

City of Alexandria, Virginia

MEMORANDUM

DATE: November 28, 2018

TO: CHAIRWOMAN AND MEMBERS OF THE PLANNING COMMISSION

FROM: KARL MORITZ, DIRECTOR, PLANNING AND ZONING

SUBJECT: UPDATED PLAN SHEETS FOR DSUP 2018-0017 PY METRO STATION

The following plan sheets were modified after the November 21st submittal:

Sheet C-01	Limits of disturbance updated (Area Tabulations)
Sheet C-07	Stormwater calculations updated
Sheet C-08	Limits of disturbance key plan added

These three sheets will replace the original sheets and will be part of the Preliminary Site Plan set that will be acted upon at the December 6, 2018 public hearing.

ZONING TABULATIONS

PROPOSED PARCEL	PARCEL A-1A*	PARCEL 612 B1*
PROPOSED ZONING OF SITE	UT, CDD#10, 19	UT, CDD#10, 19
EXISTING USES OF SITE	PARK/WETLANDS/RAIL CORRIDOR/TRACTION POWER SUBSTATION	POTOMAC YARD PARK
PROPOSED USE	STATION PROPER/PEDESTRIAN BRIDGE/AC BUILDING/TRACTION POWER SUBSTATION	PEDESTRIAN BRIDGE/ENTRY PAVILION
LOT AREA MINIMUM REQUIRED BY ZONING	N/A	N/A
LOT AREA	6.15631 AC	0.8327 AC
NUMBER OF DWELLING UNITS	N/A	N/A
UNITS/ACRE	N/A	N/A
DENSITY	N/A	N/A
GROSS SF OF BUILDINGS	62182.00	21894.00
STATION	46922.00	N/A
AC BUILDING SF	2752.00	N/A
SOUTH PED BRIDGE/RAMP SF	6606.00	5650.00
SOUTH ENTRY PAVILLION SF	N/A	6194.00
NORTH PED BRIDGE SF	1415.00	N/A
NORTH PAVILION	N/A	10050.00
EXISTING TRACTION POWER SUBSTATION	4487.00	N/A
NET SF OF BUILDINGS	56190.00	18848.00
STATION	40930.00	N/A
AC BUILDING SF	2752.00	N/A
SOUTH PED BRIDGE/RAMP SF	6606.00	5650.00
SOUTH ENTRY PAVILLION SF	N/A	5423.00
NORTH PED BRIDGE SF	1415.00	N/A
NORTH PAVILION	N/A	7775.00
EXISTING TRACTION POWER SUBSTATION	4487.00	N/A
FAR EXISTING	0.02	0.00
FAR PROPOSED	0.39	0.31
OPEN SPACE REQUIRED	0.21	0.52
AVERAGE FINISH GRADE - STATION	18.75	N/A
AVERAGE FINISH GRADE - AC ROOM	29.00	N/A
BUILDING HEIGHT - STATION	50.00'	N/A
BUILDING HEIGHT - AC ROOM	26.20	N/A
BUILDING HEIGHT - ENTRY PAVILION	N/A	35.50
BUILDING SETBACKS REQUIRED	N/A	N/A
FRONTAGE REQUIRED	N/A	N/A
PARKING SPACES REQUIRED	N/A	N/A
PARKING SPACES PROPOSED	N/A	N/A
LOADING SPACES REQUIRED AND PROPOSED	N/A	N/A
TRIP GENERATION METHOD	N/A	N/A

* SEE PRELIMINARY SUBDIVISION PLAT 05/04/16 FOR IDENTIFICATION OF PROPOSED PARCELS

AREA TABULATIONS

AREA TABULATIONS	EXISTING	PROPOSED
EXISTING IMPERVIOUS	2.83 AC	
PROPOSED IMPERVIOUS	3.81 AC	
LIMITS OF DISTURBANCE	13.00 AC	

RPA DESCRIPTION	EXISTING	PROPOSED
WITHIN RPA	1.92 AC	1.92 AC
WITHIN RPA+50'	3.73 AC	3.73 AC
WITHIN RPA+100'	5.45 AC	5.45 AC
IMPERVIOUS WITHIN RPA	0.05 AC	1.35 AC
IMPERVIOUS WITHIN RPA+50'	0.45 AC	2.63 AC
IMPERVIOUS WITHIN RPA+100'	1.28 AC	3.57 AC
PERVIOUS WITHIN RPA	1.87 AC	0.57 AC
PERVIOUS WITHIN RPA+50'	3.28 AC	1.1 AC
PERVIOUS WITHIN RPA+100'	4.17 AC	1.88 AC

OWNER

CITY OF ALEXANDRIA
301 KING STREET
ALEXANDRIA VA 22314

DEVELOPMENT PRELIMINARY SITE PLAN

POTOMAC YARD METRORAIL STATION

CITY OF ALEXANDRIA, VIRGINIA

PRELIMINARY DSUP #2018-0017

SITE PLANS

1. THE PROJECT IS NOT LOCATED IN A COMBINED SEWER AREA.
2. SEE DRAWING NO. C-05 THROUGH C-09 FOR BMP AND STORM WATER MANAGEMENT REQUIREMENTS AND MITIGATION
3. SOIL AND/OR GROUNDWATER CONTAMINATION: SEE THE POTOMAC YARD METRORAIL STATION DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS) DATED APRIL, 2015.
4. THE PROJECT WILL NOT EXCEED 10,000 GPD OF SANITARY FLOWS.

