Potomac Yard Metrorail Station:
Staff Recommendation for the Preferred Alternative

Planning Commission

May 5, 2015

Agenda

- Role of the Planning Commission & Process
- Background
- Alternatives Considered
- Staff Recommendation
- Next Steps
- Questions

Role of the Planning Commission

- Evaluate the consistency with the Master Plan, Potomac Yard Coordinated Development District(s) and associated approvals
- Provide comments on preferred alternative
- Comments will be forwarded to City Council

Transportation Master Plan (2008)

"The City expects that any amendment to the Potomac Yard/Potomac Greens Small Area Plan which results in an increase in density beyond what is currently approved will include reasonable provisions to address the development of and funding of an additional Metrorail Station."

North Potomac Yard Small Area Plan

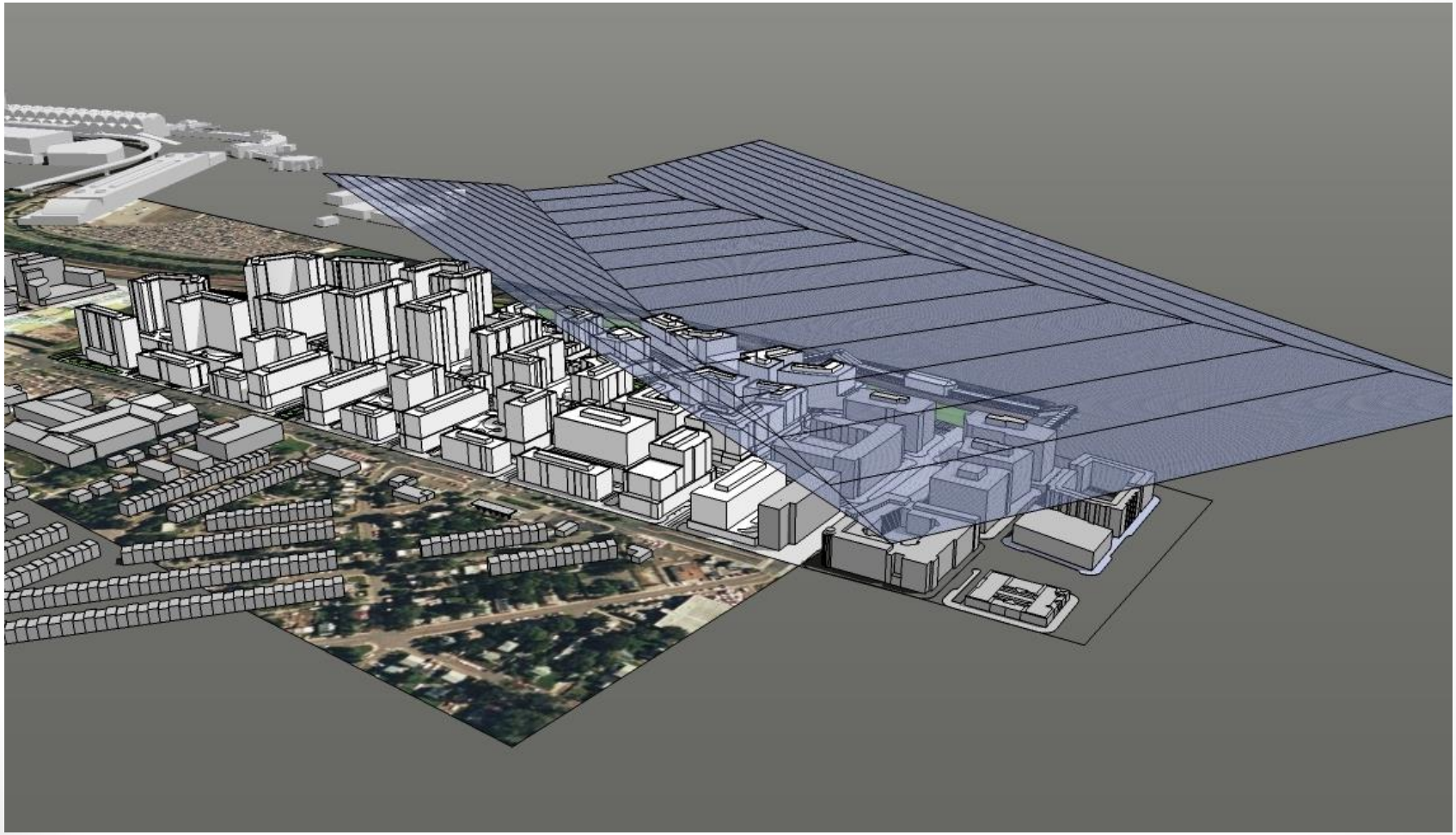
- The Plan enables North Potomac Yard to be poised for future growth as a long-term economic development area for the City. **This growth…requires the provision of a future Metrorail station.**

- [With Station Alternative B] **All of the proposed blocks are located within a ½ mile radius of the Metrorail station** and approximately half of the blocks are located within a ¼ mile. The close proximity of these blocks to a Metrorail station provides a unique opportunity to integrate land use with transit to create a transit-oriented development for Potomac Yard

