

**The Potomac Yard Design Advisory Committee (PYDAC)**

November 10, 2010

7 to 9 pm

Sister Cities Conference Room

**Committee Members in Attendance:**

Maria Wasowski – Chair

Russell Kopp

Chris Bellanca

Quynn Nguyen

Shawn Glerum

Jennifer Taylor

**Excused Absences:**

Sylvia Sibrover

**Resigned**

Charlotte Landis

**Unexcused Absences:**

Joe Hart

**City Staff:**

Gwen Wright, Division Chief, P&Z

Gary Wagner, Principal Planner, P&Z

Colleen Willger, Planner, P&Z

Cindy Robinson, Finance Department

**Applicant Representatives:**

Duncan Blair, Land, Clark, Carroll, Mendelson, and Blair

Stephen Collins, PYD, LLC

Matt Clark, Land Design Inc.

Karen Irvin, Rust Orling Architecture

John Rust, Rust Orling Architecture

Steven Liam, Bowman Consulting Group

Bridget Shaw, Bowman Consulting Group

**Community:**

David Fromm, DRCA

Stephen Green

Kevin M. Washington, Christopher Consultants

## **AGENDA ITEMS**

1. Approval of PYDAC Meeting Minutes from July 14, 2010
2. Briefing on Landbays I and J West and Landbay L concept plan.

## **CALL TO ORDER**

The meeting began at 7:00 p.m. A quorum for the meeting was established.

## **DISCUSSION**

- On a motion made by Quynn Nguyen and seconded by Chris Bellanca, the PYDAC Meeting Minutes from the July 14, 2010 meeting were approved.
- Brief introductions of staff and PYDAC members were made.
- Gwen Wright provided an overview of the selected project area and discussed the approvals of Landbays I and J East. Ms. Wright summarized the current application for Landbays I and J West and Landbay L. Ms. Wright outlined the objectives of the meeting as 1) to discuss where the plans stand at the moment; 2) the architecture, which is in essence the architecture in I and J East; and 3) the consistency with the Potomac Yard Urban Design Guidelines in CDD #10.
- Duncan Blair provided a brief introduction to the proposed amendments and projects under construction in the Yard. Additionally, Mr. Blair explained what projects will be “visible” or “happening” in the very near future and the context of the new neighborhoods.
- Brief introductions of the applicants and their consultants were made before the applicant provided a rendered site plan that depicted all of the Landbays including K, I, J, L and the new Route 1 Bridge.
- John Rust presented the various architectural styles and relationships of the proposed and existing buildings. Mr. Rust explained that the architecture along Route 1 is envisioned to be contemporary in the north and transition to more traditional styles further south to relate to the existing residential units across the street.
- Along Route 1, the Design Guidelines wanted “larger” buildings. The urban lofts are grouped to achieve a larger look but they’re designed to be individual units.
- There are pedestrian access areas between buildings along Route 1 to connect to Main Line Boulevard and break up block size and building mass.

- Part of Landbay I's function is to be a transitional neighborhood from the office uses in Landbay H to the other residential uses in Landbay J. The architectural styles and massing reflect this transition.
- In Landbay L the buildings will be warehouse, craftsman, and art deco styles.
- Ms. Wright brought forward the issue of PYDAC's past concerns about screening parking, alleys, and having required parking in the rear of units.
- Matt Clark explained the use of garages in Landbay I to screen alleys.
- Ms. Wright highlighted for the group that the Landbay L design is good in that it has backs of buildings facing backs of buildings in terms of townhouses on the westernmost side of the Landbay and the Leslie Avenue warehouses. However a tradeoff of this design choice is to have no off-street parking for these units, which allows more green space buffer between the warehouses and the townhouses, as well as more green space in the overall development and Landbay L.
- Maria Wasowski asked about road connectivity between Landbay L and the existing neighborhood. Mr. Blair explained that property ownership and grade issues currently constrained the potential for connections, however the land reservations will be made so as not to preclude connectivity. Additionally, Ms. Wright elucidated that through the Goldcrust/Dominion Virginia Power Substation application easements were provided to the City for a portion of the area. If the City can attain the remainder of land in an easement through development applications, then a connection is viable.
- Ms. Wright and David Fromm discussed community outreach in Del Ray to determine community thoughts on future road connections. Mr. Fromm stated that the neighborhood would most likely want to see some sort of traffic study.
- The 230 KV line is also a major site constraint throughout the Yard and has impacted many development approvals including Monroe Avenue.
- The group discussed open space and the addition of two tot lots. One play area will be located within Landbays I and J, while the other will be in Landbay L. It was also clarified that Landbay I Neighborhood Park will be owned and maintained by the HOA, however the park will have a public access easement. Other open spaces in the Yard, such as Landbay K, will be turned over to the City, as well as maintained by that agency.
- Mr. Kopp stated that he understands the concept of screening the alleys with units, garden walls, and garages. Mr. Kopp said he feels the screening is successful in the Landbay L design; however, in other locations, the alley throats seem too wide. Staff explained that the alley throats were determined by turning radii for trash and fire trucks. The desire for the rears of units to be screened came from not wanting to see "service" spaces. Mr. Kopp believes the conditions in Landbay L are better but not along Main Line Boulevard; particularly in Landbay J. He believes the screening is better in Landbay I because of the

use of detached garages to aid in the screening. Mr. Kopp said not seeing the rear decks is ideal and suggests the end units have a garage to help screen the alley, narrow the alley throat and road, and shorten the pedestrian crosswalk. Applicant responded that they can consider the request; however T&ES will not permit a driveway length between 5 ft. and 18 ft. due to parking concerns (i.e. Princess Street conditions where cars overhang into the right-of-way).

- Ms. Nguyen asked how the stormwater is being treated. The applicant explained that all of the runoff will be underground to Landbay K. Ms. Nguyen asked if rain gardens will be used. The applicant stated that the soil type in the City is not conducive to rain gardens. Ms. Nguyen also asked if permeable pavers will be used in any of the development. The applicant and staff described the driveways and how they will be permeable.
- It was reiterated from the previous PYDAC meetings over the summer that there will be a private street in Landbay L and it will have a public access easement.
- Ms. Wright explained that there are two adjustments that the Planning Commission made to the amendments that went to Planning Commission on November 4 and will go to City Council on November 13. The first change is that above-grade parking language is proposed to change from “is permitted on following blocks” to “may be permitted...” The second change proposed is that the pedestrian bridge contribution be \$3million instead of \$2 million.

PYDAC deemed the December meeting unnecessary and cancelled it. The next meeting will be held in January for I and J West and L, which are intended to be on the Planning Commission docket sometime this winter. There may be additional applications to be reviewed by PYDAC.

- Mr. Blair and Mr. Collins went over the various project deliverable dates:
  - Potomac Avenue finished early 2011
  - Main Line Boulevard start December 1, 2010
  - I and J East start December 1, 2010
  - Trees taken down along Route 1 to accommodate a sales trailer in March 2011
  - Model Homes beginning in April 2011 to be completed by September 2011
  - Interim Fields to be accepted August 2011
  - Route 1 – frontage will change. PYD will build interim plan while City will complete the rest for future transit system
  - Route 1 improvements should be approved January 2011. Work will start immediately with the goal of taking 18 months to build. Improvements include medians with stormwater swales and plantings and upgraded crossings.
  - Landbay K approval January 2011. Construction will start immediately.
- Ms. Wright suggested updating the City website and reinstating the monthly construction meeting with staff and the applicant.