SANITARY FLOW ANALYSIS

Part of building any new occupiable structure that connects to the City of Alexandria sanitary sewer is determination of the sewage generated by the building and its occupants so the City can determine if the sanitary sewer system will be over-burdened by the new demands. The City of Alexandria has issued Memorandum to Industry No. 06-14 that describes the necessary calculation methodology for standard building types in order to determine the average daily design flow. Using the guidance the City of Alexandria, the flow analysis is based on the Virginia Administrative Code 9VAC-25-790-460, Table 3 for Interstate Rest Area as a comparable building type, and is as follows:

Discharge facility ⁽¹⁾	Contributing Design Units	Flow gpd	BOD ₅ #day ⁽²⁾	S.S. #day	Flow duration, hours
Interstate rest areas	Per person	5	0.01	0.01	24

To determine the number of persons who are anticipated to use the facilities, the prime contributor to the sewage generation of the Station, the assumption on frequency of usage applied:

The annual station ridership has been approximated as 5,000 riders per day for opening year 2020. The future anticipated ridership in 2040 is anticipated to be 13,200 riders per day. Of these riders, it is assumed that only 5% will use the toilet room facilities because historically, the public refrains from using toilet facilities in such high-volume public spaces. Therefore:

$$13,200 \text{ persons per day} \times 5\% = 660 \text{ persons per day}$$

$$660 \text{ persons per day} \times 5 \text{ gallons per day} = 3,300 \text{ gallons per day (GPD)}$$

WMATA LOW DISTORTION PROJECTION SYSTEM

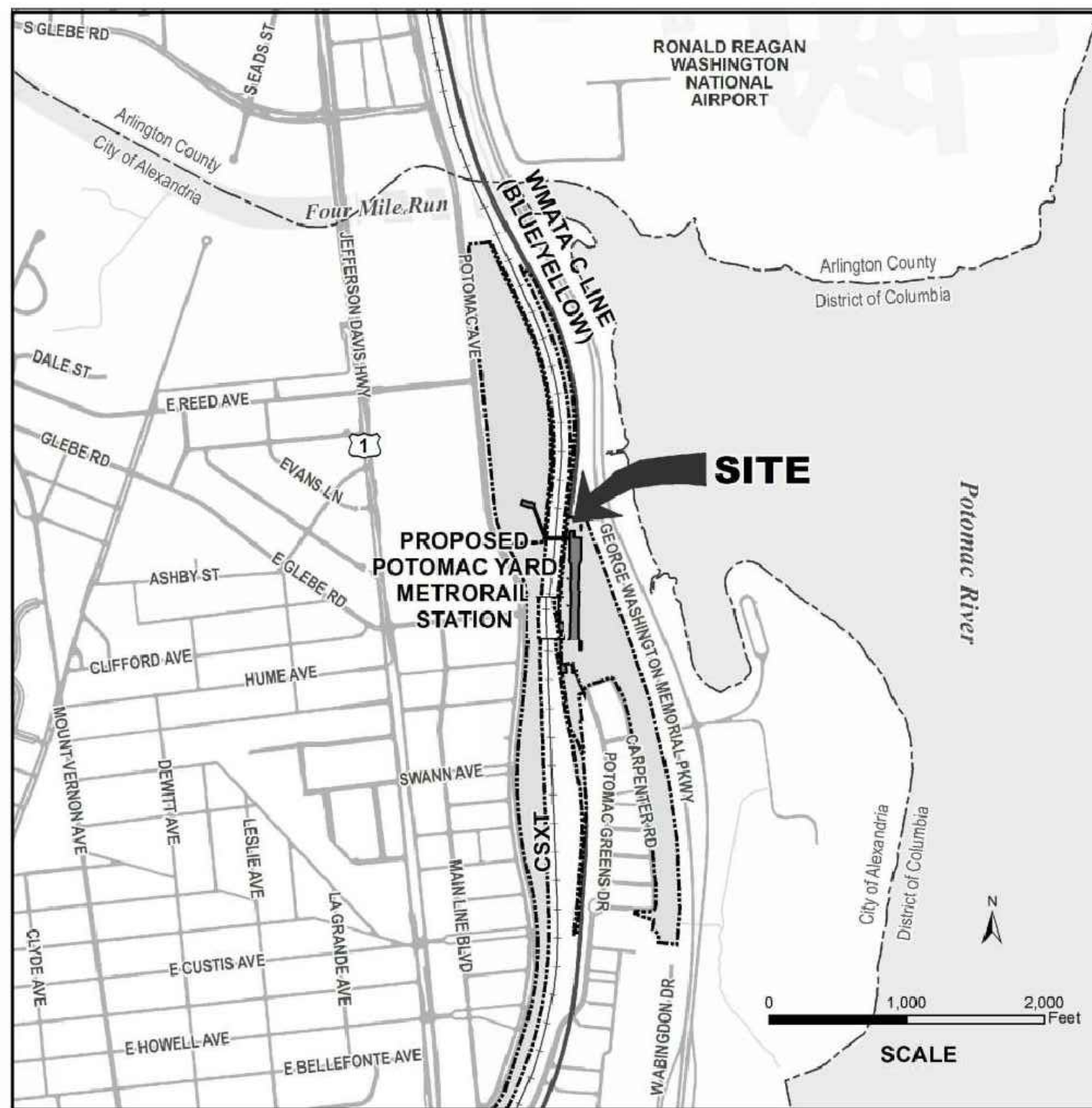
Washington Metropolitan Area Transit Authority (WMATA) Low Distortion Projection (LDP) Coordinate System Definition
The WMATA Coordinate System was designed such that linear distortion is minimized throughout the existing and proposed WMATA service area. The magnitude of linear distortion does not exceed 20 parts per million (0.1 foot per mile) along WMATA rail lines at the topographic surface of the Earth or in tunnels. Therefore actual "ground" distances measured between points will equal grid "maps" distances between the same points to within ±0.1 foot per mile everywhere within the WMATA system. The approximate WMATA system hub was used for the WMATA Coordinate System central meridian. Although this essentially minimizes convergence angles for the existing WMATA system, it does not minimize convergence angles for proposed additions to the system.

