MPA2016-0001: Potomac Yard Metrorail Station
REZ2016-0001: Potomac Yard Metrorail Station
DSUP2016-0004: Potomac Yard Metrorail Station
DSUP2016-0005: Potomac Greens Park Amendment
DSUP2016-0006: Potomac Yard Park Amendment

Application	**General Data**	
Project Name: Potomac Yard Metrorail Station Potomac Greens Park Amendments Potomac Yard Park Amendments	PC Hearing:	June 7, 2016
	CC Hearing:	June 16, 2016 June 28, 2016
	If approved, DSUP Expiration:	June 28, 2021
	Plan Acreage:	6.99 acres
Location: Portions of the following: 2405, 2501, 3601, 3701, 2901 Potomac Avenue, 700 Carpenter Road, 1702 and 1880 Potomac Greens Drive, 2 George Washington Memorial Parkway	Existing Zones:	CDD#10, CDD#19
	Proposed Zones:	UT-Utility, CDD#19
	Proposed Use:	WMATA Metrorail station and associated facilities
	Gross Floor Area:	Approximately 124,934 gross square feet
Applicant: City of Alexandria Department of 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:	Targeting LEED Silver (or equivalent)

Purpose of Application

The co-applicants, City of Alexandria Department of Project Implementation and the Washington Metropolitan Area Transit Authority, request approval of a Master Plan Amendment, Map Amendment (rezoning), and Development Special Use Permit with site plan and associated Special Use Permits to construct a Metrorail station and associated facilities in Potomac Yard.

Applications and Special Use Permits Requested:

1. Amendment to the land use map in the Potomac Yard/Potomac Greens Small Area Plan chapter of the Master Plan to change the land use designation from CDD#10 to UT-utility zone
2. Map amendment (re-zoning) to the official zoning map to change the zone from CDD#10 to UT-utility zone with proffer
3. Development Special Use Permit to construct a Metrorail station and associated facilities with:
    a. Special Use Permit for an increase in allowable floor area ratio (FAR);
    b. Special Use Permit for an increase in allowable building height
4. Amendment to a previously approved Development Special Use Permit for Potomac Greens Park
5. Amendment to a previously approved Development Special Use Permit for Potomac Yard Park

Staff Recommendation: APPROVAL WITH CONDITIONS
Staff Reviewers: Jeffery Farner, Deputy Director, P&Z, jeffery.farner@alexandriava.gov Tom Canfield, AIA, City Architect, P&Z, tom.canfield@alexandriava.gov Robert Kerns, AICP, Division Chief, P&Z, robert.kerns@alexandriava.gov Al Cox, FAIA, Historic Preservation Manager, P&Z, al.cox@alexandriava.gov Nathan Imm, Urban Planner, P&Z, nathan.imm@alexandriava.gov Catherine Miliaras, AICP, Urban Planner, P&Z, catherine.miliaras@alexandriava.gov Ryan Price, Urban Planner, P&Z, ryan.price@alexandriava.gov Carrie Sanders, AICP, Acting Deputy Director, T&ES, carrie.sanders@alexandriava.gov Ramond Robinson, Division Chief, T&ES, ramond.robinson@alexandriava.gov Lee Farmer, AICP, Principal Transportation Planner, T&ES, lee.farmer@alexandriava.gov Dinesh Tiwari, CPRE, Deputy Director, RP&CA, dinesh.tiwari@alexandriava.gov Beth Znidersic, Urban Planner, RP&CA, bethany.znidersic@alexandriava.gov

PLANNING COMMISSION ACTION, JUNE 7, 2016:

On a motion by Commissioner Koenig, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval **MPA2016-0001**. The motion carried on a vote of 6-0.

On a motion by Commissioner Koenig, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval **REZ2016-0001.** The motion carried on a vote of 6-0.

On a motion by Commissioner Koenig, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval **DSUP2016-0004**, subject to all applicable codes, ordinances, and staff recommendations. The motion carried on a vote of 6-0.

On a motion by Commissioner Koenig, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval **DSUP2016-0005**, subject to all applicable codes, ordinances, and staff recommendations. The motion carried on a vote of 6-0.

On a motion by Commissioner Koenig, seconded by Commissioner Wasowski, the Planning Commission voted to recommend approval **DSUP2016-0006**, subject to all applicable codes, ordinances, and staff recommendations. The motion carried on a vote of 6-0.

Reason:
The Planning Commission agreed with the staff analysis and conditions of approval. There was detailed discussion about the process for architectural refinement of the western access pavilions. It was noted that while the same general concept and design direction is being used for both pavilions, the Board of Architecture Review Certificate of Appropriateness process will cover the review of each pavilion individually as those designs advance. There was also discussion about the pedestrian bridge hours, and staff noted that they will be aligned with WMATA's station hours. Logistics regarding passenger drop-off from Potomac Avenue were also focused on. Staff explained that the Potomac Yard Metrorail station is being designed as an urban station, and no designated parking/drop-off facilities are included in the design. Staff noted that new streets will be created in North Potomac Yard as that area develops, and this infrastructure would also provide opportunities for vehicular access to the station from the area around the northern entry pavilion. Enforcement of construction related impacts was also discussed, and staff referenced construction management measures that will help pro-actively mitigate impacts to the surrounding community. Examples of potential impacts were discussed as well as enforcement measures in place to prevent the impacts. Items like hauling permits, construction worker shuttles, and construction operating hours were noted, as well as DPI's physical presence on the site to enforce construction management conditions.

Following the public comment period, Commissioner Koenig re-emphasized that the north pavilion design is still on-going, and that there is opportunity for public input on its design as part of the North Potomac Yard re-planning effort. Commissioner Koenig also summarized the costing strategy of the project, and confirmed with staff that the community and the City's

elected leadership would be provided an updated cost estimate prior to finalization of the project. Mr. Koenig also recalled his understanding that a large percentage of the overall project cost is fixed based on WMATA requirements for Metrorail stations, and that design items such as the facades and other architectural related items being refined through the City processes, while critically important to the design of the station, would not significantly impact the overall cost of project and are proportionally less expensive than the fixed station elements.

Commissioner Wasowski emphasized that a long-term view needs to be considered with a significant public investment such as this one, further noting the economic benefits that will be realized by this investment. Commissioner Wasowski, also noted her support of the public art component of the project, and expressed the need to re-evaluate the permit parking process and how it impacts Potomac Yard. Commissioner Brown expressed his continued confidence in the staff effort thus far on the project, but noted that the project is still a work in progress, and that further refinements will continue. Commissioner Brown noted his skepticism of not having a dedicated drop-off area on Potomac Avenue, but acknowledged there is still time for further fine-tuning of the plans. Commissioner Lyle, noted her concerns with a lack of a drop-off area, and reiterated the need for a proactive approach to street parking in the neighborhood. Commissioner Lyle concluded by expressing her support of the project and staff's analysis.

Commissioner McMahon emphasized that the station is being design for millions of square feet of development, and as such the complexity and design of the project is not comparable to other simpler stations such as Arlington Cemetery as referenced by the community during the public discussion period of the hearing. Commissioner McMahon also noted that Arlington County is experiencing reduced traffic congestion along it's Metrorail corridors despite increases in density and development, which is evidence that transit-oriented development positively impacts traffic congestion. Commissioner McMahon described how Metrorail stations, when used as part of a larger multi-modal, mixed-use strategy, can transform neighborhoods. She noted that this strategy that can be viewed as a partnership between the community, its government, and developers, in the future of a neighborhood, which is the case here in Potomac Yard. Commissioner McMahon expressed support for the level of detail included in the conditions, specifically the effort being made to mitigate construction impacts, noting there is still work to be done, but that staff and elected officials will work with the community for a positive outcome.

Commissioner Koenig noted his support of the project expressed his agreement with Commissioner McMahon's assessment of the larger transportation integration of the area, and with Commissioner Wasowski's comments about how certain fundamental aspects of large projects get set as decision points are made over the course of many years. Madam Chair Lyman noted her agreement with the idea of taking a long-term perspective on projects such as this, and keeping an eye on what the City is trying to accomplish for the long-term. Madam Chair Lyman acknowledged that construction will be disruptive, but noted that the long-term benefits for the community will be significant.

Speakers:

Poul Hertel – Mr. Hertel spoke against the project noting it would be a mistake by the City to allow the station to be constructed because it will be disruptive to the character of the George Washington Memorial Parkway. Mr. Hertel and Commissioner Koenig then engaged in a discussion about the proposed station design.

Renee Beamish – Ms. Beamish spoke in favor of the project, noting that she and her family moved to Potomac Greens because of the exciting plans the City had for the area, and they are pleased with location of the Metrorail Station and the opportunity it will provide the community.

Audrey Lambert – Ms. Lambert of Potomac Yard noted some concerns related to insufficient representation of Potomac Yards residents in the public engagement process considering the potential special tax that will be levied on them. Ms. Lambert noted costs factors of the station design were also a concern, and that she would prefer a less expensive design. Maintenance costs for the station, and the proposed construction haul route was also noted as a concern. Madam Chair Lyman noted that the station financing and special tax district were not in purview of the Commission, but asked staff to provide additional commentary on the financing strategy and address concerns about potential cost over-runs for the project.

Adrian Lopez – Ms. Lopez of Potomac Yard noted her frustration with the community engagement process thus far and feels that Potomac Yard has not been given the same level of consideration as other neighborhoods in the City, specifically Potomac Greens. Ms. Lopez asked that the letter provided to the City on June 7th which was provided to the Planning Commission also be included in the materials provide to the City Council for the June 16th hearing.

Raphael Lima – Mr. Lima of Potomac Yard noted his concerns related to the station design, and specifically its influence on costs. Mr. Lima did not feel that costs were a consideration in the design process, which is concerning to him as a resident in the potential tax district area. Mr. Lima is also concerned with the lack of designated parking and drop-off area as well as the direction of the bicycle ramps on the west side of the station. Mr. Lima's concerns also included parking impacts in the neighborhood and impacts related to construction traffic, and whether the BRT lanes on route one could be used to lessen the impact of construction traffic on residents fronting Jefferson Davis Highway. Mr. Lima concluded by saying a line-item cost estimate is needed before moving forward with a design. Staff commented on the cost related concerns, noting that cost estimates will continue to be refined as part of the design-build process and specifically the forthcoming contract bids. Staff also addressed the parking concerns noting that the residential street parking permit process was being revised in 2017 such that it can be staff initiated, in advance of the station opening. Lastly, staff noted that construction hauling in the BRT lanes was not feasible due to efficiency concerns of the bus route and because that project was constructed with Federal grant money which has restrictions on the use and specific operation/safety requirements on bus infrastructure.

James Martin – Mr. Martin of Potomac Greens noted his preference for low-cost option for the station, and urged the Commission to not continue with the proposed designs, but rather seek a lower cost solution. Mr. Martin also expressed his concerns about the decision to use Potomac Greens Drive for construction rather than the GW Parkway, as well as parking impacts. Mr. Martin concluded saying that the community outreach has been somewhat constricted and noted that some Potomac Greens residents are still not aware the GW Parkway will not be used for construction access.

David Dunn – Mr. Dunn of Potomac Greens commented on an alternative station design that he provided to staff and the Planning Commission, noting how it fits lighter on the landscape, and is less impactful on the GW Parkway. Mr. Dunn noted several other advantages of the alternative design including focusing the structure height in one central area instead of on each end of the station, as well as providing a bicycle connection across the tracks that is independent of the Metrorail station, which would help mitigate security concerns in his neighborhood. Mr. Dunn noted that his alternative would reduce the costs of the project. Mr. Dunn expressed his concern that the community's input during the design process was not adequately considered. Madam Chair Lyman asked staff and Commissioner Koenig to comment on Mr. Dunn's alternative design. Staff noted that the selected alternative voted by City Council last year in terms of the access points are part of the environmental process, and changing the station access points would require a change to the environmental process. Commissioner Koenig noted that Mr. Dunn's concept is a creative alternative, but it is a fundamentally different concept than what is currently proposed, which would require starting again from the beginning of the design phase, something that would not be feasible at this point in the overall process.

Tanya Cuthbert – Ms. Cuthbert, Potomac Yard resident and community representative on PYMIG, expressed concerns related to the amount of attention and focus provided on the Potomac Yard side of the project, specifically the pavilion designs, commenting that other elements of the project including the Potomac Greens side, and the GW Parkway frontage received more design consideration and input from the community. Ms. Cuthbert also noted her concerns with the cost of the station and their relation to the design. Ms. Cuthbert asked for more information on the cost impacts of the proposed design, and is concerned about the possibility of cost-overruns on the project, noting the NOMA station as a recent example of an infill station that experience cost over-runs. Ms. Cuthbert concluding by expressing concerns about vehicular access to the station, specifically on Potomac Avenue, and also construction mitigation impacts and specially asking for an exception to use the BRT lanes for construction vehicles. Related to the cost over-run concerns, staff clarified that cost estimates are continuing to be refined as the design advances.

Caleb Smith – Mr. Smith of Potomac Greens spoke in opposition to the project, and expressed concerns about construction related impacts to his home and neighborhood, specifically damage to the homes from pile-driving activities, location of the trucks, and impacts to the environment. Mr. Smith noted that if the project proceeds in the currently proposed location, his family might move from their home in Potomac Greens.

MPA2016-0001, REZ2016-0001, DSUP2016-0004, DSUP2016-0005, DSUP2016-0006 - Potomac Yard Metro & Parks
Portions of: 2405, 2501, 3601, 3701, 2901 Potomac Ave, 700 Carpenter Rd, 1702, 1880 Potomac Greens Dr, and 2 George Washington Memorial Pkwy

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I. SUMMARY

A. Recommendation

Staff recommends **approval** of the Master Plan Amendment, Rezoning, Development Special Use Permit and all other applications and requests for the proposed Metrorail station at Potomac Yard. Potomac Yard 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 2010 North Potomac Yard Small Area Plan and the 2008 Transportation Master Plan

Staff believes the project conforms to the City's adopted plans, codes, and policies. The proposal provides a wide range of benefits for the City and surrounding community, some of which include:

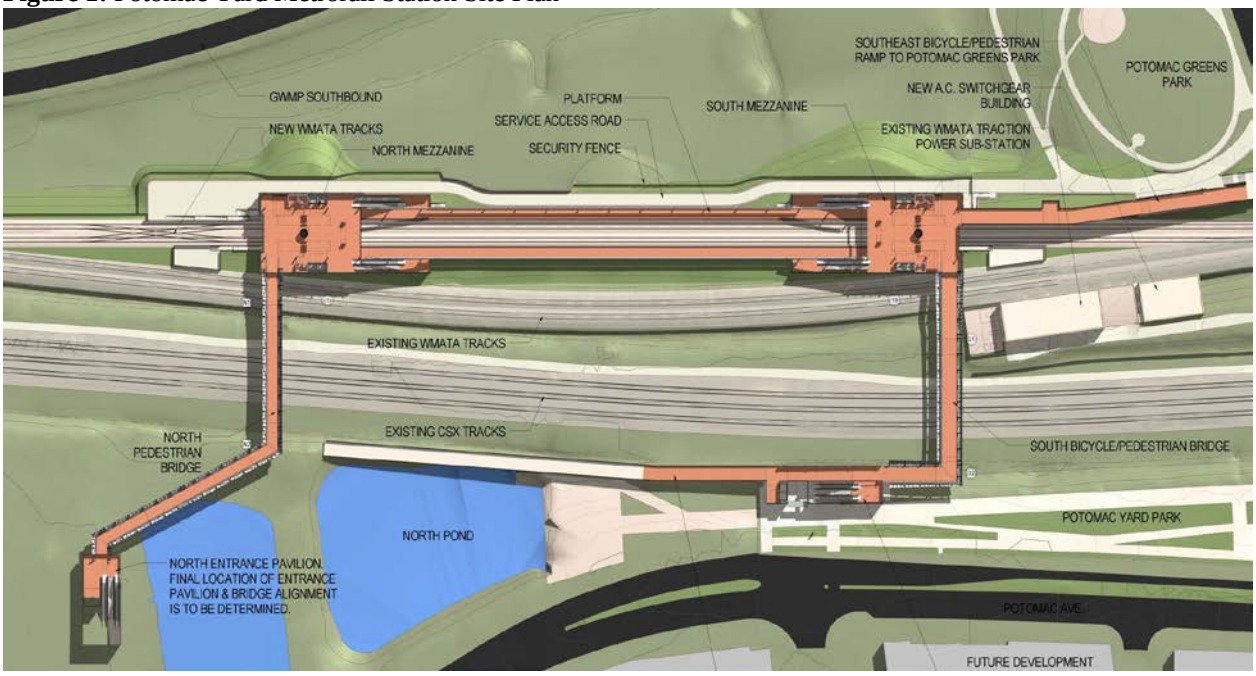
- Walkable access to the regional heavy rail transportation system for neighborhoods in the northeast portion of the City
- Regional job market access to Potomac Yard area through the regional heavy rail transportation system
- Future significant growth in tax revenues for the City's General Fund from real estate development near the new station
- Pedestrian and bicycle improvements including a bridge across the CSX and Washington Metropolitan Area Transit Authority (WMATA) rail tracks connecting Potomac Greens and points east to Potomac Yard and points west
- Restoration of a protected wetland
- Landscape and hardscape improvements to Potomac Yard Park
- Additional landscape, hardscape, and a new playground in Potomac Greens Park
- Public Art at the Metrorail station

B. General Project Description & Summary of Issues

The City and WMATA, are proposing to construct a Metrorail station in Potomac Yard. The station will provide access to the Blue and Yellow lines of WMATA's regional Metrorail system. The project includes a 97,000 square foot Metrorail station, two entry pavilions,

accessory buildings within the Potomac Yard neighborhood, and pedestrian bridges that connect the station to neighborhoods on the east and west side of the rail corridor. A depiction of the site is provided in Figure 1.

Figure 1: Potomac Yard Metrorail Station Site Plan



The proposed station will facilitate implementation of the Potomac Yard/Potomac Greens and North Potomac Yard Small Area Plans that envision the area as a walkable transit-oriented neighborhood with a mix of uses and building types, a strong retail presence, a variety of open space.

The following applications are being requested as part of the Metrorail station project:

- Master Plan Amendment
- Rezoning
- Development Special Use Permit with Special Use Permits for an increase in allowable floor area ratio (FAR) and an increase in building height

The following key issues were evaluated as part of the staff analysis and are addressed within this report:

- Conformance with the Small Area Plans
- Consistency with City Council Recommendations
- Site Design and Layout
- Park and Landscape Design
- Architecture and Building Form
- Board of Architectural Review (BAR)
- Analysis of the requested Master Plan Amendment
- Analysis of the requested Rezoning
- Analysis of the requested Special Use Permits
- Analysis of the proposed Subdivision
- Transportation and Transit
- Traffic Impacts
- Compliance with City Policies
- Construction Management
- Parking
- Community Engagement

II. BACKGROUND

A. Inception of the Potomac Yard Metrorail Station

Consideration of a Metrorail station in Potomac Yard has a long history. The potential for a Metrorail station at Potomac Yard was initially considered during the original planning of the Metrorail Regional System in the 1960s and 1970s. While a Metrorail station was not included as part of the 1999 City approval for South Potomac Yard, a reservation site for a future Metrorail station was approved so as to not preclude a future Metrorail station.

Major milestones in the history of planning for the Potomac Yard Metrorail Station include:

- 1968 and 1975: Metrorail system plans identified Potomac Yard as a site for a future Metrorail station that could benefit new development.

- 1992/1999: The City of Alexandria's Potomac Yard/ Potomac Greens Small Area Plan identified the potential for a Metrorail station.

- 2008: City adopted the Transportation Master Plan which recommended any increase in density beyond what was currently approved in the Potomac Yards/Potomac Greens Small Area Plan should include reasonable provisions to address the development and funding of an additional Metrorail station.

- 2010: The Potomac Yard Concept Development Study, conducted by the City of Alexandria and the Washington Metropolitan Area Transit Authority (WMATA), analyzed eight potential Metrorail station locations, recommending further examination of three locations.

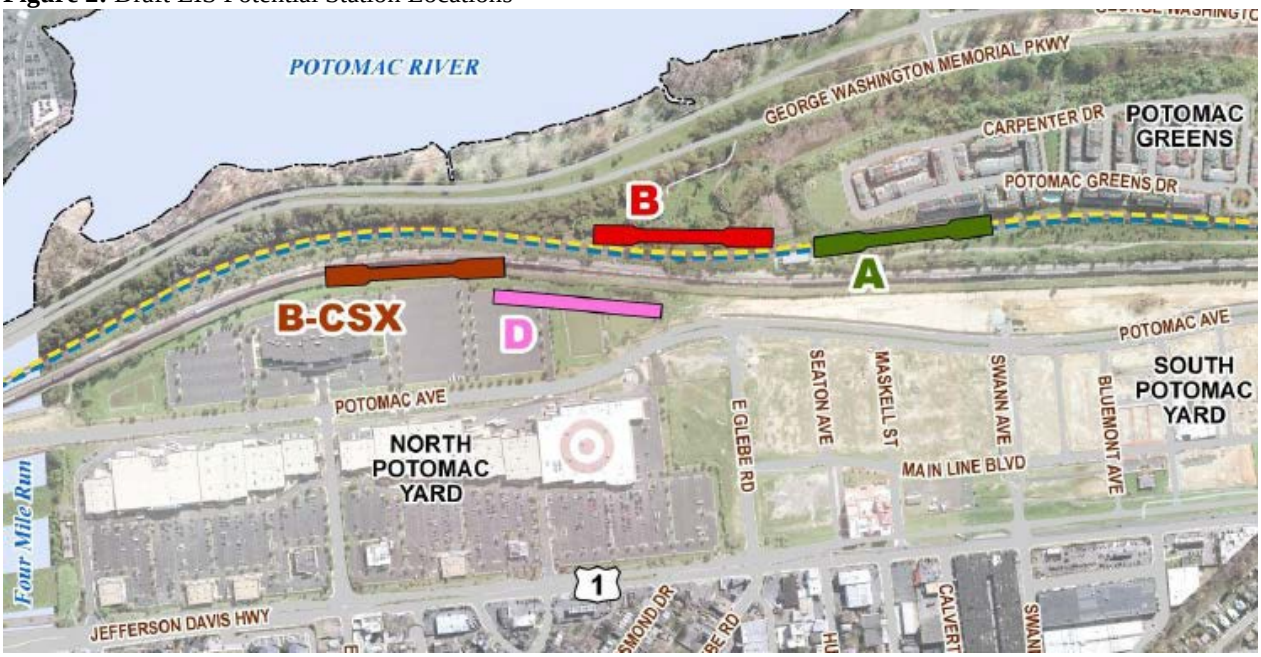
- 2010: The North Potomac Yard Small Area Plan was adopted, envisioning replacement of the existing shopping center with an urban transit-oriented mixed use neighborhood based on the provision of a Metrorail station.

Federal Processes

The North Potomac Yard Small Area Plan noted that a final station location decision would be subject to coordination among stakeholders, resolution of environmental issues, and consideration of alternatives through the National Environmental Policy Act (NEPA) process.

In 2011, the City of Alexandria initiated an Environmental Impact Statement (EIS) under NEPA for construction of the proposed Potomac Yard Metrorail Station. The lead Federal agency for the EIS is the Federal Transit Administration (FTA) and the City is the project co-lead and sponsor. WMATA and the National Park Service (NPS) are cooperating agencies. As part of this process, a Draft EIS was released on March 27, 2015. Four alternatives were evaluated as part of the Draft EIS including Alternative A, Alternative B, Alternative D, and Design Option B-CSX (a design option for Alternative B). A No Build Alternative was also evaluated a part of the study. The general location of these alternatives is depicted in Figure 2 below.

Figure 2: Draft EIS Potential Station Locations



The Draft EIS was circulated for public review and comment through May 18, 2015 during which time there were two public hearings (on April 30 and May 16) as well as a range of public involvement activities. Following the public comment period, the City Council selected "Alternative B" as the preferred alternative on May 20, 2015.

Preparation of the Final EIS began following selection of the preferred alternative. This document includes further design and refinement of Alternative B in order to minimize community and environmental impacts, identify with more detail the impacts of Alternative B, and develop measures for avoiding, minimizing, or mitigating adverse impacts. The Final EIS will be released for public review for 30 days, after which FTA and NPS will each issue a Record of Decision (ROD). The RODs which will present the basis for the decision, specify the environmentally preferable alternative, and detail the commitments made to avoid, minimize, or mitigate the adverse impacts. The ROD will close out the NEPA process and allow the project to move into the final design and construction phase.

Site Selection

The Section 106 process has been integrated into the NEPA process. The Section 106 review process identifies whether there are any historic properties in the Area of Potential Affect and

whether they may be adversely affected by the undertaking. The Section 106 process also seeks to mitigate any potential adverse effects to historic properties.

Site selection for the preferred alternative was based on the ability of the alternative to support the transformation of Potomac Yard into a smart-growth, urban, walkable community with a mix of office and residential uses, high-quality retail, entertainment, and new parks; its ability to help accommodate growing transportation demand in the Route 1 corridor within the existing roadway network; and its economic development benefits.

Getting the Metrorail station location right, closest to the most potential development and office uses in particular, is critical to the success of the project. The North Potomac Yard Small Area Plan recommends that the station be located closest to the highest density. The Plan also allows the most density if the station is constructed in the preferred alternative location (and requires the developer to contribute to the cost of construction), and therefore yields the most economic benefit to the City. The preferred alternative location puts the Metrorail station within 0.25 mile of the most development compared to other alternatives considered and creates the best opportunity for smart growth and a walkable, compact, urban community. The preferred alternative best balances land use and transportation, is consistent with City plans, and places the station in the best location to serve the largest number of potential Metrorail riders. Additional details on the strengths of the Preferred Alternative location are provided in the site design section of this report.

Funding Structure

The current financing plan for the Potomac Yard Metrorail Station assumes that the bulk of the capital costs will be paid for using new Potomac Yard-generated tax revenues and developer contributions. The City has established the Potomac Yard Metrorail Station Fund, the proceeds of which are to be used solely for the design, construction, and financing of the station and will be segregated from other revenues. The Station Fund will accumulate revenue from the following sources and mechanisms:

- **Net new tax revenue:** For new tax revenue generated by new development in Potomac Yard, a fixed set of percentages will go to the General Fund to pay for City services and schools that the new Potomac Yard residents and businesses will need. Net new tax revenues will go to the Station Fund to pay debt service and station-related operating costs. Any remaining balance after Potomac Yard Metrorail Station debt service and operating costs are deducted would be deposited in the City's General Fund to provide benefits citywide for Alexandria residents and businesses.

- **Special tax districts:** Two special tax districts have been established to generate revenue for the Station Fund. The Tier I special tax district applies to non-single family development and collects 20 cents per $100 of valuation. The tax levy in the Tier I district began in 2011. The Tier II special tax district would apply to single-family and condominium development in the lower part of Potomac Yard and is planned to assess 10 cents per $100 of valuation. Collections are planned to begin in the calendar year after the station opens. Once station costs and all other potential sources of funding are known, a final decision on the Tier II levy will be made.
- **Developer contributions:** For Alternative B, CPYR, Inc., the owner of North Potomac Yard, agreed in 2010 to contribute up to $49 million in 2010 dollars, indexed to inflation, some of which could be accelerated as a shortfall guarantee. CPYR's representatives have subsequently indicated they wish to renegotiate the amount of the shortfall guarantee. Discussions about amending their existing obligation will occur as part of the North Potomac Yard re-planning effort, which began in May 2016 and is currently underway. MRP and PYD, the developers of the southern portion of Potomac Yard, previously agreed to contribute $2 million as well as some of the land for the station.

The revenue sources described above will be used to pay back loans from three sources:

- **General Obligation Bonds:** The City plans to fund the station construction costs not funded through other sources by issuing up to approximately $66 million in general obligation bonds. This bond amount assumes a Federal TIFIA loan of up to $88 million is approved. The bond issuance will be structured to minimize debt service in the early years, with a gradually increasing annual principal repayment over the 30 year amortization period.
- **Virginia Transportation Infrastructure Bank (VTIB):** The City was awarded in 2015 a $50 million loan from the Virginia Transportation Infrastructure Bank. The low interest rate of the loan (2.17 percent) will reduce borrowing costs by lowering the overall debt service associated with total borrowing requirements for construction of the station. The flexible terms of the VTIB loan repayment reduce the City's risk as new development is anticipated to generate new revenues utilized for the repayment of principal and interest associated with the loan.
- **Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan:** The City is applying for an up to $88 million loan through TIFIA. Similarly to VTIB, a TIFIA loan would have lower borrowing costs and flexible repayment terms, which would reduce the overall debt service and reduce risk associated with the pace of development.

The City has requested a $69.5 million grant from the Northern Virginia Transportation Authority (NVTA), $3.5 million of which has been awarded to date. The remaining $66 million has been requested for FY2017, with a determination to be made by NVTA in summer 2016. In addition, as an alternate source of funding the City will be applying for up to $20 million in TIGER grant funds from the U.S. Department of Transportation, but inadequate funding at the federal level coupled with a large field of state and local TIGER grant applications make this grant not likely.

Financial Feasibility

Project budget cost estimates were developed by WMATA as part of the Draft EIS process and were based on the preliminary engineering completed to date. Costs were escalated to the midpoint of construction based on an assumed completion date of late 2018.

The City conducted a financial feasibility analysis to confirm that the cost of the station could be covered using the funding and financing mechanisms described above. The analysis assumed 85 percent of the high end of the cost estimate range, of $268.1 million. The analysis found that the preferred alternative has positive cash flow that covers the debt service and operating costs and is therefore financially feasible. The estimates of station costs will be updated in the coming months.

Development Special Use Permits

With a location selected, and the NEPA process nearing completion, the City has coordinated with WMATA to advance the Metrorail station design through the City's established Development Special Use Permit (DSUP) and Board of Architectural Review (BAR) processes. From a procedural standpoint, the project is being proposed within three separate DSUPs; a new DSUP for the Metrorail station and ancillary structures (DSUP2016-0004), an amendment to the existing Potomac Yard Park DSUP (DSUP2010-0012) to allow a station entrance to be constructed in the park, and an amendment to the existing Potomac Greens Park DSUP (DSUP2002-0026) to allow a station ramp to be constructed in the park. The City's Department of Project Implementation and WMATA are co-applicants on the DSUPs. Conditions of approval within these DSUPs will be incorporated into the Design-Build Contract that WMATA will be issuing for the project. A Certificate of Appropriateness from the BAR will be required for this project prior to construction. A detailed analysis of all three DSUPs included with the project is provided in the Staff Analysis section of this report.

Design-Build Process

The Potomac Yard Metrorail Station will be implemented through a design-build process, during which WMATA will be the lead agency. Once the proposed DSUPs are approved, WMATA will continue the design-build process by procuring a design-build team. This design-build team will advance the approved preliminary design to a final design phase and implement the construction of the Metrorail station. City staff will continue to work with WMATA and their design-build team to ensure the final design adheres to the City's criteria and vision. Construction of various components of the station will be initiated as final approvals are achieved through the City's Final Site Plan Review and Building Permit processes. The design build process will allow for enhanced design and construction integration and project economic efficiency.

B. Site Context

General Location

The Potomac Yard Metrorail Station will be 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 in between the existing Ronald Regan Washington National Airport and Braddock Road stations. The site is in close proximity to the National Airport, the Pentagon, and the employment centers of Crystal City and Pentagon City, approximately 5 miles from downtown Washington, DC. The station will be located between the George Washington Memorial Parkway (GWMP) and the CSXT 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 two pedestrian bridges from the station over the CSXT tracks to the planned development in Potomac Yard. The bridge at the southern end of the station will provide pedestrian/bicycle access between Potomac Yard and the Potomac Greens neighborhood.

History of the Yard

The site used to be home to The Richmond, Fredericksburg & Potomac (RF&P) Railroad Potomac Yard, which opened in 1906 and was once the largest rail yard for freight interchange on the East Coast. Beginning in the late 1980s, the rail yard was phased out, and the area was being considered for redevelopment. By 1992, the existing rail yard was rezoned to allow for redevelopment, and by the late 1990s, commercial stores were built, followed by residential units, office space, retail, and park space. The Potomac Yard Retail Center commercial stores on

the northern portion of the site within the City of Alexandria were intended as an interim use, until demand was sufficient for higher density uses. Currently, portions of Potomac Yard are still under development, either under construction or planned for higher-density mixed-use redevelopment in the coming years. Construction has been completed for much of south Potomac Yard and most of those residential units, both townhome and multi-family are now occupied. A Giant grocery store opened in Landbay G in the September 2015.

The construction of a Metrorail station in Potomac Yard was anticipated when WMATA established the Metrorail Adopted Regional System Plan in 1968. At the time the Blue and Yellow Line tracks were built, the area was occupied by the rail yard, and a station was not justified by WMATA. Metrorail planners identified the site for a station to be added later, and the Final Environmental Impact Statement, Metropolitan Washington Regional Rapid Rail Transit System (August 1975, p. 188) cites the provision for a future station at Potomac Yard.

C. Detailed Project Description

The proposed location of the station was approved by City Council in June 2015 as “alternative B” as part of the Preferred Alternative analysis process. The new Metrorail station will provide access to the Blue and Yellow lines of WMATAs regional Metrorail system for the north eastern portion of the City. The proposed station will be located between the existing stations at Ronald Regan Washington National Airport and Braddock Road. The project includes several components including a 97,000 square foot Metrorail station, two entry pavilions within the Potomac Yard neighborhood, two pedestrian/bicycle bridges spanning the CSX rail tracks connecting to the entry pavilions, a pedestrian/bicycle ramp connecting to the Potomac Greens neighborhood, a new AC switchgear room, and re-alignment of the Metrorail tracks through the new station. The station will be approximately 50 feet tall at each end, and drop to approximately 23 feet in the middle along the platform area. The bridges crossing the CSX tracks need to be open-air but weather-protected, and enclosed in a mesh or fence that precludes jumping or throwing of objects. The station mezzanines are similarly open-air (non-conditioned space) but require solid transparent enclosure walls and roof overhangs sufficient to preclude wind-driven rain, and to provide excellent weather protection in the space. The track geometry in this section of the Blue/Yellow Line is such that the only a side-platform configuration could be made to work.

III. ZONING

Property Address:	Portions of the following: 2405, 2501, 3601, 3701, 2901 Potomac Avenue, 700 Carpenters Road, 1702 and 1880 Potomac Greens Drive, 2 George Washington Memorial Parkway
Total Site Area:	6.99 acres
Zone:	Existing: CDD#10, CDD#19 Proposed: UT-Utility and CDD # 19
Current Use:	Public open space, rail track
Proposed Use:	Metrorail station

	Permitted/Required	SUP	Proposed
FAR	0.35	0.50	0.39 (parcel east of tracks) 0.31 (parcel west of tracks)
Height	35 feet	50 feet	50 feet
Setbacks	Not required in UT zone	N/A	N/A
Parking	Not required for Metrorail station use	N/A	N/A
Open Space	Not required in UT zone	N/A	43%*

*ground-level open space

IV. STAFF ANALYSIS

A. Conformance with the Small Area Plans

The project site lies primarily within the boundaries of the Potomac Yard/Potomac Greens Small Area Plan, and the northern access pavilion will land within the boundaries of the North Potomac Yard Small Area Plan**.** Both of these 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. While the Small Area Plan identifies a location for the future Metrorail station that is farther south of the current proposal, more in alignment with the "Alternative A" site, the location of the selected "Alternative B" site 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" (page 56). Furthermore, the current location of the Metrorail station will be closer 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" (page 56). While the Potomac Yard/Potomac Greens Small Area Plan does depict a Metrorail station, staff recommends an amendment to the Land Use Map to include the Utility Zone around the proposed station site.

B. *Master Plan Amendment*

The proposal includes a request for a Master Plan Amendment that will change the land use designation for the Metrorail station site within the Potomac Yard/Potomac Greens Small Area Plan. Currently, the land use map in small area plan (Map 18) shows the station site as CDD – Coordinated Development District. This amendment would add the UT-Utility Zone to the land use map where the station is proposed. This map change will align with the re-zoning request also being submitted with this DSUP to change the zoning of the site from CDD#10 to UT-Utility to allow for the Metrorail station use. An analysis of the re-zoning request is provided in the subsequent section. Staff is supportive of this Master Plan Amendment because it will accurately reflect the zoning of the station site and is in alignment with City goals and policies for Metrorail service at this location. The small area plan identifies the Metrorail station as a critical component to the redevelopment of Potomac Yard, and this Master Plan Amendment will enable implementation of that vision. Furthermore, the Metrorail station is already identified on the land use map within the small area plan; this amendment is clarifying its location and zone of the proposed station.

Adopted in 2010, the North Potomac Yard Small Area Plan also anticipates a future Metrorail station in the neighborhood. The station is incorporated into the main principles of the plan, one of which states "Pursue a comprehensive multi-modal approach to transportation based on a highly walkable urban environment, minimal automobile impact, and maximum use of the existing and new Metro stations" (page 4). From a land use perspective, the plan puts a heavy

emphasis on cultivating office development, which provides a diversity of uses and daytime vibrancy to the neighborhood, while also generating powerful economic benefits for the City's tax-base. The viability of office development envisioned by the plan is largely predicated on the presence of the proposed Metrorail station. Many of the urban design goals of the plan are also framed around a future Metrorail station. This is true particularly for the area near the station as the plan notes "The Metrorail station serves as a focal design element for the Metro Square neighborhood" (page 13). The Metrorail station's influence on urban design carries throughout the plan into other areas such as siting of the street grid, integration with the open space plazas, and visibility from proposed retail areas.

C. Site Design and Layout

The design approach for the station site is influenced by factors ranging from the selected location, to long-range development programing, to existing physical constraints such as rail tracks, wetlands, and protected natural environments. The proposed layout and design of the approximately 7 acre site balances all of these considerations to achieve a Metrorail station that is accessible to a large and diverse area, yet is scaled to respect adjacent natural resources and not overwhelm historically significant view sheds.

Site Location: The location of the Metrorail station was carefully studied as part of the Preferred Alternative process. Following the analysis on the final four location options, staff concluded that the "Alternative B" location provides the best balance of land use and transportation considerations, is consistent with City plans, and places the station in the best location to serve the largest number of potential Metrorail riders. The City Council voted to proceed with "Alternative B" per staff's recommendation which is the location shown on the proposed site plan. In addition to cost and economic advantages, there are also distinct design advantages of placing the station in this location including:

- **Walkability Potential:** The station is within walking distance (0.25 – 0.5 miles) of most of the built and planned development in Potomac Yard and North Potomac Yard. This proximity to density creates the best opportunity for smart growth and implementing the vision of the neighborhood as a walkable, transit-oriented urban community.

- **Transit Ridership:** Studies conducted on this location option found that it would produce the most transit trips due to this proximity to a dense mix of uses, which equates to the best utilization of the station from a ridership perspective.

- **Proximity to Office Development:** The site is less than 0.25 mile to much of the planned high-density development in the neighborhood, notably the blocks identified for office locations. As research has shown region-wide, office development is most likely to occur within 0.25 miles of a Metrorail station. The site location makes office development more viable, which will help achieve the desired mix of uses and produce tax revenue and economic benefits to the City.

