Potomac Yard Metrorail Station:
Staff Recommendation for the Preferred Alternative

Board of Architectural Review

April 29, 2015

Agenda

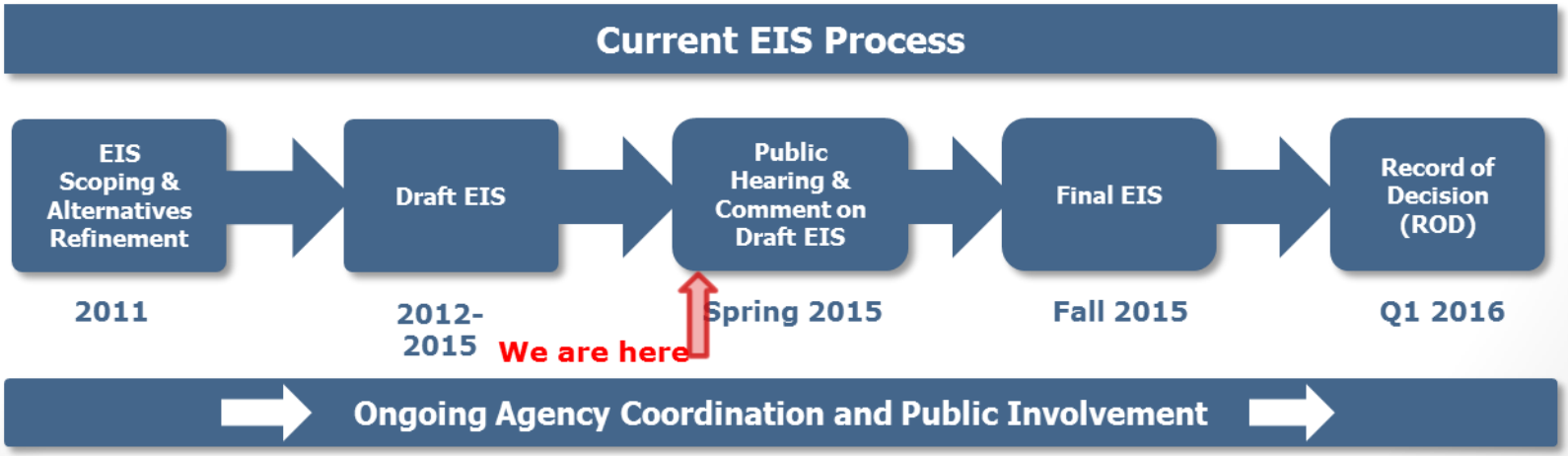
- Role of BAR & Process
- Background
- Alternatives Considered
- Staff Recommendation
- Section 106
- Next Steps
- Questions

Role of BAR

- Provide comments on potential visual impacts from the GWMP
- Comments will be forwarded to City Council
- If Alternative B is selected final design of the station would be subject to review and approval by BAR