Landbays

E
North Potomac Yard (Landbay F)
Lynhaven
G
Mount Jefferson
H
D
Potomac Greens
I
A
Del Ray
J
Old Town Greens
K
C
L
Northeast
M
Braddock
Old Town North

Site Constraints – Flight Path



Building Heights

Land Use

Legend
Hotel
Residential
Office
Mix of Office and Residential
Parks
Public Plaza - Metro
Required Retail
Preferred Retail
Planned Retail
Arlington County
Four Mile Run
Livingstone Avenue
Capitol Crescent Pl
Potomac Avenue
Tide Lock Avenue
Aqua Street
East Reed Avenue
Jefferson Davis Highway/ Route 1
Main Line Boulevard
Silver Meteor Avenue
Evans Lane
Wesmond Drive
Landbay G
1
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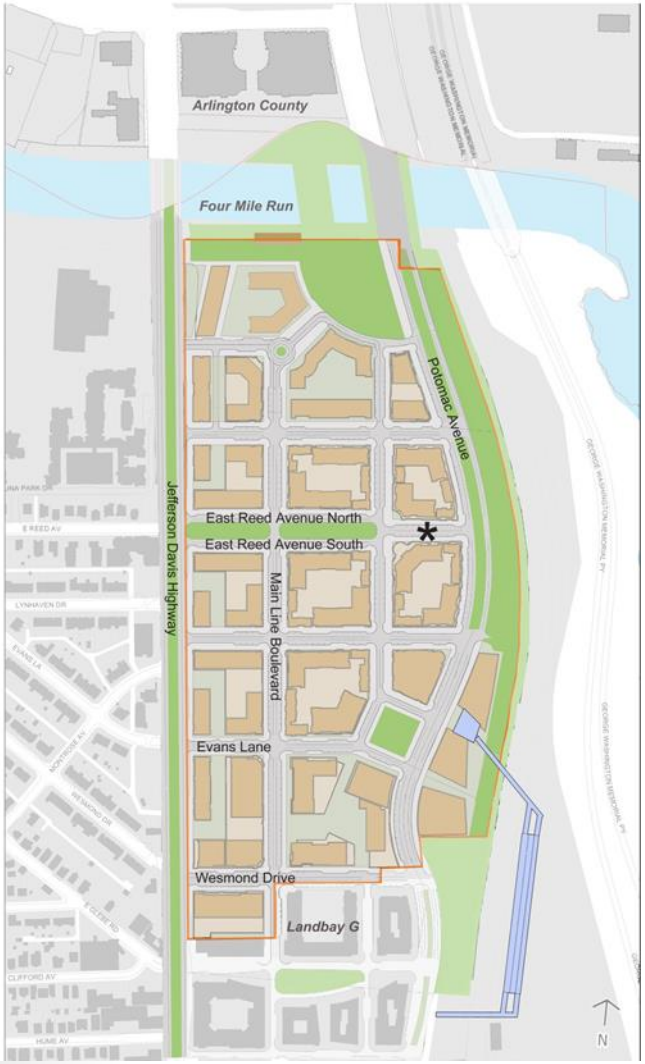
North Potomac Yard Coordinated Development District