Station Access Areas: The site design incorporates several entry/exit locations that make the station accessible to a broad geography on both sides of the rail corridor. A summary this accessibility is provided below:

- **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 access pavilions on the west side of the tracks, and an access ramp on the east side of the tracks. The ramp on the east side of the tracks will provide access from Potomac Greens and connect directly into the mezzanine level of the station. Pedestrian bridges over the CSX rail tracks will connect the access pavilions west of the tracks directly into the mezzanine level of the station. The slopes on the bridges and ramps have been kept under five percent, which exempts them from typical ramp requirements; however, landings have been placed at comfortable spacings, allowing for convenient rest spots for all users. In addition, "shortcut" stairs have been incorporated into the design of both east and west ramps, to allow for convenient interchange between the ramps and the adjoining parks.

  The southern-most pavilion on the west side of the tracks is strategically located at the terminus of E. Glebe Road at the intersection with Potomac Avenue and adjacent to the Landbay G Town Center in Potomac Yard. This location provides maximum visibility from points west, and places access to the station within walking distance of much of the commercial and residential development in south Potomac Yard. The northern pavilion on the west side of the tracks will provide access to the station from North Potomac Yard. This pavilion will be located within what is currently the Regal Theater parking lot. The exact location of the pavilion will be coordinated with the

on-going planning effort in North Potomac Yard to tie into the future street grid and development program proposed for that area.

- **Bicycle Facilities**: The site design also incorporates bicycle access on both the east and west side of the rail tracks. This infrastructure will not only provide bicycle access to the Metrorail station, it will also integrate with the existing trail network and provide a critical link between the neighborhoods on both sides of the rail tracks. All bridges and ramps have been designed to be 16 feet wide to accommodate two-way circulation for both bicycles and pedestrians. Cyclists will be able to traverse the rail tracks using ramps that connect into Potomac Greens Park and Potomac Yard Park. Additionally there will be long-term and short-term bicycle parking provided on each side of the tracks.

- **Emergency Vehicle Access:** Emergency vehicles will access the station from Potomac Avenue. Rollover curbs will be installed in front of the southern access pavilion as part of the Potomac Yard Park re-design proposed with DSUP2016-0006. The eastern side of the station will be accessible from Potomac Greens Drive.

- **Maintenance Vehicle Access:** An access road will be provided for maintenance activities on the east side of the station. The entrance to the access road will be located at the northern edge of Potomac Greens Park. The access road will span the entire length of the Metrorail station and terminate at a crane pad at the northeast corner of the station. The access road will be gated and a security fence will be located just east of the station.

Context of Pedestrian Bridge Connection: A pedestrian bridge connection has been an on-going discussion point throughout the iterations of Potomac Yard. The pedestrian bridge is ultimately intended to provide a link between the eastern (Potomac Greens and Old Town Greens) and western portions of Potomac Yard, as these two areas are separated by Metrorail and CSX railroad lines. The pedestrian bridge was discussed in the original Coordinated Development District (CDD #10) approval, which called for a pedestrian bridge to be constructed after one million square feet of development occurred in Potomac Yard.

In June 2008, SUP#2008-0028 for the pedestrian bridge was brought to hearing. The new requirement called for construction of a pedestrian bridge to the north of Potomac Greens at the area reserved for a future Metrorail station. In February 2009, CDD Concept Plan #2008-0004 amended the requirement slightly to require either construction of a free-standing pedestrian

bridge, or a cash contribution by the applicant/developer for pedestrian bridge construction integrated into a new Metrorail station.

The North Potomac Small Area Plan, approved in May 2010, made a strong recommendation to move the location of the proposed Metrorail station further north into Landbay F. The final location of the Metrorail station would be determined after a full Environmental Impact Study (EIS) was conducted. And a determination was made that no free-standing pedestrian bridge would be constructed, as the pedestrian bridge is anticipated to be incorporated as part of the new station.

As noted above the location of the Metrorail station as shown today was determined through the EIS process. And the pedestrian bridge has been designed as an integrated component of the proposed Potomac Yard Metrorail Station.

Through the public outreach and community engagement period, a request was made to City staff to explore the operating hours of the pedestrian bridge. The two options are for the pedestrian bridge to (1) be open during WMATA's station operating hours or (2) to be open 24 hours a day, 7 days per week. The request by residents to review the proposed hours for the pedestrian bridge were based on security concerns raised by members of the Potomac Greens community. Additionally, during the design process, staff was informed by WMATA that WMATA could not own and operate a facility that was open outside of station operating hours and that the responsibility and cost associated with operating and maintaining the pedestrian bridge and all associated facilities would be borne by the City. The majority of feedback received from the community at the community meetings favored the bridge being open only when the station was open. Staff also heard concerns during the community meetings about limiting access as a result of closing the pedestrian bridge when the station is closed. Based on WMATA operating hours (5am-12am Mon-Thu, 5am-3am Fri, 7am-3am Sat, and 7am-12am Sun), the station would be open 80% of the time in a given week.

If WMATA does not own and maintain the pedestrian bridge then the station's western entrance pavilion at Potomac Avenue and East Glebe would also have to be owned and maintained by the City. This would include maintenance of the elevators and escalators. This would be unprecedented, as the City does not currently have this type of maintenance experience. Maintaining these facilities would mean maintenance expenditures for the City of approximately $265,000 each year, with larger expenses of approximately $410,000 every 10 years for escalator rehabilitation and of approximately $310,000 every 15 years for elevator rehabilitation.

Staff's recommendation based on the concerns expressed by residents, the costs to be borne by the City for operating and maintaining the facilities and consideration that the facilities would remain open 80% of the time, is to have the pedestrian bridge be owned and maintained by WMATA and open only when the station is in operation.

D. Station Design

Design Process & Public Input

The current design proposal for the Potomac Yard Metrorail Station is the result of an extensive process involving the community, the City, and the National Park Service (NPS). Regular meetings were set up with the Potomac Yard Implementation Group (PYMIG) and the Old and Historic Board of Architectural Review (BAR), as the principal conduits for public input and comments, along with additional, regularly scheduled meeting with the NPS. Additional meetings have been held with representatives of the United States Commission on Fine Arts (CFA), and the National Capital Planning Commission (NCPC), both of which have an advisory role in the approval process. The station lies within the City's Old and Historic Alexandria District and a summary of the BAR concept review is provided in the subsequent section.

The approach for the design is based on using materials that reflected both the design heritage of the George Washington Memorial Parkway (GWMP) as well as the natural, wooded environment in which the station will ultimately sit. Materials such as stone, naturally weathering metals, and earth tone colors are part of the basic strategy for the station, which would both blend quietly into the landscape when their weathering process was complete, as well as offer exceptional longevity and low-maintenance. The station is also design designed to sit lightly in the landscape and not take a monumental approach.

Figure 3. Proposed Station

The approach for the station design has been to break the station into five components through the use of materials and colors. The strategy for the pedestrian bridges has been to keep them as

light and transparent as possible. The precedent for the design direction of station is the Thorncrown Chapel , which has a similar setting in a wooded area.

The strategy used, of creating a delicate outer framework of earth tone members that casts the clear glass behind into shade/shadow, is adapted to the Potomac Yard Metrorail Station, accomplished by creation of an open-work "exoskeleton" of an earth tone metal. This framework is projected in front of the station, creating a subtle layering that further helps to conceal the mass of the two mezzanine sections.

The station base will be clad in natural stone, consistent with much of the Parkway infrastructure; the supports for the two major CSX crossings and elements of the western entrance pavilions facing Potomac Yard will also have a natural stone finish. The secondary structure of the station, which supports the mezzanine level, consistent with the rest of WMATA system, will be structured of cast-in-place, architectural reinforced concrete. The structure above the mezzanine level will then transition to a lighter, steel structure, consistent with the CSX crossings and other pedestrian-focused elements of the station. Finally, the roofs of all station elements, beginning with the gently vaulted roof over the mezzanines, will be clad in a naturally-weathering metal such as zinc, to further reduce the visual mass of these elements. The portions of the platform level located below the mezzanines, which include a number of utility rooms and other functional station elements, are screened visually by horizontal louvers which also provide rain protection for the station interior. These louvers will be of a muted color that matches or harmonizes with the material of the exoskeleton, to help make this portion of the mezzanine structure visually recessive, and accentuate the move active upper areas.

Entrance Pavilions

The south entry pavilion is located on axis with the end of East Glebe Road, adjacent to the Landbay G Town Center, while the north pavilion is currently shown in a placeholder position, just north of the North Pond, and will be subject to location refinement in coordination with the future development of North Potomac Yard. The two station entrance pavilions on the west (Potomac Avenue) side of the CSX corridor will each contain two elevators, two escalators and stairs, as well as required ancillary mechanical/electrical spaces, and covered bicycle parking areas. These pavilions have been designed as contemporary structures, reduced to the minimum volume required to enclose the functional elements of vertical circulation – while incorporating a scenic overlook to link to the adjacent park and pond areas. A contemporary direction was elected for these two important structures, since they will face areas of Potomac Yard that are envisioned by their Small Area Plans as consisting of primarily office, retail and mixed-use development. Stonework defines the vertical mass of the escalators, while the balance of the

pavilion is clad in transparent glass, for maximum transparency. A simple, angled metal roof recalling the station roof in detail and material hovers/floats over the functional circulation elements.

CSX Crossings

The rectangular trusses are designed to keep the structure light, and incorporating elements of the rectangular grid from the station exoskeleton to keep the two forms related. The required safety enclosure will be achieved using a variety of woven metal mesh patterns, and weather protection achieved through the use of a gently curved roof, with side overhangs to achieve the required WMATA rain angle. User-proximate surfaces and accessories, such as handrails, will employ the current vocabulary of WMATA materials, including stainless steel and tile, per submitted materials samples.

Ramps and Bridges

Rather than use the massive, highway-scale concrete "tee" supports typical for these kinds of ramps and bridges, a series of irregularly spaced and staggered columns are proposed, which finished in a earth tone color, will reflect the scale and texture of the wooded environment. Where the ramp elevation is sufficiently close to grade, the ramp transitions from an aerial structure to a simple sidewalk on elevated grade, further reducing its apparent length. Once again, handrails and safety screening (where required) will be fabricated using materials such as stainless steel from the new WMATA palette of materials and finishes.

Interior Station Layout

The design approach for the station interior was to keep the layout simple, open, and transparent to maximize views of the Potomac River and George Washington Memorial Parkway viewshed, while also minimizing the overall volume of the station as much as feasible. To accomplish this, most of the service and maintenance rooms are located partially below-grade in a corridor underneath the platform level of the station. This allows a majority of the platform and mezzanine level walls to have direct views outside of the station, and maintains an airy and open feel to the interior. There are three levels to the station, each at varying sizes. Passengers will enter and leave the station at the mezzanine level through the standard Metrorail turnstile gates. The mezzanine level is the highest portion of the station and will house the manager booths, fare machines, elevators, escalators, and stairs. There will be two mezzanine areas, one at each end of the station, each connecting to pedestrian/bicycle bridges. Below the mezzanine will be the platform level, which functions as the primary passenger waiting area. In addition to the in-bound and out-bound passenger platforms, the platform level will include a series of service rooms, elevators, escalators, stairs, and the Metrorail tracks. As noted above, most of the

service, utility, and maintenance rooms will be located below the platform level along a service corridor. In addition to these rooms, the lower level will include elevators, stairs, and service crawl space.

E. *Board of Architectural Review (BAR)*

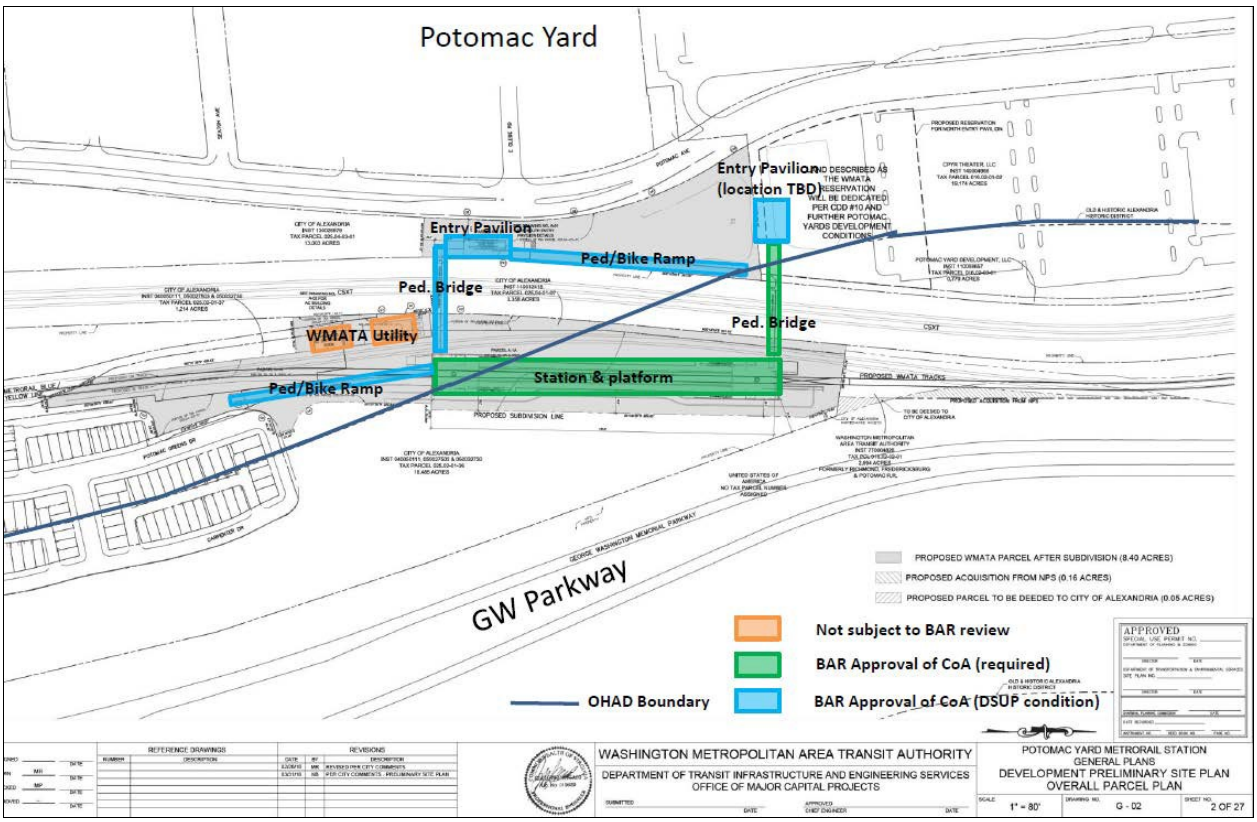
Role of BAR in Metrorail Station Design

The Old and Historic Alexandria District boundary follows the George Washington Memorial Parkway 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 George Washington Memorial Parkway which requires Board of Architectural Review (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.

In addition, at staff's request, the BAR has been providing comment and direction throughout the review process on the entire station complex, while understanding that certain accessory elements are located entirely outside of the historic district and not typically within the BAR's regulatory purview. That approach was used here during concept review in order to better coordinate the overall design and ensure that the same architectural design language was being spoken throughout the project.

In this case, because the City is the applicant and in consideration of the location and visibility of the project, it was most logical for the BAR to review the entirety of the station and most of its ancillary elements as a single project rather than, for example, reviewing one pedestrian bridge but not the other. Figure 4 below illustrates the BAR's review role in this case. The station elements shown in blue and green in will require a Certificate of Appropriateness from the BAR prior to the start of construction.

Figure 4. Map illustrating which elements are subject to BAR regulatory approval of a Certificate of Appropriateness.



Application of Washington Street Standards

Section 10-105(3)(a) of the City's Zoning Ordinance explains that the Additional Standards—Washington Street "shall apply to the construction of new buildings and structures and to the construction of additions to buildings or structures on lots fronting on both sides of Washington Street from the southern city limit to the northern city limit line." The lot for the proposed Metrorail station that will be owned by WMATA does not technically front on the George Washington Memorial Parkway; instead it is separated by a City-owned parcel that shares a boundary with the Parkway land. Although there is not a regulatory requirement to use the Washington Street Standards in this case, from the very first work session, the BAR has repeatedly acknowledged the siting of the station near the Parkway and noted that one of the key design principles should be to ensure that the station is "of the Parkway" rather than Old Town or Potomac Yard. Through all the work sessions the BAR has considered the impact of the

station on the Parkway by contemplating how character defining historic Parkway elements such as stone bridges and arches, could be incorporated into the station design.

BAR Concept Review and Design Evolution

The Board of Architectural Review held seven work sessions to refine the Metrorail station design. On May 18th 2016 the BAR endorsed the height, scale, mass and general architectural character of the Metrorail station and ancillary structures as proposed with this DSUP. In addition to the BAR's guiding design principles and ongoing review, the design team has been working closely with the Potomac Yard Metrorail Implementation Group (PYMIG) at monthly public meetings. PYMIG serves an important advisory role and the design team incorporated comments from both the BAR and PYMIG throughout this iterative design process.

Guiding Design Principles: In the early work sessions, the BAR spent time considering the setting of the new Metrorail station and understanding its programmatic requirements. The guiding design principles that the BAR developed included the following:

- The BAR's focus would be the context of the George Washington Memorial Parkway (GWMP) rather than Potomac Yard.
- The overall station design should use materials that are appropriate to the local Alexandria building traditions and the original GWMP infrastructure construction and new station should be in "the spirit of the Parkway". This was often described as "naturalized" and "organic."
- Particular attention must be paid to the following elements to insure that they are harmonious with the old and historic aspect of the GWMP:
    - Landscape berms and retaining wall materials that minimize the apparent height of the overall structure and blend with the natural landscape, using materials already found on the GWMP, such as local stone;
    - The roof design and materials of the station;
    - The form and materials of the platform roof and the pedestrian bridges must be as visually light as possible;
    - Lighting must be minimal, directed away from the Parkway, and should complement the station design; and
    - The height of the structures should be minimized
- Overall design should be visually "light" rather than "robust"
- The building should "look good both day and night."
- Allow "natural geography to dictate the architecture and geometry of the building mass."

- Preference for an open interior to allow visibility between escalators and through the roof over the escalator for personal security and to view the natural environment.

Direction on Building Form: Since the third work session (12/2/15), the BAR has expressed strong general support for the proposed height and scale of the station. At the fourth work session which was a roundtable discussion with the design team (12/16/15), the BAR reached consensus on an overall massing that had a curvilinear form, and as discussed in the architecture section above, the design direction from BAR has since evolved into a hybrid option that blends elements of the curvilinear form and the split-form with visible hyphens between the building components. The curvilinear massing approach includes an arched roof over the two station ends, which the BAR noted as a keen reference to the iconic Harry Weese vaults in the early Metrorail stations. The BAR also noted that a more natural landscape that undulated with the topography and the use of a stone base would effectively allow the station platform to be grounded in the landscape and reduce the perceived length of the station. Additionally, the BAR noted that a contrast in materials and design details would divide the station components into smaller modules and reduce the scale. The refined design became a five-part design of the two station ends and two hyphens (stair/escalator area) joining the passenger platform.

Direction on Building Skin: At the fifth work session (3/16/16), the BAR reached consensus on the general architectural character. As discussed in the Architecture section above, the board found that the use of a structural exoskeleton system, similar to the design *parti* at Thorncrown Chapel in the woods of the Ozark Mountains was an appropriate design for a station sited in a natural setting on the GWMP. This design *parti* seemed to respond most clearly to the BAR's direction that the Potomac Yard station should be "of the Parkway" rather than red brick Old Town or modern Potomac Yard. Using the design principles developed and endorsed by the BAR and PYMIG over the course of several months, the design team developed an architectural skin that enhances the curvilinear station form and massing of two larger end elements (mezzanine pavilions) connected by a low, long central element (the passenger platform.)

Direction for Ancillary Structures: During the later work sessions, the BAR also focused on the key ancillary elements such as the pedestrian bridges, pedestrian/bicycle ramps, entry pavilions in Potomac Yard and site elements. The BAR noted that the northern pedestrian bridge would be highly visible from the GWMP throughout the year. The BAR advised that the bridge design should reflect continuity with the overall design approach of the station and a rooted connection to the infrastructure of the GWMP. The BAR also noted that the design of the pedestrian/bike ramps and entry pavilions should continue to relate to the overall design concept and include unifying elements and materials.

F. Park and Landscape Design

The approach to the landscape design for the Potomac Yard Metrorail Station has been to integrate portions of the station into their existing park landscapes as seamlessly as possible. On the west side of the rail tracks, this has led to the modification of Potomac Yard Park (DSUP2010-00012) to accommodate the station entrance pavilion at East Glebe Road. The design approach emphasizes a continuance of the urban park format, with alterations in screening of the entrance 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. On the east side of the rail tracks, the modification of Potomac Greens Park (DSUP2002-0026) will occur in two distinct solutions – the first is the replacement of the neighborhood park through a very similar park program and design, the second is the redesign and enhancement of the natural areas east of the station to incorporate the required wetland design and desired visual mitigation screening of the Metrorail station from the George Washington Memorial Parkway.

East Side Berming

In the December 16, 2015 meeting with the Old and Historic Board of Architectural Review (BAR), the BAR reviewed the steep rectilinear slopes that provided the grade transition from the eastern side of the station and the station access road to the wetland area. Upon review of this design, the BAR requested that the City and the consultant team for the project develop a grading solution to blend the constructed landscape into its context. The direction provided was to make the slope area more curvilinear or "rolling" to fit with the undulating topography of the George Washington Memorial Parkway landscape and land forms.

In response, the City and the consultant team developed a grading scheme that creates a pair of knolls near the station mezzanine locations. This grading approach seeks to maximize the screening potential of the tree and shrub plantings, bringing in higher, flatter areas nearest to the taller portions of the station so that trees can be planted closer in height and location to the station structure. At these locations, the slopes are also made gentler to allow for more significant planting.

Visual Mitigation for George Washington Memorial Parkway

Throughout the Draft EIS and DSUP process, a goal of the Potomac Yard Metrorail Station project has been the mitigation of views of the station from the George Washington Memorial Parkway (Parkway). The area of Potomac Greens Park directly east of the Metrorail station has been designed accordingly to reflect a system of wetland types and tree and shrub plantings that maximize the long-term screening of the main station structure.

The Planting Diagram included in the Preliminary Site Plan submitted with this DSUP provides guidance to the grading and level of moisture that will be planned through the Army Corps of Engineers (Corps) wetland modification and restoration permitting process. This informs the species of trees and shrubs that can be used in the planting zones shown, while fulfilling the need for wetland replacement in this area. The Corps permitting process, and a parallel National Park Service wetland permitting process, are regulatory requirements that must be satisfied so that design and construction of the station may proceed. While the Corps permit process may change the technical approach to the wetland and planting design, the overall approach to visual screening will remain intact.

The planting design of the park area east of the Metrorail station incorporates a natural layering of plants to fit within the context of the Parkway. A layered approach provides for a dense screen without relying on the survival of a specific tree or species. A mix of evergreen and deciduous trees are utilized for four-season effect without creating an appearance of a man-made wall of vegetation. Using plant species that are native to Virginia and the region enhances the ecology of the site while allowing for a broader palette of plants suited to the environmental conditions of the site and the purpose of creating a visual screen from the Parkway.

The extent of new plantings is limited to property owned by the City of Alexandria and does not include improvements that may occur within the National Park Service property that borders the Parkway. The National Park Service property historically had a system of ornamental plantings that were design and installed shortly after the Parkway's dedication. The City of Alexandria property adjacent to these areas has been noted in historic landscape documents as providing a natural backdrop and screening to this ornamental planting. As such, the visual screening landscape designed for the area east of the Metrorail station fits within the historic context of plantings in this area.

Integration with Potomac Yard Park

The design approach for the south entrance pavilion area and associated bridges is to integrate the new structures into the existing Potomac Yard Park to provide synergies between the open space and transit uses, while still maintaining the passive qualities and natural elements of this unique linear park. The following design moves help with this integration and co-mingling of uses:

- The placement of the south entrance pavilion at East Glebe Road follows the rhythm of Potomac Yard Park that is established by the street-end belvederes that occur at the

majority of locations where an east-west street intersects with the Park**.** In this regard, it will appear as if the Park was designed concurrently with the station entrance pavilion, rather than appearing as if the pavilion is an add-on to the park system.

- The entrance pavilion has been designed and oriented with respect to the primary elements of the existing Potomac Yard Park design. Of these, the long, straight line of the promenade is maintained by placing the entrance pavilion so that it does not interrupt this central design feature.

- The bridge and ramp behind the entrance pavilion is placed as far eastward as is feasible for construction, which in turn allows for landscape screening to ameliorate the appearance of this infrastructure.

- The renovated plaza located on the northern pond has also been reconfigured to simplify its appearance and function, while allowing a short-cut access to the pedestrian & bicycle bridge. In doing so, the pond plaza provides for small events while being comfortably sized for regular daily use with opportunities for seating in sun and shade with views directed to the park amenities.

- Many of the hardscape features in the renovated section of Potomac Yard Park will utilize pervious pavement and other green methods to address current stormwater management standards.

- The entrance pavilion provides for a significant amount of bicycle parking within the facility. This is beneficial to both Potomac Yard Park and the Metrorail commuters, supplying a covered and protected area for bicycle parking, while organizing and screening the parking from the park aesthetic.

- A small vehicular parking or loading space will be located on the north side of the Glebe entrance pavilion to provide for WMATA maintenance and operation vehicle. By providing for this facility, this ensures that WMATA vehicles will not be parked within the active park areas such as the promenade and trails.

- The landscape design of the renovated area of Potomac Yard Park will follow the species mix and rhythm of the existing park to blend the new work as seamlessly as possible.

Integration with Potomac Greens Park

The existing Potomac Greens Park consists of two types of parks. The first is a small, approximately one-acre, neighborhood park that serves the needs of the immediate community with elements such as an open green lawn, gazebo, and small playground. The second is a natural area of mixed woods and wetlands with a nature trail and boardwalk that forms a visual buffer for the George Washington Memorial Parkway and is included in the Potomac Greens Scenic Easement held by the National Park Service. In both areas, materials are understated or natural, largely dominated by the vegetation of the areas.

Through the public engagement process, particularly the Potomac Yard Metrorail Implementation Group (PYMIG) meetings, the feedback received from the surrounding community expressed a desire to keep the neighborhood park section as similar as feasible to the existing park when reconstructed.

The construction process for the Metrorail station will necessarily utilize the neighborhood park and a portion of the natural area as construction lay-down and staging. This will require the removal of the majority of the landscape features of the park. As noted above, feedback from the community has been to keep the general character and design of the park unchanged. The following design features aim to achieve this goal while also integrating the eastern Metrorail station access ramp into the landscape of the park:

- The landscape design for the renovated neighborhood park retains the large open green space, provides the gazebo and playground uses in similar locations, and creates a system of elliptical trails to connect the features into a wholistic design. The resulting design is a quiet community park that integrates with the adjacent natural area while serving the needs of the Metrorail station.

- The neighborhood park integrates the pathways and access routes to the Metrorail station through a variety of means. The pedestrian bridge/ramp that provides access to the Metrorail station for the commuters and serves as the bicycle/pedestrian crossing is integrated into the landscape by a layering of curvilinear berms at the southern end. With planting, the berms make the southern portion of the bridge/ramp a simple sidewalk.

- The elliptical walking trail of the neighborhood park serves multiple purposes. Along the western side of this trail, it provides access to bicycle parking that is tucked under a section of the bridge/ramp while also serving as an access route for maintenance vehicles

to the WMATA access road on the eastern side of the Metrorail station. Integrating all of these uses into a fluid and understated design serves to retain the character of the park.

- The landscape design of Potomac Greens Park utilizes best practices for sensitivity to the natural and cultural landscapes that it sits within. For the neighborhood park area, plantings will be native to ensure that these plantings harmonize with the adjacent natural landscape. For the natural area, planting have been selected as discussed above to provide for screening of views from the George Washington Memorial Parkway to the Metrorail station while serving a positive ecological function as native woodlands and wetlands.

G. Rezoning

Concurrent with the Master Plan amendment is the request for rezoning of the property, from CDD#10 (Coordinated Development District) to UT (Utility Zone) with a proffer. The proffer would limit the use options on the property to only construction of the Metrorail station. The full proffer language is provided in Attachment 1. Staff has evaluated the rezoning request based on the following criteria, which were established by City Council to provide guidance for rezoning applications in locations that are not designated to undergo a Small Area Plan update in the near future and do not merit a new plan or study due to the scale of the proposal.

Consistency with Small Area Plan: As noted earlier, the project site lies primarily within the boundaries of the Potomac Yard/Potomac Greens Small Area Plan, and the northern access pavilion will land within the boundaries of the North Potomac Yard Small Area Plan. Both of these small area plans anticipate a Metrorail station in Potomac Yard. The land use program and development densities proposed in the plans were based on future access to the Metrorail system. The proposed rezoning will allow the City to implement the Small Area Plans vision of a walkable mixed-use, transit-oriented neighborhood in and around Potomac Yard.

Consistency with Type of Area: The proposed Metrorail station use is compatible with the surrounding area and is a continuation of the rail legacy for the yard. The station lies within the existing CSX and WMATA rail corridor and the rail platform in the station is over 350 feet from the closest residential structure. Additionally, the proffer associated with the proposed rezoning will ensure that the property is only used for a Metrorail station, which precludes any other uses permitted in the UT zone to be constructed on the property.

Isolated Parcel: The subject property is currently zoned CDD#10 with I-Industrial as the underlying zone, neither of which permits a Metrorail station use, which is the reason for this re-zoning request. The subject property is considered an isolated parcel from a re-zoning perspective because the Metrorail station is unique to this specific property and long-range planning studies for the surrounding neighborhood support this proposed facility. A small area plan review is not warranted in this case, because the Utility zone designation is only needed on the land to be occupied by the Metrorail Station.

Status of Planning for Area: The Potomac Yard/Potomac Greens Small Area Plan remains the governing document for a majority of this site, and there are no future planning studies anticipated for this portion of Potomac Yard in the next fiscal year. As noted above, the north entry pavilion is located within the boundaries of the North Potomac Yard Small Area Plan and is zoned CDD#19 which permits the Metrorail station use and is therefore not in scope for this re-zoning request.

Consistency with City Goals: The proposed rezoning will allow the Potomac Yard Metrorail Station to proceed as planned. The station has been a City Goal for decades and is the basis for the development program and density proposed in the Potomac Yard/Potomac Greens and North Potomac Yard Small Area Plans, and was included in the City's 2008 Transportation Master Plan.

H. Special Use Permits

Section 11-500 of the City's Zoning Ordinance gives authority to the City Council to approve Special Use Permits (SUP), two of which are requested with this application. The Zoning Ordinance requires the following provisions be met for approval of an SUP:

1. Will not adversely affect the health or safety of persons residing or working in the neighborhood of the proposed use;
2. Will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood; and
3. Will substantially conform to the master plan of the city.

A summary of each SUP requested with this application along with a rationale for approval is provided below:

Increase in Floor Area Ratio

As part of this DSUP, a Special Use Permit (SUP) to increase the permitted floor area ratio (FAR) is proposed. The property included in this DSUP is proposed to be zoned the UT-Utility, which permits an FAR of 0.35, or up to 0.5 with an SUP. The station will be located on three separate parcels, two of which have FAR restrictions per the UT-zone requirements. The third parcel is being reserved for the northern entry pavilion and is located within CDD#19 which has gross floor area maximums per tract instead of FAR maximums per parcel. As proposed, the Metrorail station will have an FAR of 0.39 on the parcel east of the tracks, and an FAR of 0.31 on the parcel west of the tracks.

Staff is supportive of the proposed FAR on the site because it meets the provisions set forth in Section 11-500 of the zoning ordinance as stated above. The additional floor area over the 0.35 ratio will not adversely affect the health or safety of persons residing or working in the neighborhoods surrounding the Metrorail station. The station will be positioned several hundred feet away from adjacent residential and commercial areas, so the massing of the structure will not overwhelm or negatively impact neighboring buildings. The additional floor area being requested will also not be detrimental to the public welfare or injurious to neighboring properties. Many of the properties directly adjacent to the Metrorail station are owned by the City (Potomac Yards Park, and Potomac Greens Park), and by CSX (rail tracks). The Metrorail station design will complement the public open space and provide park patrons access to the regional transportation network. Lastly, the Metrorail station substantially conforms to the City's Master Plan as it is a direct implementation of the Potomac Yard/Potomac Greens and North Potomac Yard Small Area Plan chapters.

Increase in Height

An SUP is requested to increase the height of the Metrorail station. The UT-Utility zone permits heights up to 35 feet, and up to 50 feet with an SUP. As proposed a portion of the Metrorail station would be 50 feet tall, which is within the range envisioned by the small area plan for this location. The proposed 50 foot height for the station will not adversely affect the health or safety of residents or workers in the surrounding neighborhood and is in character with existing and proposed buildings which range in height from approximately 35 feet to over 200 feet in some areas. Additionally, only two 100 foot mezzanine level segments of the nearly 750 foot station will reach the 50 foot height maximum, the remainder of the station will be lower with the platform level segment reaching approximately 23 feet in height. As noted above, the station will be several hundred feet from adjacent townhomes and offices, so the additional 15 feet of height permitted with this SUP will be mitigated by the setback distances and unique design and

will not be detrimental to the public welfare or injurious to property or improvements in the neighborhood.

I. Subdivision

The project site currently consists of eight separate parcels under varying ownership, including the City, WMATA, and the National Park Service. As part of this DSUP application, a subdivision is proposed to simplify land ownership of the Metrorail station site into two parcels that will be owned by WMATA. The larger of the two parcels is located east of the existing rail tracks and will be approximately 6 acres. The station proper and southern entry ramp connecting to Potomac Greens Park will be constructed on this eastern parcel. The western parcel will be approximately 0.8 acres and will be the location for the entry pavilion at the terminus of E. Glebe Road at Potomac Avenue within what is currently the Potomac Yard Park. A preliminary parcel plan is provided in Attachment 2 at the end of this report.

The northern entry pavilion will be located on a third parcel in North Potomac Yard, which is not included in this subdivision request. Per condition #27 of the North Potomac Yard CDD (CDD#19), the owner of that land, currently JBG, is required to convey the property to WMATA at no cost once the exact location of the pavilion is determined in conjunction with the on-going re-planning effort in North Potomac Yard. A separate subdivision approval by the Planning Commission will be needed for the northern entry pavilion.

The proposed subdivision will convert portions of both Potomac Greens Park and Potomac Yard Park into WMATA property pursuant to DSUP conditions of both parks. While portions of the park land will be transferred to WMATA for construction of the Metrorail station, a series of easements will be placed on the properties that require the land to function as public open space. The easements will allow the impacted areas of both parks to be re-constructed as part of the Metrorail station project per the Preliminary Site plans proposed with DSUP2016-0005 (Potomac Greens Park Amendment) and DSUP2016-0006 (Potomac Yard Park Amendment) which are being requested in tandem with this Metrorail station DSUP (DSUP2016-0004).

J. Transportation and Transit

Transportation Master Plan Considerations
This project is consistent with the vision and principles of the City's Transportation Master Plan. The project supports the Plan's first principle—the development of innovative local and regional transit options—through the addition of an infill Metrorail station along north-south commuter Corridor A. The project also addresses the Transportation Master Plan's principles by providing options for those who may not have the ability to operate or access a personal vehicle. The project is anticipated to function as a driver for future compact development on the western side of the station, and will provide options for future residents and employees who are incentivized to choose modes beyond single occupancy vehicular travel through transportation management plans. The bicycle and pedestrian ramps provide thorough access for both modes, creating an east-west connection over the existing rail lines.

The City's Transportation Master Plan recommends leveraging a number of funding options for transit projects. The proposed financing plan for all phases of this capital project (including funding for previous studies and planning) includes a combination of City general obligation bonds, Virginia Transportation Infrastructure Bank loans, special tax district revenue, Northern Virginia Transportation Authority (NVTA) 70% funds, state grants, and WMATA credits.

Integration with Bus Network
WMATA and DASH bus routes will serve the new Metrorail station. Potomac Avenue functions as the easternmost terminus of the AT9 route. This route will provide east-west access between the proposed Metrorail station and the Mark Center. The AT9 additionally connects to north-south WMATA bus routes, which provide parallel north-south service options to WMATA's Metrorail system. The station will be proximate to Metroway, the WMATA Bus Rapid Transit (BRT) line that provides a north-south connection between the Braddock Road Metrorail Station and Crystal City. Metroway is also planned to provide a future connection to the station via dedicated lanes.

Integration with Bicycle Network
The Potomac Yard Metrorail Station has been designed in a manner that facilitates east-west bicycle and pedestrian access across the existing rail lines. Two proposed bicycle and pedestrian ramps/bridges—extending from Potomac Greens Drive and Potomac Avenue—rising above grade over the rail tracks connect the east and west sides of the rail tracks. This connection integrates with the City's existing and planned bicycle network.

The station's eastern access point connects to an existing trail leading to points south. The trail is adjacent to Carpenter Road, which is accessible via Potomac Greens Park. Per the Bicycle and Pedestrian Master Plan, a parallel north-south bicycle connection is proposed via Potomac Greens Drive. The Plan currently contemplates sharrows, which will connect to the existing advisory bicycle lane on the southern portion of Potomac Greens Drive (between Massey Lane and Carpenter's Road).

The station's western bicycle access point provides connections to Potomac Avenue and the Potomac Yard Trail. This existing trail provides access to points south, including a planned enhanced facility on Swann Avenue, as well as planned shared-street connections through the Del Ray neighborhood. To the north, the trail provides bicycle access into Arlington County.

Bicycle parking will be conveniently provided underneath the station's ramps and within the access pavilions. The proposed bicycle parking location is intended to serve both park users and station users, although the existing racks in Potomac Greens Park fronting Potomac Greens Drive will remain.

Per the Pedestrian and Bicycle Master Plan, future infill Capital Bikeshare stations are proposed within the vicinity of the station, on both the east and west side of the Metrorail station. Staff will pursue the implementation of these stations per funding availability and development opportunities.

K. Traffic Impacts

The Potomac Yard Metrorail Station is not expected to have any significantly adverse effects on traffic operations in the surrounding area. The project will be an urban station and most of the patrons are expected to arrive to and depart from the station as either pedestrians or transit passengers. Per DSUP requirements, a traffic study was completed for the new Metrorail station at Potomac Yard. A summary of key findings are provided below.

New Vehicle Trips and Impact on Future Trips

New vehicle trips generated by the proposed Potomac Yard Metrorail Station were estimated using station access data from other stations with similar design features and in similar dense, mixed use areas. The trips comprise Metrorail passenger drop-off and pick-up activity and drivers parking off-site near the station to use Metrorail. The proposed Potomac Yard Metrorail Station is estimated to create 178 net new AM peak hour trips and 224 net new PM peak hour

trips. However, the proposed Metrorail station is estimated to reduce trips generated by the other developments in the vicinity by 24 percent in 2040.

