



# **Potomac Yard Metrorail Station: Staff Recommendation for the Preferred Alternative**

Potomac Yard Metrorail Implementation Work Group  
(PYMIG)

May 13, 2015



# Agenda

- Role of PYMIG
- Background
- Alternatives Considered
- Staff Recommendation
- Next Steps
- Questions



# Role of PYMIG

- Consider comments of other boards and commissions
- Determine whether staff recommendation is consistent with land use and transportation plans
- Provide comments on preferred alternative
- Comments will be forwarded to City Council

# 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



# Staff Recommendation

- Alternative B as the preferred alternative
  - Support high-density mix of uses
  - Support adjacent communities
  - economic development, and regional benefit
- Option 2 for construction access
- Mitigation framework for impacts to the George Washington Memorial Parkway

# Alternative B

- Provides maximum accessibility to the Metrorail station



# Alternative B

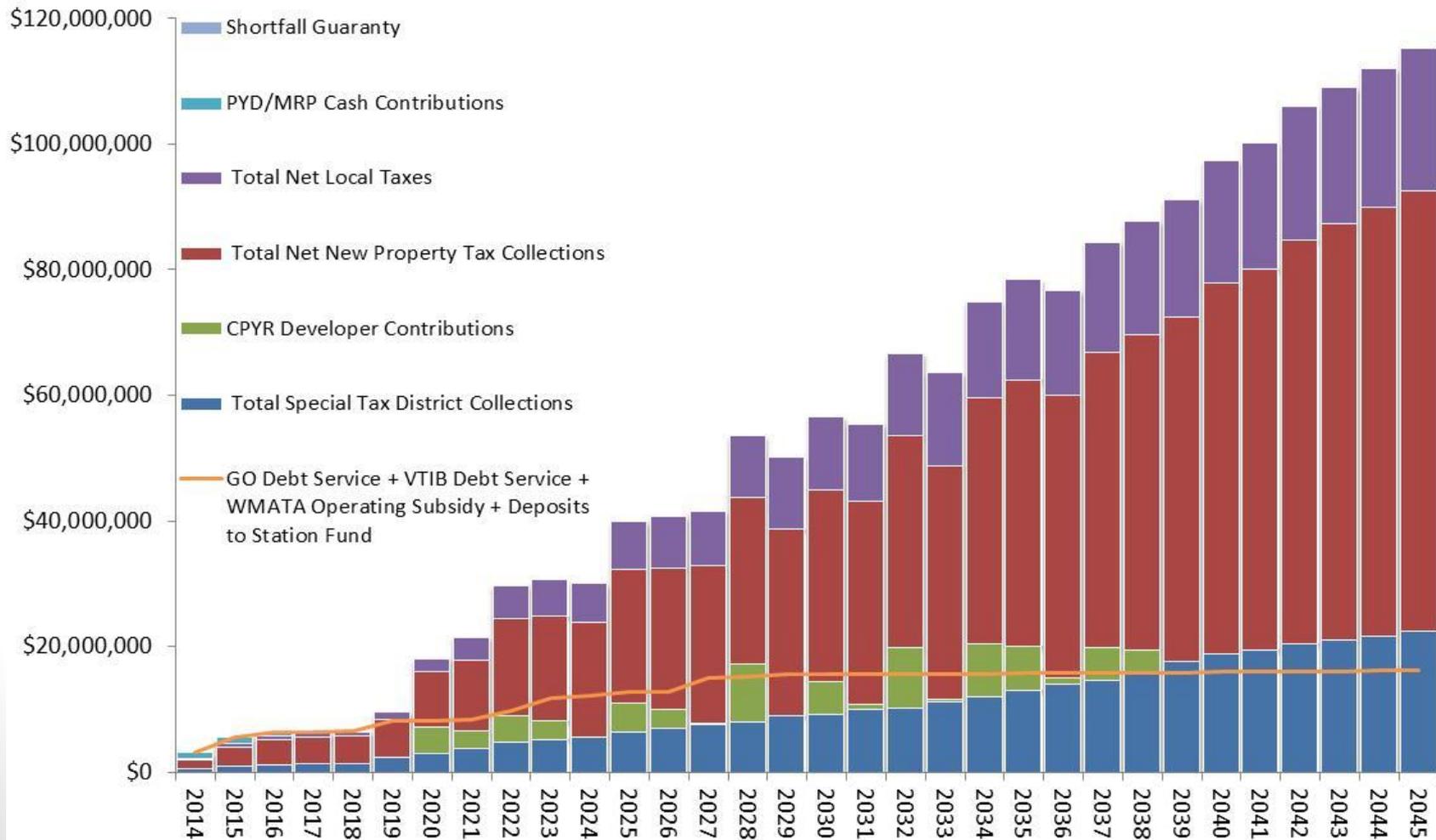
- Provides the most transportation benefit
  - 11,300 daily trips on Metro
  - 34% daily trips using transit, walking, or bike
  - 5,000 daily auto trips removed from the road





