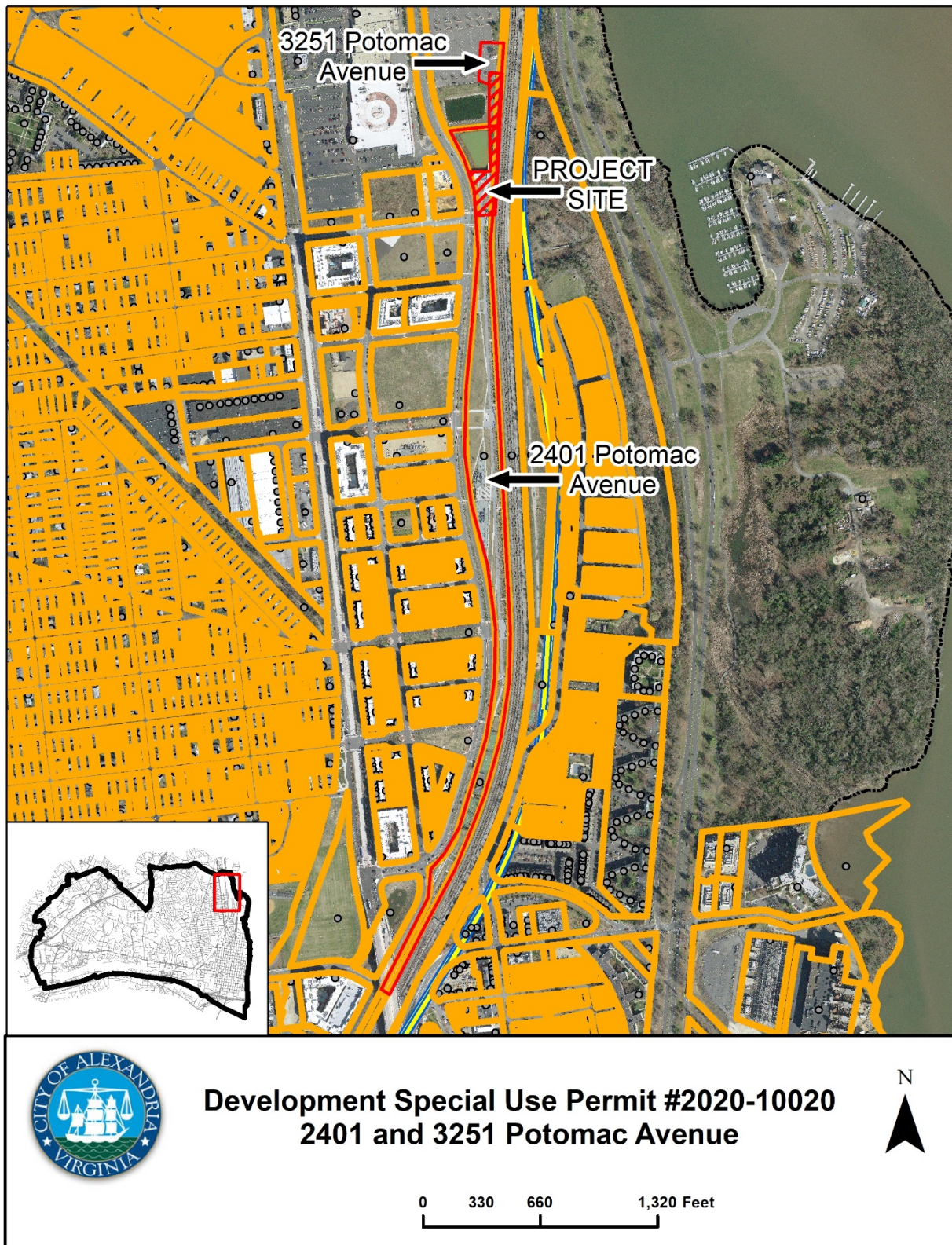


DOCKET ITEM #7
Amendments to Potomac Yard Metrorail Station
Development Special Use Permit #2020-10020

Application	General Data	
Project Name: Potomac Yard Metrorail Station South Pavilion & Bridge	PC Hearing:	November 5, 2020
	CC Hearing:	November 14, 2020
	If approved, DSUP Expiration:	November 14, 2023
	Acreage:	13.00076 acres (0.64382 acres for site area)
Location: 2401 and 3251 Potomac Avenue	Zoning:	UT-Utility CDD # 10
	Proposed Use:	WMATA Metrorail
	Floor Area:	Approximately 7,882 net square feet
Applicant: City of Alexandria Department of Project Implementation and Washington Metropolitan Area Transit Authority	Small Area Plan:	Potomac Yard/Potomac Greens North Potomac Yard
	Historic District:	Old and Historic Alexandria
	Green Building:	LEED for Transit Targeting LEED Silver / equivalent

Purpose of Application
The co-applicants, City of Alexandria Department of Project Implementation and the Washington Metropolitan Area Transit Authority, request approval of Development Special Use Permit with site plan and associated Subdivision to make amendments to the approved design of a Metrorail station and associated facilities in Potomac Yard.
Applications and Special Use Permits Requested:
1. Amendment to Development Special Use Permit to construct an element of a Metrorail Station. 2. Subdivision to create three parcels.

Staff Reviewers:
Robert M. Kerns, Chief of Development, Department of Planning & Zoning Daphne Kott, Design Division Chief, Department of Project Implementation Dirk H. Geratz, Principal Planner, Department of Planning & Zoning Abigail Harwell, Urban Planner, Department of Planning & Zoning



PROJECT LOCATION MAP

I. PROJECT SUMMARY

A. Recommendation

Staff recommends **approval** of the proposed amendments to Development Special Use Permit (DSUP #2018-0017) to add a south entrance pavilion at Glebe Road as part of the Metrorail station at Potomac Yard. This station represents one of the most significant redevelopment opportunities for the City with the potential to achieve the vision for an urban mix of uses near transit. The construction of a Metrorail station has been the basis for transportation and land use planning for Potomac Yard for many years, most recently in the 2020 amendments to the North Potomac Yard Small Area Plan, the Coordinated Development District (CDD) #19 and to the 2008 Transportation Master Plan.

As previously determined for this project, the amended station design still conforms to the City's adopted plans, codes, and policies. A Subdivision plat to allow for lot line changes to accommodate the new entrance is also proposed.

Staff finds that the addition of the South Pavilion provides many benefits including:

- ✓ A southern access point that increase the walkshed to the station from those living and working south of the station on the west side of the rail corridor.
- ✓ An urban walk-in station that is accessible to pedestrians and bicyclists.
- ✓ An access point near the Landbay G town center and several high-density office and residential buildings.

B. General Project Description

The City and the Metropolitan Washington Area Transit Authority (WMATA), are proposing amendments to the approved Metrorail station in Potomac Yard based on the additional monies received from the state for station enhancements. This will be the second amendment to the DSUP originally approved in 2016 as DSUP #2016-0004 and amended with DSUP #2018-0017. The new elements specific to this amendment include a new south entry pavilion, a bridge connecting the pavilion to the knuckle pier and the addition of an emergency egress stair at the knuckle pier. For reference the "knuckle pier" is the term used to describe the location where the three bridges from the south pavilion, north pavilion and from the main station meet in a "T" configuration.

The station will provide access to the Blue and Yellow lines of WMATA's regional Metrorail system. While the overall station design has remained the same, the previously approved southern mezzanine with its associated east and west entrances have been removed. The project now includes a 46,922-square foot Metrorail station with two platforms with access from both the east and west, two points of entry along Potomac Avenue on the west side, a pedestrian/bicycle bridge spanning the CSX rail tracks, a pedestrian/bicycle path connecting to

the Potomac Greens neighborhood, an AC switchgear room, and re-alignment of the Metrorail tracks through the new station.

C. Review Process

This DSUP is taking a little used approach permitted by Section 11-405 of the Zoning Ordinance. Site plans are classified as preliminary site plans and final site plans. Typically, a preliminary site plan, included as part of a DSP or as in this case a DSUP are approved by the Planning Commission and City Council. Following such approval, the site plan moves to the administrative final site plan review before the site plan is approved.

However, preliminary site plans and final site plans may be combined and treated as a final site plan provided all the information required for both classes of plans is included and the procedure for processing preliminary site plans is followed and, as in this instance, *when a preliminary site plan has been approved and a change in part of the project is desired*;

In this case WMATA already has an approved DSUP and is asking for an amendment. Staff believes this project is a good candidate for this approach because this is amending a small portion of a DSUP that has already received significant public input and City Council approval. The South pavilion and the funding for it were identified in the previous 2018 DSUP so it was anticipated. Furthermore, the provision of an enhanced South access has been an issue that has received a lot of support from the community, especially from residents that reside in or near Potomac Yard. To date the site plan has gone through the preliminary review process and two rounds of review as a final site plan. Upon approval of the site plan by City Council, a final site plan will be submitted to City Staff for a final review and sign off. Once the site plan has been approved, WMATA may proceed immediately to submitting a building permit to construct the pavilion and pedestrian bridge.

II. BACKGROUND

A. Funding of the South Entrance

Although the Planning Commission does not have an official role in the financing plans for the Metrorail station south entrance, the following information is presented so that the Commission and the public have an understanding of the south access.

On November 13, 2018, the state announced \$50 million of funding for enhancements to the south access to the station, based on the projected increase in ridership associated with the then recently announced plans for a new Amazon corporate headquarters and Virginia Tech Innovation Campus in National Landing. Funding was approved for inclusion in the final state partnership package presented to Amazon in late October 2018.

The funds were subsequently approved in 2019 by the Commonwealth Transportation Board to be used toward the enhanced access of the southwest entry. The City has since been working

with all project partners to integrate this new funding stream into the project. Construction of the currently planned and approved station is expected to continue uninterrupted, with a scheduled opening date in early 2022.

B. Site Context

The Potomac Yard Metrorail Station, currently under construction, is located near the juncture of Potomac Yard Landbay G (Town Center) and North Potomac Yard. The station will be incorporated within the existing rail corridor along WMATA's Blue and Yellow Metrorail lines between the existing Ronald Regan Washington National Airport station and Braddock Road station. The site is near National Airport, the Pentagon, the employment centers of Crystal City and Pentagon City, and approximately five miles from downtown Washington, D.C. The station will be located between the George Washington Memorial Parkway (GWMP) and the CSX Railroad, north of the Potomac Greens neighborhood, and east of the existing Potomac Yard Shopping Center. The station will be at-grade with a side platform layout. Additional station facilities will include one pedestrian bridge from the station over the CSX tracks to the planned development in Potomac Yard. Elevators will provide access on the east side (Potomac Greens Neighborhood) to the station.

The added South Pavilion will be located at the end of the T-intersection of East Glebe Road and Potomac Avenue at the location of the previously approved at-grade canopy entrance. The new pavilion will be situated in Potomac Yard Park between Potomac Avenue and the rail corridor. The site is currently occupied by one of several "belvedere" viewing areas along the rail corridor. Pedestrian walks and a bike trail traverse this area and will be integrated into the new pavilion site.

C. Detailed Project Description

The new south access pavilion is part of the Potomac Yard Metrorail station that will provide access to the Blue and Yellow lines of the WMATA regional Metrorail system for the northeastern portion of the City. As previously approved, the new station will be located between the existing stations at Ronald Regan Washington National Airport and Braddock Road.

The approved components of the station include a 46,922-square foot Metrorail station (also referred to as the mezzanine), two points of entry along Potomac Avenue on the west side at the recently approved North Potomac Yard Innovation district and an access pavilion at East Glebe Road, a point of entry from the east side connected to the Potomac Greens neighborhood via a pedestrian / bike path, a pedestrian bridge spanning the CSX rail tracks connecting the station to the west entry points, a new AC switchgear building, and re-alignment of the Metrorail tracks through the new station.

The new components being requested with this amendment include a new South Pavilion, a pedestrian bridge that replaces the previously approved ramp and an emergency egress stair being added to the knuckle pier. The new pavilion will be a scaled down version of the North

Pavilion which is a two-story enclosed structure that provides access to the raised bridge crossing over the rail corridor to the main station. The pavilion will be approximately 2,372 (net) square feet and includes a stair and two elevators. A new 5,510 (net) square foot bridge will be added connecting the south pavilion to the knuckle pier, providing access across the rail corridor to the main station. The final element being added is an emergency egress stair at the knuckle pier to provide an escape route from the bridges in the event of an emergency.