Linear unit: U.S. survey foot (sft)
Note: 1 sft = 1200 / 3937 meter ≈ 0.304 800 609 601 219 202 438 meter
1 sft = 1.000 002 international feet
Geometric reference system (geodetic datum): North American Datum of 1983 (NAD 83)
Datum realization (datum tag): NAD 83 (2011) epoch 2010.00 realization of the US National Spatial Reference System (NSRS)
Map projection: Lambert Conformal Conic (single parallel)

Projection parameters (single parallel definition):
Standard parallel (latitude of grid origin): 38° 50' 00.000000" N (= +38.833 333 333 333 333...")
Longitude of central meridian: 77° 02' 00.000000" W (= -77.033 333 333 333 333...")
False northing (at grid origin): 150,000,000 sft (= 45,720,091 440 182 880 ... m)
False easting (at central meridian): 200,000,000 sft (= 60,960,121 920 243 840 ... m)
Standard parallel scale factor: 1.000 000 000 (exact)
Projection parameters (alternate generic double parallel definition):
Latitude of north standard parallel: 38° 50' 00.000000" N (= +38.833 333 333 333 333...")
Latitude of south standard parallel: 38° 50' 00.000000" N (= +38.833 333 333 333 333...")
Latitude of grid origin: 38° 50' 00.000000" N (= +38.833 333 333 333 333...")
Longitude of central meridian: 77° 02' 00.000000" W (= -77.033 333 333 333 333...")
False northing (at grid origin): 150,000,000 sft (= 45,720,091 440 182 880 ... m)
False easting (at central meridian): 200,000,000 sft (= 60,960,121 920 243 840 ... m)
Additional scale applied at grid origin: 1.000 000 000 (exact)

Note: The alternate "double parallel" definition is used in some software packages, such as ESRI products, rather than the single parallel definition. Both definitions yield identical results.

VICINITY MAP



REQUIRED APPLICATIONS

1. DEVELOPMENT SPECIAL USE PERMIT
2. REZONING TO UT - UTILITIES AND TRANSPORTATION ZONE
3. SPECIAL USE PERMIT - BUILDING HEIGHT UP TO 50 FEET
4. SPECIAL USE PERMIT - FAR UP TO 0.50
5. MASTER PLAN AMENDMENT

FLOODPLAIN NOTES

1. THE SITE LIES WITHIN 100-YEAR FLOOD PLAIN WATER SURFACE ELEVATION (WSE) AND THE 100-YEAR FLOOD PLAIN WSE IS SHOWN ON THE SITE PLAN PER THE DEMARCATION OF THE CURRENT FLOOD INSURANCE RATE MAP (FIRM) PUBLISHED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA).
2. THE PLANS WILL COMPLY WITH THE CONDITIONS OF SITE PLAN APPROVAL.

RPA NOTES

1. THE SUBJECT PROPERTY LIES WITHIN A CITY OF ALEXANDRIA RESOURCE PROTECTION AREA (RPA), FIELD DEMARCATED/VERIFIED 50 FEET AND 100 FEET RESOURCE PROTECTION LINES ARE SHOWN ON THE SITE PLAN.
2. SEE AREA CALCULATIONS AND STORMWATER CALCULATIONS FOR FURTHER DETAIL.

DESIGN GUIDELINES

1. THE PROPOSED PROJECT IS LOCATED WITHIN THE OLD AND HISTORIC ALEXANDRIA DISTRICT AND THE ALEXANDRIA HISTORIC DISTRICT DESIGN GUIDELINES APPLY.
2. THE PROPOSED PROJECT IS LOCATED WITHIN THE POTOMAC YARD/POTOMAC GREENS SMALL AREA, THE POTOMAC YARD URBAN DESIGN GUIDELINES APPLY.

SOIL INFORMATION

GEOTECHNICAL INFORMATION PROVIDED IN THE BORING LOGS OF THE ORIGINAL CONSTRUCTION OF THE BLUE/YELLOW LINE, PERFORMED IN 1977, DO NOT DETECT OR MAKE REFERENCE TO MARINE CLAYS. ADDITIONALLY, THE MARINE CLAY AREAS MAP PREPARED BY THE DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES FOR THE CITY OF ALEXANDRIA, 1976, DO NOT DETECT OR MAKE REFERENCE TO MARINE CLAYS IN THE IMMEDIATE AREA AFFECTED BY CONSTRUCTION OF THE POTOMAC YARD STATION.