# Alternative B Financing Plan

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



# Alternative B



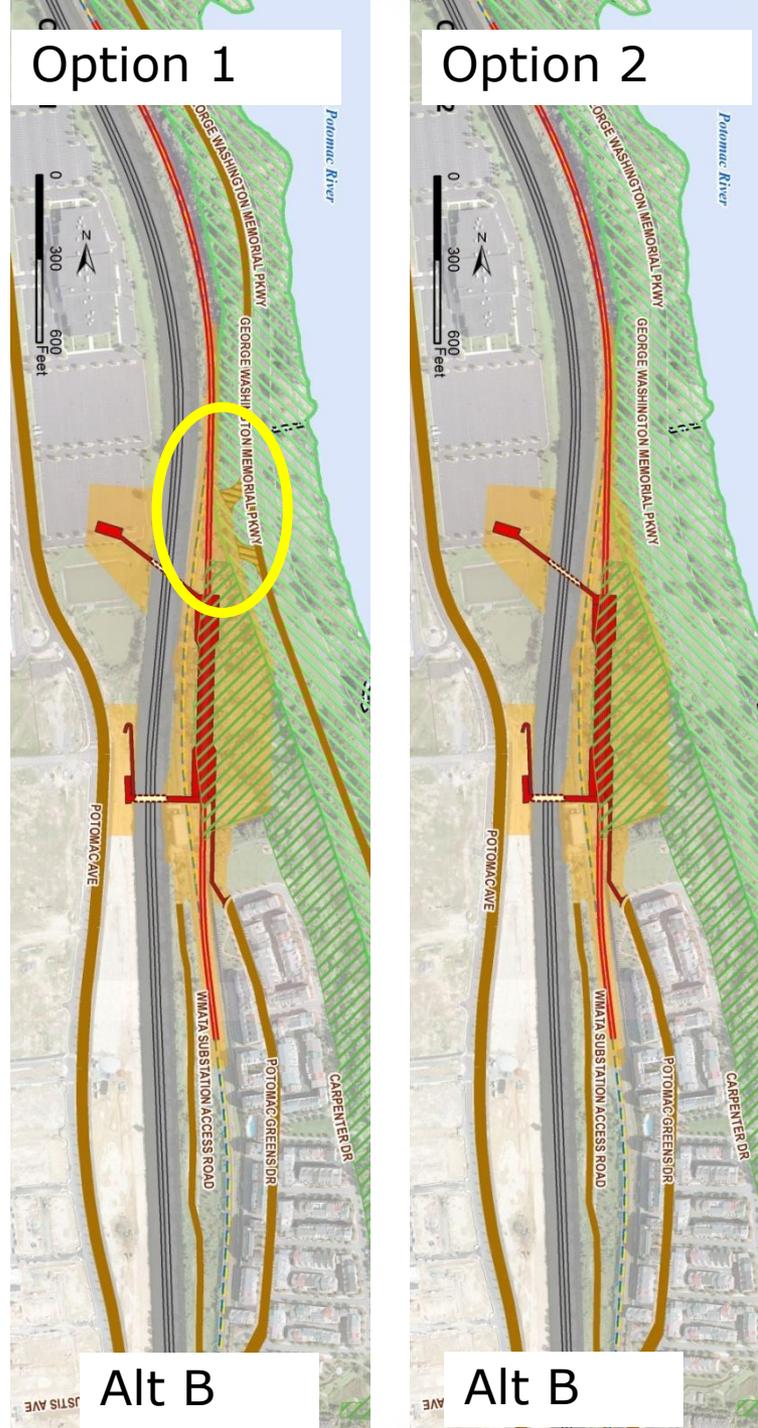
# George Washington Memorial Parkway Mitigation