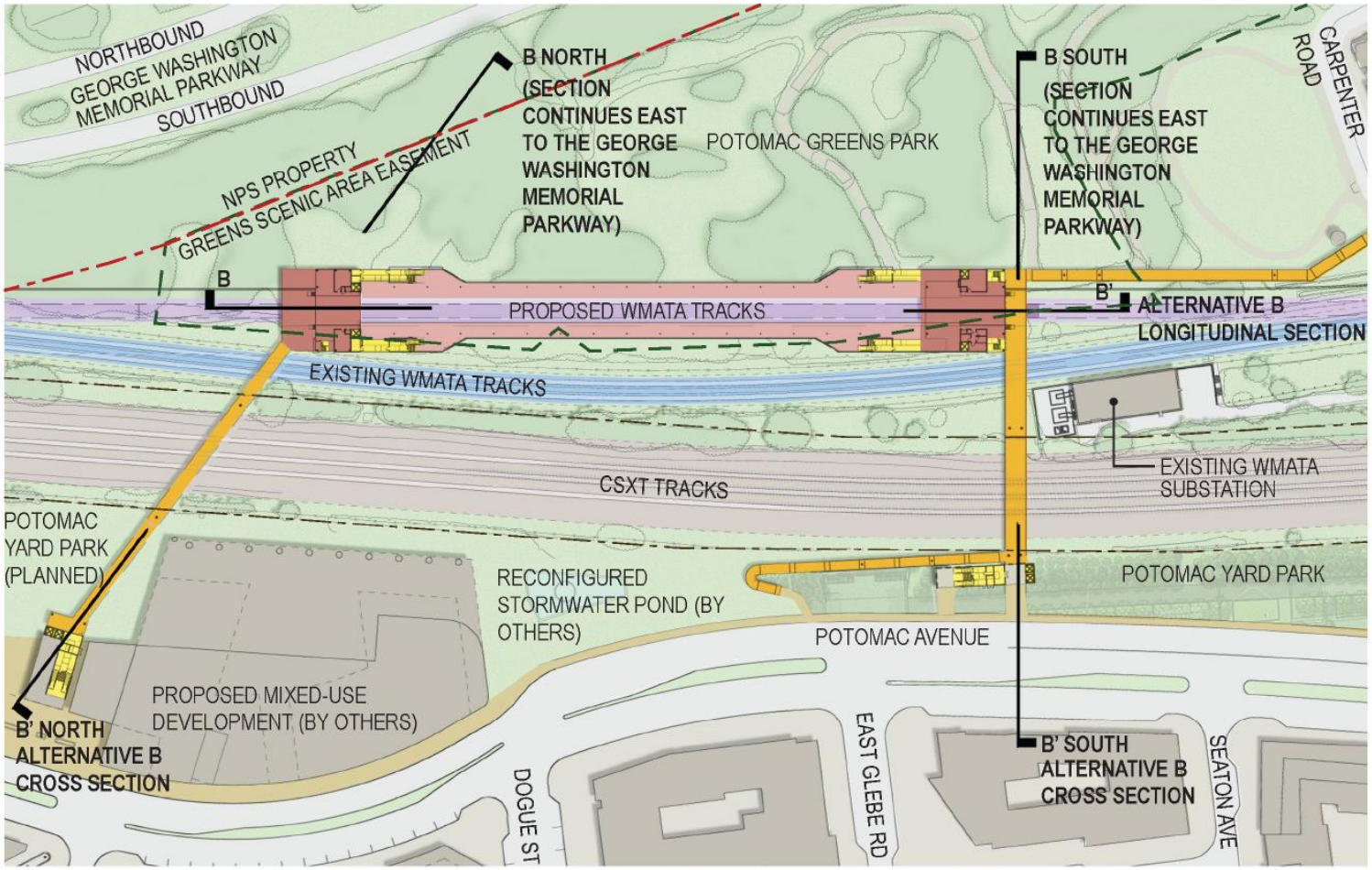


- If…the B alternatives or similar are not selected, this situation shall be treated as a no-build decision and [development will be limited to 3.7 million square feet]

- Potomac Yard Metrorail Station Feasibility Work Group determined that three locations were acceptable to proceed with…an environmental analysis to determine the final station location.

