Master Plan Amendment #2018-0007
Text Amendment #2018-0016
Rezoning #2018-0007
CDD Concept Plan #2016-0003
Greenhill / West Alexandria CDD –
504 South Van Dorn Street; 5650, 5660, and 5730 Edsall Road;
and 501 and 611 South Pickett Street

Application	**General Data**	
Project Name: Greenhill / West Alexandria Properties CDD	PC Hearing	December 4, 2018
	CC Hearing	December 15, 2018
	If approved, CDD Expiration	December 15, 2043 (25 years)
	Plan Acreage	649,137 square feet (14.9 acres)
Location: 504 South Van Dorn Street; 5650, 5660, and 5730 Edsall Road; and 501 and 611 South Pickett Street	Existing Zones	CG / Commercial General and I / Industrial
	Proposed Zone	CDD #27 / Coordinated Development District #27
	Proposed Uses	Multifamily Residential, Office, Hotel, Commercial/Retail, and Public School/Civic Use
	Gross Floor Area – "Residential" Option	2.13 million square feet
	Gross Floor Area – "Office" Option	1.97 million square feet
Applicant: Greenhill Capital Corp., represented by Mary Catherine Gibbs, attorney	Small Area Plan:	Landmark/Van Dorn
	Historic District:	Not applicable
	Green Building:	Not applicable for this application

Purpose of Application
The applicant requests approval of a Master Plan Amendment, Text Amendment, Map Amendment (rezoning), and a CDD Concept Plan to allow for the future redevelopment of a 14.9-acre site with new streets, coordinated open space, and new buildings of varying densities, heights and a mixture of uses.
Applications and Modifications Requested:
1. Amendments to the Landmark-Van Dorn Small Area Plan chapter of the Master Plan to amend: a. the land use designation for the site to include hotel use; b. the minimum required office square footage in Block J of the Plan to allow either hotel or office uses; c. the maximum floor area ratio (FAR) allowed at the site from 2.0 FAR to 2.52 FAR; d. the maximum allowable residential square footage in Block J of the Plan from 1.45 million square feet to 1.9 million square feet; and, e. the maximum allowable height for the site from between 65 and 120 feet to between 85 and 145 feet. 2. Initiation of, and a text amendment to, the Zoning Ordinance to amend the provisions of Section 5-602(A) to establish Coordinated Development District (CDD) #27; 3. Amendments to the official zoning map to change the zoning designation for 5650, 5660, and 5730 Edsall Road and 501 South Pickett Street from CG to CDD#27, for 504 South Van Dorn Street from CG and I to CDD#27, and for 611 South Pickett Street from I to CDD#27; and, 4. A request for a Coordinated Development District Conceptual Design Plan.

Staff Recommendation: APPROVAL WITH CONDITIONS	
Staff Reviewers:	
Robert M. Kerns, AICP, Division Chief	robert.kerns@alexandriava.gov
Maya Contreras, Principal Planner	maya.contreras@alexandriava.gov
Nathan Randall, Urban Planner	nathan.randall@alexandriava.gov

CITY COUNCIL ACTION, DECEMBER 15, 2019: City Council approved the Planning Commission recommendation with an amendment to condition #86 by deleting the language added by the Planning Commission and adding new language at the end of the condition stating, "said affordable units may be considered to have met the provision of affordable housing under Section 7-702(a)(1) of the Zoning Ordinance regardless of the location within the CDD concept plan area."

PLANNING COMMISSION ACTION, DECEMBER 4, 2018:
On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval of MPA#2018-0007. The motion carried on a vote of 6 to 0, with Commissioner Lyle having recused herself.

On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, the Planning Commission voted to initiate Text Amendment #2018-0016. On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval of Text Amendment #2018-0016. Both motions carried on votes of 6 to 0, with Commissioner Lyle having recused herself.

On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval of REZ#2018-0007. The motion carried on a vote of 6 to 0, with Commissioner Lyle having recused herself.

On a motion by Vice Chairman Macek, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval of CDD#2016-0003, subject to all applicable codes and ordinances and staff recommendations, with amendments to Conditions #18, #36, and #88b, and the deletion of Condition #43, consistent with the applicant's December 4th memorandum to Planning Commission. The Commission also amended Condition #86 similar to the change requested in the applicant's memo. The motion carried on a vote of 6 to 0, with Commissioner Lyle having recused herself.

Reason: The Planning Commission agreed with the staff analysis and with the applicant's request to amend five recommended conditions of approval. Condition #18 was amended to reduce the width of the future land dedication on McConnell Avenue from the staff-recommended 21 feet to the 5.18 feet that the applicant originally offered. Condition #36 was amended to remove the three-year "date certain" timing for the required land dedication for a public school/civic use, resulting in the dedication timed to occur only with the first DSUP submission. Condition #43 was amended to remove the requirement that Public Street A contain a vehicular connection to Edsall Road. Condition #86 was amended to clarify the applicant's intent, should it decide to provide affordable housing upfront, that it may ask for credit for those earlier affordable units in any SUPs for bonus density for later buildings in the CDD. Condition #88b was amended to clarify the process for the applicant's contribution toward additional air quality analysis.

Vice Chairman Macek asked staff for clarification regarding the potential connection between Public Street A and McConnell Avenue along the southern edge of the CDD area. He also asked whether the 21-foot additional land dedication on McConnell is needed to make such a connection. Commissioner Brown asked about the effect of the existing retaining wall along the southern end of the site on the overall slope of Public Street A. Chairwoman Lyman inquired whether the

vehicular connection to Edsall Road on Public Street A should be tied to the location of the plan-recommended multimodal bridge given the high cost for such a bridge in most recent estimates. Staff replied that the multimodal bridge is just one factor in its recommendation regarding the vehicular connection to Edsall Road and noted the street connectivity goals in the Landmark-Van Dorn Corridor Plan.

Commissioner Koenig asked staff about the process through which a decision will be made in the future regarding the location of the land dedication for a future public school or other civic use, stressing the importance of a collaborative process.

Vice Chairman Macek asked the applicant about connectivity recommendations in the Corridor Plan. The applicant noted that a connection to Edsall Road is still possible from the development on Public Street D. Commissioner Koenig inquired about the applicant's requested elimination of the three-year "date certain" provision for the school/civic use land dedication and the applicant confirmed that, even if changed, the dedication would occur with the first DSUP in the CDD.

Commissioner Wasowski stated that the CDD represented a positive move for the West End and one that conforms with the Master Plan. She reiterated the benefits of the CDD and believed that McConnell Avenue could be narrower than other nearby streets and still be functional. She stressed the importance of having flexibility and assurance regarding the matter of receiving credit for the provision of affordable units upfront as part of later SUPs that may be requested for bonus density and height. Staff explained that it agrees with the applicant's intent regarding affordable housing but does not think that a condition to that effect is strictly necessary. Vice Chairman Macek recommended minor revisions to the applicant's proposed language to amend Condition #86 and staff offered further suggestions on the matter.

Commissioner Koenig stated his belief that the CDD proposal is excellent and has many planning virtues, such as the flexibility regarding land uses and blocks and including the use of transfers. He found the vehicular connection to Edsall Road to be a difficult issue given that street connectivity is an important goal but that flexibility is also needed to account for site realities. The applicant stated that her engineers do not recommend a street slope exceeding 5% due to the need for ADA-compliance sidewalks and staff clarified that sidewalks along public streets are not themselves required to meet ADA requirements. Staff stated its belief that viable path forward could be achieved on the issue of the vehicular connection to Edsall without damaging the pedestrian experience or other elements of the project. Chairwoman Lyman and Commissioner Koenig both asked whether a review process could be devised to equitably resolve the circumstance of the applicant's engineers and the City's engineers do not agree about the feasibility of the vehicular connection. One option discussed was for the Commission to decide the issue at the time of a future DSUP submission or other future point when more detailed engineering information may be available.

Commissioner McMahon stated that aside from the matter of feasibility, the provision of a pedestrian plaza or "Spanish Steps" would provide an interesting element in this location and would still provide a public purpose given that an architectural break would be provided through

which pedestrians could travel. She did not see a critical need for vehicles to travel though this section of the proposed public right-of-way. Chairwoman Lyman and Commissioner Koenig agreed with this concept, with Chairwoman also stating that Public Street A was not intended to be a through street. The Commission ultimately recommended the deletion of Condition #43 that would have required the vehicular connection to Edsall Road.

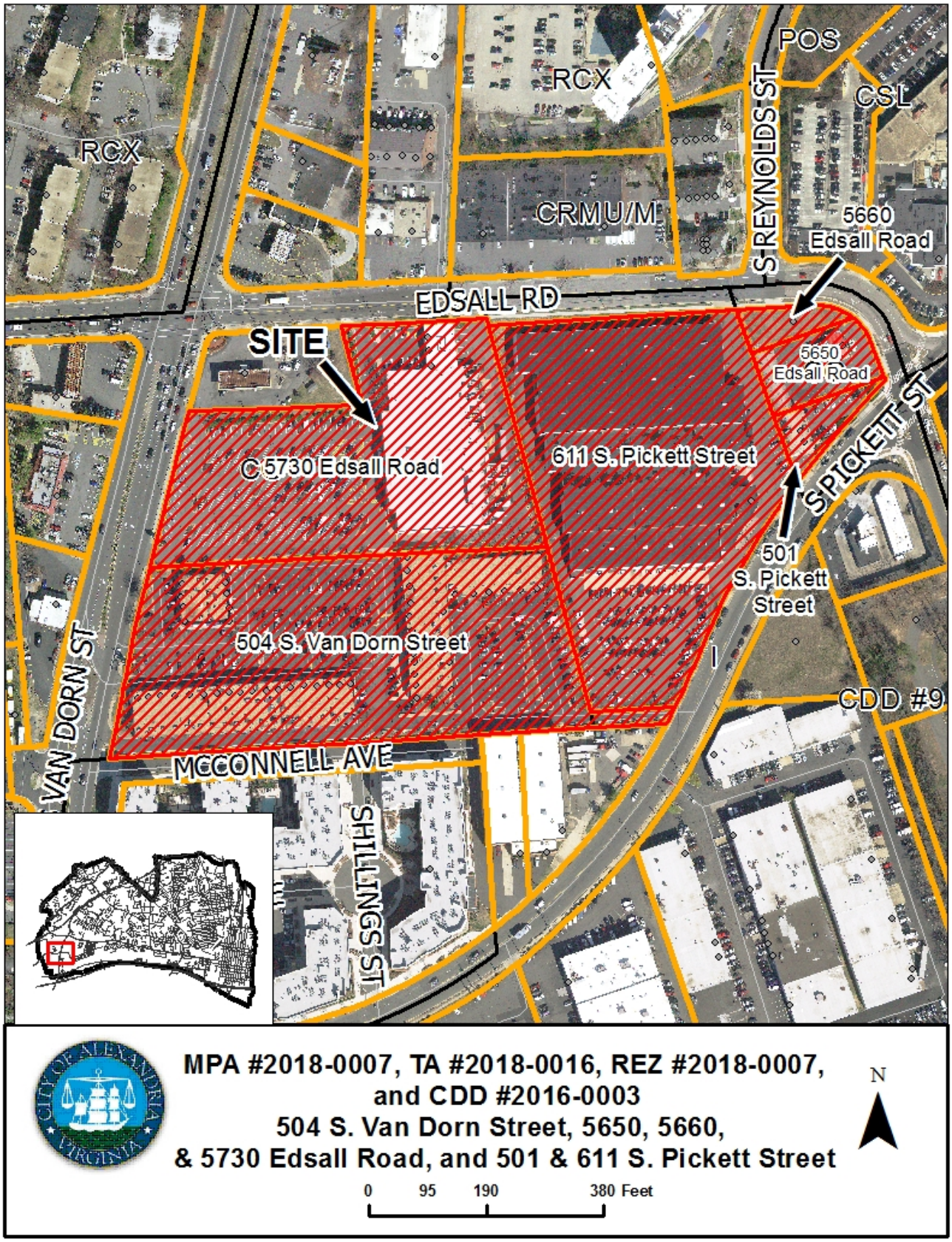
Speakers:

Mary Catherine Gibbs, attorney for the applicant, spoke in favor of the project. She explained that, with a few exceptions, the project would apply the large part of the recommendations in the Landmark-Van Dorn Corridor Plan for the site. She explained the proposed design of the CDD Concept Plan and its street connections. She requested five changes to the recommended condition language as outlined in her December 4th memorandum, including the vehicular connection to Edsall Road on Public Street A. She stated that her engineers do not believe such a connection would be feasible and may create traffic issues in the future. She further responded to several questions from Planning Commissioners.

Richard Greenberg, applicant, discussed the perceived impact on the future development from requiring a vehicular connection to Edsall Road on Public Street A.

Martin Menez, Cameron Station Civic Association President, spoke in favor of the project. He noted the benefits of the proposal, such as the Town Green and the school/civic use land dedication, and its consistency with the Small Area Plan. He also recommended against the streets in the development from becoming thoroughfares for vehicles.

Arthur Impastato, Medlock Lane resident and member of the Eisenhower West/Landmark-Van Dorn Implementation Advisory Group, spoke in support of the request. He stressed the benefits of the proposal, such as the provisions for affordable housing, the school/civic use land dedication and the Town Green. He stated that the CDD Concept Plan is the kind of plan needed in the West End.



PROJECT LOCATION MAP

I. SUMMARY

A. Recommendation

Staff recommends **approval** of the proposal for a Coordinated Development District (CDD) Concept Plan and related land-use applications at 504 South Van Dorn Street, 5650, 5660, and 5730 Edsall Road, and 501 and 611 South Pickett Street, subject to compliance with the staff recommendations. The proposal provides a number of benefits for the City and surrounding community, including:

- Provision of over 220,000 square feet of new ground-level retail/commercial uses;
- Four new public streets, as recommended in the Landmark-Van Dorn Corridor Plan;
- New publicly-accessible "Town Green" park;
- Voluntary affordable housing contribution (up to an estimated $7.68 million);
- Provision of on-site affordable housing, subject to approval of future Special Use Permits for bonus density and height (up to an estimated 182 units); and
- Dedication of 30,000 square feet of land to the City for future construction of a public school or civic use.

B. Summary of Issues

The applicant, Greenhill Capital Corp., represented by Mary Catherine Gibbs, attorney, has submitted several land-use requests for the creation of a multi-phase CDD Concept Plan within most of the roughly triangular-shaped area bounded by South Van Dorn Street, Edsall Road, and South Pickett Street. Broadly speaking, the CDD Concept Plan would function as a framework plan for future redevelopment at the site over the next 25 years. The nearly 15-acre project site would be divided into seven new development blocks, surrounded by existing streets and four new internal streets, on which new buildings would be constructed in the future. The applicant is not currently seeking approval for any construction. Instead, they would be subject to future Development Special Use Permit (DSUP) approval. The applicant has requested approval of the following land-use applications for this project:

- Master Plan Amendment;
- Text Amendment to create new CDD#27 (City is the applicant);
- Rezoning of the property to newly-created CDD#27; and
- Coordinated Development District (CDD) Conceptual Design Plan (also known as CDD Concept Plan) approval;

Key issues under consideration and discussed in greater detail in this report include:

- Consistency of the proposal with the Landmark-Van Dorn Corridor Plan;
- Appropriateness of the Master Plan Amendment and rezoning requests;
- CDD Concept Plan design and provision of new streets, including the connection of the major new north-south street through the site to Edsall Road; and
- Provisions for affordable housing at the subject site.

II. BACKGROUND

A. Site Context

General Information
The project site is located in the West End area of the City, bounded by Edsall Road to the north, South Pickett Street to the east and south, and South Van Dorn Street to the west. It comprises six of the ten lots of record within the land created by the intersection of these streets. The six existing lots vary widely in size, from approximately 8,000 square feet to over 200,000 square feet. In total, the project site measures approximately 14.9 acres, or 649,137 square feet.

The project site is listed as "Block J" within the Landmark-Van Dorn Corridor Plan, the major 2009 amendment to the Landmark-Van Dorn Small Area Plan chapter of the Alexandria Master Plan. Block J forms the majority of the larger "Picket Place" neighborhood described in the Corridor Plan. The southern-most portion of the project site is located less than ¼ mile north of the South Van Dorn Street bridge and just over one-half mile from the Van Dorn Metro Station.

Current Uses
The site is currently occupied by several uses, including the Van Dorn Station shopping center, a recently-closed Giant grocery store, a former warehouse now occupied by Easterns Automotive dealership, Hertz Car Rental, and Enterprise Car Rental. The Modera Tempo residential community, the Edsall Shell gas station, and the property at 619-623 South Pickett, which is immediately to the east of Modera Tempo, are not a part of the project site. Additional commercial and light industrial uses located in the general vicinity of the site include: a McDonald's restaurant, a TD Bank, several automobile repair businesses, BMW of Alexandria, and a car wash facility. Residential uses are also located in the general vicinity, including Modera Tempo, the Brandywine senior living facility and new townhouses at the recently redeveloped Cameron Park site, and the Landmark Terrace, Brent Place and The Summit apartment complexes.

Site Features
The subject property slopes upward in elevation by approximately 40 feet from the southern portions of the property (near Modera Tempo and South Pickett Street) to the northern edge of the site at Edsall Road. A long retaining wall ranging in height from approximately four to eight feet is located between the existing Van Dorn Station Shopping Center and Modera Tempo. Only a small portion of the site, primarily in landscaping islands and the central portion between the Giant grocery store and the Eastern Automotive dealership, contains trees or other plantings. Several properties to the south, across South Pickett Street, are located within the floodplain. However, none of the properties in this project site are within the City's 100-year floodplain.

B. Project Evolution

The applicant provided a Pre-Concept submission for City review in spring 2016, which included property at 600 South Pickett Street, across the street and separate from the contiguous properties comprising the currently-proposed CDD Concept Plan area (See Graphic #3, Parcel labeled, "Former Greenhill Block I/J"). Due to that parcel's proximity to the three main options for the location of the potential "multimodal bridge" between South Pickett and Eisenhower Avenue,

which was first recommended in the Landmark-Van Dorn Small Area Plan and again in the Eisenhower West Small Area Plan, the applicant submitted a second Pre-Concept submission in Summer 2016. The second pre-concept submission focused on how the multimodal bridge might connect through or around the 600 South Pickett Street property. Since that time, the City has further analyzed locations for the multimodal bridge as part of a feasibility study. The location for the multimodal bridge studied in that analysis, known as the "*Norfolk Southern Preferred Alignment*", has northern and southern termini similar to options anticipated in the Eisenhower West SAP but travels a different route to prevent interference with Norfolk Southern railroad operations. The northern terminus of this alignment is to the west of, and not immediately adjacent to, the property at 600 South Pickett Street.

The applicant submitted its Concept #1 submission for the CDD Concept Plan in late 2016. It added a property to the project site, a small parcel of land just north of the intersection of Edsall and South Pickett Streets, compared to the pre-concept plans. A total of nearly three million building square feet was included in this proposal. The Concept #2 submission, which also included approximately 2.9 million building square feet, was provided in late 2017. The applicant continued to include the 600 South Pickett Street property, referred to as Block I/J, within the boundaries of the CDD Concept Plan up to that time. However, City staff requested that the applicant separate this parcel from the current CDD Concept Plan and apply for a second CDD Concept Plan for it in the near future, potentially in cooperation with adjacent land owners on South Pickett Street. The reason for the request is that formerly-proposed Block I/J is located in the Eisenhower West Small Area Plan and Blocks A through G (in the current request) are located in the Landmark-Van Dorn Small Area Plan. The applicant agreed and the Completeness and Preliminary submissions, provided in summer and early fall of this year, do not include the Block I/J property, addressed as 600 South Pickett Street.

With the exception of the removal of Block I/J, the general layout of the CDD Concept Plan has remained relatively similar throughout the submissions. The general location of new streets and development blocks, and the inclusion of a central public open space, has not significantly changed. The precise position of one of the streets, and its continuation across the southern-most block (now known as Block G) is the only notable layout difference.

III. PROJECT DESCRIPTION

The applicant, Greenhill Capital Corp., has requested approval of four land-use applications for a multi-phase CDD Concept Plan to construct, over several years, a new, multi-block mixed-use community at the project site. The current request only includes the CDD Concept Plan and related applications. The individual buildings would require approval of future Development Special Use Permits (DSUPs), which are not a part of the current request.

A. Blocks & Streets

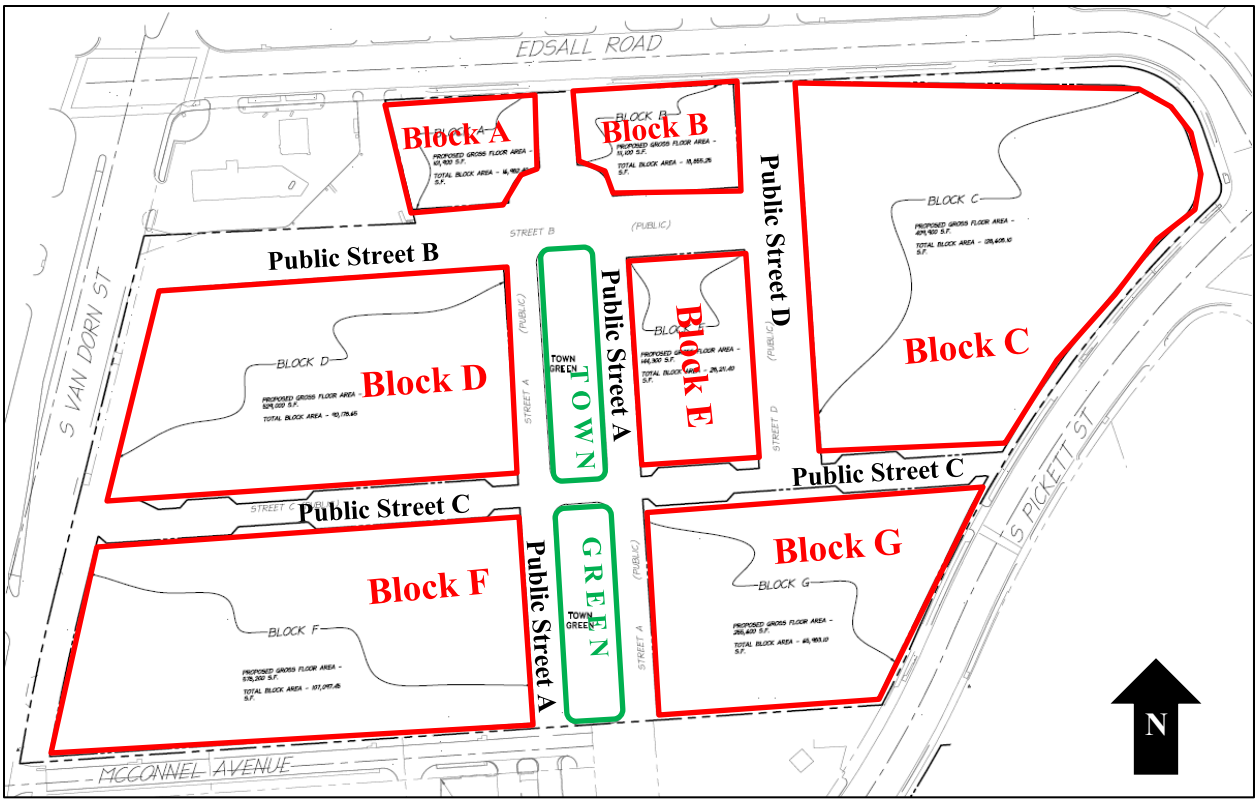
The applicant proposes a CDD Concept Plan that divides the 14.9-acre project site into seven redevelopment blocks, which have been named Blocks A through G. In the preliminary CDD Concept Plan, these blocks vary in size from about 17,000 square feet (Block A) to about 129,000

square feet (Block C) of land area. The total land area of all seven developable blocks, excluding future rights-of-way, is nearly 456,000 square feet (10.5 acres).

Four new public streets would divide these blocks. **Public Street A** would be the major north-south street, with right-of-way starting at Edsall Road in the north and ending at the southern boundary of the project site near the eastern end of the existing McConnell Avenue. The two travel lanes on this street are divided for most of its length by an area of open space known as the "Town Green." The applicant has proposed that the short, northern-most block of Public Street A, between Blocks A and B, would not include a vehicular connection through to Edsall Road and instead the applicant proposes a pedestrian-only public right-of-way containing a plaza with several stairs . However, as a vehicular connection is shown in the small area plan, staff continues to recommend its inclusion. At such time that the first DSUP for the CDD is submitted, staff and the applicant will review the grade of proposed roadways and a final determination will be made on the design and this process has been conditioned through Condition #43.

Public Street B is a new east-west street proposed on the northwestern portion of the site and would be located between South Van Dorn Street to the west and Public Street A to the east. It is depicted as a 55-foot right-of-way that increases to 66 feet on its eastern side. **Public Street C** would be the major east-west street through the CDD Concept Plan area and is intended to be the major retail/commercial street in the project. It would ultimately measure 78 feet in width and would be located between South Van Dorn Street and South Pickett Street. **Public Street D** is a new north-south street, measuring 66 feet in width, to be located between Edsall Road and Public Street C.

Figure 1: Preliminary CDD Concept Plan



B. Development Options / Uses

Development Options

Two options have been proposed for the total building square footage in the CDD Concept Plan area: the **"residential" option** and the **"office" option**. As shown in Table #1 below, the residential option includes a total of 2.13 million square feet of space whereas the office option includes a total of 1.97 million square feet. The major difference between the two options is that the amount of residential uses is reduced by one-half in the office option compared to the residential option. Both options include approximately 223,000 square feet of commercial/retail uses and nearly 100,000 square feet of space for a parking garage that may be located above-grade.

It is important to note that the building square footage figures contained here and throughout the staff report represent gross rather than net square footages as the applicant does not have net square footage figures available for the future buildings. Using the anticipated gross square footage, the applicant's plans would result in a total FAR of 3.28 with the residential option and 3.03 FAR with the office option.

Table #1: Residential and Office Development Options

	Residential Option Gross SF	*Office Option Gross SF*
Multifamily Residential	1.63 million	818,000
Office or Hotel	187,000	830,000
Retail/Commercial	223,000	223,000
Above-Grade Parking	97,000	97,000
Total Building SF	2.13 million	1.97 million

As shown in Table #2 on the following page, the maximum amount of building square footage in the residential option varies from 102,000 square feet on Block A to 578,000 square feet on Block F. The maximum amount of building square footage in the office option varies from 102,000 square feet on Block A to 457,500 on Block F.

Other than for the retail/commercial focus area around Public Street A, the applicant has not proposed specific uses, or specific square footages of specific uses, for each block within the CDD Concept Plan area. The precise location of uses within the seven blocks would be proposed in future DSUPs, as long as the aggregate totals do not exceed the allowances in the CDD Concept Plan and its conditions.

Public School / Civic Use

In addition to the uses described above, the applicant has agreed to dedicate up to 30,000 square feet of land within the CDD Concept Plan area for a public school or civic use. The building square footage for this use would be allowed within the CDD Concept Plan area in addition to the total square footages of either 2.13 or 1.97 million and would be exempt from the overall maximum FAR allowed in the CDD Concept Plan area based on the zone regulations for the CDD#27 zone.

C. Building Height

As shown in Table #2 below, the applicant has proposed a range of maximum building heights from 85 feet on Block C and a portion of Block G to 170 feet on portions of Blocks D, F, G, and all of Block E. The overall design concept, which is consistent with the Landmark-Van Dorn Corridor Plan, would concentrate maximum building heights on those blocks, or portions thereof, closest to the Town Green. The applicant has further agreed to broad design standards, memorialized in the CDD conditions, that would provide for building shoulders, step-downs, and tower elements to further add variety of building heights in the CDD Concept Plan area.

D. Table #2 - Proposed Development by Block

<table>
<tr><th></th><th>Block A</th><th>Block B</th><th>Block C</th><th>Block D</th><th>Block E</th><th>Block F</th><th>Block G</th></tr>
<tr><td>Total Land SF</td><td>16,982</td><td>18,855</td><td>128,608</td><td>90,178</td><td>28,211</td><td>107,097</td><td>65,983</td></tr>
<tr><td>Building SF Res Option</td><td rowspan="2">101,900</td><td rowspan="2">111,100</td><td rowspan="2">409,900</td><td>529,000</td><td>144,300</td><td>578,200</td><td>255,600</td></tr>
<tr><td>Building SF Office Option</td><td>413,000</td><td>181,600</td><td>457,500</td><td>293,000</td></tr>
<tr><td>Building Height Either Option</td><td>100’</td><td>100’</td><td>85’</td><td>100’/170’</td><td>170’</td><td>100’/170’</td><td>85’/170’</td></tr>
</table>

E. Future Bonus Density SUPs

In addition to future DSUP approval, the total building square footage figures proposed in the CDD Concept Plan area (2.13 million or 1.97 million) and the proposed maximum building heights on some blocks are contingent upon the applicant applying for and receiving City Council approval of Special Use Permits (SUPs) for bonus density and height as provided for within Section 7-700 of the Zoning Ordinance. The Ordinance provision allows for increases of up to 30% additional density and up to 25 feet in additional height if one-third of the additional square footage gained is provided as affordable housing.