III. ZONING

As part of the 2016 DSUP approval the subject site area for the South access pavilion was rezoned from a CDD / Coordinated Development District #10 to UT / Utility Zone which is a zone geared to railroads and other transit uses and permits transit stations as a permitted use. As part of the 2016 rezoning a proffer was included restricting the UT zoned areas be limited to WMATA stations and associated facilities only. Details of the UT zoning is outlined in the table below:

Property Address:	2401 and 3251 Potomac Avenue		
Site Area:	0.64382 acres (Proposed Parcel 612B-1)		
Zone:	UT-Utility with existing proffer (REZ#2016-00001)		
Current Use:	Public open space / Park		
Proposed Use:	Metrorail Station Entrance		
	Permitted/Required	With SUP	Proposed
FAR	0.25	0.50	0.10*
Height	35 feet	50 feet	28.53 feet
Setbacks	Not required in UT zone	N/A	N/A
Parking	Not required for this use	N/A	N/A
Open Space	Not required in UT zone	N/A	N/A

*FAR calculated on the area of Parcels 612B-1 and 612B-2.

IV. STAFF ANALYSIS

A. Conformance with the Small Area Plans

The original station approval and subsequent 2018 amendment was found to be consistent with the small area plans, and the proposed amendments do not change this finding. The project site

lies primarily within the boundaries of the Potomac Yard/Potomac Greens Small Area Plan, and the southern access pavilion will land within the boundaries of the South Potomac Yard. Both Master Plan documents anticipates a future Metrorail station within various elements of each respective plan.

Originally adopted in 1992, and amended several times since, the Potomac Yard/Potomac Green Small Area Plan incorporates the Metrorail station within the land-use concept plan. The proposed new south pavilion fits within the conceptual framework of the small area plan and supports the plan's objective "to encourage redevelopment of Potomac Yard and Potomac Greens as a pedestrian oriented urban environment with a mix of uses". Furthermore, the proposed location of the pavilion will be close to planned commercial uses in Potomac Yard, which better aligns with the small area plan's goal "to develop livable neighborhoods and successful commercial areas". The Potomac Yard/Potomac Greens Small Area Plan land use map was amended with the 2018 Metro Station DSUP to include the Utility Zone around the proposed pavilion site.

B. South Pavilion Entrance Design

The main station features will remain unchanged with this amendment including the location and unique design of the station (headhouse and mezzanine), the two-platform configuration, the location and design of the north pavilion, and a pedestrian bridge over the CSX tracks connecting the station to the North Pavilion.



South Pavilion Looking North

South Pavilion:

This amendment is focused specifically on the south access which will now consist of an enclosed pavilion that incorporates the core functions of a metro station entry including elevators, stairs, and ancillary mechanical/electrical spaces. This south entry building returns

some of what was lost with a previous amendment to the Metro Station when the South access at the Glebe Road terminus was removed and replaced with a canopy and a covered ramp. The pavilion will be connected to the station via an enclosed “T-shaped” pedestrian bridge.

The pavilion will have the main entrance located at the southwest corner of the building with one entrance facing west and the other facing south with a canopy that wraps around the corner of the building. The main entrance is in direct alignment with the pedestrian crosswalk within Potomac Avenue. The design for the south pavilion is similar to the approved design for the north pavilion and will include the same materials and colors that are being used in that location. The design for the pedestrian bridge will match the previously approved pedestrian bridges leading from the station to the north pavilion.

The exterior of the pavilion will include a stone base to a height of 12’ above grade at the north end of the building with glazing above. This stone base will wrap around to a portion of the east and west elevations to conceal the service rooms at the ground floor of the building. Full height glazing will extend around the remainder of the building and will align with the top of the glazing above the stone base. A floating metal roof supported by round columns with a tapered edge will enclose the top of the structure but will not be connected to the curtain wall system. The elevated pedestrian bridge will connect to the pavilion at the second floor of the northeast corner of the building.

Connecting Bridge:

The design and materials of the bridge will be the same as the approved pedestrian bridge crossing the CSX tracks connecting the station to the north pavilion. The pedestrian bridge will be enclosed with a barrel style roof and have flush mounted light features in the ceiling. Thick angled support beams and woven wire mesh screening will complete the exterior finishes.

Emergency Egress Stair:

With the addition of the new southern entrance pavilion and associated pedestrian bridge, there is a code requirement for an emergency egress stair to be located at the knuckle pier of the bridge where the bridge leads either to the station or the north pavilion. The proposed egress stair uses the same design elements as the pedestrian bridge including structural steel, handrails, and wire mesh. A shed roof covering the stair follows the slope of the stair and landings and is attached to the side of the bridge. The bottom of the stair is enclosed with wire mesh like that on the sides of the bridge to prevent access to the stair which is designed to be egress only.

C. Site Design

The location of the new station elements will provide direct access to the main station and associated platforms. A summary of the various site plan components is described below:

Pedestrian Facilities:

As with all projects constructed in Alexandria, the City places a concerted effort to create safe

pedestrian facilities. The Metrorail station has been designed to allow for pedestrian access on both the east and west side of the rail tracks. There are two entry points on the west side of the tracks including a north pavilion and the proposed southern entry pavilion, as well as an access walkway that provides access on the east side of the tracks. The east side walkway will provide access from the Potomac Greens neighborhood and connect directly into the mezzanine level of the station. A single pedestrian bridge over the CSX rail tracks will connect the entry points on the west of the tracks directly into the mezzanine level of the station.

The new southern entry ramp on the west side of the tracks is strategically located at the terminus of East Glebe Road at the intersection with Potomac Avenue and adjacent to the Landbay G Town Center in Potomac Yard. This location will be highly visible from adjacent roadways and provides direct access to the station within walking distance of much of the commercial and residential development in south Potomac Yard. The new bridge will permit pedestrians to walk over the CSX tracks and through the mezzanine to the Potomac Greens Neighborhood without having to go through any fare controls.

The south pavilion entry aligns with the crosswalk over Potomac Avenue providing a direct line of access from the National Industries for the Blind (NIB) building. Creating a straight access path from the NIB building into the Pavilion was the main influencing factor on how the pavilion was sited at the E. Glebe Road plaza. WMATA has many ways that they provide cues for people with visual impairments to navigate their system. Most cues are provided within the architectural design and information provided via the WMATA website or in person by the station manager. WMATA provides Metro system orientation sessions, free of charge. Paths that lead to a metro station are wider and provide sufficient space for cane sweep. Within the system there are many elements that assist the visually impaired such as elevators and escalators for vertical transportation and required in new stations the elevators have audio announcements for destinations. All emergency call buttons have raised lettering and braille. WMATA is working on a beacon project, where beacons will be installed at stations to work with an app which will help customers who are visually impaired navigate the system. The beacons will indicate fare gate locations, where to stand on the platform depending on where you are traveling.

Bicycle Facilities:

Cyclists will have access on both the east and west sides of the rail tracks. This infrastructure will not only provide access to the Metrorail station but will also provide a critical link between the neighborhoods on both sides of the rail tracks. Cyclists will be able to traverse the rail tracks using the pedestrian bridge that connects into Potomac Greens Park and Potomac Yard Park but will need to walk the bikes while using the bridges and pavilions. The bike path that traverses the site from north to south will remain in place and provides convenient access for bicyclist to the pavilion and bridge.

T&ES will study potential improvements to minimize conflicts and facilitate the safe movement of bicycles and pedestrians where pedestrians will cross the Potomac Park Trail near the intersection with E. Glebe Road including bicycle signals, additional pedestrian push buttons, signage, markings, and traffic signal timing adjustments.

Vehicular Considerations:

The South access pavilion is intended to be an urban walk-in station. As described above it is located adjacent to several pedestrian and bicycle facilities. Thus, this station is not designed to provide vehicular access including *kiss 'n ride* lanes. Dedicated kiss 'n ride spaces are accommodated with the larger North Pavilion entrance. Space for a service vehicle is provided on the north side of the South pavilion.

Park and Landscape Design:

As was the case with the original approval, the approach to the landscape design associated with the Metrorail station has been to integrate portions of the station into their existing park landscapes as seamlessly as possible. The landscape improvements were approved for three distinct areas including Potomac Yard Park (DSUP2016-0006), Potomac Greens Park (DSUP2016-0005) and remediation of the natural areas abutting the GWMP.

Minor modifications will be necessary because of the station design amendments. However, the design approach for Potomac Yard park will continue to emphasize a continuance of the urban park format, with alterations in screening of the East Glebe Road pavilion and bridge infrastructure, and minor modifications to the surrounding pavement and pond plaza area to address shifts in the future use in this portion of the park.

D. Board of Architectural Review (BAR)

As previously determined, the new Metrorail station lies within the Old and Historic Alexandria District (OHAD) boundary which follows the GWMP north of Old Town until the City's boundary with Arlington County. A portion of the proposed Metrorail station site lies within 500 feet of the GWMP which requires BAR approval. Although the BAR's regulatory purview is typically limited to structures located fully within the boundaries of the historic district, by longstanding BAR practice if any portion of a structure is bisected by the district boundary, that entire building is reviewed. As the south pavilion is connected to the main station it is required to adhere to the BAR review process. A presentation of the design changes to the station occurred in early September and the Certificate of Appropriateness review and approval is scheduled to take place on October 21st. The design has been well received by the BAR and the added design review ensured that the quality of design and materials are consistent with those of the north pavilion and the main station.

F. Compliance with City Policies

The amended station project will continue to meet several City policies including:

Green Building and Sustainable Design:

This project is conditioned to meet the City's 2009 Green Building Policy. For non-residential projects, such as this one, the Policy calls for a LEED Silver or an equivalent certification level. WMATA is targeting a green building rating of LEED Silver (or equivalent) for the Metrorail station; however, an open-air station may have difficulty meeting that level. WMATA is

planning to pursue LEED for Transit as a pilot program as it is targeted to transit projects. The conditions of approval for this DSUP require WMATA to submit all required documentation to LEED for the green building certification process, and staff will monitor these efforts during the permitting review and construction process.

Public Art Policy:

WMATA's Art in Transit Program guidelines require public art at the Potomac Yard Metrorail Station with a budget not to exceed \$500,000, which will be provided by the City from the overall project budget. Artwork will be placed on WMATA property within the project area and WMATA will be responsible for all maintenance and repair of the selected artwork. Following the WMATA's Art in Transit guidelines, WMATA will be required as part of the conditions of approval for this DSUP to work with the City of Alexandria's Office of the Arts and the Alexandria Commission for the Arts throughout the process on matters including, but not limited to, artist selection, art placement, and art selection.

G. Subdivision

The project will be located on the northern end of a 13-acre parcel that encompasses the Potomac Yard Park from the proposed knuckle pier all the way south to the end of Main Line Boulevard where it meets Monroe Avenue. The entire property is currently owned by the City. As part of this DSUP application, a subdivision is proposed to accommodate the new pavilion. The subdivision will result in the creation of three new lots including a lot that will encompass the pavilion and the bridge portion of the project. This new parcel, identified as 612B-1, will be approximately 0.64 acres and will be deeded to WMATA. The other remaining parcels, 612B-2 and 612B-3 will continue to be owned by the City and will remain in park use. The final plat will be advanced during the Final Site Plan process.

New Parcels	Zoning	Lot Area	Use
612B-1	UT - Utility	0.64 acres	Metrorail Station Access
612B-2	UT - Utility	1.19 acres	Park
612B-3	CDD#10 / UT – Utility*	11.17 acres	Park

*Northern end of parcel is zoned UT based on 2016 lot configuration.

J. Construction Management

Truck Hauling:

The haul route will be approved by the Director of Transportation and Environmental Services in consultation with the contractor. A series of factors are used to evaluate the haul route prior to approval to establish a route that is safe, efficient, and is least disruptive to traffic and neighboring properties. Such factors may include the geometry of the roadway and the presence of any construction, underway or planned, within the roadway. Both City and WMATA staff will ensure all conditions associated with the haul route permits are enforced.