Alternative B

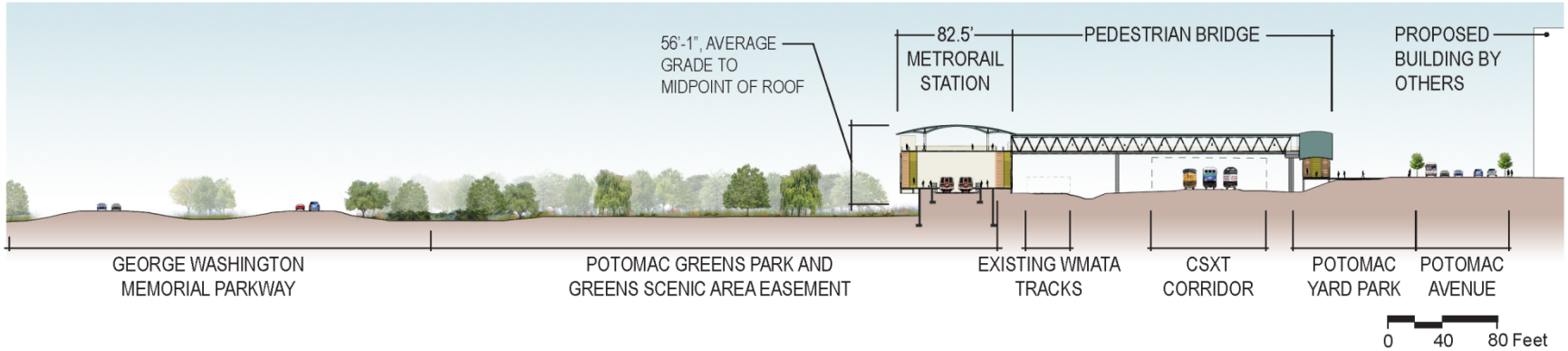
Alternative B



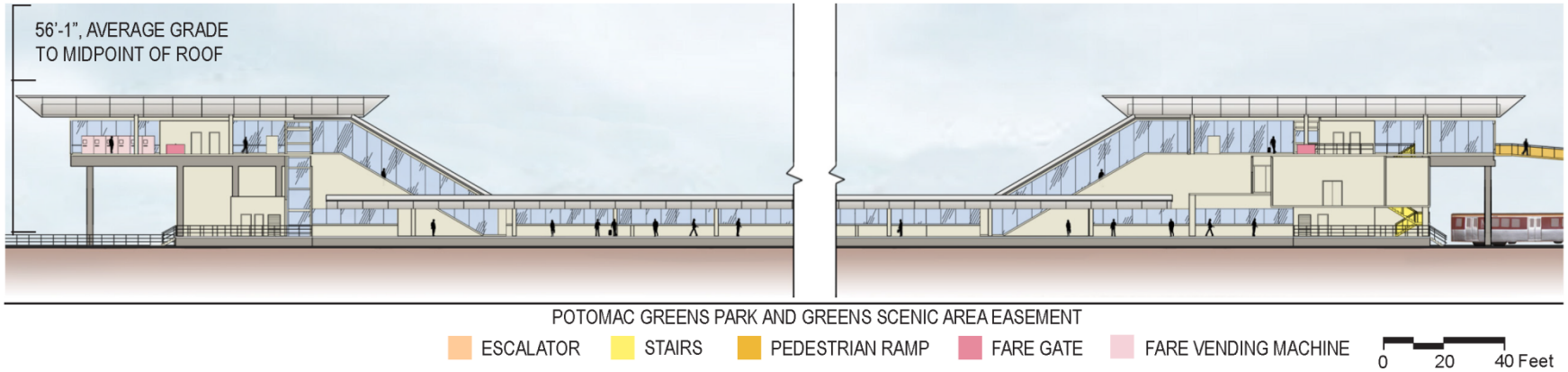
NOTE: THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN OF THE STATION, AMENDMENTS TO OPEN SPACE, AND THE PEDESTRIAN BRIDGES WILL OCCUR AS PART OF THE DESIGN-BUILD PROCESS AND WILL REQUIRE ALL APPLICABLE WMATA AND CITY APPROVALS.

Alternative B

Alternative B-B' South Cross Section - View South



Alternative B-B' Longitudinal Section - View East



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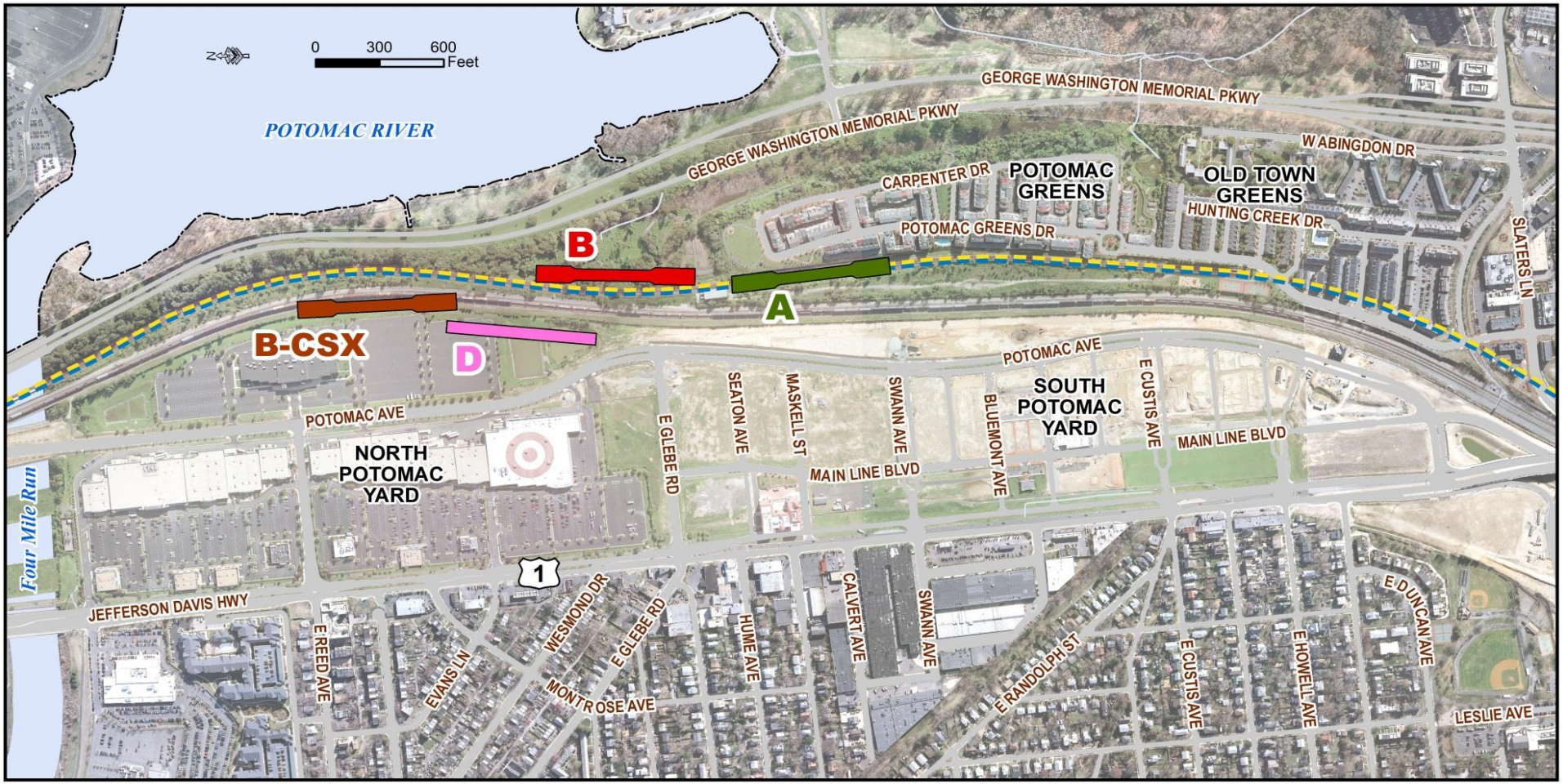
Alternative B