If these SUPs are not requested or approved for any individual buildings in the future, the total building square footage would be reduced by nearly 500,000 square feet for the residential option (from 2.13 million to 1.64 million square feet) and by approximately 450,000 square feet for the office option (from 1.97 million to 1.51 million square feet). Blocks D, E, F, and G would be reduced in height by 25 feet, from a maximum of 170 to 145 feet. The maximum FAR that would be allowed without bonus density is 2.52 for the residential option and 2.33 for the office option, which are based on gross square footage rather than net square footage. This topic is discussed in more detail in the *Master Plan Amendment* section under staff analysis.

F. Town Green/Open Space

To partially satisfy open space requirements for the future buildings at the site, the applicant has proposed the establishment of a common public open space, known as the Town Green, within the central portion of the project site. As anticipated in the Landmark-Van Dorn Small Area Plan, Public Street C would bisect the Town Green into two parts, northern and southern. The combined

portions would measure nearly 29,000 square feet, or approximately two-thirds of an acre. The Town Green would be privately-owned, but subject to a public park and recreational easement. The balance of the 25% open space requirement in the new CDD#27 would be provided on each of the individual blocks and reviewed in future DSUP approvals. The applicant would also need to provide additional amenity spaces on each individual property for majority-residential buildings consistent with the Landmark-Van Dorn Small Area Plan and the new CDD#27 zone.

G. Parking

The applicant intends to provide most of the off-street parking for the proposed uses within the CDD Concept Plan in underground garages, although nearly 100,000 square feet of above-ground parking garage space is anticipated given grade changes at the project site. The number of off-street parking spaces required for each use would be addressed in future DSUPs and would be based on Zoning Ordinance regulations in effect at the time each DSUP is requested.

H. Transfers

The applicant proposes allowing two different types of transfers within the CDD Concept Plan. The first type would allow the applicant to transfer up to 15% of the building square footage allotted for one block to another block. This transfer type would be further limited, as a practical matter, by the maximum building height for each block, which would not have a transfer allowance and therefore could not be increased. The second type of transfer would allow for the increase or decrease in the square footages of each use category, as they will be shown on the revised CDD Concept Plan or subsequent version of the CDD Concept Plan, by up to 20%. No increases in the total maximum allowable square footage across the entire site would be permitted, nor would the amount of retail/commercial square footage be allowed to decrease below the minimum of approximately 230,000 square feet.

I. Phasing

Individual buildings at the project site would be constructed in four phases within a period that may extend up to 25 years from approval. Development would begin with Block C on the northeastern portion of the site and continue in a clockwise fashion, as shown on the preliminary CDD Concept Plan. Phase 1 is comprised almost exclusively by Block C and Phase 2 includes primarily Block G. Phase 3 includes Block F and the southern portion of the Town Green. Phase 4 includes the remaining portions of the CDD Concept Plan area: Blocks A, B, D, E, and the northern portion of the Town Green. The applicant has the option to revise its phasing plan as part of a required "revised CDD Concept Plan", which would be approved administratively similar to a final site plan.

Land dedications for infrastructure-related items such as new streets and the expansion of existing streets are proposed to occur block-by-block, for those portions of the dedications adjacent to their respective block, prior to the release of the first DSUP for each block. Similarly, the applicant will be responsible for constructing new streets, utilities, and other infrastructure improvements at its expense on a block-by-block basis, for those portions of the improvements adjacent to their

respective block, prior to the release of the first certificate of occupancy for the first building on each block.

IV. ZONING

A. Current Zoning

Five of the six parcels at the project site are zoned either CG / Commercial General or I / Industrial, with the sixth property being split-zoned between the CG and I zones. The I zone allows as a range of commercial and industrial uses, either as permitted or special uses, and maximum allowable floor area ratio (FAR) of 0.85, which may be increased to 1.25 subject to Special Use Permit approval. The maximum allowable building height in the I zone is generally 50 feet. The CG zone allows a range of commercial and residential uses, with a maximum allowable FAR of 0.5 for non-residential uses and 0.75 for residential uses. The maximum allowable building height in the CG zone is also 50 feet.

Section 11-400 requires approval of a Development Site Plan (DSP) for new construction projects, and the provisions of Section 5-600 require Special Use Permit (SUP) approval for all uses within a CDD. The applicant would therefore be required to file for these approvals, likely in the form of one Development Special Use Permit (DSUP), to actually construct new buildings at the site in the future. Section 7-700 of the Zoning Ordinance allows for additional density and height at a subject site, subject to Special Use Permit approval, if one-third of the additional density is affordable housing. The maximum amount of density and height contained within the proposed CDD Concept Plan is contingent upon such future approval, and the applicant anticipates requesting such SUPs in connection with the future DSUPs.

B. Proposed Zoning (CDD#27)

The applicant has requested approval of a map amendment (rezoning) of the project site from CG / Commercial General, I / Industrial, and split zoned CG and I, to a Coordinated Development District (CDD). It has also submitted a CDD Concept Plan for the project, and with the understanding that SUPs for bonus density would need to be approved in the future to achieve the maximum density proposed. If approved, the proposed CDD zone would become CDD #27 and would allow for a maximum 2.52 FAR and an overall maximum height of 170 feet. The new zone would also allow multifamily residential, office, and hotel uses as well as public school/civic uses and an array of commercial businesses.

The rezoning and creation of the new CDD, if approved, would add language to the Zoning Ordinance, which requires the approval of a Text Amendment. This approval is being processed by the City as TA# 2018-0016. The text amendment would amend the CDD section of the Zoning Ordinance (Section 5-602) to add the table contained in Attachment #6 at the end of this report.

V. STAFF ANALYSIS

Staff supports the land use requests associated with the establishment of a new CDD Concept Plan and zone in this location, which would provide a framework for future redevelopment of the project site into a mixed-use community. The proposal is consistent with the Landmark-Van Dorn Corridor Plan except as provided for in the requested Master Plan Amendment. It is also consistent with the standards for approval of Coordinated Development Districts in Section 5-600 and other City policies. The applicant's agreement to provide a significant affordable housing component and the dedication of land for a new public school are important community benefits. The establishment of a new street grid, the provision of a centrally-located public open space, and the reservation and eventual dedication of land for the West End Transitway are also positive elements of the project that promote the Corridor Plan's vision for an urban village at this site.

A. Consistency with Landmark-Van Dorn Corridor Plan

The Landmark-Van Dorn Corridor Plan identifies broad planning goals and specific recommendations for the Greenhill project site and its vicinity. With respect to broad planning goals, the Corridor Plan recommends the establishment of new streets that would form a more connected and urban street grid. The Corridor Plan further recommends several transportation improvements, new and enhanced open spaces, and the establishment of pedestrian-friendly activity centers. Such activity centers would include attractive, walkable streets, active ground-floor uses, and a more unique sense of place.

One such activity center is specifically recommended for the vicinity of the Greenhill project site, which is referred to in the Corridor Plan as "Block J" and forms the central portion of the larger "Pickett Place" district or neighborhood, one of four such areas in the Corridor Plan. A distinct mixed-use "urban village" is envisioned for Pickett Place in which at least three new streets would be added to create a compact street grid. The urban village would be "centered on a main street" containing ground-level retail/commercial uses that would "form[s] a retail spine" (Page 24). Additional recommendations specifically provided in the Corridor Plan for Pickett Place include: maximum density levels and building heights for new development, specific uses, the creation of a centrally-located park, and the inclusion of a civic or community-related use, and the establishment of CDD zoning.

The applicant's proposed CDD Concept Plan, although necessitating some Master Plan amendments, is substantially consistent with the broad goals and specific objectives of the Corridor Plan. More specifically:

1. *Transportation* – The CDD Concept Plan is consistent with broad transportation goals for the Landmark-Van Dorn corridor in at least three ways. First, the applicant has agreed to reserve and eventually dedicate 30 feet of land along the South Van Dorn Street frontage of the project site for the construction of public transit lanes as part of the potential future West End Transitway. Land on either side of the project site has already been held in reservation, or planned to be, for the Transitway. Second, the applicant would be required, at the time of submission for DSUPs for individual buildings, to provide land dedication for enhanced bicycle facilities along its Edsall Road and South Van Dorn Street frontages.

These bicycle facilities are recommended in the City's Pedestrian and Bicycle chapter of the Transportation Master Plan. Third, proposed new streets would align with two potential northern landings of the future multimodal bridge. One of these landings, in the "Norfolk Southern Preferred Alternative" option and the subject of a recent feasibility study, is likely to be located on South Pickett Street to the south of the CDD Concept Plan area. Additional land from an adjacent property owner would be required to complete a connection between the southern end of proposed Public Street A and the potential multimodal bridge landing. Nonetheless, staff recommends and the applicant has agreed to slightly adjust Public Street A to the east in order to not preclude such a connection in the future.

2. *Streets* – The CDD Concept Plan proposes the creation of a new street grid similar to the one depicted for the site in the Corridor Plan. It includes a new east-west street, referred to as Public Street C, in the central portion of the project area like the envisioned "Pickett Place Main Street." One additional new east-west street traversing a portion of the site and two new north-south streets are also proposed in locations similar to those shown in the Corridor Plan. The major north-south street, referred to in the CDD Concept Plan as Public Street A, has been slightly shifted at staff's suggestion to better align with one option for the multimodal bridge recommended in the Corridor Plan. The streets also generally follow the Corridor Plan's recommended hierarchy, with the one major north-south and one major east-west streets having wider rights-of-way than other streets. The blocks that are created by these streets are smaller and more urban than exist in the vicinity today.

3. *Ground-Level Retail* – The applicant proposes a pro-rated share of the 250,000 square feet of retail/commercial uses recommended in the Corridor Plan for Block J. The proposed locations for the retail/commercial uses would be along the entire South Van Dorn Street frontage, some of the South Pickett Street frontage, and both sides of new Public Street C. Providing these retail uses in the project site and specifically in this location is consistent with the Corridor Plan's vision for a retail spine along a central street.

4. *Parks* – The CDD Concept Plan proposes a publicly-accessible park in virtually the same location, and at a larger size, than recommended in the Corridor Plan. Required park improvements, consistent with the specific recommendations in the Corridor Plan, would be reviewed at the time that DSUPs are requested in the future for individual buildings adjacent to the park.

5. *Civic / Community Use* – The applicant has agreed to dedicate to the City approximately 30,000 square feet of land within the CDD Concept Plan area for the future construction of a public school or other civic use. The exact location of the land dedication would be identified prior to the submission of the first DSUP within the CDD Concept Plan area. The land dedication is considerably more substantial than the 12,000 square feet of building space for civic/community uses recommended in the Corridor Plan.

6. *CDD Zoning* – By virtue of its application for CDD Concept Plan approval, the proposal is consistent with the recommendation in the Landmark-Van Dorn Corridor Plan that CDD zoning (and a CDD Concept Plan) be requested for the Pickett Place neighborhood, of which the project site is the central part. The Corridor Plan further recommends specific

criteria within the CDD regarding maximum heights, maximum densities, uses, street grids, parks, and building design. The maximum heights, maximum densities, and uses recommended in the Landmark-Van Dorn Corridor Plan are the subject of the applicant's requested Master Plan Amendments.

B. Master Plan Amendment

The applicant seeks approval of five Master Plan Amendments in connection with the CDD Concept Plan request. Staff supports the requests, finding that they would not change the general goals and objectives in the Landmark-Van Dorn Corridor Plan. Those requests would:

1. Amend the land use designation for the site to include hotel uses;
2. Amend the existing minimum office requirement to allow either office or hotel uses;
3. Increase the maximum floor area ratio (FAR) allowed at the site from 2.0 FAR to 2.52 FAR;
4. Increase the maximum allowable residential square footage in Block J of the Plan from 1.45 million square feet to 1.9 million square feet; and
5. Increase the maximum allowable height for the site from between 65 and 120 feet to between 85 and 145 feet.

It is important to note that the maximum square footages and heights requested as part of the Master Plan Amendments listed above intentionally do not match those figures requested in the CDD Concept Plan. The main reason for this difference is that the CDD Concept Plan anticipates future SUP approval using bonus density and height provisions in Section 7-700 of the Zoning Ordinance, whereas the Master Plan does not include the bonus density or height. The CDD Concept Plan is therefore contingent upon future SUP approval. If no portion of its anticipated bonus density or height are approved by future Section 7-700 SUPs, the maximum density and height in the CDD Concept Plan would be reduced to those levels listed in the Master Plan Amendments. Staff would also like to point out that the maximum residential square footage in Block J of the Corridor Plan, now proposed at 1.9 million square feet, already includes the over 500,000 square footage of residential uses at the Modera Tempo community since that site is also located within Block J.

Additional analysis of each individual Master Plan Amendment request is provided below.

1. *Inclusion of Hotel Uses*
2. *Allowance for Office or Hotel*

The applicant has requested that hotel uses be added to the site, which involves amending the land-use designation maps on Pages 54, 108 and 147 of the Plan, and to allow either hotel or office uses by amending the Development Table for Block J on Page 58 of the Landmark-Van Dorn Corridor Plan. The hotel use would be added such that the current recommendation to provide 200,000 square feet of office in Block J would allow either office or hotel. Staff believes this change is acceptable. Hotel uses would be compatible with the rest of the applicant's proposal and with the surrounding area. The change would offer the applicant flexibility in the future given the difficult market conditions for office uses in the region.

3. *Increasing Maximum Allowable FAR*

The second element of the applicant's Master Plan Amendment request is to increase the maximum allowable FAR for this portion of the Plan area from 2.0, as shown in the development table on Page 58 and in the map on Page 150 of the Landmark Van Dorn Corridor Plan, to 2.52 (based on gross square footage and excluding bonus density square footage). Staff believes that this change is an acceptable density increase for several reasons. First, the applicant would be providing several community benefits as mentioned previously in this report, including the provision of approximately 230,000 square feet of retail/commercial uses. An increase in density in this location would support the significant amount of retail uses proposed. It would also support the general urban planning principle of concentrating density in a location that is relatively close to public transportation. The Van Dorn Metro Station is located just over one half-mile from the southern end of the project site. Furthermore, the future West End Transitway is planned to travel along the South Van Dorn Street frontage of the project site. The level of density sought in this Master Plan Amendment request would be nearly the same as the 2.5 FAR recommended in the 2009 Corridor Plan for the northern portions of the corridor at and near Landmark Mall.

4. *Increasing Maximum Residential Square Footage*

The applicant has also requested that the maximum allowable residential square footage for Block J, as shown in the development table on Page 58 of the Corridor Plan, should increase from 1.4 to 1.9 million square feet. Additional multifamily residential uses here would support the proposed retail/commercial uses and is consistent with good urban planning practice by concentrating density near current and planned public transportation.

5. *Increasing Maximum Allowable Height*

The applicant also seeks increases in maximum building height as part of its Master Plan amendment request, which would necessitate a change to the maximum height maps on Pages 114 and 151 of the Landmark-Van Dorn Corridor Plan. The proposed maximum building heights at the project site are as shown in Table #3 below.

Table #3: Recommended and MPA-Requested Building Heights

Block Name	Recommended Max Height in LVD Corridor Plan	Max Height Requested in MPA
Blocks A and B	65 feet	100 feet
Block C	65 feet	85 feet
Blocks D & F (Western)	65 and 85 feet	100 feet
Blocks D & F (Eastern)	65 and 120 feet	145 feet
Block E	65 and 120 feet	145 feet
Block G (Western)	65 and 120 feet	145 feet
Block G (Eastern)	65 feet	85 feet

Staff supports the amendment to increase the maximum building heights for the CDD Concept Plan area, finding them to be reasonable and appropriate in this mixed-use area. Importantly, the CDD Concept Plan would follow the height concept for the area as recommended in the Landmark-

Van Dorn Corridor Plan. The highest maximum building heights should be clustered in the central portion of the CDD Concept Plan area, closest to the proposed Town Green and lower heights are proposed around the edges of the site, offering a transition to existing adjacent uses. This concept of height transitions is also reflected in the CDD conditions.

C. Rezoning

The request to rezone the project site to CDD#27 is supportable given that the proposal meets the City's criteria for rezoning without a Master Plan study for the area. The criteria, which contains five parts, have been established to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future and are of a lesser scale such that the proposal would not warrant a new plan or study on its own. The project's conformance with each individual criterion is detailed below.

1. Consistency with Small Area Plan

Although the proposal does include master plan amendments, the project and its rezoning component are consistent with the broad goals and specific objectives of the Landmark-Van Dorn Corridor Plan. As detailed previously in this staff report, the project is consistent with the vision of an urban village at "Pickett Place" that includes a new street grid, ground-level retail uses, and a central park. Perhaps most significantly, the Corridor Plan specifically recommends CDD zoning for the Pickett Place district, including the project site.

2. Consistency with Type of Area

The project site currently features primarily commercial uses, some of which are located in industrial/warehouse-style buildings. Additional commercial uses, along with some light industrial and residential uses are present at adjacent parcels or elsewhere in the vicinity. The Plan envisions redevelopment of properties in the vicinity into a mix of residential, commercial and office uses, along with a small amount of civic uses. Given that the applicant's rezoning request would allow for so many of the existing or planned uses, it is consistent with both the current neighborhood and as it is envisioned in the future.

3. Isolated Parcel

The third rezoning criterion anticipates the possibility that, in order to ensure proper coordination, a major planning study may be needed if a proposed rezoning were approved at a redevelopment site surrounded by other parcels of land that could also redevelop. However, the CDD rezoning proposed here matches the recommendation in the Landmark-Van Dorn Corridor Plan to rezone the several blocks in "Pickett Place" to a CDD. The rezoning proposal therefore would not negatively impact the recommendations of the Plan or necessarily trigger other rezoning requests not already contemplated in the Corridor Plan. No new planning studies are necessary.

4. Status of Planning for the Area

The fourth rezoning criteria asks whether any new planning studies are anticipated in the area in the near future. If so, a given site may not be appropriate for a rezoning until such study is complete. Although a planning study is underway for the Landmark Mall site, no planning studies are anticipated for this portion of the Landmark-Van Dorn Corridor Plan.

5. Application's Consistency with City Goals

In addition to being consistent with the vision in the Eisenhower West Small Area Plan, this proposal meets goals (or is anticipated to meet them subject to future DSUP approval) articulated in other City policies, including those related to affordable housing, green building, public art, walkability and urban design.

D. CDD Concept Plan Standards

Staff supports the proposed CDD Concept Plan request. It finds that the site is consistent with the standard that it be "*of such size or… so situated as to have significant development related impacts on the City as a whole or a major portion thereof and in order to promote development consistent with the Master Plan*" (Section 5-601). The nearly 15-acre site is both large and strategically important given that its redevelopment may encourage future redevelopment on all four of its sides. The site is located near the northern terminus of the future multimodal bridge under either the alignment currently the subject of the feasibility study (Norfolk Southern Preferred Alignment) as well as Option #3. Its South Van Dorn Street frontage is also located along the path of the future West End Transitway. The site is therefore an important part of the redevelopment envisioned in the Landmark-Van Dorn Corridor Plan and one well-suited for CDD Concept Plan approval. The proposal is also consistent with the six specific standards for CDD Concept Plan approval contained in Section 5-604 of the Zoning Ordinance as detailed in Attachment #5.

E. CDD Concept Plan Uses

With minor changes, staff supports the proposed uses in either of the two development options for the site. Although the applicant has requested Master Plan Amendments to increase multifamily residential square footage in the residential option and to add hotel uses, staff supports those requests. In each option, the applicant is proposing over 223,000 square feet of retail uses to support the "retail spine" envisioned for the street now referred to as Public Street C.

Staff has also requested that the applicant add small amounts of retail/commercial uses and office or hotel uses to the CDD Concept Plan area: 8,000 square feet and 13,000 square feet, respectively. The inclusion of these additional square footage would allow "Block J" of the Corridor Plan to achieve the minimum 200,000 square feet of office (or hotel, as now requested) and minimum 250,000 square feet of retail/commercial uses. The additional square footage takes into account that retail uses have been already provided or planned elsewhere on Block J, asking only for the remaining balance. Although one property in Block J has yet to receive approval for redevelopment, staff does not believe it is necessary to wait for that small property to redevelop to reach the goals of the Corridor Plan. The requested increases are very small compared to the overall

square footage proposed in the CDD Concept Plan and compared to the amount of additional density requested by Master Plan Amendment.

In order to provide additional flexibility for future redevelopment, staff is also recommending in Condition #6b that the applicant may be allowed to choose a different amount of square footage for each proposed use, regardless of the amounts specified in the two development options. This option may be thought of as the "alternative option." A flexible alternative option would be allowed as long as it meets two major criteria: 1) the square footages within it fall in the range of the minimum and maximum square footages proposed for each use category in the two other development options and 2) the new total does not, in any case, exceed the total 2.13 million square feet proposed in the largest of the two other options. In the alternative option, the applicant would need to obtain administrative approval of a revised CDD Concept Plan to the satisfaction of the Director of Planning & Zoning to the submission of the first DSUP anywhere within the CDD Concept Plan area. For example, the applicant may be allowed to choose in the future to construct 1.4 million square feet of multifamily residential (a reduction by approximately 233,000 square feet) and then increase the amount of office or hotel uses by a commensurate amount. In this example, the amount of residential square footage could not be reduced below the minimum 818,000 square feet in the office option and the amount of office square footage could not exceed the 830,000 square feet of office/hotel uses allowed in the office option. The review criteria would also prevent the amount of retail/commercial uses from dropping below the minimum approved as part of this CDD.

F. CDD Concept Plan Design

General Features

The general design of the proposed CDD Concept Plan represents good urban planning practice and is consistent with the vision of the Landmark-Van Dorn Corridor Plan. The Concept Plan introduces four new streets in total, two of which are north-south streets and two of which are east-west streets. The number and general location of the streets is consistent with the Corridor Plan. With one important exception that will be discussed elsewhere in this report, the new streets are proposed to intersect appropriately with existing streets and with each other. For example, Public Street C is proposed to traverse the entire width of the project site from South Van Dorn Street to South Pickett Street, offering a vehicular and pedestrian connection through the site that ensures the development appropriately ties into the existing neighborhood. The widths of the new streets, with revisions recommended by staff, are also reasonable and consistent with the Landmark-Van Dorn Corridor Plan. The streets form development blocks that are generally much smaller and consistent with urban-style redevelopment than currently exists at the site. The streets have also been designed to possibly connect to two potential locations that have been contemplated for the northern terminus of the future multimodal bridge discussed in the Corridor Plan.

The CDD Concept Plan includes additional elements that are desirable and consistent with planning goals. A common public park, known as the Town Green, is proposed in the same location identified in the plan. At two-thirds of an acre, it exceeds the half-acre recommendation contained in the Landmark-Van Dorn Corridor Plan. Land dedications are proposed for transportation-related improvements, including for the West End Transitway. Finally, although the CDD Concept Plan is designed to offer the applicant flexibility regarding the exact location of

most of the anticipated uses, the applicant has also agreed to locate ground-level retail/commercial uses as recommended in the Corridor Plan.

Recommended Revisions
Although supportive of the CDD Concept Plan, staff has also included recommended conditions in this report that request certain revisions to the proposal. The requested revisions range from those technical or modest refinements to the plan, such as the provision of a grocery use as recommended in the Landmark-Van Dorn Corridor Plan, to more substantial revisions. The four substantial revisions are:

1. Shifting Public Street A eastward;
2. Providing additional right-of-way for Public Street C;
3. Potentially dedicating additional right-of-way for an expanded McConnell Avenue; and
4. Allowing for a vehicular connection to Edsall Road on Public Street A.

Detailed information regarding each of these requested revisions is provided below.

1. Public Street A Eastward Shift

The requested an eastward shift of the major north-south street (Public Street A) by approximately 35 feet would better align its southern terminus with the potential northern terminus of the multimodal bridge. In the applicant's preliminary plan, Public Street A was located far enough to the west that any future connector road to the south would have difficulty clearing the northeastern corner of the Modera Tempo building. Although a connection from Public Street A to South Pickett Street and the potential multimodal bridge would involve the use of private property not included within the CDD Concept Plan area, staff nonetheless believes it is important to not preclude such a connection in the future. The Corridor Plan envisioned the street in question potentially connecting to South Pickett Street and the potential multimodal bridge landing in this location provided an additional rationale for such a request.

2. Full Public Street C Right-of-Way

Staff requested that the applicant provide a full public right-of-way of 78 feet for Public Street C as recommended in the Corridor Plan rather than the originally-proposed 24 to 44-foot widths, which would have included only the distance between the street's northern curb to its southern curb. In the revised right-of-way for Public Street C, the majority of the streetscape would be located on public property as required for the majority of new development projects in the City. The applicant has agreed to both the realignment of Public Street A and the standard right-of-way width for Public Street C and has incorporated both changes into a new exhibit included as Graphic #2 in Section VIII of this report. Staff has included condition language (Conditions #14 and #16) to memorialize this agreement and to incorporate the changes into a revised CDD Concept Plan.

3. McConnell Avenue Widening

Conditions #18 and 30 recommend that the applicant dedicate to the City up to 21 feet of land along the southwestern/southern boundary of the project site if deemed necessary by the Director

of Planning & Zoning. The purpose of this land dedication is to complete McConnell Avenue, first constructed at the southern edge of the CDD Concept Plan area as part of the Modera Tempo development project, at the full width recommended in the Landmark-Van Dorn Corridor Plan. The street was first constructed as part of the Modera Tempo development and only dedicated as a 45-foot right-of-way. It was specifically anticipated that the additional right-of-way to complete the street, at a width consistent with the Corridor Plan, would be requested at such time that the adjacent property to the north redevelops. Staff believes it is reasonable and appropriate to request such a land dedication as part of the CDD Concept Plan approval.

4. Vehicular Connection to Edsall Road

Finally, staff has recommended in Condition #43 that the applicant provide engineering plans in the future for City staff to determine the feasibility of requiring a vehicular connection to Edsall Road, as part of the public right-of-way for Public Street A, between Blocks A and B on the north-central portion of the CDD Concept Plan area. Planning & Zoning and Transportation & Environmental Services staff view the provision of a north-south vehicular connection through the site as an important planning goal. The street network envisioned for the project site in the Landmark-Van Dorn Corridor Plan specifically depicts the street connecting through from South Pickett Street on the south to Edsall Road to the north. This connection is particularly important from a vehicular traffic perspective given that Public Street A has been designed to potentially align with the northern terminus of the multimodal bridge in the route currently being studied. A vehicular connection to Edsall Road would theoretically allow vehicles to travel from Eisenhower Avenue in a northern direction across the new multimodal bridge and through the project site to Edsall Road without needing to use South Van Dorn Street.

The applicant has stated that such a vehicular connection is not possible due to the steep slopes on the site and has instead proposed a terraced pedestrian plaza that has been informally referred to as the "Spanish Steps." However, re-grading of the site is achievable and already expected to occur in connection with the redevelopment proposal. Staff has also closely studied the grade differential across the site from north to south in the location of proposed Public Street A. It finds that the average slope from the end of McConnell Avenue (near Modera Tempo) to the south up to Edsall Road to the north is approximately 6%. With slight adjustments to ensure a very gentle slope at street intersections, staff concludes that Public Street A could be constructed at slopes of 6.5% on either side of the Town Green, and 8% between Blocks A and B while still maintaining a vehicular connection to Edsall Road. These slopes would not be difficult for pedestrians or disabled persons. The resulting steepest slope of 8% would be less steep than the steepest ADA-accessible ramps. The 6.5% slope around both portions of the Town Green is slightly steeper than the 200 block of King Street and is the same slope found on the 100 block of Prince Street.

The applicant has also raised traffic-related concerns about allowing a vehicular connection to Edsall Road. Their primary concern is the potential that vehicles queuing on Edsall prior to the traffic light at South Van Dorn could back up enough to negatively impact left turns from Public Street A onto Edsall Road. Staff believes that the issue could be considered in future traffic studies that will be required in connection with individual DSUP approvals. Should future traffic studies show a queuing problem, solutions such as traffic light timing and restrictions on left-turns could be explored. However, these potential concerns should not permanently preclude the ability to

have a vehicular connection to Edsall Road, which would be the resulting circumstance if not for staff's recommended condition language.

G. CDD Text Amendment

Staff has drafted regulations for the proposed new CDD#27 zone that, if approved, would be incorporated into the Zoning Ordinance as a text amendment. Development regulations and allowable uses have been incorporated into a CDD table similar to other CDD approvals and is included in Attachment #6 of this report.

Development Regulations
Staff has recommended regulations in the new CDD#27 regarding maximum building height, maximum FAR, and minimum open space. The maximum building height allowed would match those building heights in the current Master Plan Amendment request, which vary from 85 feet to 145 feet without bonus density height. The maximum allowable FAR would be 2.52 in CDD#27, which does not include the additional FAR that may be gained through SUP approvals for bonus density or from public schools or public buildings. The proposed open space requirement is 25% for all uses, which must be all ground-level open space as recommended in the Landmark-Van Dorn Corridor Plan, plus additional amenity spaces for residential uses.

Additional development-related provisions have been incorporated into the CDD#27 language. The zone would have no minimum lot requirements. No specific yard requirements have been included, although buildings would still need to comply, as applicable, with the special setbacks listed in Section 7-1000 of the Zoning Ordinance. The zone transition setbacks listed in Section 7-900 and the height-to-setback ratio required in Section 6-403(A) would specifically not apply in this zone, the latter provision recommended to be lifted given that it results in buildings located farther away from the street than may be advisable for creating good urban design with safe and active pedestrian streetscapes.