EXISTING CONDITIONS PLAN NOTES

1. THE PROJECT IS LOCATED IN AN AREA OF KNOWN CONTAMINATION. AS SUCH, REQUISITE ENVIRONMENTAL INVESTIGATIONS AND REPORTS BE REQUIRED NO LATER THAN DURING THE FINAL SITE PLAN, WHICH INCLUDES BUT NOT LIMITED TO, SUBSURFACE SITE INVESTIGATION (PHASE II), SOIL REMEDIATION PLAN, HEALTH AND SAFETY PLAN, AND THE DESIGN AND INSTALLATION OF A VAPOR BARRIER. INITIAL AIR MONITORING WILL BE REQUIRED, AND CONTINUATION DURING CONSTRUCTION WILL BE CONTINGENT UPON MONITORING DATA.
2. SOILS INFORMATION: GEOTECHNICAL INFORMATION PROVIDED IN THE BORING LOGS OF THE ORIGINAL CONSTRUCTION OF THE BLUE/YELLOW LINE, PERFORMED IN 1977, DO NOT DETECT OR MAKE REFERENCE TO MARINE CLAYS. ADDITIONALLY, THE MARINE CLAY AREAS MAP PREPARED BY THE DEPARTMENT OF TRANSPORTATION AND ENVIRONMENTAL SERVICES FOR THE CITY OF ALEXANDRIA, 1976, DO NOT DETECT OR MAKE REFERENCE TO MARINE CLAYS IN THE IMMEDIATE AREA AFFECTED BY CONSTRUCTION OF THE POTOMAC YARD STATION.
3. THE NORTH MERIDIAN AND HORIZONTAL CONTROL ARE BASED ON THE WMATA 2009 LOW DISTORTION PROJECTION SYSTEM. VERTICAL DATUM IS NAVD 88.

SHEET INDEX

DRAWING NUMBER	SHEET NUMBER	DRAWING NAME
G-01	1 of 37	COVER SHEET
G-01A	2 of 37	STANDARD NOTES
G-01B	3 of 37	STANDARD NOTES
G-02	4 of 37	OVERALL PARCEL PLAN
EX-01	5 of 37	EXISTING CONDITIONS PLAN 1 OF 4
EX-02	6 of 37	EXISTING CONDITIONS PLAN 2 OF 4
EX-03	7 of 37	EXISTING CONDITIONS PLAN 3 OF 4
EX-03A	8 of 37	EXISTING CONDITIONS AND CONST. ACCESS PLAN 4 OF 4
EX-04	9 of 37	TREE SURVEY
EX-05	10 of 37	TREE SURVEY LEGEND
SD-01	11 of 37	PRELIMINARY SUBDIVISION PLAT 1 OF 4
SD-02	12 of 37	PRELIMINARY SUBDIVISION PLAT 2 OF 4
SD-03	13 of 37	PRELIMINARY SUBDIVISION PLAT 3 OF 4
SD-04	14 of 37	PRELIMINARY SUBDIVISION PLAT 4 OF 4
C-01	15 of 37	SITE PLAN 1 OF 3
C-02	16 of 37	SITE PLAN 2 OF 3
C-03	17 of 37	SITE PLAN 3 OF 3
C-04	18 of 37	STORMWATER MANAGEMENT PLAN
C-04A	19 of 37	STORMWATER MANAGEMENT DETAILS
C-05	20 of 37	EXISTING DRAINAGE PLAN
C-06	21 of 37	PROPOSED DRAINAGE AREA PLAN
C-06A	22 of 37	PROPOSED BMP PLAN
C-07	23 of 37	STORMWATER MANAGEMENT CALCULATIONS 1 OF 2
C-08	24 of 37	STORMWATER MANAGEMENT CALCULATIONS 2 OF 2
C-09	25 of 37	SITE CROSS SECTIONS
C-10	26 of 37	WETLANDS RESTORATION PLAN
A-01	27 of 37	MEZZANINE LEVEL FAR CALCULATION
A-02	28 of 37	PLATFORM LEVEL FAR DIAGRAM
A-03	29 of 37	STATION FLOOR PLANS
A-04	30 of 37	ENTRANCE PAVILION
A-05	31 of 37	BUILDING ELEVATIONS
A-06	32 of 37	BUILDING ELEVATIONS AND SECTIONS
A-06A	33 of 37	ENTRANCE PAVILION ELEVATIONS
A-06B	34 of 37	GLEBE PAVILION
A-07	35 of 37	OVERHEAD PERSPECTIVE
A-08	36 of 37	ILLUSTRATIVE PLAN
A-09	37 of 37	ILLUSTRATIVE VIEWS

COMPLETE STREETS TABULATION

	NEW	UPGRADE
Crosswalks (number)	-	-
Standard	-	-
High Visibility	-	-
Curb Ramps	-	-
Sidewalks (LF)	-	-
Bicycle Parking (number spaces)	-	-
Public/Visitor	-	-
Private/Garage	-	-
Bicycle Paths (LF)	-	-
Pedestrian Signals	-	-