Mitigation of Construction Impacts:

As with most construction projects, there will be impact to the adjacent property owners. Staff is aware of the proximity of the Potomac Yard neighborhoods to the construction site, and the impacts to these neighborhoods during the construction phase of this project.

The City will have a comprehensive Construction Management Plan in place to mitigate the concerns staff has heard from the adjacent communities. Such mitigation efforts include the following:

- Requiring WMATA to bus the construction workers to and from an off-site parking lot to the construction site; this will eliminate hundreds of workers driving through and parking in the neighborhoods.
- Requiring the contractor to minimize on-site generated noise during permitted night work hours (such as generator noise, backup alarms/beepers, and amplified announcements).
- Requiring all construction vehicles to be cleaned and protective covers lowered prior to entering the neighborhood streets, which may reduce the opportunity of sediment being tracked onto the public streets and becoming airborne.
- Controlling the spillover of light from the construction site during permitted night work hours with shields and directing the light downward.
- Providing a City contact that is available for residents to communicate their concerns and issues to 24 hours a day seven days a week.
- Requiring the contractor to offer pre-construction building surveys to residential property owners to establish a baseline condition that will help evaluate any damages that may be caused by construction activities.
- Requiring the contractor by City Code and Contract to repair all damage to public and private property.
- Provide a soils management plan to identify procedures for handling of all contaminated materials that may be encountered.
- Provide a health and safety plan to minimize any potential risks to workers, the neighborhood, and the environment.
- Provide weekly community meetings with the project team to provide notice for major upcoming construction activities, to discuss community concerns, and to provide a “look ahead” schedule of upcoming construction activities.

- Continue PYMIG meetings throughout the construction duration.
- Provide a Maintenance of Traffic Plan (MOT) to identify haul routes, temporary street and sidewalk closures, detours, flagger locations, temporary pavement makings and temporary facilities for pedestrians and cyclist.

H. Construction Schedule

The Metrorail station is expected to be completed in late March of 2022. Construction is currently underway on the station east and west headhouse and platforms, the AC Switchgear building, the communication duct banks, and the north pavilion and knuckle pier foundations. The south pavilion and pedestrian bridge will be constructed in parallel with the other station components and is scheduled to be completed in the spring of 2022.

Updates on construction progress will be provided through a City website / webpage dedicated to this project as well as through regular PYMIG meetings with the community. Currently, the monthly PYMIG meetings are being held virtually.

V. COMMUNITY

In partnership with WMATA, the City initiated an extensive outreach approach that included a series of meetings with standing City Boards and Commissions as well as civic groups as part of the 2016 and 2018 approvals. Additionally, PYMIG reconvened in fall 2018 to receive updates on the project status, provide feedback on the new station access design and facilitate discussion of mitigation efforts related to community impacts during construction. PYMIG continued to meet this year which included a review and updates on the South Pavilion amendment. Below is a list of all community meetings held concerning the current amendment:

Key Community Meetings	
Date	Meeting / Organization
January 27, 2020	PYMIG Meeting
February 24	PYMIG Meeting
May 12 & 29	PYMIG Update by email
June 29	PYMIG Update by email
July 29	PYMIG Update by email

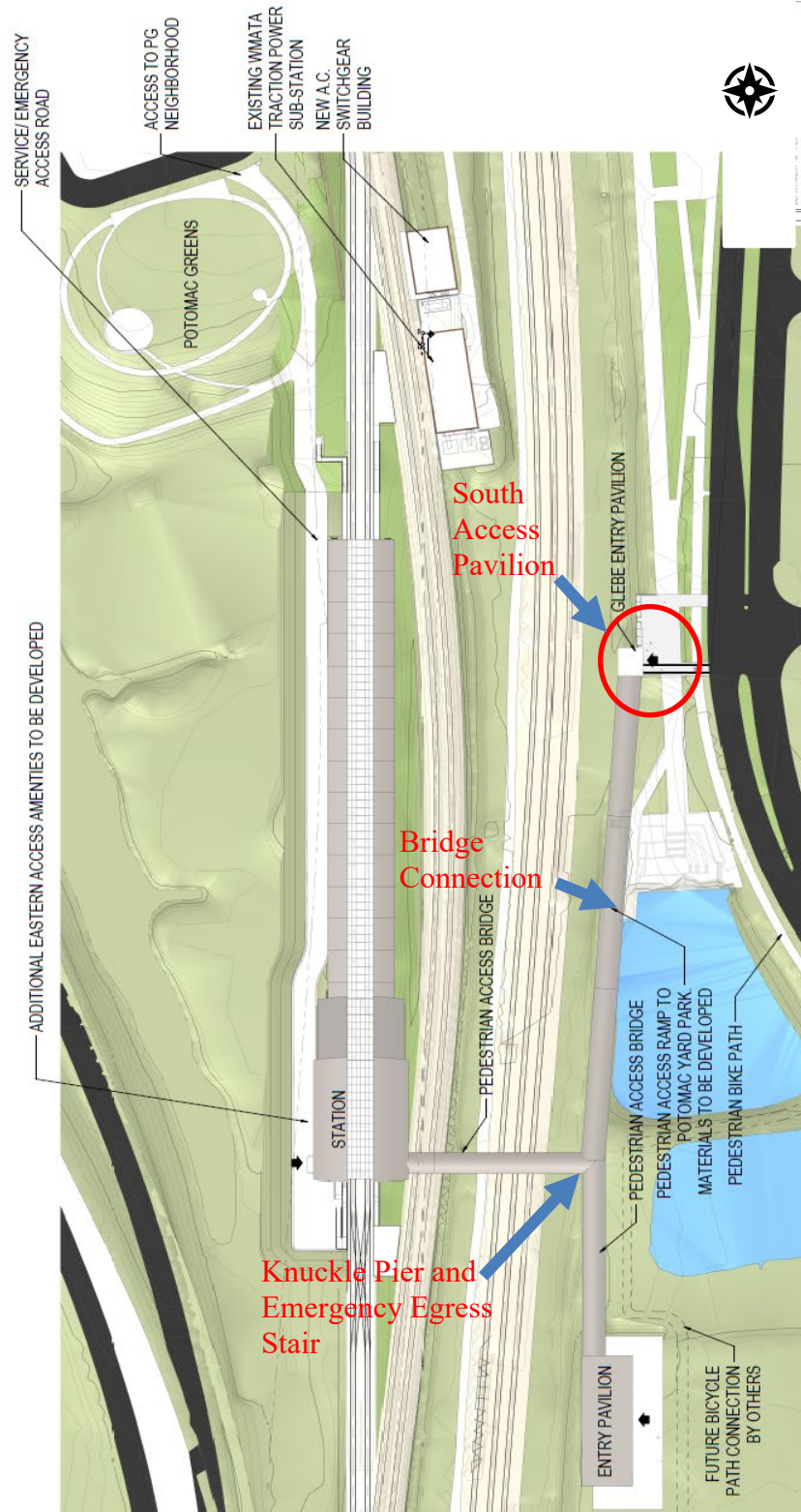
August 31	PYMIG Update by email
September 2	BAR Concept Public Hearing
September 27	PYMIG Virtual Meeting
October 21	BAR Certificate of Appropriateness Public Hearing
October 26	PYMIG Meeting
November 3	Planning Commission Public Hearing
November 14	City Council Public Hearing

VI. CONCLUSION

Staff recommends **approval** of the Development Special Use Permit for the Potomac Yard Station amendments and a Subdivision plat to allow for lot line changes to accommodate the new south pavilion, subject to compliance with City codes, ordinances and staff recommended conditions and final site plan comments.

VII. GRAPHICS

Graphic #1: Color Site Plan of Proposed Project



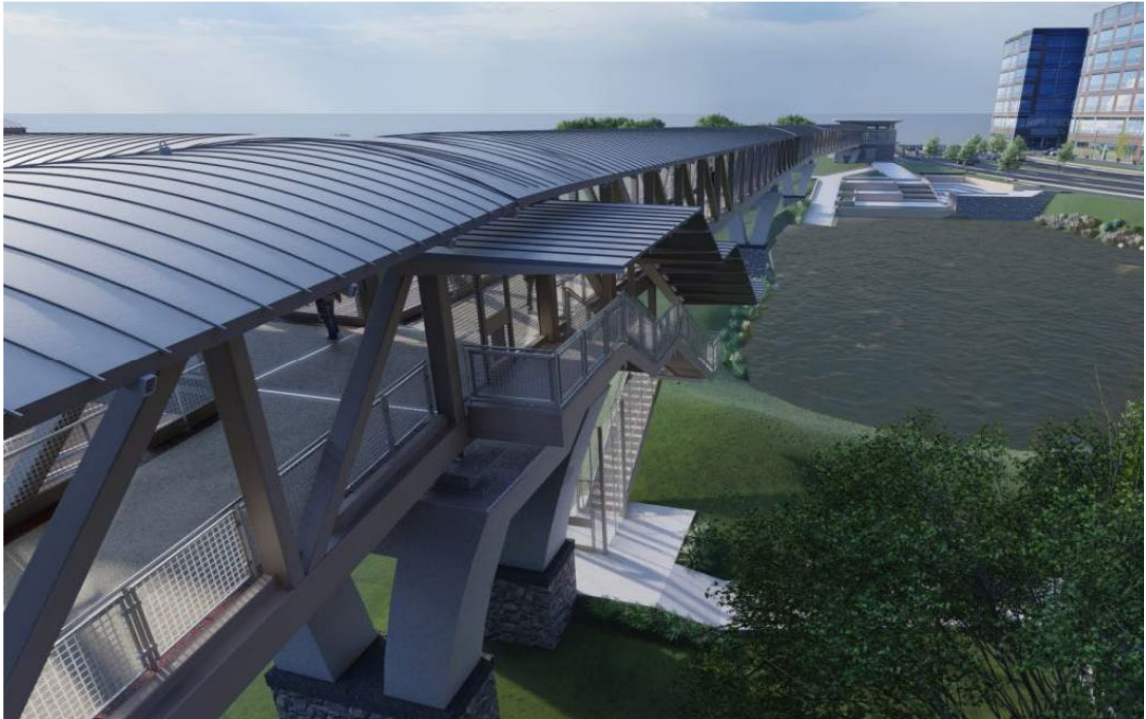
Graphic #2: South Access Pavilion as seen from E. Glebe Road looking east across Potomac Avenue



Graphic #3: South Access Pavilion looking north to North Potomac Yard (Innovation Campus)



Graphic #4: Emergency Egress Stair and Bridge connecting to South Access Pavilion



Graphic #5: Interior of Bridge at the Knuckle Pier looking towards the South Pavilion – Egress stair at right



VIII. STAFF RECOMMENDATIONS

* Conditions associated with DSUP2016-0004 and DSUP2018-0017 are still in effect unless amended with this case.

