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November 28, 2018

The Honorable Mary Lyman, Chair
and Members of the Alexandria Planning Commission
c/o Mr. Karl Moritz, Director
Alexandria Department of Planning & Zoning
City Hall, Room 2100
Alexandria, VA 22314

Re: Docket Item #9, Greenhill West Alexandria CDD and MPA

Dear Madame Chair and Members of the Planning Commission:

On behalf of the Applicant, Greenhill Capital Corp, we have been working very hard for almost two years with the City Staff and our team of architects, engineers and traffic professionals to bring to fruition the planning of this important part of the Landmark Van Dorn Corridor Plan ("LVD Plan"). "Pickett Place", as envisioned in the LVD Plan is one of two new Coordinated Development Districts ("CDDs") contemplated in the plan area for new retail/mixed use developments. It is important to note that this project provides a number of significant public benefits to the City including increased tax revenue from a mixed use base, approximately 164,000 square feet of new on-site affordable housing units, approximately \$7 million contribution to the city's Affordable Housing Trust Fund, public park space in the Town Green, and a school/civic use space. In addition, there will be a considerable developer contribution that was recently adopted for this small area plan moving forward, starting at \$3 per square foot of new development (approximately \$6 million).

We've worked through a number of significant issues with the Staff to get the CDD Concept Plan to this stage and Staff has been extremely professional, creative and helpful in getting us to this point. We have agreed to almost every one of the 90 conditions in the Staff Report. There are just a few that we would request be deleted or amended at your meeting on December 4, 2018. Below is a list of those issues/conditions we would ask be deleted:

1. Request for an additional 21 feet of Right-of-Way ("ROW") for expanding McConnell Street (south of Block F on the CDD Concept Plan). (Conditions 18 & 30.)
2. Request for the new Public Street A (around the town green) to extend to Edsall Road for vehicles, not just pedestrians. (Condition 43.)
3. Request for an Air Quality Study for each building over 120 feet. (Condition 88(b).)

I. Additional 21 Feet of ROW for McConnell Ave is Not Required under the LVD Plan:

Conditions 18 and 30 request an additional 21 feet for expanding McConnell Street, to which we object for the following reasons:

- a. The 21 ft. taking for a widened McConnell Ave. cuts approximately 9,800 of site area (a 16 ft. slice) from Block F. In order to maintain the square footage in the buildings on Block F, that would necessitate adding one additional floor to one of the two residential towers along the Town Green. However, such a taking has a domino effect on the entire development: necessitating moving the east/west retail street northward 10 ft. to ‘re-equalize’ the N/S development dimension between Blocks D & F and E&G. It also further pinches Block C.
- b. Further, the LVDSAP doesn’t call out a width of McConnell that would result in taking this additional 21 feet. See excerpts below from the plan:



Figure 6-29. Create a central main street that connects Van Dorn Street with Pickett Street.

4. Street Grid

Streets shall be extended and created to complete a new street grid consisting of blocks surrounded by publicly accessible streets. New required streets are depicted in Chapter 7.0. The specific location and cross-section of streets may be modified to better meet plan objectives at the time of rezoning or development approval.

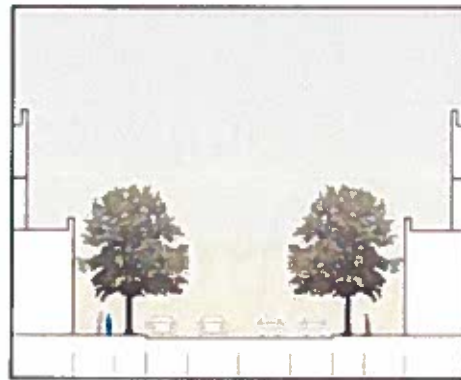


Figure 7.12 Residential streets provide two shared lanes for cars and bicycles, with two parking lanes, a floating strip and sidewalk.

7.2.3. Residential Streets

- **Sidewalks.** A minimum width of 14 feet should be provided. This includes a 4- to 6-foot tree planting/ street furnishing zone and an 8- to 10-foot zone for pedestrians. A minimum 6-foot-wide pathway for pedestrians should be provided within this zone. Pedestrian-scale lighting should be considered on residential streets that are expected to be primary pedestrian circulation routes.
- A building-face-to-building-face distance of 66 feet should be maintained.
- Bicycles and motor vehicles share moving lanes on residential streets.
- Parking. All residential streets should accommodate on-street parking.
- Intersection buffers should be provided, with ADA accessible ramps.