CO-APPLICANT

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)
600 FIFTH STREET N.W.
WASHINGTON DC, 20001

CONSULTANT/ARCHITECT TO WMATA

DB Final Design:
Leuterio Thomas, LLC
6710 Oxon Hill Road, Suite 310
National Harbor, MD 20745

DB Bridging Documents:
KGP DESIGN STUDIO 1777
CHURCH ST NW
WASHINGTON DC 20036

APPLICANT

CITY OF ALEXANDRIA
301 KING STREET
ALEXANDRIA VA 22314

CONSULTANT/ENGINEER TO WMATA

DB Final Design:
ARUP
77 Water Street
New York, NY 10005

DB Bridging Documents:
AECOM
2101 WILSON BLVD
ARLINGTON VA 22201

APPROVED
SPECIAL USE PERMIT NO. _____
DEPARTMENT OF PLANNING & ZONING

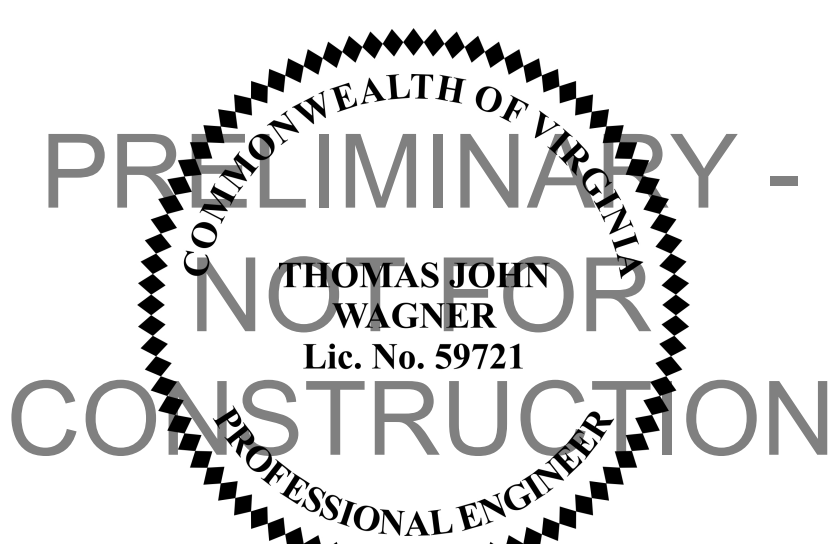
DIRECTOR _____ DATE _____
DEPARTMENT OF TRANSPORTATION & ENVIRONMENTAL SERVICES
SITE PLAN NO. _____

DIRECTOR _____ DATE _____

CHAIRMAN, PLANNING COMMISSION _____ DATE _____

DATE RECORDED _____

INSTRUMENT NO. _____ DEED BOOK NO. _____ PAGE NO. _____



Client: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Job Title: POTOMAC YARD METRORAIL STATION

Key Plan: _____

Drawing Title: COVER SHEET

SHEET 1 OF 38

ARUP
77 Water Street
New York, NY 10005
T +1 212 896 3000
www.arup.com

Scale: N.T.S.

File Name: _____

Drawing Status: **PRELIMINARY DSUP**

Job No: 254922 | Drawing No: G-01 | Issue: A

11/19/2018 JS JD TW
Issue Date By Chkd Appd

Project Name: WMATA POTOMAC YARD METRO STATION
Date: 11/12/2018
Linear Development Project? No

CLEAR ALL (Crush/Ship/R)
data input cells
constant values
calculation cells
final results

Site Information

Post-Development Project (Treatment Volume and Loads)
Enter Total Disturbed Area (acres) -> 13.00
Maximum reduction required: 20%
The site's net increase in impervious cover (acres) is: 0.98
Post-Development TP Load Reduction for Site (lb/yr): 4.55

Pre-Development Land Cover (acres) table with columns: A Soils, B Soils, C Soils, D Soils, Totals. Rows: Forest/Open Space, Managed Turf, Impervious Cover.

Post-Development Land Cover (acres) table with columns: A Soils, B Soils, C Soils, D Soils, Totals. Rows: Forest/Open Space, Managed Turf, Impervious Cover.

Constants table: Annual Rainfall (inches), Target Rainfall Event (inches), Total Phosphorus (TP) EMC (mg/L), Total Nitrogen (TN) EMC (mg/L), Target TP Load (lb/acre/yr), Target TN Load (lb/acre/yr).

Runoff Coefficients (Rv) table with columns: A Soils, B Soils, C Soils, D Soils. Rows: Forest/Open Space, Managed Turf, Impervious Cover.

LAND COVER SUMMARY -- PRE-REDEVELOPMENT table with columns: Land Cover Summary-Pre, Listed, Adjusted. Rows: Forest/Open Space, Managed Turf, Impervious Cover, Total Site Area, Site Rv.

LAND COVER SUMMARY -- POST DEVELOPMENT table with columns: Land Cover Summary-Post, Post-ReDevelopment, Post-Development New Impervious. Rows: Forest/Open Space, Managed Turf, Impervious Cover, Total Site Area, Site Rv.