1. **CONDITION AMENDED:** The Final Site shall be in substantial conformance with the preliminary plan amended on November 19, 2018 and the final site plan (phase 3) dated October 7, 2020 and comply with the following conditions and final site plan comments of approval. (DSUP2018-0017) (DSUP2020-10020)

A. PEDESTRIAN/STREETSCAPE:

2. Provide the following pedestrian improvements to the satisfaction of the Directors of P&Z, RP&CA and T&ES:
 - a. Complete all pedestrian improvements prior to the issuance of a certificate of occupancy permit.
 - b. Install ADA accessible pedestrian crossings serving the site.
 - c. The pedestrian bridge shall have a minimum unobstructed width of 12 feet.
 - d. Required handrails may project into the required widths of the pedestrian bridge to the satisfaction of the Directors of P&Z and T&ES.
 - e. Provide thermoplastic pedestrian crosswalks at all crossings at the proposed development, which must be designed to the satisfaction of the Director of T&ES.
 - f. All crosswalks shall be standard, 6 inches wide, white thermoplastic parallel lines with reflective material, with 10 feet in width between interior lines. High-visibility crosswalks (white, thermoplastic ladder crosswalks as shown in the Manual on Uniform Traffic Control Devices (MUTCD)) may be required as directed by staff at Final Site Plan. All other crosswalk treatments must be approved by the Director of T&ES.
 - g. All below grade utility structures placed within a City sidewalk shall be designed in such a manner as to integrate the overall design of the structure with the adjacent paving materials so as to minimize any potential visible impacts.***
(P&Z)(RP&CA)(T&ES) (DSUP2018-0017)

B. PUBLIC ART:

3. **CONDITION AMENDED:** WMATA shall provide public art for this project. The City shall provide up to ~~\$500,000~~ \$250,000 from the project budget to fund the public art. WMATA will be responsible for all aspects of the selection, installation, and maintenance of the public art. City's Arts Commission shall appoint one member to WMATA's Jury Panel responsible for selecting the public art. In addition, the Director of the RP&CA shall appoint one City staff with professional art background on this Jury Panel. The public art shall be placed on WMATA property within the project area. WMATA shall provide a schedule and a process outline for the artist selection, artwork selection, and artwork installation prior to the release of the final site plan. The art shall be installed prior to the

issuance of the first Certificate of Occupancy, to the satisfaction of the Directors of P&Z and/or RP&CA. (RPCA)(P&Z) (DSUP2018-0017)(DSUP2020-10020)

C. OPEN SPACE/LANDSCAPING:

4. **CONDITION AMENDED:** Any landscaping or furnishings installed on the site shall be consistent with ~~Preliminary~~ Final Plans of the Potomac Yard Park and Potomac Greens Park Amendment (DSUP2016-0005), ~~and the Potomac Yard Park Amendment (DSUP2016-0006).~~ (RPCA)(P&Z)(DPI) (DSUP2018-0017)(DSUP2020-10020)
5. **CONDITION AMENDED:** The applicant shall submit the Final Site Plan to provide the level of detail and amenities depicted on the Preliminary Plan. The Final Site Plan must be coordinated with the approved Plans for the adjacent Potomac Yard Park and Potomac Greens Park, ~~DSUP2016-0005 and DSUP2016-0006.~~ (P&Z) (T&ES) (RPCA) (DPI) (DSUP2018-0017) (DSUP2020-10020)
6. Work with City staff through the Final Site Plan process to refine the number of trees to be saved / removed. (RPCA)(P&Z) (DSUP2018-0017)
7. Access control devices for the 22-foot maintenance access drive shall be approved by the Fire Department and the Directors of RPCA and P&Z. (RPCA)(FIRE)(P&Z) (DSUP2018-0017)
8. If the City's existing parks are damaged during construction, then the applicant shall be responsible for construction / installation or repair of the park features, systems and amenities to their existing condition, or better if required by federal law. (RPCA) (DSUP2018-0017)
9. **CONDITION ADDED:** The applicant shall provide a contribution to the City's Urban Forestry Fund prior to project close out for the 79 trees that will not be replaced in the WMATA Maintenance Access offset. (RPCA) (DSUP2020-10020)
10. **CONDITION ADDED:** Provide detailed as-built drawings of all landscape improvements and electrical and irrigation system repairs in Potomac Yard Park prior to project close out. As-Built plans shall be submitted in AutoCAD format. (RPCA) (DSUP2020-10020)

D. METRORAIL DESIGN:

11. Per the City's Green Building Policy adopted April 18, 2009, achieve a green building certification level of LEED Silver to the satisfaction of the Directors of P&Z, and/or RP&CA and T&ES. Diligent pursuance and achievement of this certification shall be monitored through the following:

- a. Provide evidence of the project's registration with LEED (or equivalent) with the submission of the first final site plan and provide a draft checklist showing how the project plans to achieve the certification.*
 - b. Provide evidence of submission of materials for Design Phase credits to the U.S. Green Building Council (USGBC) (or equivalent) prior to issuance of a certificate of occupancy. ***
 - c. Provide evidence of submission of materials for Construction Phase credits to USGBC (or equivalent) within six months of obtaining a final certificate of occupancy.
 - d. Provide documentation of LEED Silver Certification from USGBC (or equivalent) within two (2) years of obtaining a final certificate of occupancy.
 - e. WMATA shall submit all materials related to green building certification to City staff during the Final Site Plan process. (P&Z)(RP&CA)(T&ES) (DSUP2016-0004)
12. The northern WMATA (Washington Metropolitan Transit Authority) Metrorail pavilion located within North Potomac Yard shall be located within the area of CDD#19 generally depicted on the Preliminary Site Plan for DSUP2018-0017 prepared by WMATA dated November 19, 2018. The final location and configuration of the northern WMATA Metrorail pavilion as described herein shall be located to the satisfaction of the Director of P&Z and Director of T&ES, subject to the following:
 - a. The final location and configuration of the pavilion shall be in coordination with the planning process and plans for North Potomac Yard.
 - b. The City and WMATA shall coordinate with the property owner for the reservation area referenced herein regarding the location and configuration of the northern WMATA Metrorail pavilion.
 - c. The location and land area conveyed for the northern WMATA Metrorail pavilion as described herein shall be the minimum necessary to accommodate the structure and all associated facilities.
 - d. Once the final location for the northern WMATA Metrorail pavilion and parcel size as described herein are determined, a subdivision plat shall be reviewed and approved by the Planning Commission. The City shall be responsible for the preparation, filing and processing of the subdivision application and plat. (P&Z) (T&ES) (DSUP2018-0017)
13. **CONDITION AMENDMED:** The design of the Metrorail Station, including but not limited to the quality of materials and final detailing, shall be consistent with the architectural elevations and the site plan dated November 19, 2018 and October 7, 2020 and shall be subject to the conditions herein to the satisfaction of the Director of P&Z. In addition, all exterior building materials and finishes, architectural details, lighting and exterior signage and associated elements for the west ramp, station (mezzanine, bottom of the station roofs, and platform), pedestrian bridge and the west entry north pavilion shall be subject to review and approval of a Certificate of Appropriateness by the Old and Historic Alexandria District Board of Architectural Review (BAR). Site improvements including but not limited to lighting, fencing, paving and future park or utility structures within the historic district boundaries (excluding playground equipment), shall also require a Certificate of Appropriateness from the BAR. (P&Z) (DSUP2018-0017)(DSUP2020-10020)

Station (Mezzanine and Platform)

- a. The entire length and height of the base of the station (mezzanine and platform) for each façade shall be a natural stone veneer to match the color, scale and bonding pattern of the historic stone bridges on the George Washington Memorial Parkway.
- b. The entire exoskeleton and associated connections for the mezzanine shall be metal, with a strong preference for a weathering steel-like appearance (such as Cor-ten) which may be achieved through the use of metal products developed in a controlled environment through physical and chemical processes. The finish and color of the metal shall be earth tone. The color of the horizontal louvers shall be different from and compliment the color of the primary structure of the exoskeleton.
- c. If the columns are metal, the color and finish shall be compatible with the exo-skeleton.
- d. The roofing for the mezzanine and platforms (except where skylights are provided) shall be zinc or a comparable natural weathering metal.
- e. The glass walls of the station shall appear delicate, transparent and non- reflective with invisible support systems where exterior mullions are not indicated in the renderings.
- f. All security fencing shall be limited to a maximum height of 6 feet and shall be an open mesh and anti-climb fence in a dark color to minimize its visibility. The fence shall generally be located as depicted in the preliminary site plan referenced herein.

Pedestrian Bridges

- g. The pedestrian bridges shall incorporate a low curved roof to recall the main station and the truss system shall be as visually light as possible with visually minimal diagonal chords. The final structural design of the pedestrian bridge shall minimize the diagonal members of the truss to the greatest extent structurally feasible through material, size, shape, color and placement inside the mesh bridge walls.
- h. All components of the bridge except the pedestrian walking surface shall be metal.
- i. The supporting piers for the pedestrian bridges shall be completely clad with a natural stone veneer to match the color, scale and bonding pattern of the historic stone bridges on the George Washington Memorial Parkway.
- j. The roofing of the bridges shall be zinc or a comparable natural weathering metal compatible with the station roof.

North Entry Pavilion

- k. The base of the pavilions, as depicted on the elevations, shall be a natural stone veneer to match the color, scale and bonding pattern of the historic stone bridges on the George Washington Memorial Parkway.
- l. The stone on the front and side facades shall be refined and include elements to enhance a human scale relationship adjoining the sidewalk - promenade.
- m. The bike storage structure and the pavilions must be further refined to incorporate design details from the main station.
- n. The roof of the pavilions shall be zinc or a comparable natural weathering, earth-tone metal compatible with the station roof.

CONDITION AMENDED: ~~East Glebe Entry~~ South Access Pavilion, Bridge connecting South Pavilion to the Knuckle Pier and Knuckle Emergency Egress Stair

- o. All materials and design shall be consistent with the BAR certificate of appropriateness approval from October 21, 2020. (BAR) (DSUP2020-10020)

AC Switchgear and Equipment Buildings

- p. The material for all facades of the AC switchgear building(s) shall be brick. The brick for the proposed switchgear building shall be to the satisfaction of the Director of P&Z. (P&Z)

CONDITION AMENDED: Submission Requirements

Building design, materials, colors, finishes, and relationships shall be subject to review and approval by the Department of Planning and Zoning for substantial conformance to the preliminary site plan and by the Old and Historic Alexandria District Board of Architectural Review (BAR) prior to issuance a Certificate of Appropriateness. The following submissions shall be provided to review the overall design, materials, finishes and architectural details:

- i. Provide detailed plan, elevation and building section color drawings at a minimum scale of ¼ inch = 1 foot, adequate to fully evaluate the design of the station base, north entrance pavilion, East Glebe Road access south pavilion, knuckle emergency egress stair pedestrian ramp and bridge, topography, hardscape, and landscaping during both the BAR and final site plan review processes. Provide separate large-scale wall sections for each building typology at a minimum scale of ½ inch = 1 foot. Provide architectural details of the material intersections, wall finish systems, etc. at ¾ inch = 1 foot, minimum. (BAR)(P&Z) (DSUP2020-10020)
- ii. Provide large scale sections and details of the pedestrian bridge including the stone supports, the shape of the roof and supporting structure, the truss and exoskeleton, and the mesh bridge wall material(s).
- iii. Provide material display boards that include all proposed materials and finishes for review and approval by the BAR. The materials and color palette must include, but is not limited to, samples of roof and wall framing systems, fences, railings, stone, metal and glass options.
- iv. Provide samples of the glass frit pattern and color for the skylights.
- v. Provide 1' x 1' samples of all exterior glass for review of the color. Provide connection details for butt glazing conditions and material transitions to maintain a visually delicate wall appearance.
- vi. Materials boards and samples shall remain with the Department of Planning and Zoning until release of the final Certificate of Occupancy.
- vii. Provide color renderings of the station from the George Washington Memorial Parkway at night that indicate how site, security and general building illumination will be directed down, away from the Parkway and contained within the station to avoid a lantern effect at night.
- viii. Provide a coordinated package of exterior signs proposed for the station complex. No exterior station identification signs will be permitted facing or directed toward the George Washington Memorial Parkway.