The new Required streets are the Main Street (Public Street C) and the Metro Street (Public Street A), not McConnell, so necessarily, McConnell would be considered just a residential street which calls for building face to building face to be 66 feet, not the full width that 21 additional feet of ROW would create. We already proposed completing the streetscape on the north side of the street with ROW dedication around 5 feet, not 21 as requested.

I. Connecting Public Street A to Edsall Road for Vehicles is Simply Not Feasible:

Condition 43 requires that the Applicant resubmit engineering studies to the City with the first DSUP showing whether connecting Public Street A to Edsall Road for vehicles is feasible and leaves it up to the Directors of P&Z and T&ES to determine if it is, and if so, requires a certain width of that street connection. The Applicant has already submitted engineering studies that show why connecting Public Street A to Edsall Road for vehicles is not feasible. The significant grade change that occurs from Edsall Road to Pickett Street is the cause. As you can see on Exhibit 1, attached hereto, we believe the vehicular connection is not advisable for several reasons.

- a. First and foremost, the change in grades between Edsall and the new Public Street “B” would cause the slope of that portion of the road to be at 14%, a slope not recommended on a regular basis by the Department of Transportation and Environmental Services. Vehicles coming up that 14% slope to the new intersection would be at a disadvantage moving into the intersection because they will have difficulty seeing vehicles approaching from both directions on Edsall Road as the drivers will be peering over the hoods of their cars at such a significant slope.
- b. In addition, in order to comply with the ADA requirements for the sidewalk between Edsall and the new Public Street “B”, significant switchbacks would be required that would take up the entire sidewalk area.
- c. If the City insists on pushing the street though to Edsall Road, with a 70 foot ROW, that takes a 15 ft. slice out of each of Blocks A&B. To reach the 200k minimum office use on these blocks, we would have to go to 7 stories in lieu of 6 as shown on the CDD Concept Plan.
- d. Further, based on our traffic impact analysis, the queuing for the westbound traffic on Edsall Road to the Van Dorn Street intersection will be backed up to this proposed intersection, making traffic back up further onto this new connection, eliminating the benefit of the new street which was to move local traffic around the new street grid.
- e. Finally, this street was listed on the Landmark Van Dorn Corridor plan as a local street, not a regional connector which it would necessarily become if the direct connection to Pickett and the multi-modal bridge is provided. The Applicant will be working towards creating a new, retail-focused neighborhood, and is concerned about the negative impacts of turning this park road into what would become a thoroughfare if it is directly linked to the new multi-modal bridge. All the traffic backing up on or around the Town Green will have significant negative impacts on the ability to make this a vibrant area and will likely have deleterious effects on the viability of new retail and park environment.

We firmly believe the street grid we’ve proposed in the CDD Concept Plan is the preferable solution.

1. Air Quality Study for Impacts of Every Building Higher than 120 feet is Unreasonable:

Asking the Applicant to complete an undefined Air Quality Study for each building proposed over 120 feet is unreasonable. No defined criteria are listed for the proposed studies, no distance from what facility is needed for the model, nor what specific impacts to assess (PM2.5, PM10, NOx), etc. As such, we believe the condition should be struck.

The City completed its own air quality study of the west end in Fall 2018 and presented its findings to the Eisenhower West Landmark Van Dorn (“EWLVD”) Implementation Group in May and September 2018. Only two blocks in the proposed CDD Concept Plan were a necessary part of that study (Blocks F and G) as the Study looked at a ½ mile radius from the Van Dorn Metro Station for impacts related to increased heights under both the plans on the air quality near the Covanta Waste to Energy Plant and the Virginia Paving Plant. At the very least, the Applicant should only have to update the City’s Study if those two buildings are over 120 feet (portions are proposed at 170). Air Quality Studies are significantly expensive to undertake and specificity is essential to narrowly tailoring their breadth so costs don’t escalate out of proportion.

2. Minor Amendment Request:

There is one amendment that we would propose to the conditions related to affordable housing density and height bonuses. As Condition No. 4 states, we need to apply for an SUP under Section 7-700 for each DSUP for bonus height and/or density or the Applicant is limited to a lower height range and square footage range. We want to make sure that all the blocks continue to achieve the heights and densities we’ve agreed are reasonable if all the units contemplated under the affordable housing plan (164,000 square feet) are placed in one or two blocks. We would suggest adding a sentence to condition 4, as Cond. 4(d), to state the following:

“If all of the required on-site affordable housing units approved in the Applicant’s Affordable Housing Plan dated October 24, 2018 (approximately 164,000 square feet) are provided in concentrated affordable housing buildings on the site, the maximum allowable building square footages (by use and category) and the maximum allowable building heights listed on the CDD Concept Plan will be applicable for the entire site as a whole.”