Allowable Uses
Rather than using a broad grouping of uses, such as "residential" or "mixed-use," in the zoning table, staff recommends specific uses appropriate for this CDD Concept Plan as they are listed in other zones in the Zoning Ordinance. The list of allowable uses includes multifamily residential, office, hotel, retail shopping establishment, and several other common, popular commercial uses that staff has deemed to be reasonable and compatible with the overall project, such personal service establishments, restaurants and outdoor dining, day care centers, and health and athletic clubs. All of the listed uses require approval of full-hearing Special Use Permits, like other CDDs.

H. Phasing and Implementation

The applicant in this case proposes four different phases of development, anticipating that full build-out may be achieved up to 25 years from today. In certain cases, like Potomac Yard and Oakville Triangle, staff has also recommended the use of a Plan-wide infrastructure plan in which all streets and utilities would be designed and constructed under one DSUP approval. Such approval would occur prior to the approval of any DSUPs for individual buildings. However, in this case, the applicant anticipates the continued use of certain portions of the site within existing

buildings even if other portions of the site are redeveloped. It would not be possible to provide certain land dedications for infrastructure items, or to construct such items, if existing uses remain inside existing buildings for many years.

Staff has therefore recommended an incremental approach to providing required infrastructure items, such as new public streets, in the CDD Concept Plan area in the future. The design for, land dedications for, and actual construction of infrastructure items would be connected to DSUP approval and achieved on a block-by-block basis. First, all infrastructure items surrounding or adjacent to a given block would need to be designed, and approval requested, as part of the first DSUP for the first building to be located within said block. Second, land dedications for said infrastructure items approved on the DSUP would be required to occur prior to the release of the final site plan for said DSUP. Finally, the actual construction of all infrastructure items on the approved DSUP would need to occur prior to the release of the first Certificate of Occupancy at the site. Staff believes this approach accounts for the specific circumstances of the Greenhill site and provides flexibility to the applicant. It also ensures that required infrastructure items are constructed in an appropriate manner. By connecting the infrastructure to the first DSUP within a block and requiring all adjacent infrastructure to be constructed as part of that DSUP, an adequate level of infrastructure will be provided at the project site, including for its early buildings.

I. Affordable Housing

At the November meeting of the Alexandria Housing Affordability Advisory Committee (AHAAC), the applicant underscored its strong commitment to providing housing opportunity and affordability within the CDD Concept Plan area consistent with the Housing Master Plan's recommendation to focus affordable housing efforts in areas near transit and with the greatest potential for increased density and mixed-use development. The applicant noted its commitment that each future residential project would incorporate affordable units. The affordable housing contribution for the overall project comprises on-site affordable units and a monetary contribution to the Housing Trust Fund.

The applicant has proposed applying for bonus density and bonus height (pursuant to Section 7-700 of the Zoning Ordinance) as it moves forward with individual DSUPs under the proposed CDD. In exchange for up to 30% bonus density and up to 25 feet of additional height, the applicant anticipates providing approximately 164,000 gross square feet of affordable housing across the entire development. Although the final number of units would depend on unit size, staff estimates that this square footage could yield up to 182 affordable units and possibly more. This figure is associated with the "residential" development option. A proportionately lower number of units is anticipated with the "office" development option, which contains significantly less residential square footage and slightly less building square footage overall.

Rental units provided through Section 7-700 will be affordable to households with incomes at 60% of the area median income (equivalent to $49,260-$70,320 for a household of one to four in 2018) as well as to eligible households with Housing Choice (Section 8) vouchers. Homeownership units provided through Section 7-700 will be affordable to households with incomes at 80% of the area median income (equivalent to $65,680-$93,760 for a household of one to four in 2018). All units

secured through Section 7-700 will remain affordable for a 40-year period and will be subject to the City's standard set-aside conditions in effect at that time.

Upon agreement between the Director of Housing and the applicant, the required number of affordable units may be constructed within two or more affordable or mixed-income housing projects within the CDD Concept Plan area. Details associated with such scenarios would be provided through separate Affordable Housing Plans to be submitted for consideration by AHAAC. Such separate plans may include exploring opportunities to provide a fewer number of affordable units in exchange for deeper levels of affordability, a broader unit mix, and/or different housing type.

In addition to the affordable units, the applicant has agreed to provide contributions to the Housing Trust Fund to support the implementation of the Housing Master Plan goals. The value of each contribution will be calculated at the time each DSUP comes forward for review under the following parameters:

1. 400,331 gross square feet of market-rate residential and commercial development will be subject to the Residential Tier 1 and Commercial Housing Contribution rate, respectively.
2. Market-rate residential and commercial development exceeding 400,331 gross square feet of development will be subject to the Residential Tier 2 and Commercial Housing Contribution rate, respectively.

The applicant may explore opportunities to provide some, or all, of the monetary contribution in the form of additional on-site affordable units of equivalent value. This would be determined as each DSUP moves forward with its respective Affordable Housing Plan, in coordination with Office of Housing.

AHAAC approved the applicant's CDD Affordable Housing Plan, dated October 24, 2018, at its November 1st meeting.

J. Open Space

Staff supports the applicant's plans for open space as shown on the CDD Concept Plan. The proposed Town Green common park would account for a portion of the overall open space, with the remaining amount to be provided on individual lots in the future to meet the 25% ground-level open space requirement in the CDD#27 zone. Additional amenities such as rooftop decks would also need to be provided for majority-residential buildings.

The Town Green park, which would be privately owned and open to the public through a public park and recreational easement, is in the same location shown in the Landmark-Van Dorn Corridor Plan. Its 60-foot width between the two travel lanes of Public Street A matches the width in the Corridor Plan and its size, of two-thirds of an acre instead of one-half, exceeds the recommended size. The Corridor Plan further recommends that the park should be developed with a trellis or other shading devices and should include appropriate lighting and seating. Amenities would need to be shown as part of the first DSUP adjacent to each portion of the Town Green and would need to be constructed at the applicant's expense as part of said DSUP approval(s).

K. Architecture Guidelines

Given that the applicant has not requested DSUP approval for any of the future buildings within the CDD Concept Plan area, no architectural elevations or other specific building designs have been provided with this request. To reinforce recommendations from the Landmark-Van Dorn Corridor Plan, staff has included conditions of approval in this report that would address certain building design-related matters. Condition #57 concerns broad design principles and are not intended to address all potential design-related building elements given that much of the architectural review for individual buildings would occur in the future. Matters addressed in condition language in this report include: concentrating the tallest buildings or portions thereof closest to the Town Green, the staggering of building height among different portions of the same building, the use of tower-elements, and the use of vertical articulation to break down the massing of longer buildings. Future DSUPs would be evaluated for consistency with these conditions and the recommendations of the Corridor Plan.

L. Consistency with Other City Policies

Some of the City policies commonly discussed in connection with land-use applications, such as the Green Building Policy and the Public Art Policy, would only apply in the future when DSUP submissions are requested for individual buildings. One policy that staff has considered in connection with the CDD Concept Plan request in particular is the Eisenhower West/Landmark-Van Dorn Developer Contribution Policy, which City Council approved at its November public hearing.

The Eisenhower West Small Area Plan and the Landmark/Van Dorn Corridor Plan both recommend infrastructure and open space improvements to transform the area into a more walkable, connected, transit-oriented series of neighborhoods. A developer contribution policy is recommended in these plans to assist in funding the necessary infrastructure improvements and to mitigate the impact of new development. All future projects within the two Small Area Plans, including those within the subject CDD Concept Plan area, would be subject to the Policy. In most cases the Policy would require developers to provide a specific monetary contribution in connection with DSUPs for individual buildings. Staff has included Condition #77 in this staff report to memorialize the required contributions for future buildings in the CDD Concept Plan area, consistent with the Policy.

M. Traffic

The applicant submitted a Traffic Impact Study (TIS), completed by Wells and Associates, for future uses within the CDD Concept Plan which was reviewed by both VDOT and City staff. The TIS found that Phases I and II (Blocks C and G) would not significantly impact traffic conditions in the area. However, traffic impacts from later stages of development in the CDD Concept Plan area depend on the final uses and densities constructed at the site and whether the potential future multimodal bridge to Eisenhower Avenue is constructed. Staff is therefore recommending in

Condition #88 of this report that traffic impact studies be required with each subsequent DSUP submission within the CDD Concept Plan area.

In the TIS, the trips generated by the site were developed using the Institute of Transportation Engineers Trip Generation Manual, Ninth Edition. Conservative mode splits were used given some uncertainty regarding the timing of future transportation improvements: the 2022 trip estimates assumed a 25 percent non-automobile mode split, year 2025 assumed a 30 percent non-automobile mode split and year 2030 assumed a 35 percent non-automobile mode split. A background traffic growth rate of 0.5 percent per year compounded annually was used from 2017 to 2022 and 0.25 percent from 2022 to 2025 and 2022 to 2030. The study assumed the West End Transitway would be operational in 2022.

The study found in years 2022, 2025 and 2030 that without the proposed development all the signalized intersections studied will operate at a Level of Service (LOS) "E" or better. Those intersections would continue to operate at a LOS "E" or better upon construction of Phases I and II (Blocks C and G) of the proposed development these intersections will continue to operate at a LOS "E" or better in year 2025. In 2030, with full buildout (assuming maximum office), the intersections of South Van Dorn Street/Edsall Road and South Van Dorn Street/South Pickett Street will drop to a LOS "F" and other intersections will continue to have a LOS "E" or better. More specifically, at South Van Dorn Street and Edsall Road, the eastbound Edsall Road through-movement would not be satisfactory and at Van Dorn and South Pickett, the southbound Van Dorn Street left turn would be inadequate. It should be noted, however, that the assumption of maximum office is a conservative scenario and the traffic study was completed prior to the removal of Block I/J (south side of South Pickett Street) from the CDD Concept Plan area.

In 2040 with full buildout and assuming the future grid of streets, the study indicated that several intersections will operate near or beyond capacity without the construction of the potential future multimodal bridge. If the bridge is constructed, in 2040 only the intersection of South Van Dorn Street/Farrington Avenue/Eisenhower Avenue would operate at LOS "F." Ultimately, the submission of traffic impact studies at the time of individual DSUP requests would allow for traffic conditions to be further analyzed and may also recommend potential mitigation measures for any traffic concerns that may be found at that time.

N. Infrastructure

Multimodal Bridge

The Eisenhower West SAP, adopted in 2015, projected that the multimodal bridge would need to be constructed before approximately seven to nine million square feet of new development is built in the vicinity. At a minimum it recommends a significant widening of South Van Dorn Street, with the understanding that the recommended maximum amount of new development may need to change if the widening occurs instead of the multimodal bridge. With regard to funding either improvement, the CDD does not require the applicant to provide a specific monetary contribution earmarked for the construction of the multimodal bridge. Instead, the Eisenhower West-Landmark/Van Dorn Developer Contribution Policy would require the applicant to provide a monetary contribution in effect at the time of DSUP approval. Although intended to fund an array of infrastructure recommendations in each plan, the approved policy allows for check-in points

with Planning Commission and City Council that are tied to new development square footage. When these triggers are reached, Planning Commission and City Council may direct the developer contribution dollars directly to funding for the multimodal bridge or South Van Dorn Street widening.

The applicant's proposal for a maximum of 2.13 million square feet of new development in the CDD Concept Plan area is significantly less than the threshold amount noted in the Eisenhower West Small Area Plan for construction of the multimodal bridge. Furthermore, the applicant is only requesting CDD Concept Plan approval now. Although the applicant's traffic study indicates potential traffic issues at full build-out in 25 years, the individual traffic studies required at the time of each future DSUP approval, typically required for large DSUP projects in the City and reinforced as a requirement in this CDD, would provide additional and more specific information on the traffic conditions prior to each building being built. Should those studies conclude that traffic issues would result from a specific project, the applicant would need to propose potential solutions prior DSUP approval. Staff is therefore not recommending in this CDD request a limitation on the amount of new development that can be built prior to the construction of the multimodal bridge.

Stormwater

The Landmark-Van Dorn Corridor Plan contains recommendations regarding stormwater treatment that would need to be achieved at the project site. Similar to other infrastructure phasing within the CDD Concept Plan area, provisions for stormwater treatment would need to be designed and constructed on a block-by-block basis under each DSUP rather than through one Stormwater Master Plan. In addition to treatment for each development block, the applicant would also need to treat all new streets within the plan area as each new street is constructed. The anticipated stormwater Best Management Practice (BMP) for treating the new streets is a bioretention area within newly-constructed tree wells in sidewalk areas adjacent to street curbs.

Wastewater

As part of the future DSUP review process for individual buildings, the applicant would be required to provide information regarding the capacity of the sanitary sewer lines close to the project site (local collector sewers), which is known as a sanitary sewer adequate outfall analysis. If the analysis shows that additional capacity is needed in these collector sewers, the applicant shall be required to provide the capacity upgrades. In addition, Department of Transportation & Environmental Services staff commissioned a study which analyzed the need for additional sewer capacity in the western part of the City. The study included the Holmes Run trunk sewer, which is a large, collector sewer pipe that transmits wastewater from the western and central portion of the City (including the subject site) to the AlexRenew wastewater treatment facility. The study found that some improvements will be needed to existing trunk sewer lines to increase capacity for future redevelopment in the City, particularly in the Landmark-Van Dorn and Eisenhower West Small Area Plan areas. TES staff is currently working on the late stages of the study, including cost estimates and sharing costs for improvements with Fairfax County, along with timing of the improvements. It is anticipated that the City's share of these trunk sewer improvements will be funded using sewer connection fee revenues.

VI. COMMUNITY

The applicant has discussed the project at several community meetings. They presented it to the Eisenhower West/Landmark-Van Dorn Implementation Advisory Group on two occasions: November 2016 and October 2018. Questions raised at those meetings involved the multimodal bridge, traffic, the increased density, the increased building height, the anticipated use mix and affordable housing. They also held open-house style community meetings in May 2017 and October 2018. Some support for new development was expressed at these meetings and concerns chiefly involved traffic and the increase in density being sought for the site in general. The applicant also met with Cameron Station Civic Association twice, in May 2016 and again in November 2017.

VII. CONCLUSION

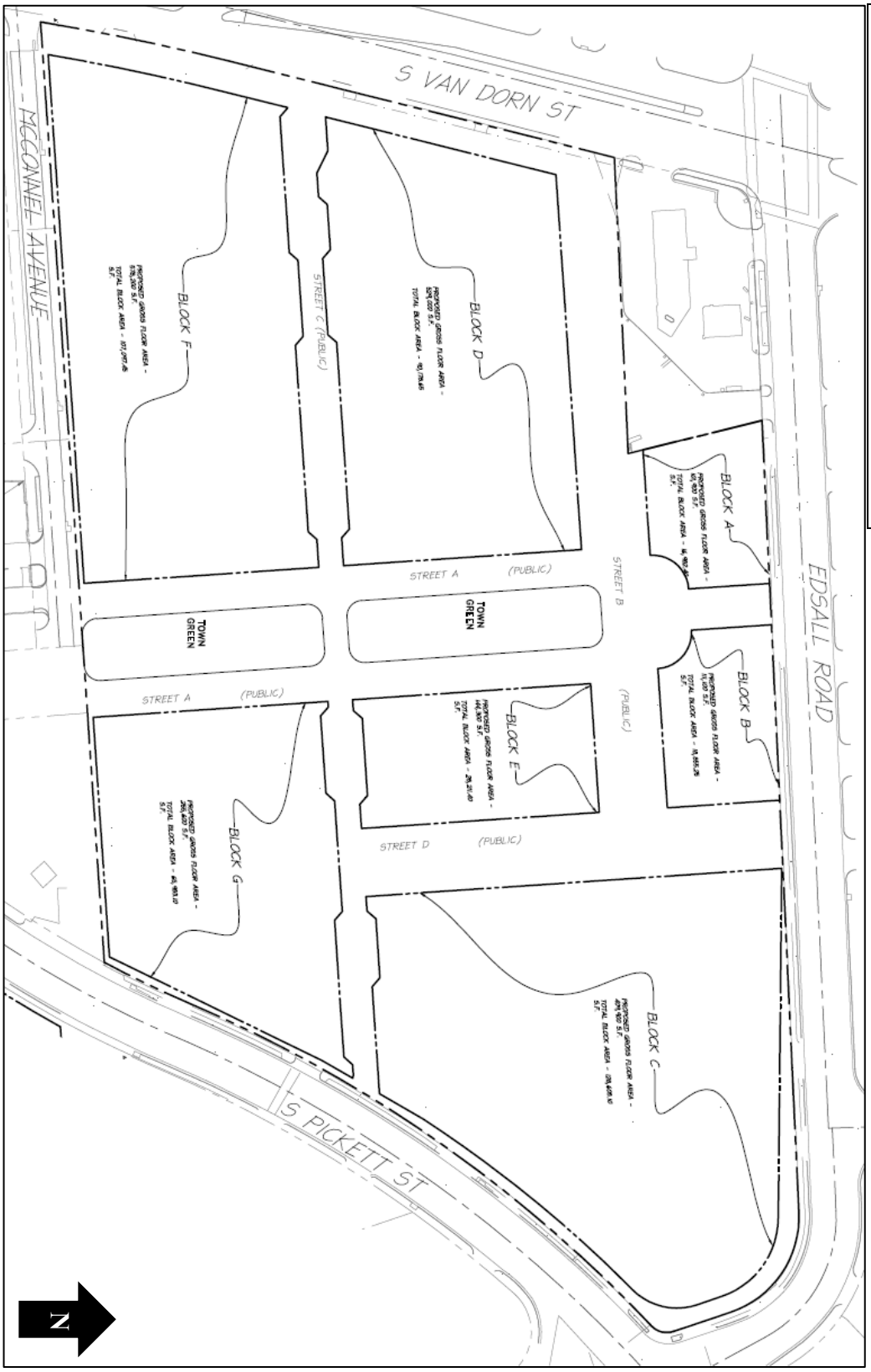
Staff recommends approval of the Master Plan Amendment, the rezoning, the text amendment, and the CDD Concept Plan, subject to compliance with all applicable codes and the following staff recommendations.

Staff: Robert Kerns, AICP, Division Chief, Development;
Maya Contreras, Principal Planner; and,
Nathan Randall, Urban Planner.

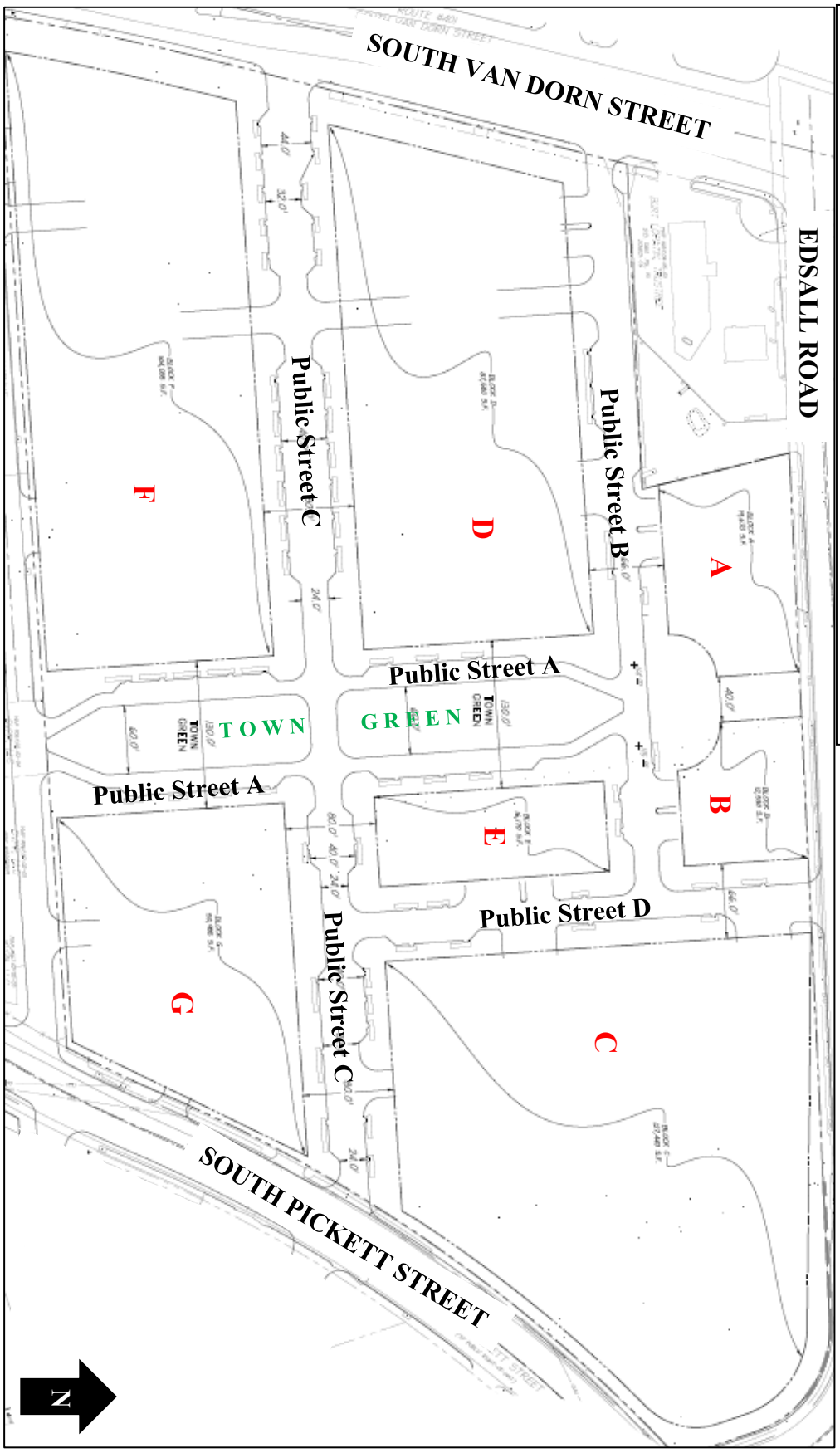
ATTACHMENTS BEGINNING ON PAGE 51:

1. Master Plan Amendment Resolution
2. Master Plan Amendment Revised Land Use Maps
3. Master Plan Amendment Revised FAR Map
4. Master Plan Amendment Revised Building Height Maps
5. CDD Approval Standards
6. CDD#27 Zoning Table

VIII. GRAPHICS

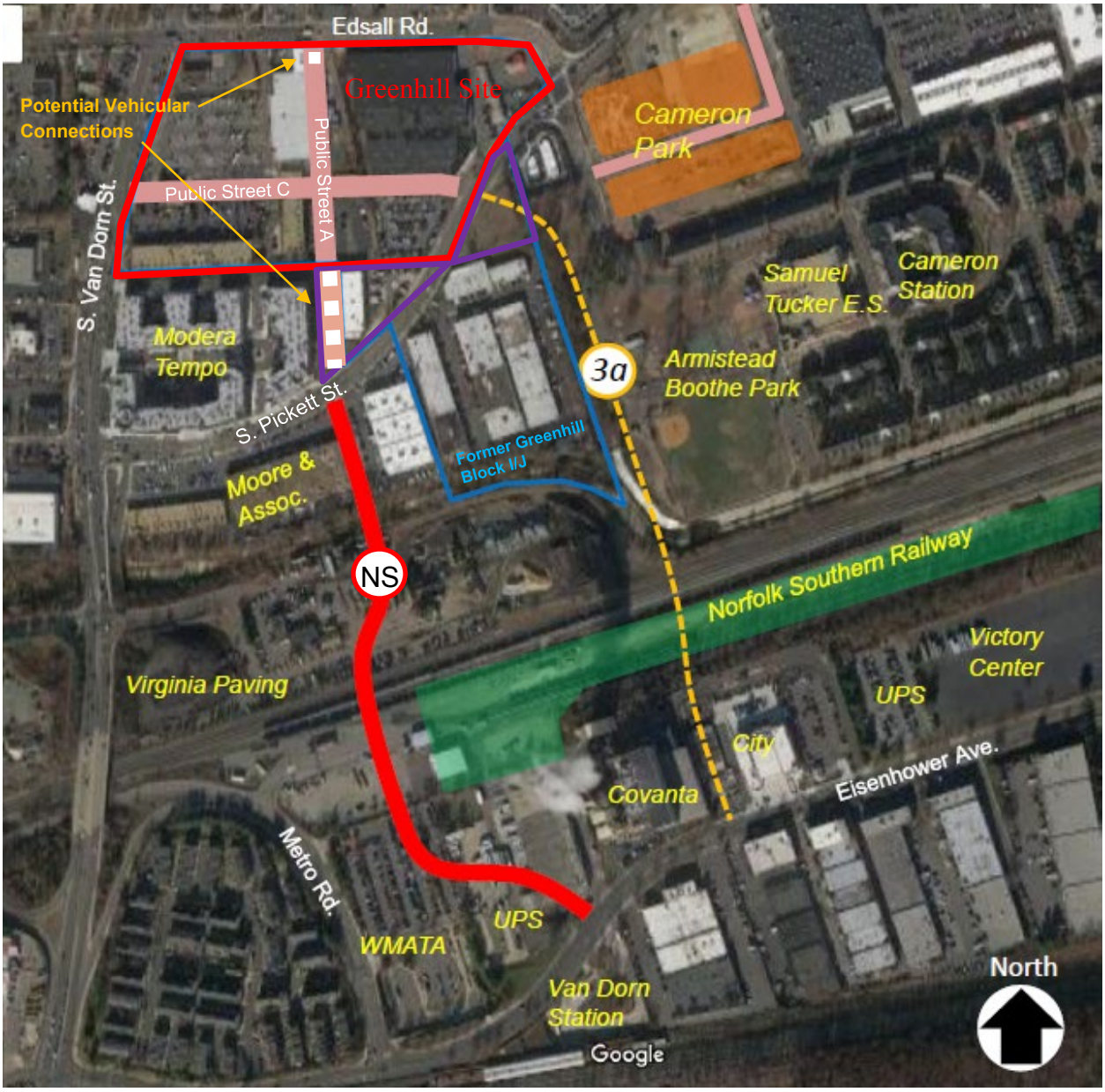


Graphic #1: Preliminary CDD Concept Plan



Graphic #2: CDD Concept Plan Applicant's Exhibit 10/31/2018

Graphic #3: Multimodal Bridge Options



IX. STAFF RECOMMENDATIONS

A. GENERAL

1. The applicant shall comply with the Coordinated Development District (CDD) Conceptual Design Plan, hereafter referred to as CDD Concept Plan, accompanying this application and dated 9/25/2018 and as it may be revised, all conditions contained herein, and with the zoning requirements of CDD #27. (P&Z)

2. The conditions of this approval are binding upon the applicant, its successors and/or assigns. (P&Z)

3. Each block(s) and/or building(s) shall obtain approval of a Development Special Use Permit (DSUP), and any other applicable approvals (including Special Use Permit approval for bonus density as applicable) prior to construction. A DSUP may be submitted for a portion of a block when an applicant can provide sufficient information regarding the location, approximate size, type, uses, open space, parking, loading access and additional information as needed for the remainder of the block and adjoining blocks, streets and open space to the satisfaction of the Directors of P&Z and T&ES. (P&Z)(T&ES)

4. The maximum allowable building square footages (in total and by use category) and the maximum allowable building height depicted on the CDD Concept Plan are contingent upon future approval of Special Use Permits for bonus density and height consistent with Section 7-700 of the Zoning Ordinance. If no Special Use Permits for bonus density and height are approved in the future:

    a. The maximum allowable height for Blocks D, E, F, and G in the CDD Concept Plan would be 145 feet, with future buildings on those blocks also subject to additional height-related conditions contained herein for the entire CDD Concept Plan area;
    b. The maximum allowable building square footage shown for each block on the CDD Concept Plan shall be reduced such that the total amount of building square feet in the entire CDD Concept Plan does not exceed 1.64 million square feet; and
    c. The maximum allowable building square footage shown for each use category on the CDD Concept Plan shall be reduced commensurate with the required reduction shown in subsection (b) of this condition, provided that retail/commercial uses may not be reduced below the minimum square footage required in conditions contained herein. (P&Z)

5. At least 120 days prior to submitting a preliminary DSUP application, unless otherwise waived by the Director of P&Z, the applicant shall submit a conceptual DSUP for review by the City for each proposed block(s), building(s) and/or open spaces(s) within the CDD Concept Plan area. (P&Z)

6. Prior to the submission of the first conceptual DSUP for the first block within the CDD Concept Plan area, the applicant shall comply with either subsection (a) or (b) as described below:

   a. The applicant shall inform the Director of Planning & Zoning in writing whether it has selected the "residential" development option or the "office" development option (as they are shown on the revised CDD Concept Plan) for future development at the project site. The option not selected shall be deemed void at such time and the applicant shall submit a newly-revised CDD Concept Plan for administrative approval by the Director of Planning & Zoning in which the non-selected option has been removed.
   b. The applicant shall inform the Director of Planning & Zoning in writing that it chooses an alternative development option for future development at the project site that contains different square footage amounts for each use category than shown in either the "residential" or "office" development options as shown on the revised CDD Concept Plan. The "residential" and "office" development options shall be deemed void at such time and the applicant shall submit a newly-revised CDD Concept Plan for administrative approval by the Director of Planning & Zoning in which the "residential" and "office" options have been removed. Administrative approval of said newly-revised CDD Concept Plan shall be subject to the following additional criteria:

      i. The amount of building square footage for each use category in the alternative development option shall not exceed the maximum amount depicted in any one use category on the revised CDD Concept Plan (required in Condition #13) for either the "residential" or "office" options;
      ii. The amount of building square footage for each use category in the alternative development option shall not exceed the minimum amount depicted in any one use category on the revised CDD Concept Plan (required in Condition #13) for either the "residential" of "office" options;
      iii. In no case may the total of amount of building square footage within the CDD Concept Plan area exceed the maximum amount shown on the revised CDD Concept Plan for the "residential" option.
      iv. Once approved, the transfer of building square footages between use categories may be permitted as provided for in Condition #12.