- Framework for “net benefit agreement” between the City and NPS
  - Landscaping to screen station
  - NPS participation in station design
  - Potomac Yard height, lighting, signage protection
  - Exchange of 13 acres of City land for 0.16 acres of NPS land
  - Stormwater management plan and improvements
  - Daingerfield Island master plan and improvements
  - Improvements to Mount Vernon Trail
  - Total \$12 Million

# Construction Access

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





# Outreach since February 2015

- Briefings with boards and commissions
- Community Meetings
  - 250 residents reached
- Three open houses
  - 100 residents reached
- Farmers Markets and Earth Day
  - 175 residents reached
- Extensive media coverage

# Boards and Commissions

- Unanimous support from:
  - Board of Architectural Review
  - Environmental Policy Commission
  - Planning Commission
  - Park and Recreation Commission
  - Transportation Commission
- Comments:
  - Involvement throughout the process
  - Design should minimize visual impacts
  - Minimize construction impacts
  - Ensure quality bicycle and pedestrian access and bicycle parking



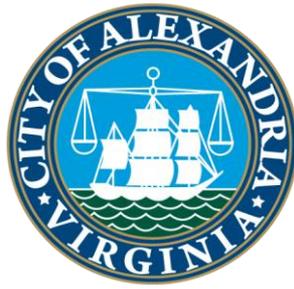
# Staff Recommendation

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# Next Steps

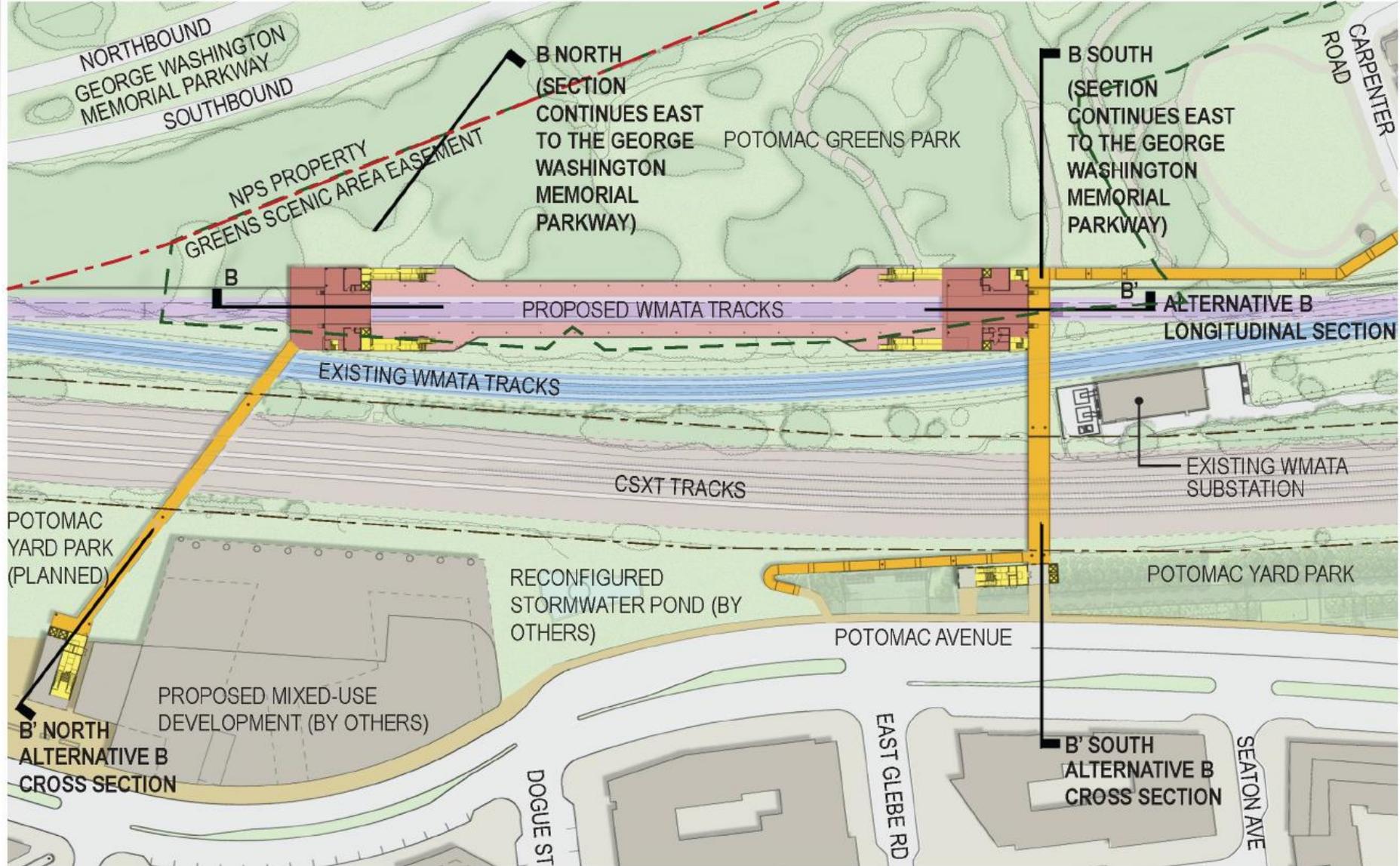
- City Council public hearing:  
**Saturday, May 16, 2015**  
9:30 a.m.  
City Council Chambers  
Alexandria City Hall
- Preferred alternative decision by City Council on May 20
- Complete Final EIS (Q4 2015)
- Record of Decision (Q1 2016)