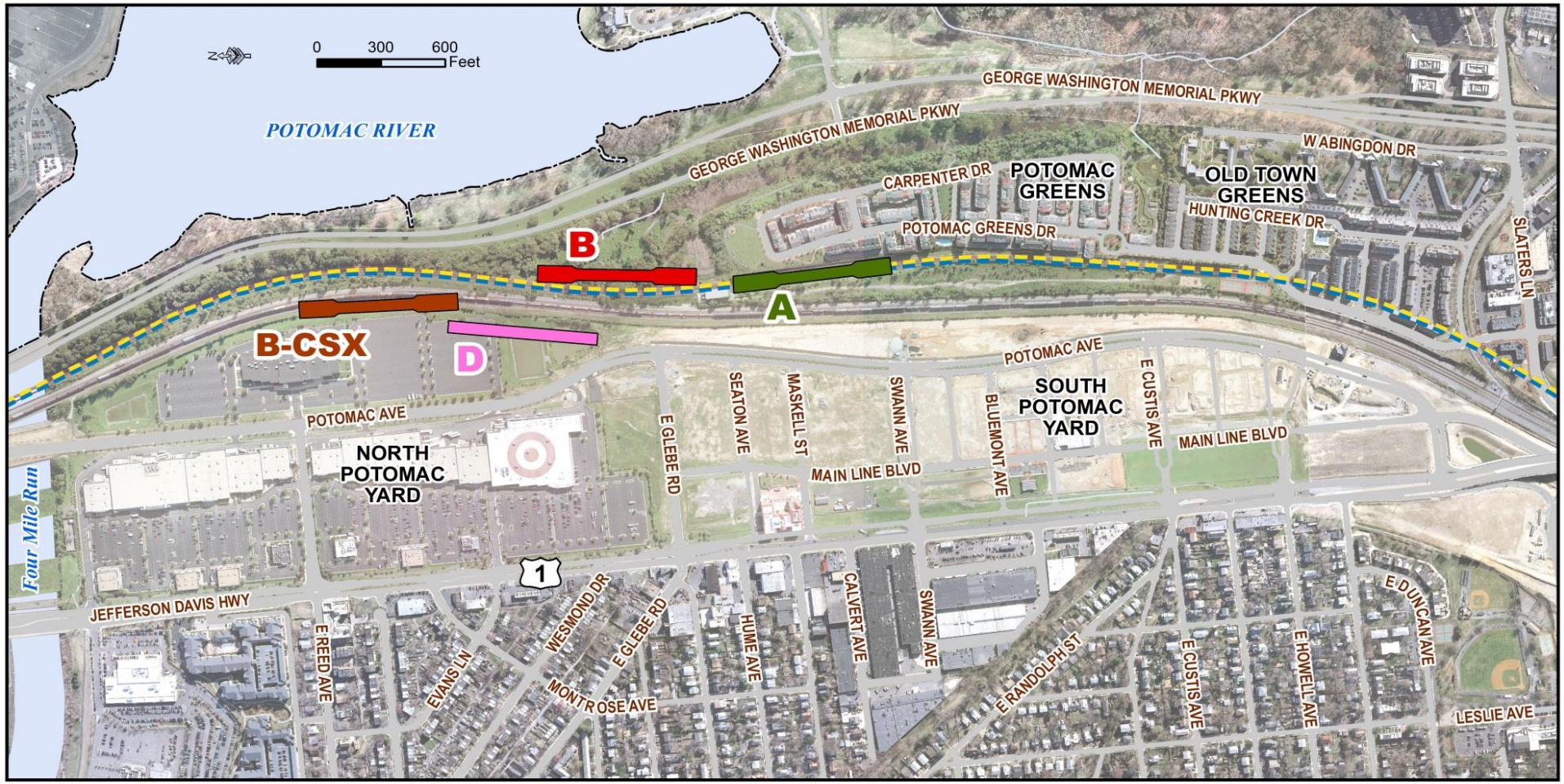
Process

- No architectural designs during the EIS process
- If a Build alternative is approved, the project will be subject to the City's DSUP process
- Only Alternative B subject to BAR review and approval
- WMATA plans to utilize a design-build process



Potomac Yard

Build Alternatives Considered
(in addition to No Build Alternative)



LEGEND

- Alternative A Station Location
- Alternative B Station Location
- B-CSX Design Option Station Location
- Alternative D Station Location
- Existing Metrorail Blue/Yellow Line

