 025.01-05-07
(the "Property")

Dear Mr. Stoddard:

2901 Main Line Boulevard, L.L.C., the owner of the above-referenced Property, hereby
consents to the filing of a Development Special Use Permit Application and any related requests
for the Property by MTV Holdco, L.L.C.

Very truly yours,

2901 Main Line Boulevard, L.L.C.

By: TK _____

Its: Director _____

Date: 8/4/2025 _____

MTV Holdco, L.L.C.



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
2901 Main Line Boulevard and 2900 Potomac Avenue, Alexandria, VA 22301
and 22305, Tax Map Nos. 025.01-05-07, and 025.01-05-12 (the "Property")

Dear Mr. Stoddard:

MTV Holdco, L.L.C. 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,

MTV Holdco, L.L.C.

By: JK

Its: Director

Date: 8/4/2025

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. MTV Holdco, L.L.C.		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 601 E Glebe Road, 2601 & 2901 Main Line Boulevard, and 2900 Potomac Avenue (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. 2901 Main Line Boulevard, L.L.C.		see attached
2. 2900 Potomac Avenue, L.L.C.		see attached
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).**

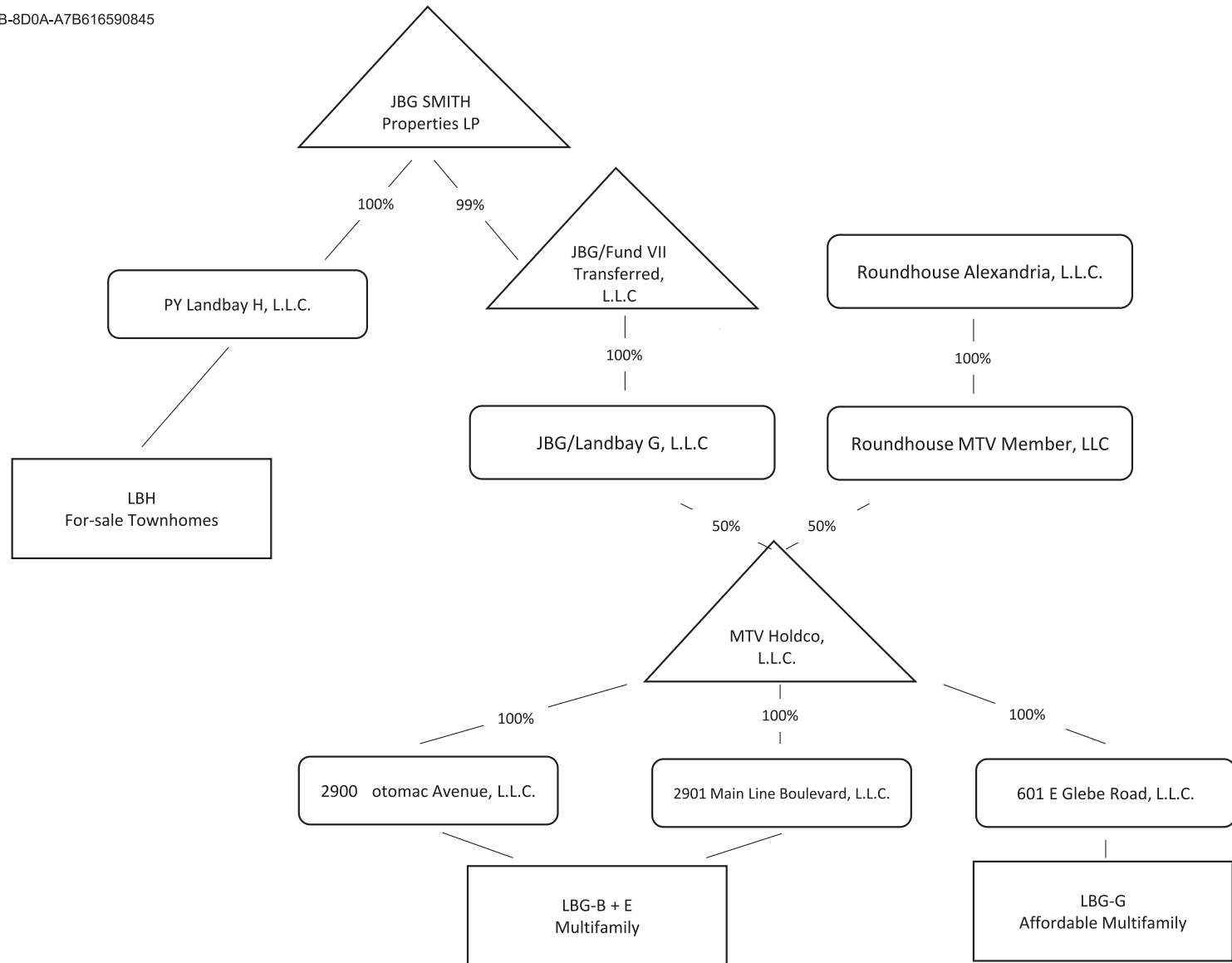
For a list of current council, commission and board members, as well as the definition of business and financial relationship, [click here](#).