Treatment Volume and Nutrient Load table with columns: Pre-Development, Post-Development. Rows: Treatment Volume, TP Load, TN Load.

Treatment Volume and Nutrient Load table with columns: Post-ReDevelopment, Post-Development. Rows: Treatment Volume, TP Load, TN Load.

Adjusted Land Cover Summary: Pre-Development land cover minus previous land cover (forest/open space or managed turf) acreage proposed for new impervious cover.
Adjusted total acreage is consistent with Post-Development acreage (minus acreage of new impervious cover).

Post-Development Requirement for Site Area table: TP Load Reduction Required (lb/yr) 4.55.
Nitrogen Loads (Informational Purposes Only) table: Pre-Development TN Load (lb/yr) 68.15, Final Post-Development TN Load (Post-Development & New Impervious) (lb/yr) 89.33.

Drainage Area A and Stormwater Best Management Practices (BMP) table. Columns include: Practice, Runoff Reduction, Management, etc. Rows include: 1. Vegetated Roof, 2. Rainwater Harvesting, 3. Stormwater Detention, etc.

Summary table for Drainage Area A: TOTAL IMPERVIOUS COVER TREATED, TOTAL MANAGED TURF AREA TREATED, TOTAL PHOSPHORUS REMOVED, etc.

Drainage Area B and Stormwater Best Management Practices (BMP) table. Columns include: Practice, Runoff Reduction, Management, etc. Rows include: 1. Vegetated Roof, 2. Rainwater Harvesting, 3. Stormwater Detention, etc.

Summary table for Drainage Area B: TOTAL IMPERVIOUS COVER TREATED, TOTAL MANAGED TURF AREA TREATED, TOTAL PHOSPHORUS REMOVED, etc.

Site Results (Water Quality Compliance) table with columns: Area Checks, D.A. A, D.A. B, D.A. C, D.A. D, D.A. E, AREA CHECK. Rows: Forest/Open Space, Impervious Cover, Managed Turf Area, etc.

Runoff Reduction Volume and TP by Drainage Area table with columns: D.A. A, D.A. B, D.A. C, D.A. D, D.A. E, TOTAL. Rows: Runoff Reduction Volume Achieved, TP Load Available for Removal, etc.

Drainage Area A and Stormwater Best Management Practices (BMP) table. Columns include: Practice, Runoff Reduction, Management, etc. Rows include: 1. Vegetated Roof, 2. Rainwater Harvesting, 3. Stormwater Detention, etc.

Summary table for Drainage Area A: TOTAL IMPERVIOUS COVER TREATED, TOTAL MANAGED TURF AREA TREATED, TOTAL PHOSPHORUS REMOVED, etc.

Drainage Area B and Stormwater Best Management Practices (BMP) table. Columns include: Practice, Runoff Reduction, Management, etc. Rows include: 1. Vegetated Roof, 2. Rainwater Harvesting, 3. Stormwater Detention, etc.

Summary table for Drainage Area B: TOTAL IMPERVIOUS COVER TREATED, TOTAL MANAGED TURF AREA TREATED, TOTAL PHOSPHORUS REMOVED, etc.

Site Results (Water Quality Compliance) table with columns: Area Checks, D.A. A, D.A. B, D.A. C, D.A. D, D.A. E, AREA CHECK. Rows: Forest/Open Space, Impervious Cover, Managed Turf Area, etc.

Runoff Reduction Volume and TP by Drainage Area table with columns: D.A. A, D.A. B, D.A. C, D.A. D, D.A. E, TOTAL. Rows: Runoff Reduction Volume Achieved, TP Load Available for Removal, etc.

Drainage Area A and Stormwater Best Management Practices (BMP) table. Columns include: Practice, Runoff Reduction, Management, etc. Rows include: 1. Vegetated Roof, 2. Rainwater Harvesting, 3. Stormwater Detention, etc.

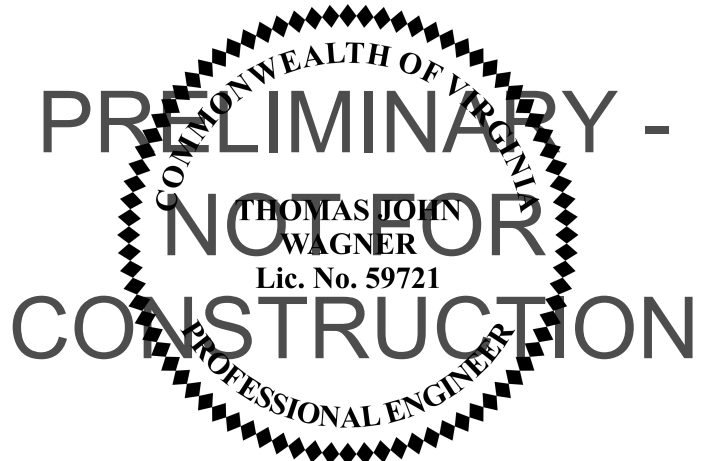
Summary table for Drainage Area A: TOTAL IMPERVIOUS COVER TREATED, TOTAL MANAGED TURF AREA TREATED, TOTAL PHOSPHORUS REMOVED, etc.