Note: Trackwork and Bridges not shown

Alternative B

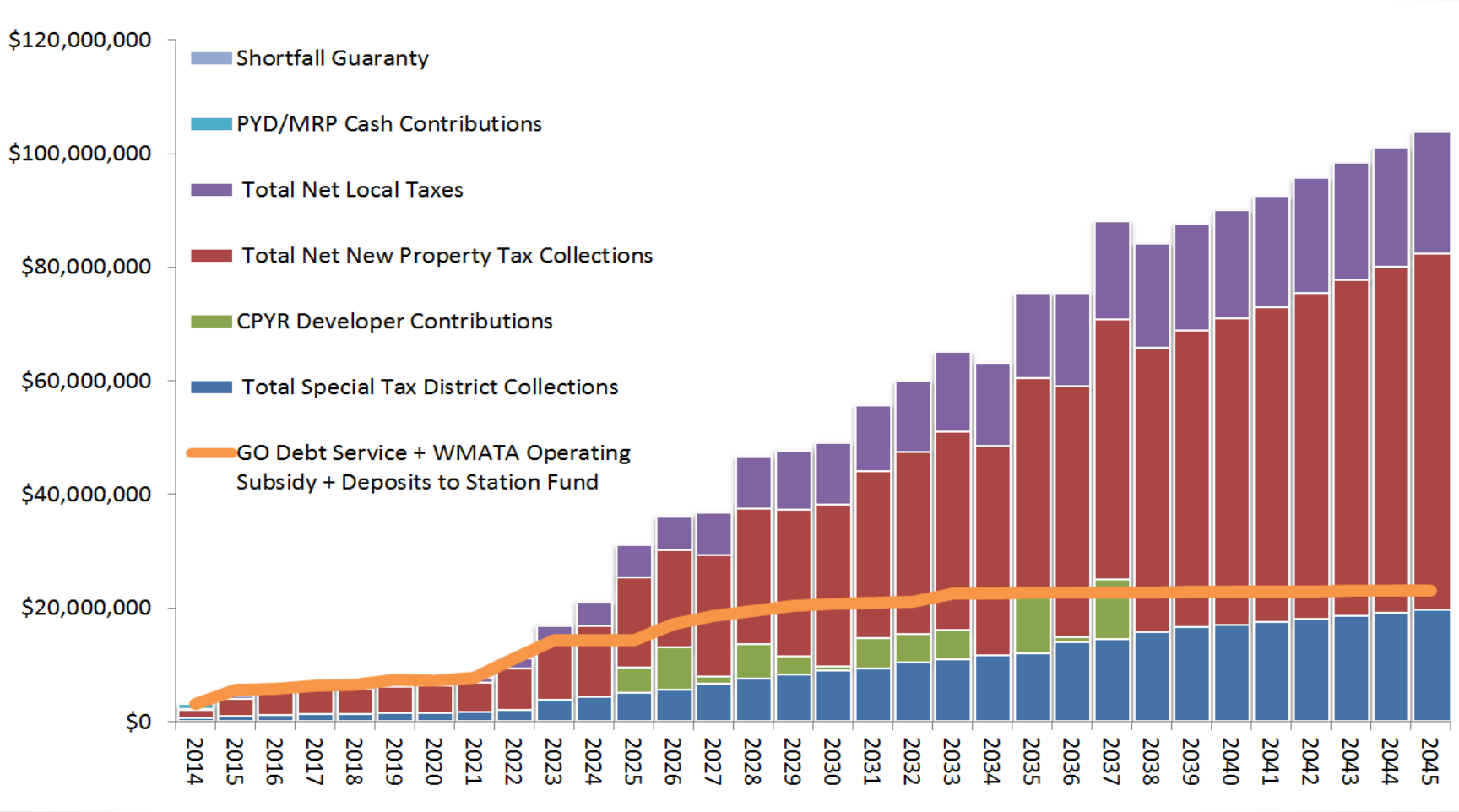
- Provides maximum accessibility to the Metrorail station

Alternative B

- Provides the most transportation benefit
  - 11,300 daily trips on Metro
  - 34% daily trips using transit, walking, or bike
  - 5,000 daily auto trips removed from the road