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. MTV Holdco, L.L.C.	None	None
2. 2901 Main Line Boulevard, L.L.C.	None	None
3. 2900 Potomac Avenue, L.L.C.	None	None

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

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

8/5/2025	Taylor Lawch	
Date	Printed Name	Signature



- 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).

To be determined; typical of retail space this size.

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

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

To be determined; typical of retail space this size.

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

Day	Hours	Day	Hours
Residential: 7 days/week	24 hours/day	_____	_____
Retail: 7 days/week	TBD	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

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?

No significant noise is anticipated. Noise from patrons will be in compliance with the City Code.

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

No odors are anticipated. Trash and loading are 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 uses.

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

Typical for the proposed uses.

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?

Staff will monitor the area for litter.

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 cleaning products for residential and retail uses will be used and disposed of appropriately.

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

Staff will work to ensure the safety of residents, employees and patrons.

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.

To be determined. Any premises selling alcohol will comply with ABC licensing requirements.

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?

408

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

144 Standard spaces

129 Compact spaces

8 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? 1
- B. How many loading spaces are available for the use? 2 spaces
- C. Where are off-street loading facilities located? within the proposed garage
- 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.

Narrative Description
Development Special Use Permits & Related Requests
Potomac Yard Landbay G Block G (601 E Glebe Road), Landbay G Blocks B/E (2901 Main
Line Boulevard and 2900 Potomac Avenue), and Landbay H (2601 Maine Line Boulevard)
Tax Map Nos. 025.01-05-11, 025.03-03-01, 025.01-05-07, and 025.01-05-12

MTV Holdco, L.L.C. (Applicant for Landbay G, Blocks B/E), Wesley Housing Development Corporation (Applicant for Landbay G, Block G), and Toll Mid-Atlantic LP Company, Inc. (Applicant for Landbay H) (together, the “Applicants”) have partnered together to facilitate the build out of the four remaining vacant parcels in Potomac Yard (the “Property”). The Property is located within the Potomac Yard/Potomac Greens Small Area Plan (SAP) and the Potomac Yard/Potomac Greens Coordinated Development District (CDD #10), which envisions mixed-use and primarily residential uses for the parcels. Applications have been filed separately to amend the Small Area Plan and update the CDD Concept Plan to reflect the proposed development on the Property.

Each Applicant has submitted a Development Special Use Permit (DSUP) and related applications for their respective parcel to provide an 88-unit affordable housing building on Landbay G, Block G, a 432-unit mixed-use residential building with ground floor retail and public open space on Landbay G, Block B/E and a 120-unit townhouse development with public open space on Landbay H.

Landbay G, Block G Proposal

The Applicant, Wesley Housing Development Corporation is an established non-profit affordable housing provider in the region with extensive experience in developing and managing affordable housing units. Wesley proposes to redevelop the 0.55-acre site with a 6-story apartment building with 88 units. All units will be provided as committed affordable units between 30% to 80% of Area Median Income, with an average of 60% of Area Median Income. The building will also provide much needed family sized units with a total of 73 two and three bedroom units.