We’re all working towards the same goal, achieving the on-site affordable housing units, and we don’t want to negatively impact the plan if we achieve our goal in the earliest stages of the redevelopment.

In conclusion, we continue to appreciate all the hard work the Staff has put into reviewing this important project and with the requested changes listed above, we would request you recommend approval of the associated requests in the Staff Report. We are excited to continue the dialogue regarding this exciting redevelopment project in the West End of Alexandria.

Sincerely,



Mary Catherine Gibbs

Attachment

cc: Mr. Richard Greenberg, Greenhill Realty Capital Corp.

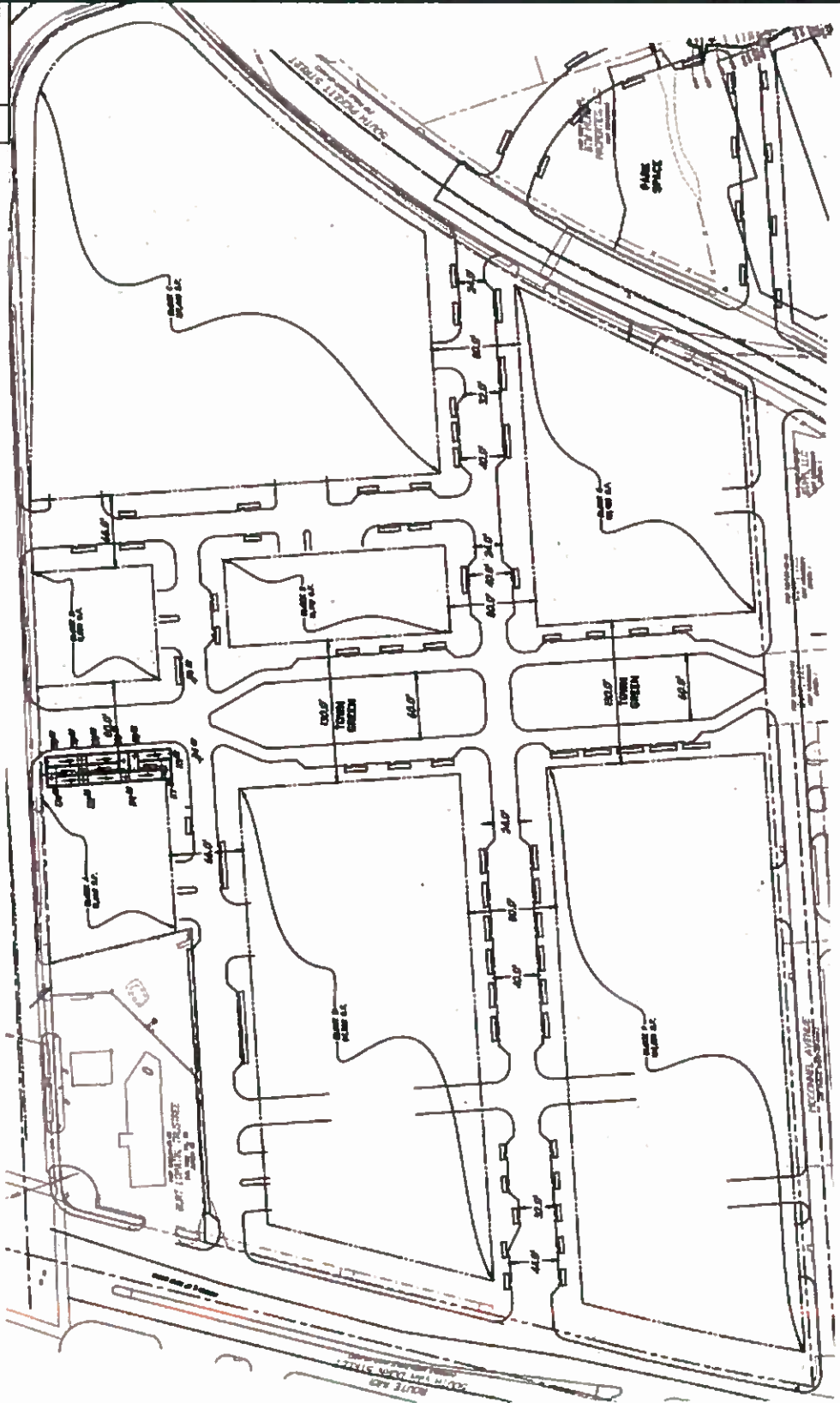


PROPERTY CURVE TABLE

STATIONING	CHORD BEARING	CHORD DISTANCE	CURVE RADIUS	ANGLE	CHORD BEARING	CHORD DISTANCE	CURVE RADIUS	ANGLE	CHORD BEARING	CHORD DISTANCE	CURVE RADIUS	ANGLE
0+00	N 89° 59' 59" W	100.00	100.00	90.00	S 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+100	S 89° 59' 59" W	100.00	100.00	90.00	W 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+200	N 89° 59' 59" W	100.00	100.00	90.00	S 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+300	S 89° 59' 59" W	100.00	100.00	90.00	W 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+400	N 89° 59' 59" W	100.00	100.00	90.00	S 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+500	S 89° 59' 59" W	100.00	100.00	90.00	W 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+600	N 89° 59' 59" W	100.00	100.00	90.00	S 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+700	S 89° 59' 59" W	100.00	100.00	90.00	W 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+800	N 89° 59' 59" W	100.00	100.00	90.00	S 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+900	S 89° 59' 59" W	100.00	100.00	90.00	W 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00
0+1000	N 89° 59' 59" W	100.00	100.00	90.00	S 0° 00' 00" E	100.00	100.00	90.00	N 89° 59' 59" W	100.00	100.00	90.00



Exhibit 1 - Roadway Connection Not Preferred



Cameron Station Civic Association
200 Cameron Station Blvd.
Alexandria, VA 22304

November 28, 2018

Via Email

Members of the Planning Commission
City Hall
301 King Street
Alexandria, Virginia 22314

Re: Item 9 of the December 4, 2018 Docket

Dear Members of the Planning Commission:

The board of the Cameron Station Civic Association (“CSCA Board”) requests that the Planning Commission approve of the request by Greenhill Capital Corp. (the “Applicant”), with certain of the conditions specified by City staff in its report, for a Coordinated Development District Conceptual Design Plan (“CDD”), Master Plan Amendment, text amendment to the Zoning Ordinance and amendments to the official zoning map relating to 504 South Van Dorn Street, 5650, 5660 and 5730 Edsall Road and 501 and 611 South Pickett Street (the “Property”).