Alternative B

- Results in $1.5 billion in net revenue to the City over 40 years



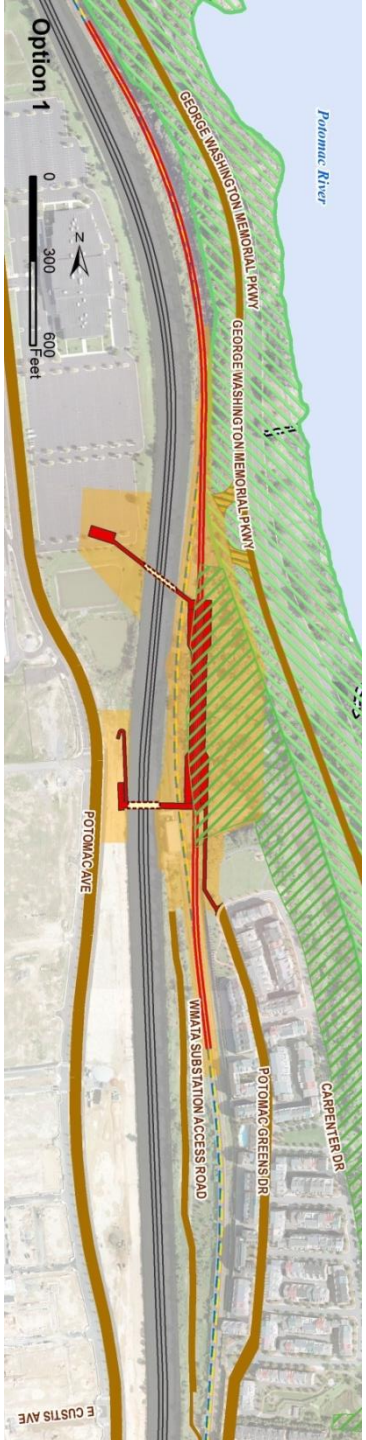
Alternative B

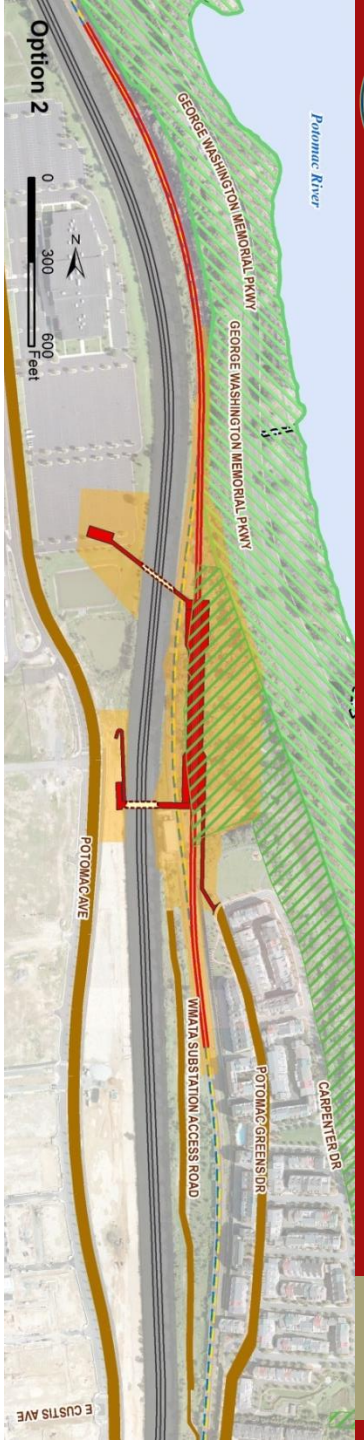
George Washington Memorial Parkway Mitigation

- ONLY applies for Alternative B
- Framework for a "net benefit agreement" between the City and NPS
  - Landscaping to screen station
  - NPS participation in station design
  - Potomac Yard height, lighting, signage protection
  - City would exchange large portion of Potomac Greens Park for needed NPS land
    - Puts parkland under single ownership and management
  - Stormwater management plan and improvements
  - Daingerfield Island master plan and improvements
  - Repairs and improvements to Mount Vernon Trail
  - Other benefits to GWMP

