City of Alexandria
Potomac Yard Design Advisory Committee (PYDAC)
Public Hearing
Agenda

Wednesday, June 27, 2018
7:00 p.m.
Potomac Yard Fire Station Community Room
650 Maskell Street

1. Call To Order

2. Overview – Staff
   a. Agenda
   b. Introduction of projects

3. Approval of Minutes
   a. April 18, 2018 Meeting
   b. May 16, 2018 Meeting

4. Silverstone Senior Living; Landbay H

   Project Address: 2606 Main Line Blvd
   Presenter(s): To be determined
   Project Summary: Staff
      a. Key Items for Discussion:
         i. Introduction of project
         ii. General design concept
   b. Applicant Presentation
   c. Discussion with PYDAC
   d. Public Comment

5. Other Business

6. Motion to Adjourn
The Potomac Yard Design Advisory Committee (PYDAC)  
April 18, 2018  
7:00pm to 9:00pm  
The Station at Potomac Yard Community Room

Committee Members in Attendance:  
Jason Albers - Chair  
Jorianne Jernberg  
Jeremy Fretts  
Timothy Casey  
Anthony Istrico  
Elizabeth Wrightson

Absent:  
Nicholas Jordan  
Francisco Duran  
Matthew Johnston

City Staff:  
Ryan Price, Urban Planner, P&Z  
Michael Swidrak, Urban Planner, P&Z  
Stephanie Free, Urban Planner, P&Z  
Nathan Imm, Urban Planner, P&Z

Applicant Representatives:  
Catharine Puskar, Walsh Colucci Lubeley and Walsh PC  
Robert Brant, Walsh Colucci Lubeley and Walsh PC  
Duncan Lyons, Gensler  
Sean Welsh, APTA

AGENDA ITEMS  
1. Approval of minutes from January 24, 2018 PYDAC Meeting  
2. American Physical Therapy Association (Landbay G Block A1)  
3. Landbay G Interim Park (JBG Smith)

CALL TO ORDER  
The meeting began at 7:07 p.m. A quorum for the meeting was established.

DISCUSSION  
Agenda Item #1: Approval of minutes from January 24, 2018 PYDAC Meeting  
- There was no discussion on the minutes  
- On a motion by Mr. Fretts, seconded by Mr. Istrico, the minutes were approved 6-0

Agenda Item #2: American Physical Therapy Association (Landbay G Block A1)
Robert Brant attorney for the applicant gave an update on the project and summarized the proposal and the changes that were made in response to the feedback from PYDAC.

Duncan Lyons architect on the project gave a detailed presentation on the changes made to the building.

Mr. Fretts asked if staff had any comments on design items that changed since the publishing of the memo.

Mr. Swidrak summarized the refinements that were made since the last PYDAC meeting.

Mrs. Free noted changes since the memo have been very minor and refinements will be made per the direction of the PYDAC.

Mr. Albers noted that he appreciated the changes to the stair tower element and how they embraced it and created a special and dynamic terminus to Potomac Yard south.

Mr. Lyons noted that the external views of the stair tower was an intentional move to encourage use of the stairs and celebrate movement, which is part of APTA’s core mission.

Mr. Albers asked which floors APTA would be occupying.

Mr. Lyons noted they would occupy the 1, 2, 3, 4 (partial), and 7th floors.

Mr. Fretts noted he would be in support of the PYDAC moving forward with a recommendation of approval for the project with the caveat that a sample of the granitex be provided at the Planning Commission hearing.

Mr. Lyons noted that they could certainly bring the material if needed.

Mr. Fretts asked if there were other buildings in the City that have used granitex.

Mr. Price noted the Marriott on Eisenhower Avenue used the material.

Mr. Istrico asked if the applicant was taking staff’s recommendation to lighten the color of building.

Mr. Lyons noted that they are continuing to use the darker material but that the wall between the APTA building and the APTA building would be a light color due to the presence of windows in the NIB building that have direct views of the southern façade of the APTA building.