7. The CDD Concept Design Plan (CDD#2016-0003 or any revisions thereof), shall remain valid for 25 years from City Council approval. (P&Z)

8. The Directors of P&Z and T&ES and may require that infrastructure, open space, land uses and other matters adjacent to the subject site deemed necessary to review a preliminary DSUP application also be shown in the application. (P&Z) (T&ES)

9. The Applicant(s) shall coordinate, to the extent necessary, with other property owners and Applicant(s) within CDD #27 on the design of streets, parks-open spaces, sewer systems and other related infrastructure and construction. (P&Z) (T&ES)

10. If a dedication required herein results in a use, lot, or structure being no longer in conformity with applicable zoning requirements, such lot or structure shall be treated as noncomplying. (P&Z) (T&ES)

11. The applicant may transfer up to 15% of the allowable building square footage depicted on the revised CDD Concept Plan for one block to another block within the CDD Concept Plan area, subject to administrative approval by the Director of Planning & Zoning, and the following provisions:

    a. In no case may any administrative approval of such a transfer result in an increase in the overall total square footage of the buildings within the CDD Concept Plan area;
    b. In no case may any administrative approval of such a transfer allow for an increase in the maximum allowable height for any block within the CDD Concept Plan area; and
    c. The applicant shall submit a revised CDD Concept Plan, depicting the revised building square footage proposed for all blocks in the CDD Concept Plan area, for administrative approval by the Director of Planning & Zoning prior to the approval of any such transfer request. (P&Z)

12. The applicant may transfer up to 20% of the allowable total square footage in each use category depicted on the revised CDD Concept Plan area (and as it may be revised pursuant to Condition #6b) to another use category depicted on the cover sheet of the revised CDD Concept Plan, subject to administrative approval by the Director of Planning & Zoning and the following provisions:

    a. Building square footage depicted on the CDD Concept Plan that is subject to future approval of Special Use Permits consistent with Section 7-700 of the Zoning Ordinance may not be transferred by administrative approval;
    b. Commercial/retail uses shall not decrease below the minimum square footage provided for in the CDD Concept Plan by administrative approval;
    c. In no case may any administrative approval allow for an increase in the overall total square footage of the uses allowed within the CDD Concept Plan area; and
    d. The applicant shall submit a revised CDD Concept Plan, depicting the revised square footage of each use category, for administrative approval by the Director of Planning & Zoning prior to the approval of any such transfer request. (P&Z)

13. The applicant shall submit a revised CDD Concept Plan (herein referred to as "the revised CDD Concept Plan") within 120 days from approval of the preliminary CDD Concept Plan by the City Council for administrative review and approval by the Director of Planning & Zoning. The CDD Concept Plan shall be revised to meet all applicable conditions. (P&Z) (T&ES)

B. CDD CONCEPT PLAN REVISIONS

14. On the revised CDD Concept Plan, Public Street A shall be depicted to the east of the location shown on the preliminary CDD Concept Plan consistent with the applicant's exhibit dated 10/31/2018. (P&Z) (T&ES)

15. On the revised CDD Concept Plan, the public right-of-way for Public Street A shall be depicted at a width of at least 78 feet for its entire length, except for that portion of the street separated by the Town Square public park, which shall have a public right-of-way width of at least 40 feet on each side of the Town Square. (P&Z) (T&ES)

16. On the revised CDD Concept Plan, the public right-of-way for Public Street C shall be depicted at a width of at least 78 feet for its entire length and otherwise generally consistent with the applicant's exhibit dated 10/31/2018. (P&Z) (T&ES)

17. On the revised CDD Concept Plan, the public right-of-way for Public Street B and Public Street D shall be depicted at a width of at least 66 feet for its entire length, except that the portion of Public Street B bordering the rear property line of 5740 Edsall Road may be depicted at a width of at least 55 feet. (P&Z) (T&ES)

18. Continue to depict a land dedication on the revised CDD Concept Plan measuring 5.18 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. The applicant will be bringing its property to the same grade as McConnell Avenue at this location, necessitating the removal of the retaining wall currently located between its property and McConnell Avenue today. (P&Z) (PC)

19. On the revised CDD Concept Plan, revise the development blocks and street locations in connection with all changes to the public right-of-way or other revisions required in these conditions of approval and provide corrected square footages for the land on each block and buildings to be constructed on each block. (P&Z)

20. Depict the correct square footages for each land use category in the table on the cover sheet of the revised CDD Concept Plan. (P&Z)

21. Add hotel uses to the land use category currently marked as "office" in the table on the cover sheet of the revised CDD Concept Plan such that the category would subsequently be labeled "Hotel or Office." (P&Z)

22. For consistency with the Landmark-Van Dorn Small Area Plan, add approximately 13,000 square feet of hotel/office square footage to the revised CDD Concept Plan and ensure that the square footage for this land use category is corrected in the land use category table on the cover sheet. (P&Z)

23. Add at least approximately 8,000 square feet of commercial/retail uses (for a total of 231,000 square feet of commercial/retail uses) on the revised CDD Concept Plan for

consistency with the Landmark-Van Dorn Small Area Plan. Ensure that said additional square footage is included within the land use categories in the table on the cover sheet of the revised CDD Concept Plan. (P&Z)

24. Revise the "retail/lobby" symbol shown on the preliminary CDD Concept Plan to indicate on the revised CDD Concept Plan the following elements, consistent with the Landmark-Van Dorn Small Area Plan:

    a. "primary retail/commercial" areas where only retail/commercial uses will be provided on the ground floor, except for building lobbies of approximately 30 feet of building frontage or less, to the satisfaction of the Director of Planning & Zoning; and
    b. "secondary retail/commercial" areas where retail/commercial uses may be provided on the ground floor. (P&Z)

25. On the revised CDD Concept Plan, remove the symbols indicating "architectural breaks" from the preliminary CDD Concept Plan. (P&Z)

26. On the revised CDD Concept Plan, remove the parking ratios shown on the cover sheet of the preliminary CDD Concept Plan to the satisfaction of the Director of Planning & Zoning. (P&Z)

C. DEVELOPMENT PHASING

27. The applicant shall construct future development within the CDD Concept Plan area in phases as shown on the CDD Concept Plan and subject to subsequent Development Special Use Permit approval. The applicant may amend the phasing of future development shown in the preliminary CDD Concept Plan as part of the revised CDD Concept Plan required in Condition #13. (P&Z)

28. The Applicant shall submit a Supplemental Phasing Plan with each subsequent DSUP submission within the CDD Concept Plan area. The Supplemental Phasing Plan shall include the following items to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:

    a. Provide, for the entire CDD Concept Plan area, a general outline of the site and the applicant's most up-to-date projection of the dates when construction of the different land uses (i.e., office, retail, hotel, residential, open space and community facilities) for each block shall commence;
    b. Provide the following information regarding the street layout, the sanitary sewer system, the stormwater management system, and utility systems, and the off-site improvements connected with this project:
        i. The general location and layout of the major infrastructure components; and

ii. The dates when construction of the infrastructure shall commence, provided that the projected dates for the commencement of construction of these components shall be consistent with the triggers noted herein.

c. Depict and label for each park/open space area required by the conditions herein:
   i. The proposed size and location of the park/open space; and
   ii. The timeframe when construction of the improvements to the park/open space is expected and/or projected to commence.

d. Provide a circulation plan depicting the temporary pedestrian, bicycle and vehicular circulation during the different construction phases. The plan shall identify temporary sidewalks, fencing around the site and any other features necessary to ensure safe pedestrian and vehicular travel around the site during construction and during the phasing of the development, including methods for constructing the underground parking garages without disturbing pedestrian access from completed portions of the project;

e. No DSUPs within the CDD Concept Plan area shall be docketed for Planning Commission until the Directors of Planning & Zoning and Transportation & Environmental Services have approved the Supplemental Phasing Plan which accompanies the DSUP application(s);

f. Notwithstanding the above, the applicant, at its discretion, may submit an updated Supplemental Phasing Plan from time to time for administrative review and approval by the Directors of Planning & Zoning and Transportation & Environmental Services provided that no such submission shall relieve the applicant of the requirement that it submit an updated Supplemental Phasing Plan with each DSUP application that seeks approval of one or more buildings or structures within the CDD Concept Plan Area; and

g. Provide updated tabulations for the following items, indicating both what is proposed and what has been approved cumulatively to date: development square footage (gross and net) for each use and for each block/building; open space square footage; and parking spaces. (P&Z) (T&ES)

D. LAND DEDICATIONS

29. Prior to the release of the first DSUP for each development block of the CDD Concept Plan, 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, or as otherwise directed by the City in fee simple or by easement, the following minimum land dedications, reservations and easements located immediately adjacent to each respective block as shown on the revised CDD Concept Plan required in Condition #13, and if applicable, the following minimum land dedications in locations necessary for access to a given block from existing streets:

a. Dedication of right-of-way for all required new public streets or portions thereof;

b. Dedication of right-of-way for all new public streets or portions thereof deemed optional at the discretion of the applicant;

c. Dedication of a public park and recreational easement for the area known as the "Town Square" on the CDD Concept Plan; and

d. Dedication of all other easements that may be required, including but not limited to public access easements and emergency vehicle easements. (P&Z) (T&ES)

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)

31. Within 90 days of written request from the City, the applicant shall submit reservation plats, deeds, and any other necessary documentation to the satisfaction of the Director of Planning & Zoning and shall subsequently provide to the City, at no cost to the City, the 30-foot reservation of land adjacent to the existing right-of-way on South Van Dorn Street shown on the CDD Concept Plan for the future construction of the planned West End Transitway public transit lanes. (P&Z)(T&ES)

32. Within 90 days of written request from the City, the applicant shall submit subdivision 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, an amount of land adjacent to the existing right-of-way on South Van Dorn Street that the Directors of Planning & Zoning and Transportation & Environmental Services deemed necessary for the construction of the planned West End Transitway and feasible for the applicant to dedicate without the need to demolish existing structures. (P&Z)(T&ES)

33. Prior to the release of the first final DSUPs for Blocks D and F, the applicant shall submit subdivision 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, any remaining undedicated land adjacent to the existing right-of-way on South Van Dorn Street and adjacent to each respective block, as depicted on the CDD Concept Plan, for the construction of the future West End Transitway public transit lanes. (P&Z)(T&ES)

34. Prior to the submission of the first conceptual DSUP for the first block within the CDD Concept Plan area or two years from the approval of this CDD Concept Plan, whichever comes first, the applicant shall identify a minimum of 30,000 square feet of land, at a location approved by the Director of Planning & Zoning within the CDD Concept Plan area, for dedication to the City for future construction of a public school or other civic use.

35. Prior to City Council approval of the first DSUP within the CDD Concept Plan area or two years from the approval of this CDD Concept Plan, whichever comes first, the applicant shall file for a CDD Concept Plan amendment that depicts this land dedication and any other changes to the CDD Concept Plan that may be necessary in connection with said land dedication.

36. Upon satisfaction of Condition #35 above, and prior to the release of the first final DSUP request within the CDD Concept Plan area, 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 of 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. (P&Z) (T&ES) (PC)

37. The applicant shall dedicate land along the Edsall Road and South Pickett Street frontages of the CDD Concept Plan area to accommodate an enhanced bicycle corridor for each street as called for in the Pedestrian and Bicycle Master Plan. This land dedication is in addition to any land required to be dedicated through future DSUP approvals for sidewalk and streetscape improvements along these streets. Final dedication areas shall be determined with the first DSUP for development on each street, unless the City requests the area be dedicated prior to that time in conjunction with a Complete Streets project for either street. (P&Z) (T&ES)

38. Land to be dedicated to the City as new public rights-of-way shall accommodate all necessary travel lanes, parking lanes, bicycle lanes (if applicable), landscape strips, curbs and gutters, and sidewalks. The minimum width of land to be dedicated to the City as public right-of-way consistent with Condition #29:

    a. 78 feet of total width for the north-south street depicted as Public Street A on the CDD Concept Plan;
    b. 78 feet for the east-west street depicted as Public Street C on the CDD Concept Plan; and
    c. 66 feet for all other public streets depicted on the CDD Concept Plan. (P&Z) (T&ES)

39. All streets within the CDD Concept Plan area shall be dedicated as public streets except:

    a. Private alleys may be allowed to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services and if approved as part of future DSUPs for individual buildings; and
    b. The Directors of Planning & Zoning and Transportation & Environmental Services may delay City acceptance of public rights-of-way within the CDD Concept Plan area until prior to the release of the final DSUP within the CDD Concept Plan. Should the City delay acceptance of any streets, the applicant must maintain said street(s) as private, publicly-accessible street(s) in good condition from the time said street(s) are constructed until such time that the Directors choose to accept them as public right-of-way. (P&Z) (T&ES)

40. In instances where the Directors of Planning & Zoning and Transportation & Environmental Services require public access easements or public park and recreational easements for open space, plazas, streets, and/or sidewalks, the easement(s) shall be perpetual easements. (P&Z) (T&ES)

41. For roadways, sidewalks, or trails to be provided by the applicant(s) pursuant to the conditions herein, the applicant(s) shall coordinate with any future adjacent property owner(s) to build any necessary transition(s) to future roadways, sidewalks or trails on adjacent property. (T&ES)

E. RIGHTS-OF-WAY / INFRASTRUCTURE

42. The following minimum infrastructure items to be located within or adjacent to each block of the revised CDD Concept Plan and, if applicable, the following minimum infrastructure items in locations on the revised CDD Concept Plan necessary for access to a given block from existing public right-of-way, shall be depicted on the first DSUP request for each block of development within the CDD Concept Plan area to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services:

    a. The entire final road surface, parking lanes, traffic signs and signals, and necessary roadway markings for all required new public streets or portions thereof;
    b. The entire final road surface, parking lanes, traffic signs and signals, and necessary roadway markings for new public streets or portions thereof deemed optional at the discretion of the applicant;
    c. Curbs and gutters for all public streets;
    d. ADA-compliant curb ramps;
    e. Any revised traffic signs, traffic signals, or roadway markings that may be necessary, as determined by the Directors of Planning & Zoning and Transportation & Environmental Services, along existing streets adjacent to the CDD Concept Plan area;
    f. Landscape strips between curbs and sidewalks; and
    g. All necessary above and below-grade utilities, including stormwater, sanitary, water and electrical connections. (P&Z) (T&ES)

43. Condition deleted.

44. The applicant shall depict the entire final road surface, parking lanes, and necessary roadway markings for an expanded McConnell Avenue, if requested by the Directors of Planning & Zoning and Transportation & Environmental Services, on the first DSUP submission for the first building in a block adjacent to the existing McConnell Avenue. (P&Z) (T&ES)

45. The applicant shall depict new bike lanes on or adjacent to Edsall Road and South Pickett Street and any other necessary bike lane markings on the first DSUP submission for the first building in each block adjacent to said streets. (P&Z) (T&ES)

46. Unless waived by the Directors of Planning & Zoning and Transportation & Environmental Services, the required infrastructure items listed in Conditions #42, ~~#43~~, #44 and #45 shall be depicted on the first DSUP request for each block, or the respective block, of the CDD

Concept Plan area regardless of whether the first DSUP for each or respective block requests approval for all buildings anticipated on said block. (P&Z) (T&ES)

47. Unless waived by the Directors of Planning & Zoning and Transportation & Environmental Services, the applicant shall construct or otherwise provide on-site the infrastructure items listed in Conditions #42, ~~#43~~, #44 and #45 at no cost to the City prior to the issuance of the first certificate of occupancy for the first building within the DSUP approval containing said infrastructure items. (P&Z) (T&ES)

48. If the City chooses to build a public school or other civic use at the location within the CDD Concept Plan area prior to the applicant dedicating or constructing/providing the infrastructure items adjacent to the site identified in Conditions #42, #44, or #45, the City may elect instead to construct all or a portion of these items. The applicant shall reimburse the City the full cost of such infrastructure items within 90 days of a written request for reimbursement. (P&Z) (T&ES)

F. TOWN GREEN

49. The applicant shall depict all improvements to the northern portion of the "Town Green" park shown on the CDD Concept Plan on the first DSUP submission for any block adjacent to the northern portion of the Town Green. The applicant shall depict all improvements to the southern portion of the Town Green park shown on the CDD Concept Plan on the first DSUP submission for any block adjacent to the southern portion of the Town Green. Alternatively, the applicant may submit one DSUP request for only the Town Green, and in its entirety, at the same time as the first DSUP submission for any block adjacent to any portion of the Town Green. Improvements to the park shall include, but may not be limited to: pedestrian pathways, benches, planting beds, gazebos, or similar improvements or structures. The applicant shall construct the park improvements depicted on the approved DSUP prior to the release of the first Certificate of Occupancy for the first building on the respective block adjacent to the Town Green or respective portion thereof. (P&Z)

50. The applicant shall be responsible for maintaining the Town Green park in good condition in perpetuity, and consistent with all required easements, to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, and Cultural Activities. (P&Z) (RP&CA)

51. Live programming and other special events to be held within the Town Green park by private entities on a limited basis, including food and craft sales during such events, may be allowed subject to an administrative protocol to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks, & Cultural Activities. (P&Z) (RP&CA)

52. The applicant shall allow the Town Green to be used up to 12 times each year free of charge for City-sponsored events. (P&Z) (RP&CA)

G. OPEN SPACE

53. A minimum of 25% of the land area within the CDD area shall be provided as ground-level, useable open space. Ground-level useable open space may be provided at any location within the CDD area in order to meet the open space requirement, including at the Town Green, but in all cases the provision of ground-level open space shall be generally consistent with the CDD Concept Plan submission. Public rights-of-way shall not be counted as open space. (P&Z) (T&ES).

54. Roof top open space/amenity spaces shall also be provided, in addition to ground-level open spaces, as part of future DSUP submissions for majority-residential buildings. Such spaces shall be designed as high-quality open space with active and passive uses for residents and building tenants. Roof top open space on office buildings may be accessible to the public if compatible with the building use as determined by the Directors of RP&CA and P&Z in consultation with the Applicant as part of the DSUP process. Roof top open space shall be physically and/or visually accessible. (P&Z) (RP&CA)

55. All additional ground-level open space, including courtyards, plazas, and private internal courtyards shall be designed as high-quality open space for residents, building tenants and the public where appropriate. (P&Z) (RP&CA)

H. BUILDING DESIGN

56. Provide an architectural break between future buildings at a location approximately mid-block within Blocks D and F. The architectural break may take the form of a publicly-accessible sidewalk or plaza or a service alley subject to future DSUP approval. The architectural break on Block F shall be aligned with Shillings Street (located to the south of the CDD Concept Plan area) to the satisfaction of the Director of Planning & Zoning. (P&Z)

57. Architecture for future buildings within the CDD Concept Plan area shall generally comply with the following guidelines to the satisfaction of the Director of Planning & Zoning and subject to future DSUP approval:

    a. Buildings within the CDD Concept Plan area, except for those of civic/public school uses, shall be constructed in such a way that the maximum building heights on each block shall be concentrated on the portions of the block in closest proximity to the Town Square, and then step downward as proximity from the Town Square decreases, consistent with the Landmark-Van Dorn Small Area Plan and to the satisfaction of the Director of Planning & Zoning. (P&Z)

    b. Buildings within the CDD Concept Plan area, except for those of civic/public school uses, shall be subject to the following streetwall requirements to the satisfaction of the Director of Planning & Zoning:

i. Streetwalls shall be built to the right-of-way line for a minimum of 75% of the parcel perimeter;
ii. When multiple streetwall heights are desired for a block, a single height shall wrap around each corner for a minimum of 80 linear feet in each direction from the corner and streetwall height transitions shall be related to tower articulation above;
iii. To encourage variety in building expression, towers may be set coplanar to the required streetwalls for a length not to exceed 30% of the parcel frontage; and
iv. Streetwall design shall reflect or complement the language of the towers above and shall not create the effect of a podium. (P&Z)

c. Buildings within the CDD Concept Plan area, except for those of civic/public school uses, shall be subject to the following requirements for the tower elements of said buildings to the satisfaction of the Director of Planning & Zoning:

i. Approximately 50% of the parcel perimeter shall be built to the maximum height as depicted in the CDD Concept Plan; and
ii. Approximately 30% of the parcel perimeter shall be built to a height within 20 feet of the average height between the streetwall and the maximum building height. (P&Z)

d. Buildings within the CDD Concept Plan area, except for those of civic/public school uses, shall be subject to the following sculpting and articulation requirements to the satisfaction of the Director of Planning & Zoning:

i. For buildings exceeding 170 linear feet along a perimeter, provide a strong vertical articulation, utilizing a significant change in plane, materials, or both, to visually break down the massing into two or more sections;
ii. Tower elements shall incorporate clearly defined base, middle, and top expressions;
iii. Tower elements shall be strongly articulated at the top to create an active roofline; and
iv. The top 10-15% of tower elements (by height) shall be stepped back such that the tower elements are reduced in floor area by 10-15% (in footprint). (P&Z)

I. COORDINATED SIGNAGE

58. The applicant shall provide coordinated wayfinding and parking signage within the CDD Concept Plan area that is designed with consistent colors, styles and sizes to the satisfaction of the Director of Planning & Zoning. (P&Z)

J. INTERIM USES AND INTERIM CONDITIONS

59. Temporary screening shall be provided to conceal exposed construction and incomplete areas of the project to the satisfaction of the Directors of Planning & Zoning and Transportation & Environmental Services consistent with the following guidelines:

    a. Treatment of visible portions of structures intended to be covered by future constructed features shall include one or both of the following:

        i. Installing building or structure-mounted fabric scrims and/or vinyl banners to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction.
        ii. Installing plantings that are coordinated with and are compatible with the overall design character of adjacent areas in future development zones.

    b. Plantings can be used to screen and buffer views of structures (e.g. parking garages, faces of buildings) intended to be covered by future construction. Plant materials shall be fast growing species, primarily evergreen, and appropriate for short-term use. Planting / landscape interim conditions shall be to the approval of the Directors of P&Z, T&ES and RP&CA along the following guidelines:

        i. Plantings shall be consistent with the Alexandria Landscape Design Guidelines.

        ii. Undeveloped parcels shall be enhanced with temporary landscape treatments and/or site improvements, including:

            1. Temporary sidewalks, walkways or staircases/ramps shall be constructed around undeveloped parcels. Walkways shall be constructed of asphalt or other approved material and be minimum 5' in width.
            2. Site shall be graded with gentle slopes and even transitions to offer a safe condition.
            3. Site shall be seeded with turf type grasses and maintained in a neat, mowed condition.
            4. Except for screen planting defined above in 'Treatment of visible portions of structures', and tree planting associated with streetscapes, the site shall remain as an open lawn area for public use (where possible). (P&Z) (T&ES) (RP&CA)

60. All interim uses and temporary conditions which are considered by the Directors of P&Z and/or T&ES to require screening shall apply the minimum screening and interim improvements listed in Condition #59 above. (P&Z) (T&ES)

61. No interim uses shall be approved which preclude the layout or function of the approved CDD Concept Plan. (P&Z)

K. USES

62. Any proposed land uses shall be subject to the development levels, requirements and locations set in the revised CDD Concept Plan, the conditions contained herein, and the CDD#27 zone requirements. (P&Z)

63. Commercial/retail uses shall be requested, typically on at least the ground level of future buildings, in future DSUP requests and in the general locations shown on the revised CDD Concept Plan to the satisfaction of the Director of Planning & Zoning. (P&Z)

64. Provide at least 12,000 square feet of grocery use(s) within the CDD Concept Plan area, to the satisfaction of the Director of Planning & Zoning, as recommended in the Landmark-Van Dorn Small Area Plan. The required grocery use(s) may be counted as part of the total amount of retail/commercial uses proposed in the CDD Concept Plan. (P&Z)

L. PARKING

65. Parking for the development depicted in the CDD Concept Plan shall be provided according to Zoning Ordinance requirements in effect at the time of DSUP approval. (P&Z) (T&ES)

66. If parking will be shared among uses to satisfy the parking requirements, provide a Shared Parking Plan with the DSUP that summarizes all proposed uses and parking requirements within the CDD and indicates locations of parking to satisfy these requirements. This Plan shall be updated with subsequent DSUPs that will also use shared parking. (P&Z) (T&ES)

67. The Applicant shall submit a Parking Management Plan ("the Plan") for approval by the Director of P&Z and T&ES as part of the first preliminary DSUP for each block within the CDD Concept Plan area. The parking management plan shall be updated and approved with each subsequent block(s), building(s) and/or DSUP submittal. At a minimum, the parking management plan shall include:

    a. Shared Parking: If used, outline mechanisms to ensure the parking is efficiently used and shared between each of the uses and within multiple garages.
    b. The Plan shall address parking for community facilities, movie theaters and performance theaters. Parking for these uses may be provided by adjacent uses through a shared parking program, unless the facility has considerable parking needs above and beyond what can be accommodated exclusively through shared parking.
    c. Valet Parking: The Plan shall outline provisions and strategies for valet parking, if the applicant determines to its discretion that valet parking is desired, to ensure efficient use of parking resources. These shall include: loading and unloading locations and management, pricing, marketing strategies and wayfinding.
    d. Unbundled Parking: All multifamily residential parking shall be unbundled (i.e., the cost to purchase or lease a parking space is separate from the cost to lease the

residential unit). Unbundled parking for all other uses is encouraged and shall be explored as part of the Plan.

e. On-Street Parking: The Plan shall include all proposed on-street parking spaces within the CDD.

f. Priority Parking: Priority spaces for carpool/vanpool use shall be provided within all structured parking for the commercial uses.

g. Parking wayfinding, performance parking and advanced parking management systems. The Plan shall include a parking wayfinding plan which shall include illuminated wayfinding.

h. The Applicant shall be responsible for the implementation of the Parking Management Plan. The Applicant shall be responsible for the installation of all infrastructure required to support the implementation of the Plan including, but not limited to, parking wayfinding signs, advanced parking management technologies and performance parking metering systems. (P&Z) (T&ES)

68. All on-street parking controls and restrictions within the project area shall be determined by the City. Any such controls and restrictions which the applicant desires shall be shown on the final site plan. Within the project area, any parking meters which are placed on private streets with public access easements or on public rights-of-way shall be acquired and installed by the applicant in accord with City specifications. The City reserves the right to enforce parking meters on private streets containing public access easements. (P&Z)(T&ES)

M. UTILITIES

69. All electrical transformers and associated utilities shall be located within the central portion of the blocks, alley(s) and screened to the satisfaction of the Director of P&Z or provided in underground vaults which shall comply with all applicable Dominion Virginia Power (DVP) standards. Ventilation grates shall not be located within public open space, sidewalks or streets - public right-of-way, or shall be provided with inlaid paving materials equivalent to those in the surrounding field paving according to Dominion Virginia Power standards and to the satisfaction of the Directors of P&Z, T&ES and RP&CA. The final location of the transformers and/or vaults shall be approved as part of the preliminary DSUP review for each building/block. (P&Z) (T&ES) (RP&CA)

70. As part of the Development Special Use Permit (DSUP) process, the applicant shall submit a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14. The applicant may be required to provide infrastructure improvements related to existing city-owned sanitary collector sewers to mitigate impacts from sanitary flows generated from development projects in this CDD. (T&ES)

71. All new utilities serving the CDD, whether located within or outside of the CDD, shall be placed underground at the cost of Applicant. All utilities with the exception of those having a franchise agreement with the City shall be located outside the public right-of-way; however, no transformers or switch gears shall be placed in the public right-of-way. (T&ES)

N. STORMWATER

72. The applicant shall meet the requirements set forth in the Environmental Management Ordinance (Chesapeake Bay Preservation Act) as adopted by the City of Alexandria at the time of the submittal of each preliminary DSUP. (T&ES)

73. The CDD area lies within the Landmark / Van Dorn Master Plan, and as such has a redevelopment phosphorus removal requirement of 40 percent from the predeveloped load (treatment of the first ½ inch of rainfall is required). New impervious must meet the required 0.41 lbs/ac phosphorus loading rate or the 40 percent reduction, whichever is more stringent. The site's entire water quality volume shall be treated. Compliance with this condition must be met at the time of submittal of each preliminary DSUP. (T&ES)

74. The applicant shall meet the requirements as set forth in Memorandum to Industry 01-18, Use of Manufactured/Proprietary Stormwater BMPs or applicable City Policy at the time of approval for each DSUP. In addition, all development shall meet the green infrastructure requirements of the Landmark/Van Dorn Small Area Plan. Underground sand filters and proprietary BMPs may be used a case by case basis only if the selected BMPs from the Small Area Plan are proven to be infeasible and after approval by the director of T&ES or his or her designee. (T&ES)

75. The water quality volume from impervious surfaces within new public rights-of-way shall receive treatment from stormwater Best Management Practice (BMP) facilities in accordance with Memo to Industry 04-2014 or applicable City policy at the time of approval. BMPs may be designed per the specifications found in the Virginia Stormwater BMP Clearinghouse if needed to meet the required 40% phosphorus removal of the Landmark/Van Dorn Small Area Plan. (T&ES)