The affordable housing provided in Landbay G, Block G is above and beyond the affordable housing requirement for the approved density in Potomac Yard, which has already been satisfied through the joint venture with the City of Alexandria for the fire station and 64 units of affordable housing located at the Station at Potomac Yard plus other monetary contributions associated with other blocks. However, given the conversion of commercial square footage to residential square footage to facilitate the development of the remaining parcels comprising the Property, the Applicants have coordinated and cooperated to provide the 88-unit affordable housing building on this parcel without the need for City investment.

Access to the site will be provided via a garage entrance along the Maine Line Boulevard frontage and the main pedestrian entrance will be located along E. Glebe Road. The garage on the ground level contains 44 parking spaces located behind the resident amenity space along E. Glebe Road and the corner with Main Line Boulevard to provide active uses along those frontages. The ground floor along Route 1 and northern façade of the building will be treated

architecturally to screen the required parking and necessary building support functions. Additional indoor and outdoor amenity space is provided for residents on the second level terrace.

To facilitate the proposal, the Applicant requests the following applications:

- DSUP with preliminary site plan,
- Modifications of the height to setback ratio pursuant to Section 6-403 of the Zoning Ordinance and the tree canopy coverage requirement, and
- A Special Use Permit for a parking reduction from the required 67 spaces to 44 spaces.

Landbay G, Block B/E Proposal

The Applicant, MTV Holdco, L.L.C., proposes to redevelop the 3.10 acre site with a 7-story multi-unit building containing 432 units and approximately 13,000 square feet of ground floor retail space with a 20,000 square-foot public open across from the Potomac Yard metro southern entrance. Garage and loading access for the residential and retail uses are provided on Seaton Avenue, with residential lobbies located at the east end of E. Glebe Road and at the corner of Main Line Boulevard and E. Glebe Road. The retail and outdoor dining area is accessed along the east façade adjacent to the public open space. Access to the retail promenade is also available from the garage.

The building mass has been broken down by various architectural treatments, including the building chamfer with landscaped plaza at the corner of Maine Line Boulevard and E. Glebe Road, plane changes in the façade and differentiation in window types, materials and façade elements around the building. Ground floor units with exterior entrances have been located on Main Line Boulevard and the western portion of Seaton Avenue to activate those portions of the street, with resident amenities activating the street along E. Glebe Road and retail fronting the public open space along Potomac Avenue. In addition, a mural will be integrated into the façade along Seaton Avenue to screen the necessary building functions starting at the terminus of the north south pedestrian connection and leading pedestrians and bicyclists toward the public open space and metro entrance to the east. A public pet relief area has also been included at the terminus of the north south connection to activate that space.

Approximately 281 parking spaces for the residential and retail uses are provided on the first and second levels of an above grade interior garage, which is wrapped on all four frontages with residential units and/or retail space. Two interior amenity courtyards containing approximately 11,000 square feet of open space are located at the third level in addition to the other resident amenities located within the building.

The proposed public open space is broken down into zones for passive areas along the southern portion with planters, benches, and moveable seating elements, a central lawn in the center to provide space for more active use and larger programmed events, while a shade structure which can also be used as a stage for entertainment sits at the northern end. The proposed open space has been designed for various uses and types of programming year-round by the LBG Owners Association to create a welcoming gathering area for the surrounding community.

To facilitate the proposal, the Applicant requests the following applications:

- DSUP with preliminary site plan,
- Modification of the height to setback ratio pursuant to Section 6-403 of the Zoning Ordinance,
- A Special Use Permit for more than three rooftop mechanical penthouses, and
- A Special Use Permit for a parking reduction from the required 408 spaces to 281 spaces.

Landbay H Proposal

The Applicant, Toll Mid-Atlantic LP Company, proposes to redevelop the 4.28-acre site with 120 townhouse units and approximately 11,000 square feet of central public open space. Vehicular access to the site will be provided from two driveway entrances along Maskell Street. All townhouses are rear loaded with garages located off alleys.