Construction Access

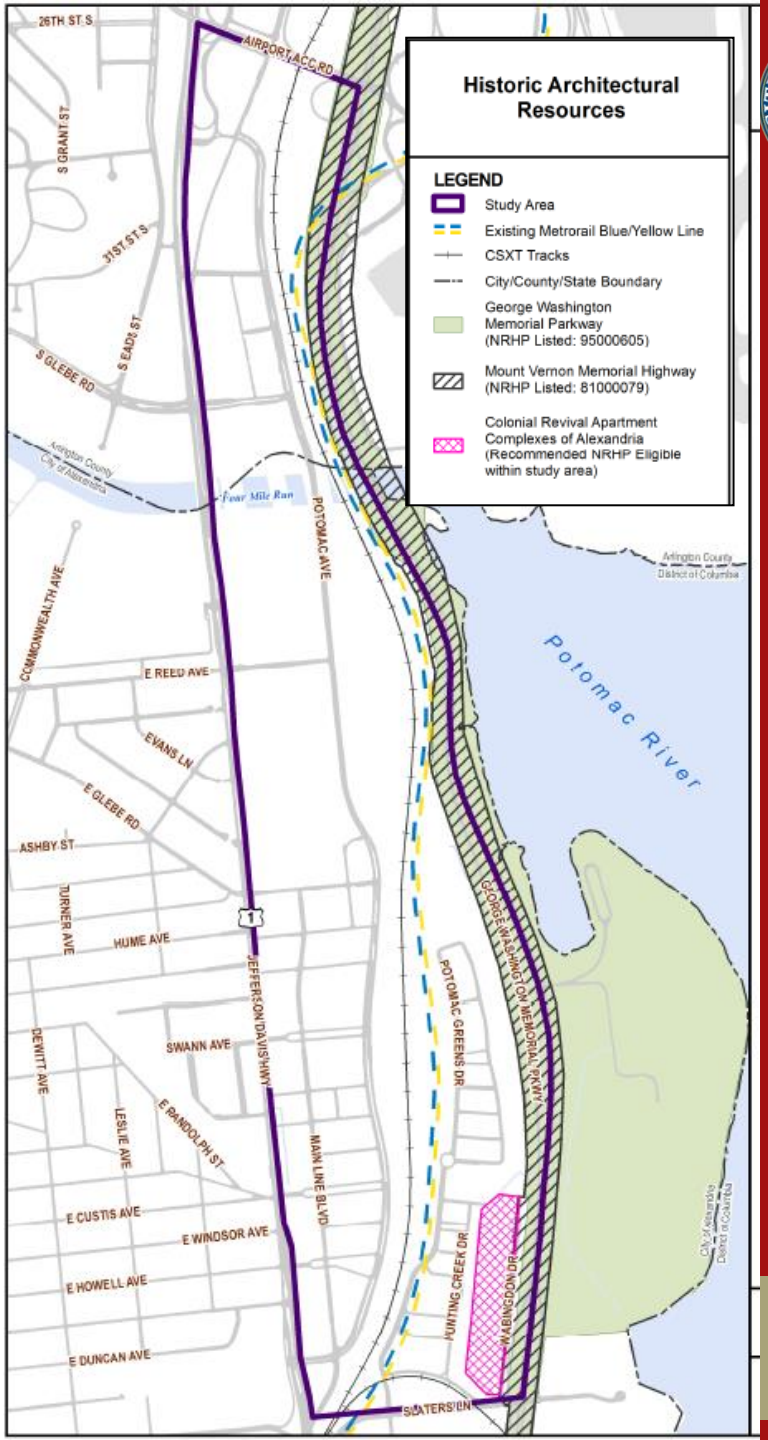
- Two construction access options evaluated:
  - Option 1 **includes** driveways connecting to the GWMP
  - Option 2 **excludes** driveways connecting to the GWMP
- Staff recommends Construction Access Option 2





Section 106

- Section 106 process is underway
- GWMP is a listed historic resource
- Should BAR find any other historic or potentially historic resources affected by the project, they should be identified



Staff Recommendation

- BAR staff recommends the BAR endorse the selection of Alternative B with the qualification that the station and associated infrastructure be designed in a manner appropriate to and compatible with the Old and Historic District and the protection of the memorial character of the GWMP