- ix. Provide detailed information describing any visible exterior security features that will impact the building and site design, such as cameras, fencing and lighting.
- x. Provide drawings of a mock-up panel that depicts all proposed materials, finishes, and relationships as part of the first final site plan.*
- xi. Construct an on-site mock-up panel of proposed materials, finishes, and relationships for review and approval by City staff. The mock-up panel shall be constructed and approved prior to vertical (above-grade) construction and prior to ordering final building materials.**
- xii. The mock-up panel shall be located such that it may remain on-site in the same location through the duration of construction, until the first certificate of occupancy is released. (P&Z)

E. SIGNAGE:

- 14. A maximum of 4 freestanding identification pylon signs will be permitted for the Metrorail station and limited to the standard WMATA size and material specifications for exterior pylons subject to WMATA standards. The location of the pylons shall be determined during the Final Site Plan process and subject to the review and approval of the Directors of P&Z, DPI, and RPCA. Temporary signage during construction, shall not be visible from the George Washington Memorial Parkway. (P&Z)(RPCA)(DPI) (DSUP2018-0017)
- 15. Install a temporary informational sign on the site prior to the approval of the final site plan for the project to the satisfaction of the Director of DPI. The sign shall be displayed until construction is complete. It shall notify the public of the nature of the upcoming project and shall provide a phone number for public questions regarding the project.* (DPI) (DSUP2016-0004)
- 16. Provide a minimum of three interpretive signs along the path to the east station entrance to the satisfaction of the Directors of RPCA and P&Z. (RPCA) (DSUP2018-0017)

F. BICYCLE PARKING:

- 17. During final site plan, designate areas for bicycle facilities, such as bicycle parking and/or bicycle fix-it stations. (T&ES) (DSUP2018-0017)

G. SITE PLAN:

- 18. Per Section 11-418 of the Zoning Ordinance, the development special use permit shall expire and become null and void, unless substantial construction of the project is commenced within 60 months after initial approval and such construction is thereafter pursued with due diligence. The applicant shall provide a written status report to staff 18 months after initial approval to update the City Council on the project status if substantial construction has not commenced at such time. (P&Z) (DSUP2016-0004)

19. Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RP&CA, and T&ES. (P&Z)(T&ES)(RP&CA)(BAR) (DSUP2016-0004)
20. Provide a lighting plan with the final site plan to verify that lighting meets City standards. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RP&CA in consultation with the Chief of Police and shall include the following:
 - a. Clearly show location of all existing and proposed lights shading back less relevant information.
 - b. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing streetlights located on the opposite side(s) of all adjacent streets. Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all adjacent streets including the George Washington Memorial Parkway and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed streetlights and site lights. Provide photometric plan for station interior and exterior during and after WMATA operating hours.
 - c. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and streetlights to minimize light spill into adjacent residential areas. Light spill shall not be visible from the George Washington Memorial Parkway
 - d. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.
 - e. Lighting design for the Metrorail Station and all adjacent areas shall maximize glare control and prevention of light spillage onto adjacent or nearby properties and the George Washington Memorial Parkway.
 - f. Provide a plan, elevations, or alternate graphic to demonstrate the visibility of light sources from the George Washington Memorial Parkway. Graphics shall include lighting interior and exterior to the station. (P&Z)(T&ES) (RP&CA)(Police) (DSUP2016-0004)
21. Vehicular access to site shall be limited to maintenance purposes and shall not include material storage and or long-term parking of vehicles and/or equipment. (P&Z)(T&ES) (DSUP2016-0004)
22. The lighting for all common areas is to be a minimum of 1.0 foot candles minimum maintained. (Police) (DSUP2018-0017)
23. Stairways should be open to the extent feasible to allow for a view in from the exterior. (Police) (DSUP2016-0004)
24. Pedestrian bridge should allow for a clear view inside and be covered. (Police) (DSUP2016-0004)

H. SUBDIVISION AND EASEMENT:

25. WMATA shall grant a perpetual easement to the City for a portion of Parcel A-1A, as generally depicted in Attachment #1, for the purpose of installing and maintaining landscaping and trees to screen the adjoining Metrorail station from the George Washington Memorial Parkway. All areas east of the security fence on the eastern portion of the station shall be included in the easement to permit landscaping and trees. The City shall be responsible for the maintenance of the landscaping within the easement area referenced herein. Landscaping and tree planting shall be generally consistent as depicted on the preliminary landscape plan for DSUP2016-0005. The perpetual easement shall be subject to the review and approval of the Directors of the RP&CA, P&Z and the City Attorney. (RP&CA) (P&Z) (DSUP2018-0017)
26. Parcel 025.04-02-01 will not be transferred to WMATA if permanent structures are not constructed on the parcel. (RPCA) (DSUP2018-0017)
27. **CONDITION AMENDED:** WMATA shall grant perpetual easements to the City for a portion of Parcel 612 B1, ~~as generally depicted in Attachment #1~~ for the purpose of providing full public access to the satisfaction of the Directors of RP&CA, P&Z and the City Attorney. The City will maintain all improvements within the easement area with the exception of WMATA facilities such as signs. WMATA shall be prohibited from modifying or removing any City improvements within the easement. The perpetual easement shall be subject to the review and approval of the Directors of RP&CA, P&Z and the City Attorney. (RP&CA) (P&Z) (DSUP2018-0017) (DSUP2020-10020)
28. **CONDITION AMENDED:** The boundaries of the new parcel containing the north pavilion to be transferred to WMATA ~~as generally depicted in Attachment #4~~ shall be modified to include only the area impacted by the improvements. (RPCA) (DSUP2018-0017) (DSUP2020-10020)
29. The subdivision plat shall be approved and recorded prior to the release of the final site plan. All easements as required herein shall be approved and recorded prior to the certificate of occupancy permit for the WMATA Metrorail station. (P&Z)(T&ES) (RP&CA)(City Attorney) (DSUP2016-0004)

I. CONSTRUCTION MANAGEMENT:

30. Submit a construction phasing plan to the satisfaction of the Directors of T&ES for review, approval and release of Erosion and Sediment Control for the final site plan. All the requirements of Article XIII Environmental Management Ordinance for quality improvement, quantity control, and the development of Storm Water Pollution Prevention Plan (SWPPP) must be complied with prior to the partial release of the site plan* (T&ES)(RPCA)(DPI) (DSUP2016-0004)

31. Submit a construction management plan to the Director of DPI. The plan shall:
 - a. Include an analysis as to whether temporary street or site lighting is needed for safety during the construction on the site and how it is to be installed.
 - b. Include an overall proposed schedule for construction;
 - c. Include a plan for temporary pedestrian circulation;
 - d. Copies of the plan shall be posted in the construction trailer and given to each subcontractor before they commence work. (P&Z)(T&ES)(DPI) (DSUP2016-0004)
32. Provide off-street parking for all construction workers without charge to the construction workers. Construction workers shall not be permitted to park on- street and an off-site parking lot will be provided with bus service for the workers to and from the site. (DSUP2016-0004)
- ~~33. **CONDITION REMOVED:** Sidewalks, bicycle, and pedestrian trails and walkways outside the limits of construction shall remain open, or a suitable detour provided, during construction to the satisfaction of the Directors of T&ES and DPI. (T&ES)(DPI) (DSUP2016-0004)~~
33. **CONDITION ADDED:** Sidewalks adjacent to the site shall remain open during construction. If sidewalks must be closed, pedestrian access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of pedestrian access shall be included in the Construction Management Plan for approval by T&ES. (T&ES) (DSUP2020-10020)
34. Bicycle facilities adjacent to the site shall remain open during construction. If a bicycle facility must be closed, Bicycle access shall be maintained adjacent to the site per Memo to Industry #04-18 throughout the construction of the project. The plan for maintenance of bicycle access shall be included in the Construction Management Plan for approval by T&ES. (T&ES)
35. Transit stops adjacent to the site shall remain open if feasible for the duration of construction. If construction forces the closure of bus stops along Potomac Avenue, a temporary ADA accessible transit stop shall be installed. The exact temporary location shall be coordinated with the T&ES Office of Transit Services at 703-746-4075 as well as with the transit agency which provides service to the bus stop. Signs noting the bus stop closure and location of the temporary bus stop must be installed at all bus stops taken out of service due to construction. (T&ES)
36. No construction staging shall be allowed within the public right-of-way on Potomac Greens Drive and Carpenters Drive The applicant shall meet with DPI to discuss construction staging activities prior to release of any permits for ground disturbing activities. ** (T&ES)(DPI) (DSUP2016-0004)

37. Any structural elements that extend into the public right of way, including but not limited to footings, foundations, tie-backs etc., must be approved by the Directors of T&ES and DPI as a part of the Sheeting and Shoring Permit. (T&ES)(DPI) (DSUP2016-0004)
38. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of Infrastructure Right of Way in T&ES and the Director of DPI prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to T&ES and DPI. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)(DPI) (DSUP2016-0004)
39. Prior to commencing clearing and grading of the site, the City’s Project Coordinator shall hold a meeting with notice to all adjoining property owners and civic associations to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. The Departments of P&Z, DPI, and T&ES shall be notified of the date of the meeting before the permit is issued. (P&Z)(T&ES)(DPI) (DSUP2016-0004)
40. The City’s Project Coordinator will serve as a liaison to the community throughout the duration of construction. The name and telephone number, including an emergency contact number, of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site and shall be placed on the project sign, to the satisfaction of the Directors of P&Z, DPI, and T&ES. (P&Z)(T&ES)(DPI) (DSUP2016-0004)
41. The applicants shall require the contractor to implement a waste and refuse control program during the construction phase of the project. This program shall control wastes such as discarded building materials, concrete truck washout, chemicals, litter or trash, trash generated by construction workers or mobile food vendor businesses serving them, and all sanitary waste at the construction site and prevent offsite migration that may cause adverse impacts to neighboring properties or to the environment to the satisfaction of Directors of T&ES, DPI, and Code Administration. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)(Code)(DPI) (DSUP2016-0004)
42. Temporary construction trailer(s) shall be permitted and be subject to the approval of the Director of P&Z, DPI, and Code Administration. The trailer(s) shall be removed prior to the project close out. (P&Z)(DPI)(Code) (DSUP2016-0004)
43. Submit a location survey prior to the commencement of construction above grade. The location survey shall include all below grade construction, as depicted in the approved final site plan. The location survey shall be prepared and sealed by a registered engineer or licensed land surveyor, and shall be approved by P&Z and DPI prior to commencement of above grade construction. (P&Z)(DPI) (DSUP2016-0004)

44. Submit a partial as-built development site plan survey to include building height, building footprint, finished floor elevation, and other items pursuant to the requirements outlined in the initial as-built submission for occupancy portion of the as-built development site plan survey checklist to the Department of Project Implementation and the Department of Transportation and Environmental Services Development Coordinator prior to requesting a certificate of occupancy permit. The as-built development site plan survey shall be prepared and sealed by a registered architect, engineer, or surveyor. Include a note which states that the height was calculated based on all applicable provisions of the Zoning Ordinance. *** (P&Z) (T&ES)(DPI) (DSUP2016-0004)
45. Contractors shall not cause or permit vehicles to idle for more than 10 minutes. (T&ES)(DPI) (DSUP2016-0004)
46. Provide pre-construction building surveys prior to commencement of construction if requested by the building owner. All properties within 250 feet of any property boundary of the subject site shall be afforded the opportunity to participate in the pre-construction surveys. Specific to this project, additional properties may be included as approved by the Director of DPI. (T&ES)(DPI) (DSUP2016-0004)
47. The contractor shall minimize on-site generated noise during permitted night work hours (such as generator noise, backup alarms/beepers, and amplified announcements). (T&ES)(DPI) (DSUP2016-0004)
48. All construction vehicles must be cleaned and covers lowered prior to entering public right of way to minimize the opportunity of sediment being tracked onto the public streets and becoming airborne. (T&ES)(DPI) (DSUP2016-0004)
49. The existing traffic circle (at Carpenter Road and Potomac Greens Drive) will be temporarily removed during construction due to the turning radius of the construction vehicles accessing the site. Mitigation will be provided, such as implementing traffic calming techniques and potentially having flaggers present during the use of oversized construction delivery vehicles. (T&ES)(DPI) (DSUP2016-0004)
50. The contractor shall control the spillover of light from the construction site during permitted night work hours with shields and other appropriate measures. All light shall be directed downward. (T&ES)(DPI) (DSUP2016-0004)
51. The City's Project Coordinator will provide advance notice to the community in the form of a look-ahead construction schedule for upcoming construction activities throughout the duration of the project. This schedule would include when the work would be occurring (day or night). (DPI) (DSUP2016-0004)
52. The City's Project Coordinator will coordinate with the adjacent communities to develop a regularly scheduled Partnering Meeting in which the community will be at the table to

discuss the project status with the City, WMATA, and the contractor. (DPI) (DSUP2016-0004)

53. Ensure that all existing public and private utilities are fully maintained throughout the construction phase. (RPCA) (T&ES) (DPI) (DSUP2016-0004)