Drainage Area B and Stormwater Best Management Practices (BMP) table. Columns include: Practice, Runoff Reduction, Management, etc. Rows include: 1. Vegetated Roof, 2. Rainwater Harvesting, 3. Stormwater Detention, etc.

Summary table for Drainage Area B: TOTAL IMPERVIOUS COVER TREATED, TOTAL MANAGED TURF AREA TREATED, TOTAL PHOSPHORUS REMOVED, etc.

Site Results (Water Quality Compliance) table with columns: Area Checks, D.A. A, D.A. B, D.A. C, D.A. D, D.A. E, AREA CHECK. Rows: Forest/Open Space, Impervious Cover, Managed Turf Area, etc.

Runoff Reduction Volume and TP by Drainage Area table with columns: D.A. A, D.A. B, D.A. C, D.A. D, D.A. E, TOTAL. Rows: Runoff Reduction Volume Achieved, TP Load Available for Removal, etc.



Client: WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
Job Title: POTOMAC YARD METRO RAIL STATION
Drawing Title: STORMWATER MANAGEMENT CALCULATIONS 1 OF 2
SHEET 23 OF 37

APPROVED SPECIAL USE PERMIT NO. DEPARTMENT OF PLANNING & ZONING. Includes signature lines for Director and Planning Commission, and a stamp for ARUP.

CPYR Theater, LLC
c/o Lionstone Group
100 Waugh Drive, Suite 600
Houston, Texas 77007

Karl Moritz
301 King Street
City Hall, Room 2100
Alexandria, Virginia 22314

Re: Consent to File a Development Special Use Permit Amendment
Applicants: The City of Alexandria and the Washington Metropolitan Area
Transit Authority
Tax Map ID: 016.04-01-01 (the "Property")

Dear Mr. Moritz:

CPYR Theater, LLC (the "Owner"), the Owner of the above-referenced Property, hereby consents to the filing of a development special use permit amendment and any related requests by the City of Alexandria and the Washington Metropolitan Area Transit Authority for the purpose of allowing the construction of the Potomac Yard Metrorail Station and improvements associated with the development site plan. This consent is granted subject to lender approval, and subject to the Owner's review and approval of conditions associated with the application that impact its Property.

Very truly yours,

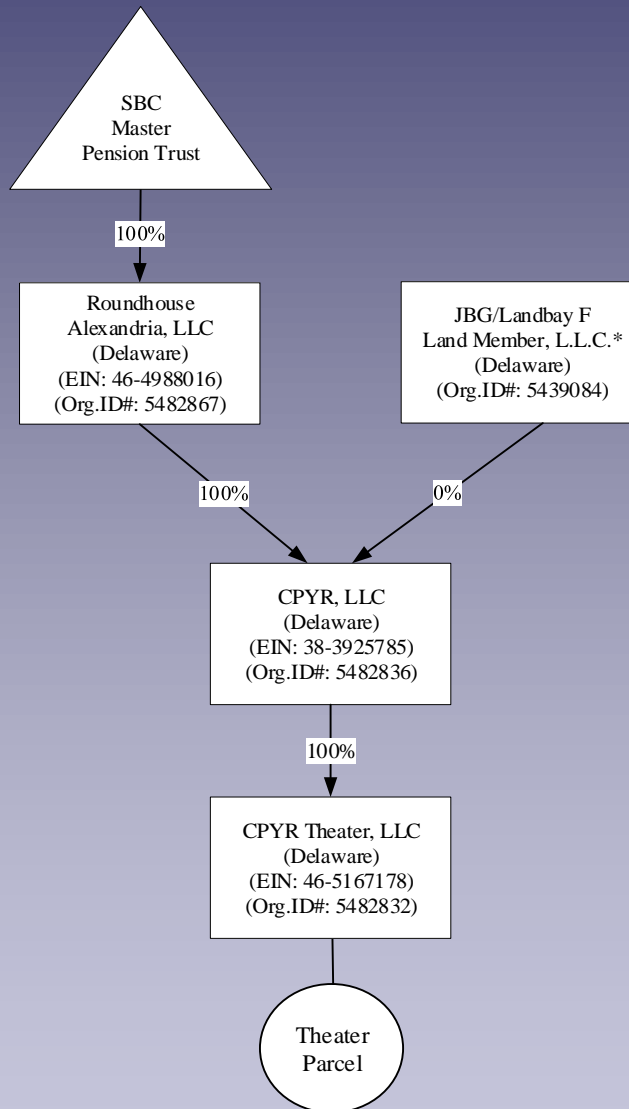
CPYR THEATER, LLC

By: 

Its: EXECUTIVE VICE PRESIDENT

Date: NOVEMBER 24, 2014

Organizational Chart – Ownership of CPYR Theater, LLC



* JBG/Landbay F Land Member, L.L.C. is shown for Master Developer purposes only.

Potomac Yards Metro DSUP

Mary-Jane Roth <greenst@comcast.net>

Thu 12/6/2018 11:05 AM

To: PlanComm <PlanComm@alexandriava.gov>;

I am writing to express concern that the MOT for Metro construction will not adequately address all of the safety implications of proposed changes along Potomac Greens Drive (PGD). I ask that the commission direct City Staff specifically to take into account increased risk along that road not directly caused by construction traffic itself when evaluating proposed alterations to existing road conditions as well as mitigation actions.