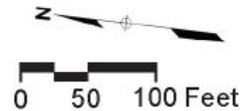


# Questions?

**For more information, visit:  
[www.alexandriava.gov/PotomacYard](http://www.alexandriava.gov/PotomacYard)**

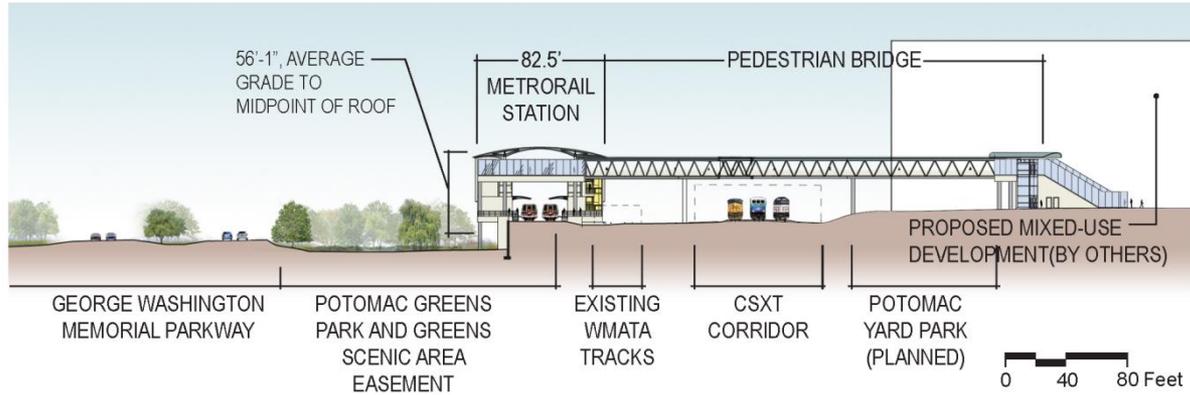


- |                             |                                |                    |          |
|-----------------------------|--------------------------------|--------------------|----------|
| MEZZANINE                   | PEDESTRIAN RAMP OR BRIDGE      | EXISTING WMATA ROW | SIDEWALK |
| STATION PLATFORM            | STAIRS, ESCALATOR, OR ELEVATOR | PROPOSED WMATA ROW | ROADWAY  |
| GREENS SCENIC AREA EASEMENT | CSXT TRACKS ROW                | NPS PROPERTY LINE  |          |