J. FLOODPLAIN MANAGEMENT:

54. Demonstrate compliance with flood plain ordinance Section 6-300 to Section 6- 311 of Article VI Special and Overlay Zones. No final plan shall be released until full compliance with flood plain ordinance has been demonstrated. Base Flood Elevation is 10.2' NAVD88 datum. * (T&ES) (DSUP2016-0004)
55. Pursuant to Section 6-305 (F), the project will submit to FEMA an application for a Conditional Letter of Map Revision based on Fill (CLOMR-F) and submit a copy of the CLOMR-F from FEMA to T&ES prior to final site plan approval. Upon completion of final grading, the project will submit to FEMA as-built grading plan with an application for Letter of Map Revision based on Fill (LOMR-F) and submit a copy of the LOMR-F from FEMA to T&ES before release of Certificate of Occupancy (CO). (T&ES) (DSUP2016-0004)
56. Furnish specific engineering data and information as per Section 6-307 (A), as to the effect of the proposed fill in the AE Zone on future flood heights. No final site plan shall be released until the applicant has demonstrated that no increase in water surface elevation for the 100-year flood will result due to implementation of this project. Computations are to include backwater calculations starting at a downstream cross section to an upstream cross section. Computations shall be made by modifying the existing HEC-RAS model, as prepared by the U.S. Army Corps of Engineers, Baltimore District. To be provided by T&ES Stormwater Management Division. (T&ES) (DSUP2016-0004)

K. WASTEWATER / SANITARY SEWERS:

57. The sewer connection fee must be paid prior to release of the site plan.* (T&ES) (DSUP2016-0004)

L. STREETS / TRAFFIC:

58. If the City's existing public infrastructure is damaged during construction, or patch work required for utility installation then the applicant shall be responsible for construction/ installation or repair of the same as per the City of Alexandria standards and specifications and to the satisfaction of Director, Transportation and Environmental Services. (T&ES) (DSUP2016-0004)

59. A pre-construction walk/survey of the right of way shall occur with Transportation and Environmental Services Construction & Inspection staff to document existing conditions prior to any land disturbing activities. (T&ES) (DSUP2016-0004)
60. Reconstruction of the traffic circle at Carpenter Road and Potomac Greens Drive is required prior to completion of the project. (T&ES)(DPI) (DSUP2016-0004)

M. UTILITIES:

61. Locate all private utilities without a franchise agreement outside of the public right-of-way and public utility easements. The transformers shall be installed per the requirements of Dominion Virginia Power (DVP). (T&ES) (DSUP2016-0004)
62. All new utilities shall be undergrounded abutting the proposed development site. (T&ES) (DSUP2016-0004)

N. SOILS:

63. Provide a geotechnical report, including recommendations from a geotechnical professional for any cut slopes and embankments. (T&ES) (DSUP2016-0004)

O. WATERSHED, WETLANDS & RPAs:

64. The project site lies within Potomac River Watershed thus stormwater quantity controls shall be designed to demonstrate that post development stormwater runoff does not exceed the existing runoff quantities for the 2-year, 10-year, and 100-year storm events. Additionally, the project must meet the Channel and Flood Protection requirements related to a 'natural stormwater conveyance system.' (T&ES) (DSUP2016-0004)
65. The stormwater collection system is located within the Potomac River watershed. All on-site stormwater curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers, or to the satisfaction of the Director of T&ES. (T&ES) (DSUP2016-0004)
66. Project lies entirely within an area described on historical maps as containing marine clays. Construction methodology and erosion and sediment control measures must account for the presence of marine clay or highly erodible soils. (T&ES) (DSUP2016-0004)
67. Provide an Environmental Site Assessment that clearly delineates the individual components of the RPA as well as the total geographic extent of the RPA, to include the appropriate buffer, in a method approved by the Director of Transportation and Environmental Services. The Environmental Site Assessment shall also clearly describe, map or explain intermittent streams and associated buffer; highly erodible and highly permeable soils; steep slopes greater than 15 percent in grade; known areas of

- contamination; springs, seeps or related features; and a listing of all wetlands permits required by law. (T&ES) (DSUP2016-0004)
68. Provide documentation regarding the source of onsite wetland delineation and a description of any actions to be taken to minimize and/or mitigate the impact of the development on existing wetlands as required by Article XIII of the City of Alexandria Zoning Ordinance. (T&ES) (DSUP2016-0004)
69. The project is located within an existing RPA or mapped wetland area, and although the project is exempt from the provision of no further encroachments into the RPA. The applicant must still prepare a Water Quality Impact Assessment in accordance with the provisions of Article XIII of the City of Alexandria Zoning Ordinance to the satisfaction of the Director of Transportation and Environmental Services.* (T&ES) (DSUP2016-0004)
70. Mitigate any impacts on water quality of the development by encroachment into and/or destruction of an existing resource protection areas (RPAs) and mapped wetland area by the following methods to the satisfaction of the Director of Transportation and Environmental Services:
- a. Restoring streams subject to historic erosion damage.
 - b. Increasing vegetation onsite and/or performing offsite plantings.
 - c. Contribution to T&ES funds to stream restoration / water quality projects.
 - d. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
 - i. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the “Riparian Buffers Modification & Mitigation Guidance Manual” by the Chesapeake Bay Local Assistance Department.
 - ii. Water quality impacts may be mitigated by stream restoration / stabilization equal to the linear distance to that of the linear encroachment into the RPAs on-site.
- (T&ES) (DSUP2016-0004)

P. STORMWATER MANAGEMENT:

71. The City of Alexandria’s stormwater management regulations regarding water quality are two-fold: 1) state phosphorus removal requirement and 2) Alexandria Water Quality Volume Default. Compliance with the state phosphorus reduction requirement does not relieve the applicant from the Alexandria Water Quality Default requirement. The Alexandria Water Quality Volume Default, as determined by the site’s post-development impervious area shall be treated in a Best Management Practice (BMP) facility. (T&ES) (DSUP2016-0004)
72. Provide BMP narrative and complete pre and post development drainage maps that include areas outside that contribute surface runoff from beyond project boundaries to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMPs and a completed Virginia Runoff

- Reduction Method (VRMM) worksheet showing project compliance. The project must use hydrologic soil group “D” in the spreadsheet unless a soils report from a soil scientist or geotechnical engineer delineates onsite soils otherwise. (T&ES) (DSUP2016-0004)
73. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design professional or his designated representative. Prior to project completion, the design professional shall submit a written certification to the Director of T&ES that the BMPs are:
- Constructed and installed as designed and in accordance with the approved Final Site Plan.
 - Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES) (DSUP2016-0004)
74. Surface-installed stormwater Best Management Practice (BMP) measures, i.e. Bio-Retention Filters, Vegetated Swales, etc. that are employed for this site, require installation of descriptive signage to the satisfaction of the Director of T&ES. (T&ES) (DSUP2016-0004)
75. Project must comply with all state and federal stormwater management related regulations. (DPI) (DSUP2016-0004)
76. Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement to include the BMP Maintenance Schedule and Guidelines Addendum, with the City to be reviewed as part of the Final #2 Plan. The agreement must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan.* (T&ES) (DSUP2016-0004)
77. The Applicant/Owner shall be responsible for installing and maintaining stormwater Best Management Practices (BMPs). The Applicant/Owner shall execute a maintenance service contract with a qualified private contractor for a minimum of three (3) years and develop an Owner’s Operation and Maintenance Manual for all Best Management Practices (BMPs) on the project. The manual shall include at a minimum: an explanation of the functions and operations of the BMP(s); drawings and diagrams of the BMP(s) and any supporting utilities; catalog cuts on maintenance requirements including mechanical or electrical equipment; manufacturer contact names and phone numbers; a copy of the executed maintenance service contract; and a copy of the maintenance agreement with the City. A copy of the contract shall also be placed in the BMP Operation and Maintenance Manual. Prior to project completion, a copy of the maintenance contract shall be submitted to the City.****(T&ES) (DSUP2016-0004)
78. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to project completion. ****(T&ES) (DSUP2016-0004)
79. Prior to project completion, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing stormwater

- management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations. If maintenance of the facility or systems were required in order to make this certification, provide a description of the maintenance measures performed.****(T&ES) (DSUP2016-0004)
80. All stormwater Best Management Practices (BMPs) must be designed to comply with the most recent standards and specifications published in the Virginia Stormwater BMP Clearinghouse. Provide complete design details for all BMPs. This includes site specific plan views, cross sections, planting plans, and complete design calculations for each BMP. (T&ES) (DSUP2018-0017)
81. Provide a BMP table with a separate listing for each individual BMP that includes the name of the practice, total area treated (acres), pervious area treated (acres), impervious area treated (acres), phosphorous removal efficiency (percentage), phosphorous removed by the practice (lbs.), and latitude and longitude in decimal degrees (NAD83). (T&ES) (DSUP2018-0017)
82. The Applicant is required to submit construction record drawings for permanent stormwater management facilities to the City. The drawings must be appropriately signed and sealed by a professional registered in the Commonwealth of Virginia and certify that the stormwater management facilities have been constructed in accordance with the approved plan. (SWM) (DSUP2018-0017)
83. All BMPs must be accessible for regular maintenance and inspections. Provide adequate maintenance access for all BMPs. (SWM) (DSUP2018-0017)

Q. CONTAMINATED LAND:

84. Indicate whether or not there is any known soil and groundwater contamination present on the plan. The applicant must submit supporting reports for associated environmental investigations or assessments performed to substantiate this determination. (T&ES) (DSUP2016-0004)
85. If environmental site assessments or investigations discover the presence of contamination on site, the final site plan shall not be released, and no construction activity shall take place until the following has been submitted and approved by the Director of T&ES:
- Submit a Site Characterization Report/Extent of Contamination Study detailing the location, applicable contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the site.
 - Submit a Risk Assessment indicating any risks associated with the contamination.
 - Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. Utility corridors in contaminated soil shall be over excavated by 2 feet and backfilled with “clean” soil. Include description of environmentally sound methods of off-site transport and disposal

- of contaminated soils and debris (including, but not limited to types of vehicles appropriate for handling specific materials and ensuring vehicle loads are covered).
- d. Submit a Health and Safety Plan indicating measures to be taken during remediation and/or construction activities to minimize the potential risks to workers, the neighborhood, and the environment.
Initial Air Monitoring may be required during site activities to demonstrate acceptable levels of volatiles and/or airborne particles. The determination whether air monitoring is needed must be adequately addressed in the Health and Safety Plan submitted for review.
 - e. The applicant shall screen for PCBs as part of the site characterization if any of the past uses are within the identified high risk category sites for potential sources of residual PCBs, which includes the following SICs: 26&27 (Paper and Allied Products), 30 (Rubber and Misc. Plastics), 33 (Primary Metal Industries), 34 (Fabricated Metal Products), 37 (Transportation Equipment), 49 (Electrical, Gas, and Sanitary Services), 5093 (Scrap Metal Recycling), and 1221&1222 (Bituminous Coal).
 - f. Applicant shall submit three (3) electronic and two (2) hard copies of the above. The remediation plan must be included in the Final Site Plan. * (T&ES) (DSUP2016-0004)
86. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site during construction, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Office of Environmental Quality. Should unanticipated conditions warrant, construction within the impacted area shall be stopped until the appropriate environmental reports identified in a. through f. above are submitted and approved at the discretion of the Director of Transportation and Environmental Services. This shall be included as a note on the final site plan. (T&ES) (DSUP2016-0004)
87. If warranted by a Site Characterization report, design and install a vapor barrier and ventilation system for buildings and parking areas in order to prevent the migration or accumulation of methane or other gases, or conduct a study and provide a report signed by a professional engineer showing that such measures are not required to the satisfaction of Directors of T&ES and Code Administration. The installed vapor barrier and ventilation system must include a passive ventilation system that can be converted to an active ventilation system if warranted. (T&ES) (DSUP2016-0004)

R. NOISE:

88. A detailed and comprehensive noise assessment shall be conducted as part of the final design when the station features are finalized, and potential noise sources from the station structure including the station public address announcements system, shall be evaluated and mitigation measures shall be developed, as appropriate. This assessment and the proposed mitigation measures shall be submitted to the City for review and approval. (T&ES) (DPI) (DSUP2016-0004)

S. AIR POLLUTION:

89. No material may be disposed of by venting into the atmosphere. (T&ES) (DSUP2016-0004)
90. Control odors and any other air pollution sources resulting from operations at the site and prevent them from leaving the property or becoming a nuisance to neighboring properties, as determined by the Director of Transportation and Environmental Services. (T&ES) (DSUP2016-0004)

T. ARCHAEOLOGY:

91. The statements below shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Basement/Foundation Plans, Demolition, Erosion and Sediment Control, Grading, Landscaping, Utilities, and Sheet piling and Shoring) so that on-site contractors are aware of the requirements:
- a. The applicant/developer shall call Alexandria Archaeology immediately (703-746-4399) if any buried structural remains (wall foundations, wells, privies, cisterns, etc.) or concentrations of artifacts are discovered during development. Work must cease in the area of the discovery until a City archaeologist comes to the site and records the finds.
 - b. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (DSUP2016-0004)

CITY DEPARTMENT CODE COMMENTS

The following items are for information purposes only.