Operating Conditions

Opening year traffic conditions are expected to be similar to existing conditions. Simulation results showed that most intersections will experience slight increases in vehicle delay due to regional traffic growth. During the AM peak hour all intersections will operate at a Level of Service (LOS) C or better with the exception of South Glebe Road and Route 1 which will drop from a LOS C in 2016 to LOS E in 2040, and Washington Street and Slater's Lane which will operate at a LOS D in both 2016 and 2040. During the PM peak hour the only intersection that falls below a LOS C is South Glebe Road and Route 1, which drops from a LOS C in 2016 to LOS E in 2040, similar to the AM peak level. It's important to note that improvements are planned for the intersection of South Glebe Road and Route 1 that were not accounted for in this study as part of the Oakville Triangle DSUP. These improvements will improve the eastbound approach to the intersection and will improve the overall level of service. The tables below show the level of service changes for the surrounding intersections.

Table 1: AM Peak Hour Level of Service

Intersection	2016 AM Peak LOS	2040 AM Peak LOS
S. Glebe Rd and Route 1	D	D
S. Glebe Rd and Potomac Ave	B	A
North Shopping Center and Route 1	A	A
E. Reed Ave and Route 1	C	C
E. Reed Ave and Potomac Ave	A	A
Evans Ln and Potomac Ave	A	A
E. Glebe Rd and Route 1	C	E
E. Glebe and Potomac Avenue	A	B
Swann Ave and Route 1	B	C
Swann Ave and Potomac Ave	A	A
E. Custis Ave and Route 1	A	B
E. Howell Ave and Route 1	A	A
Potomac Ave and Route 1	A	B
Main Line Blvd and Potomac Ave	A	A
Potomac Greens Dr and Slater's Ln	A	A
Powhatan St and Slater's Lane	A	A
Slater's Ln and Route 1	B	B
W. Abingdon Dr and Slater's Ln	D	D

George Washington Parkway and Slater's Ln	D	D
E. Abingdon and Slater's Ln	D	D

Table 2: PM Peak Hour Level of Service

Intersection	2016 PM Peak LOS	2040 PM Peak LOS
S. Glebe Rd and Route 1	D	D
S. Glebe Rd and Potomac Ave	A	A
North Shopping Center and Route 1	B	B
E. Reed Ave and Route 1	C	D
E. Reed Ave and Potomac Ave	A	A
Evans Ln and Potomac Ave	A	A
E. Glebe Rd and Route 1	C	E
E. Glebe and Potomac Avenue	A	B
Swann Ave and Route 1	B	C
Swann Ave and Potomac Ave	A	A
E. Custis Ave and Route 1	A	B
E. Howell Ave and Route 1	A	B
Potomac Ave and Route 1	A	B
Main Line Blvd and Potomac Ave	B	B
Potomac Greens Dr and Slater's Ln	A	B
Powhatan St and Slater's Lane	A	B
Slater's Ln and Route 1	A	B
W. Abingdon Dr and Slater's Ln	C	C
George Washington Parkway and Slater's Ln	C	C
E. Abingdon and Slater's Ln	C	C

L. Compliance with City Policies

The proposed Metrorail station project meets several City policies including:

Public Art Policy: WMATA's Art in Transit Program installs artwork throughout the Metrorail system to enhance travel via Metro. WMATA staff works with artists, community groups, government agencies, and businesses to install artwork that captures the spirit and vitality of the region, making travel by Metro more attractive and inviting. Per WMATA's Art in Transit Program guidelines, WMATA is requiring public art at the Potomac Yard Metrorail Station with a budget not to exceed $250,000 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. Although the process will follow WMATA's Art in Transit guidelines, WMATA will be required as part of the conditions of approval to 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.

Green Building Policy: The City adopted the Green Building Policy in 2009 which established an expected standard for green building certification for new development projects in the City. 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 as an open air station, may have difficulty meeting that level. The conditions of approval for this DSUP require WMATA to submit all required documentation for the green building certification process, and staff will monitor these efforts during the Final Site Plan review process.

M. Noise Impacts

The Environmental Impact Statement (EIS) explored the potential noise impacts of the proposed Potomac Yard Metrorail Station on the surrounding communities. The result of the noise assessment was the Potomac Yard Metrorail Station is expected to have no exceedances of FTA or WMATA noise criteria above those occurring under the No Build Alternative. Based on their locations and noise magnitude relative to existing ambient noise sources, Metrorail operations at the proposed station and along the realigned track would not result in new exceedances of the noise criteria.

Other ancillary noise sources associated with the proposed station, such as Metrorail door chimes, train conductor announcements, station public address announcements, and brake noise, may be audible in the community as a new noise source. The effect of the station on the soundscape is expected to be similar to that of existing Metrorail stations in residential or mixed-use neighborhoods, such as Braddock Road station. However, these ancillary noise sources are not expected to contribute to any exceedance or noise impact, as the ambient noise levels are significantly higher. Even within the Potomac Greens neighborhood, where the main street (Potomac Greens Drive) provides an unobstructed path from the station into the neighborhood, the future noise from the proposed Metrorail station is expected to be well below the existing noise sources in the area (e.g., aircraft activity and roadway traffic). As a result, these ancillary

sources were not included in the noise assessment but would be evaluated more closely during final design when the station features are finalized, and would be mitigated, as appropriate.

The potential noise impacts from station public address announcements and train announcements would be minimized by the following station design features:

- Solid platform windscreens that would mostly enclose the platform area and help screen internal noise from the outside; and
- Design of the station public address system with speakers at relatively close spacing, permitting lower audio volumes.

To confirm that the noise mitigation measures described above effectively limit noise from the station and Metrorail operations on the realigned track, more detailed noise testing will be conducted during project design phases as station architectural details and materials are refined.

Additional mitigation efforts will be to incorporate measures to effectively minimize noise and vibration impacts in the community during construction:

- Conduct all construction activities during the daytime and during weekdays in accordance with local noise ordinances to the extent possible.
- Where practical, erect temporary noise barriers between noisy activities and noise-sensitive receptors.
- Use alternative equipment to reduce noise and vibration.
- Locate construction equipment and material staging areas away from sensitive receptors.
- Operate especially high noise and vibration sources as far away from sensitive receptors as possible.
- Route construction traffic and haul routes along roads in non-noise sensitive areas where possible.
- Use construction equipment with effective noise-suppression devices.
- Use noise control measures, such as enclosures and noise barriers, as necessary to protect the public and achieve compliance with WMATA's design criteria.
- Utilize construction methods that minimize vibration and comply with any local regulations governing vibration.

N. Construction Management

Hauling
This project will require the import of fill (earth / soil) to the site to create a construction yard and work area. The imported soil will be removed and exported at the end of the project and the area will be restored. The imported and exported soil will be hauled by dump trucks, and the City requires the designation of a haul route as part of a Construction Management Plan.

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 in order 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.

In addition to the soil being imported and exported, other materials will also need to be moved to or from the site, not unlike other large construction projects that have recently occurred in and around the City. Similarly, the construction materials will be brought to the site by trucks. Construction access cannot occur from the George Washington Memorial Parkway per the National Park Service.

Mitigation of Construction Impacts
As with most construction projects, there will be impact to the adjacent property owners. Staff is aware of the close proximity of the Old Town Greens, Potomac Greens, and 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 to reduce the opportunity of sediment being tracked onto the public streets and becoming airborne.

- The existing traffic circle (at Carpenter Road and Potomac Greens Drive) will need to be temporarily removed or modified during construction due to the turning radius of the construction vehicles accessing the site. One of the mitigation efforts will be implementing traffic calming techniques within the intersection of the removed traffic circle and having flaggers present during the use of oversized construction delivery vehicles.

- 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 (7) days a week.

- Requiring the contractor to offer pre-construction building surveys to establish a baseline condition to help evaluate any damages that may be caused by construction activities.

- Providing full time City inspection presence at the entrance/exit of the construction site to ensure safe and secure conditions.
- Providing full time City inspection presence on neighborhood roads.

- Providing advanced notice to the community in the form of a look-ahead construction schedule for upcoming construction activities. This schedule would include when the work would be occurring (day or night).

- Coordinating with the adjacent communities to develop a regularly scheduled Partnering Meeting in which the community would be at the table to discuss the project status with the City, WMATA, and the contractor.

- Providing "office hours" at the construction field trailer which would be open to the public to come in and ask questions on the project or share concerns with the City.

- Providing detours during construction to maintain continuous bike, pedestrian walks and trails.

O. Parking

As a transit station, there is no specific parking requirement called for in the Zoning Ordinance. During the early planning stages for the Metrorail station, a decision was made to make this an urban station with no designated parking, and no designated drop-off area or Kiss and Ride. This design is similar to many of the existing stations in DC and Arlington. A majority of people using and accessing the proposed Metrorail station will arrive via transit, bike, or walk from the surrounding neighborhoods. While some vehicular drop-off will likely occur, the design tries to discourage this by not including a designated or convenient drop off area.

A noted concern from the residents near the proposed entrances to the Metrorail station is the impact of commuter parking. This is certainly a valid comment given that there are no parking restrictions in place on the streets closest to the proposed Metrorail station entrances. As currently written, the Code only allows residents to request that a parking district with residential parking restrictions be established. Under current City regulations, before such a request can be considered by the Traffic and Parking Board and City Council, the parking conditions in the proposed district must meet the requirements outlined in the Code. Specifically, 75% of the parking spaces must be occupied, and of those vehicles, 25% must be owned by non-residents of the proposed district.

At this time, these streets would likely not meet these minimum requirements for creating a district and there is not a process in place for a City staff initiated review that would take future conditions into consideration. However, as part of the City's parking work plan, the Council has asked staff to evaluate when a staff initiated process may be appropriate. This task is currently proposed to begin in Fiscal Year 2018, which would be well in advance of when the Metrorail station would be open. As part of that process, staff will evaluate a proactive process for protecting residential parking near new Metrorail stations and deterring commuter parking.

V. COMMUNITY

A. Community Engagement

Significant community engagement and outreach have occurred during the last five years of the NEPA process. Public outreach and agency coordination for the EIS began in February 2011 with the Scoping meeting, and open community meetings were held in 2012 to provide updates as the project progressed. The Potomac Yard Metrorail Implementation Group (PYMIG) was established in June 2011 to review the EIS document, provide policy guidance to the City and WMATA staff, analyze station concept refinements, and consider funding issues related to the new Metrorail station. PYMIG met regularly for four years to discuss the project with staff. Topics discussed included station alternatives, the screening process, key environmental considerations and impacts, funding, community outreach and other issues documented in the Draft EIS. The public was invited to attend each PYMIG meeting as well as the community meetings for the NEPA process mentioned above. In addition to the PYMIG and community meetings, staff presented to various boards, commissions and community groups in to provide updates on the Draft EIS throughout the process.

In Winter/Spring 2015, staff met with numerous boards, commissions, and community groups to discuss the Draft EIS and the selection of the preferred alternative. The City held three informational open houses to discuss the results of the Draft EIS, and there was extensive print, broadcast, and electronic media coverage.

Since the selection of the preferred alternative, staff has continued regular engagement with the public. Staff met with the three neighborhoods most directly impacted by the project in August and September 2015, and in Fall 2015 PYMIG was reconstituted to include several more community members, with the intent that the group would continue to act as a conduit for public engagement through opening of the station. PYMIG has served as the primary public forum for discussion during development of the conceptual design, with meetings held in September, October, November, and December 2015 and February, March, April, and May 2016. During this period the project has also been discussed with the Board of Architectural Review, the Park and Recreation Commission, the Planning Commission, and the Transportation Commission.

Additional public outreach in Spring 2016 has included two community meetings, two open houses, meetings with civic associations, and attendance at the City's Earth Day celebration and

the Four Mile Run and Del Ray Farmers Markets. Table 3 below lists community engagement since selection of the preferred alternative last year.

Table 3: Community Engagement since May 2015

Date	Meeting
August 18, 2015	Potomac Greens
August 27, 2015	Potomac Yard
September 3, 2015	Old Town Greens
September 21, 2015	PYMIG
October 15, 2015	Park and Recreation Commission
October 28, 2015	PYMIG
November 4, 2015	BAR
November 16, 2015	PYMIG
November 18, 2015	Transportation Commission
November 19, 2015	Park and Recreation Commission
December 1, 2015	Planning Commission
December 3, 2015	BAR
December 14, 2015	PYMIG
December 16, 2015	BAR
January 21, 2016	Park and Recreation Commission
February 11, 2016	PYMIG
February 18, 2016	Park and Recreation Commission

March 4, 2016	BAR
March 10, 2016	Park and Recreation Commission
March 17, 2016	PYMIG
April 5, 2016	Planning Commission
April 18, 2016	Community Meeting
April 20, 2016	BAR
April 21, 2016	Park and Recreation Commission
April 25, 2016	PYMIG
April 30, 2016	Alexandria Earth Day
May 2, 2016	Lynhaven Citizens' Association
May 9, 2016	NOTICe
May 11, 2016	Community Meeting
May 11, 2016	NorthEast Civic Association
May 11, 2016	Del Ray Citizens' Association
May 15, 2016	Four Mile Run Farmers Market
May 16, 2016	Environmental Planning Commission
May 17, 2016	Chamber of Commerce
May 17, 2016	PYMIG
May 18, 2016	BAR
May 18, 2016	Transportation Commission

May 19, 2016	Park and Recreation Commission
May 23, 2016	Open House
May 25, 2016	Potomac Greens and Old Town Greens
May 25, 2016	Potomac Yard
May 25, 2016	Federation of Civic Associations
May 26, 2016	Potomac Yard Design Advisory Committee
May 28, 2016	*Del Ray Farmers Market*
June 2, 2016	*Open House*
June 7, 2016	*Planning Commission Public Hearing*
June 11, 2016	*Del Ray Farmers Market*
June 16, 2016	*City Council Special Public Hearing*

* *Events in italics will take place after publication of this report*

The extensive public outreach efforts have garnered community feedback on a variety of issues. A summary of some of the feedback received from the public is presented below.

Concerns related to construction: The majority of construction access for the station will be through Old Town Greens and Potomac Greens. Residents have expressed concern related to impacts from construction, including:

- Traffic from construction trucks using neighborhood streets
- Noise, vibration, and dust from construction activities
- Disruption from night and weekend work
- Risks related to removal of contaminated soil
- Responsibility for damage to homes and other infrastructure due to construction

- Communication during construction
- Removal of parking along haul routes

Staff have met with the community to discuss concerns related to construction, as well as potential mitigation to avoid or minimize impacts. City standard construction procedures will be followed, and additional elements will be added to address specific issues. Table 4 shows some of the potential mitigation measures related to potential construction impacts.

Table 4: Potential Construction Impact Mitigation

Concerns	Potential Mitigation
Construction Traffic & Parking	Restrict hours Inspector presence Bus workers Secure site
Contaminated Soils	Testing of materials prior to removal Ensure proper handling
Traffic Circle	Install traffic calming measures
Construction Noise	Noise mitigation
Night Work	Provide advance notice Minimize frequency
Damage to Homes	Pre-construction home inspections
Temporary Loss of Amenities	Work with community to relocate
Security Concerns During and After Construction	Secure construction site Secure access when station closes

Feedback related to station design: Staff worked with the community throughout the conceptual design process to develop a station design that fits within its surrounding context, which is made up of the George Washington Memorial Parkway, Potomac Greens/Old Town Greens, and Potomac Yard. Residents have been split over design preferences – while most have agreed with the goals of sitting lightly in the landscape and being respectful of context, some have preferred more traditional architecture while others have preferred a more modern or

contemporary look. The current design approach attempts to balance the comments by providing a structure compatible with the Parkway through the design, materials and colors, while also incorporating contemporary elements into the design that respond to the existing and planned development in Potomac Yard.

Parking and Traffic: The station is designed as an urban station, with the majority of riders expected to arrive on foot or bicycle. Bus riders would access the station from Potomac Avenue. Some residents have expressed concern about traffic from cars using neighborhood streets to access the Metrorail station. Because the station will not include any park-and-ride lots, residents have also expressed concern that Metrorail riders will park on neighborhood streets. To minimize impacts to residential communities, bus access to the station will be from the northern entrance in Potomac Yard. As part of its ongoing citywide traffic management and pedestrian programs, the City will monitor conditions along streets in the station vicinity during later project design phases and after the project opening. Through these periodic reviews, the City will determine if measures such as traffic calming are needed to address any issues associated with vehicular trips to the station and associated passenger drop-offs and pick-ups. In addition, neighborhoods residents may wish to initiate residential parking permit programs on their streets.

Crime: Some residents of Potomac Greens and Old Town Greens have noted that their neighborhoods are relatively isolated, with only one access point to Slaters Lane. They have expressed concern that adding an access point to Metrorail would increase the opportunity for crime in their neighborhood. City staff will continue working with the Alexandria Police Department and the Metro Transit Police to ensure that the principles of Crime Prevention Through Environmental Design (CPTED) are integrated into the station design. Staff will also work with the police to address community concerns during and after construction.

VI. CONCLUSION

Staff recommends **approval** of the Master Plan Amendment, Map Amendment/Rezoning, Development Special Use Permits, and all associated applications subject to compliance with City codes, ordinances and the staff recommendations below.

Planning & Zoning Staff:

Karl Moritz, Director
Jeffery Farner, Deputy Director
Tom Canfield, AIA, City Architect
Robert Kerns, AICP, Division Chief

MPA2016-0001
REZ2016-0001
DSUP2016-0004
DSUP2016-0005
DSUP2016-0006

Al Cox, FAIA, Historic Preservation Manager
Nathan Imm, Urban Planner
Catherine Miliaras, AICP, Urban Planner
Ryan Price, Urban Planner

VII. GRAPHICS

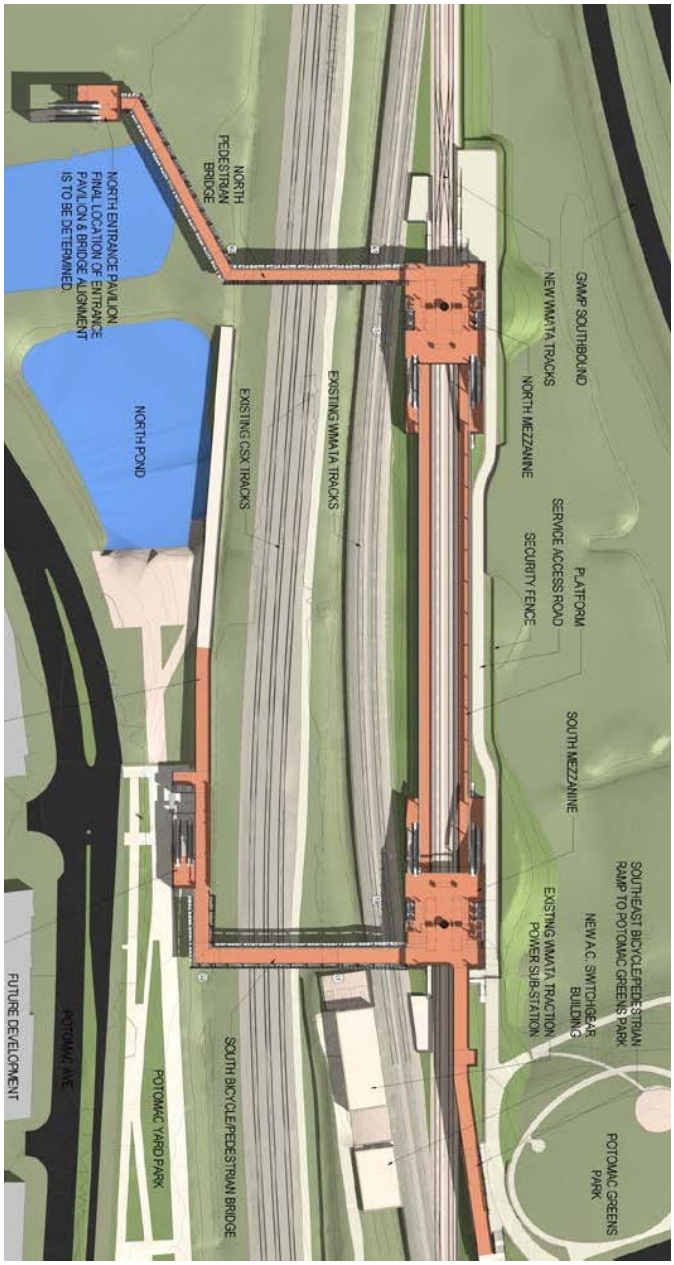
View of entrance pavilion looking east from E. Glebe Road

View of east pedestrian ramp and Potomac Greens Park from Carpenter Road

View of northern mezzanine from southbound George Washington Memorial Parkway

View of northern mezzanine from southbound George Washington Memorial Parkway (with landscaping)

Site Plan

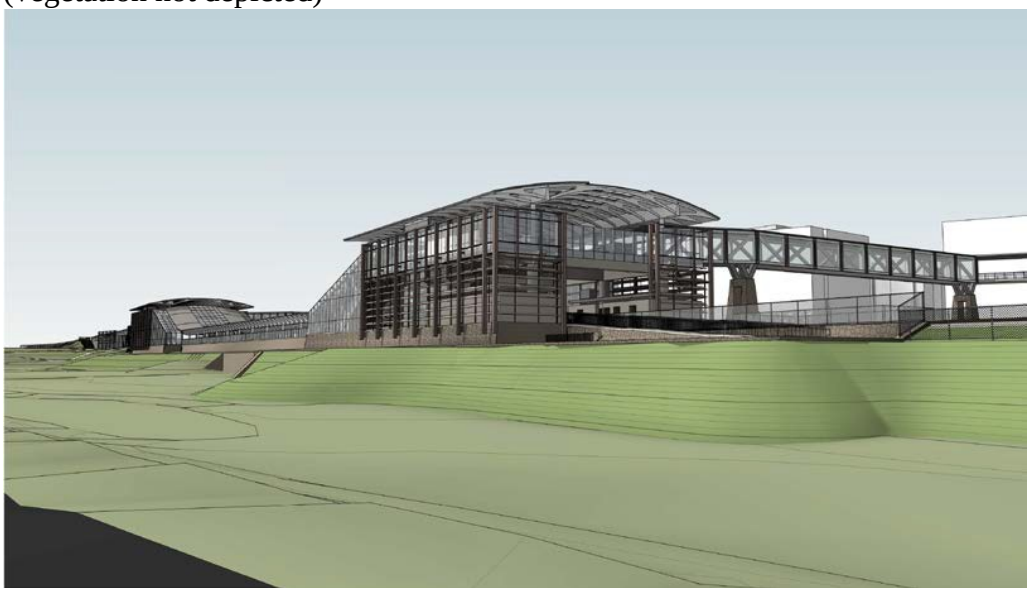

SOUTHEAST BICYCLE/PEDESTRIAN RAMP TO POTOMAC GREENS PARK
POTOMAC GREENS PARK
NEW A.C. SWITCHGEAR BUILDING
EXISTING WMATA TRACTION POWER SUB-STATION
SOUTH MEZZANINE
PLATFORM
SERVICE ACCESS ROAD
SECURITY FENCE
GMMP SOUTHBOUND
NEW WMATA TRACKS
NORTH MEZZANINE
EXISTING WMATA TRACKS
EXISTING CSX TRACKS
SOUTH BICYCLE/PEDESTRIAN BRIDGE
POTOMAC YARD PARK
POTOMAC AVE
FUTURE DEVELOPMENT
NORTH PEDESTRIAN BRIDGE
NORTH POND
NORTH ENTRANCE PAVILION. FINAL LOCATION OF ENTRANCE PAVILION & BRIDGE ALIGNMENT IS TO BE DETERMINED.

View of west pavilion from Potomac Avenue

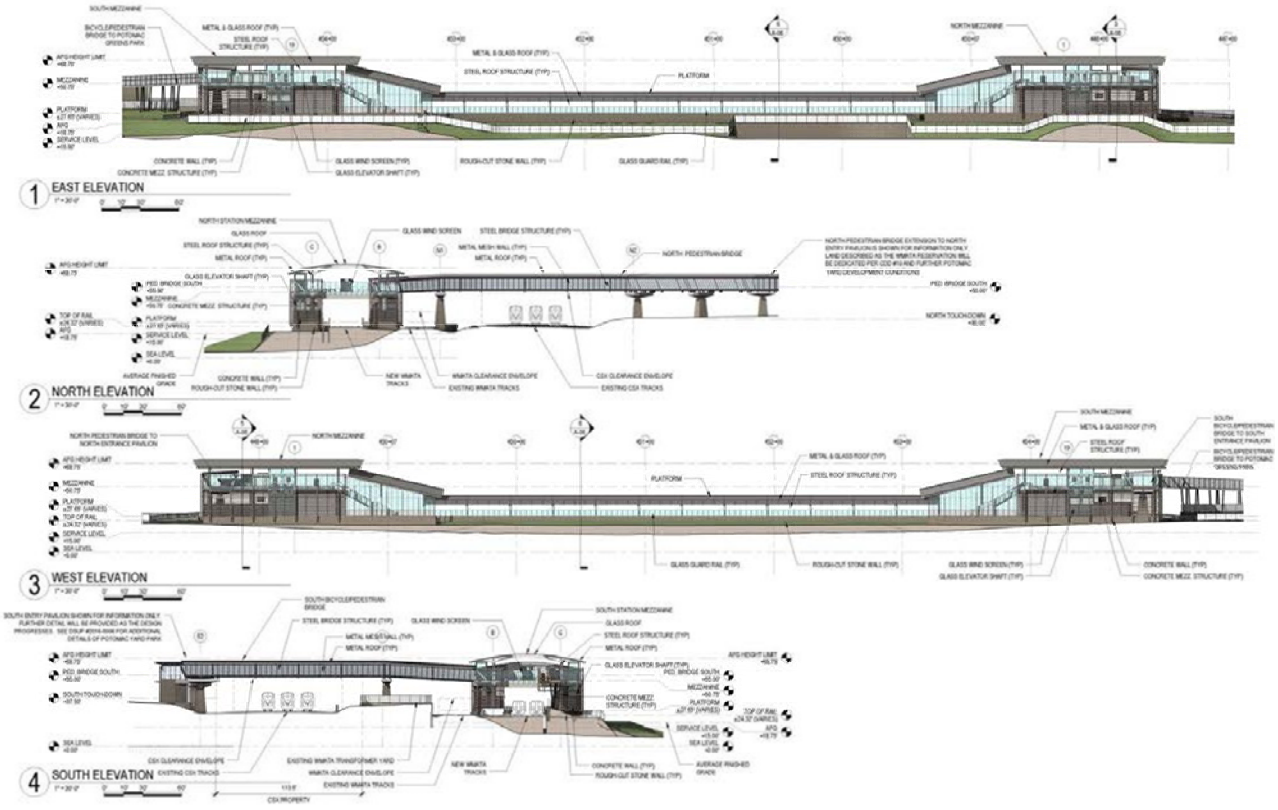
Birds-eye view of west pavilion and station from Potomac Avenue

View of west pavilion and pedestrian bridge from Potomac Yard Park looking north

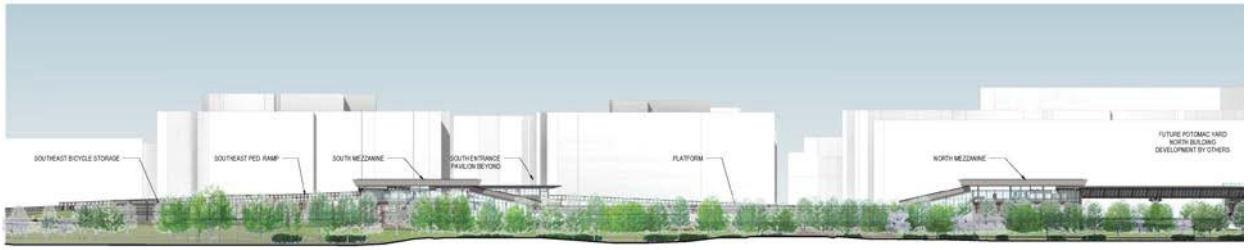
View of mezzanine and pedestrian bridge looking south from George Washington Parkway (vegetation not depicted)



Elevations (top to bottom: east elevation, north elevation, west elevation, south elevation)



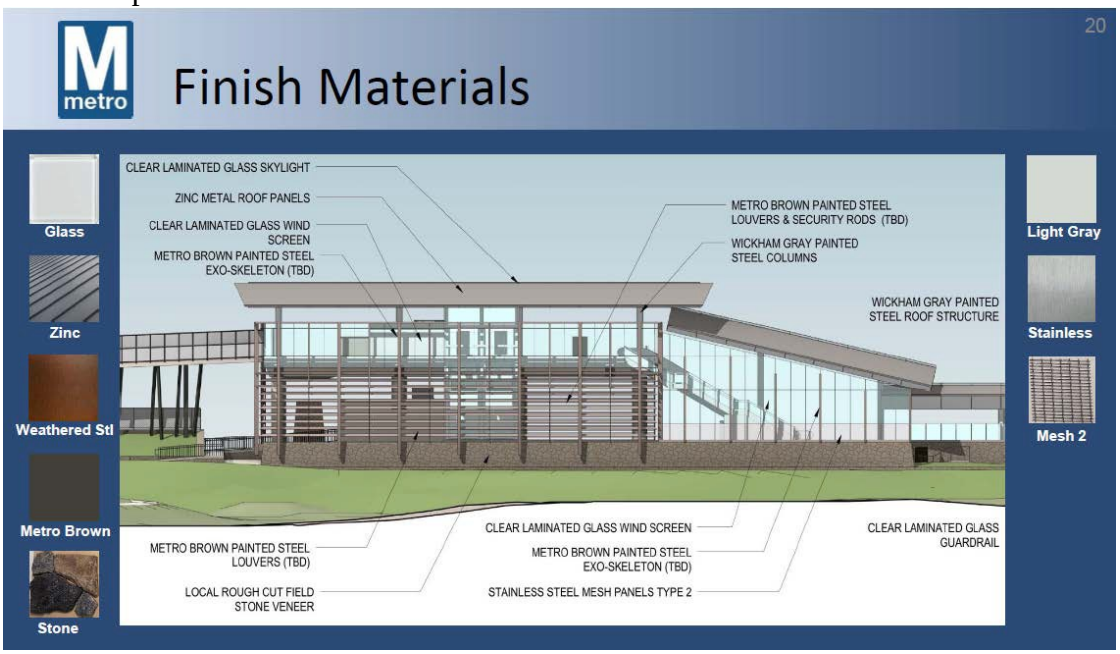
East Elevation (with landscaping)



View of east ramp from Potomac Greens Drive

View of east ramp from Potomac Greens Drive (with landscaping)

Materials palette



VIII. STAFF RECOMMENDATIONS – DSUP2016-0004

1. The Final Site shall be in substantial conformance with the preliminary plan dated March 31, May 4, and May 20, 2016 and comply with the following conditions of approval.

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 northern pedestrian bridge shall have a minimum unobstructed width of 12 feet. The southern pedestrian bridge shall have a minimum unobstructed width of 16 feet. The pedestrian bridge on the east side of the tracks shall have a minimum unobstructed width of 16 feet.
   d. Required handrails may project into the required widths of the pedestrian bridges 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)

B. PUBLIC ART:

3. WMATA shall provide public art for this project. The City shall provide up to $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 Public Art 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)

C. OPEN SPACE/LANDSCAPING:

4. All landscaping and furnishings on the site shall be developed, installed, maintained and integrated pursuant to the Preliminary Plans of the Potomac Greens Park Amendment (DSUP2016-0005) and the Potomac Yard Park Amendment (DSUP2016-0006). (RPCA)(P&Z)(DPI)

5. 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 Final Site Plans for the adjacent Potomac Yard Park and Potomac Greens Park amendments, DSUP2016-0005 and DSUP2016-0006. (P&Z)(T&ES)(RPCA)(DPI)

D. METRORAIL DESIGN:

6. 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)

7. 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 DSUP2016-0004 prepared by AECOM dated March 31, 2016. 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)

8. 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 dated May 20, 2016 and the site plan dated May 4, 2016 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 east and west ramps, station (mezzanines, bottom of the station roofs, and platform), pedestrian bridges and the west entry pavilions shall be subject to review and approval of a Certificate of Appropriateness by the Old and Historic Alexandria District Board of Architectural Review (BAR)(see Attachment #5). Site improvements including but not limited to lighting, fencing 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)

East Ramp

a. The irregular columns (*dancing piloti*) shall be an earth tone color to minimize their visibility in the trees. The railing and security railings on each side of the ramp shall be as open and transparent as possible.
b. The wall for the eastern portion of the ramp 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.
c. The final design of the bike storage area shall be refined prior to final approval by the BAR.
d. The lighting for the ramp shall not include vertical light poles. All lighting for the ramp shall be integral with the railing and/or ramp and directed downward onto the ramp.
e. The overlook area shall be a metal finish and color compatible with the station. Study the structure and finish materials of the east elevation of the overlook as a potential public art location.

Station (Mezzanines and Platform)

f. 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.

g. The entire exoskeleton and associated connections for the mezzanines 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.

h. If the columns are metal, the color and finish shall be compatible with the exo-skeleton.

i. The roofing for the mezzanines and platforms (except where skylights are provided) shall be zinc or a comparable natural weathering metal.

j. 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.

k. 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

l. 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.

m. All components of the bridge except the pedestrian walking surface shall be metal.

n. 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.

o. The roofing of the bridges shall be zinc or a comparable natural weathering metal compatible with the station roof.

North and South Pavilions

p. 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.

q. The stone on the front and side facades shall be refined and include elements to enhance a human scale relationship adjoining the sidewalk - promenade.

r. The bike storage structure and the pavilions must be further refined to incorporate design details from the main station.

s. The roof of the pavillions shall be zinc or a comparable natural weathering, earth-tone metal compatible with the station roof.

AC Switchgear and Equipment Buildings

t. 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)

Submission Requirements

u. 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, entrance pavilions, pedestrian ramps and bridges, 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)

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:

9. A maximum of 3 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)

10. 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)

F. BICYCLE PARKING:

11. As is shown on the preliminary plan, the space underneath the bicycle and pedestrian ramps shall be reserved for bicycle facilities, such as bicycle parking and/or bicycle fix-it stations. (T&ES)

G. SITE PLAN:

12. 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)

13. 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)

14. 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 street lights 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 street lights 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 street lights 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)

15. 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)

16. The lighting for all common areas is to be a minimum of 2.0 foot candles minimum maintained. (Police)

17. Stairways should be open to the extent feasible to allow for a view in from the exterior. (Police)

18. Pedestrian bridge should allow for a clear view inside and covered. (Police)

H. SUBDIVISION AND EASEMENTS:

19. WMATA shall grant a perpetual easement to the City for Parcel A-1A, as generally depicted in Attachment #2, 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)

20. WMATA shall grant perpetual easements to the City as generally depicted in Attachment # 4 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)

21. 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)

I. CONSTRUCTION MANAGEMENT:

22. 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)

23. 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)

24. 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.

25. 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)

26. 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)

27. 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)

28. 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)

29. 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)

30. 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)

31. 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)

32. 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)

33. 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)

34. 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)

35. Contractors shall not cause or permit vehicles to idle for more than 10 minutes. (T&ES)(DPI)

36. 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)

37. 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)

38. 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)

39. 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)

40. 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)

41. 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)

42. 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)

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

J. FLOODPLAIN MANAGEMENT:

44. 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)

45. 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)

46. 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)

K. WASTEWATER / SANITARY SEWERS:

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

L. STREETS / TRAFFIC:

48. 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)

49. 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)

50. Reconstruction of the traffic circle at Carpenter Road and Potomac Greens Drive is required prior to completion of the project. (T&ES)(DPI)

M. UTILITIES:

51. 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)

52. All new utilities shall be undergrounded abutting the proposed development site. (T&ES)

N. SOILS:

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

O. WATERSHED, WETLANDS, & RPAs:

54. 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 Chanel and Flood Protection requirements related to a 'natural stormwater conveyance system'. (T&ES)

55. 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)

56. 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)

57. 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)

58. 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)

59. 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)

60. 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:
    e. 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.
    f. 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)

P. STORMWATER MANAGEMENT:

61. 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)

62. 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)

63. 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:

    a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
    b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

64. 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)

65. Project must comply with all state and federal stormwater management related regulations. (DPI)

66. 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)

67. 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)

68. Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to project completion. ****(T&ES)

69. 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)

Q. CONTAMINATED LAND:

70. 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)

71. If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading 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:
    a. 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.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.

c. 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)

72. 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)

73. 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)

R. NOISE:

74. 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)

S. AIR POLLUTION:

75. No material may be disposed of by venting into the atmosphere. (T&ES)

76. 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)

T. ARCHAEOLOGY:

77. 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 Sheeting 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.

CITY DEPARTMENT CODE COMMENTS

The following items are for informational 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)

Transportation and Environmental Services

R-1. The project must account for the stormwater runoff associate 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)

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)

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)

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:
http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%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)

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)

F - 5. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 6. Include all symbols, abbreviations, and line types in the legend. (T&ES)

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)

F - 8. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)

F - 9. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 10. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 11. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 12. The following notes shall be included on all Maintenance of Traffic Plan Sheets: (T&ES)

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)

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)

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: 1Yr 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)

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)

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)

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)

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)

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. (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)

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)

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.

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)

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)

C - 12 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

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 insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

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)

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)

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)

C - 17 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 18 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

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)

C - 24 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:

a. Monday Through Friday from 7 AM To 6 PM and
b. 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)

C - 25 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)

C - 26 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 27 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)

C - 28 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 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)

VAWC Comments:

F - 1. Will the proposed City park change existing grading? Please advise how many feet grade will raise, and how the profile of existing 12" water main will change.

AlexRenew Comments:

No comments.

Fire Department

F - 2. 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.

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.

C - 1 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

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.

C - 3 A soils report must be submitted with the building permit application for all new and existing building structures.

C - 4 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.

C - 5 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

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.

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.

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.

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.

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.

C - 1 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

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

IX. STAFF RECOMMENDATIONS DSUP2016-0005:

Conditions 1 through 50 apply only to the Potomac Greens Park Amendment (DSUP2016-0005) approved in conjunction with the Potomac Yard Metrorail Station project (DSUP2016-0004). Conditions in DSUP2002-0026 related to Potomac Greens Park are now superseded by the conditions of DSUP2016-0005. The remainder of conditions in DSUP2002-0026 continue to apply.