On a motion by Mr. Casey, seconded by Mr. Istrico, the PYDAC voted 6-0 to recommend approval of the project.

Meeting was adjourned at 8:55 p.m.
The Potomac Yard Design Advisory Committee (PYDAC)
May 16, 2018
7:00pm to 9:00pm
The Station at Potomac Yard Community Room

Committee Members in Attendance:
Jeremy Fretts – Serving as Chair
Jorianne Jernberg
Timothy Casey

Absent:
Jason Albers – Chair
Anthony Istrico
Elizabeth Wrightson
Nicholas Jordan
Francisco Duran
Matthew Johnston

City Staff:
Bill Cook, Urban Planner, P&Z
Jeffrey Farner, Deputy Director, P&Z
Jason Kacamburas, PY Metro Coordinator, DPI

Applicant Representatives:
Kenneth Wire, McGuire Woods
Chip Ranno, Clear Real Estate Services
Chris Garwood, Davis Carter Scott
Matt Klovis, National Institutes for the Blind

AGENDA ITEMS
1. Approval of minutes from April 18, 2018 PYDAC Meeting
2. National Institutes for the Blind (Landbay G), 3000 Potomac Ave

CALL TO ORDER
Mr. Fretts opened the meeting at approximately 7:28 p.m. A quorum for the meeting was not established.

DISCUSSION
Agenda Item #1: Approval of minutes from April 18, 2018 PYDAC Meeting
- There was no discussion on the minutes
- The minutes of April 18, 2018 will be considered at the next meeting

Agenda Item #2: National Institutes for the Blind (Landbay G), 3000 Potomac Ave
Ken Wire, attorney for the applicant, introduced staff representing the applicant and design team and began a brief presentation summarizing the changes to the proposal. Mr. Wire explained how parapets are measured, and how the issue of the elevator overrun arose. The applicant is requesting a height increase of 7 feet, from 110’ to a total height of 117’ because the total height was not accurately calculated initially.

Mr. Casey asked if any studies had been done anticipating the proportion of employees using Metro.

Mr. Wire replied that of 160 employees, about 60 take Metro currently, and added that the ratio is usually under 50%. Mr. Wire explained that the parking ratio reduction came after the change in the city’s parking standards. The current amount now complies with the new standards but it varies from what was approved.

The members in attendance were in concurrence with the Staff Report and supported the applicant’s request. While there was not a quorum, a memo to the Planning Commission indicating support of the members attending was subsequently prepared and submitted by the acting chair.

Prior to the meeting members of the committee requested that Staff provide an update on the recent decision to eliminate the south entrance of the proposed Potomac Yard Metro station. Jason Kacamburas, PY Metro Coordinator, Department of Project Implementation provided a summary presentation and took questions. Jeffrey Farner, Deputy Director, Planning & Zoning also provided Staff input and discussion.

Ms. Jernberg asked for clarification of the north entrance on the map.

Mr. Farner explained the rationale for the location of the entrance. The current theatre site is planned to be the first phase of redevelopment within a 5-7 year timeframe. Mixed-use urban development is planned and anticipated, and the north entrance serves the area of highest planned density.

Ms. Jernberg asked if there had been WMATA analysis of how ridership may change due to the station entrance change.

Mr. Kacamburas summarized some of the reasons for cost escalation and risk factors influencing the bids as well as sources of funding.

Ms. Jernberg asked if the bids considered WMATA’s decision to shut down Alexandria stations next summer for renovations.

Mr. Kacamburas replied that an amendment went out May 15, which may be an opportunity to bring down costs and change the project approach or timing.

Mr. Fretts asked what the total current cost now would be under the original scope, if it were built as planned. Mr. Kacamburas said he didn’t have that information, but could state that the bids were far in excess of the original cost estimate which was generated in 2015.

Ms. Jernberg asked if city staff knew what the cost of the station would be if not descoped and what was the original bid. Mr. Farner replied that the information is not publicly available but it is known to be well in excess.

Ms. Jernberg expressed concern with the level of engagement with the public by city staff in making these decisions.