76. All required environmental reports must be submitted and reviewed for approval by the City prior to the release of construction plans and commencement of land-disturbing activities for each DSUP. (T&ES)

O. CONTRIBUTION(S)

77. Development within the CDD Concept Plan area shall be subject to the applicable developer contribution rate consistent with the Eisenhower West-Landmark/Van Dorn Developer Contribution Policy in effect at the time that each DSUP is approved. Contribution rates are subject to an annual escalation clause equivalent to the CPI-U for the Washington Metro area and shall be recalculated January 1st of each year. (P&Z)

    a. All checks shall be made payable to the City of Alexandria with the applicable fund reference code and submitted to the Department of Planning and Zoning with a cover letter citing the project name, contribution amount, and the condition being fulfilled. Payment shall be made prior to the release of the first certificate of occupancy for the Phase 2 DSUP. (P&Z)

78. The Applicant(s) will provide an inception-to-date update on the amount of Developer Contributions received and status of improvements as required herein, as part of the each preliminary DSUP process within the CDD Concept Plan area. (P&Z)

P. AFFORDABLE HOUSING

79. At the Concept 2 stage of each DSUP in the CDD Concept Plan area, the applicant shall submit a draft Affordable Housing Plan (AHP) to the Office of Housing outlining how the applicant will meet the Housing Trust Fund and affordable set-aside conditions. The applicant shall present the final proposed AHP to the Alexandria Housing Affordability Advisory Committee for review consistent with the Office of Housing's Affordable Housing Plan Guidelines. (Housing) (Housing)

80. Amendments to the CDD Affordable Housing Plan dated October 24, 2018 must be submitted to the Alexandria Housing Affordability Advisory Committee for consideration and require final approval from the City Manager. (Housing)

81. For 400,331 gross square feet of market-rate residential and/or commercial development within the CDD plan area, the applicant shall provide a monetary contribution to the Housing Trust Fund consistent with the City's Tier One and/or Commercial affordable housing contribution rate in effect at the time each DSUP is accepted for review by the City. (Housing)

82. For market-rate residential and/or commercial development exceeding 400,331 gross square feet within the CDD plan area, the applicant shall provide a monetary contribution to the Housing Trust Fund consistent with the City's Tier Two and/or Commercial affordable housing contribution rate in effect at the time each DSUP is accepted for review by the City. (Housing)

83. Consistent with the CDD Affordable Housing Plan dated October 24, 2018 and subject to the future mutual agreement of the Director of Housing and the applicant, the applicant may opt to provide the Housing Trust Fund contribution in the form of affordable housing of equivalent value. (Housing)

84. For portions of the CDD Concept Plan area subject to future SUPs that utilize Section 7-700 of the Zoning Ordinance, rental set-aside units shall be affordable at 60% of the area median income (adjusted for utility allowances) and for-sale units shall be affordable at up to 80% area median income for a period of 40 years. (Housing)

85. The unit mix shall be proportional to the overall unit mix in the project or shall be to the satisfaction of the Director of Housing. (Housing)

86. At the mutual agreement of the Director of the Office of Housing and the applicant, the applicant may provide the set-aside units as part of two or more affordable or mixed-income housing projects within the CDD plan area. Said affordable units may be

considered to have met the provision of affordable housing under Section 7-702(a)(1) of the Zoning Ordinance regardless of the location within the CDD concept plan area. (Housing) (PC) (CC)

87. Additional provisions for the set-aside units will be applied during each DSUP review process consistent with the City's standard set-aside conditions in effect at that time. (Housing)

Q. MISCELLANEOUS

88. The applicant shall provide the following additional information for the review and approval of the Directors of Planning & Zoning and Transportation & Environmental Services:

    a. A Traffic Impact Analysis containing all information deemed necessary by the Directors of Planning & Zoning and Transportation & Environmental shall be provided with each second conceptual DSUP submission within the CDD Concept Plan area, and
    b. 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 that maximum height between 130 and 170 feet that would not cause these issues. (P&Z) (T&ES) (PC)

R. STREET NAMES

89. All new public streets shall be named and said street names require City Council approval through a Street Name Case request before assignment. Street Name Case requests for new street names within a CDD phase must be approved by City Council prior to the release of the first Final Site Plan for the respective CDD phase in which the public streets are located. (P&Z)

90. All new private streets, should any be approved as part of the revised CDD Concept Plan or as part of any future amendments to the CDD Concept Plan, shall be named and said names require administrative approval by the City. Provide names for new private streets for review and approval prior to the release of the first Final Site Plan for the CDD phase of development in which the private street(s) are located. (P&Z)

X. ATTACHMENTS

1. Master Plan Amendment Resolution
2. Master Plan Amendment Revised Land Use Maps
3. Master Plan Amendment Revised FAR Map
4. Master Plan Amendment Revised Building Height Maps
5. CDD Concept Plan Approval Standards
6. CDD#27 Zoning Table

XI. **RESOLUTION NO.** MPA 2018-0007

WHEREAS, under the Provisions of Section 9.05 of the City Charter, the Planning Commission may adopt amendments to the Master Plan of the City of Alexandria and submit to the City Council such revisions in said plans as changing conditions may make necessary; and

WHEREAS, an application for amendments to the **Landmark-Van Dorn Small Area Plan** chapters of the 1992 Master Plan was filed with the Department of Planning and Zoning on **September 25, 2018** for changes in the land use designation for the parcels at **504 South Van Dorn Street; 5650, 5660, and 5730 Edsall Road; and 501 and 611 South Pickett Street,** and

WHEREAS, the Department of Planning and Zoning has analyzed the proposed revision and presented its recommendations to the Planning Commission; and

WHEREAS, a duly advertised public hearing on the proposed amendment was held on **December 4, 2018** with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendments are necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the **Landmark-Van Dorn Small Area Plan** sections of the City; and

2. The proposed amendments are generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the **Landmark-Van Dorn Small Area Plan** chapter of the 1992 Master Plan; and

3. The proposed amendments show the Planning Commission's long-range recommendations for the general development of the **Landmark-Van Dorn Small Area Plan**; and

4. Based on the foregoing findings and all other facts and circumstances of which the Planning Commission may properly take notice in making and adopting a master plan for the City of Alexandria, adoption of the amendments to the **Landmark-Van Dorn Small Area Plan** chapter of the 1992 Master Plan will, in accordance with present and probable future needs and resources, best promote the health, safety, morals, order, convenience, prosperity and general welfare of the residents of the City;

1. The following amendments are hereby adopted in its entirety as an amendment to the **Landmark-Van Dorn Small Area Plan** chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

   Amend "Conceptual Land Use Map" on Page 54, Figure 6.1 on Page 108, and "Generalized Land Use" map on Page 147 to note that the land use designation for the property should include hotel uses;

   Amend the Development Table on Page 58 to:
   a. allow either hotel or office uses within Block J;
   b. increase the maximum allowable FAR in Block J to 2.52; and
   c. increase the maximum allowable multifamily residential square footage in Block J from 1.45 to 1.9 million square feet;

   Amend the "Floor Area Ratio" map on Page 150 to increase maximum allowable FAR at the site to 2.52;

   Amend Figure 6-16 on Page 114 and Figure 7-16 on Page 151 to increase maximum allowable building height at the site from between 65 and 120 feet to between 85 and 145 feet.

2. This resolution shall be signed by the Chairman of the Planning Commission and attested by its secretary, and a true copy of this resolution forwarded and certified to the City Council.

ADOPTED the **4th day of December, 2018.**

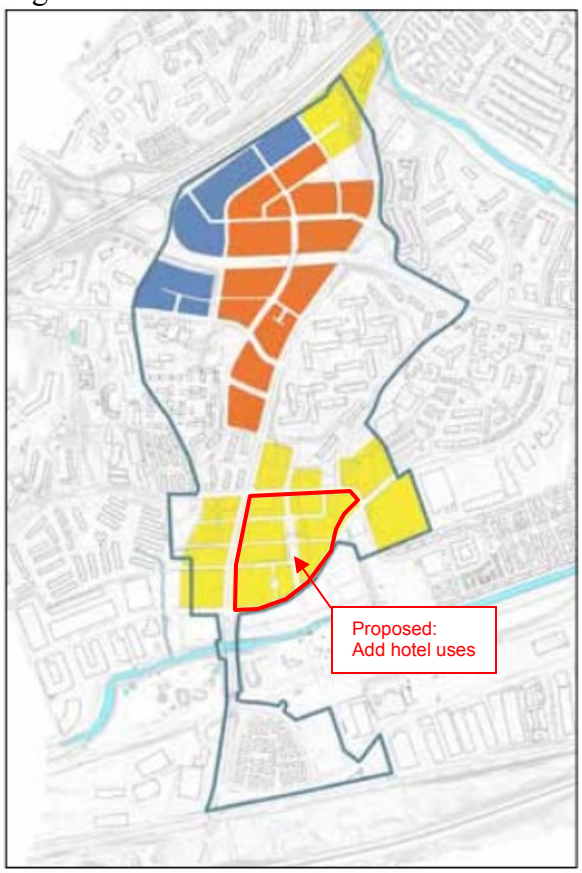
Mary Lyman, Chair
Alexandria Planning Commission

ATTEST:

Karl Moritz, Secretary

Attachment #2: Master Plan Amendment Revised Land Use Maps (Pages 54, 108 and 147)

Page 54

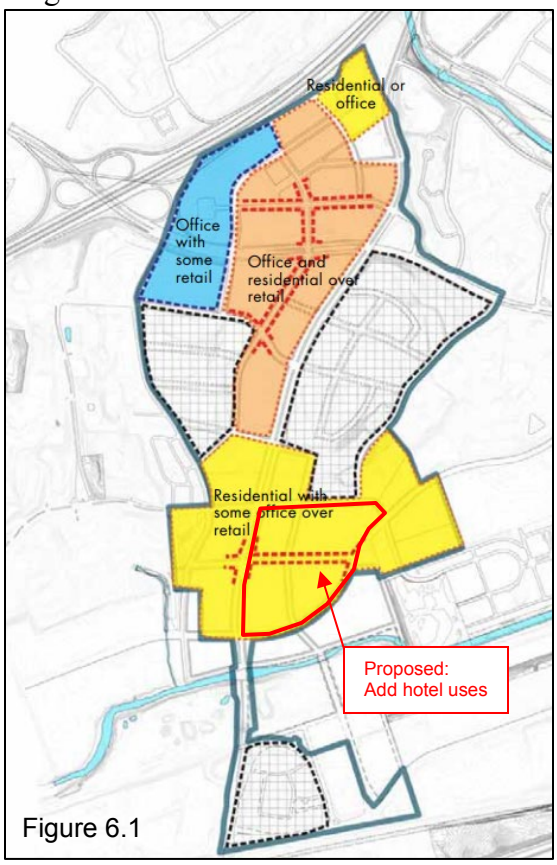


Primary Use Above First Floor

- Office
- Office and Residential
- Residential, Some Office

Figure 4-11. Conceptual Land Use Map for Redevelopment Area

Page 108



Page 147

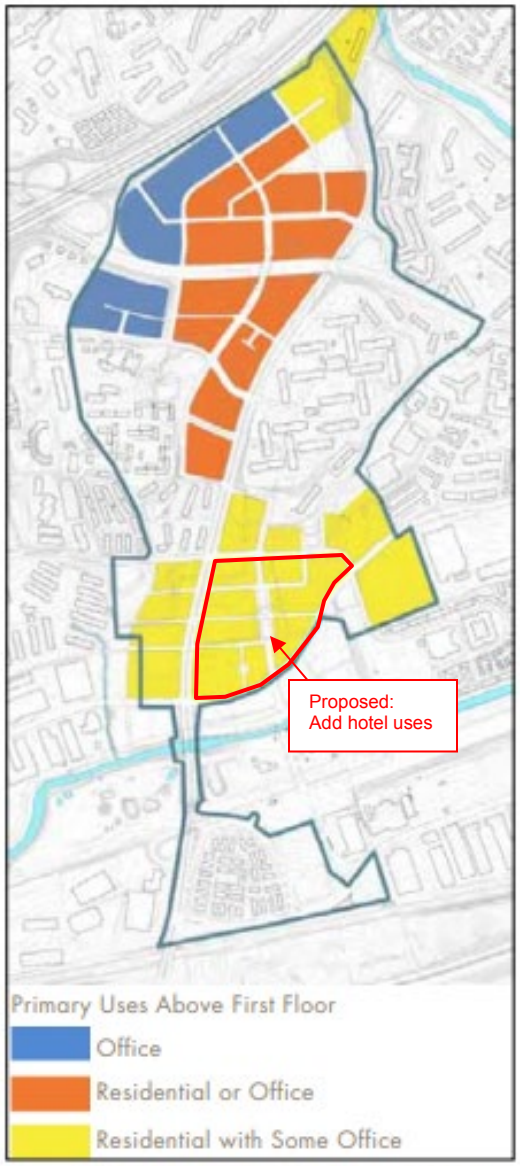
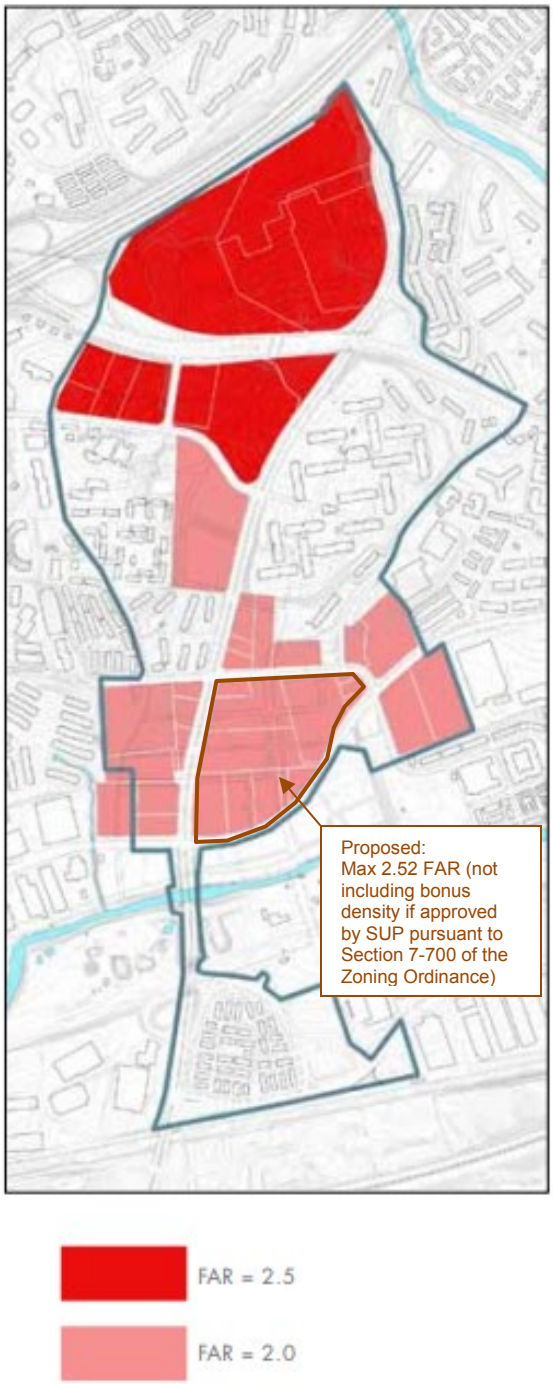
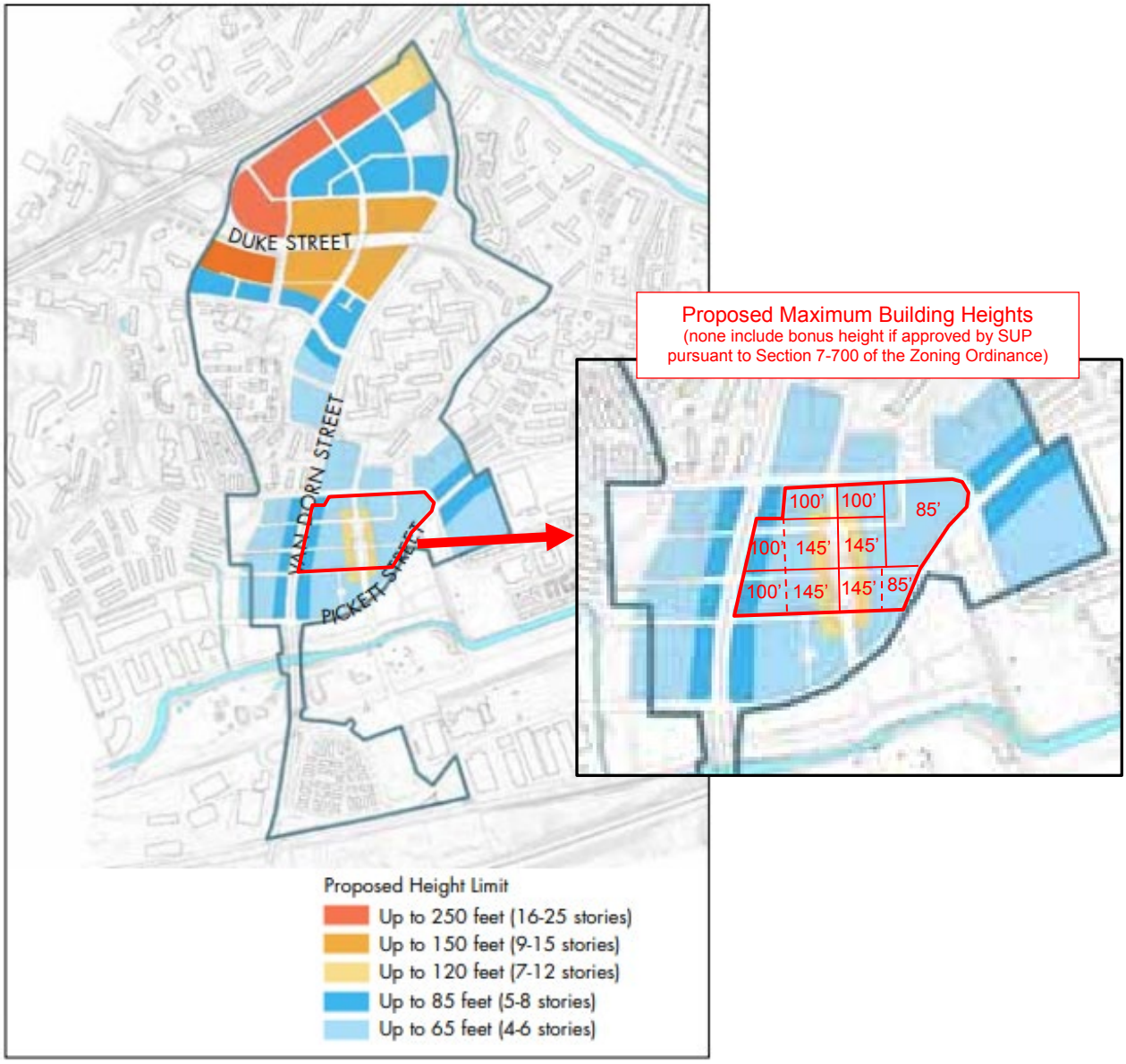


Figure 7-13. Generalized Land Use. This figure shows the predominant land use above the first floor for the areas expected to redevelop under CDD rezoning.

Attachment #3: Master Plan Amendment Revised FAR Map (Page 150)



Attachment #4: Master Plan Amendment Revised Maximum Building Height Maps
(Same illustration on both Pages 114 and 151)



Attachment #5: CDD Concept Plan Approval Standards

The proposal is consistent with the six specific standards for CDD Concept Plan approval contained in Section 5-604 of the Zoning Ordinance as follows:

1. *The proposed development shall substantially conform to the city's master plan with respect to the general type, character, intensity and location of uses, as reflected in the CDD guidelines of the applicable area plan.*

As noted previously in this report, the proposed development is consistent with the broad goals and objectives of the Landmark-Van Dorn Corridor Plan, as well as many of its specific recommendations for the CDD at and around the project site referred to as the "Pickett Place CDD." The applicant has requested Master Plan Amendments for five elements of the proposed development and staff recommends approval of those amendments.

2. *The proposed development shall preserve and protect to the extent possible all scenic assets and natural features of the land.*

The CDD Concept Plan area does not currently have any significant scenic assets or natural features, having been developed with commercial and light industrial uses many decades ago.

3. *The proposed development shall be designed to mitigate substantial adverse impacts to the use and value of surrounding lands.*

Although the individual buildings and uses within them will be considered in greater detail at the time of DSUP approval, the proposed CDD Concept Plan has been designed to mitigate any broad adverse impacts on surrounding lands. The applicant has proposed new public streets, dedications for other transportation-related projects, a common park that would be open to the public, and a land dedication for a public school / civic use.

4. *The proposed development shall be designed in accordance with public facilities, services, transportation systems and utilities which are adequate for the development proposed, and which are available, or reasonably probable of achievement, prior to use and occupancy of the development.*

The CDD Concept Plan has been designed to accommodate public facilities, services, transportation improvements and utilities that are adequate and commensurate with the proposed development. The applicant will be required to provide new public streets, land dedications for transportation, and utilities serving the site according to the phasing plan provided for in the recommended conditions of approval.

5. *The proposed development shall be designed to provide adequate recreational amenities and, if appropriate to the site, a comprehensive system of pedestrian, bicycle or other recreational paths which shall be carefully coordinated with the provision of open spaces, public facilities, vehicular access routes and mass transportation facilities.*

The applicant proposes a park of two-thirds of an acre within the CDD Concept Plan that would be open for public use. Consistent with the City's Pedestrian and Bicycle Master Plan, which designates enhanced bicycle corridors on Edsall Road and South Pickett Street, staff recommends that the applicant also dedicate land for future bicycle lanes in connection with future DSUP requests for individual buildings.

6. *The proposed development shall provide a substantial amount of residential units, including an affordable housing component.*

The applicant proposes over 1.6 million square feet of multifamily residential uses out of 2.13 million square feet in its "residential option" and over 800,000 square feet of multifamily residential uses out of 1.97 million in its "office option." The amount of residential uses represents a substantial portion (75% and 42%, respectively) of the overall square footage in both options. As described in greater detail later in this report, the applicant proposes a monetary contribution to the Affordable Housing Trust Fund, and if approved in the future by SUPs for bonus density, affordable on-site units will be provided as well.

Attachment #6: CDD#27 Table

CDD #	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum FAR and/or Development Levels	*Maximum Height*	*Uses*
27	Greenhill / West Alexandria Properties	CG / Commercial General regulations shall apply except that I / Industrial regulations shall apply for the property containing the existing warehouse building	Maximum FAR: 2.52, exclusive of: 1) bonus density and height as may be approved by Special Use Permit pursuant to Section 7-700 of the Zoning Ordinance as it may be amended; and 2) public school and public building uses. Minimum open space: A minimum of 25% of the land area within the CDD area shall be provided as ground-level, useable open space. Ground-level useable open space may be provided at any location within the CDD area to meet the open space requirement. In addition to the 25% requirement, primarily residential buildings shall provide rooftop open spaces/terraces or other outdoor amenity spaces. Minimum yards: None, except as may be applicable pursuant to the supplemental yard and setback regulations of Section 7-1000. Area Requirements: There are no lot area or frontage requirements. The height-to-setback ratio required in Section 6-403(A) of the Zoning Ordinance and the zone transition requirements of Section 7-900 do not apply.	The maximum heights shall conform to the Landmark-Van Dorn Small Area Plan as may be amended.	Multifamily dwelling; amusement enterprise; active and/or congregate recreational facilities; animal care facility with no overnight accommodation; automobile and trailer rental or sales area; business and professional office; convenience store; day care center; health and athletic club; hotel; home for the elderly; improved outdoor recreational facilities intended for passive and/or non-congregate recreational activities; light assembly, service and crafts; massage establishment; medical office; outdoor dining; personal service establishment; private school, academic or commercial, with more than 20 students on the premises at any one time; public building; public park and community recreation buildings, including enclosed and semi-enclosed shelters and pavilions; public school; restaurant; retail shopping establishment; and valet parking.

APPLICATION

[ ] **Master Plan Amendment MPA#** _____

[ ] **Zoning Map Amendment REZ#** _____

PROPERTY LOCATION: 5730 Edsall Rd; 611 S. Pickett St; 5660 Edsall Rd; 5650 Edsall Rd; 501 S Pickett St; 504 S Van Dorn St

APPLICANT

Name: Greenhill Capital Corp

Address: 4901 Fairmont Avenue, Suite 200, Bethesda, MD 20814

PROPERTY OWNER:

Name: Greenhill Capital Corp

Address: 4901 Fairmont Ave, Suite 200, Bethesda, MD 20814

Interest in property:

[✓] Owner [ ] Contract Purchaser

[ ] Developer [ ] Lessee [ ] Other _____

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

[✓] yes: If yes, provide proof of current City business license.

[ ] no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Mary Catherine Gibbs - Hart & Gibbs PC
Print Name of Applicant or Agent

Mary Catherine Gibbs by
Signature

700 N. Fairfax Street, Suite 700
Mailing/Street Address

(703) 836-5757 (703) 548-5443
Telephone # Fax #

Alexandria, Virginia 22314
City and State Zip Code

Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____ Fee Paid: $_____

Legal advertisement: _____

ACTION - PLANNING COMMISSION _____ ACTION - CITY COUNCIL: _____

MPA #	
REZ #	

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

	Address Tax Map - Block - Lot	Land Use Existing	Land Use Proposed	Master Plan Designation Existing	Master Plan Designation Proposed	Zoning Designation Existing	Zoning Designation Proposed	Frontage (ft.) / Land Area (acres)
1	057-04-05-04	shopping center	mixed use	CDD	CDD	CG	CDD	144.3
2	057-04-05-05	office/comm whse	mixed use	CDD	CDD	I	CDD	420
3	057-04-05-06	vacant land	mixed use	CDD	CDD	CG	CDD	194.8
4	057-04-05-07	office/comm whse	mixed use	CDD	CDD	CG	CDD	110.9
	057-04-05-08	office/comm whse	mixed use	CDD	CDD	CG	CDD	220
	067-02-02-01	office/comm whse	mixed use	CDD	CDD	CG	CDD	257.9

PROPERTY OWNERSHIP

[ ] Individual Owner [✓] Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

1. Name: See Attachment A Extent of Interest: _____

   Address: _____

2. Name: _____ Extent of Interest: _____

   Address: _____

3. Name: _____ Extent of Interest: _____

   Address: _____

4. Name: _____ Extent of Interest: _____

   Address: _____

MPA #	
REZ #	

JUSTIFICATION FOR AMENDMENT
(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

The Master Plan calls for the Landmark/Van Dorn area to be a vibrant mixed use corridor, but the amount of retail space required by the Master Plan needs additional square footage in order to be viable.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

The Master Plan itself specifically states that these properties should be re-zoned to CDD and that is what we are requesting.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

The area in which the properties are located are served by three main roads: Pickett Street, Van Dorn Street and Edsall Road. The proposal includes improvements to the transportation infrastructure in these areas as well as a dedication of right-of-way on Van Dorn Street in furtherance of the west end transit way. The proposal also includes a site that could be used for an urban school co-located with other uses.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

N/A

ATTACHMENT A

Property. State the name, address and percent of ownership of any person or entity owning an interest in the property 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.

Tax Map Reference	Property Address	Owner	Mailing Address	% Owner
057.04-05-04	5730 Edsall Road, Alexandria, VA	GCI Edsall Road, LLC	4901 Fairmont St, Ste 200 Bethesda, MD 20814	100% Greenhill Capital Investments, LLC
057.04-05-05	611 S. Pickett St, Alexandria, VA	Greenhills Mayflower, LLC	Attn: The Greenberg Co, 4901 Fairmont St, Ste 200, Bethesda, MD 20814	49% G2 Investments, LLC; 25% Leonard and Linda Greenberg TBE; 25% Greenberg Family, LP
057.04-05-06	5660 Edsall Road, Alexandria, VA	501 Pickett, LLC	C/O Greenberg Capital, 4901 Fairmont St, Ste 200 Bethesda, MD 20814	22% Richard S Greenberg Multi-Generational Trust; 57% LLG, LLC; 20% JWHS, LLC
057.04-05-07	5650 Edsall Road, Alexandria, VA	501 Pickett, LLC	4901 Fairmont St, Ste 200, Bethesda, MD 20814	22% Richard S Greenberg Multi-Generational Trust; 57% LLG, LLC; 20% JWHS, LLC
057.04-05-08	501 S. Pickett St, Alexandria, VA	501 Pickett, LLC	4901 Fairmont St, Ste 200, Bethesda, MD 20814	22% Richard S Greenberg Multi-Generational Trust; 57% LLG, LLC; 20% JWHS, LLC
067.02-02-01	504 S. Van Dorn Street, Alexandria, VA	W and R Investment, LP	Attn: The Greenberg Co 4901 Fairmont St, Ste 200 Bethesda, MD 20814	31.93% WHG Trust; 31.93% RSG Trust 1993; 34.32% G2. LLC

Completeness – CDD2016-00003
Greenhill West End Properties
5730, 5660 & 5661 Edsall, 611 S Pickett, 504 S Van Dorn
Planners: Nathan Randall & Maya Contreras

APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # _____

[*must use black ink or type*]

PROPERTY LOCATION: 5730 Edsall Rd, 611 S. Pickett St, 5660 Edsall Rd, 5650 Edsall Rd, 501 S. Pickett St, 504 S. Van Dorn St

TAX MAP REFERENCE: 057.04-05-04, 057.04-05-05, 057.04-05-06, 057.04-05-07, 057.04-05-08, 067.02-02-01 **ZONE:** I and CG

APPLICANT'S NAME: Greenhill Capital Corp

ADDRESS: 4901 Fairmont Avenue, Suite 200, Bethesda, MD 20814

PROPERTY OWNER NAME: Greenhill Capital Corp and others (see attachment A)

ADDRESS: 4901 Fairmont Avenue, Suite 200, Bethesda, MD 20814

REQUEST: Request for CDD Concept plan for multi-family residential, office, retail and civic uses in multi-phased development including SUP request for height and density bonuses pursuant to section 7-700 of the zoning ordinance.