A. OPEN SPACE AND LANDSCAPING:

1. [CONDITION ADDED BY STAFF] The applicant shall submit a consolidated Final Site Plan to provide the level of detail and amenities depicted on the preliminary plan for the 1.5 acre recreational park and the remaining wetland/natural area (Potomac Yard Metrorail Station DSUP 2016-0004) to be restored to the satisfaction of the Directors of RPCA, T&ES and P&Z (RPCA)(P&Z)(T&ES):
   a. Coordinate Final Site Plan with Potomac Yard Metrorail Station DSUP 2016-0004.
   b. Design shall comply with the City of Alexandria, Park Facility Standards Manual and other applicable rules and regulations.
   c. To the extent that the planned east Metrorail Station entrance is within a City park, the design of the grounds, landscaping and other site features shall be consistent and seamless with the character and use of the adjoining park. Specifically, the design should 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. In this regard, the specifications for the construction of the planned improvements shall be subject to the review and approval of the Directors of RPCA, T&ES and P&Z. (RPCA, P&Z, T&ES)
   d. The final site plan to include the park details including hardscape, walkways, trails, boardwalks, benches, trash receptacles, fencing, signs (including interpretative signs) and other park features.
   e. The final design of the playground, selection of the custom modular play equipment and the seamless protective play surface shall generally be consistent with the preliminary plan, provide at least the same play value and uses as the existing playground in the Potomac Greens Park, and comply with all applicable playground safety and ADA rules and regulations, and subject to the review and approval of the Director of RPCA. Provide a coordinated design palette of play area related site structures/equipment. Locate and depict the scale, massing and character of play equipment, perimeter fencing,

grade conditions, and surfacing and associated site furnishings. Play area and site equipment must comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Park 1191; Final Rule. (RPCA) Ensure that water does not drain from the surrounding areas on to the protective play surface.

f. Construct boardwalks rather than surface trails over all restored wetland areas throughout Potomac Greens Park. The boardwalk design and layout shall be generally as depicted on the preliminary plan and shall comply with ADA and other applicable rules and regulations. Trail details, trail layout and materials for the boardwalk areas shall be submitted with the Final Site Plan for the review and approval of the Director of the RPCA, T&ES and P&Z. The portions of the trails within the restored upland natural areas shall be pervious material such as stone dust unless such trail is required to be used for access by emergency and maintenance vehicles, in which case, city requirements for emergency and maintenance vehicles shall prevail. Install all required and necessary signage and information for the interpretive trail to the satisfaction of the Director of RPCA.

2. [CONDITION ADDED BY STAFF] The applicant shall develop, provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RPCA. All tree and landscaping plans, installation and maintenance shall be in accordance with the City's Landscape Guidelines, except as applicable to the restoration of the wetland/natural area and visual screening from the George Washington Memorial Parkway where a variety of plant material sizes may be desirable to create a heterogeneous planting or for other restoration planting goals as required by the Army Corp of Engineers. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan. In addition, the applicant shall:

a. Provide an enhanced level of detail for plantings throughout the site (in addition to street trees). Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are

horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.

b. Submit detailed calculations to illustrate that tree canopy coverage proposed to be provided meets the guideline requirements for 30% coverage within ten years for the 1.5 acre recreational park area, in accordance with the Urban Design Guidelines. Revise the final landscape plan as deemed necessary to meet the 30% minimum requirement.
c. Ensure positive drainage in all planted areas in the 1.5 acre recreational park.
d. Ensure that the lawn areas are maximum 5:1 slope with no lawn area steeper than 4:1 slope.
e. Provide an adequate stand of turf through the application of certified seed or sod determined by application time of the year. Turf shall be free from noxious weeds and have a uniform coverage after 4-6 mowings. Proper soil preparation, amendments, grading and leveling, and debris removal shall occur prior to seed or sod application.
f. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, irrigation, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities.
g. Provide planting details for all proposed conditions including trees, multi-trunk trees, shrubs, perennials, restoration/wetland plantings and groundcovers.
h. All sidewalks and driveways constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.
i. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.
j. Provide a plan exhibit that verifies the growing medium in tree wells/trenches, and all planting above structure meets the requirements of the City's *Landscape Guidelines* for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.
k. The size of the trees shall be 3 - 3½ inch caliper at the time of planting in accordance with the Guidelines.
l. Trees and plantings shall be coordinated with above and below grade site utilities, site furnishings, fences, lights, signs and site grading to avoid conflicts. The applicant shall provide fully coordinated final plans of site grading, topography and site utilities throughout the drawing set.
m. The location of all light poles shall be coordinated with the street trees.
n. The maximum height for the shrubs is 36 inches in the 1.5 acre recreational park.

o. All plant materials and specifications shall be in accordance with the current and most up to date edition of the American Standard for Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen, Washington, D.C.
p. The species and the placement of plantings for the restoration of the wetland/natural area, as depicted on the preliminary landscape plans, are illustrative and subject to the review and approval of the City and the permitting agencies.
q. Submit all permitting plans for the restoration of the wetland/natural area to the City for review and approval. These plans to be generally consistent with the preliminary plan, including the landscaping design for screening the Metrorail station from the George Washington Memorial Parkway. (RPCA)(P&Z)
r. For the restoration of the wetland/natural area and visual screening from the George Washington Memorial Parkway, a variety of installed tree sizes shall be provided, at a minimum:
    i. 6" caliper (minimum) trees shall be provided for a minimum of 80% of the Canopy trees for the Metro Station Upland Buffer and a minimum of 20% of the Visual Mitigation Canopy Trees in the Palustrine Forested Wetland Area
    ii. 4" caliper (minimum) trees shall be provided for a minimum of 30% of the Visual Mitigation Canopy Trees in the Palustrine Forested Wetland Area
    iii. These larger caliper trees shall be clustered together to form visual massings, and located near to the taller elements of the proposed Metro station building as feasible.
    iv. The remaining Canopy and Visual Mitigation Canopy Trees shall be no smaller than the installation sizes specified in the Preliminary Plan.
    v. For the Palustrine Forested Wetland Area, no fewer than 5 species of the listed Visual mitigation Canopy trees shall be installed.(RPCA)(P&Z)

3. [CONDITION ADDED BY STAFF] Prior to commencement of the construction, the applicant shall provide a detailed Landscape Maintenance Plan for the approval by the Directors of the RPCA and P/Z. City staff will work jointly with the applicant in program development of the Landscape Maintenance Plan. The Maintenance Plan shall guide execution of work, labor and materials for maintenance of new and established plantings in a vigorous, flourishing growth and attractive appearance. The approved Maintenance Plan shall be continuously implemented by the applicant during the construction period and until 36 months after the final acceptance of the project by the City. The Landscape Maintenance Plan shall include scheduling and provision of all labor and materials for the following:
    a. Daily, weekly and seasonal facilities maintenance for all project components including irrigation system, BMPs, trees, plantings, ground covers and all

landscaped beds.

b. Product warranty and anticipated replacement schedules.
c. The maintenance during this period shall include regular removal, control, and preventive services for invasive plants. At the end of the three year maintenance period, all shrubs and trees planted shall be free of invasive vines.
d. Plant materials that are deemed to be dead or unacceptable at the end of the maintenance period shall be replanted and maintained for the required warranty period, at a minimum.
e. Landscape Maintenance Plan shall include guidance for continued prevention of invasive species and maximization of visual screening benefits after final acceptance by the City of Alexandria.
f. Track changes in vegetation and environmental condition in an annual report. Include in report the baseline conditions at planting and set indicators to monitor to assess whether the landscape is on a positive or negative trajectory. Indicators shall include vegetation and litter cover, soil structure, infiltration and erosion, invasive species, soil structure, soil structure, and soil biology. Include recommendations for adaptive management, if necessary, if areas of planting or particular species are demonstrating regular decline.
g. Landscape Maintenance Plan shall allow for replacement of species in decline with alternate species as part of the warranty conditions. Alternate species selection to be approved by RPCA.
h. Protect plants from herbivory, according and appropriate to the plant size and potential herbivores. (P&Z)(RPCA)

4. [CONDITION ADDED BY STAFF] Provide a detail site irrigation plan developed and installed to the satisfaction of the Directors of RPCA, P&Z and Code Administration. The plan to cover all landscaped areas, trees, and ground covers in the 1.5 acre recreational park of the Potomac Green Park. Locate all irrigation lines beneath paved surfaces as sleeved connections. The irrigation system shall be fully compatible with the City's Maxicom Central Control System. In addition, provide a plan to water the trees, plants and groundcovers in the wetland/natural areas during the planting, establishment, maintenance and warranty periods, including sources of supplement water during these periods. (RPCA)(P&Z)

5. [CONDITION ADDED BY STAFF] Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and/or RPCA. All proposed tree protection details shall be depicted on the final site plan and early site preparation permit plans. Such tree

protection measure shall be installed prior to any site or utility work and maintained throughout the construction period. The tree preservation measures shall be inspected by the City Arborist prior to any construction, demolition, grading or utility work for the site. (RPCA)(P&Z)

6. [CONDITION ADDED BY STAFF] Protection and preservation of existing trees and other vegetation shall be as per the City's Landscape Guidelines, including replacement of damaged trees and other vegetation and monetary remuneration, and shall be subject to the satisfaction of the City Arborist. The replacement trees shall be installed prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RPCA)

7. [CONDITION ADDED BY STAFF] The area of the limits of disturbance and clearing for the park site as part of the Metrorail station project shall be limited to the areas as generally depicted on the preliminary site plan dated March 31 2016 and reduced if possible to retain existing trees and grades. (P&Z)(RPCA)

8. [CONDITION ADDED BY STAFF] Develop a palette of site furnishings in consultation with staff.
   a. Provide location, and specifications, and details for site furnishings that depict the installation, scale, massing and character of site furnishings to the satisfaction of the Directors of RPCA, and/or P&Z and T&ES.
   b. Site furnishings may include benches, bicycle racks, trash and recycling receptacles, drinking fountains and other associated features (RPCA)(P&Z)(T&ES)

9. [CONDITION ADDED BY STAFF] Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls and any future park or utility structures shall be to the satisfaction of the Directors of RPCA, and/or P&Z, and T&ES and subject to approval of a certificate of appropriateness by the Board of Architectural Review. (RPCA)(P&Z)(T&ES)(BAR)

10. [CONDITION ADDED BY STAFF] Relocate the exiting playground in Potomac Greens Park temporarily as depicted in the preliminary plan and ensure that it remain safe and accessible for public use throughout the construction phase. Play area and site equipment must comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety,

ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the relocated play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Park 1191; Final Rule. The final location and the design of the relocated playground shall be coordinated with the community, and subject to the review and approval of the Director of the PR&CA. The relocated temporary playground shall be maintained by the applicant to the satisfaction of the Director of RPCA until such time that construction is completed by the applicant, and approved and accepted by the City. (RPCA)

11. [CONDITION ADDED BY STAFF] As shown on the preliminary plan, this project shall not interfere with or impact the City's ability to use space underneath the ramp for planned future bicycle parking. (T&ES)

12. [CONDITION ADDED BY STAFF] Woodland and wetland restoration shall incorporate the greater extent of the Development Special Use Permit Preliminary Plan submission. (P&Z)(RPCA)(T&ES)

13. [CONDITION ADDED BY STAFF] Wetland restoration and wetland mitigation design through the Army Corps of Engineers permitting process shall maximize the area of forested or wooded wetland to provide the greatest degree of visual screening of the Metrorail station from the George Washington Memorial Parkway, as shown in the DSUP Preliminary Plan. (P&Z)(RPCA)(T&ES)

14. [CONDITION ADDED BY STAFF] Submit all permitting plans for the restoration of the wetland/natural area to the City for review and approval. These plans to be generally consistent with the preliminary plan, including the landscaping design for screening the Metrorail station from the George Washington Memorial Parkway. (P&Z)(RPCA)(T&ES)

15. [CONDITION ADDED BY STAFF] The proposed shrubbery is to have a maximum height of 36 inches when they are fully mature. (Police)

16. [CONDITION ADDED BY STAFF] No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals. (Police)

17. [CONDITION ADDED BY STAFF] Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance. (Police)

18. [CONDITION ADDED BY STAFF] Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity. (Police)

B. SITE PLAN:

19. [CONDITION ADDED BY STAFF] 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)

20. [CONDITION ADDED BY STAFF] Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RPCA, T&ES, and DPI. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utility structures in dedicated open space areas and tree wells.
    d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RPCA)(BAR)(DPI)

21. [CONDITION ADDED BY STAFF] 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 RPCA in consultation with the Chief of Police and shall include the following:
    a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
    b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.

c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets including the George Washington Memorial Parkway. Photometric calculations must extend from proposed park improvements to property line and from property line to the opposite side(s) of all adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.
f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas and the George Washington Memorial Parkway
g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.
h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.
j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.
k. Upon installation of all exterior light fixtures for the site, the applicant shall provide photographs of the site demonstrating compliance with this condition.
l. Full cut-off lighting shall be used at the park to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RPCA)(Police)(BAR)

22. [CONDITION ADDED BY STAFF] Mark all private street signs that intersect a public street with a fluorescent green strip to notify the plowing crews, both City and contractor, that they are not to plow those streets. (T&ES)

C. CONSTRUCTION MANAGEMENT:

23. [CONDITION ADDED BY STAFF] The relocated temporary playground shall be maintained by the applicant to the satisfaction of the Directors of RPCA and DPI. (RPCA)(DPI)

24. [CONDITION ADDED BY STAFF] 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)

25. [CONDITION ADDED BY STAFF] Sidewalks, bicycle, and pedestrian trails and walkways shall remain open, or a suitable detour provided, during construction to the satisfaction of the Directors of T&ES and DPI. (T&ES) (DPI)

26. [CONDITION ADDED BY STAFF] Ensure that all existing public and private utilities are fully maintained throughout the construction phase. (RPCA) (T&ES) (DPI)

D. SOLID WASTE:

27. [CONDITION ADDED BY STAFF] Provide funding to purchase and install two (2) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. * (T&ES)

28. [CONDITION ADDED BY STAFF] Provide funding to purchase and install two (2) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. *(T&ES)

E. WATERSHED, WETLANDS, & RPAS:

29. [CONDITION ADDED BY STAFF] 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 Chanel and Flood Protection requirements related to a 'natural stormwater conveyance system'. (T&ES)

30. [CONDITION ADDED BY STAFF] 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)

31. [CONDITION ADDED BY STAFF] 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)

32. [CONDITION ADDED BY STAFF] 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)

33. [CONDITION ADDED BY STAFF] 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)

34. [CONDITION ADDED BY STAFF] The project is located within an existing RPA or mapped wetland area, therefore the applicant shall 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)

35. [CONDITION ADDED BY STAFF] 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/DEQ funds to stream restoration / water quality projects.

d. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
e. Resource Protection Area Encroachments shall be mitigated according to the guidelines suggested in the "Riparian Buffers Modification & Mitigation Guidance Manual" by the former Chesapeake Bay Local Assistance Department, or equivalent mitigation be provided.
f. 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)

F. STORMWATER MANAGEMENT:

36. [CONDITION ADDED BY STAFF] 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)

37. [CONDITION ADDED BY STAFF] 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)

38. [CONDITION ADDED BY STAFF] 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:
a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

39. [CONDITION ADDED BY STAFF] 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)

40. [CONDITION ADDED BY STAFF] Submit two (2) originals of the stormwater quality BMP and Stormwater Detention Facilities Maintenance Agreement, to include the BMP 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)

41. [CONDITION ADDED BY STAFF] 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)

42. [CONDITION ADDED BY STAFF] Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to project completion. ****(T&ES)

43. [CONDITION ADDED BY STAFF] 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)

G. CONTAMINATED LAND:

44. [CONDITION ADDED BY STAFF] 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)

45. [CONDITION ADDED BY STAFF] 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:
    a. 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.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. 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)

46. [CONDITION ADDED BY STAFF] 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)

47. [CONDITION ADDED BY STAFF] 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)

H. FLOODPLAIN MANAGEMENT:

48. [CONDITION ADDED BY STAFF] 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)

49. [CONDITION ADDED BY STAFF] As per Section 6-305 (F), As soon as practicable, but not later than six months after the date such information becomes available, the applicant shall notify the FEMA of any change in the boundaries of any Special Flood Hazard Area depicted on the City's Flood Insurance Rate Map by submitting technical and scientific data to FEMA for a Letter of Map Revision. (T&ES)

I. ARCHAEOLOGY

50. [CONDITION ADDED BY STAFF] 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 Sheeting 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.

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

C - 2 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built and request for project completion. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)

C - 3 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services

F - 3. 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)

F - 4. The Final Site Plan must be prepared per the requirements of Memorandum to Industry 02-09 dated December 3, 2009, Design Guidelines for Site Plan Preparation, which is available at the City's following web address:

http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf

F - 5. 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)

F - 6. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 7. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 8. 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)

F - 9. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18” in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15”. The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F - 10. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public

Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 11. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

F - 12. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)

F - 13. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the

water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 14. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 15. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)

F - 16. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 17. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 18. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 19. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular and pedestrian routes as nearly as practical and the pedestrian pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian pathways for the duration of the project. These sheets are to be provided as “Information Only.” (T&ES)

F - 20. The following notes shall be included on all Maintenance of Traffic Plan Sheets:

d. The prepared drawings shall include a statement “FOR INFORMATION ONLY” on all MOT Sheets.

e. 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.

f. 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 - 21. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

F - 22. Since it is proposed to mitigate the increased runoff from the site through the use of pervious pavement, bioretention area, and disconnected impervious area; therefore, the final site plan must demonstrate through computations that the plan complies with the requirements of Section 13(109)(F). (T&ES)

C - 4 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)

C - 5 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’. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 6 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)

C - 7 The project must meet the Chesapeake Bay Act requirements for the protection of the Resource Protection Area (RPA). The access road for 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)

C - 8 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)

C - 9 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)

C - 10 (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.
(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)

C - 11 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 of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 12 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)

C - 13 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 14 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)

C - 15 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 16 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 insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

C - 17 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)

C - 18 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)

C - 19 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)

C - 20 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 21 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 22 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)

C - 23 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:

j. Monday Through Friday from 7 AM To 6 PM and
k. Saturdays from 9 AM to 6 PM.
l. No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:

m. Monday Through Friday from 9 AM To 6 PM and
n. Saturdays from 10 AM To 4 PM
o. No pile driving is permitted on Sundays and holidays.

Section 11-5-109 restricts work in the right of way for excavation to the following:

p. Monday through Saturday 7 AM to 5 pm
q. No excavation in the right of way is permitted on Sundays. (T&ES)

C - 24 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)

C - 25 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 26 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)

C - 27 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) 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 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 Book 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)

VAWC Comments:

1. Will the proposed City park change existing grading? Please advise how many feet grade will raise, and how the profile of existing 12" water main will change.

AlexRenew Comments:

2. No comments.

Fire Department

F - 23. 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.

Code Administration (Building Code):

F - 24. 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.

C - 28 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

C - 29 The developer 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.

C - 30 A soils report must be submitted with the building permit application for all new and existing building structures.

C - 31 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.

C - 32 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

C - 33 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.

C - 34 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.

C - 35 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.

C - 36 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.

Police

R - 1. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Archaeology

F - 25. 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.

C - 37 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

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 project completion

DSUP2002-0026 CONDITIONS:

***Future Metro Station and Pedestrian Bridge Conditions*:**

1. The applicant, landowner and/or successors in interest ("applicant") shall reserve the land necessary for a possible future WMATA Metrorail station at Potomac Yard in accordance with CDD #99-01 Condition #30. The applicant shall undertake no construction or improvements, including utilities or foundations (other than interim staging, landscaping and routine maintenance as approved by the City) on the entire area that is reserved for the metro station. The area shall be reserved, and if required by the City dedicated in fee, without cost to the City for a rail station and for any ancillary purposes, and the City shall have the right to require the conveyance of the site to the City, or to require the conveyance of the site to WMATA, for such rail station and purposes. The applicant shall also secure from the respective property owners, without cost to the City, a reservation or easement across the WMATA and CSX rail lines, and the western portion of Potomac Yard to the future Potomac Avenue, as generally depicted in *Attachment #2*, and any additional temporary construction easements necessary for the construction of the future platform, station, pedestrian bridge extension, entrance structure and circulation facilities of the rail station. The reserved area shall be identified for future WMATA rail station use on the final site plan. The applicant shall make interim improvements to the reserved area so that it can be utilized for open space until such time as a metro station is constructed. The interim improvements shall include landscaping and other improvements deemed necessary by the Directors of P&Z and RPCA. The necessary information, plans, legal instruments and documentation to accomplish such reservations and easements, and secure all regulatory and property owner approval thereof, shall be submitted for review by the City Attorney, P&Z, T&ES and WMATA as part of the first submission of the final site plan, and approved by the City, and executed by the necessary parties, prior to release of the final site plan. (P&Z)

2. On the site of the dedication for the potential future WMATA Metrorail Station, the applicant shall erect, at their expense, and maintain, a sign, designed to the satisfaction of the Directors of P&Z, RPCA and T&ES that announces to the public that the site is planned and reserved for a potential future development Metrorail Station. The sign shall be installed prior to the first certificate of occupancy permit. (P&Z)

3. The applicant shall provide sufficient land area that shall be dedicated to the City for a bridge at the southwest portion of Parcel A, along Potomac Greens Drive, sufficient to accommodate landing and ramps of a future pedestrian bridge to the satisfaction of the

Director of P&Z prior to release of the final site plan. The necessary information, plans and documentation shall be submitted for review by the City Attorney, the Directors of P&Z, T&ES and WMATA as part of the first submission of the final site plan. The land area shall be approved and dedicated prior to release of the building permits. The Potomac Yard concept plan approval requires that there be pedestrian access across the rail corridor in the future. This bridge shall be constructed on the southwest portion of Parcel A by the owner of Potomac Yard, or their successor, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval. The bridge shall provide pedestrian access to Rail Park over the metro tracks, if required to provide public access from the east into Rail Park, and shall connect from Rail Park to the western side of the CSX rail corridor. To ensure compliance with these conditions on this site, a detailed, fully engineered plan, compatible with the design of the Rail Park, Potomac Yard (linear) Park, and consistent with the Concept Plan and Potomac Yard Guidelines shall be submitted for approval prior to being incorporated into a final site plan. (P&Z)(PC)(City Council)

Special District Conditions:

4. If the City establishes a special service tax district for this area to raise funds to finance transit capital projects or transit operating programs and services which would serve, in part, Potomac Greens (such as, but not limited to, assisting in the financing of a new Metrorail station adjacent to Potomac Greens), in accordance with the TMP for Potomac Yard, all owners of property within this development, including fee-simple owners and the HOA shall be required to participate in the district. The developer shall include such requirement in the official disclosure statements to potential purchasers and attach it to the deed established for all properties. Language indicating that a special service district would entail an add-on real estate tax to the regular City real estate tax shall be included in these documents. (P&Z)

Open Space and Landscaping Conditions:

5. The applicant shall submit a separate final site plan for the future Potomac Greens Park, including the one acre addition and WMATA plaza area, as addressed in the subdivision condition of this approval, in accordance with the requirements of CDD Condition 16 to the satisfaction of the Directors of RPCA, P&Z, T&ES and the City Attorney. (P&Z)

6. The applicant shall grant a dead of easement granting public access over all parkland and open space within the project that is not dedicated to the City, in accordance with CDD#99-0001 Condition 7, with the exception of the clubhouse and the area within the fence

surrounding the adjacent swimming pool. The easement shall be granted prior to release of a final site plan. All park space subject to public access easement shall be privately maintained in accordance with CDD Condition 7. (P&Z)

7. The applicant shall provide the level of detail and amenities depicted on the preliminary plan for the neighborhood parks and open space to the satisfaction of the Directors of RPCA, and P&Z, the plan shall be revised to also provide the following:
   h. The trees at the periphery of the central neighborhood park shall be inset 3 ft. from the inside edge of the curb in accordance with the Guidelines for street trees planted in adjacent parkland
   b. In accordance with the Guidelines, shrubs shall not be planted in the central and entry circle neighborhood parks that would obscure visibility.
   c. A pedestrian path leading from the open space at the southeast corner of the entry circle, through the space between the buildings, to the southern park and children's tot lot.
   d. The park details including the placement of additional benches, trash receptacles, bicycle racks and other park furniture.
   e. The applicant shall provide an adequate stand of turf through the application of certified seed or sod determined by application time of year. Turf shall be free from noxious weeds and have a uniform coverage after 4-6 mowings. Proper soil preparation, amendments, grading and leveling, and debris removal shall occur prior to seed or sod application.
   f. The internal mews open space areas between the townhouses shall provide the level of detail and amenities depicted on the preliminary plan and at a minimum shall also provide the following to the satisfaction of the Director of P&Z:
      i. Amenities such as brick sidewalks, benches, trash receptacles, landscaping, etc. shall be provided within the mews to encourage their use.
      ii. There shall be no walls or fences that would appear to close the courtyard from public access. Fences shall not be permitted adjacent to the public or private sidewalks within the mews. (P&Z)(RPCA)

8. The applicant shall provide the level of detail and amenities depicted on the preliminary plan for the public parks and refine the design to the satisfaction of the Directors of RPCA, P&Z, and T&ES that at a minimum shall provide the following:
   a. The applicant shall construct boardwalks rather than surface trails over all wetland areas throughout Potomac Greens Park to the satisfaction of the Directors of RPCA, T&ES and P&Z.

b. Trail details and materials shall be submitted for the boardwalk areas. The portions of the trails within the natural areas shall be pervious material such as stonedust unless such trail is required to be used for access by emergency and maintenance vehicles, in which case, city requirements for emergency and maintenance vehicles shall prevail.
c. The applicant shall install all necessary signage and information for the interpretive trail to the satisfaction of the Director of RPCA.
d. Submit detailed calculations to illustrate that tree canopy coverage proposed to be provided meets the guideline requirements for 30% coverage within ten years for Potomac Greens Park, outside the existing protected woodland, in accordance with the Urban Design Guidelines. Revise the final landscape plan as deemed necessary to meet the 30% minimum requirement.
e. The applicant shall provide significant additional deciduous trees and evergreen landscaping on the entire eastern portion of the site to provide a landscape screen/buffer for the George Washington Memorial Parkway in consultation with the National Park Service, two thirds of the plantings shall be evergreen trees. Additional planting shall be provided within the natural area of the Potomac Greens Park to augment the existing vegetation, in areas where tree canopy does not exist, to the satisfaction of the City Arborist.
f. Additional disturbance with the natural area other than what is depicted on the preliminary plan shall only be permitted if deemed necessary by the Directors of RPCA, T&ES and P&Z.
g. The applicant shall contribute funds to the City for the refurbishment or replacement of the wrought iron fence that currently stands along the eastern edge of the property to the satisfaction of the Directors of RPCA and P&Z.
h. The proposed trail within the RPA shall be built at a grade and alignment to provide the following:
   i. minimize clearing and grading including provisions for access of equipment and materials,
   i. minimize any adverse impacts to drainage and functionality of the existing RPA, and wetlands; and
   ii. the proposed trail will be built using materials that are pervious to water, except as noted in part b, above.
i. The applicant shall draft and record all necessary documents to expand the bounds of the existing National Park Service Scenic Easement to include the area between the existing easement and the proposed adjacent north-south street, to eliminate disparities that would exist between the east portion of Potomac Greens Park and the Scenic Easement. (P&Z)(RPCA)(T&ES)(PC)

9. A revised landscape plan shall be provided with the final site plan to the satisfaction of the Directors RPCA, P&Z, and T&ES. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan and the plan shall also provide:
   a. The tree wells shall be a minimum dimension of 4 ft. x 10 ft. as generally depicted on the preliminary plan and required by the Guidelines.
   b. The size of the street trees shall be increased to 3 - 3½ inch caliper at the time of planting in accordance with the Guidelines.
   c. The applicant shall submit detailed calculations to illustrate that tree canopy coverage proposed for each of the separate neighborhood park areas to show that crown coverage provided meets the guideline requirements for 30% coverage within ten years for all parks and the 25% crown coverage for individual lots, which may be provided through the street trees provided on the adjoining public streets. Revise the final landscape plan to meet these minimum requirements.
   d. The developer shall be responsible for the installation and maintenance of trees adjacent to the public streets through bond release. This maintenance shall include, but not be limited to, pruning, watering, pest control, and removal and replacement of street trees as necessary.
   e. The applicant shall install additional landscaping consisting of small understory trees planted in the green spaces adjacent to alley openings in order to help screen the view of the alley from the adjoining streets.
   f. A continuous row of plantings shall be installed on the western portion of the site between the alley and the adjoining Metro rail line. The plantings shall provide a landscape buffer for the adjoining townhomes. Where there are existing WMATA slope easements that preclude landscaping, the applicant will work with City Staff and WMATA to explore the possibility of landscape screening. If granted approval by WMATA the applicant shall install evergreen planting to the satisfaction of the Director of P&Z.
   g. All proposed tree protection details shall be depicted on the final site plan and shall be installed prior to any site or utility work and maintained throughout the construction process. The tree preservation methods shall be installed and inspected by the City Arborist prior to any construction, demolition, grading or utility work for the site.
   h. Utility lines such as water, storm sewer and electric lines shall be located to minimize impacts on proposed street trees and open space.
   i. The location of all light poles shall be coordinated with the street trees.
   j. All landscaping shall be maintained by the HOA in good condition and replaced as needed. As private trees mature they are to be limbed up by the HOA to a minimum 6

feet.

k. Non-paved surfaces located within alley rights-of-way and public rights-of way shall be planted and maintained by the adjacent property owner and shall remain as green landscaped spaces.
l. The maximum height for the shrubs is 36 inches.
m. All plant materials and specifications shall be in accordance with the current and most up to date edition of the *American Standard for Nursery Stock (ANSI Z60.1)* as produced by the American Association for Nurserymen, Washington, D.C. (P&Z)(Police)

Parking Conditions:

10. The townhouse garages shall contain a minimum unobstructed dimension of 18 ft. x 18.5 ft two adjacent parking spaces, excluding units with tandem parking which may have a dimension of 10 ft. by 37 ft. for two tandem parking spaces. Each of the townhouse garages shall also provide a sufficient area for a City standard trash can. The parking space dimensions shall not be impeded by columns or walls. Provide dimension lines for interior garages for each of the unit types. (P&Z)

11. The following parking and garage use restrictions shall apply to all homeowners in the project:
    a. Individual townhouse garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.
    b. Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, on any emergency vehicle easement, or on any portion of the interior alleys. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council. (P&Z)

Building and Design Conditions:

12. The final architectural elevations shall be consistent with the level of quality and detail provided in the preliminary architectural elevations dated January 22, 2003. In addition, the applicant shall provide additional refinements to the satisfaction of the Director of P&Z that shall at a minimum include:

a. Eliminate transom windows above double-hung sashes on Colonial Revival or Federal style units and on the first floor of the Victorian type D units. Transoms may be used in all styles above doors.
b. Revise the plans to create an hierarchy of windows appropriate to the particular style of the townhouse.
c. For the Colonial style facades, with the front entry raised above the grade, accessed by a brick stoop, the siding shall stop at the floor level, with a brick foundation wall below.
d. Reduce the size of dormers as possible in accordance with fire safety regulations in the units that are currently depicted with inappropriately large dormers. The dormer windows shall generally be smaller than the windows installed in lower floors.
e. For all of the units the width of shutters needs to equal half the width of the adjacent window.
f. The treatment of the rear elevations visible from the rail corridor shall be revised to provide more traditional window fenestration to the satisfaction of the Director of P&Z.
g. Units proposed to have parking space(s) adjacent to the front building wall shall provide either a recessed wall or a window treatment with an opaque screen on the first floor to provide the appearance of habitable space to screen the parked cars.
h. Doors on all units shall be appropriate for the style of unit depicted.
i. On units with fourth floor roof-top terraces, the size of the door opening shall be a single door width, maximum 36", similar to the width of window typical of that style unit. (P&Z)

13. The materials for each unit shall be limited to masonry, precast concrete, wood or cementitious siding as generally depicted on the preliminary plans and approved in the Urban Design Guidelines. (P&Z)

14. The rears of units that are visible from public right-of-ways shall be consistent with the front facade of the units in terms of materials, variation, and general architectural style. (P&Z)

15. The units shall provide varying roof materials such as composite shingles and metal roofs as depicted on the preliminary plans. The roof-top decks that will be visible from the streets, and the rail corridor on the west side of the development, shall include railing spacing no greater than 2.5" between railings to provide screening for the balconies. (P&Z)

16. The HVAC units and mechanical appurtenances shall be located on the roof-tops, recessed and screened from view from the public streets. Details on the screening methods shall be indicated on the final site plan. (P&Z)

17. Architectural elevations (front, side and rear) and floor plans of ground levels for each unit type shall be submitted with the final site plan. Elevations shall indicate material treatment and color which will be accompanied by materials sample board for review. Each elevation shall indicate the average finished grade line and comply with the Guidelines for first floor levels within 18" to 24" above grade. All refinements to the design and materials shall be revised prior to the release of a building permit. (P&Z)

18. Type "C-2-end" units on lots 28, 36, 106, 144 and 160 shall be substituted with a design similar to type "G-end" units with front yard areas setback a minimum of 16 ft. from the front lot line. The substitute design for these units shall maintain a cornice line above the 2nd story. (P&Z)

19. The height of seven units shall be reduced by one story to achieve a minimum number of 34 units or 15% 2-1/2 story units to the satisfaction of the Director of P&Z. Some 2-1/2 story units shall be relocated from interior portions of the project to the eastern portion of the development to have a greater number of lower 2-1/2 story units facing the George Washington Memorial Parkway. The location and number shall be to the satisfaction of the Director of P&Z.(P&Z)(PC)

19a. The interior side yard setback for lots 19 and 20 as depicted on the revised open space plan dated April 1, 2003 shall be 10 ft. or an equivalent amount of open space shall be provided within the front yards of these two units. (PC)

20. Fences located within the front yards shall be made of painted wrought iron, in accordance with the Design Guidelines, 30" to 42" high, with a minimum of 50% openness to the satisfaction of the Director of P&Z. Other fences occurring in side yards and rears not adjacent to street frontage shall conform to the Guidelines. Submit fence details with final site plan. (P&Z)

21. Submit documentation of all elevations of the clubhouse and work with Staff to refine the design to include high quality materials and details to the satisfaction of the Director of P&Z as part of submission of final site plan. (P&Z)

22. The buildings within 500 feet of the centerline George Washington Memorial Parkway shall be approved by the Board of Architectural Review. All units within 500 feet of the centerline of George Washington Memorial Parkway shall be no higher than 45 feet tall

above average finish grade. The building materials for the buildings on the eastern portion of the site that fall within the Old and Historic District shall be permitted to be revised by the Board of Architectural Review, based on the requirements of the Old and Historic District, consistent with the Potomac Yard Urban Design Guidelines. (P&Z)

23. The material for the large retaining wall on the southeastern portion of the site, adjacent to the trail near the stormwater management pond, shall be stone similar to the stone used by the National Park Service on its retaining walls and safety abutments and shall be approved by the Board of Architectural Review. All other retaining walls for the proposed site shall be entirely brick, stone, or approved substitute to the satisfaction of the Director of P&Z. The applicant shall provide details of all retaining walls on the final site plan. (P&Z)

24. The applicant shall provide additional landscaping within the "southern" park space at the south end of the project, including installing additional landscaping and buffering around the existing storm water pond that shall consist of a significant amount of landscaping and improvements to better integrate the existing stormwater management pond into the parkscape, to the satisfaction of the Directors of RPCA and P&Z. (RPCA)(P&Z)(PC)(City Council)

25. The 72" endwall section going into the wetland area shall be stone similar to the stone used by the National Park Service on its retaining walls and safety abutments and vegetated to blend into the natural landscape. (RPCA)

26. The applicant shall work with Staff in determination of the materials (such as metal vs. brick) of the stoops and railings to the satisfaction of the Director of P&Z. (P&Z)

27. No overhangs (bays, balconies, decks, architectural projections, etc.) shall protrude into the alleys, emergency vehicle easements, or ingress/egress easements below 14.5 feet above grade. No vertical support posts and other impediments shall impede garage entrances. (T&ES) (P&Z)

28. Walls that separate dwelling units shall have an STC rating of at least 60. (Code Enforcement)

29. The applicant shall install an automatic sprinkler system meeting the requirements of NFPA 13D for all residential townhomes. (Code Enforcement)

30. Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered. (Code Enforcement)

31. The proposed side glass panels on the front doors of some of the homes should be eliminated or, alternatively, replaced with a shatter-proof material such Lexan polycarbonate glazing and the door jamb reinforced with angle iron throughout the full length of the jamb, to reduce the security risk that makes the home more vulnerable to burglary. (Police) (P&Z)

32. House numbers are to be placed on the front and back of each home. (Police)

Streetscape Conditions:

33. The sidewalks shall conform to the approved Guidelines and to the satisfaction of the Directors of P&Z and T&ES:
    a. The surface for all sidewalks shall be brick, in herringbone pattern in accordance with the Design Guidelines.
    b. The brick sidewalks shall continue over all alleys, to provide a continuous brick sidewalk.
    c. The crosswalk ramps shall be revised to provide a ramp in each direction from a corner, as depicted in the Guidelines, rather than centering the ramp at the corner, forcing disabled persons, and others requiring ramp use, closer to intersection traffic.
    d. A minimum 5.5'-wide unobstructed brick sidewalks shall be provided (excluding tree wells, stoops. etc.) along the Potomac Greens Drive street frontage as represented on the preliminary plans. The remaining street frontages shall provide a minimum 5'-wide unobstructed sidewalk width.
    e. All public street crosswalks that are provided by the applicant shall be stamped asphalt surface. The stamped asphalt treatments shall be limited to crosswalk surfaces.
    f. The proposed sculpted road surface around the traffic circle shall be revised to be asphalt and colored stamped brick crosswalks and colored stamped asphalt boundaries that provide 11' of smooth asphalt travel lane to the satisfaction of the Directors of T&ES and P&Z. (T&ES) (P&Z)

Encroachments

34. Stoops and railings are permitted to encroach up to a maximum of 4' into the public right-of-way as shown in the preliminary plan, provided that a minimum 5.5' unobstructed sidewalk

width is maintained on Potomac Greens Drive and a minimum 5' unobstructed sidewalk is maintained on all other streets. (P&Z)

35. Upper level bays may encroach into the public right-of-way up to a maximum of 3' inclusive of the bay cornice, as shown in the preliminary plans. Decorative embellishments and roof overhangs may encroach up to 2', as generally shown in the preliminary plans, to the satisfaction of the Director of P&Z and T&ES. (P&Z)

36. The applicant (and his or her successors, if any) must obtain and maintain a policy of general liability insurance in the amount of $1,000,000, which will indemnify the applicant and the City of Alexandria, as an additional named insured, against all claims, demands, suits, etc., and all costs related thereto, including attorney fees, relating to any bodily injury or property damage which may occur as a result of the granting of encroachment. (T&ES) (P&Z)

37. In the event the City shall, in the future, have need for the area of the proposed encroachment, the applicant shall remove any structure or projection that encroaches into the public right-of-way, within 60 days, upon notification by the City. (P&Z)

Streets and Traffic Conditions

38. All streets within the project shall be dedicated to the City as public streets.(P&Z) (T&ES)

39. The following street names are recommended for new public streets within the project: Potomac Greens Drive, Bracey, Carpenter, Day, Lyles, Miller, and Rose, and shall be shown on the final site plan (as depicted in Attachment #3). (P&Z)(PC)