Legend: C – Code Requirement R – Recommendation S-Suggestion F-Finding

Planning and Zoning

- C-1 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR) (DSUP2016-0004)

Recreation, Parks and Cultural Activities

- F-1 **FINDING ADDED:** The area around the Metrorail entrance pavilion shall be consistent and seamless with the character and use of the adjoining park. Specifically, the design shall ensure that the landscape, hardscape, site and park furnishings, railings, lighting, signage and other features are consistent with the adjoining park to create a seamless visual and functional experience for the users. (RPCA) (DSUP2020-10020)

Transportation and Environmental Services

- R-1 The project must account for the stormwater runoff associated with the bridges and ramps that are proposed to be constructed in two areas west of the main project. The existing stormwater ponds in Potomac Yard do not have the quality or quantity capacity to capture this runoff. (T&ES-SWM) (DSUP2016-0004)
- F-1 Since the record drawings, maps, and other documents of the City of Alexandria, State, and Federal agencies show the true north pointing upwards, therefore, the Site Plan shall show the true north arrow pointing upward as is customary; however, for the sake of putting the plan together and/or ease of understanding, the project north arrow pointing upward, preferably east, or west may be shown provided it is consistently shown in the same direction on all the sheets with no exception at all. The north arrow shall show the source of meridian. The project north arrow pointing downward will not be acceptable even if, it is shown consistently on all the sheets. (T&ES) (DSUP2016-0004)
- F-2 The Final Site Plan must be completed per the requirements of Final Development Special Use Permit (DSUP) and Development Site Plan (DSP) Checklist, Memorandums to Industry 02-09 dated December 3, 2009 on Design Guidelines and City Standard Notes; and 06-14 dated June 20, 2014 on New Sanitary Sewer Connection and Adequate Outfall Analysis – Updated. These documents are available at the following web address of the City of Alexandria: (T&ES) (DSUP2016-0004)
- Final Development Special Use Permit (DSUP) and Development Site Plan (DSP) Checklist:
https://www.alexandriava.gov/uploadedfiles/planning/info/forms/final_checklist.pdf
- Memorandum to Industry 02-09:
<https://www.alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%202002-09%20December%203,%202009.pdf>
- Memorandum to Industry 06-14:
<http://www.alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>
- F-3 All improvements in the public right of way must comply with the Design and Construction Standards of the City of Alexandria, Department of Transportation & Environmental Services, 1989 or as amended. (T&ES) (DSUP2016-0004)
- F-4 The plan shall show sanitary and storm sewer, and water line in plan and profile in the first final submission and cross reference the sheets on which the plan and profile is shown, if plan and profile is not shown on the same sheet. Clearly label the sanitary and storm sewer, or water line plans and profiles. Provide existing and proposed grade elevations along with the rim and invert elevations of all the existing and proposed

- sanitary and storm sewer at manholes, and water line piping at gate wells on the respective profiles. Use distinctive stationing for various sanitary and storm sewers (if applicable or required by the plan), and water line in plan and use the corresponding stationing in respective profiles. (T&ES) (DSUP2016-0004)
- F-5 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES) (DSUP2016-0004)
- F-6 Include all symbols, abbreviations, and line types in the legend. (T&ES) (DSUP2016-0004)
- F-7 Asphalt patches larger than 20% of the total asphalt surface, measured along the length of the road adjacent to the property frontage and/or extending to the centerline of the street, will require full curb to curb restoration (T&ES) (DSUP2016-0004)
- F-8 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES) (DSUP2016-0004)
- F-9 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES) (DSUP2016-0004)
- F-10 Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patters. (T&ES) (DSUP2016-0004)
- F-11 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES) (DSUP2016-0004)
- F-12 The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES) (DSUP2016-0004)
- a. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.
 - b. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
 - c. Contractor shall apply for all necessary permits for uses of the City Right of Way and shall submit MOT Plans with the T&ES Application for final approval at that time. *
- F-13 Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES) (DSUP2016-0004)
- C-1 Per the requirements of the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a drainage study and adequate outfall analysis for the total drainage area to the receiving sewer that serves the site. The project must consider downstream conveyance that will be unable to pass increased flows. If the existing storm system is determined to be inadequate, then the applicant shall design and build on-site or off-site

- improvements to discharge to an adequate outfall; even if the post development stormwater flow from the site is reduced from the pre-development flow. The Plan shall demonstrate to the satisfaction of the Director of T&ES that a non-erosive stormwater outfall is present. (T&ES) (DSUP2016-0004)
- C-2 Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, Environmental Management Ordinance, the applicant shall comply with the water quality and quantity requirements and provide channel protection and flood protection in accordance with these requirements. The project must demonstrate compliance with the water quantity requirement of Section 13-109 using the Energy Balance equation for discharges to 'natural stormwater conveyance'. The pre and post development runoff from the site shall be generated using the rainfall depths for the City of Alexandria as: 1 Yr 24 hour = 2.70, 2 Yr 24 hour = 3.20, 10 Yr 24 hour = 5.20, and 100 Yr 24 hour = 8.2 inches per NRCS (formerly SCS) TR-55 method. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. (T&ES) (DSUP2016-0004)
- C-3 Per the requirements of Article 13-114 (f) of the AZO, all stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and stormwater flow conveyance systems shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. The design of storm sewer shall include the adequate outfall, inlet, and hydraulic grade line (HGL) analyses that shall be completed to the satisfaction of the Director of T&ES. Provide appropriate reference and/or source used to complete these analyses. (T&ES) (DSUP2016-0004)
- C-4 The project must meet the Chesapeake Bay Act requirements for the protection of the Resource Protection Area (RPA). The proposed railroad is exempt per Section 13-123 of the AZO and an allowable development in the RPA. However, the project must submit a major Water Quality Impact Assessment (WQIA) per the requirements of Section 13-117 of the AZO. (T&ES) (DSUP2016-0004)
- C-5 The proposed development shall conform to all requirements and restrictions set forth in Section 6-300 (Flood plain District) of Article VI (Special and Overlay Zones) of the City of Alexandria Zoning Ordinance. (T&ES) (DSUP2016-0004)
- C-6 Location of customer utility services and installation of transmission, distribution and main lines in the public rights of way by any public service company shall be governed by franchise agreement with the City in accordance with Title 5, Chapter 3, Section 5-3-2 and Section 5-3-3, respectively. The transformers, switch gears, and boxes shall be located outside of the public right of way. (T&ES) (DSUP2016-0004)
- C-7 (a) Per the requirements of Section 5-3-2, Article A, Chapter 3 of the City of Alexandria Code, all new customer utility services, extensions of existing customer utility services and existing overhead customer utility services supplied by any existing overhead facilities which are relocated underground shall, after October 15, 1971 be installed

below the surface of the ground except otherwise exempted by the City Code and to the satisfaction of the Director, Department of Transportation and Environmental Services. (DSUP2016-0004)

(b) Per the requirements of Section 5-3-3, Article A, Chapter 3 of the City of Alexandria Code, all new installation or relocation of poles, towers, wires, lines, cables, conduits, pipes, mains, and appurtenances used or intended to be used to transmit or distribute any service such as electric current, telephone, telegraph, cable television, traffic control, fire alarm, police communication, gas, water, steam or petroleum, whether or not on the streets, alleys, or other public places of the City shall, after October 15, 1971, be installed below the surface of the ground or below the surface in the case of bridges and elevated highways except otherwise exempted by the City Code and to the satisfaction of Director, Department of Transportation and Environmental Services. (T&ES) (DSUP2016-0004)

C-8 Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer per the requirements of Memorandum to Industry 05-14 that is available on the City of Alexandria's web site. The downspouts and sump pump discharges shall be piped to the storm sewer outfall, where applicable after treating for water quality as per the requirements of Article XIII Environmental Management Ordinance. (T&ES) (DSUP2016-0004)

C-9 In compliance with the City of Alexandria Zoning Ordinance Article XI, the applicant shall complete a sanitary sewer adequate outfall analysis as per the requirements of Memorandum to Industry No. 06-14 New Sanitary Sewer Connection and Adequate Outfall Analysis, effective July 1, 2014. The sanitary sewer adequate outfall analysis is required as part of the Preliminary Site Plan submission. The memorandum is available at the following web address of the City of Alexandria (T&ES):

<http://alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf>

The methodology submitted to staff is acceptable for completing the sanitary sewer adequate outfall analysis. (DSUP2016-0004)

C-10 Per the requirements of Title 4, Chapter 2, Article B, Section 4-2-21, Appendix A, Section A 106(6), Figure A 106.1 Minimum Standards for Emergency Vehicle Access: provide a total turning radius of 25 feet to the satisfaction of Directors of T&ES and Office of Building and Fire Code Administration and show turning movements of standard vehicles in the parking lot as per the latest AASHTO vehicular guidelines. (T&ES) (DSUP2016-0004)

C-11 Plans and profiles of utilities and roads in public easements and/or public Right of Way must be approved prior to release of the plan.* (T&ES) (DSUP2016-0004)

C-12 Provide a phased erosion and sediment control plan consistent with grading and

construction plan. (T&ES) (DSUP2016-0004)

- C-13 Per the Memorandum to Industry, dated July 20, 2005, the applicant is advised regarding a requirement that applicants provide as-built sewer data as part of the final as-built process. Upon consultation with engineering firms, it has been determined that initial site survey work and plans will need to be prepared using Virginia State Plane (North Zone) coordinates based on NAD 83 and NAVD 88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES) (DSUP2016-0004)
- C-14 The thickness of sub-base, base, and wearing course shall be designed using “California Method” as set forth on page 3-76 of the second edition of a book entitled, “Data Book for Civil Engineers, Volume One, Design” written by Elwyn E. Seelye. Values of California Bearing Ratios used in the design shall be determined by field and/or laboratory tests. An alternate pavement section for Emergency Vehicle Easements (EVE) to support H-20 loading designed using California Bearing Ratio (CBR) determined through geotechnical investigation and using Virginia Department of Transportation (VDOT) method (Vaswani Method) and standard material specifications designed to the satisfaction of the Director of Transportation and Environmental Services (T&ES) will be acceptable. (T&ES) (DSUP2016-0004)
- C-15 All pedestrian, traffic, and way finding signage shall be provided in accordance with the Manual of Uniform Traffic Control Devices (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES) (DSUP2016-0004)
- C-16 No overhangs (decks, bays, columns, post or other obstructions) shall protrude into public Right of Ways, public easements, and pedestrian or vehicular travelways unless otherwise permitted by the City Code. (T&ES) (DSUP2016-0004)
- C-17 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES) (DSUP2016-0004)
- C-18 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES) (DSUP2016-0004)
- C-19 During construction the applicant shall comply with the City of Alexandria’s Noise Control Code, Title 11, Chapter 5, which sets the maximum permissible noise level as measured at the property line. (T&ES) (DSUP2016-0004)
- C-20 All construction activities must comply with the Alexandria Noise Control Code Title 11, Chapter 5, Section 11-5-4(b)(15), which permits construction activities to occur between the following hours:
- Monday Through Friday from 7 AM To 6 PM and
 - Saturdays from 9 AM to 6 PM.