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 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 hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Mary Catherine Gibbs, Hart & Gibbs P.C.
Print Name of Applicant or Agent

Mary Catherine Gibbs by
Signature

700 N. Fairfax St, Suite 600
Alexandria, VA 22314
Mailing/Street Address

(703) 836 5757 (703) 548 5443
Telephone # Fax #
mcgibbs@hartlanduselaw.com
Email address

DO NOT WRITE IN THIS SPACE OFFICE USE ONLY

Application Received _____ Date and Fee Paid _____ $ _____

ACTION - PLANNING COMMISSION _____ ACTION - CITY COUNCIL _____

Development Site Plan (DSP) # _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

The applicant is: (check one)
[x] the Owner [ ] Contract Purchaser [ ] Lessee or [ ] Other: _____ 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 Attachment A

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?

[X] **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.

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. See Attachment A		
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 See attachment A (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. See Attachment A		
2		
3.		

3. BusinessorFinancialRelationships. Each person or entity listed above (1 and 2), with an ownership interest in the applicant or in the subject property is required to disclose any business or financial relationship, as defined by Section 11-350 of the Zoning Ordinance, existing at the time of this application, or within the12-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.

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. NONE		
2.		
3.		

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

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

8/2/18 — Date

MARY CATHERINE GIBBS — Printed Name

Mary Catherine Gibbs — Signature

ATTACHMENT A

Property. State the name, address and percent of ownership of any person or entity owning an interest in the property 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.

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HART & GIBBS, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

HARRY P. HART
MARY CATHERINE H. GIBBS

ASSOCIATE:
DONNA L. SCOTT
(LICENSED IN NEW YORK AND WASHINGTON, DC)

700 NORTH FAIRFAX STREET, SUITE 600
ALEXANDRIA, VIRGINIA 22314

TELEPHONE (703) 836-5757
FAX (703) 548-5443
WWW.HARTLANDUSELAW.COM

RETIRED:
CYRIL D. CALLEY, 2005
HERBERT L. KARP, 2017

October 31, 2018

Nathan Randall, Urban Planner III
City of Alexandria
Department of Planning and Zoning
301 King Street, Suite 2100
Alexandria, VA 22314

Re: Greenhill CDD and MPA

Dear Mr. Randall:

Based on your email from October 23, 2018, please find the following in response to the requests for certain revisions to the Master Plan Amendment ("MPA") and Coordinated Development District ("CDD") Concept Plan for the Greenhill properties. We are submitting the attached revised exhibit that shows the CDD Concept Plan showing two of the three major changes we discussed. Below is our response to your list of specific items requested:

1. Revised CDD Concept Plan Exhibit is attached hereto with the following changes included:
    a. The re-alignment of the major north-south street (Public Street A) to the east to allow for a future connection to South Pickett Street.
    b. The widening and straightening of the right-of-way width for the major east-west street (Public Street C). The right-of-way width to depict here would also be 80 feet.

We continue to disagree that it is advisable from an engineering perspective to provide a vehicular connection to Edsall road via Public Street A (the major north-south street). As a result, we did not include the following change: "The reconfiguration of the area between Blocks A and B, now listed as the "Spanish Steps," to allow for a vehicular connection to Edsall Road. The right-of-way width to depict between Blocks A and B would be 80 feet." As you can see on Exhibit 1, attached hereto, we believe the vehicular connection is not advisable for several reasons. 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. 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. 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. 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. We firmly believe the street grid we've proposed in the attached revision is the preferable solution.

And finally, as requested by your email, this letter represents a supplement to our MPA and CDD application request to specifically include the following terms:

MPA

a. Amend the land use designation for the site to include hotel uses within Block J of the Plan;
b. Amend the maximum allowable office square footage in Block J of the Plan to include either hotel or office uses;
c. Amend the maximum allowable residential square footage in Block J of the Plan from 1.45 million square feet to 1.75 million square feet;
d. Amend the maximum floor area ratio (FAR) allowed at the site from 2.0 FAR to 2.4 FAR.

CDD

e. Allow for preliminary DSUPs to be submitted more than two years, and up to 5 years after adoption of final CDD Concept Plan.

We look forward to continuing our discussion regarding this exciting project in the West End of Alexandria.

Sincerely,

Mary Catherine Gibbs

Mary Catherine Gibbs

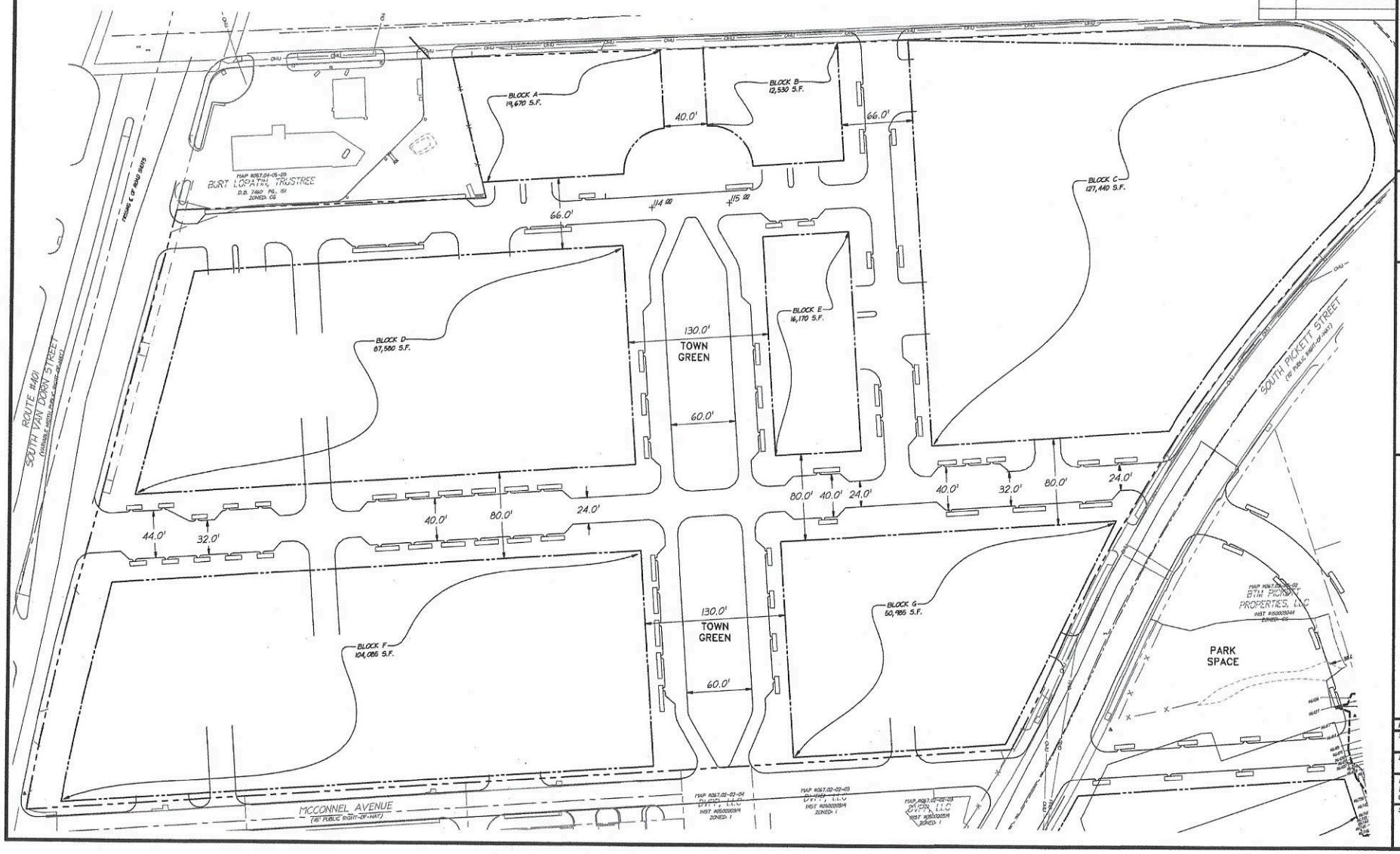
Attachments

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

PROPERTY CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	BEARING	CHORD
C1	2350.00'	187.54'	4°34'21"	93.82'	S 11°43'34" W	187.49'
C2	97.54'	55.26'	32°27'09"	28.39'	N 34°49'56" W	54.51'
C3	20.24'	23.05'	65°15'01"	12.96'	N 14°01'09" E	21.82'
C4	1340.24'	548.60'	23°27'11"	278.20'	S 34°55'19" W	544.78'
C5	1040.00'	92.72'	5°06'29"	46.39'	N 25°14'26" E	92.69'

DATE	REVISION
10/13/17	1ST SUBMISSION
12/01/17	2ND SUBMISSION
07/31/2018	COMPLETENESS SUBMISSION
09/25/2018	COMPLETENESS SUBMISSION



christopher consultants
engineering · surveying · land planning
5900 main street (fourth floor) · fairfax va. 22031-3907
703.273.6820 · fax 703.273.7636

PROPOSED GRADING PLAN - 35' SHIFT - NO CONNECTION

WEST ALEXANDRIA PROPERTIES
THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO: 16061.001.00
SCALE:
DATE: 1/5/17
DESIGN: JH
DRAWN: MM
CHECKED: KMH
SHEET No.
C000

107987

PROPERTY CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	TANGENT	BEARING	CHORD
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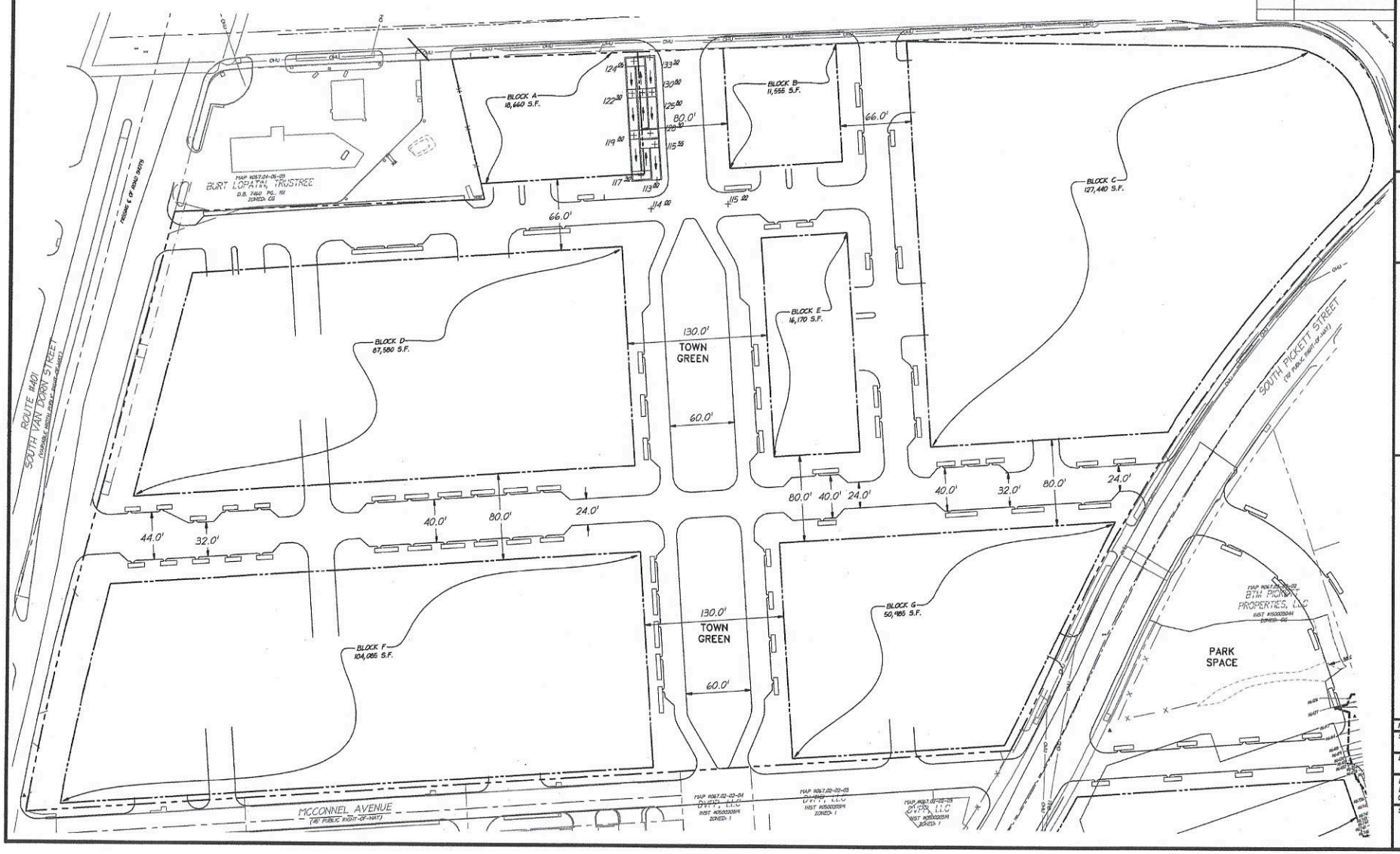
Exhibit A - Roadway Connection Not Preferred



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christopher consultants
engineering · surveying · land planning
9900 main street (fourth floor) · fairfax va 22031-3507
703.273.6820 · fax 703.273.7636

PROPOSED GRADING PLAN - 35' SHIFT

WEST ALEXANDRIA PROPERTIES
THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO: 14061.001.00
SCALE:
DATE: 1/8/17
DESIGN: JH
DRAWN: MM
CHECKED: KMW
SHEET No. C000

107987

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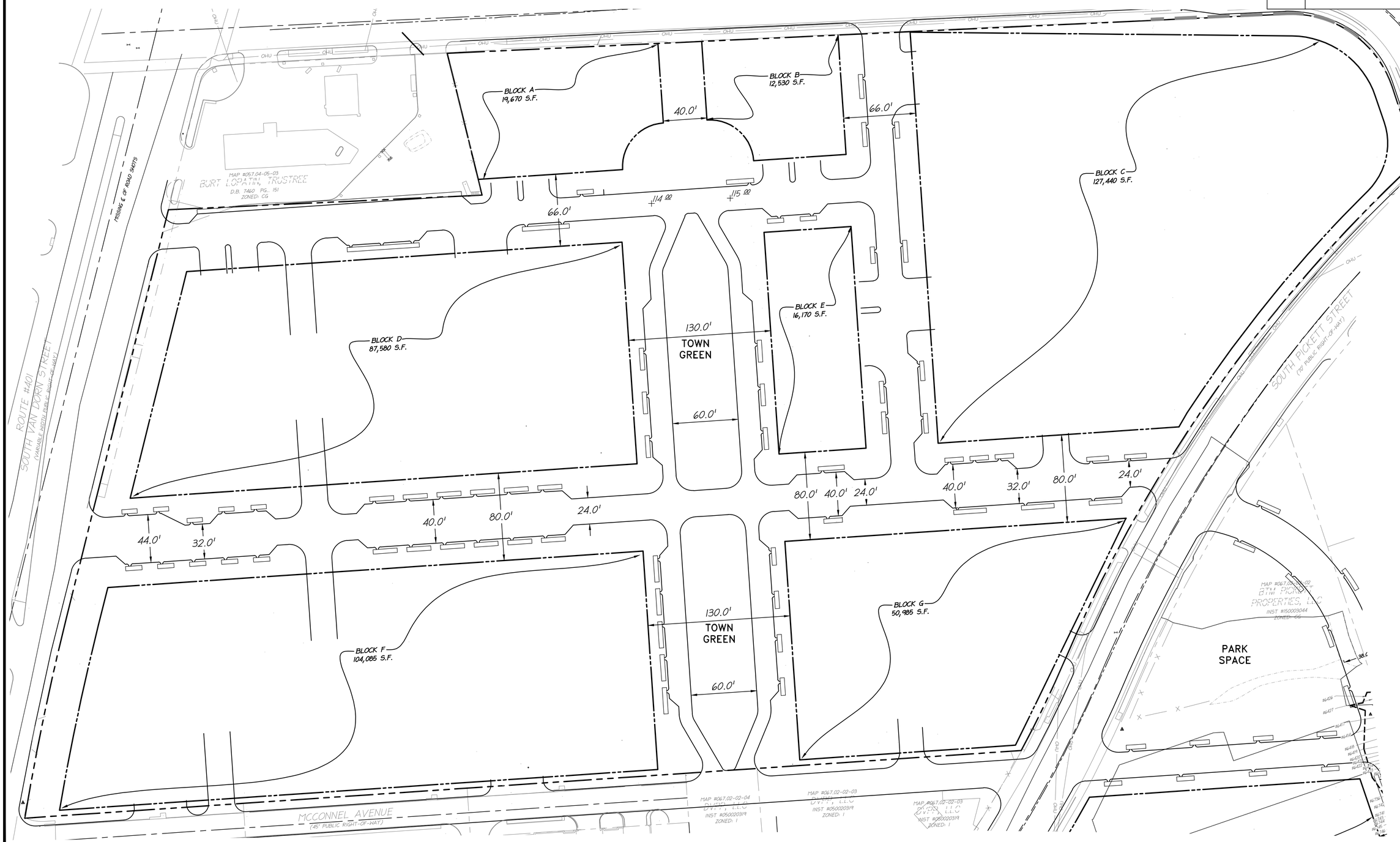

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PROPOSED GRADING PLAN - 35' SHIFT - NO CONNECTION

WEST ALEXANDRIA PROPERTIES

THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO: 16061.001.00

SCALE:

DATE: 1/5/17

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Exhibit 1 - Roadway Connection Not Preferred

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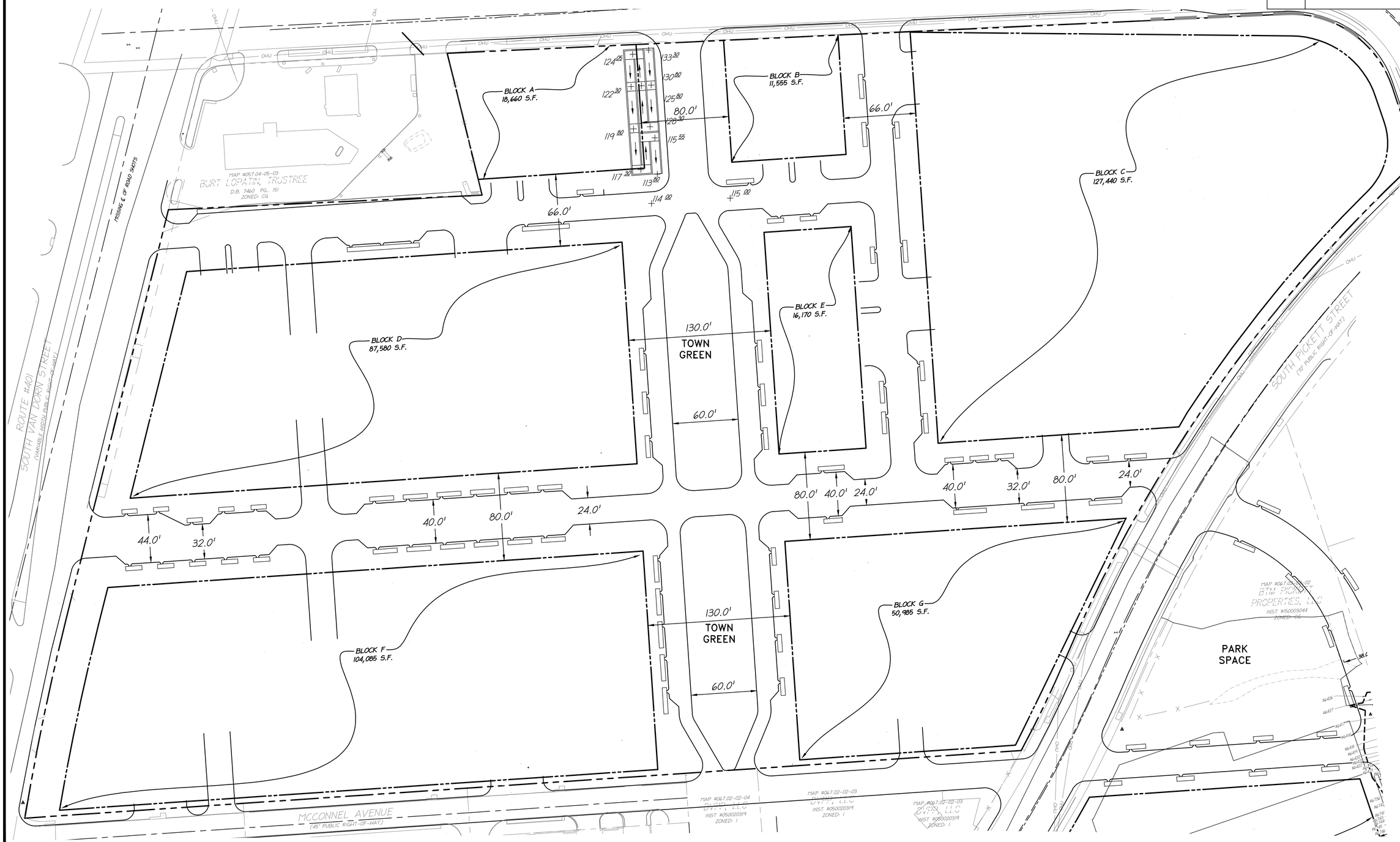

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PROPOSED GRADING PLAN - 35' SHIFT

WEST ALEXANDRIA PROPERTIES
THE CITY OF ALEXANDRIA, VIRGINIA

PROJECT NO:16061.001.00
SCALE:
DATE: 1/5/17
DESIGN: JH
DRAWN: MM
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SHEET No.
C000

107987

HART & GIBBS, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

HARRY P. HART
MARY CATHERINE H. GIBBS

ASSOCIATE:
DONNA L. SCOTT
(LICENSED IN NEW YORK AND WASHINGTON, DC)

700 NORTH FAIRFAX STREET, SUITE 600
ALEXANDRIA, VIRGINIA 22314

TELEPHONE (703) 836-5757
FAX (703) 548-5443
WWW.HARTLANDUSELAW.COM

RETIRED:

CYRIL D. CALLEY, 2005
HERBERT L. KARP, 2017

November 14, 2018

Nathan Randall, Urban Planner III
City of Alexandria
Department of Planning and Zoning
301 King Street, Suite 2100
Alexandria, VA 22314

Re: Greenhill CDD and MPA

Dear Mr. Randall:

Based on your email from November 13, 2018, please find the following in response to the requests for certain revisions/additions to the Master Plan Amendment ("MPA") and Coordinated Development District ("CDD") Concept Plan for the Greenhill properties.

1. One addition and two revisions to the MPA request compared to previous[i]:
   a. Separate from changing the land use designation to allow hotels, please add a request to allow <u>either</u> office or hotel uses within the Development Table for Block J;
   b. Maximum residential square footage in the Development Table for Block J of the LVD Corridor Plan would become 1.9 million instead of 1.75 million; and
   c. Total FAR for site would become 2.52 rather than 2.4.

2. Yes, we are asking for the 25 years for the CDD time limit rather than the 5 years listed in my 10/31/18 letter. This was a typo in my letter.

3. Here is the list of all of the community meetings we have hosted or attended, since the project was first submitted.

   a. May 4, 2016 - Cameron Station Civic Association
   b. November 28, 2016 - EWLVD Implementation Advisory Group Meeting
   c. May 23, 2017 - First Community Open House
   d. November 8, 2017 – Cameron Station Civic Association
   e. October 10, 2018 - EWLVD Implementation Advisory Group meeting
   f. October 23, 2018 - Second Community Open House

We look forward to continuing our discussion regarding this exciting project in the West End of Alexandria.

Sincerely,

Mary Catherine Gibbs

Attachment

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

---

[i] Attached for reference is how we determined these numbers.

Greenhill CDD
Master Plan Amendment Calculations
11/13/2018

1. Maximum FAR within the CDD Concept Plan Area:

1,638,462 SF in CDD Concept Plan Area (non-bonus density) / 649,137 SF of land area = **2.52**

2. Maximum SF of Multifamily Residential for Block J in Development Table (Corridor Plan Page 58):

   a. 1,683,400 SF multifamily residential in "residential" option / 2,130,000 SF total in residential option = 79% multifamily residential in project
   b. 1,298,274 SF recommended in Corridor Plan (@ 2.0 FAR) x 79% = 1,025,636 SF multifamily anticipated @ 2.0 FAR
   c. 340,187 SF additional requested in MPA x 79% multifamily in plan = 268,748 SF
   d. 1,025,636 SF + 268,748 SF = 1,294,384 SF non-bonus density residential in CDD (max)
   e. 1,294,384 SF + 534,890 SF @ Modera Tempo = 1,829,274 SF density residential in Corridor Plan Block J
   f. 1,829,274 rounded up to account for small, potential transfers = ***1.9 million SF multifamily residential in Corridor Plan Block J***

HART & GIBBS, P.C.

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RETIRED:
CYRIL D. CALLEY, 2005
HERBERT L. KARP, 2017

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. <u>Additional 21 Feet of ROW for McConnell Ave is Not Required under the LVD Plan:</u>

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:

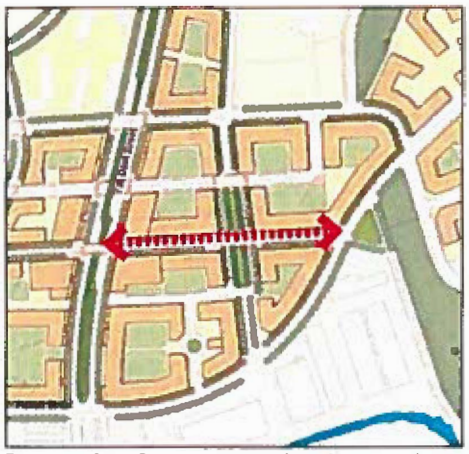


Figure 6-29. Create a central main street that connects Van Dorn Street with Pickett Street.

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.

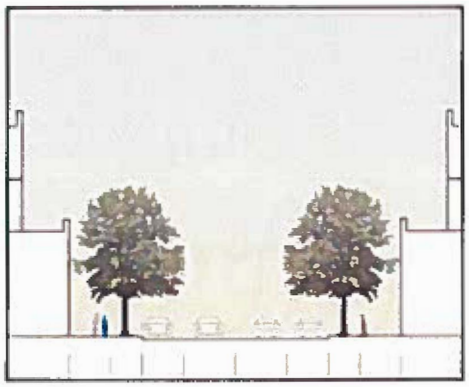


Figure 7.12 Residential streets provide two shared lanes for cars and bicycles, with two parking lanes, a planting strip and sidewalk.

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 walkway 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.
- Bicycle racks 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."

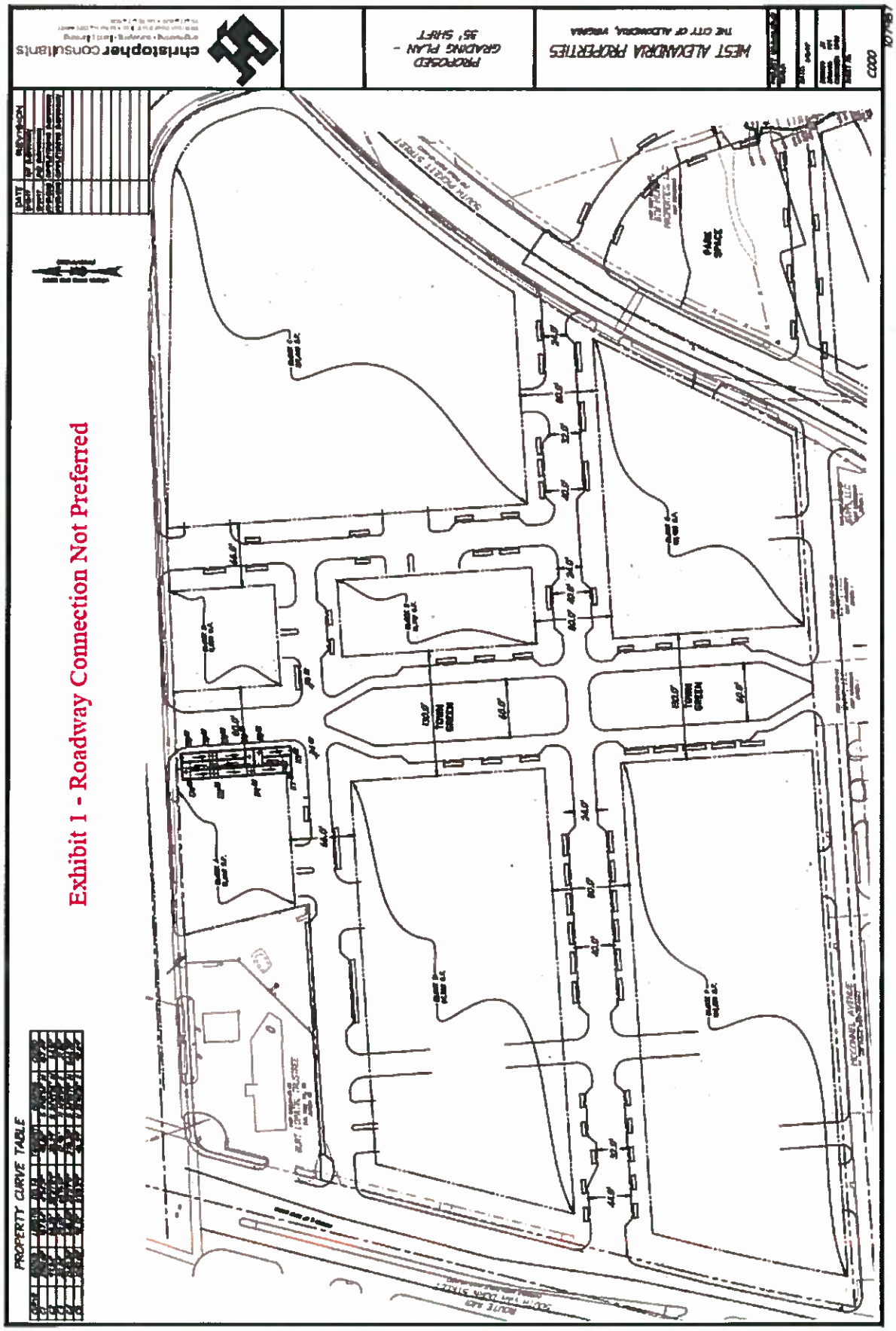
We're all working towards the same goal, achieving the on-site affordable housing units, and we don't want to negatively impact the plan if we achieve our goal in the earliest stages of the redevelopment.