40. The applicant shall revise the design of the streets to the satisfaction of the Directors of P&Z, Code Enforcement and T&ES to provide the following:
    a. The applicant shall increase the right-of-way width for Potomac Greens Drive to 66 feet throughout its length, providing continuous 11'-wide travel lanes around the perimeter of the development. To enable the 11-foot travel lanes, the applicant shall revise the width of the rear alleys on the western portion of Potomac Greens Drive from 22 feet, with a 20-foot clear travel way, provided that these alleys will be restricted to one-way travel.
    b. Show AASHTO turning movements along this route to support the transit vehicles and revise curb returns accordingly.
    c. The northernmost east-west cross street shall be narrowed from 36 ft. of pavement to 30 ft. of pavement to provide more park space. On-street parking spaces shall be provided

on the north side of this portion of the street adjacent to the one-acre addition to Potomac Greens Park, and eliminate the row of on-street parking spaces that are shown adjacent the townhouses.

d. The proposed sculpted road surface around the traffic circle shall be revised to be asphalt and colored stamped brick crosswalks and colored stamped asphalt boundaries that provide 11' of smooth asphalt travel lane to the satisfaction of the Directors of T&ES and P&Z. (T&ES) (P&Z) (RPCA)

41. The applicant shall revise the design of the alleys to provide the following to the satisfaction of the Directors of P&Z, Code Enforcement and T&ES:
    a. The alleys that will be privately maintained will be subject to an emergency vehicle easement and a public ingress/egress vehicle easement.
    b. The curb radii internal to alleys shall be revised to be a maximum of 10 ft. to conform to the Design Guidelines, or as tight as possible while providing satisfactory space for adequate circulation and turning movements. (P&Z)

42. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

43. The applicant shall provide up to forty (40) City standard street cans along the public streets, to the satisfaction of the Director of T&ES. (T&ES)

44. The applicant shall provide an emergency vehicle connector road from West Abingdon Drive to the eastern most roadway for the proposed development, submitted prior to submittal of the first final site plan and approved prior to release of the final site plan, to the satisfaction of the Director of Code Enforcement. The roadway may be gated and keyed for emergency vehicle use only, to the satisfaction of the Director of Code Enforcement. The applicant's obligations under this condition shall be dependent on the availability of the necessary off-site easements. (Code Enforcement)(City Council)

Utility and Infrastructure Conditions:

45. Prior to submission of the final site plan, the applicant shall incorporate improvements to resolve WMATA's concerns regarding hydrology and general rail line access to the satisfaction of WMATA and the Directors of T&ES and P&Z. Any subsequent, substantive changes to the site plan, such as relocation of streets, utilities, and changes building

footprints and parks, shall require a major amendment approved by Planning Commission and City Council. (P&Z)

46. All utility structures (except fire hydrants) shall not be located along public streets or on the sides of houses facing the George Washington Memorial Parkway and shall be screened to the satisfaction of the Director of Planning and Zoning. (P&Z)

47. Transformers, and telephone and cable boxes and other utilities that are shown within the WMATA slope easement may only be located within the easement if approved by WMATA. A letter of the WMATA agreement shall be submitted prior to the release of the final site plan. (P&Z)

48. The applicant shall submit a lighting plan and lighting details consistent with the approved Potomac Yard Urban Design Guidelines that allow minimum light leakage, particularly around the perimeter of the site and to minimize the obtrusion to the George Washington Memorial Parkway, to the satisfaction of the Directors of P&Z, T&ES, and RCPA, in consultation with Police. (P&Z) (T&ES)

49. All utilities serving this site shall be underground. (T&ES)

50. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains.(T&ES)

51. Provide adequate outlet protection and energy dissipater to prevent scouring condition at all proposed storm drainage outfalls, into existing wetlands, designed to the satisfaction of the Director of T&ES during Final Site Plan, in consultation with the National Park Service, the Army Corps of Engineers, and the Virginia State Department of Environmental Quality. (T&ES)

52. Provide siltation basin on all storm sewer outfalls into wetlands and provide adequate access for the City to maintain these facilities, designed to the satisfaction of the Director of T&ES during Final Site Plan, in consultation with the National Park Service, the Army Corps of Engineers, and the Virginia State Department of Environmental Quality. (T&ES)

53. Relocate all sanitary sewers from private alleys to public streets where possible to eliminate unnecessary sewer easements, to the satisfaction of the Director of T&ES. (T&ES)

54. Maintain 10 feet horizontal separation between all sanitary sewers and water lines. Revise sanitary sewer alignments accordingly, to the satisfaction of the Director of T&ES. (T&ES)

55. The City Attorney has determined that the City lacks the authority to approve the gravity fed sanitary sewer systems which serve over 400 persons. Accordingly, the overall sanitary sewer system for the proposed development must be submitted for approval by the Virginia Department of Health (VDH). Both City and VDH approval are required, though City approval may be given conditioned upon the subsequent issuance of VDH approval. Should state agencies require changes in the sewer design, these must be accomplished by the developer prior to the release of a certificate of occupancy for the units served by this system. Prior to the acceptance of dedications of the sewers by the city or release of any construction bonds, the developer must demonstrate that all necessary state agency permits have been obtained and as-built drawings submitted to the City that reflect all changes required by the state. (T&ES)

Environmental Conditions:

56. The applicant is required to mitigate the impacts to water quality, by encroachments and destruction of RPAs and Wetlands by the following methods and to the satisfaction of the Director of Transportation and Environmental Services and the Department of Parks and Recreation:
    a. Restoring streams from historic erosion damage,
    b. Increasing vegetation onsite and/or performing offsite plantings.
    c. Contributing to a T&ES / DEQ fund for stream restoration / water quality projects or environmental education projects.
    d. Providing environmental education resources/signs along the trail and wetlands.
    e. These mitigation efforts shall be quantified and tabulated against encroachments as follows:
        i. Wetland destruction shall be mitigated at a ratio of 2:1 and offsite at 3:1.
        ii. RPA Encroachments shall be mitigated at a ratio of 2:1 onsite or 3:1 offsite.
        iii. Any enhancements to existing areas, wetlands or vegetated RPAs, shall be at double the aforementioned ratios. (T&ES)

57. The stormwater collection system is part of the Potomac River watershed. All stormwater inlets shall be duly marked to the satisfaction of the Director of T&ES. (T&ES)

58. Provide a drainage map for the area flowing to the chosen BMP, including topographic information and storm drains. (T&ES)

59. All sanitary/wastewater flows from this development will be routed to the Potomac Yard Trunk Sewer and not to the Combined Sewer. (T&ES)

60. The stormwater Best Management Practices (BMPs) required for this project shall be constructed and installed under the direct supervision of the design engineer or his designated representative. The design engineer shall make a written certification to the City that the BMP(s) are constructed and installed as designed and in accordance with the approved Final Site Plan. (T&ES)

61. The surface appurtenances associated with the on-site structural BMP's shall be marked to the satisfaction of the Director of T&ES to identify them as part of the structural BMP system. (T&ES)

62. For any surface-installed Best Management Practices, i.e. Bio-Retention Filters, Vegetated Swales, etc. are employed for this site, descriptive signage for the BMPs is required to be installed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

63. The Developer shall furnish the Homeowner Association with an Owner's Operation and Maintenance Manual for all the Best Management Practices (BMP's) used on site. 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 and a copy of the Maintenance Agreement with the City. (T&ES)

64. The Developer shall furnish each home purchaser with a brochure describing the stormwater BMP(s) installed on the site, outlining the responsibilities of the homeowners and the Homeowner's Association (HOA) with respect to maintenance requirements. Upon activation of the HOA, the Developer shall furnish five copies of the brochure per unit to the HOA for distribution to subsequent homeowners. (T&ES)

65. The applicant shall provide an analysis (including a hydrological analysis) and design by appropriate professionals as to adequacy and the short and long term impacts of the new 72" outfall to the currently functional wetlands. The proposed design must demonstrate how the

outfall will not adversely impact the wetlands. (T&ES)

66. Plan does not indicate whether or not there are any known soil and groundwater contamination as required with all preliminary submissions. Should any unanticipated contamination or underground storage tanks, drums and containers are encountered at the site the applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)

67. If fireplaces are to be included in the development, the applicant is required to install gas fireplaces to reduce air pollution and odors. Animal screens must be installed on chimneys. (T&ES)

68. Based upon past uses of the site for fly-ash and dredge disposal, 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:
    a. Submit a Site Characterization Report/Extent of Contamination Study detailing the location, the contaminants, and the estimated quantity of any contaminated soils and/or groundwater at or in the immediate vicinity of the proposed site.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill the utility corridors.
    d. Submit a Health and Safety Plan indicating measures to be taken during any remediation and/or construction to minimize the potential risks to workers, the neighborhood, and the environment.

    Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

69. Due to the close proximity of the site to the Metro tracks, railroad tracks, airport traffic and the Parkway the following conditions shall be included in the development requirements:
    a. Applicant shall prepare a noise study identifying the levels of noise residents of the project will be exposed to at the present time and 10 years into the future in a manner consistent with the Noise Guidance Book used by the Department of Housing and Urban Development (HUD).
    b. Identify options to minimize noise exposure to future residents at the site, particularly in those units closest to railroad, including: triple-glazing for windows, additional

wall/roofing insulation, installation of resilient channels between interior gypsum board and wall studs, installation of a berm and any other special construction methods to reduce sound transmission. If needed, the applicant shall install some combination of the above to the satisfaction of the Directors of P&Z and T&ES. (T&ES)

70. The applicant shall present a disclosure statement to potential buyers disclosing the environmental conditions of the site to the satisfaction of the Directors of P&Z, T&ES and the City Attorney: the prior history of the Potomac Yard, including previous environmental studies, conditions and past or on-going remediation efforts, neighboring uses including the Mirant Power Plant, Metro operations and other railway operations, and that the site is near Reagan National Airport and its associated flight paths. The above mentioned uses are located within the immediate vicinity of the project and are permitted to continue indefinitely. (T&ES)

71. The applicant shall be responsible for the following prior to the release of the final site plan:
    a. As-built survey of the existing extended detention pond serving Old Town Greens development.
    b. Provide detailed engineering computations to demonstrate the effectiveness of the facility to meet the WQV requirements of the contributing drainage area.
    c. Applicant shall be responsible for designing and constructing any modifications/changes to the pond needed to meet the storm water management requirements of the Article XIII of AZO and any other deficiencies identified.
    d. Applicant shall provide a certification by Licensed Professional Engineer that all changes and modifications have been performed as per the approved plans and pond functions in a manner as expected per the design. (T&ES)

72. The applicant/owner/future owners shall be responsible for maintaining the BMP(s) including the pond treating storm water from this site to the satisfaction of Director of T&ES. A maintenance agreement shall be executed between the applicant/owner/future owners and the City, which shall be recorded in the land records. The applicant shall be responsible for obtaining all necessary easements and agreements needed to allow access for joint or independent maintenance of the BMP(s) between the entities. These agreements and easements must be obtained and executed to the satisfaction of City Attorney and Director of T&ES prior to the release of any final plan. Failure to execute and obtain all the necessary easements and agreements to insure maintenance of the BMP(s) will require alternative BMPs to be implemented for the site to the satisfaction of the Director of T&ES. (T&ES)

Phasing and Construction Related Conditions:

73. Before commencing any clearing or grading of the site, the applicant shall hold a meeting with all adjoining property owners to review the hauling routes, location of construction worker parking, plan for temporary pedestrian and vehicular circulation, if affected, and hours and overall schedule for construction. The Departments of P&Z and T&ES shall be notified of the date of the meeting before the permit is issued. Copies of plans showing the hauling route and construction worker parking and temporary pedestrian and vehicular circulation shall be posted in the construction trailer and given to each subcontractor before they commence work on the project. (P&Z)

74. The applicant shall prepare and submit a plan that delineates a detailed phasing plan and construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, RPCA and Code Enforcement prior to submittal of the first final site plan for the project. At a minimum, the plan shall include the following:

a. Phasing and required public improvement (streets, traffic signals, sidewalks, etc.) for each phase.
b. Phasing and delivery of parks throughout the project to the satisfaction of the Director of RPCA.
c. A Traffic Control Plan detailing proposed controls to traffic movement, lane closures, construction entrances, haul routes, and storage and staging.
d. A plan for temporary pedestrian and vehicular circulation during construction.
e. A parking plan for construction workers will be prepared that provides on-site parking for workers. The applicant will employ those measures required by the Potomac Yard TMP to encourage mass-transit use, car-pooling and other measures that will mitigate the impact of construction workers traveling to and from the site.
f. Provisions in the event construction is suspended for 6 months or more for:
   i. temporary streetscape improvements;
   ii. removal of debris;
   iii. screening and barrier protection of construction areas and interim open space improvements; and
   iv. sediment and erosion control.
g. All other necessary phasing parameters deemed necessary by the Directors of P&Z, T&ES and Code Enforcement. (P&Z)

75. The applicant shall identify a person who will serve as liaison to the community throughout

the duration of construction. The name and telephone number of this individual shall be provided in writing to residents, property managers and business owners whose property abuts the site, and to the Directors of P&Z and T&ES. (P&Z)

Subdivision/Easements:

76. The applicant shall revise the subdivision plan to dedicate to the City all land within the WMATA rail and slope easements, public parkland, future WMATA metro station and the area necessary for the pedestrian bridge on the southwestern portion of the site to the satisfaction of the City Attorney. All streets within the projects shall be dedicated to the City as public streets. The public access easements for the neighborhood parks shall be depicted on the approved subdivision plan.(P&Z)(PC)

77. Subdivision plats, easements and/or dedication shall be submitted for final review and approval by P&Z, T&ES and the City Attorney prior to release of any final site plans for the project. (P&Z)

Affordable Housing:

78. In accordance with the City's Affordable Housing Policy, the developer shall make a contribution to the Housing Trust Fund of $1.00 per gross square foot of development, to be paid upon unit sale to each end user. (Housing)

Legal/Procedural Conditions:

79. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)

80. Temporary structures for construction and a sales trailer shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Director of P&Z. (P&Z)

81. The applicant shall submit a building location survey to the Planning and Zoning Staff prior to applying for a certificate of occupancy permit for each unit. (P&Z)

82. Final location surveys for each building shall be submitted by the applicant to the

Department of P&Z for each building prior to issuance of a certificate of occupancy permit. (P&Z)

83. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit. (P&Z)

84. Prior to the release of the first certificate of occupancy for the project, the City Attorney shall review and approve the language of the Homeowner's Agreement to ensure that it conveys to future homeowners the requirements of this development special use permit, including the restrictions listed below and other restrictions deemed necessary by the City Attorney. The applicant shall present a disclosure statement to potential buyers disclosing the following conditions to the satisfaction of the Directors of P&Z, T&ES and the City Attorney. The HOA language shall establish and clearly explain that these conditions cannot be changed except by an amendment to this special use permit approved by City Council.

a. Neighboring uses surrounding Potomac Greens include the Mirant Power Plant, Metro operations and other heavy railway operations, and the nearby Reagan National Airport and its associated flight paths, including a flight path directly over the Potomac Yard site. These uses are located within the immediate vicinity of the project and are permitted to continue indefinitely.

b. Prior history of the Potomac Yard has created environmental hazards, conditions, related studies and past or on-going remediation efforts. Past use of the Potomac Greens site includes disposal of fly-ash and dredge spoilings.

c. Individual townhouse garages may be utilized only for parking; storage which interferes with the use of the garages for vehicle parking is prohibited.

a. Vehicles shall not be permitted to park on sidewalks, in driveways which obstruct sidewalks, on any emergency vehicle easement, or on any portion of the interior alley. The Homeowner's Association shall maintain a contract with a private towing company to immediately remove any vehicles violating this condition.

b. No decks shall be permitted, except those decks that do not protrude beyond the property

line.

c. Exterior changes or additions to units shall not be permitted without approval of City Council or the Director of Planning and Zoning, as determined by the Director.

d. No overhangs (bays, balconies, decks, architectural projections, etc.) shall protrude into the alleys, emergency vehicle easements, or ingress/egress easements below 14.5 feet above grade. No vertical support posts and other impediments shall impede garage entrances.

e. All landscaping and screening shown on the final landscape plan shall be maintained in good condition and may not be reduced without approval of City Council or the Director of Planning and Zoning, as determined by the Director.

f. The Homeowners Association documents shall disclose to all prospective buyer(s) through the sales literature and documents, sales contracts etc. that the internal open space areas not dedicated to the City for public parkland will be owned and maintained by the HOA, although the spaces are encumbered by public access easements and are accessible to the residents of the community and general public.

g. A parcel in the northwestern portion of the site has been dedicated to the City for a possible WMATA Metrorail station rail station at Potomac Yard in accordance with CDD #99-01.

h. A future pedestrian bridge may be located on the southwestern portion of Potomac Greens, along Potomac Greens Drive. A bridge will be constructed by the current owner of Potomac Yard, or their successors, after 1,000,000 sq. ft. of development in Potomac Yard as specified in the CDD conditions of approval.

i. If the City establishes a special taxing district for this area for a transit improvement project to raise funds to finance transit capital projects or transit operating programs and services which would serve, in part, Potomac Greens (such as, but not limited to, assisting in the financing of a new Metrorail station adjacent to Potomac Greens), in accordance with the TMP for Potomac Yard, all owners of property within this development, including fee-simple owners and the HOA shall be required to participate in the district.

j. The approved Potomac Yard Concept Plan permits 1,900,000 square feet of office space, a 625 room high-rise hotel, 1700 additional residences, and 135,000 square feet of retail development, in addition to the existing 600,000 square foot Potomac Yard Shopping Center, on the west side of the CSX and WMATA Metro rail corridor, immediately adjacent to Potomac Greens. The buildings closest to Potomac Greens are permitted to rise to heights of 110 feet. Additionally, the leases with the Potomac Yard Shopping Center expire around the year 2018. It is anticipated that the shopping center site will redevelop at higher density, similar to that approved around the Potomac Yard town center and in the Arlington portion of Potomac Yard, immediately north of Four Mile Run. (P&Z) (T&ES)

Miscellaneous Conditions:

85. Solid waste pick-up shall be provided by the City. The proposed development must have adequate curb return radius on all alleys to accommodate City solid waste vehicles or solid waste pickup shall be from public streets only. The developer must provide adequate space within each unit to accommodate a City Standard super can and recycling container. The containers must be placed inside the units or within an enclosure that completely screens them from view. The developer must purchase the standard containers from the city or provide containers that are compatible with city collection system and approved by the Director of Transportation and Environmental Services. (T&ES)

86. The applicant shall complete the geo-archaeological testing as specified in the Scope of Work supplied by Alexandria Archaeology and comply with the following conditions:
   i. If deemed necessary by Alexandria Archaeology after a review of the geoarcheological testing, the applicant shall hire an archaeological consultant to prepare a Documentary Study, conduct an Archaeological Evaluation, and/or prepare a Resource Management Plan, as outlined in the City of Alexandria Archeological Standards. The applicant must meet with Alexandria Archaeology to determine the necessary and appropriate actions.
   jjjj. All archeological preservation must be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance). To confirm, call Alexandria Archaeology at (703)838-4399.
   kkkk. The above statement (in b.) must appear in the General Notes of the Preliminary and Final Site Plan. Additional statements to be included on the Final Site Plan will be determined in consultation with Alexandria Archaeology.
   llll. Certificates of Occupancy will not be issued for this property until the final

archaeological report has been received and approved by the City Archaeologist.

mmmm. If warranted by the City Archaeologist, the developer will erect a historic marker on the property according to specifications provided by Alexandria Archaeology. The marker will highlight the historical and archaeological significance of the property.

nnnn. If warranted by the City Archaeologist, the developer will produce a small booklet for the public on the history and archaeology of the property, according to specifications provided by Alexandria Archaeology.

oooo. All archaeological work will be carried out in accordance with the *City of Alexandria Archaeological Standards* and is subject to the approval of the City Archaeologist. (P&Z)

87. The applicant shall attempt to secure mail delivery to individual homes from the USPS. If such delivery cannot be secured, two decorative ganged mailboxes per block shall be permitted within the development located within the alley to the satisfaction of the Director of P&Z. (P&Z)

88. The applicant shall be allowed to make minor adjustments to the building locations if the changes do not result in the loss of parking, open space, or an increase in the building height or building footprint. (P&Z)

89. Any inconsistencies between the various drawings submitted by the applicant shall be reconciled to the satisfaction of the Directors of Planning and Zoning and Transportation and Environmental Services. (P&Z)

90. The applicant shall attach a copy of the final released site plan to each building permit document application and be responsible for insuring that the building permit drawings are consistent and in compliance with the final released site plan prior to review and approval of the building permit by the Departments of Planning and Zoning and Transportation and Environmental Services. (P&Z)

91. Freestanding subdivision or development sign(s) that differentiates the proposed development from the existing neighborhood shall be prohibited. (P&Z)

92. A temporary informational sign shall be installed on the site prior to the approval of the final site plan for the project and shall be displayed until construction is complete or replaced with a marketing sign incorporating the required information; the sign shall notify the public of

the nature of the upcoming project and shall provide a phone number for public questions regarding the project. (P&Z)

93. The applicant shall consult the Crime Prevention Unit of the Alexandria Police Department regarding locking hardware and alarms for the homes. (Police)

94. The applicant shall contact the Crime Prevention Unit of the Alexandria Police Department as soon as the sales trailer is placed on site to complete a security survey for the trailer. (Police)

95. The developer shall submit any promotional brochure and literature for Potomac Greens to the City Attorney for review prior to use in order for the City to ensure that the documents convey accurate information to potential purchasers. (PC)

96. Condition deleted (City Council)

96a. The applicant shall increase the open space by 3,200 square feet at the south end of the development by eliminating sufficient visitor parking to the satisfaction of the Director of Planning and Zoning. (City Council)

Special Use Permits requested by the applicant and recommended by Staff:

1. Development special use permit with site plan to construct residential development under CDD#10 Concept Plan for Potomac Yard.
2. Special use permit to locate a temporary sales trailer on site.

Modification requested by the applicant and recommended by Staff:

1. Modification to provide 100% of 25% crown coverage requirement off-site, on the adjacent public streets.

Encroachment requested by the applicant and recommended by Staff:

1. Request to encroach into the pubic right-of-way for stoops, steps and railings, upper level bays, overhangs, and cornices.

Names approved by Planning Commission for new public Streets:

1. Potomac Greens Drive, Bracey, Carpenter, Day, Lyles, Miller, and Rose

STAFF: Eileen P. Fogarty, Director, Department of Planning and Zoning;
Jeffrey Farner, Urban Planner;
Thomas Luebke, City Architect;
Stephen Milone, Urban Planner.

Staff Note:
In accordance with section 11-506(c) of the zoning ordinance, construction or operation shall be commenced and diligently and substantially pursued within 18 months of the date of granting of a special use permit by City Council or the special use permit shall become void.

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Planning and Zoning:

F-1 Add a chart to sheet C3 as shown on earlier plan submittals indicating the height and floor area proposed for each building. Chart should indicate the overall building height and floor area of each dwelling unit by dwelling unit type.

F-2 Eliminate General Note 4 referencing private waste pickup since this project will be required to use city refuse collection services.

Transportation & Environmental Services:

C- 2 Bond for the public improvements must be posted prior to release of the plan.

C- 3 All downspouts must be connected to a storm sewer by continuous underground pipe.

C- 4 The sewer tap fee must be paid prior to release of the plan.

C- 5 All easements and/or dedications must be recorded prior to release of the plan.

C- 6 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.

C- 7 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.

C- 8 The applicant must comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control which includes requirements for pollutant load reductions and treatment of the Water Quality Volume Default (WQV).

C- 9 The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a "Certified Land Disturber" on the Erosion and Sediment Control sheets prior to release of the final Site Plan in accordance with

Virginia Erosion and Sediment Control Law VAC §: lO.1-563.B

C- 10 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.

C- 11 All required permits from Virginia Department of Environmental Quality, Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources must be in place for all project construction and mitigation work prior to release of the final site plan. This includes the new state requirement for a VPDES permit for all construction activities greater than 1 acre.

F-1 The project lies within the area of the Potomac Yard for which an overall drainage plan was approved in 1996. The proposed stormwater plan must conform to the overall approved drainage plan.

F-2 Project lies entirely within an area described on historical maps as containing fly ash, dredge spoils and marine clays. Construction methodology and erosion and sediment control measures must account for this. The location of fly ash and dredge spoils shall be acknowledged and identified on the existing conditions sheet.

F-3 The mitigation proposed in lieu of Resource Protection Area (RPA) encroachment as shown on the plan and indicated in the Water Quality Impact Statement is not adequate.

F-4 The Plan proposes to achieve part of the compliance with Chesapeake Bay Program requirements to treat the water quality volume through an existing extended detention pond currently serving Old Town Greens.

F-5 A Master Stormwater Management Plan has been submitted for concurrent review to justify the use existing detention pond for meeting the storm water quality requirements of Article XIII of Alexandria Zoning Ordinance for developments beyond Old Town Greens.

<u>Code Enforcement:</u>

C-1 The developer shall provide a separate Fire Service Plan which illustrates: a) emergency ingress/egress routes to the site; b) fire department connection (FDC) to applicable buildings; c) fire hydrants located within on hundred (100) feet of each FDC; d) on site

fire hydrants spaced with a maximum distance of three hundred (300) feet between hydrants and the most remote point of vehicular access on site; e) emergency vehicle easements (EVE) on all main roadways and secondary roadways where required with a twenty-two (22) foot minimum width; f) all Fire Service Plan elements are subject to the approval of the Director of Code Enforcement. The submitted Fire Service Plan (Sheet C25) does not provide enough detail for a complete review. The submitted sheet is sufficient as a reference, however, supplemental sheets which contain more detail for each section of the project are required to perform a proper review. FDCs shall be shown on the plan. Turning radii for EVE's shall be shown on the plans. Dead end EVEs greater than 100 feet shall have provisions for emergency vehicle turn around. The plan shows turning radii within designated emergency vehicle easements below the standard 25 foot turning radii. Redefine EVE turning radii to 25 foot. Relocate hydrant next to unit 153 to corner next to unit 152. Add one additional hydrant by unit 53.

C-2 The final site plans shall show placement of fire easement signs to meet guidelines for sign details and placement requirements previously supplied to the applicant.

C-3 A soils report must be submitted with the building permit application.

C-4 Prior to submission of the Final Site Plan, the developer shall provide a fire flow analysis by a certified licensed fire protection engineer to assure adequate water supply for the structure being considered.

C-5 A Certificate of occupancy shall be obtained prior to any occupancy of the building or portion thereof, in accordance with USBC 118.0.

C-6 Prior to the issuance of a demolition permit or land disturbance permit, a rodent abatement plan shall be submitted to Code Enforcement that will outline the steps that will taken to prevent the spread of rodents from the construction site to the surrounding community and sewers.

C-7 7 Construction permits are required for this project. Plans shall accompany the permit application that fully detail the construction as well as layouts and schematics of the mechanical, electrical, and plumbing systems.

C-8 New construction must comply with the current edition of the Uniform Statewide Building Code (USBC).

C-9 A fire prevention code permit is required for the proposed operation of the club house. An egress plan showing fixture location, aisles and exit doors shall be submitted for review with the permit application.

C-10 Proposed trailer construction shall conform with the Virginia Uniform Statewide Building Code.

C-11 A separation distance of 20 feet between the trailers and the main building shall exist.

C-12 Handicapped accessibility shall be provided to trailers.

C-13 Trailers shall bear a seal showing compliance with the Virginia Industrialized Building Code.

C-14 A building permit is required for installing trailers on site. Submit four sets of drawings with the permit application.

VA American Water Company:

F-1 Water service is available for domestic use and fire protection. Hydraulic calculations will be completed to verify main sizes upon final submittal of the site plan. Profiles will be required for hydraulic calculations.

F-2 The proposed 12" water main in Potomac Greens Drive will need to be increased to 16" along the entire length.

F-3 Two 12" crossings (with casings) will need to be installed for this project. The first needs to cross the tracks from the existing Potomac Greens Drive to just south of proposed Howell Avenue on proposed Potomac Avenue in the Potomac Yard site. The second needs to cross the tracks at the northernmost part of proposed Potomac Greens Drive just south of proposed E. Glebe Road on proposed Potomac Avenue in the Potomac Yard site.

F-4 Maintain a 10' horizontal separation between water and sewer mains.

F-5 Show all water main sizes. Sizes of water main stubs to various courts currently not shown.

Police Department:

Staff is not recommending the following conditions:

R-1 Shrubbery along the proposed trail is to be cut back a minimum of 6 feet on each side of the trail. (Staff Note: Staff is encouraging retention of existing native plants and restoration within the sensitive resource protection area and wetlands.)

R-2 The proposed parks and trail are to close at dusk if they are not lit. If the parks and trail are lit the lighting is to be placed on timers to go off at 10:00 PM.

(Staff Note: Parks within Potomac Greens will follow standard city policy for park hours of operation.)

Health Department:

C-1 An Alexandria Health permit is required for all regulated facilities. Permits are non-transferable.

1. Permits must be obtained prior to operation.
2. A qualified pool operator and lifeguard with CPR certification must be on duty during hours of operation.
3. Five sets of plans must be submitted to and approved by this department prior to construction. Plans must comply with the Alexandria City Code, Title 11, Chapter 11, Swimming Pools, Administrative Regulation 20-6, Swimming Pools.
4. Storm water retention facilities must be designed to hold water for no longer than seven (7) days to discourage the breeding of mosquitos or they must be treated with larvicides, as needed, during the mosquito season (April to November).

Historic Alexandria (Archaeology):

F-1 While much of this area is marshland, the western section appears to be a low terrace area adjacent to the stream and marshes separating Daingerfield Island from the mainland. Native American sites are often found in terrace environments similar to this, and the property therefore has the potential to yield archaeological resources which could provide insight into the lifestyle of the area's inhabitants prior to the European contact period.

F-2 The applicant has submitted a series of Ground Impact Maps to Alexandria Archaeology. Review of these maps has led to a determination that the only aspect of this development which has potential to have an impact on significant archaeological resources is the placement of deep utilities. Geomorphological/pedological testing, consisting of soil borings analyzed by a geoarchaeologist will be conducted to determine if any buried soil layers which could contain significant archaeological resources are present in the areas slated for the deep utility placement.

Parks & Recreation (Arborist):

F-1 Tree species may need to be diversified to prevent a disease from decimating much of the landscaping.

X. STAFF RECOMMENDATIONS – DSUP2016-0006

Staff recommends **approval** subject to compliance with all applicable codes and ordinances and the following conditions:

Conditions 1 through 40 apply only to the Potomac Yard Park Amendment (DSUP2016-0006) approved in conjunction with the Potomac Yard Metrorail Station project (DSUP2016-0004). The remainder of conditions in this document (DSUP2010-0012) apply to the entire park, are unchanged, and are carried forward with this DSUP.

A. OPEN SPACE/LANDSCAPING

1. [CONDITION ADDED BY STAFF] The applicant shall provide, install and maintain an integrated Landscape Plan with the Final Site Plan that is coordinated with other associated site conditions to the satisfaction of the Directors of P&Z and/or RPCA. All tree and landscaping plans, installation and maintenance shall be in accordance with the City's Landscape Guidelines and/or the landscaping design of the existing Potomac Yard Park for continuity of the seamless design, as necessary. At a minimum the plan shall provide the level and quality of landscaping depicted on the preliminary landscape plan. In addition, the applicant shall: .
    a. Provide an enhanced level of detail plantings throughout the site. Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
    b. Submit detailed calculations to illustrate that tree canopy coverage proposed to be provided meets the guideline requirements for minimum 30% coverage within ten years, in accordance with the Urban Design Guidelines. Revise the final landscape plan as deemed necessary to meet or exceed the 30% minimum requirement.
    c. Ensure positive drainage in all planting areas.
    d. Turf grass areas to be maintained by mowing or other mechanical means shall not exceed 4:1 maximum slope, 5:1 slope maximum where possible.
    e. Provide an adequate stand of turf through the application of certified seed or sod determined by application time of the year. Turf shall be free from noxious weeds and have a uniform coverage after 4-6 mowings. Proper soil preparation, amendments, grading and leveling, and debris removal shall occur prior to seed or sod application.
    f. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. Demonstrate that tree wells provide 300 cubic feet of arable soil per tree.

g. Provide planting details for all proposed conditions including street trees, park trees, multi-trunk trees, evergreen trees, sapling plantings, shrubs, grasses, perennials, bulbs, aquatic plantings, and groundcovers.

h. All sidewalks and vehicular access routes constructed above tree wells/trenches shall be structurally supported. Areas of uncompacted growing medium shall not be used to support sidewalks and driveways without additional structural support. Provide section details both parallel and perpendicular to the street that verify this requirement.

i. Identify the extents of any areas of tree wells/trenches within the sidewalk on the landscape and site plans.

j. Provide a plan exhibit that verifies the growing medium in street tree wells/trenches, and all planting above structure meets the requirements of the City's Landscape Guidelines for soil volume and depth. The plan shall identify all areas that are considered to qualify towards the soil requirements, with numerical values illustrating the volumes.

k. The size of the street trees shall be 3 - 3½ inch caliper at the time of planting in accordance with the Guidelines.

l. Street trees and plantings shall be coordinated with above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts. The applicant shall provide fully coordinated final plans of site grading, topography and site utilities throughout the drawing set.

m. The location of all light poles shall be coordinated with the street trees.

n. The maximum height for the shrubs is 36 inches.

o. All plant materials and specifications shall be in accordance with the current and most up to date edition of the American Standard for Nursery Stock (ANSI Z60.1) as produced by the American Association for Nurserymen, Washington, D.C.

p. Provide locations, specification/designation and quantities for all proposed plantings as determined by City staff.

q. Clearly indicate limits of lawn and planting areas.

r. Provide slope retention fabric or other measures for planted slope areas 3:1 or greater as coordinated with staff.

s. Tree wells shall be planted with a hardy evergreen groundcover as coordinated with staff.

t. The tree wells shall be a minimum dimension of 4 ft. x 10 ft. as generally depicted on the preliminary plan and required by the Guidelines.

u. All replacement street trees shall be consistent with existing spacing and size.

i. Slope planting mix shall include a variety of indigenous evergreen, ornamental and large shade trees.

w. All plants shall be subject to selection, inspection and approval for conformity to approved drawings (including identification tagging/selection of plants) by the City at the collection growing location, storage facilities and/or upon delivery to the project site. Such approval and selection shall not impair the right of

inspection and/or rejection of plants during progress of the work or throughout the acceptance process. (RPCA)(T&ES)(P&Z)(DPI)

2. [CONDITION ADDED BY STAFF] The applicant shall submit the Final Site Plan to provide the level of detail and amenities depicted on the preliminary plan, to the satisfaction of the Directors of RPCA, and P&Z:
   a. The design shall be consistent and seamless with the character and use of the existing Potomac Yard 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. In this regard, the specifications for the construction of the planned improvements shall be subject to the review and approval of the Directors of PR&CA, T&ES and P&Z.
   b. The Final Site Plan to include the park details including the placement of landscaping, trees, irrigations system, hardscape, walkways, trails, benches, trash receptacles, fencing, signs (including interpretative signs for the BMP pond) and other park furniture.
   c. Coordinate Final Site Plan with Potomac Yard Metrorail Station DSUP 2016-2004.
   d. Pedestrian and bike trail and promenade details and materials shall be submitted for review and approval of the Director of the RPCA and P&Z.
   e. Provide detail plans for the relocation of the boat ramp in the BMP pond area and the access road to ensure maintenance vehicle access to the pond area and the boat ramp.
   f. The promenade design should meet City requirements for use by emergency and maintenance vehicles.
   g. Electrical transformers, or any ancillary structure or features associated with the operation or maintenance of the park shall be placed in underground vaults.
   h. Above ground BMPs shall not be permitted in the park.
   i. Install all required and necessary signage to the satisfaction of the Director of RPCA.

3. [CONDITION ADDED BY STAFF] As shown on the preliminary plan, this project shall not interfere with or impact the City's ability to use space underneath the ramp for planned future bicycle parking. (T&ES)

4. [CONDITION ADDED BY STAFF] Develop a palette of site furnishings in consultation with staff :
   a. Design should comply with the City of Alexandria, Park Facility Standards Manual and/or the design palette for the existing Potomac Yard Park, and other applicable rules and regulations.

b. Provide location, and specifications, and details for site furnishings that depict the installations, scale, massing and character of site furnishings to the satisfaction of the Directors of RPCA, P&Z and T&ES.
c. Site furnishings shall include benches, trash and recycling receptacles, and other associated features.

5. [CONDITION ADDED BY STAFF] Provide material, finishes, and architectural details for all retaining walls, seat walls, decorative walls, and screen walls. Indicate methods for grade transitions, handrails- if required by code, directional changes, above and below grade conditions. Coordinate with adjacent conditions. Design and construction of all walls shall be to the satisfaction of the Directors of RPCA, and/or P&Z, and T&ES.