The townhouses front the public streets and the internal open spaces. The units are designed with two distinct styles to respond to the adjacent context and provide variety within the community. All units will be three stories with a fourth story loft space and terrace. Approximately 60 units will be 16-feet wide with two tandem parking spaces inside the garage while the remaining 60 units will be 20-feet wide with two standard parking spaces inside the garage. The proposed project includes a central public open space with pedestrian connections to the larger Potomac Yard community through east west connections and the continuation of the existing north-south connection that runs through all of the southern blocks within Potomac Yard.

To facilitate the proposal, the Applicant requests the following applications:

- DSUP with preliminary site plan, and
- A Special Use Permit for lots without frontage pursuant to Section 7-1007 of the Zoning Ordinance.

Summary

Together, the Applicants intend to build-out the remainder of Potomac Yard with 640 new residential units, new public open space for the surrounding community, and approximately 13,000 square feet of retail space, thereby completing the 25-year long range vision for Potomac Yard. These applications will provide much needed housing to support the City's commitment to the Council of Governments' regional housing goals, while also providing diversity of housing choice, including affordable units, rental units, and home-ownership units. These proposals will also generate significant tax revenue for the City, increase Metro ridership, and provide meaningful, programmable open space for the surrounding community.



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 408 spaces to the proposed total 281 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, Block B/E
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 B/E**
- **Project Address: 2900 Potomac Ave and 2901 Main Line Blvd**
- **Application Number: CDSP#2024-00020; DSUP # to be assigned**

1.2 A brief description of the proposed development program;

- **The applicant proposes the development of a mixed-use building containing 432 units, approximately 13,000 square feet of ground floor retail, and approximately 20,000 square feet of public open space.**

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**
- **A Special Use Permit for a parking reduction**
- **A Special Use Permit to allow for more than three mechanical penthouses**

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

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

2. Number, type (rental/for-sale), size (number of bedrooms), level of affordability (% of Area Median Income), and length of affordability of existing affordable units being demolished as part of redevelopment (if any);
 - **Not applicable, there are no existing units on the property.**
3. The status of tenant engagement efforts;
 - **Not applicable.**
4. The status of tenant relocation planning efforts and outreach to the Landlord-Tenant Relations Board;
 - **Not applicable, there are no existing buildings on the property.**
5. Number, type (rental/for-sale), size (number of bedrooms), level of affordability (% of Area Median Income), and length of affordability of proposed affordable units
 - **Not applicable; see Landbay G, Block G affordable housing plan for proposed mix of units and affordability levels.**
6. A description of existing and proposed affordable housing financing agreements with third parties;
 - **Not applicable.**
7. An equivalency analysis that compares the value and location of CAUs proposed to be provided off-site to that of CAUs constructed on-site;
 - **Not applicable.**
8. A description of how proposed CAUs will be incorporated into the overall project to create a successful mixed-income community, including whether CAU residents will have access to amenities available to residents of market-rate rental units;
 - **Not applicable.**
9. Information on proposed phasing and implications such phasing would have on the delivery of proposed CAUs;
 - **The mixed-used building will be constructed as 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

- **The proposed new building will create jobs typical of a 432-unit multi-unit building and 13,000 square feet of retail space.**