Build Alternatives Considered
(in addition to No Build Alternative)



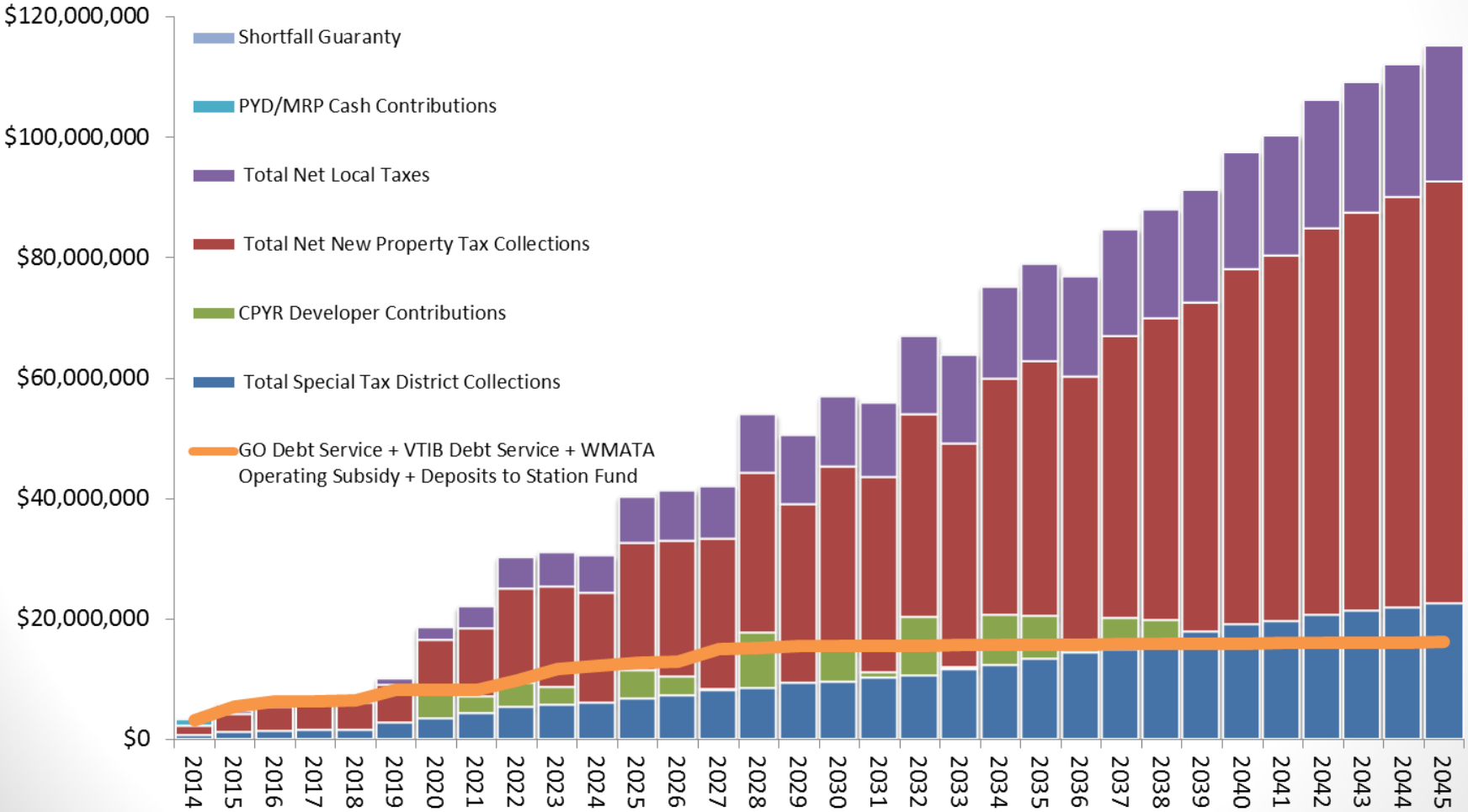
LEGEND

- 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

- Results in $1.5 billion in net revenue to the City over 30 years

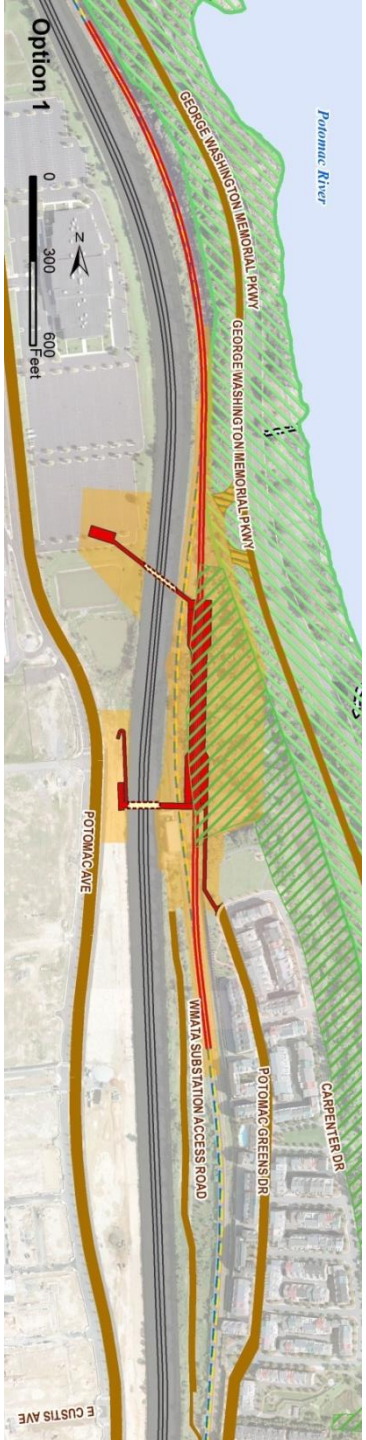


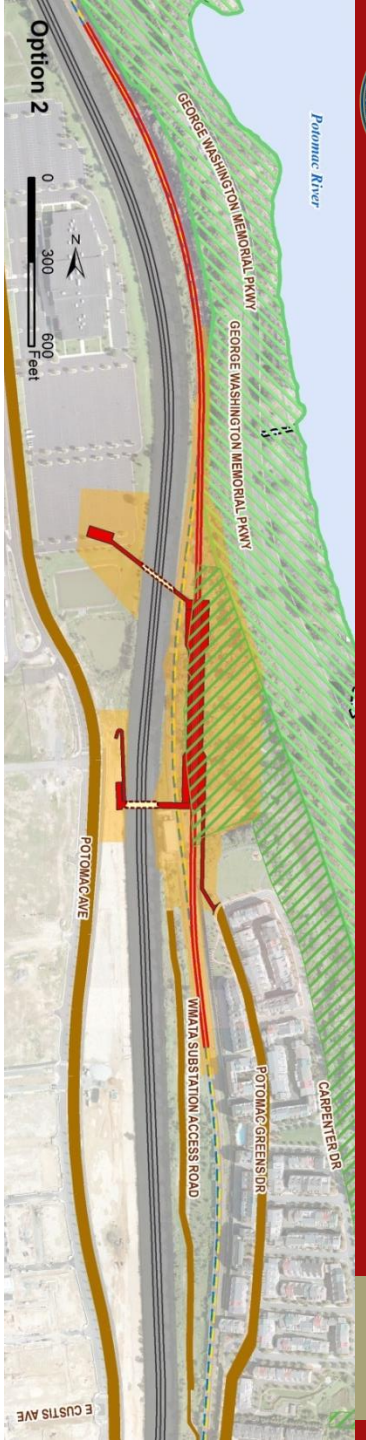
George Washington Memorial Parkway Mitigation

- 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





Staff Recommendation

- Planning staff recommends the Planning Commission endorse the selection of Alternative B based on consistency