6. [CONDITION ADDED BY STAFF] 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. In this regard, the specifications for the construction of the planned improvements shall be subject to the review and approval of the Directors of RPCA, T&ES and P&Z. (RPCA, P&Z, T&ES)

7. [CONDITION ADDED BY STAFF] Prior to commencement of the construction, the applicant shall provide a detailed Landscape Maintenance Plan for the approval by the Directors of the RPCA and P/Z. City staff will work jointly with the applicant in program development of the Landscape Maintenance Plan. The Maintenance Plan shall guide execution of work, labor and materials for maintenance of new and established plantings in a vigorous, flourishing growth and attractive appearance. The approved Maintenance Plan shall be continuously implemented by the applicant during the construction period and until 36 months after the final acceptance of the project by the City. The Landscape Maintenance Plan shall include scheduling and provision of all labor and materials for the following:
   a. Daily, weekly and seasonal facilities maintenance for all project components including irrigation system, BMPs, trees, plantings, ground covers and all landscaped beds.
   b. Product warranty and anticipated replacement schedules.
   c. The maintenance during this period shall include regular removal, control, and preventive services for invasive plants. At the end of the three year maintenance period, all shrubs and trees planted shall be free of invasive vines.
   d. Plant materials that are deemed to be dead or unacceptable at the end of the maintenance period shall be replanted and maintained for the required warranty period, at a minimum.
   e. Landscape Maintenance Plan shall include guidance for continued prevention of invasive species and maximization of visual screening benefits after final acceptance by the City of Alexandria.

f. Track changes in vegetation and environmental condition in an annual report. Include in report the baseline conditions at planting and set indicators to monitor to assess whether the landscape is on a positive or negative trajectory. Indicators shall include vegetation and litter cover, soil structure, infiltration and erosion, invasive species, soil structure, soil structure, and soil biology. Include recommendations for adaptive management, if necessary, if areas of planting or particular species are demonstrating regular decline.

g. Landscape Maintenance Plan shall allow for replacement of species in decline with alternate species as part of the warranty conditions. Alternate species selection to be approved by RPCA.

h. Protect plants from herbivory, according and appropriate to the plant size and potential herbivores. (P&Z)(RPCA)

8. [CONDITION ADDED BY STAFF] Provide, implement and follow a tree conservation and protection program that is developed per the City of Alexandria Landscape Guidelines and to the satisfaction of the Directors of P&Z, and RPCA. All proposed tree protection details shall be depicted on the final site plan and early site preparation permit plans. Such tree protection measure shall be installed prior to any site or utility work and maintained throughout the construction period. The tree preservation measures shall be inspected by the City Arborist prior to any construction, demolition, grading or utility work for the site. (RPCA)(P&Z)

9. [CONDITION ADDED BY STAFF] Protection and preservation of existing trees and other vegetation shall be as per the City's Landscape Guidelines, including replacement of damaged trees and other vegetation and monetary remuneration, and shall be subject to the satisfaction of the City Arborist. The replacement trees shall be installed prior to the issuance of the last certificate of occupancy permit. *** (P&Z)(RPCA)

10. [CONDITION ADDED BY STAFF] The area of the limits of disturbance and clearing for the park site as part of the Metrorail station project shall be limited to the areas as generally depicted on the preliminary site plan and reduced if possible to retain existing trees and grades. (P&Z) (RPCA)

11. [CONDITION ADDED BY STAFF]. Provide a detail site irrigation plan that will tie into the existing irrigation system developed and installed to the satisfaction of the Directors of RPCA, P&Z and Code Administration. The plan to cover all landscaped areas, trees, and ground covers in the park. The irrigation system shall be fully compatible with the City's Maxicom Central Control System. In addition, provide a plan to water the trees, plants and groundcovers in all areas during the planting, establishment, maintenance and warranty periods, including sources of supplement water during these periods. In addition: (RPCA)

a. Provide an exhibit that demonstrates that all parts of the site can be accessed by ground set hose connections.

b. Hose bibs, ground set water connections and FDCs must be fully accessible and not blocked by plantings, site utilities or other obstructions.
c. Install all lines beneath paved surfaces as sleeved connections.
d. Locate water sources and hose bibs in coordination with City Staff.
e. Site irrigation plan, details and specifications shall be prepared by a certified irrigator who is licensed to practice in the Commonwealth of Virginia and possesses demonstrated experience in system design for recreation facilities.
f. Provide hose bibs/yard hydrants at 150 feet on-center along the promenade between the north and south stormwater management ponds.
g. Incorporate one hose bib/yard hydrant at each belvedere, play area (per side), deck and active use court.
h. Provide all hardware and software necessary to install a remote station, including sensors, transmitters, and other equipment.
    i. Controllers and water service connections shall be located as approved by the City.
    ii. The system shall incorporate and be fully coordinated with the City's Maxicom Central Control System.
i. All irrigation system components shall be approved by the City.
    i. Valves, splices, meters, hose/yard hydrants, flow devices, pumps and similar components shall be placed in underground boxes.
    ii. Underground boxes shall be Carson, Inc., H-20 load rated with black covers, or equal as approved by the City.
    iii. All irrigation system components shall be Rainbird, Inc., or equal as approved by the City.
    iv. Hose bibs, yard hydrants and valves shall be solid brass. Galvanized irrigation components or fittings are not acceptable.
    v. System components beneath paved surfaces shall be installed as sleeved connections (schedule 40 minimum gauge-class 200 pipe is not acceptable) extending 24 inches beyond edge of nearest paved surface. Demonstrate, field locate and permanently mark sleeve connections as approved by the City.

12. The proposed shrubbery is to have a maximum height of 36 inches when they are fully mature. (Police)

13. No shrubs higher than 3 feet should be planted within 6 feet of walkways. Shrubs higher than 3 feet provide cover and concealment for potential criminals. (Police)

14. Maintain tree canopies at least 6-feet above grade level as they mature to allow for natural surveillance. (Police)

15. Trees will not be planted under or near light poles. Trees planted under or near light poles counteract the effectiveness of light illumination when they reach full maturity. (Police)

B. SITE PLAN:

16. [CONDITION ADDED BY STAFF] 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)

17. [CONDITION ADDED BY STAFF] Coordinate location of site utilities with other site conditions to the satisfaction of the Directors of P&Z and/or RPCA, T&ES, and DPI. These items include:
    a. Location of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes.
    b. Minimize conflicts with plantings, pedestrian areas and major view sheds.
    c. Do not locate above grade utility structures in dedicated open space areas and tree wells.
    d. If applicable, all utilities shall be screened from the public ROW to the satisfaction of the Director of P&Z. (P&Z)(T&ES)(RPCA)(BAR)(DPI)

18. [CONDITION ADDED BY STAFF] Provide a lighting plan for the park and open spaces accessible to the public with the final site plan to verify that lighting meets City standards. Specifically, the lighting design shall be consistent with the existing Potomac Yard Park - both visually and functionally. The plan shall be to the satisfaction of the Directors of T&ES, P&Z, and/or RPCA in consultation with the Chief of Police.
    a. Clearly show location of all existing and proposed street lights and site lights, shading back less relevant information.
    b. Determine if existing lighting meets minimum standards within the City right-of-way adjacent to the site. If lighting does not meet minimum standards, additional lighting shall be provided to achieve City standards or to the satisfaction of the Director of T&ES.
    c. A lighting schedule that identifies each type and number of all fixtures, mounting height, and strength of fixture in Lumens or Watts.
    d. Manufacturer's specifications and details for all proposed fixtures including site, landscape, pedestrian, sign(s) and security lighting.
    e. A photometric plan with lighting calculations that include all existing and proposed light fixtures, including any existing street lights located on the opposite side(s) of all adjacent streets including the George Washington Memorial Parkway. Photometric calculations must extend from proposed park improvements to property line and from property line to the opposite side(s) of all

adjacent streets and/or 20 feet beyond the property line on all adjacent properties and rights-of-way. Show existing and proposed street lights and site lights.

f. Photometric site lighting plan shall be coordinated with architectural/building mounted lights, site lighting, street trees and street lights to minimize light spill into adjacent residential areas and the George Washington Memorial Parkway

g. Provide location of conduit routing between site lighting fixtures so as to avoid conflicts with street trees.

h. Detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.

i. The lighting for the areas not covered by the City of Alexandria' standards shall be designed to the satisfaction of Directors of T&ES and P&Z.

j. Provide numeric summary for various areas (i.e., roadway, walkway/ sidewalk, alley, and parking lot, etc.) in the proposed development.

k. Light fixtures for open canopies shall be recessed into the ceiling for any areas that can be seen from the public ROW.

l. Upon installation of all exterior light fixtures for the site/building, the applicant shall provide photographs of the site demonstrating compliance with this condition.

m. Full cut-off lighting shall be used at the development site to prevent light spill onto adjacent properties. (P&Z)(T&ES)(RPCA)(Police)(BAR)

C. CONSTRUCTION MANAGEMENT

19. [CONDITION ADDED BY STAFF] 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)

20. [CONDITION ADDED BY STAFF] All improvement shall be maintained by the applicant to the satisfaction of the Directors of P&Z, T&ES and RPCA until such time that construction is completed by the applicant, and approved and accepted by the City.

21. [CONDITION ADDED BY STAFF] Sidewalks, bicycle, and pedestrian trails and walkways shall remain open, or a suitable detour provided, during construction to the satisfaction of the Directors of T&ES and DPI. (T&ES) (DPI)

22. [CONDITION ADDED BY STAFF] Ensure that all existing public and private utilities are fully maintained throughout the construction phase. (RPCA) (T&ES) (DPI)

D. SOLID WASTE:

23. [CONDITION ADDED BY STAFF] Provide funding to purchase and install two (2) Victor Stanley Ironsites Series model SD-42 receptacle with Dome Lid dedicated to trash collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. * (T&ES)

24. [CONDITION ADDED BY STAFF] Provide funding to purchase and install two (2) Victor Stanley Ironsites Series Model SD-42 blue receptacle with Dome Lid dedicated to recycling collection. The receptacle(s) shall be placed in the public right of way to serve open space and park sites. Receptacles shall be generally located along the property frontage and at strategic locations in the vicinity of the site as approved by the Director of T&ES. *(T&ES)

E. WATERSHED, WETLANDS, & RPAs:

25. [CONDITION ADDED BY STAFF] The project site lies within Four Mile Run 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. (T&ES)

26. [CONDITION ADDED BY STAFF] The stormwater collection system is located within the Four Mile Run 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)

27. [CONDITION ADDED BY STAFF] 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)

28. [CONDITION ADDED BY STAFF] 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)

F. STORMWATER MANAGEMENT:

29. [CONDITION ADDED BY STAFF] 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)

30. [CONDITION ADDED BY STAFF] 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)

31. [CONDITION ADDED BY STAFF] 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:
    a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
    b. Clean and free of debris, soil, and litter by either having been installed or brought into service after the site was stabilized. **** (T&ES)

32. [CONDITION ADDED BY STAFF] 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)

33. [CONDITION ADDED BY STAFF] Submit two (2) originals of the stormwater quality BMP Maintenance Agreement, to include the BMP 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)

34. [CONDITION ADDED BY STAFF] Submit a copy of the Operation and Maintenance Manual to the Office of Environmental Quality on digital media prior to project completion. ****(T&ES)

35. [CONDITION ADDED BY STAFF] 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)

G. CONTAMINATED LAND:

36. [CONDITION ADDED BY STAFF] 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)

37. [CONDITION ADDED BY STAFF] If environmental site assessments or investigations discover the presence of contamination on site, the final [site plan/demo plan/grading 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:
    a. 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.
    b. Submit a Risk Assessment indicating any risks associated with the contamination.
    c. 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)

38. [CONDITION ADDED BY STAFF] 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)

39. [CONDITION ADDED BY STAFF] 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. (T&ES)

H. ARCHAEOLOGY

40. [CONDITION ADDED BY STAFF] 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 Sheeting and Shoring) so that on-site contractors are aware of the requirements:

c. 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.

d. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology.

CITY DEPARTMENT CODE COMMENTS

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

Planning and Zoning

C - 38 As-built documents for all landscape and irrigation installations are required to be submitted with the Site as-built prior to project completion. Refer to City of Alexandria Landscape Guidelines, Section III A & B. **** (P&Z) (T&ES)

C - 39 No permits shall be issued prior to the release of the Certificate of Appropriateness from the Board of Architectural Review. (BAR)

Transportation and Environmental Services

R-1 [RECOMMENDATION ADDED BY STAFF]
It is strongly recommended that the design team must include a civil engineer to prepare The civil/site drawings. The hydraulic analysis must be completed, saealed, and signed by a registered engineer licensed in the Commonwealth of Virginia in compliance with Article 13-114(F). (T&ES)

F - 26. 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)

F - 27. 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:

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:
http://alexandriava.gov/uploadedFiles/tes/info/Memo%20to%20Industry%20No.%2002-09%20December%203,%202009.pdf

Memorandum to Industry 06-14:
http://www.alexandriava.gov/uploadedFiles/tes/info/MemoToIndustry06-14.pdf

F - 28. 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)

F - 29. The Plan shall include a dimension plan with all proposed features fully dimensioned and the property line clearly shown. (T&ES)

F - 30. Include all symbols, abbreviations, and line types in the legend. (T&ES)

F - 31. 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)

F - 32. All storm sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter for storm sewers shall be 18" in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead is 15". The acceptable pipe materials will be Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. Alternatively, AWWA C-151 (ANSI A21.51) Class 52 may be used if approved by the Director of T&ES. For roof drainage system, Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and maximum velocities will be 2.0 fps and 15 fps, respectively. The storm sewers immediately upstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained privately). (T&ES)

F - 33. All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. Minimum diameter of sanitary sewers shall be 10 inches in the public Right of Way and sanitary lateral 6 inches for all commercial and institutional developments; however, a 4 inch sanitary lateral will be acceptable for single family residences. The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM D-3034-77 SDR 26, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12 inch or larger diameters); Class III may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Laterals shall be connected to the sanitary sewer through a manufactured "Y" or "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F - 34. Lateral Separation of Sewers and Water Mains: A horizontal separation of 10 feet (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if

this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18 inches above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.(T&ES)

F - 35. Crossing Water Main Over and Under a Sanitary or Storm Sewer: When a water main over crosses or under crosses a sanitary / storm sewer then the vertical separation between the bottom of one (i.e., sanitary / storm sewer or water main) to the top of the other (water main or sanitary / storm sewer) shall be at least 18 inches for sanitary sewer and 12 inches for storm sewer; however, if this cannot be achieved then both the water main and the sanitary / storm sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6 inch clearance shall be encased in concrete. (T&ES)

F - 36. No water main pipe shall pass through or come in contact with any part of sanitary / storm sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible. When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place. (T&ES)

F - 37. Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12 inches of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 for a distance of 10 feet on each side of the point of crossing and pressure tested in place without leakage prior to installation. Sanitary / storm sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities. (T&ES)

F - 38. The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition. (T&ES)

F - 39. Show the drainage divide areas on the grading plan or on a sheet showing reasonable information on topography along with the structures where each sub-area drains. (T&ES)

F - 40. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

F - 41. All the existing and proposed public and private utilities and easements shall be shown on the plan and a descriptive narration of various utilities shall be provided. (T&ES)

F - 42. A Maintenance of Traffic Plan shall be provided within the Construction Management Plan and replicate the existing vehicular, pedestrian, and bicycle routes as nearly as practical and the pedestrian and bicycle pathway shall not be severed or moved for non-construction activities such as parking for vehicles or the storage of materials or equipment. Proposed traffic control plans shall provide continual, safe and accessible pedestrian and bicycle pathways for the duration of the project. These sheets are to be provided as "Information Only." (T&ES)

F - 43. The following notes shall be included on all Maintenance of Traffic Plan Sheets:

g. The prepared drawings shall include a statement "FOR INFORMATION ONLY" on all MOT Sheets.
h. Sidewalk closures will not be permitted for the duration of the project. Temporary sidewalk and trail closures are subject to separate approval from Transportation and Environmental Services (T&ES) at the time of permit application.
i. 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 - 44. Add complete streets tabulation to the cover sheet with the Final 1 submission. (T&ES)

C - 40 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. 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)

C - 41 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'. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. If the project site lies within the Braddock-West watershed or known flooding area, then the applicant shall provide an additional 10 percent storage of the pre-development flows in this watershed to meet detention requirements. (T&ES)

C - 42 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)

C - 43 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)

C - 44 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)

C - 45 (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.
(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)

C - 46 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 of Alexandria Zoning Ordinance (AZO). (T&ES)

C - 47 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)

C - 48 The applicant shall be responsible to deliver all solid waste, as defined by the City Charter and Code of the City of Alexandria, to the Covanta Energy Waste Facility located at 5301 Eisenhower Avenue. A note to that effect shall be included on the plan. The developer further agrees to stipulate in any future lease or property sales agreement that all tenants and/or property owners shall also comply with this requirement. (T&ES)

C - 49 All private streets and alleys shall comply with the City's Minimum Standards for Private Streets and Alleys. (T&ES)

C - 50 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)

C - 51 Provide a phased erosion and sediment control plan consistent with grading and construction plan. (T&ES)

C - 52 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 insure that this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (T&ES)

C - 53 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)

C - 54 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)

C - 55 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)

C - 56 All driveway entrances, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

C - 57 All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

C - 58 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)

C - 59 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:

r. Monday Through Friday from 7 AM To 6 PM and
s. Saturdays from 9 AM to 6 PM.
t. No construction activities are permitted on Sundays and holidays.

Section 11-5-4(b)(19) further restricts the Pile Driving to the following hours:

u. Monday Through Friday from 9 AM To 6 PM and
v. Saturdays from 10 AM To 4 PM
w. No pile driving is permitted on Sundays and holidays.

Section 11-5-109 restricts work in the right of way for excavation to the following:

x. Monday through Saturday 7 AM to 5 pm
y. No excavation in the right of way is permitted on Sundays. (T&ES)

C - 60 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)

C - 61 The applicant shall comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. (T&ES)

C - 62 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)

C - 63 The applicant must provide a Stormwater Pollution Prevention Plan (SWPPP) 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 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 Book 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)

VAWC Comments:

1. VAWC has no comments on the major amendment

AlexRenew Comments:

2. ARenew has no comments on the major amendment

Fire Department

F - 45. 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.

Code Administration (Building Code):

F - 46. 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.

C - 64 New construction or alterations to existing structures must comply with the current edition of the Uniform Statewide Building Code (USBC).

C - 65 The developer 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.

C - 66 A soils report must be submitted with the building permit application for all new and existing building structures.

C - 67 The most restrictive type of construction shall apply to the structure for height and area limitations for non-separated uses.

C - 68 Where required per the current edition Virginia Uniform Statewide Building Code exits, parking, and facilities shall be accessible for persons with disabilities.

C - 69 All proposed buildings where an occupied floor exceeds 75 feet above the lowest level of fire department vehicle access shall meet the Virginia Uniform Statewide Building Code for HIGH-RISE buildings.

C - 70 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.

C - 71 Sheeting and shoring shall not extend beyond the property line; except when the developer has obtained a written release from adjacent property owners which has been recorded in the land records; or through an approved encroachment process.

C - 72 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.

Police

R - 2. It is recommended that the applicant choose a style bench that has an armrest in the middle of the bench to deter unwanted sleeping and skateboarding on the benches.

Archaeology

F - 47. 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.

C - 73 All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance.

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 project completion

DSUP2010-0012 CONDITIONS:

I. GENERAL PROCEDURE

1. The applicant shall develop, provide, install and maintain until acceptance by the City an integrated Park and Landscape Plan. (P&Z) (RPCA)

2. All work as outlined in the project DSUP conditions shall be in general compliance with the proposed preliminary plan as provided and dated November 9, 2007 and the Memo with attached exhibits prepared by EDAW and dated February 16, 2008. (Attachment #5) In lieu of designing and constructing the north trail and associated amenities as depicted in the preliminary site plan for Land Bay K, the applicant shall provide a contribution in the amount of $300,000, and dedicate the north portion to the City. The contribution and dedication of the north portion shall occur concurrently with the dedication of the south portion. Work shall be further developed in design/detail to fix and describe project components such that each can be constructed (and maintained by the Applicant until acceptance by the City) to the satisfaction of the Directors of Recreation, Parks & Cultural Activities, Planning & Zoning, and Transportation & Environmental Services. Review of specifications by Recreation, Parks & cultural Activities is required for work items including materials/manufacture, finishes, joints/connections/fastening methods as noted in the items as outlined below: (T&ES) (P&Z) (RPCA)

    a. Site paving including concrete, asphalt, specialty paving/pavers, metal decks, ramps and steps. (P&Z) (RPCA)
    b. Masonry including retaining, seat, decorative, screening, and active recreation related walls.(P&Z) (RPCA)
    c. Site furnishings including trash receptacles, benches, tables, two (2) drinking fountains and bicycle racks. (P&Z) (RPCA)
    d. Site lighting including pedestrian and active recreation. (P&Z) (RPCA)
    e. Metalwork including fences, handrails, bollards, and gates. (P&Z) (RPCA)
    f. Site utilities including landscape irrigation/water management system, water, and site electrical. (P&Z) (RPCA)
    g. Active recreation facilities including lights, surfaces, materials, fences, walls, equipment and other components including their and warranty. (P&Z) (RPCA)
    h. Site signage including entrance, directional, instructional and informative. (P&Z) (RPCA)
    i. Plumbing fixtures including decorative fountain and water filtration system, if provided. (RPCA)
    j. Specialty landscape items including Geoweb/greenwalls, landscape sculptures, site interpretive features/elements. (RPCA)

3. Prior to release of the Final Plan, the applicant shall provide an anticipated construction schedule for the Park. Applicant shall record and report construction progress to the City in the form of; written reports; construction submittal review and testing services; concrete, retaining wall, geotechnical, soil, etc. reviews; and scheduled project meetings with City staff. The Construction Schedule shall be updated on a regular basis as needed. On site reviews with City staff shall be conducted to monitor progress of all project components. (RPCA)

4. The applicant shall have the right to construct and dedicate to the City the Landbay K Park, in two development phases, as generally shown on Attachment #4, revised September 16, 2010. As part of the approval of the final site plan, the applicant shall submit a plat of subdivision to re-subdivide Parcels 512 and 513 Potomac Yard into three lots corresponding to the three park portions. Separate final site plans for each phase shall be submitted and approved, bonded and released for construction to permit phased construction, dedication, acceptance, and as-built approval. The Main Body of construction shall be the parcel designated on Attachment #4, revised September 16, 2010. A subsequent second phase, the southern portion shall commence construction 12 month after the acceptance by the City of the first phase. In lieu of designing and constructing the north trail and associated amenities as depicted in the preliminary site plan for Land Bay K, the applicant shall provide a contribution in the amount of $300,000, and dedicate the north portion to the City. The contribution and dedication of the north portion shall occur concurrently with the dedication of the south portion. For the purpose of this condition, replacement of the interim rectangular athletic fields will be constructed, dedicated and accepted pursuant to the requirements of Condition 70 (e), for acceptance by the City. Upon commencement of construction for each area, work shall be diligently pursued without interruption until completion and City acceptance.

5. Prior to City acceptance of each phase the applicant will post a landscape warranty bond for a minimum of 12 months for each phase.

6. Each phase of the park shall be maintained by the applicant to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services and Recreation Parks & Cultural Activities until such time that construction of each phase is completed by the applicant, and approved and accepted by the City. Upon acceptance, each phase shall be conveyed to the City by recordation of a special warranty deed. (P&Z) (T&ES) (RPCA) (ARCH)

7. Prior to commencement of the construction for each phase, the applicant shall provide a detailed Project Maintenance Plan for the approval by the City. Staff will work jointly with the applicant in program development of the Project Maintenance Plan. The Maintenance Plan shall guide execution of work, labor and materials for maintenance of new and established plantings in a vigorous, flourishing growth and attractive appearance. The

approved Maintenance Plan for each phase shall be continuously implemented by the applicant/successor until final acceptance of each phase by the City. The Maintenance Plan shall include scheduling and provision of all labor and materials for the following: (RPCA)

a. Daily, weekly and seasonal facilities maintenance for all project components including irrigation system, stormwater management ponds and active recreation features.
b. Daily, weekly and seasonal grounds maintenance including litter/debris/solid waste/recycling removal and general policing of grounds.
c. Product warranty and anticipated replacement schedules.

8. As-built drawings for all project components/constructed work shall be submitted by the applicant using a current version of AutoCAD as produced by AutoDesk Inc. and approved by the City. As-built drawings shall clearly identify, fix and describe all variation(s) and changes from approved drawings including location, quantity, and specification of project elements. (P&Z) (RPCA)

9. Applicant shall provide construction and as-built geotechnical reports, and construction submittal records, operation and maintenance manuals, and communicate specialty procedures to designated City staff for all components, systems, subsystems, equipment and maintenance procedures including active recreation facilities, interpretive elements, structures, fountains, irrigation/water management systems, lighting equipment, electrical systems and winterization procedures. (RPCA)

10. The applicant shall provide extra materials for lighting system components (bulbs and ballasts) and irrigation system components (heads and valves) equal to 10% of the amount installed for each type and size indicated but no fewer than two units to match products installed (not inclusive of conduits, wiring, poles or footings), that are packaged with protective covering for storage and identified with labels describing items. Materials shall be delivered to a location in coordination with City staff. (RPCA)

11. Potomac Yard Linear Park shall be coordinated with all ongoing projects on the applicants property known as Potomac Yard including Potomac Avenue Infrastructure, South Main Line Boulevard, Route 1/Monroe Avenue Bridge, Pump Station and On-Site Force Main, East-West Streets including access points at Potomac Avenue and Finger Parks, adjacent landbays owned and controlled by the applicant and Simpson Fields.

12. Temporary structures for construction including a construction trailer shall be permitted and the period such structures are to remain on the site, size and site design for such structures shall be subject to the approval of the Directors of Planning and Zoning and Recreation, Parks & Cultural Activities.

B. FINAL LANDSCAPE PLAN/SITE PLAN AND OPEN SPACE

13. Shift the sidewalk at East Monroe Avenue adjacent to the stormwater management pond to the north four (4) feet and provide landscape strip with additional street trees. (P&Z) (RPCA)

14. The Planting Plan and Planting Index shall be provided as follows to the satisfaction of the Directors of Planning & Zoning and Recreation, Parks & Cultural Activities.
    a. The applicant shall provide an enhanced level of detail plantings throughout the site. Plantings shall include a simple mixture of seasonally variable, evergreen and deciduous shrubs, ornamental and shade trees, groundcovers and perennials that are horticulturally acclimatized to the Mid-Atlantic and Washington, DC National Capital Region.
    b. Provide detail planting plans of all specialty planting areas, such as the interpretive area plantings.
    c. Provide locations, specification/designation and quantities for all proposed plantings as determined by City staff.
    d. Provide planting details for all proposed conditions including street trees, park trees, multi-trunk trees, evergreen trees, sapling plantings, shrubs, grasses, perennials, bulbs, aquatic plantings, and groundcovers.
    e. Tree canopy coverage of the site shall be 40% at 10 years from the time of installation.
    f. Clearly indicate limits of lawn and planting areas.
    g. Turf grass areas to be maintained by mowing or other mechanical means shall not exceed 4:1 maximum slope, 5:1 slope maximum where possible.
    h. Provide slope retention fabric or other measures for planted slope areas 3:1 or greater as coordinated with staff.
    i. Tree wells shall be planted with a hardy evergreen groundcover as coordinated with staff.
    j. Provide detail, section and plan drawings of tree wells showing proposed plantings and associated materials, adjacent curb/pavement construction, including edge restraint system, dimensions, drainage, and coordination with site utilities. Demonstrate that tree wells provide 300 cubic feet of arable soil per tree.
    k. Spacing for street trees along Potomac Avenue and South Main Street shall be consistent with the Potomac Yard Urban Design Guidelines and coordinated with the Potomac Avenue Infrastructure Plan. All street trees along the east side of Potomac Avenue shall be no less than 25 feet apart, an average of 35 feet on center and three (3) feet from the back of the curb. Additional street trees shall be planted on the east side of Potomac Avenue where gaps exist on the preliminary plan, where possible. The location of all pole mounted lights shall be coordinated with all trees. Light poles shall be located a minimum of 10 feet from the base of all trees.

l. Street trees and plantings shall be coordinated with above and below grade site utilities, site furnishings, fences, architecture, lights, signs and site grading to avoid conflicts. The applicant shall provide fully coordinated final plans of site grading, topography and site utilities throughout the drawing set.
m. Ensure positive drainage in all planting areas.
n. Condition deleted.
o. Provide additional street trees within the planting strip along the perimeter of the Simpson Fields parcel along East Monroe Avenue and Monroe Avenue bridge slip ramp an average of 35' on center. (P&Z) (RPCA)
p. Planting Index; provide substitutions for the following plants:
    i. Rhododendron maximum
    ii. Rhododendron catawbienses
    iii. Myrica cerasifera
    iv. Ilex glabra
q. Provide additional information and specifications for the following:
    i. Vines and groundcovers
    ii. Grass seed or sod
    iii. Meadow mix
    iv. Slope mix
    i. Ornamental grasses
    v. Aquatic plantings
    vi. Seedling and reforestation plantings
    vii. Ornamental trees as single or multi-trunk
    viii. Specialized planting palette for Geoweb wall (RPCA)
r. All Street Trees shall be 3"- 3 1/2" in caliper at the time of planting. (RPCA)
s. Slope planting mix shall include a variety of indigenous evergreen, ornamental and large shade trees. (RPCA)
t. Amend planting index to include crown coverage allowance and proposed crown coverage. (RPCA)
u. All plants shall be subject to selection, inspection and approval for conformity to approved drawings (including identification tagging/selection of plants) by the City at the collection growing location, storage facilities and/or upon delivery to the project site. Such approval and selection shall not impair the right of inspection and/or rejection of plants during progress of the work or throughout the acceptance process. (RPCA)

15. Drawings shall be prepared and sealed by a Landscape Architect certified to practice in the Commonwealth of Virginia. (RPCA)

16. Provide the following notes on drawings per the City of Alexandria Landscape Guidelines:
    a. "At time of Final Site Plan approval, Specifications for plantings shall be in accordance with the current and most up to date edition of ANSI-Z60.1, The

American Standard for Nursery Stock as produced by the American Association of Nurserymen; Washington, DC." (RPCA)

b. "The applicant has made suitable arrangements for pre-selection tagging, pre-contract growing, or is currently undertaking specialized planting stock development with a nursery or grower that is conveniently located to the project site, or other procedures that will ensure availability of specified materials. In the event that shortages and/or inability to obtain specified plantings occurs, remedial efforts including species changes, additional plantings and modification to the landscape plan shall be undertaken by the applicant. All remedial efforts shall, with prior approval by the city, be performed to the satisfaction of the Directors of Planning & Zoning, Recreation, Parks & Cultural Activities, and Transportation & Environmental Services."

c. "In lieu of more strenuous specifications, all landscape related work shall be installed and maintained, until acceptance by the City, in accordance with the current and most up-to-date edition (at time of final site plan approval) of Landscape Specification Guidelines as produced by the Landscape Contractors Association of Maryland, District of Columbia and Virginia; Gaithersburg, Maryland." (RPCA)

d. "Prior to commencement of landscape installation/planting operations, a pre-installation/construction meeting will be scheduled and held with the City's Arborist and Landscape Architects to review plant installation procedures and processes." (RPCA)

e. "A certification letter for tree wells, tree trenches, planting soils and plantings above structures will be provided by the applicant's General Contractor. The letter shall certify that all below grade construction is in compliance with approved drawings and specifications. The letter shall be submitted to the City Arborist and approved prior to final acceptance of the project by the City. The letter shall be submitted by the owner/applicant/successor and sealed and dated as approved by the general contractor's Landscape Architect." (RPCA)

17. Provide the following calculations on the drawings:

a. Total site open space area/acreage including breakdown of 30% active recreation/70% passive recreation areas. (P&Z) (RPCA)

b. Provide a narrative demonstrating compliance with the Open Space requirements of the Potomac Yard Coordinated Development District and Potomac Yard Urban Design Guidelines. (P&Z) (RPCA)

c. There shall be a mix of shade trees, understory trees and evergreen trees. Large deciduous parkland trees shall make up 50% to 75% of the total canopy coverage, medium deciduous parkland trees shall make up 5% to 10%, understory parkland trees 5% to 10%, large evergreen parkland trees shall make up 0% to 15% and small evergreen parkland trees 0% to 5%. (P&Z) (RPCA)

d. Crown area coverage tabulation in compliance with City of Alexandria Landscape Guidelines. (RPCA)
e. Provide pre-development and post development calculations. (RPCA)

18. Interpretive Landscape Elements:
    a. Applicant shall continue to work with City staff to refine the historic and interpretive design components of the belvederes, plazas and other features and coordinate with the Potomac Yard Interpretive Plan. Interpretive elements shall be as and where shown on the plans and memo referenced in Attachment #5.
    b. The applicant shall coordinate with City staff in the signage for the Landbay K linear park and belvederes. Seating, walls, structures and paving shall be designed to enhance the interpretive message for each identified space in compliance with the Potomac Yard Interpretive Plan. (P&Z) (RPCA) (ARCH)

C. SITE FEATURES

19. Parking along the east side of Potomac Avenue shall be amended to accommodate a mix of handicap, standard and City use dedicated spaces. The final plan shall supply a number and quantity of each type of parking space provided along Potomac Avenue. Reconfigure the parallel parking spaces on the east side of Potomac Avenue to include two handicapped spaces and one bulb out with appropriate landscaping and street trees. The remaining parking shall be standard parking spaces. (P&Z) (RPCA) (T&ES)
    a. City use dedicated spaces shall be surfaced with concrete. Up to three 8 x 22 foot spaces shall be provided.

20. The applicant shall provide details on the handicap parking, accessibility, and handicap access on the east side of Potomac Avenue to the park and trail. The complete park design shall comply with all Access Board and Americans with Disabilities Act Accessibility Guidelines (ADAAG). (T&ES)

21. The park operations/maintenance facility building shall comply with the following to the satisfaction of the Director of Planning & Zoning and Recreation, Parks & Cultural Activities:

    a. Shall be constructed with the first phase and completed prior to acceptance.
    b. The proposed overhead door shall be solid core metal and incorporate an electronic security system. (RPCA)
    c. Final color architectural elevations (front, sides, and rear, including roof, exterior finishes/materials and colors) shall be submitted with Final Site Plan #1. (P&Z) (RPCA)

d. All floors within the building and the ground plane at the entrance to the restrooms shall be sealed concrete. (RPCA)
e. All entrances shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities. (P&Z) (RPCA) (T&ES)
f. The vehicular entrance to the maintenance portion shall include a concrete approach the width of the building and extending out 5 feet from the building face. (RPCA)
g. Existing conditions sheet shall include a building location and utilities. (P&Z) (RPCA)
h. Proposed building footprint shall be shown in context with Simpson Fields. (P&Z) (RPCA)
i. Existing park building shall be demolished and removed from site. The proposed building shall be constructed in the same general location. (P&Z) (RPCA)
j. Utility service to the building shall include electric, internet and water. (RPCA)
k. All building hardware, fixtures, and appurtenances shall be metal industrial fittings appropriate for use in high-traffic/volume, heavy use public facilities. (RPCA)
l. Provide one hose bib on each side of the park maintenance building. (RPCA)

22. The following items shall be provided to the satisfaction of the Directors of Code Enforcement, Recreation, Parks & Cultural Activities and Transportation & Environmental Services:

a. Install emergency access gates in fencing between parkland and CSX rail corridor.
b. Access gates shall be designed as personnel access gates.
c. Gates shall be located in relation to hydrant spacing along the east side of Potomac Avenue to the greatest extent possible.
d. Where there is a hydrant, an access gate shall be provided along the fence line.
e. Access gates shall be locked and keyed to the Fire Department Knox Box key system.
f. Architecture including park operations/maintenance facility building, and trellises. (P&Z) (RPCA)

23. Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)

a. The width of all curb ramps that provide access to the shared-use path, particularly those at spine-roads and trailheads, shall be 10’. The truncated dome shall extend for the width of the ramp. All detectable warnings (truncated domes)

that are intended for dual use by shared-use path users and maintenance/emergency vehicles shall be slip resistant. Potential manufacturers of such detectable warnings are available here: http://www.access-board.gov/Adaag/dws/manufacturers.htm

24. Provide all pedestrian and traffic signage in accordance with the *Manual of Uniform Traffic Control Devices* (MUTCD), latest edition to the satisfaction of the Director of T&ES. (T&ES)

25. All entrances, sidewalks, curbing, etc. in the public ROW or abutting public ROW shall meet City design standards. (T&ES)

26. The applicant shall be responsible for construction/installation of missing or upgrading the existing public infrastructure, including but not limited, to streets, alleyways, sewers, street lighting, traffic and pedestrian signals, sidewalks, curb and gutter, and storm water drop inlet structures to the satisfaction of the Director of T&ES. (T&ES)

27. The applicant shall provide a Traffic Control Plan for construction detailing proposed controls to traffic movement, land closures, construction entrances, haul routes, and storage and staging at the time of Building Permit application, to the satisfaction of the Director of T&ES. All Traffic Control Device design plans, Work Zone Traffic Control plans, and Traffic Studies shall be signed and sealed by a professional engineer, registered in the Commonwealth of Virginia. (T&ES)

28. The applicant shall provide thermoplastic ladder-style pedestrian cross walks at all street crossings at the proposed development, which must be designed to the satisfaction of the Director of Transportation and Environmental Services. (T&ES)

29. Provide an 18' wide emergency vehicle access along the length of the promenade. The promenade, belvederes and other designated paths and walkways shall conform to AAHTSO H20 loading standards to accommodate service and emergency vehicles. Turning radii for entering and exiting rated promenade shall be at least R25. Mountable curbing shall be installed at both entry, and departure points and designated access points.(Code) (RPCA)

30. Trellises shall be constructed of high quality tubular or common dimensional metal members. Scale, character, color, finishes, gauge and materials shall be approved by the City. Provide six (6) trellises. (RPCA)

31. Access points shall include mountable vehicular curb consistent with VDOT standards and have a minimum width of sixteen (16) feet. (RPCA)

32. Provide removable decorative bollards at park entrances to discourage unauthorized vehicular access. (RPCA)

33. Promenade, shared-use paths shall be built according to AASHTO shared-use path standards to accommodate use by bicyclists and pedestrians. A minimum 2-foot wide graded area with a maximum 1:6 slope should be maintained adjacent to both sides of the path; however, 3 feet or more is desirable to provide clearance from trees, poles, walls, fences, guardrails or other lateral obstructions. Where the paths are adjacent to ditches, canals or slopes steeper than 3:1, a wider separation should be considered. A minimum 5-foot separation form the edge of the path pavement to the top of the slope is desirable. Depending on the height of the embankment and condition at the bottom, a physical barrier, such as dense shrubbery, raining or chain link fence may need to be provided. (RPCA) (T&ES)

34. The trail from the North Pond to the Braddock Road trail system shall be continuous and implemented with each project phase as required in Condition #4.

    a. The Main Body trail shall include a shared-use path immediately adjacent to Potomac Avenue between East Monroe and East Glebe and shall be revised to include a ten (10) feet in width City-approved continuous flexible surface and base material, with a minimum of exposed surface joints, and a continuous concrete shore-edge restraint. (T&ES) (RPCA)

    b. Condition deleted.

    c. The South Trail extending from East Monroe to Braddock Road (excluding the trail heads) shall be asphalt pavement. Trails shall be ten (10) feet in width to accommodate two-way bike traffic and loaded to accommodate City maintenance and emergency vehicles. (P&Z and RPCA)

    d. Identify a clear “through” bicycle route along the entire section of Landbay K from the South Trail Plaza on East Braddock Road to the North Pond on Potomac Avenue. Bicycles shall be encouraged to ride on the shared-use path immediately adjacent to Potomac Avenue by the use of striping and signing, including applications to the trail surface designed to delineate two-way travel areas. (T&ES and RPCA)

    e. The shared-use path shall include a 4-inch wide yellow thermoplastic center line stripe to separate opposite directions of travel. This stripe shall be broken where adequate passing sight distance exists and solid in other locations, or where passing by bicycles may be discouraged. The shared-use path shall include white thermoplastic edge lines on curves with restricted sight distance, particularly north of East Glebe Road. (T&ES) (RPCA)

35. Configure pathways, retaining walls and topography to ensure that adjacent grade conditions do not drain or over wash pathways with debris, soil, water or other materials. (RPCA)

36. Configure pathways and topography to ensure immediate positive drainage without ponding, or water collection areas. (RPCA)

37. Provide information on the final site plan that demonstrates changes in pathway materials, colors and finishes. Stone dust and decomposed fines are not approved materials. (P&Z) (RPCA)

38. Unless specified otherwise, cast in place concrete sidewalks shall be finished with a light broom finish applied perpendicular to the predominant pedestrian travel direction. Such sidewalks shall comply with the Potomac Yard Urban Design Guidelines and City of Alexandria standards. (RPCA)

39. Cast in place concrete sidewalks shall incorporate reinforcing and be 3000 psi rated where emergency vehicle access routes are currently shown in the Preliminary Plans to cross over said concrete sidewalks. (RPCA)

40. Unless specified otherwise asphalt paths shall be in compliance with VDOT standards for pedestrian trails. In areas where adjacent grades exceed 4:1 slope a continuous flush concrete shore shall be provided between asphalt and adjacent grade. (RPCA)

41. Provide note on the final plans indicating that concrete sidewalks shall conform to the City of Alexandria standards as unreinforced sidewalks and include color additive per District of Columbia standard sidewalks “lamp black” as specified by the District of Columbia Standard Specifications for Highways and Structures. (P&Z) (RPCA)

42. The applicant shall coordinate with the Potomac Avenue infrastructure development and incorporate the pedestrian crossing comments from the Potomac Avenue plans and provide pedestrian access at the east-west connector roads using appropriate signage. The applicant shall ensure smooth pedestrian access transitions between the Landbays and north-south connections. (T&ES) (P&Z)

    a. All curb ramps on Potomac Avenue that provide access to the shared-use path shall confirm to VDOT and city standards.