Mr. Casey noted that city officials have publicly said a south entrance can be built later, but when and at what cost?
Mr. Farner referring to the slide presentation discusses how to make the entrance segment “C” the most attractive, convenient, and safe for all users. This will require a public process.

Ms. Jernberg expressed concerns that segment C because was not on a public street, and had concerns about the safety and character of the passage.

Mr. Casey noted the difficulty in making cost benefit analyses without knowing the cost, and that other metro stations are discussing adding second entrances due to bottlenecking and demand.

Mr. Farner explained the significance of the station area ¼ and ½ mile radii. With or without the changes, some areas of Potomac Yard would still be well outside the ½ mile radius.

Mr. Casey commented on the lack of public discussion of the rationale for choosing the north entrance, generally insufficient information for the community to make a decision, lack of transparency, and citizens feelings of betrayal.

Mr. Casey noted that constructing a 2nd entrance later just increases the eventual total cost. Ms. Jernberg added that a long public process already took place, which cannot continue indefinitely after such a change in scope.

Mr. Fretts raised his concern of the large (50%) cost discrepancy, and that design changes could have been manageable if addressed earlier in the process.

Mr. Farner reiterated that the City will work on trust & public information going forward, and that a process will be devised that the community will be part of, but that certain details are lacking now. He further restated that the station is being planned to last 100 years, with the north entrance planned because it captures the most potential and future density.

Mr. Kacamburas noted the City is working on the pre-award public outreach process.

Ms. Jernberg stressed that the finance department should secure arrangements now, due to rising interest rates millions could be saved.

Mr. Farner noted that if design changes are made, there are ripple effects that impact contracts, timing, construction, etc.

Mr. Farner clarified the process for submitting comments to the Planning Commission, and recommended that the Sunshine Law be a future presentation topic for the group led by the City Attorney’s Office.

Meeting was adjourned at 8:20 p.m.
May 17, 2018

Planning Commission
City of Alexandria
via Email

Re: Requested amendment to DSUP 2014-0028 (3000 Potomac Ave.)

At our scheduled public meeting for the Potomac Yard Design Advisory Committee on May 16, we did not have a quorum of members in attendance. Thus, the Committee cannot formally offer recommendation to you. However, the three members in attendance heard the presentation by the applicant, and unanimously support the applicant's request. On behalf of myself, Timothy Casey, and Jorianne Jernberg, we encourage your approval of this minor change.

Sincerely,

Jeremy Fretts, acting chair, PYDAC
on behalf of myself and
Jorianne Jernberg
Timothy Casey

cc: Jason Albers, Chair, PYDAC
DEPARTMENT OF PLANNING AND ZONING

DATE: June 27, 2018
TO: Potomac Yard Design Advisory Committee (PYDAC)
FROM: Planning & Zoning Staff
SUBJECT: Silverstone Healthcare, Landbay H West

Summary of Proposal

The applicant, Silverstone Senior Living, is requesting approval to construct two new buildings on an 87,810 square foot (2.01 acre) site. The property is bounded by Maskell Street to the north, Mainline Boulevard to the east, Swann Avenue to the south, and Jefferson Davis Highway to the west.

Building 1 would be a 9-story structure located on the southern part of the site with 181,827 square feet (186 units) for assisted living/memory care and an additional 12,085 square feet of retail space. Building 2 would be an 8-story structure on the northern part of the site with 171,570 square feet (136 units) for assisted living/independent living. Total Floor Area Ratio (FAR) would be 4.16 for the site. Two levels of below-grade parking with a total of 260 spaces serve both buildings via a common access point.

Background

The CDD #10 Concept Plan currently designates the subject area for office use. The Potomac Yard/Potomac Green Small Area Plan (PYPGSAP) references the CDD Guidelines for CDD#10 including maximum building heights, land uses, and gross square footage per land use and maximum units per Landbay. The current proposal would require a Master Plan Amendment, CDD Concept Plan Amendment and text amendment to change the land use designation and add “Life Care Facility” as a permitted use. Staff is currently drafting a Text Amendment to the Zoning Ordinance which will replace the “Home for the Elderly” use with a new definition for “Life Care Facility.” The Coordinated Development District table will need to be updated based on the proposed unit count mix and reduction of office use. The applicant is also requesting bonus height per 7-702 to increase the allowable height from 100 feet to 111 feet.