The City has long recognized that the design of PGD presents a safety risk for pedestrians, cyclists, and property, caused by excessive vehicle speed and congestion at the intersection with Slaters Lane. To mitigate that risk, several traffic calming measures have been installed along the route: advisory bicycle lanes, flex posts in the road with a flashing pedestrian beacon at PGD and Catts Tavern Drive, and a traffic circle at the south intersection of PGD and Carpenters Lane. These devices have reduced, but not eliminated, speeding incidents along PGD.

As I understand the proposed plans for construction traffic on PGD, both the flex posts and the circle will be eliminated, while congestion at the Slaters Lane intersection, and the likelihood of cars being forced into the bike lanes will be increased by the addition of (at its peak) up to 60 trucks daily on PGD. The elimination of the traffic calming devices will increase the risk of speeding by both construction and residential traffic.

After many discussions with my neighbors, I request that the following be included in the MOT for the Potomac Yards Metro.

1. Installation of a left hand turn arrow to allow east bound traffic on Slaters Lane (the truck route) to make the left hand turn safely.
2. Signs at the intersection of Slaters Lane and PGD warning drivers to be aware of pedestrians in the crosswalk.
3. Lowering the speed limit on PGD to 15 MPH, and installation of an electronic speed indicator sign.
4. Installation of a temporary "Pocket Park" along the west and northwest side of the intersection of PGD and Carpenters Road (to replace the existing traffic circle) to provide a buffer between the oncoming traffic, pedestrians, and the south facing homes.
5. Stop signs at all parts of the PGD/Carpenters Road intersection.
6. Pedestrian warning signs and temporary flex posts along PGD at Rose Square where many children cross to reach the club house and pool.

Thank you for your consideration.

Mary-Jane Roth

708 Miller Lane



COMMUNITY PLANNING HOUSING AND DEVELOPMENT

Planning Division

2100 Clarendon Boulevard, Suite 700, Arlington, VA 22201
TEL 703-228-3525 FAX 703-228-3543 www.arlingtonva.us

December 5, 2018

Robert M. Kerns, Chief of Development
City of Alexandria
Department of Planning and Zoning
301 King Street
Alexandria, VA 22314
PlanComm@alexandriava.gov

Dear Mr. Kerns:

Thank you for the opportunity to comment on Amendments to Potomac Yard Metrorail Station Development Special Use Permit #2018-0017 and Special Use Permit #2018-00106. Arlington staff understands that the amendment to the approved Metrorail station in Potomac Yard is based on budgetary considerations and that while the overall station design has remained the same, the previously approved southern mezzanine with its associated east and west entrances have been removed. It is also understood that the release of the funding for the southern entrance is tied to Amazon job creation targets and it is not yet known whether the south entrance will be included in the initial station construction or whether the scale of the entrance will be the same as contemplated in the original station design. So, in the interim, the City and WMATA are proceeding with the current DSUP to advance the project.

Until the final design is set and constructed, Arlington anticipates that these proposed amendments will move the project towards that goal. Arlington County appreciates the opportunity to comment on these amendments and looks forward to partnering further with the City of Alexandria in the realization of National Landing.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert J. Duffy".

Robert J. Duffy, FAICP
Planning Director

CC: Samia Byrd, Deputy County Manager, CMO
Claude Williamson, Director, CPHD
Anthony Fusarelli, Assistant Director, CPHD
Jennifer Smith, Comprehensive Planning Supervisor, CPHD
Richard Tucker, CPHD
Leon Vignes, CPHD

Alexandria City Planning Hearing

December 6th, 2018

Re: **Alexandria City Potomac Yards Project: B-CSX as New Option**

I'm here to ask the Planning Commission to step back and reconsider the location of the Potomac Yards Metro Station. Given the recent news of the Amazon headquarters, VA Tech campus, and increase in infrastructure funding, the location of the Metro station should be such as to maximize the utility to the areas west of the CSX tracks and in the proximity of the Crystal City. Currently, the shoe-horning of the Option B Metro station into the small plot of wetlands adjacent to the Potomac Greens residential area is resulting in great concern and opposition. Consider:

- Destruction of the wetlands between the CSX tracks and GW Parkway. Solution: CSX-B
- Building on a former toxic Superfund site. Solution: CSX-B
- Vibration concerns of the Potomac Greens residences. Solution: CSX-B
- Pedestrian safety hazard with the destruction of the Potomac Greens traffic circle. Solution: CSX-B
- Compromised GW Parkway scenic easement. Solution: CSX-B
- Compromised storm water runoff to the Potomac River. Solution: CSX-B
- Unbiased and easy access from both the sides of the CSX tracks. Solution: CSX-B
- Flexibility in station design to also include underground passage and shops such as Crystal City Metro. Solution: CSX-B
- Preservation of the unique and sought after family community inside the Potomac Greens area. Solution: CSX-B

In contrast to the revenue and land utilization constraints of only a year ago when Amazon & VA Tech was wishful thinking, you now have the flexibility and the financial motivation to do this right. Answer: CSX-B option!! I ask that you please think this through and not issue the Special Use Permit until this option has been reassessed given the recent economic developments and opposition by the Potomac Greens residents and those who value and wish to preserve the wetlands.

Thank you for your consideration

Steven Teslik