Next Steps

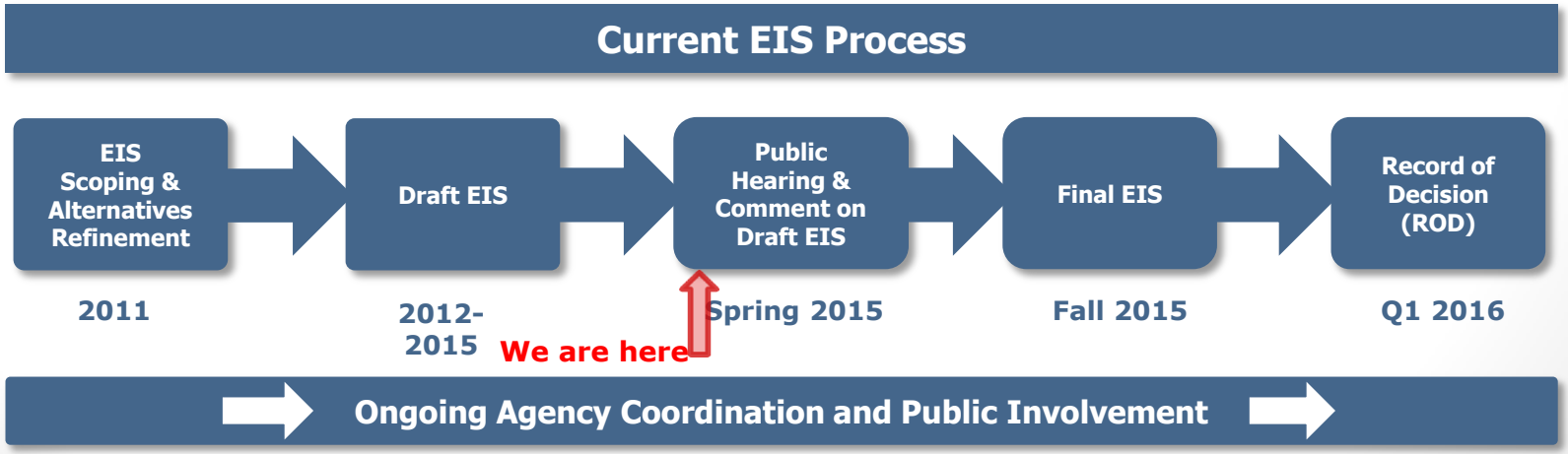
- Staff recommendation will be discussed at board, commission, and committee meetings in May
- City Council public hearing:

  Saturday, May 16, 2015

  9:30 a.m.