43. Include proposed geometry for different Landbays for approved plans along west side of Potomac Avenue. Pedestrian crossings on Potomac Avenue shall be provided at the intersections and shall be signalized. (Transportation)

44. The applicant shall ensure provision of MUTCD and Access Board/Universal Trail Assessment Process-approved pedestrian signage to encourage use by those with mobility impairments. Adequate signage along paths and trails is essential to alert users to potential conflicts (bicycles vs. pedestrian), indicate directions, destinations and location of crossing streets:

    a. Entrance, directional, informational, instructional and security information. (RPCA)
    b. Coordination with City and regional trail system. (P&Z) (RPCA) (T&ES)
    c. Footings and connections that are concealed from view when located in pavement. Footings for ground set signs in plantings or turf areas shall be flush to adjacent finish grade. (P&Z) (RPCA)

45. The applicant shall use slip resistant surfaces for boardwalks. On boardwalks, the overall width should be the same as the approach path. (RPCA)

46. Revise the trailheads to provide the following:
    a. Condition deleted.
    b. Coordinate the location of the south trailhead and entrance plaza features with improvements and access to Braddock Road. (RPCA)
    c. Coordinated location and design of seat/entrance walls with park signage. (RPCA)
    d. Provide two (2) City standard trash receptacles at the southern trailhead. (RPCA)

47. The applicant shall coordinate site access and construction with Alexandria City Public Schools, CSX and neighboring property owners to ensure minimal disruption to adjacent uses. (RPCA)

48. All park entrances shall be coordinated with the approved Potomac Avenue and South Main Street Infrastructure Plan. (RPCA)

49. Revise sidewalk along South Main Street between Potomac Avenue and East Monroe to show an 8’ sidewalk with a 6’ planting strip/buffer adjacent to the roadway.

50. Provide information of sufficient detail and development to demonstrate relationships between fitness stations, retaining walls, bike/pedestrian path, site lighting and travel ways with Final Site Plan #1. (RPCA)

51. Fitness station equipment, mounting, materials, finishes, fall/exercise area, ground surfacing and accessibility shall be approved by the Director of Recreation, Parks & Cultural Activities. (RPCA)

52. Each fitness station shall include instructional signage. (RPCA)

53. Decks, handrails, appurtenances and fasteners shall be heavy gauge metal construction. (RPCA)

54. Deck footings and connections shall be concealed from view when located in pavement. Footings for ground set posts in plantings or turf areas shall be flush to adjacent finish grade. (RPCA)

55. Provide information of sufficient detail and development to demonstrate relationships between decking, handrails, site lighting, interpretive elements and adjacent pavement and grade conditions. (RPCA)

56. Provide sections showing water surface elevations, above and below grade conditions including footings and site utilities. (RPCA)

57. Decks shall possess live/dead load capability to support City gator/Cushman or similar at approved vehicle access. (RPCA)

58. Provide information that demonstrates the material, finish, character and architectural details of retaining walls, seat walls, decorative walls, screen walls, fencing around the active recreation components and guardrails/fencing. Indicate methods for grade transitions including top of wall and bottom of wall elevations at each directional change, handrails if required by code and above/below grade conditions including coordination with site utilities. Design and construction information shall include: (P&Z) (RPCA)

    a. Concrete walls with Formliner facing as depicted on the preliminary plans. Formliner facing and wall cap shall be consistent with the approved plans for the Pump Station and Onsite Forcemain using Chester Drystack 1548 as manufactured by Spec Formliners.
    b. Above and below grade conditions for Geoweb wall plantings.
    c. Masonry stone walls throughout the project site.
    d. Interpretive masonry walls.
    e. Seat walls throughout the project site.
    f. Site walls associated with active recreation facilities.
    g. Handrails and guardrails where required by code.
    h. Handrail and fence footings and connections in pavement areas shall be concealed from view. Support posts shall be imbedded and shielded with matching escutcheon plates. Surface mount post/plate connections are not acceptable. Footings for ground set posts in plantings or turf areas shall be flush to adjacent finish grade. Footings shall incorporate positive drainage away from posts.
    i. Connections between differing wall construction systems.

j. Drainage for walls shall not be expelled onto adjacent paved areas/surfaces.
k. Wall finishes shall incorporate surfacing or surface treatments that ensures ease of general cleaning, and removal of defacing marks and graffiti.
l. A continuous and uninterrupted 5 foot wide access path shall be provided at the base of the retaining walls and slopes adjacent to the rail corridor. The access path shall be 21B VDOT stone or City approved equal, 8 inches in continuous depth with filter fabric, soil separator between soil and subgrade.

59. Provide information that demonstrates the material, finish, character and architectural details of site security, active recreation and code related barrier fences throughout the project site. Indicate methods for grade transitions, directional changes, above and below grade conditions including coordination with site utilities. Design and construction information shall include: (RPCA)

a. Site Security (RPCA)
b. Maintenance access for areas on west side of the rail corridor fence. (RPCA)
c. Access gates at playgrounds and Simpson Field and approaches shall be sized and designed to accommodate adequate clearances for maintenance vehicles and emergency equipment. (RPCA)
   i) Double gates shall incorporate six inch diameter posts with full framed diagonally braced gate leaves and center drop post with tamperproof locking mechanisms. (RPCA)
   ii) Single gates shall incorporate six (6) inch diameter posts with full framed diagonally braced gate leaf and tamperproof locking mechanisms. (RPCA)
   iii) Double and single gates shall incorporate a continuous six (6) foot width (three feet on each side of fence) concrete threshold that extends two (2) feet beyond each gate post and incorporates the gate post footings. (RPCA)
d. Chain link and wire fabric fences and gates shall incorporate a continuous top and bottom rail between posts. All fabric, gates, posts, rails and appurtenances shall be dark green and vinyl coated. (RPCA)
e. Multipurpose/tennis and basketball courts shall be fenced with chain link in accordance with the Potomac Yard Urban Design Guidelines. Fence type, material, gauge and finish shall match approved final Pump Station and Onsite Forcemain fencing. (RPCA)
f. Code related barrier fences including concrete walls along the rail corridor. (RPCA)
g. Demonstrate compliance with the Potomac Yard Urban Design Guidelines which indicate, "…Fencing required for playgrounds and recreational areas shall be architectural metal fencing similar to Legi fencing, manufactured by OuterSpace Landscape Furnishings. With the exception of active recreation court enclosures, chain link fencing shall be prohibited from public view." (P&Z) (RPCA)

60. Applicant shall continue to work with staff to develop the location and specification for site furnishings including seating, trash receptacles, frost free drinking fountains, signs, bike racks, fitness course stations, bollards, art and interpretive pieces (by others) that are accommodated within the design of the park as coordinated with the applicant. (P&Z) (RPCA)

61. Paving, walls, steps, seating and structures shall incorporate design components that discourage skate and skateboard damage. (RPCA)

62. All site furnishings shall be installed on pavement. (RPCA)

63. All footings for site furnishings shall be fully concealed from view when located in pavement. Surface mount post/plate connections are not acceptable. (RPCA)

64. Stored bicycles shall not interfere with adjacent pedestrian or vehicle travel ways. (RPCA)

65. The preferred bicycle parking detail is the black, double-powder-coated "Bike Circle" available through Creative Metalworks LLC. Racks shall be embedded in concrete. (T&ES)

66. Applicant shall work with staff to design and develop a palette and coordinate the location, and character of site-use related signs or wayfinding graphics as a comprehensive site sign and interpretive plan for the project site that is coordinated with other portions of the Potomac Yard development and the City's comprehensive overall wayfinding system. (RPCA)

67. Condition deleted.

D. <u>ACTIVE RECREATION</u>

68. All active recreation courts shall be fully accessible. (RPCA)

69. Provide materials including paving/play surfacing, vegetation, planters, fencing, standards, netting, and lighting (for tennis courts). (RPCA)

70. The applicant shall provide a coordinated design palette for the active recreation courts including the following:

    a. Tennis Courts:
        i) Court surface material and construction shall comply with the United States Tennis Association standards (RPCA)

ii) Court surface, line materials, and colors shall be approved by the City. (RPCA)

iii) Court lights shall be equipped with shields, fixtures, internal louvers or other sharp cutoff devices to limit spill into adjacent areas and be fitted with GE, Hubbell or Musco, metal halide 1,000 watt lamp fixtures, or equal as approved by the City. (RPCA)

iv) Provide a detailed photometric plan of the tennis courts demonstrating a minimum of 100 foot candles maintained. (RPCA)

v) Play surfaces shall have immediate positive drainage. Courts shall be dimensionally constructed and graded consistent with United States Tennis Association standards for slope, pitch and direction. (RPCA)

vi) Central court net system shall be vandal resistant, adjustable tension with top and bottom cable stays. (RPCA)

b. Volleyball:

i) Net system shall include permanent sleeving for installation of net posts. Sleeves shall be aluminum, steel or brass with screw lock covers set in self draining concrete footings flush to grade. (RPCA)

ii) Applicant shall provide two sets of nets, stanchions, and components for City use. Manufacturer shall be BSN & Collegiate Pacific, or equal as approved by the City. (RPCA)

iii) Play area shall have immediate positive drainage. Court surface shall be natural turf grass with an underlaid sand cap drainage system. (RPCA)

iv) No surface drains or other impediments shall be placed in the play or runout areas. (RPCA)

c. Basketball:

i) Court surface material and construction shall comply with the National Federation of State High School Athletic Associations standards. (RPCA)

ii) Court surface, line materials and colors shall be approved by the City. (RPCA)

iii) Goals, post, backboard, rim and net assemblies shall be high-use recreation quality and comply with National Federation of State High School Athletic Association Standards, as manufactured by Gametime, Rawlings, Landscape Structures or equal as approved by the City. (RPCA)

iv) Play surfaces shall have immediate positive drainage. Courts shall be graded consistent with National Federation of State High School Athletic Associations standards for slope, pitch and direction. (RPCA)

d. Play Area(s):

i) Provide a coordinated design palette of play area related site structures/ equipment. (RPCA)

ii) Specification, location, finish, color, material, and character of site structures and equipment shall be approved by the City. (RPCA)

iii) Continue to work with staff to design and develop materials suitable for the maze walls. Maze walls shall be constructed of a high quality material appropriate for outdoor use, vandal resistant, child-safe and finished with a level of detail suitable for its location. (RPCA)

iv) Work with staff to design a root barrier and curb system for tree wells to the satisfaction of the City Arborist.

v) Playground equipment and site furnishings shall be appropriate for year round outdoor use. (RPCA)

vi) The play area, play equipment, and playground safety surfacing shall comply with the most recent guidelines, specifications and recommendations of the Consumer Product Safety Commission (CPSC) Handbook for Public Playground Safety, ASTM Specification for Playground Equipment for Public Use (ASTM F1487) and ASTM Specification for Impact Attenuation of Surface Systems Under and Around Playground Equipment (ASTM F1292). Applicant shall provide certification that the play areas have been designed, reviewed and approved by a certified playground safety inspector (CPSI professional) with current certification. (RPCA)

vii) Play area and equipment shall comply with Americans with Disabilities Act Accessibility Guidelines (ADAAG) for Buildings and Facilities; Play Areas 36DFR Part 1191; Final Rule. (RPCA)

viii) The final fountain design shall be approved during final site plan review with City staff based on concept provided in Memo dated February 16, 2008 and Exhibit D prepared by EDAW and dated. The jets shall be located in such a way to avoid conflicts with entrances to play areas. (RPCA)

ix) Provide location, and dimensions for mechanical systems vault(s) related to the fountain. (RPCA, PZ)

1. All mechanical systems shall be located below grade.
2. Vault enclosure/hatch shall be vandal resistant metal, of a color and finish complimentary to adjacent pavement and set flush to adjacent finish grade.

x) Play surface material shall be poured in place unitary rubber safety surface or approved equal to the satisfaction of the Director of Recreation, Parks & Cultural Activities. (RPCA)

xi) The compacted aggregate subbase used in the poured in place rubber surfacing shall be a consistent depth throughout the playground. The minimum depth shall be six inches. (RPCA)

xii) Play surface shall be lined/marked as approved by the City and incorporate a continuous 6" wide flush concrete shore in locations where it abuts plantings or other turf areas. (RPCA)

xiii) Fences shall be architectural metal fencing similar to Legi fencing, manufactured by Outer-Space Landscape Furnishings, in accordance with the Potomac Yard Urban Design Guidelines. Fabric, posts and gates shall be dark green vinyl coated. Fence height shall be 42 inches continuous. Fence shall incorporate 12 foot wide gates with (1) 4 foot wide leaf, and (1) 8 foot wide leaf, as generally depicted in the Preliminary Plan. (RPCA)

xiv) Play surfaces shall have immediate positive drainage. No surface drains or other impediments shall be placed in the fall zone, play or runout areas. (RPCA)

e. Rectangular Athletic Fields:

i. In compliance with CDD 99-001, Condition #15(o), City access, use and programming of existing rectangular interim fields shall continue until such time that replacement/final fields are designed, constructed and fully accepted for use by the City. (RPCA, PZ)

ii. The applicant shall provide playing fields and associated items to include the following:

a. Immediate positive surface and subsurface drainage. No surface drains or other impediments shall be placed in the play field or runout areas.

b. Enclosure by a 6' tall green chain link fence incorporating (2) double leaf 16' wide maintenance gates with a setback from the playing surface in locations as approved by the City.

c. Primary power service and transformer(s) with capacity to power six (6) athletic field lights per athletic field (see iv, as below), each as fitted with GE, Hubbell or Musco, metal halide 1,500 watt lamp fixtures, or equal as approved by the City. Transformer(s) and power source shall be located in coordination with City staff.

d. Water source and service for irrigation, including meter(s), backflow prevention devices, connections and conveyance piping to the field location(s). Static pressure shall be determined in coordination with City staff.

e Playing field surface and subgrade composed of one of the following:

1. Patriot species natural turfgrass sod/overseeded with annual rye, or equal as approved by the City on an engineered field section including turf rotor irrigation system, specialty growing media (3 inches minimum depth), washed/clean sand drainage cap (6 inches minimum depth), and drainage subbase course (8

inches minimum depth), and filter fabric between the sand and subbase.

2. Synthetic infill turf system from the City's prequalified vendor/product list, using an engineered underdrain system, concrete perimeter retainer, perimeter loop irrigation system, and permanent field lining, each as approved by the City.

iii. The applicant shall continue to work with Staff to enter into a Memorandum of Agreement that establishes a cost sharing arrangement and construction schedule to ensure that the City's desire to have synthetic infill turf system fields rather than natural turfgrass fields - at this site is accomplished. The terms of the Memorandum of Agreement shall include, but are not limited to, the following: dimensional design, location and, notwithstanding CDD 99-001, Condition #15(o), a construction schedule that coordinates construction of the synthetic infill turf system fields with the removal from service of the interim fields and the development of Potomac Yard. The field playing surface dimensions including runouts will be approximately 380x200 and 380x230 feet. Field dimensions and runout areas (10 feet minimum continuous) for soccer, lacrosse and field hockey shall be consistent with National Federation of State High School Athletic Association standards. (RPCA, PZ)

iv. Locate six (6) athletic field lights per field as generally depicted on the plan in coordination with City staff. Lights shall be installed by others in the future and equipped with shields, fixtures, internal louvers or sharp cutoff devices to limit spill into adjacent areas. Fixtures will be fitted with GE, Hubbell or Musco, metal halide 1,500 watt lamp fixtures, or equal as approved by the City. (RPCA, PZ)

E. SUBDIVISION/EASEMENTS/PROCEDURES

71. Provide location and label for all easements and property boundaries within project. (RPCA)

72. Applicant shall be solely responsible for submitting obtaining and or maintaining all easements construction access easements, dedication plats, documentation and permissions to work areas that overlap or abut adjacent properties. The applicant shall obtain all required temporary and permanent easements prior to the commencement of any construction activities on the subject property. Such easement shall be submitted for final review and approval by the director of Planning and Zoning and the City Attorney prior to the release of any final site plan for the project.

73. Applicant shall demonstrate acceptance/ratification of all necessary easements and permissions with adjacent property owners prior to City release/approval of Final Site Plan. (RPCA)

F. STORMWATER MANAGEMENT

74. The applicant must comply with the approved Master Stormwater Quantity Plan and Article XIII of the City of Alexandria Zoning Ordinance.

75. The storm water collection system is located within the Potomac River Watershed. All on-site storm water curb inlets and public curb inlets within 50 feet of the property line shall be duly marked using standard City markers. (T&ES)

76. Per the requirements of the City of Alexandria Zoning Ordinance (AZO) Article XIII, the applicant shall comply with the peak flow requirements and prepare a Stormwater Management Plan so that from the site, the post-development peak runoff rate from a two-year storm and a ten-year storm, considered individually, shall not exceed their respective predevelopment rates. If combined uncontrolled and controlled stormwater outfall is proposed, the peak flow requirements of the Zoning Ordinance shall be met. (T&ES)

77. The Storm Flow Screens shall be installed at end-of- the line to treat water quality and remove trash and floatables because in the event of flooding, there is higher possibility of flooding only the stormwater management pond than the public right of way or other structures overlain by the storm sewers. The responsibility of maintenance of the storm water management ponds shall be as per the BMP agreement. (T&ES) (P&Z) (RPCA)

78. Flow from downspouts, foundation drains, and sump pumps shall be discharged to the storm sewer outfall as per the requirements of Memorandum to the industry on Downspouts, Foundation Drains, and Sump Pumps, Dated June 18, 2004 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 of Alexandria Zoning Ordinance (AZO). (T&ES)

79. All stormwater designs that require analysis of pressure hydraulic systems, including but not limited to the design of flow control structures and storm water 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. If applicable, the Director of T&ES may require resubmission of all plans that do not meet this standard. (T&ES)

80. Provide proposed elevations (contours and spot shots) in sufficient details on grading plan to clearly show the drainage patterns. (T&ES)

81. If the park design supersedes the Potomac Avenue approved BMP and Pipe Structures, Storm Sewer, and Infrastructure Plan then the applicant shall insure to coordinate with other developments to synchronize various plans in respect to BMP's, storm sewer, and infrastructure, including but not limited to storm water management ponds, and sandfilter, with the proposed design of the Park. The respective applicants for the affected developments shall submit the as-builts drawings by synchronizing various plans with Landbay K for review and approval by the City of Alexandria. (T&ES)

82. Provide BMP narrative and complete pre and post development drainage maps that include areas off site that contribute surface runoff; to include adequate topographic information, locations of existing and proposed storm drainage systems affected by the development, all proposed BMP's and a completed Worksheet A or B and Worksheet C, as applicable. In addition, drawdown calculation tabulation shall be provided. (T&ES)

83. The storm water 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 release of the performance bond , the design professional shall submit a written certification of the Director of T&ES that the BMPs are: (T&ES)

    a. Constructed and installed as designed and in accordance with the approved Final Site Plan.
    b. Clean and free of debris, soil and litter be either having been installed or brought into service after the site was stabilized.

84. Surface-installed storm water 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)

85. Prior to release of the performance bond, a copy of the Operation and Maintenance Manual shall be submitted to the Division of Environmental Quality on digital media.

86. Prior to release of the performance bond, the Applicant is required to submit a certification by a qualified professional to the satisfaction of the Director of T&ES that any existing storm water management facilities adjacent to the project and associated conveyance systems were not adversely affected by construction operations and that they are functioning as designed and are unaffected by construction activities. 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)

87. Applicant shall continue to work with City staff to refine the design of the stormwater management ponds. (P&Z) (RPCA) (T&ES)

88. The Applicant shall submit a storm water quality BMP Maintenance Agreement with the City to be reviewed as part of the Final #2 Plan. It must be executed and recorded with the Land Records Division of Alexandria Circuit Court prior to approval of the final site plan. (T&ES)

89. In compliance with the Stormwater Quality Master Plan and coordinated with the Departments of Planning & Zoning, Transportation & Environmental Services and Recreation, Parks & Cultural Activities, applicant shall formalize an agreement of maintenance for systems for each of the stormwater management facilities including the north and south stormwater management ponds and sand filters. (RPCA) (T&ES)

90. The applicant shall coordinate with the Potomac Avenue Plan to ensure that the sand filter locations are located such that the manholes are flush with adjacent grade and fully enclosed by the paved surface of pathways, trail system, promenade or other hard surface and include:

a. Sand filters shall have sufficient cover to ensure that the pavement elevation is not affected by heaving, subsidence or differential settlement and installed such that only the manhole(s) are visible above grade.
b. Perimeter of manholes shall not be located closer to the edge of pavement than a dimension equal to the diameter of the manhole.
c. Manholes and supporting systems constructed partially in paved/grass/planted areas or not flush to adjacent grade shall be removed and relocated to satisfaction of the City.

91. Boat launches for the North and South Ponds shall include:

a. Non-slip approach and use surfacing such as H-20 load rated ribbed concrete. Concrete shall be ribbed perpendicular to use/travelway. (RPCA)
b. Applicant to achieve as much vertical and horizontal clearance as possible with 25 foot minimum turning radii for approaches and accessible routes for intended uses. Access from street shall include a drop curb. (RPCA)
c. Slope and grade transition as approved by the City. (RPCA)
d. Required maintenance access turns as approved by the City. (RPCA)

92. North and South Ponds:

a. Provide plant details and species for storm water filtration/wetland plants. (RPCA)
b. Provide narrative information demonstrating strategies for control of algae formation in pond. (RPCA)
c. Provide shoreline design/treatment to discourage access by geese. (RPCA)

d. Drawings shall indicate disposition of storm water structures-headwalls/outfalls and risers to be removed, replaced or remain. (RPCA)
e. Amend planting and landscape plan to accommodate in-line trash collection vaults. (RPCA)
f. Storm structures including headwalls, outfalls and risers shall be screened to the maximum extent possible
g. Provide information that demonstrates pond edge stabilization techniques and pond construction. (RPCA)
h. Provide approved trash collection screen system at each outfall into the pond. (RPCA)
i. Provide reinforced slopes in lieu of a rip-rap. Slope stabilization methods shall be designed, installed and maintained until acceptance by the City to the satisfaction of the City. (RPCA)

93. North Pond:

a. The final plans shall demonstrate coordination between deck piers and pond bed. (RPCA)
b. At the North Pond the final plans shall provide details for water level interpretative masts including material, finish. (RPCA)
c. Relocate light pole that obstructs the boat launch ramp entrance on the preliminary plan. (RPCA)

94. South Pond:

a. The ground treatment at storm structures shall be of an appropriate planting and construction material suitable to withstand the water flow and storm conditions. Slope mix shall not be permitted. (RPCA)
b. Provide sections and other supporting drawings that depict character of the park beneath the Route 1/Monroe Avenue Bridge. (RPCA)
c. Provide information that demonstrates coordination between pond, site design and new Route 1/Monroe Avenue Bridge including grading, lighting, finishes and materials. (RPCA)

G. INFRASTRUCTURE

Site Electrical

95. Provide readily accessible two phase 120 volt power at each belvedere, trailhead entrance, play area (2 per side), promontory, deck, active recreation use (tennis, multiuse court, basketball, volleyball, athletic fields) and park entrance. (RPCA, TES)

a. Incorporate power source locations with light fixtures or other electrical systems to the maximum extent possible.
b. Power sources shall be waterproof UL approved enclosures/receptacles.
c. Conduit beneath paved surfaces shall be placed in UL approved sleeving.

96. Provide approved electrical enclosures at the tennis courts that house controls for the active recreation lights. Controls shall incorporate remote access/activation using a City approved system. Incorporate electrical enclosures into adjacent construction. (RPCA)

97. Provide a photometric point grid site lighting plan that includes all existing and proposed light fixtures with lighting calculations. Demonstrate coordination between street lights including ones on the opposite side(s) of all adjacent streets, trail, promenade, active recreation court lights, bridge and building mounted fixtures (such as those located on the Pump Station). Photometric calculations must extend from proposed building face(s) to property line and from property line to the opposite side(s) of all the adjacent streets and/or 20 feet beyond the property line on all adjacent properties, and right-of-way. Show existing and proposed street lights and site lights. Full cut-off lighting shall be used at the development site to prevent light spill over onto adjacent properties. (RPC&A)(T&ES)(P&Z)(Police)

a. Provide a lighting schedule that indicates the manufacturer's specifications for height, light source, strength of fixture in Lumens or Watts, pole type and mounting/footing connection and quantity.
b. Provide detail information indicating proposed light pole and footing in relationship to adjacent grade or pavement. All light pole foundations shall be concealed from view.
c. All proposed street lights and pedestrian scale lights shall be located, at minimum, 3' from the edge of all shared-use paths, pedestrian walkways and promenade to comply with AASHTO, Virginia Department of Transportation and City of Alexandria to provide adequate clear width.)
d. Light fixtures that require separately located ballast box are not permitted.
e. Provide a lighting schedule that specifies the height, light source, strength of fixture in Lumens or Watts, manufacturer, pole type and mounting/footing connection and quality. (RPC&A)(T&ES)(P&Z)(Police)
f. Light fixtures that require separately located ballast box are not permitted. (RPCA)

98. Provide location of on-site utilities with other site conditions to the satisfaction of the Directors of Planning & Zoning, Transportation & Environmental Services, and Recreation, Parks & Cultural Activities, including:
a. Location and orientation of site utilities including above grade service openings and required clearances for items such as transformers, telephone, HVAC units and cable boxes. (P&Z) (RPCA)
b. Location and orientation shall be field-approved by the City prior to release of Final Site Plan. (RPCA)
c. Do not locate above grade utilities in open space areas or adjacent to active recreation, playground or interpretive areas, runouts, fall zones, or other areas where they may be impediments to use. Adjust to active recreation use requirements. (P&Z) (RPCA)

d. Above grade utilities located in planting or turf areas shall have footings flush to adjacent grade and be installed to minimize conflicts with adjacent plantings, pedestrian areas and major view sheds. (RPCA)
e. All cabinets and enclosures shall be approved by the City and corresponding utility companies and incorporate tamperproof security systems. (RPCA)
f. Site utilities' structures (except fire hydrants) shall be located in least visual prominent locations. There will be no shrubbery planted around transformers for screening purposes. Where transformers are in visual locations, and if required by the City, the transformers shall be screened using an alternate method to the satisfaction of the Directors of RPCA and P&Z.
g. All private utilities shall be located outside of the public right-of-way and public utility easements. (T&ES)
h. Show all existing and proposed public and private utilities and easements and provide a descriptive narration of various utilities. (T&ES)
i. Applicant shall underground all of the utilities serving the site. (T&ES)

99. 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. 02-07 New Sanitary Sewer Connection and Adequate Outfall Analysis dated June 1, 2007. (T&ES)

100. All sanitary laterals and/or sewers not shown in the easements shall be owned and maintained privately. (T&ES)

101. Provide approved electrical enclosures at the tennis courts that house controls for the active recreation lights. Controls shall incorporate remote access/activation using a City approved system. Incorporate electrical enclosures into adjacent construction (RPCA)

<u>Site Irrigation</u>

102. Develop, install and maintain until acceptance by the City, a site irrigation/water management plan as generally as depicted on the preliminary plans. (RPCA)

e. Site irrigation plan, details and specifications shall be prepared by a certified irrigator who is licensed to practice in the Commonwealth of Virginia and possesses demonstrated experience in system design for recreation facilities.
f. Continue to work with staff to develop details and specific design criteria.
g. Provide hose bibs/yard hydrants at 150 feet on-center along the promenade between the north and south stormwater management ponds.
h. Incorporate one hose bib/yard hydrant at each belvedere, play area (per side), deck and active use court.
i. Provide all hardware and software necessary to install a remote station, including sensors, transmitters, and other equipment.

i) Controllers and water service connections shall be located as approved by the City.

ii) The system shall incorporate and be fully coordinated with the City's Maxicom Central Control System.

j. All irrigation system components shall be approved by the City.

i) Valves, splices, meters, hose/yard hydrants, flow devices, pumps and similar components shall be placed in underground boxes.

ii) Underground boxes shall be Carson, Inc., H-20 load rated with black covers, or equal as approved by the City.

iii) All irrigation system components shall be Rainbird, Inc., or equal as approved by the City.

iv) Hose bibs, yard hydrants and valves shall be solid brass. Galvanized irrigation components or fittings are not acceptable.

v) System components beneath paved surfaces shall be installed as sleeved connections (schedule 40 minimum gauge-class 200 pipe is not acceptable) extending 24 inches beyond edge of nearest paved surface. Demonstrate, field locate and permanently mark sleeve connections as approved by the City.

103. The applicant shall provide City Standard trash receptacles as generally shown on the Preliminary Plan and in a quantity and location to the satisfaction of the Directors of RPCA and T&ES. (TES) (RPCA)

H. SITE CHARACTERISTICS

104. The applicant shall provide a geotechnical / hydrogeology report, including recommendations from a geotechnical professional for proposed cut slopes, embankments, and groundwater regime. (T&ES) (RPCA)

105. Plan does not indicate whether or not there is any known soil and groundwater contamination present as required with all preliminary submissions. Should any unanticipated contamination, underground storage tanks, drums or containers be encountered at the site, the Applicant must immediately notify the City of Alexandria Department of Transportation and Environmental Services, Division of Environmental Quality. (T&ES)

106. 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:

a. 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. (T&ES)
b. Submit a Risk Assessment indicating any risks associated with the contamination. (T&ES)
c. Submit a Remediation Plan detailing how any contaminated soils and/or groundwater will be dealt with, including plans to remediate utility corridors. "Clean" backfill shall be used to fill utility corridors. (T&ES)
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. (T&ES)
e. Applicant shall submit 5 copies of the above. The remediation plan must be included in the Final Site Plan. (T&ES)

107. All exterior building mounted loudspeakers are prohibited. (T&ES)

108. Contractors shall not cause or permit vehicles to idle for more than 10 minutes when parked. (T&ES)

109. A “Certified Land Disturber” (CLD) shall be named in a letter to the Division Chief of C&I prior to any land disturbing activities. If the CLD changes during the project, that change must be noted in a letter to the Division Chief. A note to this effect shall be placed on the Phase I Erosion and Sediment Control sheets on the site plan. (T&ES)

110. During the construction phase of this development, the site developer, their contractor, certified land disturber, or owners other agent shall implement a waste and refuse control program. 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 Transportation and Environmental Services and Code Enforcement. All wastes shall be properly disposed offsite in accordance with all applicable federal, state and local laws. (T&ES)

111. All drainage facilities must be designed the satisfaction of Code. Drainage divide maps and computations must be provided for approval. (T&ES)

112. 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)

113. The applicant must comply with the Article XIII of the City of Alexandria Zoning Ordinance, which includes requirements for storm water pollutant load reduction, treatment of the water quality volume default, and storm water quantity management. (T&ES)

114. The applicant must comply with the City of Alexandria, Erosion and Sediment Control Code, Section 5, Chapter 4. This includes naming a Responsible Land Disturber on the Erosion and Sediment Control sheets prior to engaging in land disturbing activities in accordance with Virginia Erosion and Sediment Control Law. (T&ES) (RPCA)

115. Environmental Protection Agency, Army Corps of Engineers, Virginia Marine Resources permits must 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 VSMP permit for land disturbing activities greater than 2500 SF. (T&ES)

116. The Contractor shall prepare and submit a plan that delineates a detailed construction management plan for the entire project for review and approval by the Directors of P&Z, T&ES, and Code Enforcement prior to commencing any clearing or grading of the site. The applicant shall hold a meeting with the liaison committee to review the location of construction worker parking, plan for temporary pedestrian and vehicular circulation, and hours and overall schedule for construction. (P&Z) (T&ES) (CE)

117. The applicant shall identify a person who will serve as 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 Planning & Zoning and Transportation & Environmental Services. (P&Z) (T&ES) (CE)

118. Applicant shall meet with Planning & Zoning, Recreation, Parks & Cultural Activities and T&ES to discuss construction staging activities prior to release of any permits for ground disturbing activities. (P&Z) (T&ES) (RPCA)

I. <u>ARCHEAOLOGY</u>

119. All required archaeological preservation measures shall be completed in compliance with Section 11-411 of the Zoning Ordinance. (Note: The applicant has begun the process of compliance with preparation of a draft Resource Management Plan and draft Documentary Study for Potomac Yard. The conditions below outline the applicant's outstanding obligations to satisfy the code requirements. A complete full study on Potomac Yard shall be submitted prior to January 1, 2009 and revised if needed to the satisfaction of the City Archaeologist by April 1, 2009) (ARCH)

a. To ensure that significant information is not lost as a result of the current development project, the applicant shall hire an archaeological consultant to complete an Archaeological Evaluation of the portions of Landbay K where construction disturbance will penetrate the historical land surfaces, as delineated in the draft Resource Management Plan for the entire project area that was prepared by Thunderbird Archaeology in November 2007. The applicant shall hire a consultant to prepare a scope of work for this investigation. The scope shall be subject to approval by Alexandria Archaeology. If significant resources are discovered, the consultant shall complete a Resource Management Plan specific to Landbay K, as outlined in the City of Alexandria Archaeological Standards. Preservation measures presented in the Landbay K Resource Management Plan, as approved by the City Archaeologist, shall be implemented. (ARCH)

b. All required archaeological preservation measures shall be completed prior to ground-disturbing activities (such as coring, grading, filling, vegetation removal, undergrounding utilities, pile driving, landscaping and other excavations as defined in Section 2-151 of the Zoning Ordinance) or a specific Resource Management Plan for Landbay K must be in place to recover significant resources in concert with construction activities. To confirm, call Alexandria Archaeology at (703) 838-4399. (ARCH)

c. The final site plan shall not be released until the City archaeologist confirms that all archaeological field work has been completed or that an approved Resource Management Plan for Landbay K is in place. (ARCH)

d. The applicant/developer shall call Alexandria Archaeology immediately (703-838-4399) 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. (ARCH)

e. The City will not accept ownership of this property until the final archaeological report and documentary study have been received and approved by the City Archaeologist. (ARCH)

f. The applicant/developer shall not allow any metal detection to be conducted on the property, unless authorized by Alexandria Archaeology. (Archaeology)

120. The statements in conditions 119b, 119c, 119e above shall appear in the General Notes of all site plans and on all site plan sheets that involve demolition or ground disturbance (including Erosion and Sediment Control, Grading, Landscaping, and Sheeting and Shoring) so that on-site contractors are aware of the requirements. (Archaeology)

CITY DEPARTMENT COMMENTS

Legend: C - code requirement R - recommendation S - suggestion F - finding

Transportation & Environmental Services:

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)

F-1A OEQ has no objections as long as any resultant change complies with the requirements of Article XIII and all erosion and sediment control laws. Any increase in impervious area may require additional BMPs.

F-2 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)

F-3 The Plan shall include a dimension plan with all proposed features fully dimensioned and the property lines clearly shown. (T&ES)

F-4 Include all symbols, abbreviations, and line types in the legend. (T&ES)

F-5 All storm sewers with in the public ROW shall be constructed to the following City of Alexandria standards and specifications. The minimum diameter for storm sewers shall be 18-inches in the public Right of Way (ROW) and the minimum size storm sewer catch basin lead shall be 15”. The acceptable pipe material will be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 or Reinforced Concrete Pipe (RCP) ASTM C-76 Class IV. For roof drainage system, Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35 and ASTM 1785-76 Schedule 40 pipes will be acceptable. The acceptable minimum and

maximum velocities will be 2.5 fps and 15 fps, respectively. The storm sewers immediately upstream and downstream of the first manhole in the public Right of Way shall be owned and maintained privately (i.e., all storm drains not shown within an easement or in a public Right of Way shall be owned and maintained by the property owner). (T&ES)

F-6 All sanitary sewers shall be constructed to the City of Alexandria standards and specifications. The minimum diameter of sanitary sewers shall be 10" in the public Right of Way and sanitary lateral 6". The acceptable pipe materials will be Polyvinyl Chloride (PVC) ASTM 3034-77 SDR 35, ASTM 1785-76 Schedule 40, Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52, or reinforced concrete pipe ASTM C-76 Class IV (For 12" or larger diameters); however, RCP C-76 Class III pipe may be acceptable on private properties. The acceptable minimum and maximum velocities will be 2.5 fps and 10 fps, respectively. Lateral shall be connected to the sanitary sewer through a manufactured "Y" of "T" or approved sewer saddle. Where the laterals are being connected to existing Terracotta pipes, replace the section of main and provide manufactured "Y" or "T", or else install a manhole. (T&ES)

F-7 Lateral Separation of Sewers and Water Mains: A horizontal separation of 10' (edge to edge) shall be provided between a storm or sanitary sewer and a water line; however, if this horizontal separation cannot be achieved then the sewer and water main shall be installed in separate trenches and the bottom of the water main shall be at least 18" above of the top of the sewer. If both the horizontal and vertical separations cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation.

F-8 Maintenance of Vertical Separation for Crossing Water Main Over and Under a Sewer: When a water main over crosses or under crosses a sewer then the vertical separation between the bottom of one (i.e., sewer or water main) to the top of the other (water main or sewer) shall be at least 18"; however, if this cannot be achieved then both the water main and the sewer shall be constructed of Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 with joints that are equivalent to water main standards for a distance of 10 feet on each side of the point of crossing. A section of water main pipe shall be centered at the point of crossing and the pipes shall be pressure tested in place without leakage prior to installation. Sewers crossing over the water main shall have adequate structural support (concrete pier support and/or concrete encasement) to prevent damage to the water main. Sanitary sewers under creeks and storm sewer pipe crossings with less than 6" clearance shall be encased in concrete.

F-9 No pipe shall pass through or come in contact with any part of sewer manhole. Manholes shall be placed at least 10 feet horizontally from the water main whenever possible.

When local conditions prohibit this horizontal separation, the manhole shall be of watertight construction and tested in place.

F-10 Crossing Existing or Proposed Utilities: Underground telephone, cable T.V., gas, and electrical duct banks shall be crossed maintaining a minimum of 12" of separation or clearance with water main, sanitary, or storm sewers. If this separation cannot be achieved then the sewer pipe material shall be Ductile Iron Pipe (DIP) AWWA C-151 (ANSI A21.51) Class 52 and pressure tested in place without leakage prior to installation. Sewers and water main crossing over the utilities shall have adequate structural support (pier support and/or concrete encasement) to prevent damage to the utilities.

F-11 The rip rap shall be designed as per the requirements of Virginia Erosion and Sediment Control Handbook, Latest Edition.

F-12 Provide typical sections of the trails and wherever the width varies.