with the Master Plan, Potomac Yard Coordinated Development District(s) and associated approvals

Next Steps

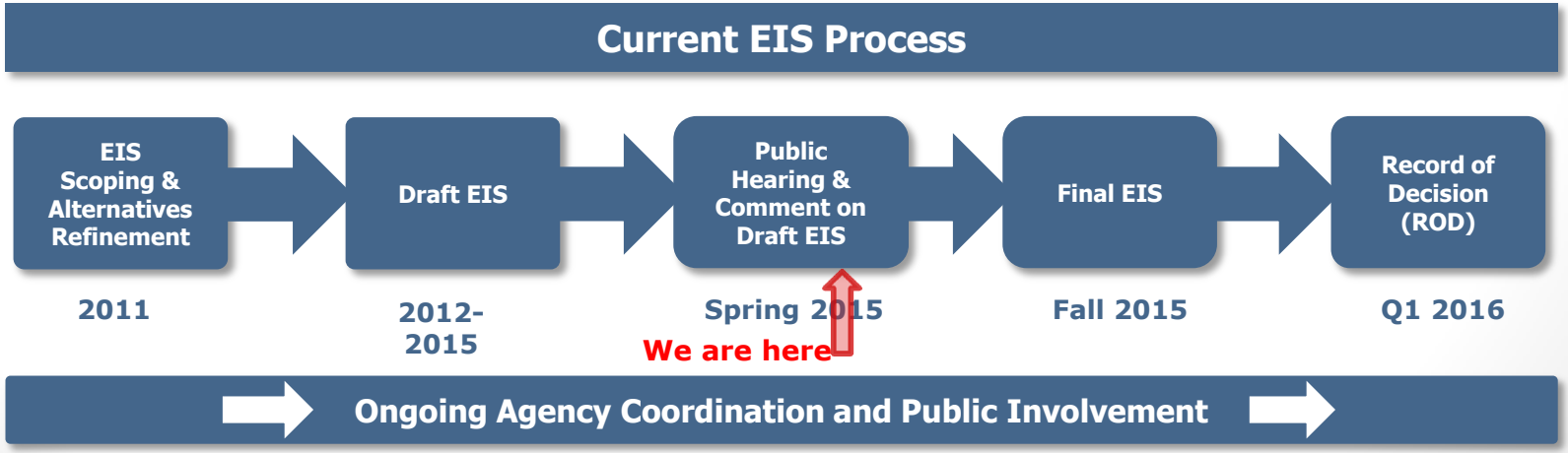
- Staff recommendation will be discussed at board, commission, and committee meetings in May
- City Council public hearing:

  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

- Slides on special tax district

Potomac Yard – By the Numbers

- **Potomac Yard +- 160 acres**
- **South Potomac Yard**

Residential	1,610 (MF)
	653 (TH)
Office	2,072,346
Retail	145,000
Hotel	340 Rooms
	Total 4,727,663 sq.ft.