The Property is located within both the Eisenhower West Small Area Plan (“EWSAP”) as well as the Landmark/Van Dorn Small Area Plan (“LVDSAP”). The Applicant has engaged in significant public outreach and has received strong support at such meetings within Cameron Station. The current design contemplates a multi-phase CDD which takes into account concerns about traffic concerns and would require Development Special Use Permits for construction of buildings. Among the many benefits of the current plan are provision of ground level retail/commercial uses, a large publicly accessible “Town Green” park, and dedication of 30,000 square feet of land to the City for much needed public school or civic use. The CSCA Board believes that this is the type of project that will spur additional development in the West End that will be consistent with the vision and goals of both the EWSAP and the LVDSAP.

The CSCA Board very much desires that the current configurations of the Town Green, the town square in Parcel C and the linear park adjacent to Parcels G and H be preserved. These highly desirable features of the plan should not be altered in a way so as to turn them into thoroughfares that would adversely impact public enjoyment of them. The West End needs well developed and pedestrian friendly urban space and the project, as currently designed, provides this.

If there are any questions concerning these comments, please contact the undersigned at aimpastato@earthlink.net, or by phone at (703) 567-5075.

Sincerely,

/s/

Arthur A. Impastato
1st Vice President
Cameron Station Civic Association

cc:

Robert M. Kerns, AICP, Division Chief
Maya Contreras, Principal Planner
Nathan Randall, Urban Planner

Staff-Recommended Potential Condition Changes

Greenhill / West Alexandria CDD

Docket Item #9

Planning Commission Hearing 12-4-2018

- Air Quality (Condition #88a)

~~88a. An air quality study shall be completed and submitted with each second conceptual DSUP submission within the CDD Concept Plan area that includes any portion of a building exceeding 120 feet in height. The results of the study shall be deemed acceptable to the Directors of Planning & Zoning and Transportation & Environmental Services prior to the DSUP "Completeness" submission for affected DSUPs within the CDD Concept Plan area.~~

The Applicant will contribute to the City the cost for updating the City's Air Quality Study completed in 2018 to ensure that the additional height under the CDD Concept Plan (170 feet compared to 130 feet as studied) doesn't cause potential air quality issues or determine the maximum height between 130 and 170 feet that would not cause these issues.