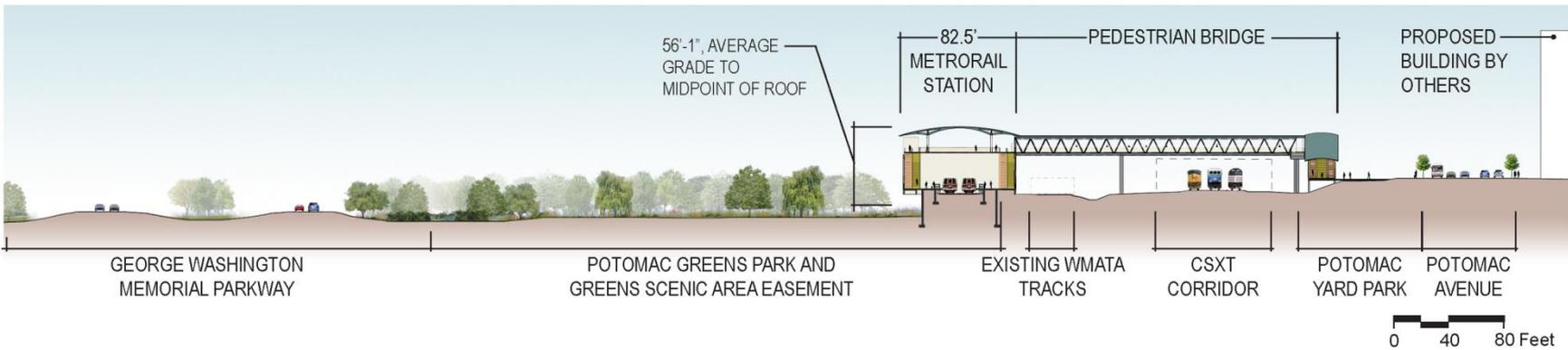


NOTE: THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN OF THE STATION, AMENDMENTS TO OPEN SPACE, AND THE PEDESTRIAN BRIDGES WILL OCCUR AS PART OF THE DESIGN-BUILD PROCESS AND WILL REQUIRE ALL APPLICABLE WMATA AND CITY APPROVALS.

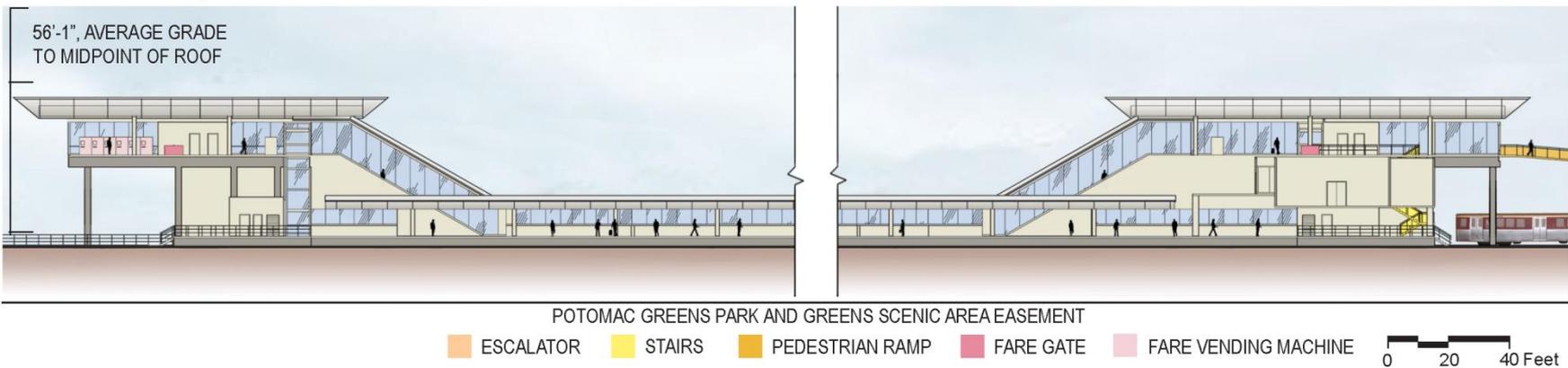
### Alternative B-B' North Cross Section - View South



### 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.