C-1 Bond for the public improvements must be posted prior to release of the plan.

C-2 All downspouts must be connected to a storm sewer by continuous underground pipe or day lighted within 100 feet to an adequate outfall.

C-3 All easements and/or dedications must be recorded prior to acceptance of the City..

C-4 Plans and profiles of utilities and roads in public easements and/o public Right of Way must be approved prior to release of the plan.

C-5 All drainage facilities must be designed to the satisfaction of T&ES. Drainage divide maps and computations must be provided for approval.

C-6 All utilities serving this site to be underground.

C-7 Provide site lighting plan.

C-8 Plan shall comply with the Chesapeake Bay Preservation Act in accordance with Article XIII of the City's zoning ordinance for storm water quality control.

C-9 Provide a phased erosion and sediment control plan consistent with grading and construction plan.

C-10 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 NAD83 and NAVD88. Control points/Benchmarks which were used to establish these coordinates should be referenced on the plans. To ensure this requirement is achieved, the applicant is requested to prepare plans in this format including initial site survey work if necessary. (Site Plans)

C-11 Americans with Disability Act (ADA) ramps shall comply with the requirements of Memorandum to Industry No. 03-07 on Accessible Curb Ramps dated August 2, 2007 with truncated domes on the end of the ramp with contrasting color from the rest of the ramp. A copy of this Memorandum is available on the City of Alexandria website. (T&ES)

Archaeology Findings:

F-1 Undisturbed sections of Potomac Yard have the potential to provide insight into the historical themes and time periods outlined in the background history section.

Code Findings:

F-1 The proposed Preliminary Plan has been verified as complete by Code Enforcement.

DEQ Findings:

F-1 Plan needs a BMP computation for Landbay K as proposed as well as the overall approved drawdown impervious area calculations throughout the development. Onsite pump station shall be included in Landbay K computations.

F-2 BMP Drainage Divide map is unreadable – contours can not be read so it is impossible to verify divides.

F-3 There may be some drainage flowing to the 42 inch pipe that is untreated. Investigate. Applicant is encouraged to carefully explore mechanisms to treat this volume. Should this be impossible applicant is referred to City of Alexandria, Article XIII, Environmental Management Ordinance, Section 13-110(A), *Alternate stormwater management equivalency options and establishment of the Alexandria Water Quality Improvement Fund*. To employ either option, applicant shall follow the guidance provided in Section 13-110(D) and submit a letter to Claudia Hamblin-Katnik, Watershed Program Administrator, 301 King Street, Room 3000, Alexandria, VA 22314 outlining his intent.

DSUP2010-00012 ATTACHMENTS

1. Parks and Recreation Commission recommendation, prepared by Judy Guse-Noritake, dated February 20, 2007
2. PYCAD recommendation, prepared by PYDAC, dated February 26, 2008,
3. Parks and Recreation Commission recommendation, dated March 20, 2008
4. Landbay K Park development phases exhibit, prepared by EDAW, dated June 3, 2008, amended with this application to September 16, 2010
5. Memo with attached exhibits, prepared by EDAW, dated February 16, 2008

The attachments, pages 111-127, can be found in the case file for DSUP2010-0012

XI. ATTACHMENTS

ATTACHMENT 1: PROFFER STATEMENT AND EXHIBIT 2A

PROFFER STATEMENT
CITY OF ALEXANDRIA , VIRGINA AND WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

Pursuant to Section 11-804 of the Alexandria Zoning Ordinance, 1992 as amended (the "Ordinance"), the parcels identified and depicted in **Exhibit 2A** (attached) within the City of Alexandria, which are part of a map amendment to rezone (REZ#2016-00001) the subject parcels to the UT-Utility zone do hereby proffer to the following:

1. The facility shall be used for the sole purpose of a Washington Metropolitan Area Transportation Authority (WMATA) station and associated facilities

In the event that the rezoning (REZ#2016-00001) and associated approvals are not approved or the facilities are not constructed, these proffers shall be null and void.

APPROVED AS TO FORM:

DEPUTY CITY ATTORNEY

By: Mark Jinks

City of Alexandria, City Manager

5-26-16
Date

By: John D. Thomas

WMATA, Acting Chief Engineer

May 24, 2016
Date

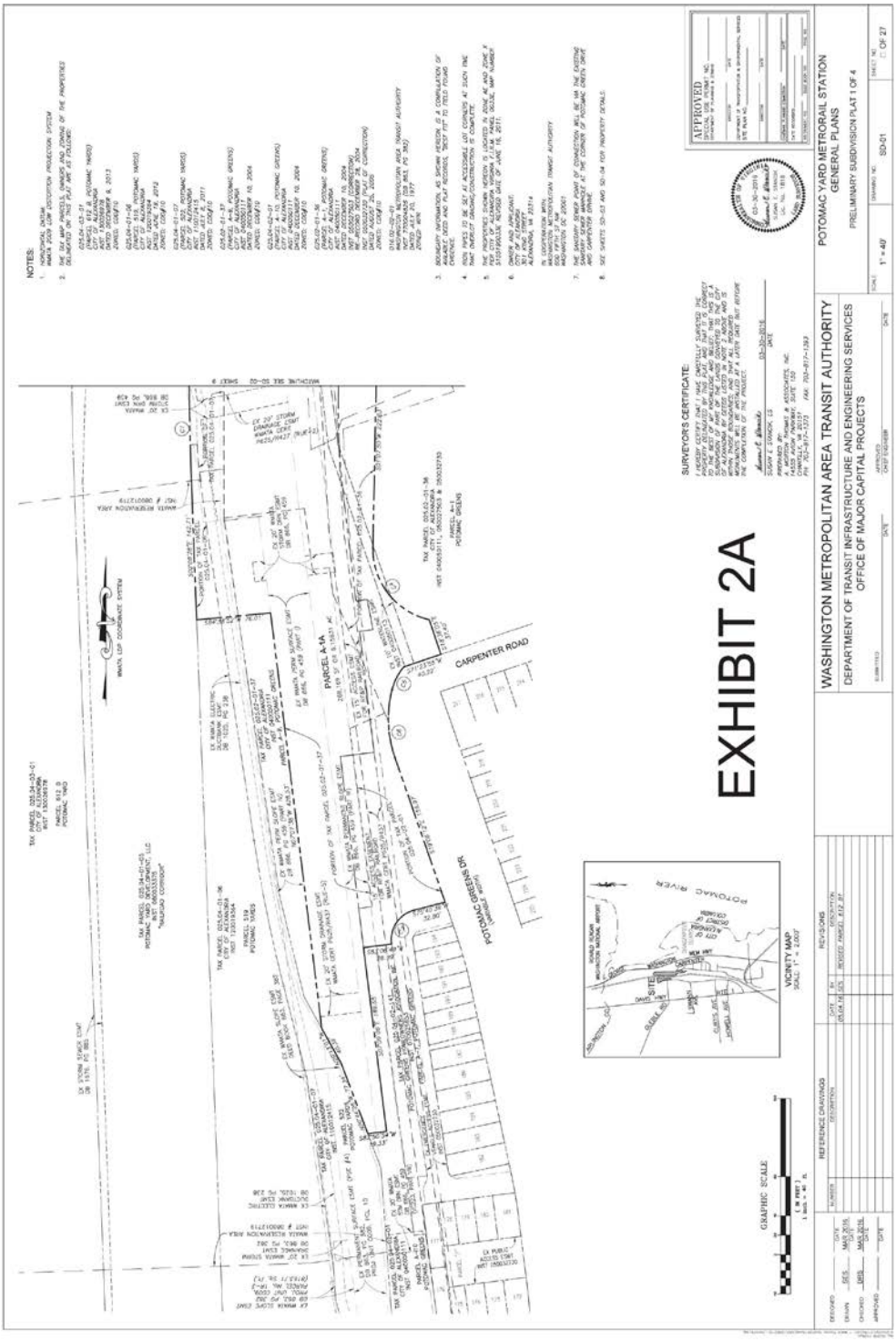
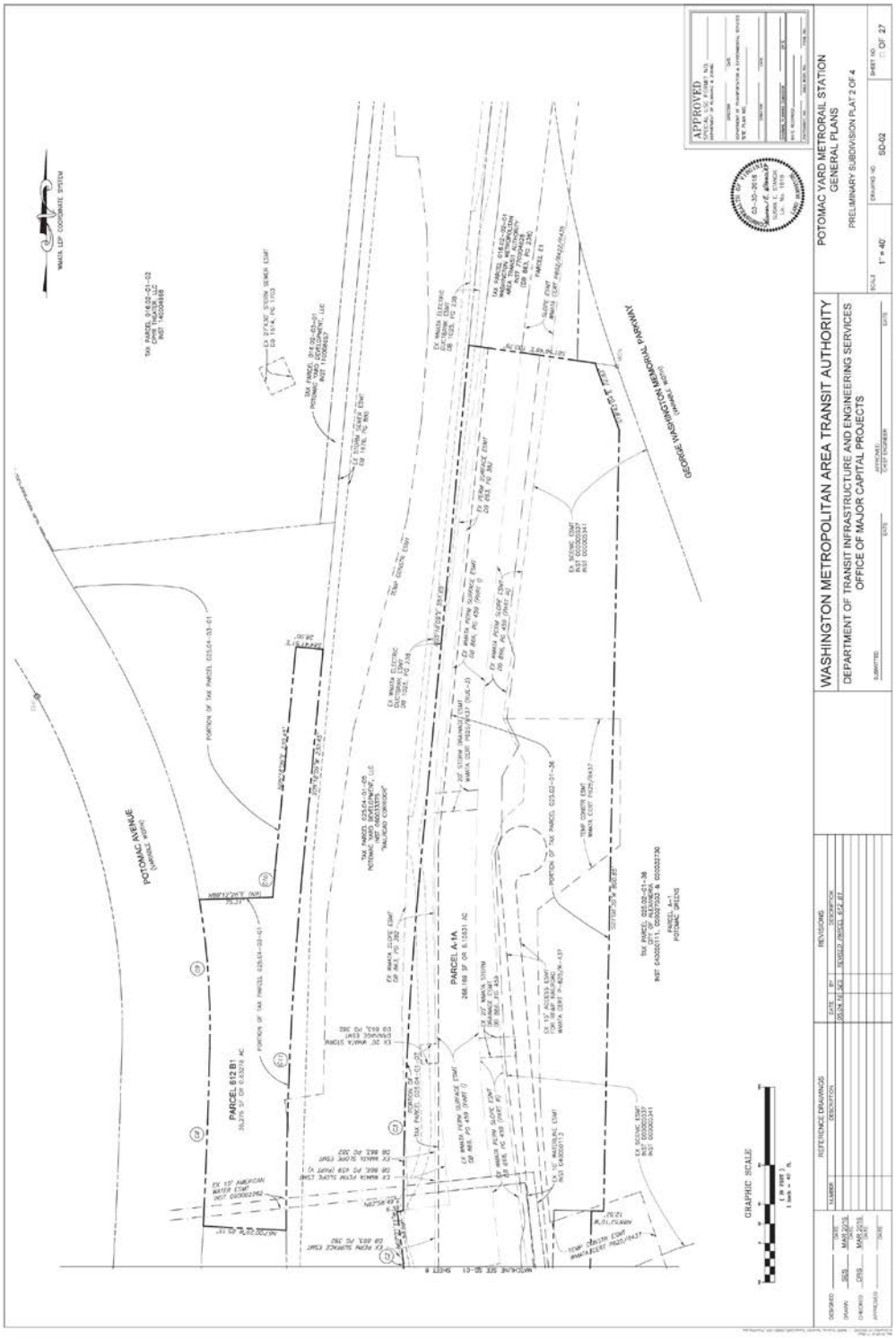
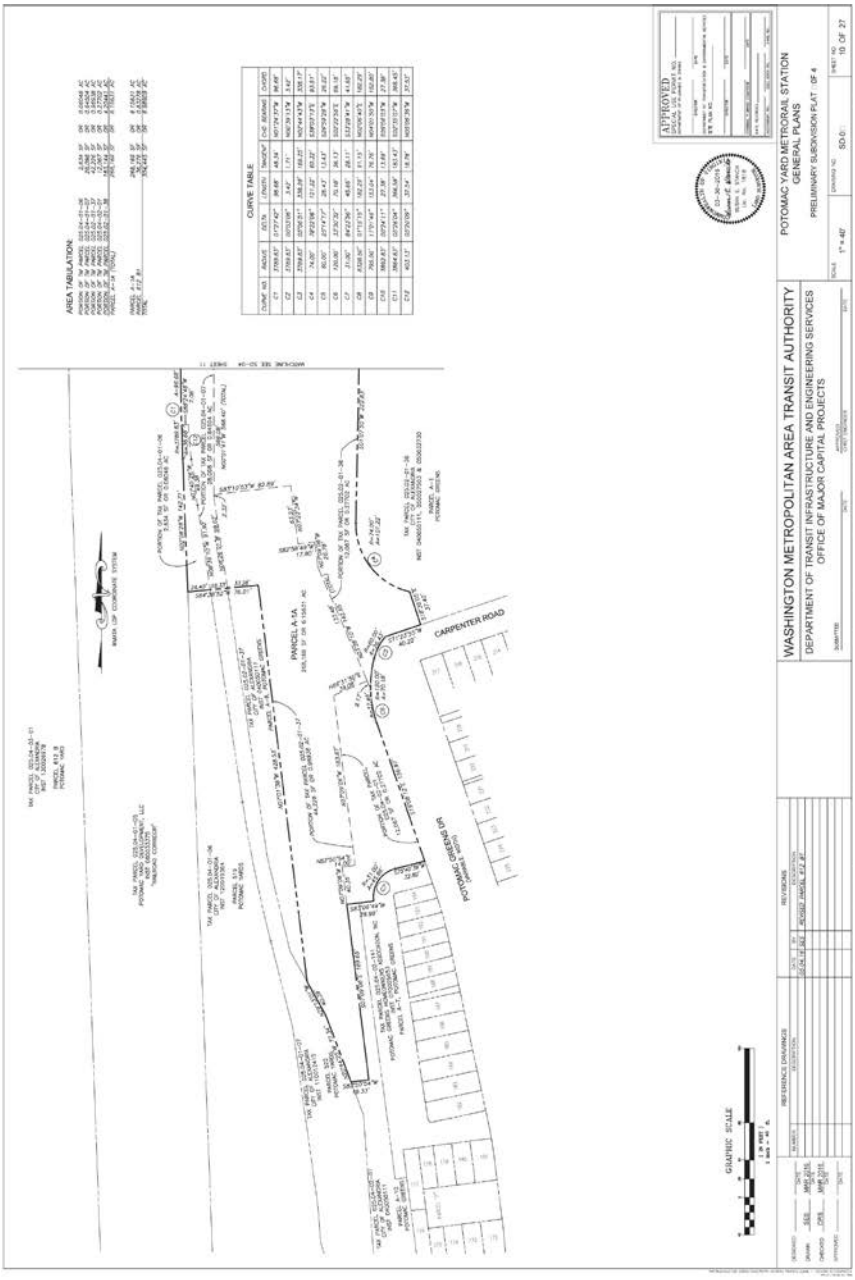
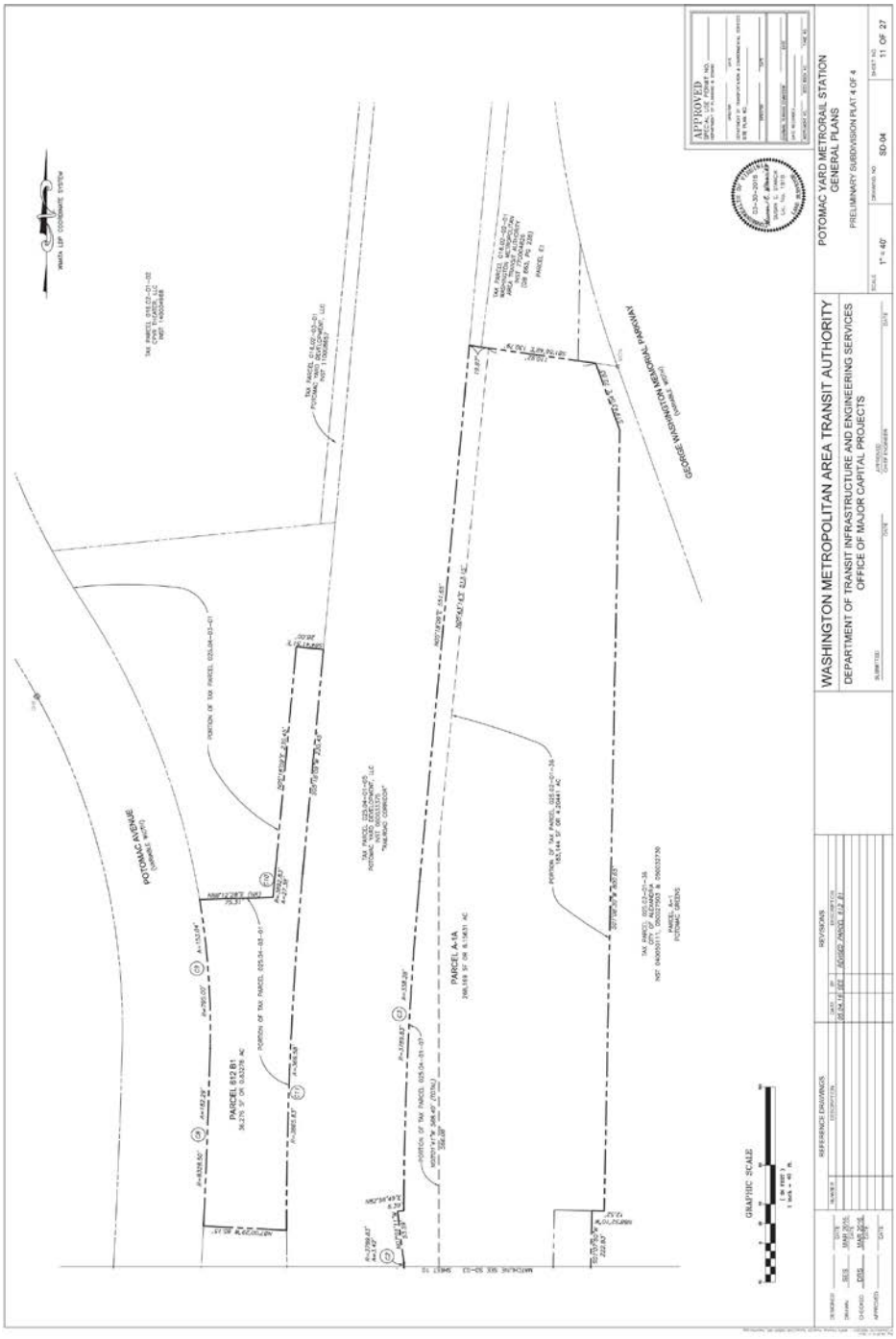


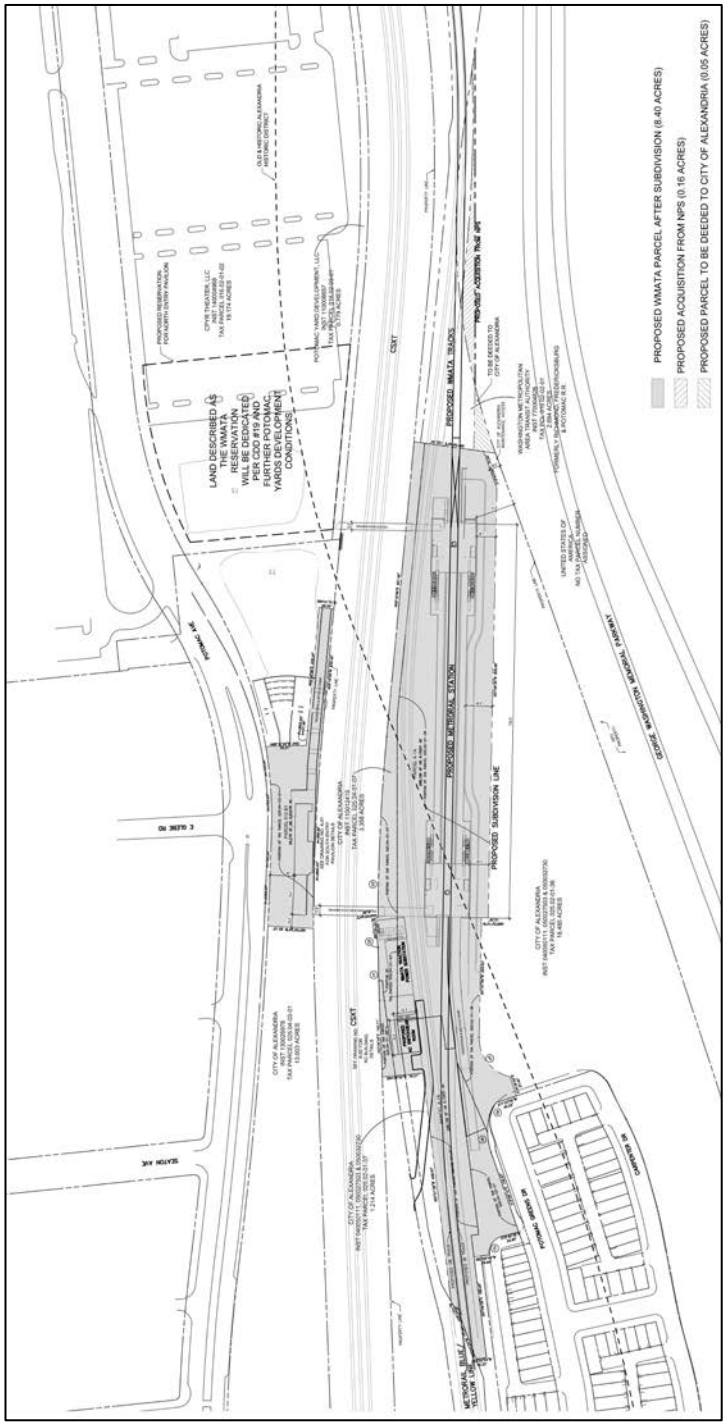
EXHIBIT 2A
NOTES:
SURVEYOR'S CERTIFICATE:
APPROVED
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
OFFICE OF MAJOR CAPITAL PROJECTS
POTOMAC YARD METRORAIL STATION
GENERAL PLANS
PRELIMINARY SUBDIVISION PLAT 1 OF 4
SD-01
1" = 40'
PARCEL A-1A
CARPENTER ROAD
POTOMAC GREENS DR
POTOMAC RIVER
VICINITY MAP
GRAPHIC SCALE
REVISIONS
REFERENCE DRAWINGS


POTOMAC YARD METRORAIL STATION
GENERAL PLANS
PRELIMINARY SUBDIVISION PLAT 2 OF 4
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
OFFICE OF MAJOR CAPITAL PROJECTS
APPROVED
GEORGE WASHINGTON MEMORIAL PARKWAY
POTOMAC AVENUE
PARCEL B12B1
PARCEL A-1A
GRAPHIC SCALE
REFERENCE DRAWINGS
REVISIONS
SD-02
1" = 40'


AREA TABULATION:
CURVE TABLE
PARCEL A-1A
CARPENTER ROAD
POTOMAC CREEK DR
APPROVED
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
OFFICE OF MAJOR CAPITAL PROJECTS
POTOMAC YARD METRORAIL STATION
GENERAL PLANS
PRELIMINARY SUBDIVISION PLAT - OF 4
1" = 40'
SD-01
18 OF 27
REFERENCE DRAWINGS
REVISIONS
GRAPHIC SCALE


POTOMAC AVENUE
PARCEL 612 B1
PARCEL A-1A
GEORGE WASHINGTON MEMORIAL PARKWAY
APPROVED
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES
OFFICE OF MAJOR CAPITAL PROJECTS
POTOMAC YARD METRORAIL STATION
GENERAL PLANS
PRELIMINARY SUBDIVISION PLAT 4 OF 4
SD-04
11 OF 27
GRAPHIC SCALE

ATTACHMENT 2: PRELIMINARY SUBDIVISION PLAT


PROPOSED VIRMATA PARCEL AFTER SUBDIVISION (8.40 ACRES)
PROPOSED ACQUISITION FROM NPS (0.16 ACRES)
PROPOSED PARCEL TO BE DEEDED TO CITY OF ALEXANDRIA (0.05 ACRES)
LAND DESCRIBED AS VIRMATA RESERVATION WILL BE DEDICATED PER CDD #19 AND FURTHER POTOMAC YARDS DEVELOPMENT CONDITIONS
PROPOSED VIRMATA TRACKS
PROPOSED METRO/RAIL STATION
PROPOSED SUBDIVISION LINE
CSXT
PROPOSED ACQUISITION PLAT 4A
TRA REVERT TO CITY OF ALEXANDRIA
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
PART 7700000
TAX PARCEL 025.02-01-01
2.84 ACRES
PRIMARY ELECTRIC TRANSMISSION
& POTOMAC R.R.
UNITED STATES OF AMERICA
PART 7700000
NO TAX (DAVIS, VARIES)
1.0000 ACRES
CITY OF ALEXANDRIA
PART 6900000 & 7000000
TAX PARCEL 025.02-01-06
18.400 ACRES
CITY OF ALEXANDRIA
PART 6900000
TAX PARCEL 025.02-01-07
1.5400 ACRES
CITY OF ALEXANDRIA
PART 6900000 & 6900200
TAX PARCEL 025.02-01-07
0.7500 ACRES
CITY OF ALEXANDRIA
PART 6900000
TAX PARCEL 025.02-01-07
13.020 ACRES
CPYR THEATER, LLC
PART 1400000
TAX PARCEL 025.02-01-02
18.174 ACRES
POTOMAC YARD DEVELOPMENT, LLC
PART 1100000
TAX PARCEL 025.02-01-07
0.579 ACRES
OLD & HISTORIC ALEXANDRIA HISTORIC DISTRICT
PROPOSED RESERVATION FOUNDATION DEDICATION
PRIMARY ARM
PRIMARY ARM
PRIMARY ARM

ATTACHMENT 3: MASTER PLAN AMENDMENT RESOLUTION AND MAP

RESOLUTION NO. **MPA 2016-0001**

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

WHEREAS, an application for amendment to the Potomac Yard/Potomac Greens Small Area Plan chapter of the 1992 Master Plan was filed with the Department of Planning and Zoning on May 17, 2016 for changes in the land use designations to portions of the parcels at 2405, 2501, 3601, 3701, and 2901 Potomac Avenue, 700 Carpenters Road, 1702 and 1880 Potomac Greens Drive; and

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

WHEREAS, a duly advertised public hearing on the proposed amendment was held on June 7, 2016 with all public testimony and written comment considered; and

WHEREAS, the Planning Commission finds that:

1. The proposed amendment is necessary and desirable to guide and accomplish the coordinated, adjusted and harmonious development of the Potomac Yard/Potomac Greens Small Area Plan section of the City; and

2. The proposed amendment is generally consistent with the overall goals and objectives of the 1992 Master Plan and with the specific goals and objectives set forth in the Potomac Yard/Potomac Greens Small Area Plan chapter of the 1992 Master Plan; and

3. The proposed amendment shows the Planning Commission's long-range recommendations for the general development of the Potomac Yard/Potomac Greens Small Area Plan; and

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

MPA2016-0001
REZ2016-0001
DSUP2016-0004
DSUP2016-0005
DSUP2016-0006

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Alexandria that:

1. The following amendment is hereby adopted in its entirety as an amendment to the Potomac Yard/Potomac Greens Small Area Plan chapter of the 1992 Master Plan of the City of Alexandria, Virginia in accordance with Section 9.05 of the Charter of the City of Alexandria, Virginia:

The Potomac Yard/Potomac Greens Land Use Map (Map 18) shall be amended to show the Potomac Yard Metrorail Station location designated as UT-Utility as shown on the map attached hereto as Attachment 1

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

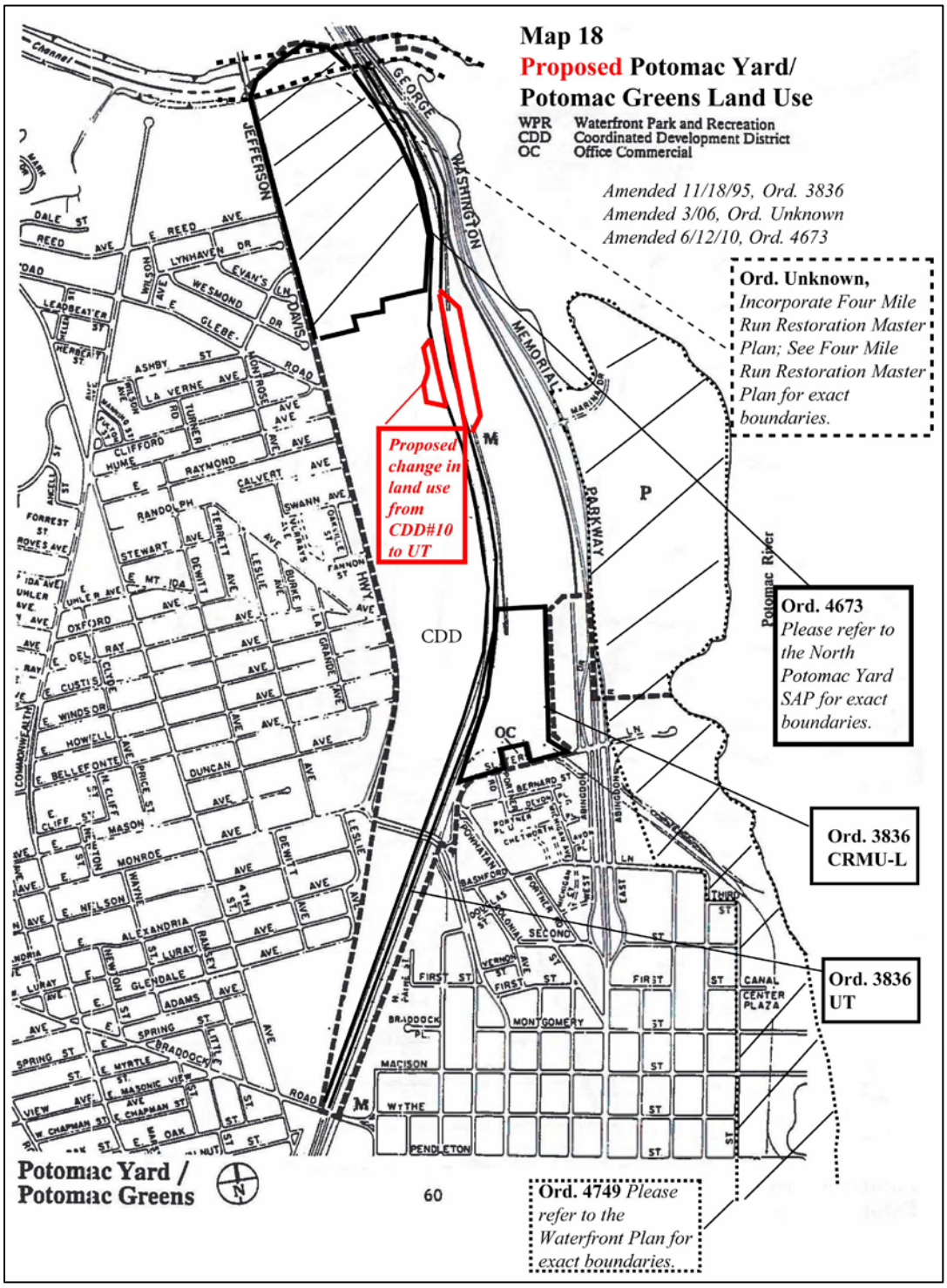
ADOPTED the 7th day of June, 2016.

Mary Lyman, Chair
Alexandria Planning Commission

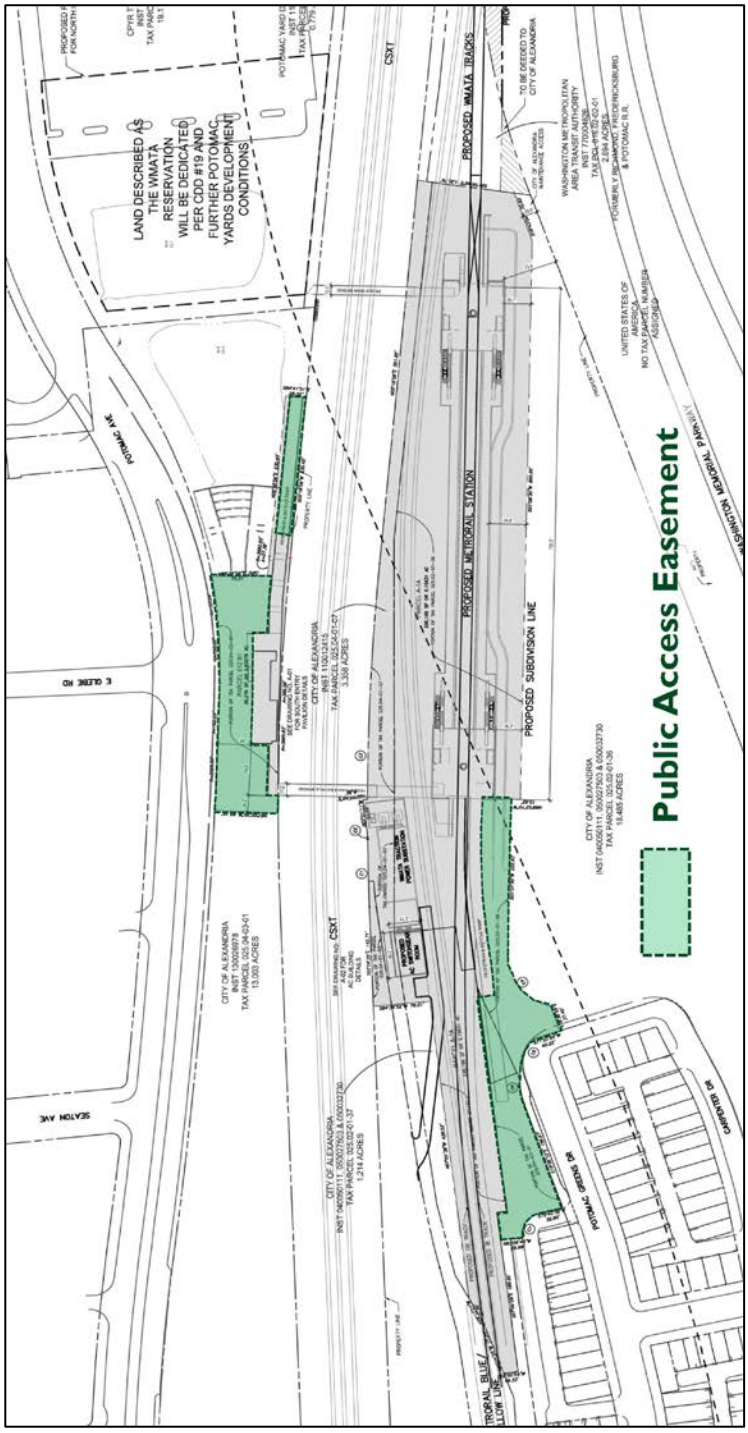
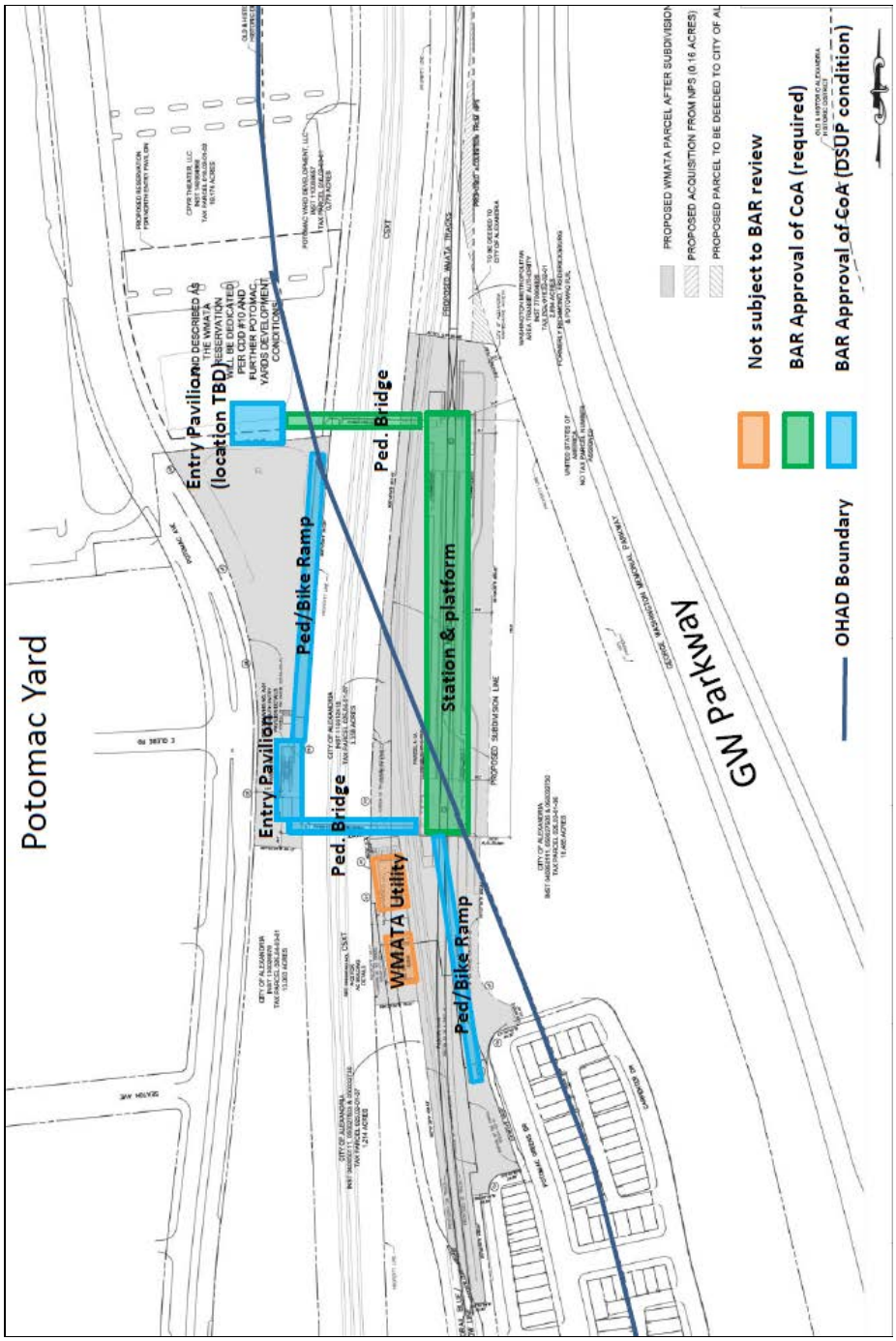
ATTEST:

Karl Moritz, Secretary

ATTACHMENT 1 OF RESOLUTION MPA2016-0001: PROPOSED LAND USE MAP



ATTACHMENT 4: PUBLIC ACCESS EASEMENT MAP



ATTACHMENT 5: BOARD OF ARCHITECTURAL REVIEW SITE MAP