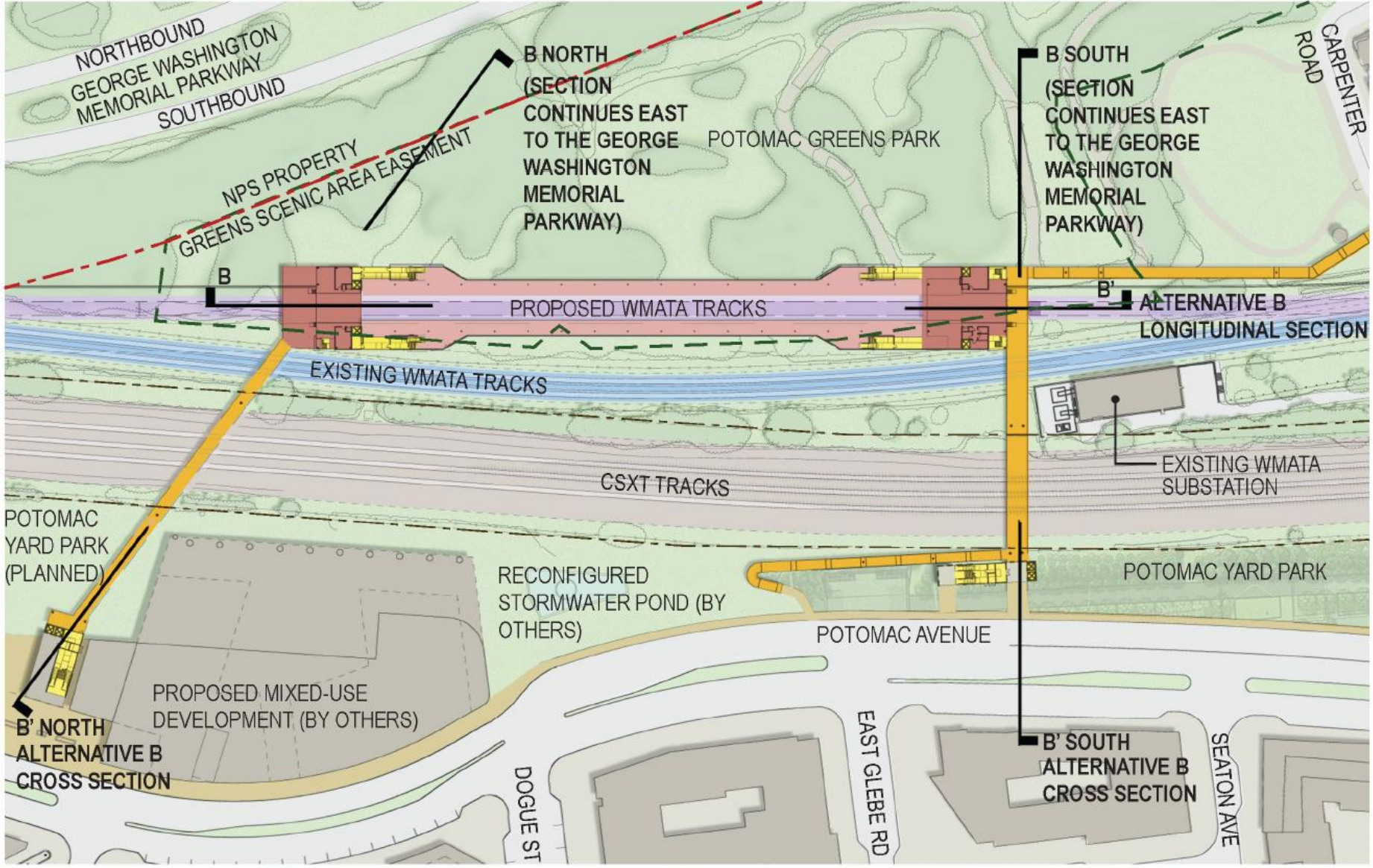
  City Council Chambers

  Alexandria City Hall
- Preferred alternative decision by City Council on May 20
- Complete Final EIS (Q4 2015)
- Record of Decision (Q1 2016)



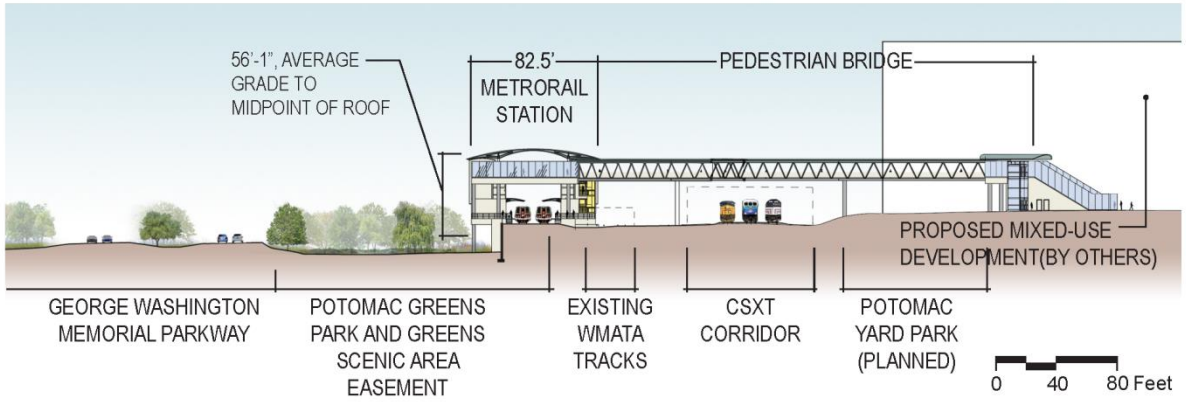
Questions?