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.


WEST ALEXANDRIA PROPERTIES
THE CITY OF ALEXANDRIA, INDIANA
PROPOSED
GRADING PLAN -
35' SHIFT
christopher consultants
PROPERTY CURVE TABLE
PARK SPACE
SOUTH PUCKETT STREET
ROUTE 840
NATIONAL AVENUE
Exhibit 1 - Roadway Connection Not Preferred

5

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)

HART & GIBBS, P.C.

ATTORNEYS AND COUNSELLORS AT LAW

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(LICENSED IN NEW YORK AND WASHINGTON, DC)

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RETIRED:
CYRIL D. CALLEY, 2005
HERBERT L. KARP, 2017

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.

GREENHILL PROPERTIES PLANNING FOR REDEVELOPMENT

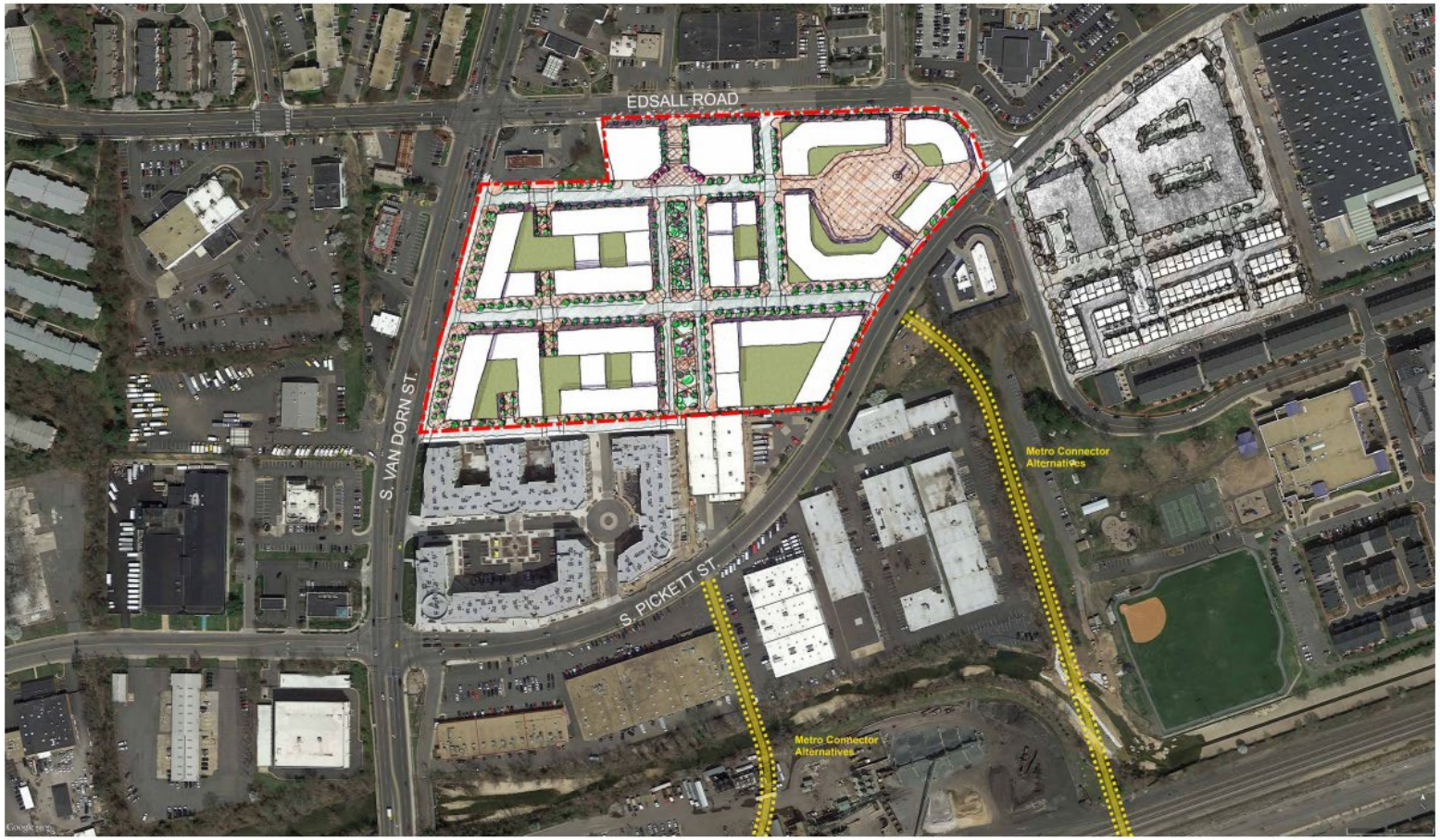
Master Plan Amendment

Creating CDD-27

CDD Concept Plan

December 4, 2018

PLANNING FOR THE FUTURE REDEVELOPMENT OF THIS IMPORTANT PART OF THE WEST END



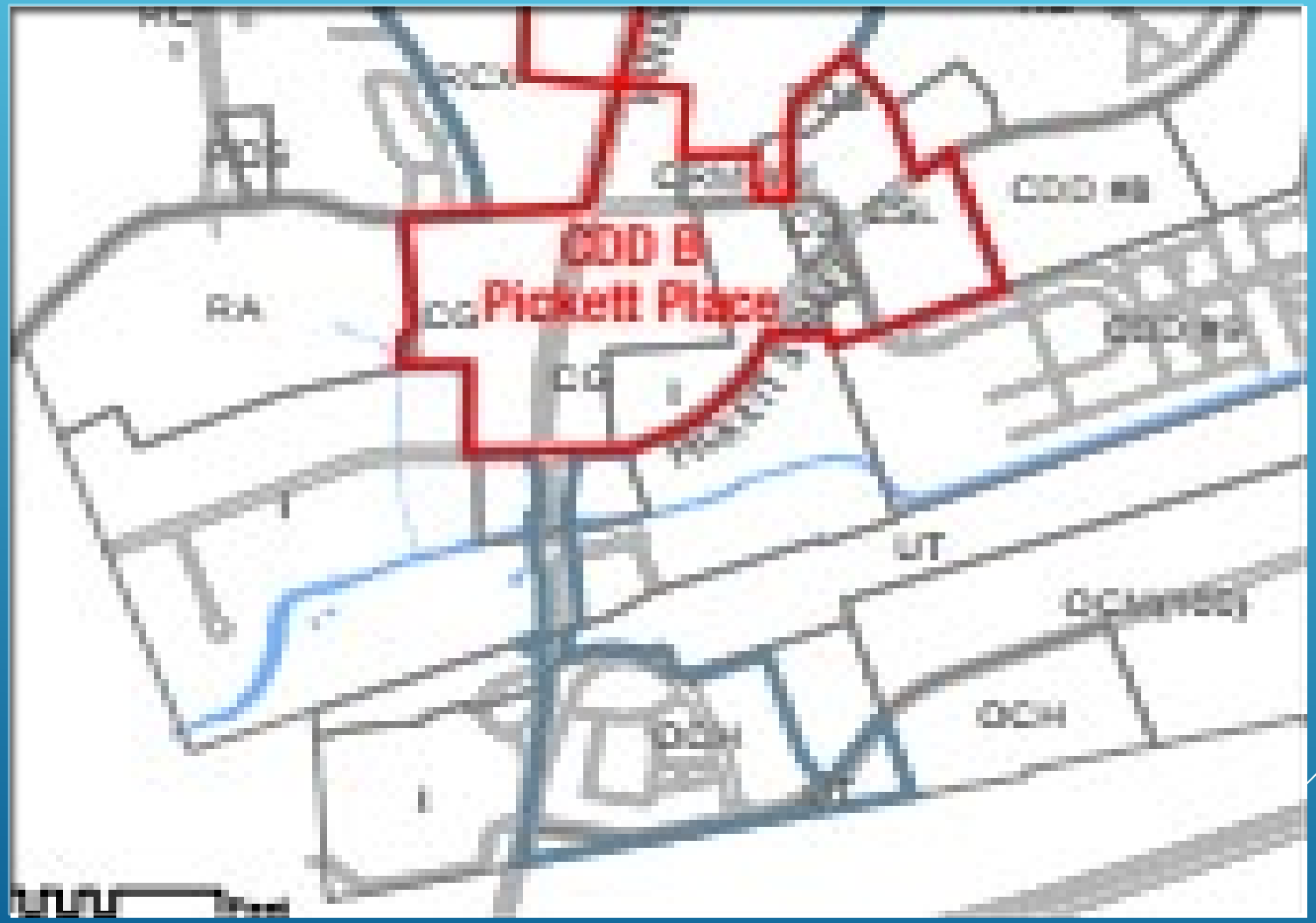
GREENHILL

GREENHILL | ALEXANDRIA PROPERTIES ENTITLEMENTS
4901 FAIRMONT AVE., SUITE 200, BETHESDA, MD 20814

SCHEME PLAN
Oct 18, 2018

WINSTANLEY
ARCHITECTS & PLANNERS

IMPLEMENTS THE VISION OF THE LANDMARK-VAN DORN CORRIDOR PLAN FOR PICKETT PLACE



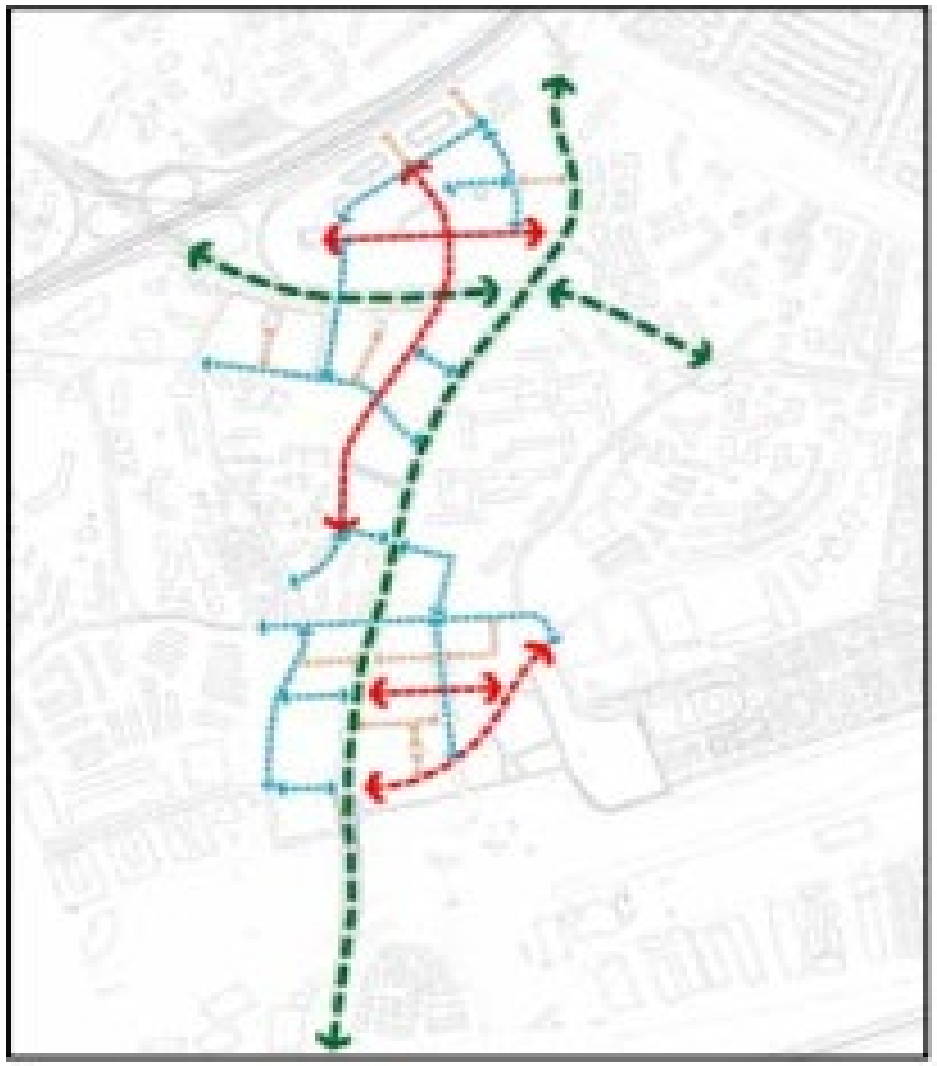


Figure 5-8. Red and blue lines show how additions to the local street network can provide alternatives to arterial streets (in green) and improve pedestrian connections throughout the planning area.

Landmark Van Dorn Plan Creates a New Grid of Streets

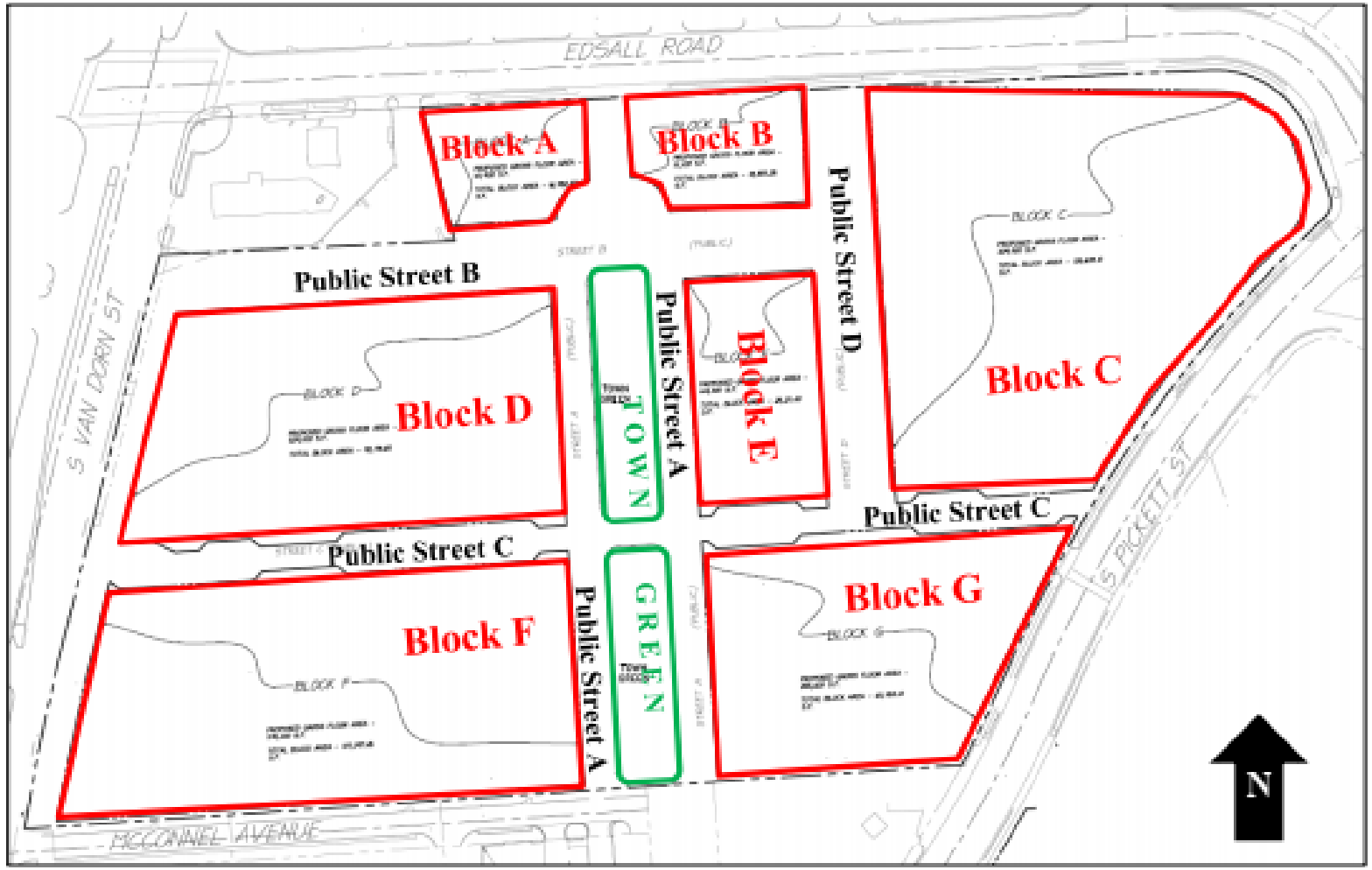
Landmark Van Dorn Plan:
DESIGN PRINCIPLES FOR PICKETT PLACE

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

Figure 6-28. Create smaller, walkable blocks between Edsall Road and Pickett Street.

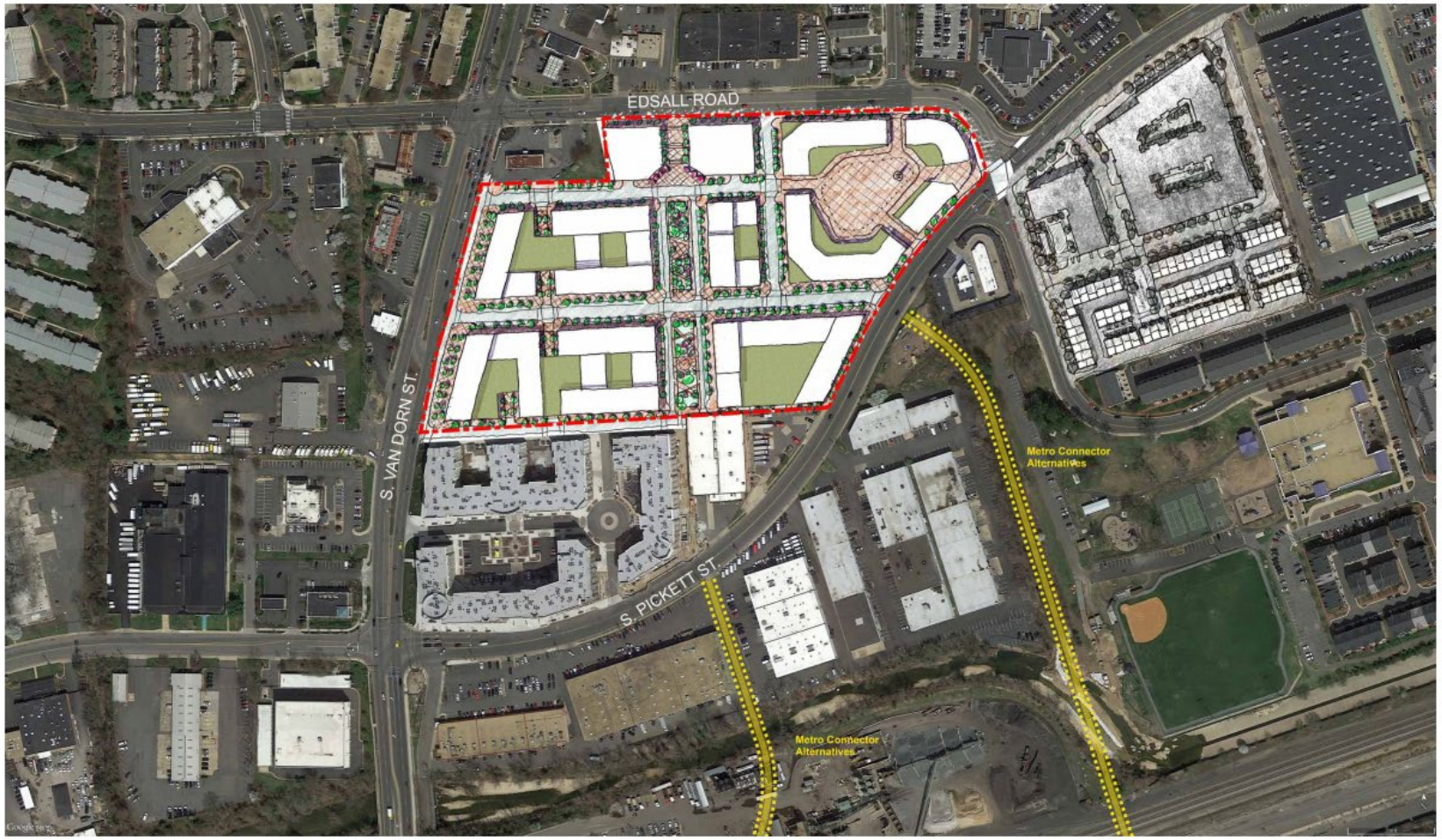
CDD CONCEPT PLAN FOR NEW CDD-27

Figure 1: Preliminary CDD Concept Plan



- Creates a new street grid.
- Creates smaller, walkable blocks.
- Creates the town green focal point – Public Street A.
- Creates the Retail Street – Public Street C.

CDD CONCEPT PLAN FOR NEW CDD-27



GREENHILL | ALEXANDRIA PROPERTIES ENTITLEMENTS
4901 FAIRMONT AVE., SUITE 200, BETHESDA, MD 20814

SCHEME PLAN
Oct 18, 2018

WINSTANLEY

- Creates a new, mixed-use neighborhood with a Retail focus.
- Connects the Retail Street (C) to Van Dorn and Pickett.
- Concentrates height in the center of the area.
- Provides a major affordable housing component.

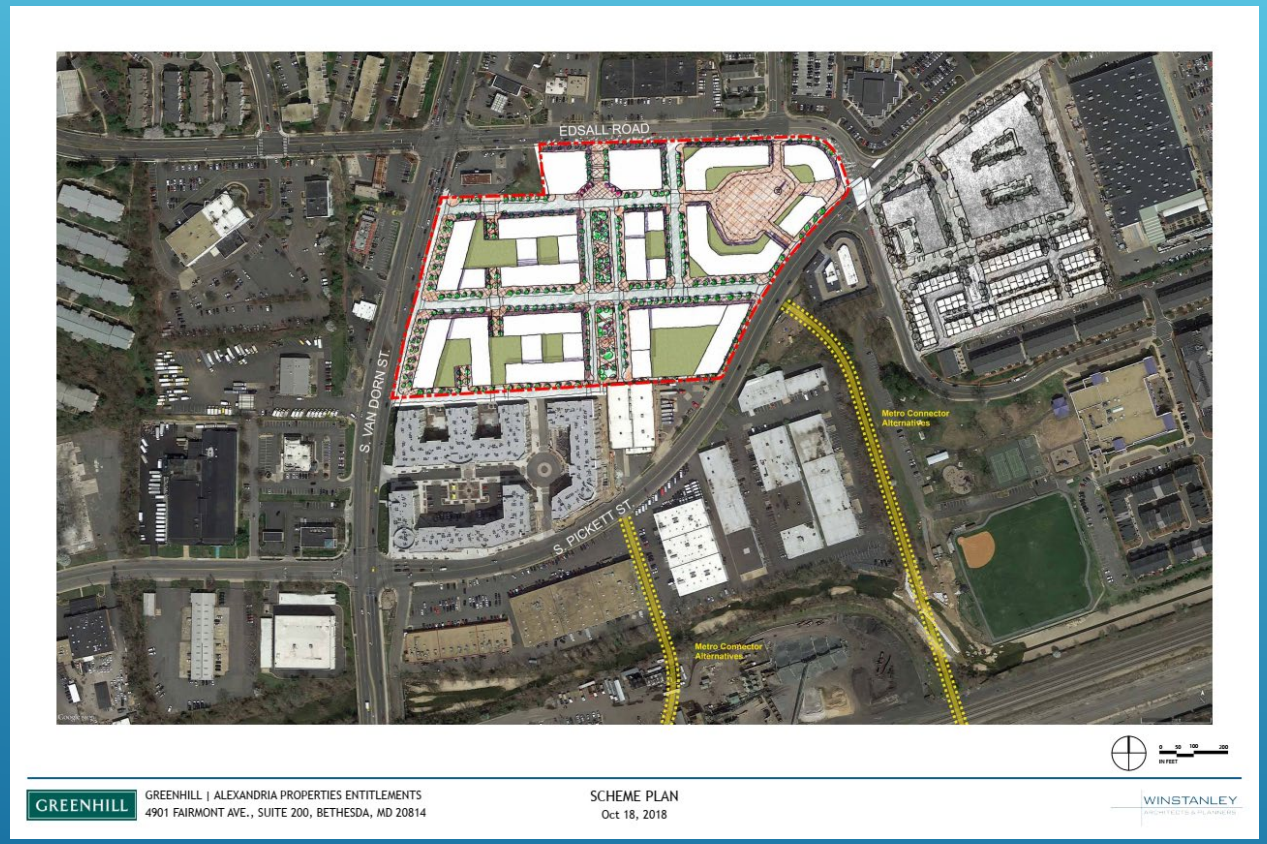
REQUESTED CHANGES TO CONDITIONS:

1. Amend Cond. 18 re: Expansion of McConnell.
2. Amend Cond. 36: Timing of Dedication of School/Civic Site.
3. Delete Cond. 43 re: Extending Public Street A to Edsall Road for vehicles.
4. Amend Cond. 86 re: affordable housing.
5. Amend Cond. 88(b) re: air quality study.

Landmark Van Dorn Corridor Plan does not call out McConnell as a required, wide street.

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

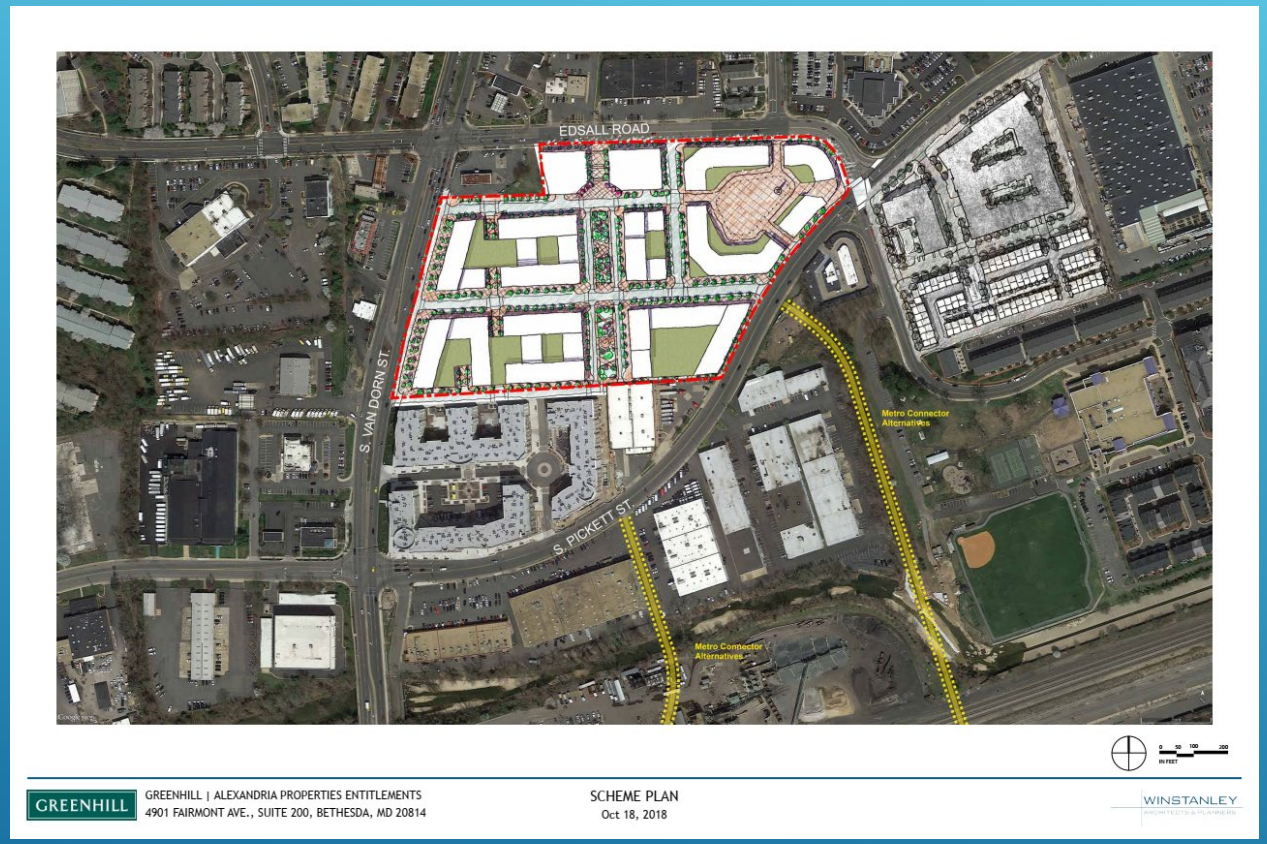
Figure 6-28. Create smaller, walkable blocks between Edsall Road and Pickett Street.