The land-use approvals to be requested in conjunction with this project are:
- A Master Plan Amendment to permit Home for the Elderly (Life Care Facility);
• A CDD Amendment to permit Home for the Elderly (Life Care Facility);
• A Development Special Use Permit (DSUP) for a Home for the Elderly (Life Care Facility);
• A Special Use Permit for bonus height per Section 7-700;
• A Modification to the required vision clearance; and
• A Special Use Permit for an additional penthouse on each building.

Under the Development Special Use (DSUP) process, Staff from multiple City departments have provided comments for two Concept Plan reviews and subsequently requested a Concept 3 Plan for further review.

Site Design

The two buildings are accessed primarily from a mid-block curb cut on the west side of Mainline Boulevard that leads to a shared elliptical entrance drive providing curbside drop-off areas at the entrances of each building. Drivers may continue to the garage entrance. The loading dock for Building 1 is internal to the site and accessed via the same entrance drive, while the Building 2 loading dock is accessed from Maskell Street.

The elliptical entrance creates a central vehicle plaza with landscaping that forms the axis of the primary ground-level open spaces. Opposite the entrance drive, an opening between the two buildings gives a break in the Jefferson Davis Highway building wall, and provides a landscaped lawn area and mid-block pedestrian connection linking the highway, building entrances, and Mainline Boulevard. A landscaped courtyard surrounded by Building 2 on three sides is the setting for a series of outdoor spaces and resident amenity areas. Additional lawn and landscaped space is found south of the site fronting Swann Avenue and its center landscape island, yielding a total of 11,368 square feet (0.26 ac) of ground-level open space for the project. Additional open space is provided at the rooftop levels, totaling 19,385 square feet (0.45 ac). While there is no open space requirement per CDD #10, total open space is 35.3%, 13.0% at ground-level, and 22.3% above grade.

Building Design

The buildings are similar, with a general “U” shape open to the south, yet have distinct uses and functions. Both buildings have the greatest height along Mainline Boulevard per the height requirements of CDD #10, with the massing stepping down to a lower height along Jefferson Davis Highway. Overhangs and setbacks create a series of corner treatments and roof terraces. Retail space is planned for the southwest side of Building 1.

The current submission reflects some changes in response to Staff comments and work sessions with the applicant. The design has evolved so that there is a clearer distinction between the two buildings within an overall composition encompassing the entire block. Staff finds the overall form and organization to be moving in a positive direction but there are additional issues for ongoing discussion to work on:
• Staff finds the angle in the Building 1 façade appealing as way to potentially provide variety and visual movement to the street wall along Route 1, and recommends that this effect be carried to ground rather than terminating at the double-height podium. This feature could be highlighted with a glass seam.

• Staff finds the inverted “L” stairwell feature at the southwest corner of Building 1 less successful than the original proposal, which created more skyline interest and a pairing that complimented the northwestern corner of Building 2.

• The embedded glass form in the Building 2 is moving in a positive direction. Staff will continue working with the applicant to ensure that the appearance of the skin around the penthouse section of this form is consistent with the vertical glass of the bump-out to fulfill the appearance of a singular form.

• The northwest corner of the Building 2 needs further study. Consider ways to combine the coordinated roof and northern façade appearance that has been developed in this latest version with the glass-framed volume of the preceding version.