For more information, visit:
www.alexandriava.gov/PotomacYard

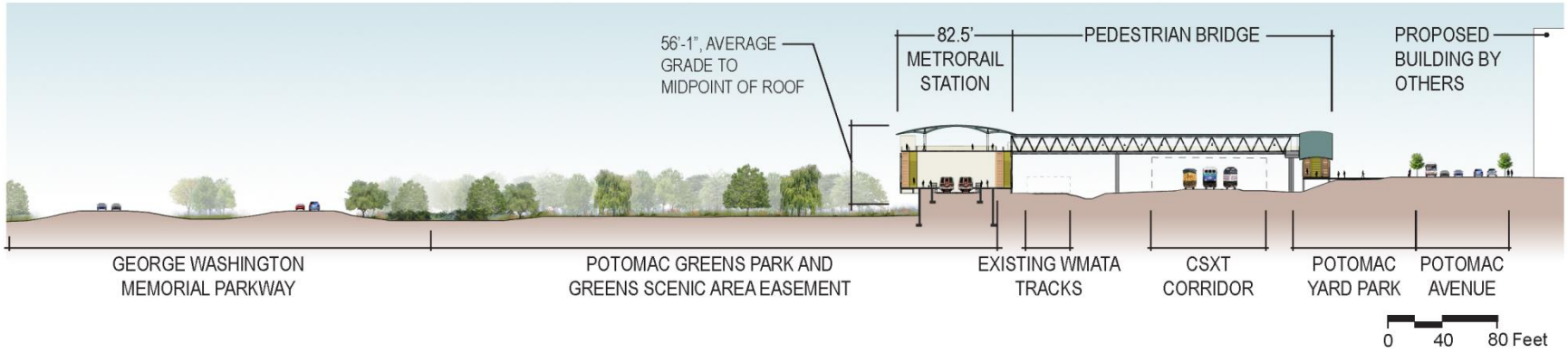


NOTE: THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN OF THE STATION, AMENDMENTS TO OPEN SPACE, AND THE PEDESTRIAN BRIDGES WILL OCCUR AS PART OF THE DESIGN-BUILD PROCESS AND WILL REQUIRE ALL APPLICABLE WMATA AND CITY APPROVALS.

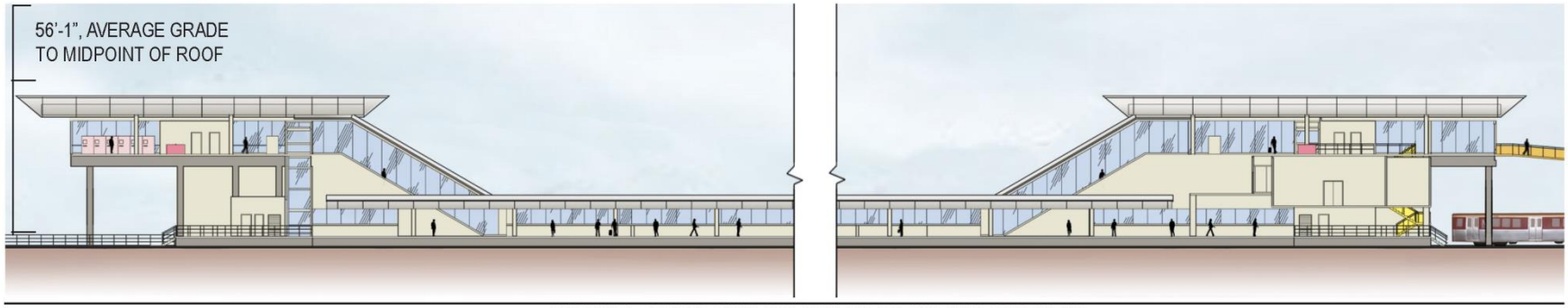
Alternative B-B' North Cross Section - View South



Alternative B-B' South Cross Section - View South



Alternative B-B' Longitudinal Section - View East



NOTE: SECTIONS DEPICT CONCEPTUAL DESIGNS. ALL DESIGNS OF THE STATION ARE SUBJECT TO ALL APPLICABLE WMATA AND CITY APPROVALS.

Visual Resources: Views from Potomac Greens

Looking NW from Potomac Greens Park

No Build Alternative

Alternative B

Alternative A

Alternative D

All views represent opening year
B-CSX Design Option not visible from this location

Visual Resources: Views from Potomac Yard

Looking SE from E. Glebe Rd

No Build Alternative

Alternative A

All views represent opening year; B-CSX Design Option not visible from this location

Looking NE from E. Glebe Rd

No Build Alternative

Alternative B

Alternative D

Visual Resources: Views from the George Washington Memorial Parkway

No Build Alternative

Alternative A

Looking NW from GWMP

No Build Alternative

Alternative B

Looking SW from GWMP

No Build Alternative

Alternative D

Looking SW from GWMP north of Four Mile Run

All views represent opening year; B-CSX Design Option view not available for opening year