- **North Potomac Yard**

• Residential	4,835
• Office	1,881,000
• Retail	584,000
• Hotel	170 rooms
•	Total 7,500,000

Total 12,227,663

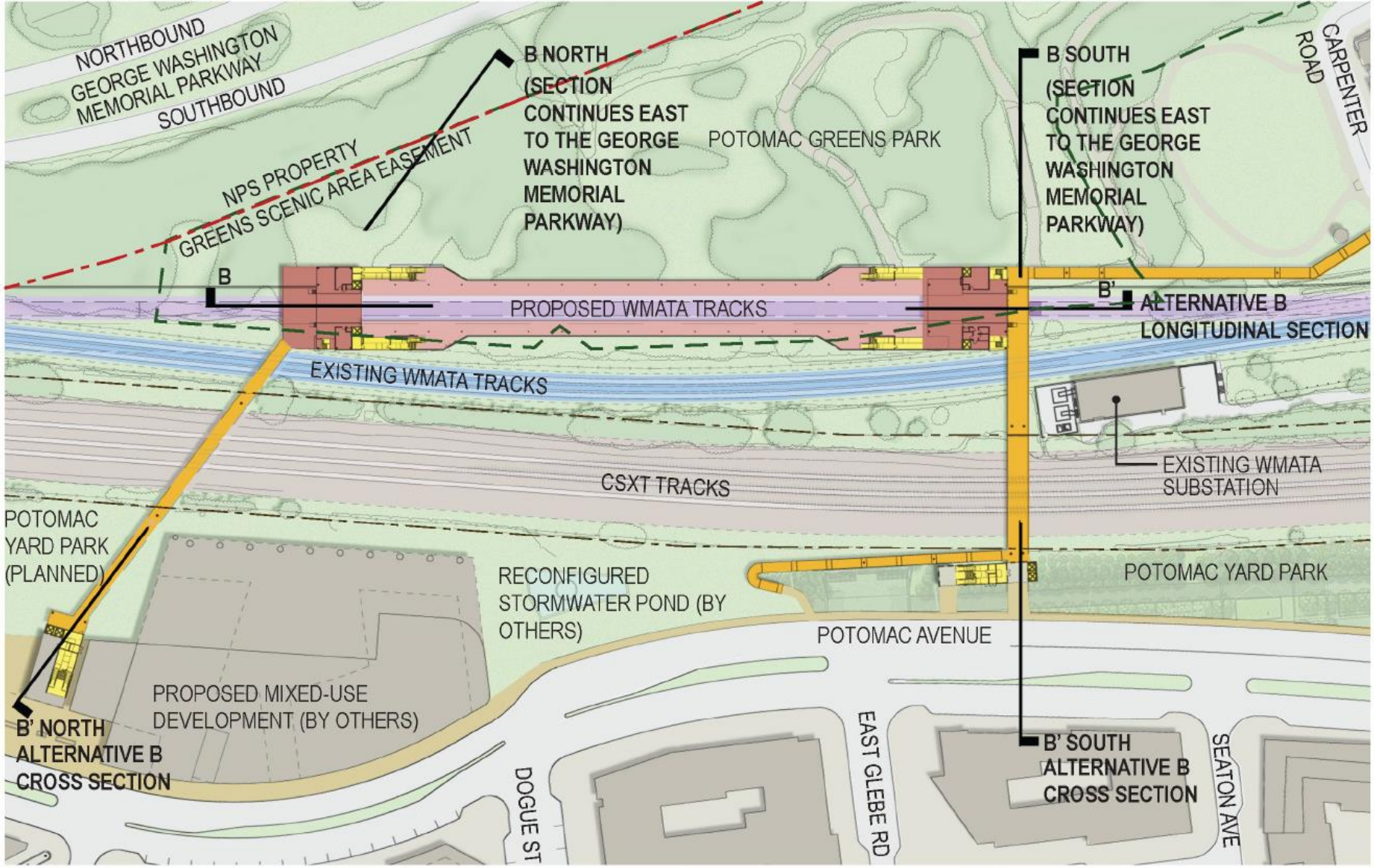
Potomac Yard – By the Numbers

- 80% of multi-family buildings will be complete by 2018
- 97% of townhouses complete by 2017
- +- 70 acres of redevelopment within five years.
- 55 % of retail constructed by 2016
- 43 acres of public open space constructed