**Conclusion**

Staff will continue to work with the applicant on design changes and review the project for conformance with the guidelines as additional submissions follow, and welcomes any further input that PYDAC members may have regarding the project design to date. It is expected that the applicant will likely return in the fall to present a more complete concept for PYDAC to provide a recommendation on.
SITE PLAN
CONCEPTUAL PLAN DIAGRAM 1/16"=1'-0"

PEDESTRIAN CONNECTOR FROM MAINLINE BLVD. TO U.S. ROUTE 1
VEHICULAR "PLAZA" PAVING
PEDESTRIAN CORRIDOR TO COURTYARD/AMENITY
LANDSCAPE BUFFER
PEDESTRIAN CONNECTOR
OPEN SPACE
POTOMAC YARD PERIMETER STREETSCAPE

SECONDARY PATHS BETWEEN OUTDOOR "ROOMS"
COURTYARD FOCAL
OUTDOOR "ROOMS"

MAINLINE BLVD.
U.S. ROUTE 1
EAST SWANN AVE.

MASKELL ST.
POTOMAC YARD - LANDBAY W WEST - SILVERSTONE
ALEXANDRIA, VA

POTOMAC PRESENTATION
PYDAC PRESENTATION
CONCEPTUAL PLAN DIAGRAM

Par ker R od r ig u ez , i n c
Landscape Architecture | Urban Design | Planning
1/16" = 1'-0" June 12, 2018
BUILDING ENTRANCE (TYP.)

BRICK PAVERS TO MATCH EXISTING STREETSCAPE DOWN MAINLINE BLVD. AND EAST SWANN AVE.

CROSSWALKS @ SWANN AVE. & MAINLINE BLVD.

CONCRETE PAVING TO MATCH EXISTING STREETSCAPE DOWN MASKELL ST. AND U.S. ROUTE 1

CONCRETE PEDESTRIAN PAVING @ MASKELL ST. & MAINLINE BLVD.

MAINLINE BLVD.

BASEMENT / MECHANICAL LIGHTING/MECHANICAL LIGHTING BASEMENT / EXISTING STREET TREE (TYP.)

EXISTING STREET TREE (TYP.)

PROPOSED STREET TREE (TYP.)

SECONDARY RETAIL ENTRANCE

SECONDARY PATHS BETWEEN OUTDOOR 'ROOMS'

RECREATION TERRACE

OUTDOOR LOUNGE

AMENITY PLAZA

VEHICULAR "PLAZA" PAVING

LANDSCAPE BUFFER

COURTYARD FOCAL FEATURE

PEDESTRIAN NODE / FOCAL

EMERGENCY BUILDING ACCESS

OPEN LAWN

SECONDARY RETAIL ENTRANCE

ILLUSTRATIVE PLAN & MATERIALS 1"=20'-0" June 12, 2018 N

POTOMAC YARD - LANDBAY H WEST - SILVERSTONE

Parker Rodriguez, Inc

Landscape Architecture | Urban Design | Planning

Alexandria, Va
WEST ELEVATION  Route 1
EAST ELEVATION  Mainline Blvd
NORTH ELEVATION  Building 1
MASSING SKETCHES
AERIAL VIEW LOOKING NE

Conceptual Massing

Current Scheme
• Integration of penthouse with Building 1 massing
AERIAL VIEW LOOKING SE

Conceptual Massing

Current Scheme
• Northern corner breaks datum of Route 1 and marks transition of planned massing changes.
• Relationship between larger panels and base
AERIAL VIEW LOOKING SW

Conceptual Massing

Current Scheme
• Three distinct vertical masses located on Main-line and the center of the site where height is planned.
AERIAL VIEW LOOKING NW

Conceptual Massing

Current Scheme
• Building 1 endcap steps down to create outdoor terrace space.
• Building setback reduces height on Swann Ave.
AERIAL VIEW LOOKING NW

- Roof overhang integrates with Building 2 mass below.
- Roof overhang ties into penthouse screening along Mainline Blvd. and Maskell Ave.
MAINLINE BLVD STREET VIEW - LOOKING NORTH

Conceptual Massing

Current Scheme
• Building 1 endcap steps down to create outdoor terrace space.
• Building setback reduces height on Swann Ave.
• Roof overhang integrates with Building 2 mass below.
• Roof overhang ties into penthouse screening along Mainline Blvd. and Maskell Ave