- c. No construction activities are permitted on Sundays and holidays.
 - d. Work outside the above hours can only be performed under a Variance issued by the Director of Transportation and Environmental Services
- Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:
- e. Monday Through Friday from 9 AM To 6 PM and
 - f. Saturdays from 10 AM To 4 PM.
 - g. No pile driving is permitted on Sundays and holidays. (T&ES)
- Section 11-5-109 restricts work in the right of way for excavation to the following:
- h. Monday through Saturday 7 AM to 5 pm.
 - i. No excavation in the right of way is permitted on Sundays. (T&ES)
(DSUP2016-0004)
- C-21 The applicant shall comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for stormwater pollutant load reduction, treatment of the Alexandria Water Quality Volume Default and stormwater quantity management. (T&ES) (DSUP2016-0004)
- C-22 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES) (DSUP2016-0004)
- C-23 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, and/or Virginia Marine Resources shall be in place for all project construction and mitigation work prior to release of the final site plan. This includes the state requirement for a state General VPDES Permit for Discharges of Stormwater from Construction Activities (general permit) and associated Stormwater Pollution Prevention Plan (SWPPP)_for land disturbing activities equal to or greater than one acre. See memo to industry 08-14 which can be found on-line here: <http://alexandriava.gov/tes/info/default.aspx?id=3522>. *(T&ES) (DSUP2016-0004)
- C-24 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) plan Book with the Final 1 submission. The project's stormwater management (SWM) plan and the erosion and sediment control (E&SC) plan must be approved prior to the SWPPP being deemed approved and processed to receive coverage under the VPDES Construction General Permit. Upon approval, an electronic copy of the approved SWPPP Book must be provided with the Mylar submission and the coverage letter must be copied onto the plan sheet containing the stormwater management calculations. An electronic copy and a hardcopy of the SWPPP Binder Book must be included in the released site plans, and the approved hardcopy SWPPP Binder must accompany the construction drawings onsite. Separate parcel owners will be required to seek separate VPDES Construction General Permit Coverage unless a blanket entity incorporated in Virginia has control of the entire project. (T&ES-Storm) (DSUP2016-0004)

VAWC Comments:

- F-1 If the grade of the City park changes, indicate how many feet grade will raise, and how the

profile of existing 12" water main will change. (DSUP2016-0004)

AlexRenew Comments:

R-1. **RECOMMENDATION ADDED:** Applicant to include the following notes on the DSUP plans and the plans issued for construction:

- a. Contractor shall ensure all discharges are in accordance with City of Alexandria Code Title 5, Chapter 6, Article B.
- b. Dewatering and other construction related discharge limits to the sewer system are regulated by AlexRenew Pretreatment. Contractor is required to contact AlexRenew's Pretreatment Coordinator at 703-549-3381 x2020. (DSUP2020-10020)

COMMENT REMOVED: No comments. (DSUP2016-0004)

Fire Department

F-1 All new fire hydrants on private property shall be City owned and maintained with the appropriate easements granted to the City for access, inspection, testing, maintenance and service. (DSUP2016-0004)

Code Administration (Building Code):

- F-1 The review by Code Administration is a preliminary review only. Once the applicant has filed for a building permit, code requirements will be based upon the building permit plans. If there are any questions, the applicant may contact the Code Administration Office, Plan Review Supervisor at 703-746-4200. (DSUP2016-0004)
- C-1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC). (DSUP2016-0004)
- C-2 The applicant shall provide a building code analysis with the following building code data on the plan: a) use group; b) number of stories; c) type of construction; d) total floor area per floor; e) height of structure f) non-separated or separated mixed use g) fire protection system requirements. (DSUP2016-0004)
- C-3 A soils report must be submitted with the building permit application for all new and existing building structures. (DSUP2016-0004)
- C-4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses. (DSUP2016-0004)
- C-5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities. (DSUP2016-0004)

- C-6 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to the Department of Code Administration that will outline the steps that will be taken to prevent the spread of rodents from the construction site to the surrounding community and sewers. (DSUP2016-0004)
- C-7 Sheeting and shoring shall not extend beyond the property line; except when the applicant has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process. (DSUP2016-0004)
- C-8 A wall location plat prepared by a land surveyor is required to be submitted to the Department of Code Administration prior to any building framing inspection. (DSUP2016-0004)

Archaeology

- F-1 Alexandria Archaeology concurs with the findings and recommendations in the Phase I Archaeological Survey Report dated 2015 for this project. No further archaeological action is necessary at this time. (DSUP2016-0004)
- F-2 If this project is a federal undertaking or involves the use of any federal funding, the applicant shall comply with federal preservation laws, in particular Section 106 of the National Historic Preservation Act of 1966. The applicant will coordinate with the Virginia Department of Historic Resources and the federal agency involved in the project, as well as with Alexandria Archaeology. (DSUP2016-0004)
- C-1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance. (DSUP2016-0004)

Asterisks denote the following:

- * Condition must be fulfilled prior to release of the final site plan
- ** Condition must be fulfilled prior to release of the building permit
- *** Condition must be fulfilled prior to release of the certificate of occupancy
- **** Condition must be fulfilled prior to release of the bond



APPLICATION

DEVELOPMENT SPECIAL USE PERMIT with SITE PLAN

DSUP # 2020-10020

Project Name: Potomac Yard Metrorail Station - South Pavilion and Knuckle Stair

PROPERTY LOCATION: 2401 and 3521 Potomac Avenue

TAX MAP REFERENCE: 025.04-03-01 and 016.04-01-01

ZONE: CDD #10

APPLICANT:

Name: Terry Suehr - City of Alexandria, Director, DPI

Co-Applicant: Fred Robertson III - WMATA

Address: 301 King Street, Alexandria, VA 22314

2500 Potomac Greens Drive, Alexandria, VA 22314

PROPERTY OWNER:

Name: City of Alexandria

Address: 301 King Street, Alexandria, VA 22314

SUMMARY OF PROPOSAL Amendments to approved DSUP 2018-0017 to construct a pedestrian bridge and pavilion building at the intersection of Glebe Rd and Potomac Avenue.

MODIFICATIONS REQUESTED N/A

SUP's REQUESTED Amendment to DSUP 2018-0017

THE UNDERSIGNED hereby applies for Development Site Plan with Special Use Permit approval in accordance with the provisions of Section 11-400 of the 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 also attests that all of the information herein provided and specifically including all surveys, drawings, etc., required of the applicant are true, correct and accurate to the best of his/her knowledge and belief.

Terry Suehr

Print Name of Applicant or Agent

301 King Street

Mailing/Street Address

Alexandria, VA 22314

City and State Zip Code

Co-Applicant: WMATA

Fred Robertson III

Date

Signature

Telephone #

Fax #

703.746.4055

Email address

Daphne.Kott@alexandriava.gov

Date

frobertston@wmata.com 202-734--8653

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Received Plans for Completeness: _____

Fee Paid and Date: _____

Received Plans for Preliminary: _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

ALL APPLICANTS MUST COMPLETE THIS FORM.

Supplemental forms are required for child care facilities, restaurants, automobile oriented uses and freestanding signs requiring special use permit approval.

1. The applicant is: (check one)

☒ 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 ten percent.

N/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?

N/A

[] **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 ten 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. City of Alexandria	301 King St., Alexandria, VA 22314	100%
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 025.04-03-01 (address), unless the entity is a corporation or partnership, in which case identify each owner of more than ten 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. 025.04-03-01	301 King St. Alexandria, VA	100%
2.		
3.		

3. Business or Financial Relationships. 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 the 12-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.	N/A	
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.

8/20/2020

Terry Suehr / Fred Robertson III

Date

Printed Name

Signature

- 2. Narrative description.** The applicant shall describe below the nature of the request **in detail** so that the Planning Commission and City Council can understand the nature of the operation and the use, including such items as the nature of the activity, the number and type of patrons, the number of employees, the hours, how parking is to be provided for employees and patrons, and whether the use will generate any noise. If not appropriate to the request, delete pages 6-9. (Attach additional sheets if necessary.)

The purpose of this application is to amend the approved DSUP #2018-0017 (Potomac Yard Metrorail Station)

in the following manner: Replace the previously proposed pedestrian ramp from the Knuckle Pier
to the entrance at Glebe Rd. and relocate the pavilion building at Glebe Rd.
This application provides a two-story entrance "South Pavilion" at the Glebe
Road intersection at Potomac Avenue with a pedestrian bridge connection to
the knuckle pier.

This application also proposes an emergency stairway egress at the Knuckle Pier from the bridge to
grade below.

3. How many patrons, clients, pupils and other such users do you expect?

Specify time period (i.e., day, hour, or shift).

Opening year forecasts 5,000 daily patrons

4. How many employees, staff and other personnel do you expect?

Specify time period (i.e. day, hour, or shift).

One or two full time WMATA station attendants (working hours below)

WMATA part time service cleaning staff and security staff.

5. Describe the proposed hours and days of operation of the proposed use:

Day	Hours	Day	Hours
Monday	5:00am - 11:30pm	Saturday	7:00am - 1:00am
Tuesday	5:00am - 11:30pm	Sunday	8:00am - 11:00am
Wednesday	5:00am - 11:30pm		
Thursday	5:00am - 11:30pm		
Friday	5:00am - 11:30pm		

6. Describe any potential noise emanating from the proposed use:

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

Noise sources include Metrorail door chimes, train conductor announcements, station public address

announcements, and brake noise. These noises are not expected to exceed WMATA or FTA noise standards.

B. How will the noise from patrons be controlled?

N/A

7. Describe any potential odors emanating from the proposed use and plans to control them:

Metrorail Stations are not an odor emitting or generating facility.

8. Provide information regarding trash and litter generated by the use:

A. What type of trash and garbage will be generated by the use?

The Metrorail Station will not be a source of trash generation. General pedestrian/commuter refuse only.

B. How much trash and garbage will be generated by the use?

General refuse collected in pedestrian scale trash receptacles located in and around the station.

C. How often will trash be collected?

Trash receptacles are emptied daily from Metrorail stations.

D. How will you prevent littering on the property, streets and nearby properties?

WMATA provides adequate number of trash receptacles in its entry pavilions, pedestrian tunnels, and bridges, mezzanines, and station platforms.

9. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

[] Yes. ☒ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

10. Will any organic compounds (for example: paint, ink, lacquer thinner, or cleaning or degreasing solvent) be handled, stored, or generated on the property?

[] Yes. ☒ No.

If yes, provide the name, monthly quantity, and specific disposal method below:

11. What methods are proposed to ensure the safety of residents, employees and patrons?

Standard WMATA safety guidelines and regulations are in place as can be found at typical WMATA Metrorail stations (such as security guards and cameras).

ALCOHOL SALES**12. Will the proposed use include the sale of beer, wine or mixed drinks?**

[] Yes. ☒ No.

If yes, describe alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales. Existing uses must describe their existing alcohol sales and/or service and identify any proposed changes in that aspect of the operation.

PARKING AND ACCESS REQUIREMENTS**13. Provide information regarding the availability of off-street parking:**

- A. How many parking spaces are required for the proposed use pursuant to section 8-200 (A) of the zoning ordinance?

N/A - Parking will not be available at the station

- B. How many parking spaces of each type are provided for the proposed use:

N/A Standard spaces

N/A Compact spaces

N/A Handicapped accessible spaces

N/A Other

- C. Where is required parking located? (check one) ☐ **on-site** ☐ **off-site**

If the required parking will be located off-site, where will it be located?

N/A

Pursuant to section 8-200 (C) of the zoning ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

- D. If a reduction in the required parking is requested, pursuant to section 8-100 (A) (4) or (5) of the zoning ordinance, complete the **Parking Reduction Supplemental Application**.

14. Provide information regarding loading and unloading facilities for the use:

- A. How many loading spaces are required for the use, per section 8-200 (B) of the zoning ordinance?

- B. How many loading spaces are available for the use?

- C. Where are off-street loading facilities located?

N/A

- D. During what hours of the day do you expect loading/unloading operations to occur?

N/A

- E. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

N/A

15. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

N/A