- McConnell Avenue Land Dedication (Conditions #18 and #30)

18. If requested by the Director of Planning & Zoning, depict a land dedication on the revised CDD Concept Plan measuring up to **21 feet** wide immediately adjacent to the southern property line of the project site between South Van Dorn Street and Public Street A for an expanded McConnell Avenue right-of-way. (P&Z)

30. Prior to the release of the first final DSUP for Block F of the CDD Concept Plan and if requested by the Director of Planning & Zoning, the applicant shall submit easement plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and shall subsequently dedicate to the City, at no cost to the City, up to **21 feet** of land at the southern edge of the project site between South Van Dorn Street and Public Street A for additional McConnell Avenue right-of-way. (P&Z)(T&ES)

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December 4, 2018

The Honorable Mary Lyman, Chair
and Members of the Alexandria Planning Commission
c/o Mr. Karl Moritz, Director
Alexandria Department of Planning & Zoning
City Hall, Room 2100
Alexandria, VA 22314

Re: Docket Item #9, Greenhill West Alexandria CDD and MPA

Dear Madame Chair and Members of the Planning Commission:

On behalf of the Applicant, Greenhill Capital Corp, we wanted to summarize which conditions we are suggesting be changed as part of what we hope is the Planning Commission's recommendation at tonight's hearing. We've discussed four of these with you previously, and there is one other that we should have been mentioned as well. For the reasons we have previously stated and any additional reasons stated herein and on the record at tonight's hearing, we request that you change the following:

1. McConnell Ave.:
 - a. Amend Cond. 18 to state: "Continue to depict a land dedication on the revised CDD Concept Plan measuring ~~up to 21~~ 5.18 feet immediately adjacent to the southern property line of the project site between South Van Dorn Street and Public Street A to complete the McConnell Ave. right of way. The Applicant will be bringing its property to the same grade as McConnell Ave. at this location, necessitating the removal the retaining wall currently located between its property and McConnell Ave. today."
2. Dedication of School/Civic Site:
 - a. Amend Cond. 36 to state: "Upon satisfaction of Condition 35 above, and prior to the release of the first final DSUP request within the CDD Concept Plan area ~~or three years from the approval of this CDD Concept Plan, whichever comes first,~~ the applicant shall submit subdivision plats, easement plats, deeds and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and subsequently dedicate to the City, at no cost to the City, the minimum 30,000 square feet of land within the CDD Concept Plan area approved by the Director of Planning & Zoning for the future construction of a public school or other civic use."

- b. If the process of redevelopment has not commenced in three years and there are existing tenants under existing leases in buildings on the property identified, the Applicant can't possibly dedicate the land.
- 3. Connection of Public Street A to Edsall Road:
 - a. Delete condition 43 in its entirety.
- 4. Affordable Housing:
 - a. Add to Condition 86: "Recognizing that one cannot bind the hands of a future council, if the Applicant and the Office of Housing mutually agree to place the 164000 square feet of units required in the Affordable Housing Plan dated October 24, 2018 in a consolidated manner, the Applicant intends to seek approval of additional Special Use Permits under Section 7-700 for the remaining parcels in the CDD Concept Plan Area for the maximum square footages and heights as shown on the CDD Concept Plan seeking credit for achieving the goal of on-site units identified under the Affordable Housing Plan dated October 24, 2018."
- 5. Air Quality Study:
 - a. Amend Cond. 88 (b) to state that "The Applicant will contribute to the City the cost for updating the City's Air Quality Study completed in 2018 to ensure that the additional height under the CDD Concept Plan (170 feet compared to 130 feet as studied) doesn't cause potential air quality issues or determine the maximum height between 130 and 170 feet that would not cause these issues."

We would request you recommend approval of the associated requests in the Staff Report with the above changes. We appreciate your thoughtful consideration.

Sincerely,



Mary Catherine Gibbs

cc: Mr. Richard Greenberg, Greenhill Realty Capital Co.