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

- **None.**

Docket Item #10
Potomac Yard DSUR
12.2.2025

Seam. Head by Shelley
McCabe

shelleymccabe1022@outlook.com

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

To the Planning Commission and Staff,

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

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

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

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

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

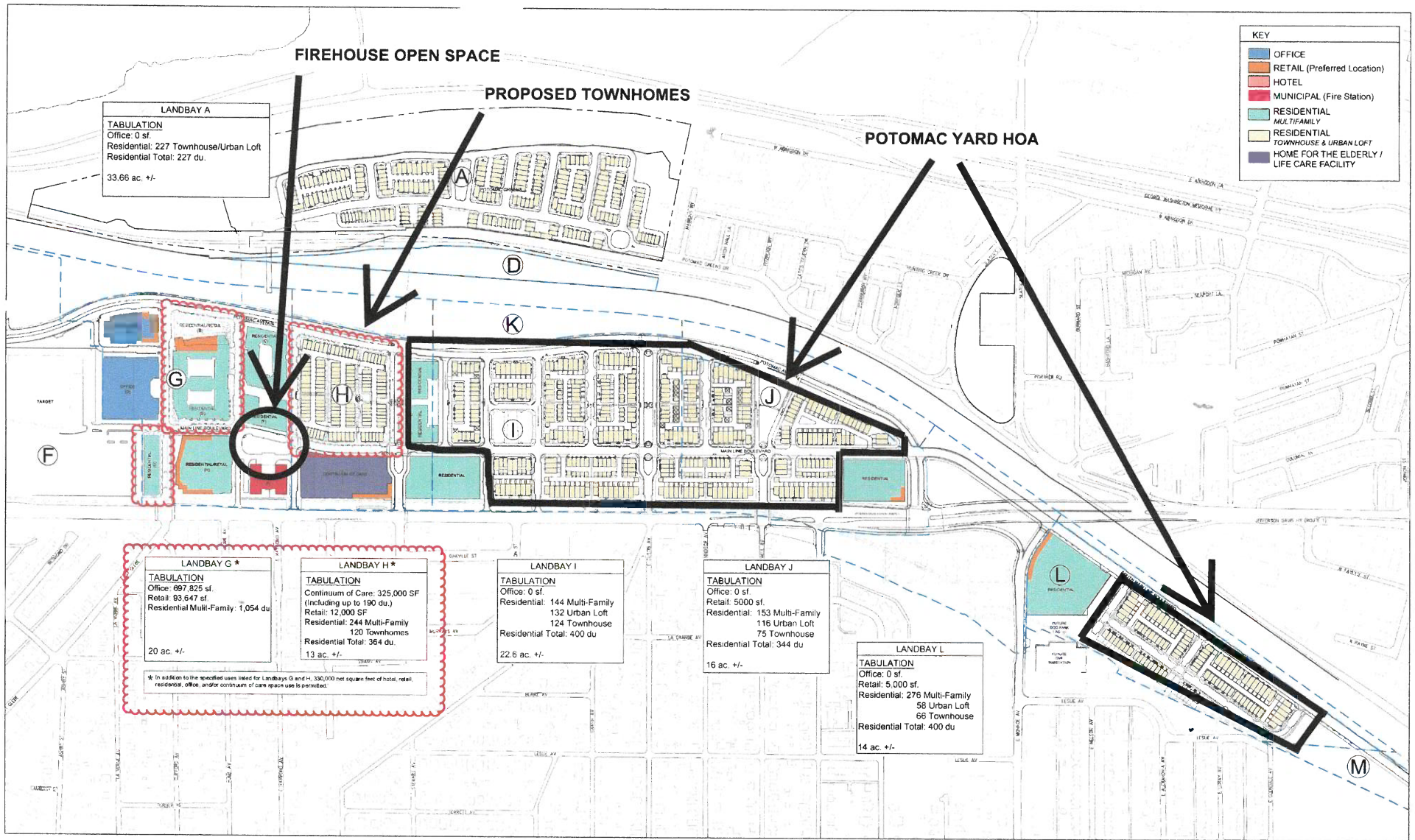
We are of course willing to continue owning and maintaining the parcel until the new development and HOA are up and running. And we would be happy to discuss this further at any time.

Thank you very much for considering this proposal.

Sincerely,

Clea Benson, Board President, Potomac Yard Homeowners Association

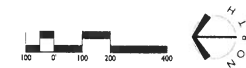
Shelley McCabe, Board Vice President, Potomac Yard Homeowners Association



LandDesign

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

Potomac Yard Concept Plan



JULY 3, 2025 | 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 and last name 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.
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Planning Commission 2 Dec 2025

Item 10

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2024 - 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.