Building Heights

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



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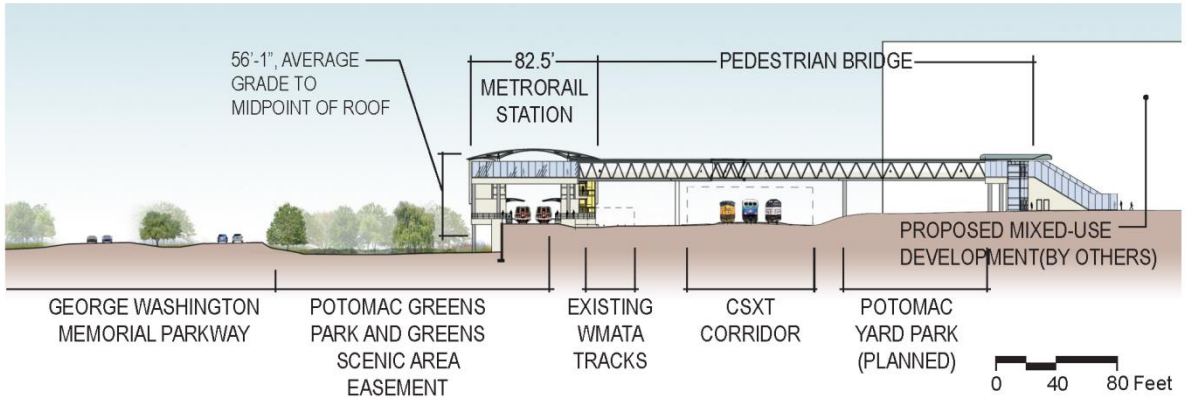

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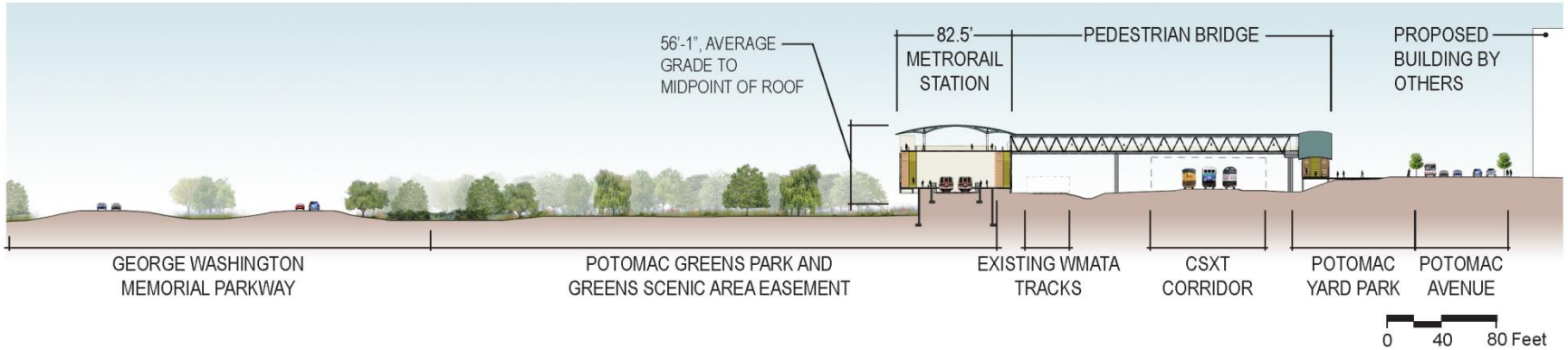

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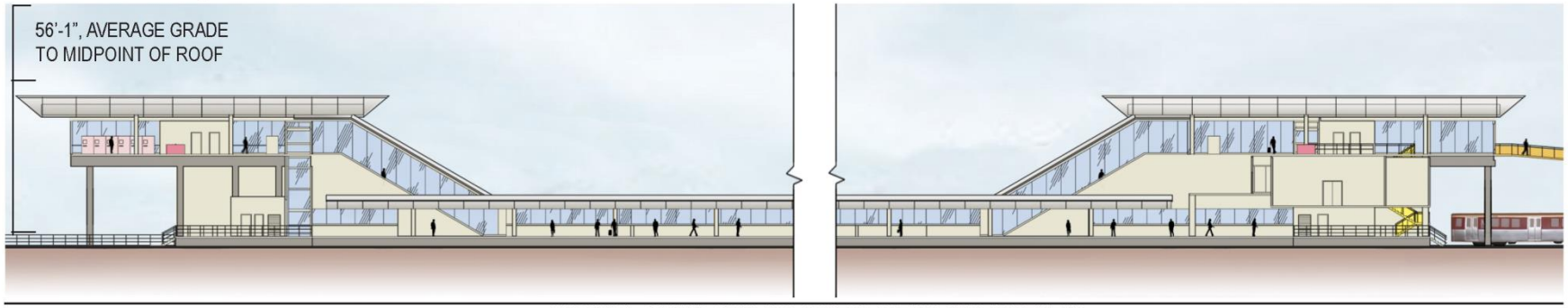

POTOMAC GREENS PARK AND GREENS SCENIC AREA EASEMENT

ESCALATOR | STAIRS | PEDESTRIAN RAMP | FARE GATE | FARE VENDING MACHINE

0 20 40 Feet

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