TIMING OF DEDICATION OF SCHOOL/CIVIC SITE

Cond. 36 requires the Applicant to dedicate the identified school/civic site within three years of approval or with first final DSUP, whichever occurs first.

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

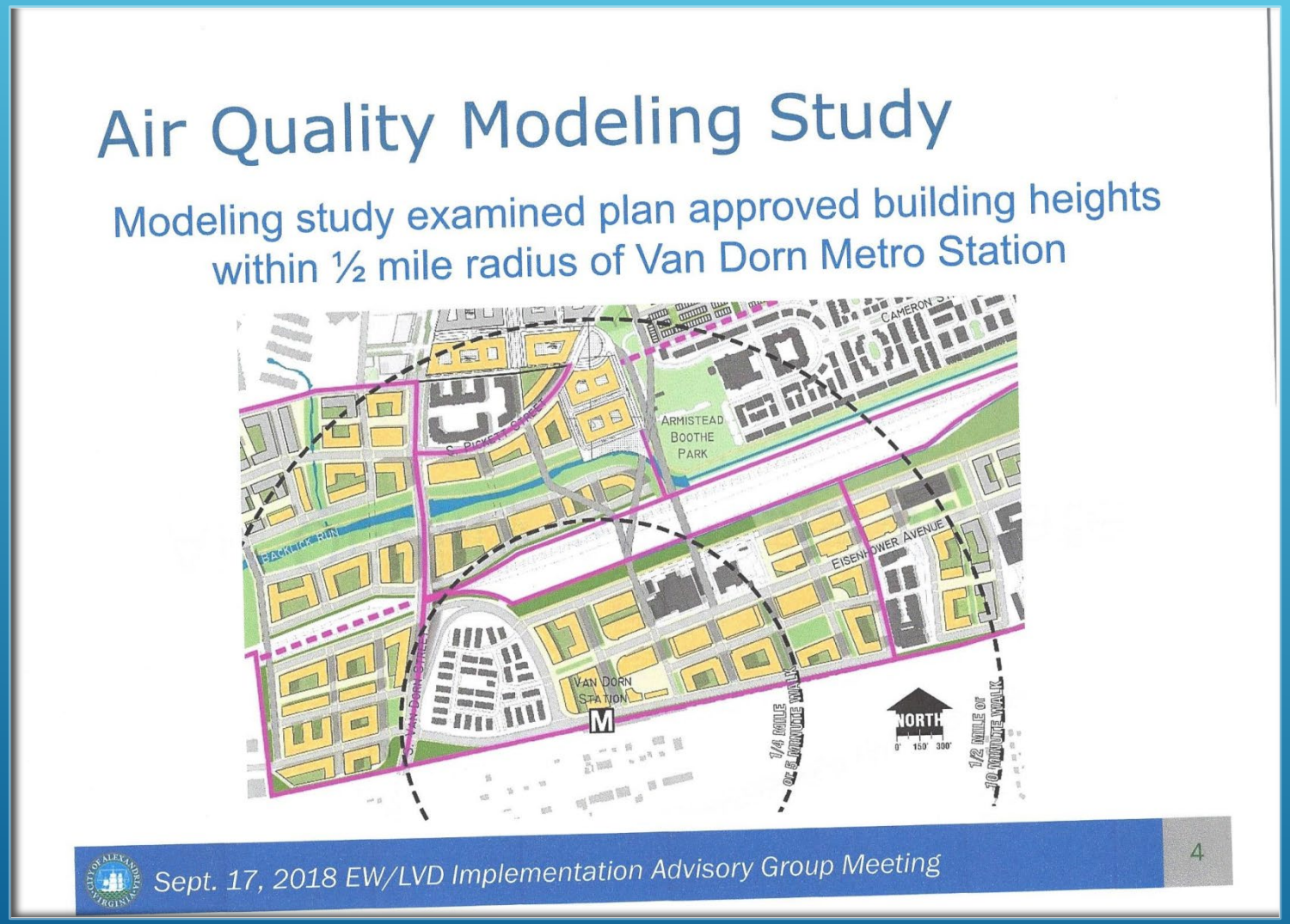


TIMING OF AFFORDABLE HOUSING SUPS

Simply want to add to Condition 86 that with the possibility of consolidating affordable housing in earlier DSUPs under Section 7-700 that the additional heights and densities can be achieved if we do so.

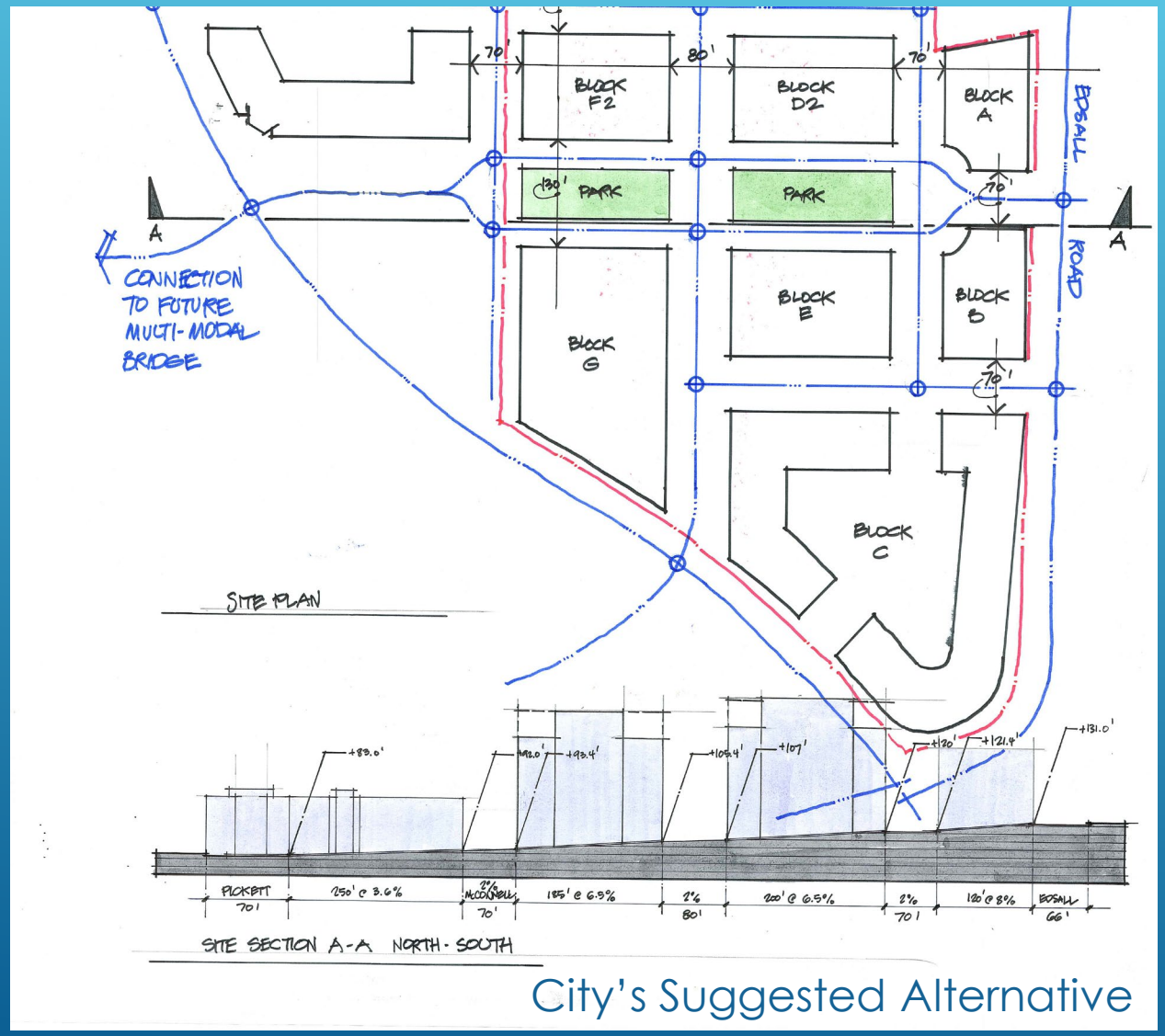
Everyone is seeking to reach the same goals and we simply want the conditions to state the intent moving forward.

AIR QUALITY STUDY UPDATE



- We've agreed with Staff to amend the condition to say that we'll contribute to the City the cost of updating the City's 2018 Air Quality Study to address only the difference in the height between 130 feet and 170 feet.
- Ask that you amend Cond. 88(b) to that effect.

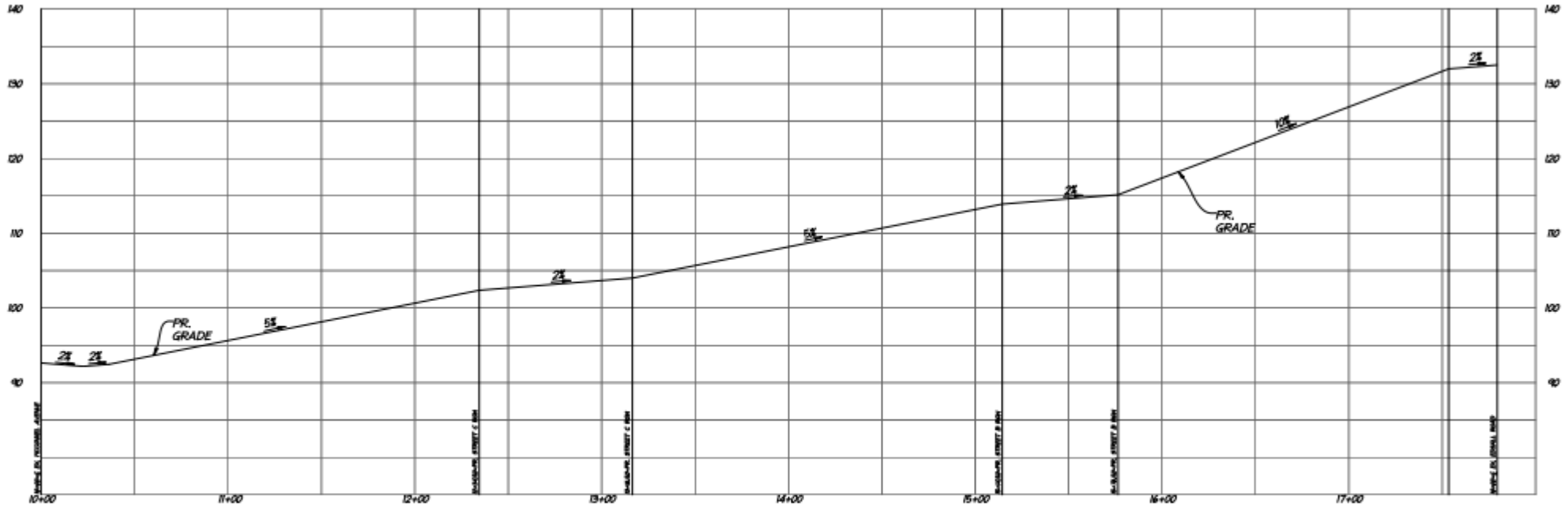
REQUIRING PUBLIC STREET A TO CONNECT TO EDSALL FOR VEHICLES IS NOT FEASIBLE



City's Suggested Alternative

- Requires Grades in Excess of ADA Requirements for Sidewalks.
- Requires an 8-14% grade from Town Green up to Edsall, which would require switchbacks for pedestrians.
- Removes 15 feet from each building on Blocks A & B necessitating higher heights.
- Makes the street more of a Thru Street than a Local Street, negatively impacting the Town Green/Retail.

REQUIRING PUBLIC STREET A TO CONNECT TO EDSALL FOR VEHICLES IS NOT FEASIBLE

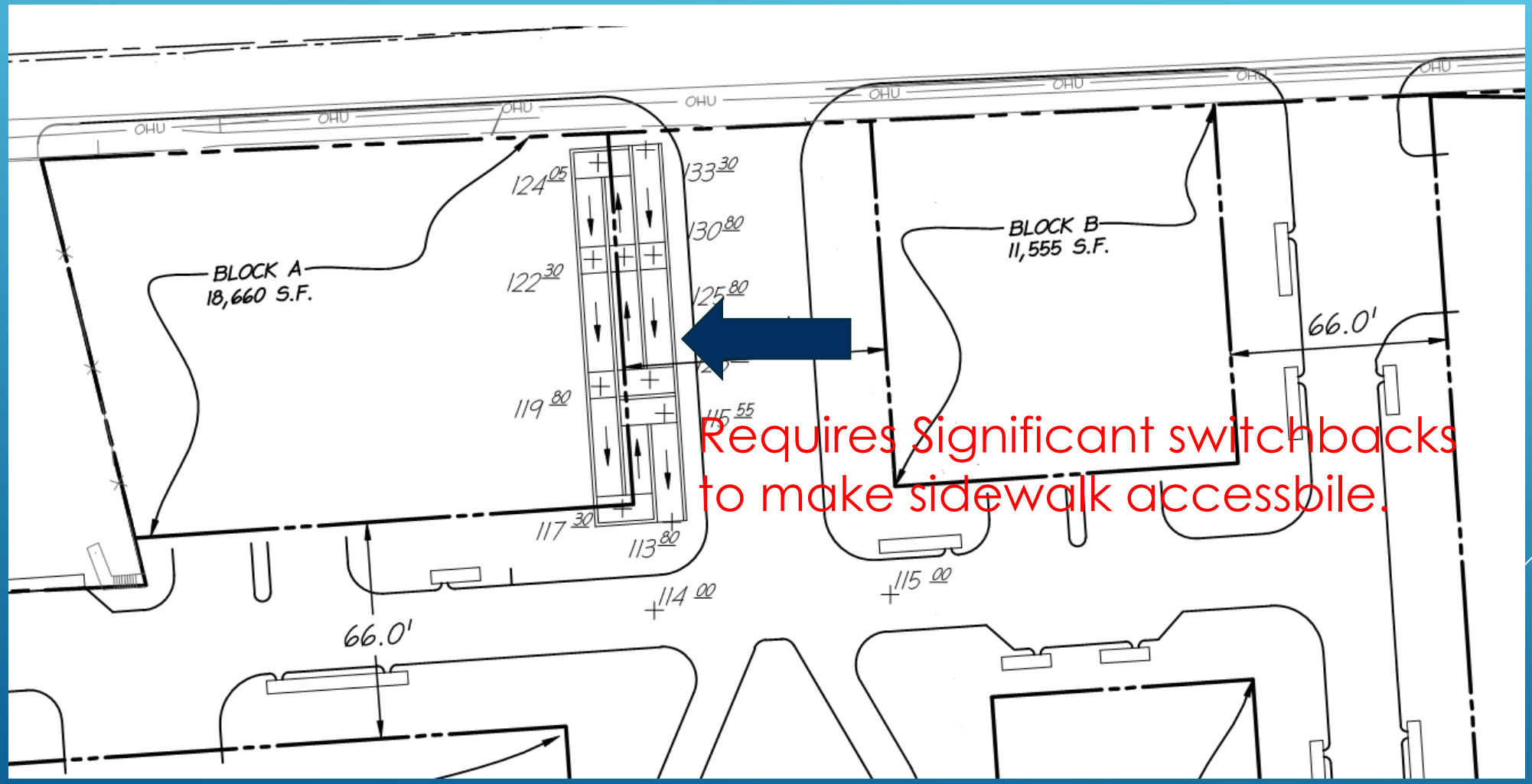


PROPOSED GRADING PROFILE

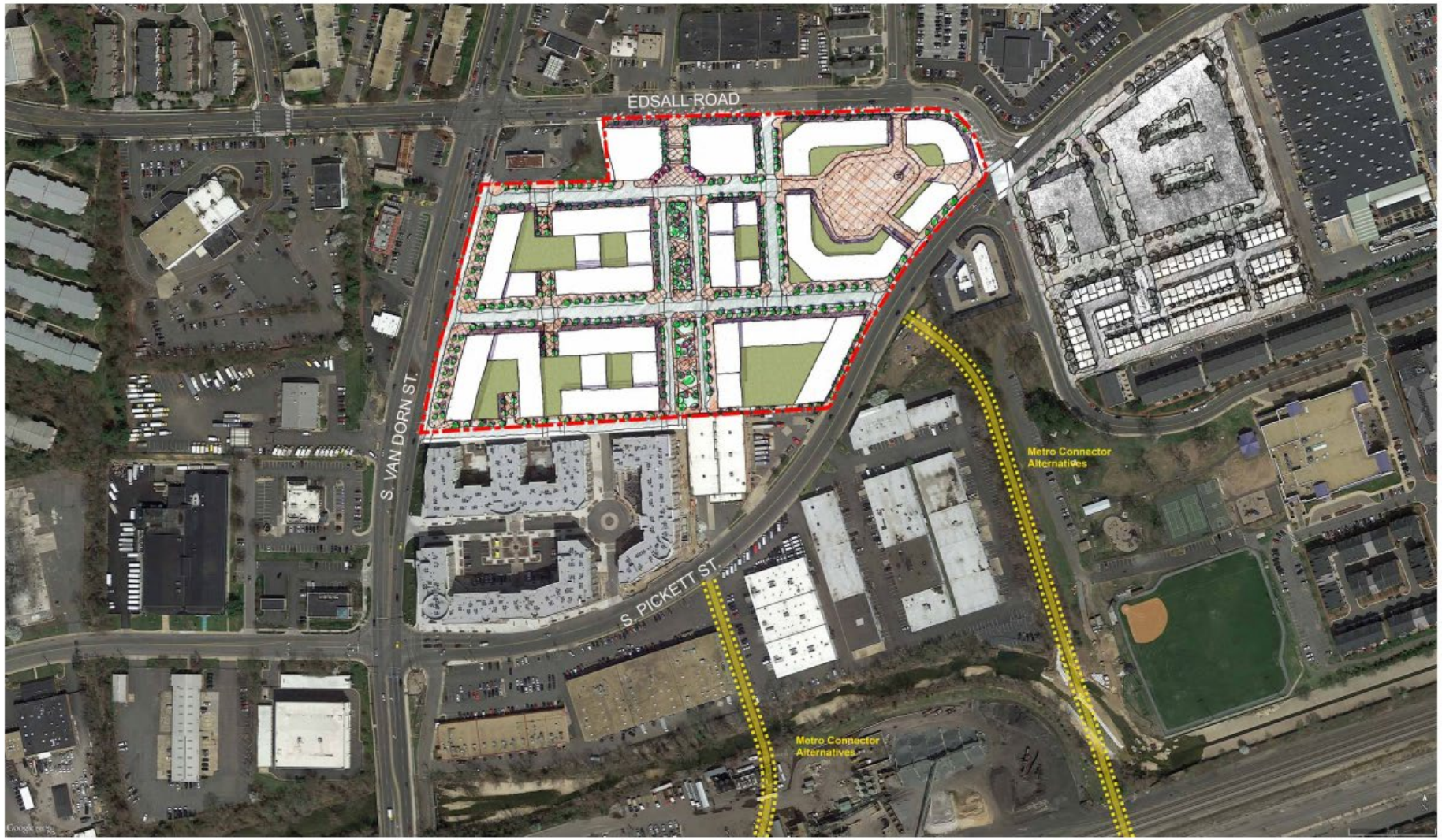
christopher consultants

WEST ALEXANDRIA PROPERTIES

REQUIRING PUBLIC STREET A TO CONNECT TO EDSALL FOR VEHICLES IS NOT FEASIBLE



CDD CONCEPT PLAN FOR NEW CDD-27

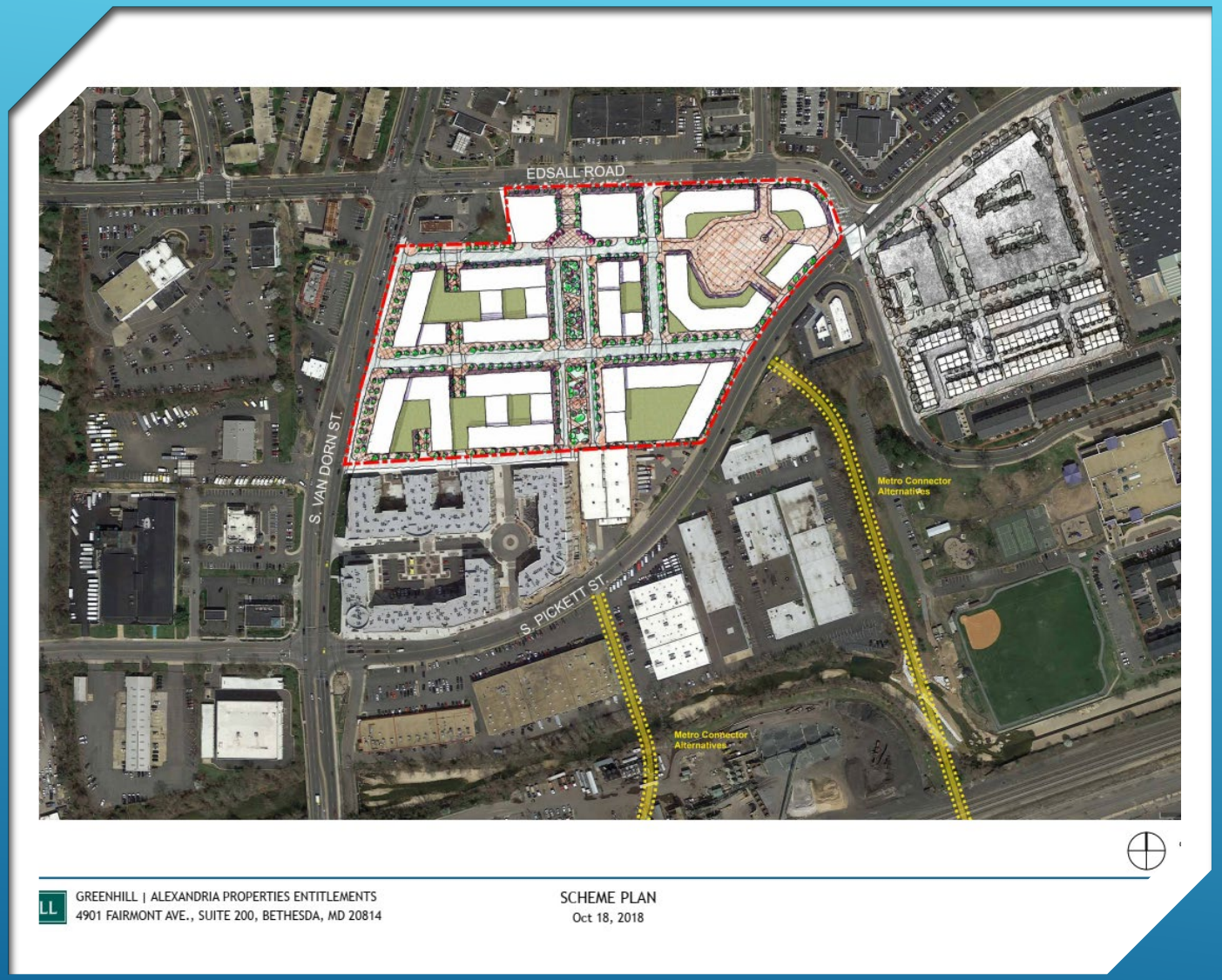


WITH THE REQUESTED CHANGES, WE ASK FOR YOUR RECOMMENDATION

GREENHILL | ALEXANDRIA PROPERTIES ENTITLEMENTS
4901 FAIRMONT AVE., SUITE 200, BETHESDA, MD 20814

SCHEME PLAN
Oct 18, 2018

WINSTANLEY



GREENHILL PROPERTIES

CDD CONCEPT PLAN FOR REDEVELOPMENT

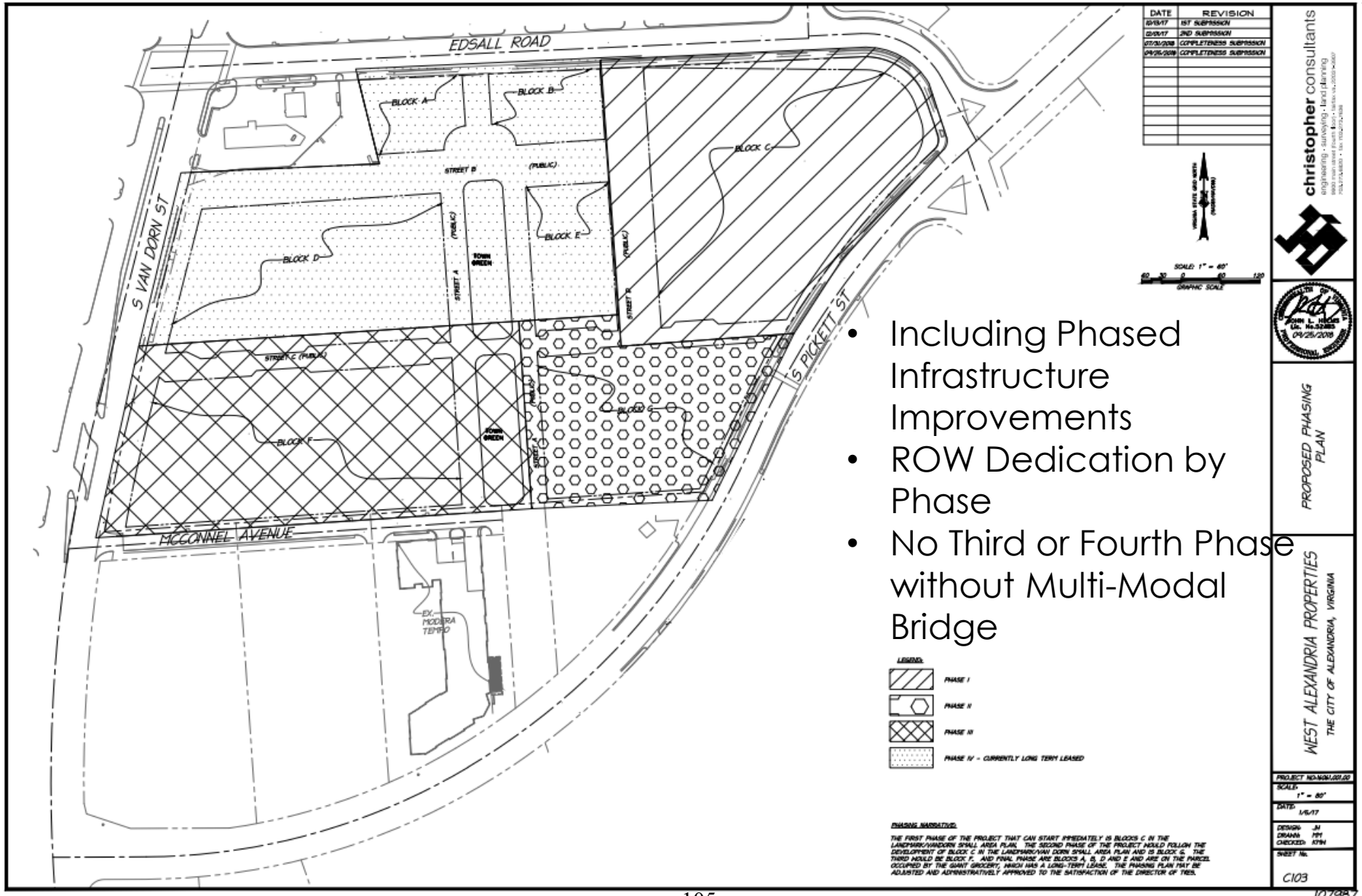
QUESTIONS/COMMENTS

If needed:
The current proposal requests a Master Plan Amendment and a CDD Concept Plan for a mixed-use development

Site Area (sq, ft.)	Permitted Density (FAR)	Total Square Footage Permitted By-Right	Total Square Footage Requested	Additional Density Requested:
649,137	2.0	1,298,274	2,130,000	831,726
	Permitted FAR	MPA Increase Requested	What would be considered 7-700 Bonus (30% of Permitted plus MPA Increase)	Total Proposed
	1,298,274 sq ft	340,188 sq ft	491,538 sq ft	2,130,000

	RETAIL/COMMERCIAL SPACE	OFFICE/COMMERCIAL SPACE	RESIDENTIAL*	ABOVE GRADE COVERED PARKING	TOTAL**
RESIDENTIAL - GROSS FLOOR AREA	223,000 GSF	187,100 GSF	1,623,400 GSF	96,500 SF	2,130,000 GSF
OFFICE - GROSS FLOOR AREA	223,000 GSF	830,000 GSF	818,500 GSF	96,500 SF	1,968,000 GSF

PHASED REDEVELOPMENT



- Including Phased Infrastructure Improvements
- ROW Dedication by Phase
- No Third or Fourth Phase without Multi-Modal Bridge