



# POTOMAC YARD METRORAIL STATION DESIGN

Potomac Yard Metrorail  
Implementation Work Group  
March 17, 2016





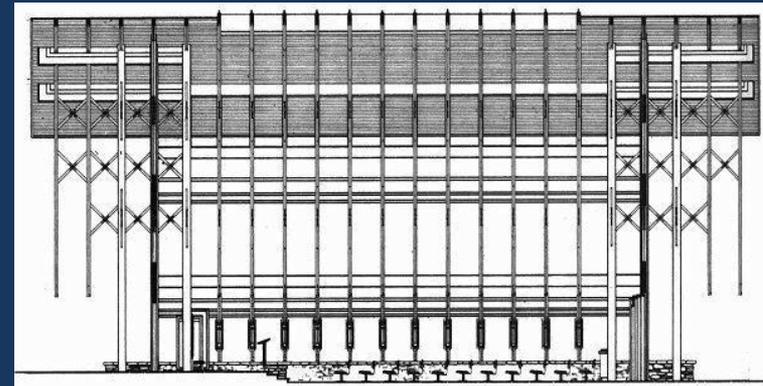
# AGENDA

- I. Introductions
- II. Station Concept Update
- III. Potomac Yard Park
- IV. Small Group Discussion
- V. PYMIG Discussion
- VI. Final EIS Update
- VII. Temporary Construction Impacts
- VIII. Next Steps
- IX. Comments/Questions
- X. Adjourn



# STATION CONCEPT UPDATE

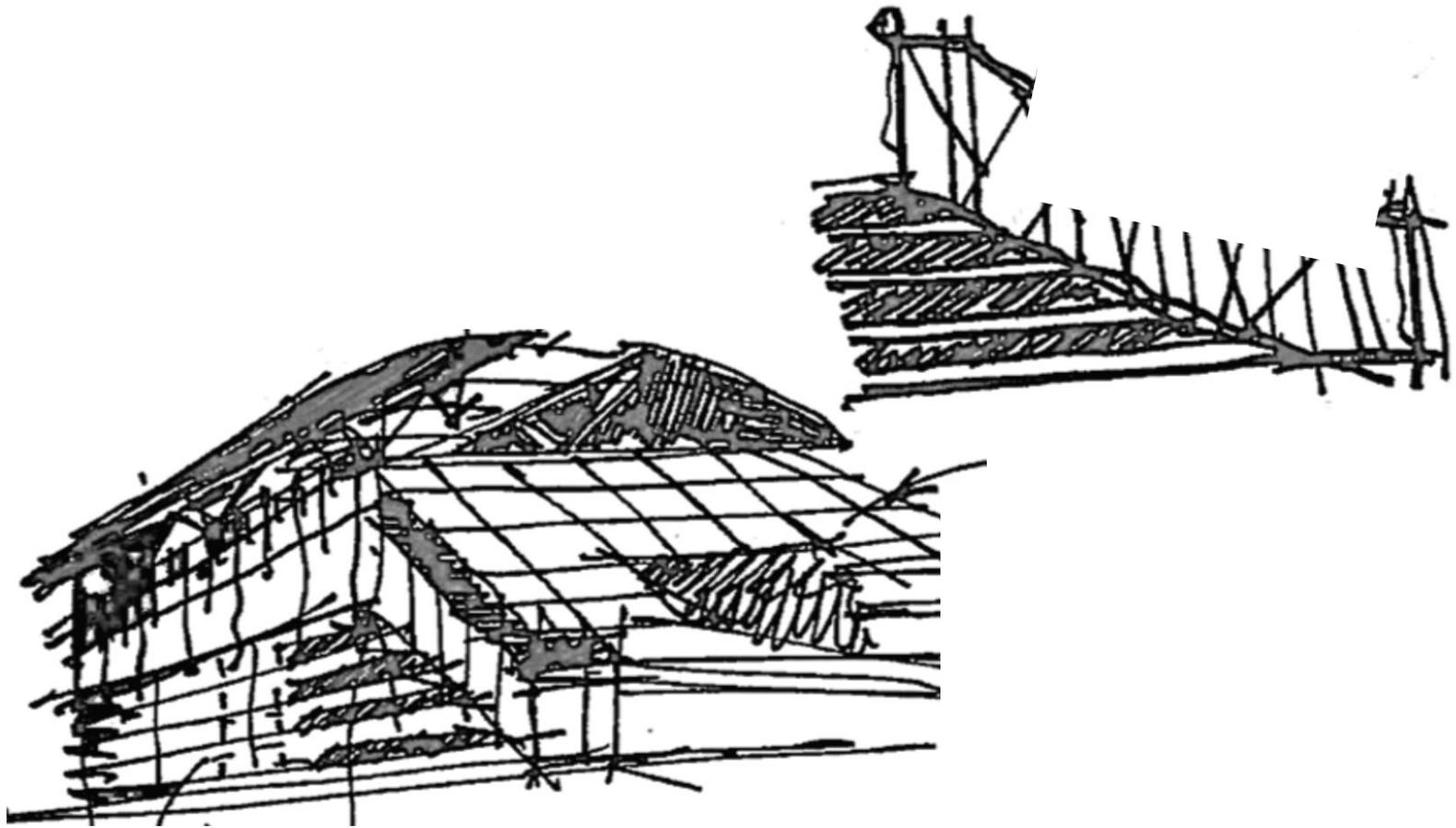
# STATION DESIGN - PRECEDENTS



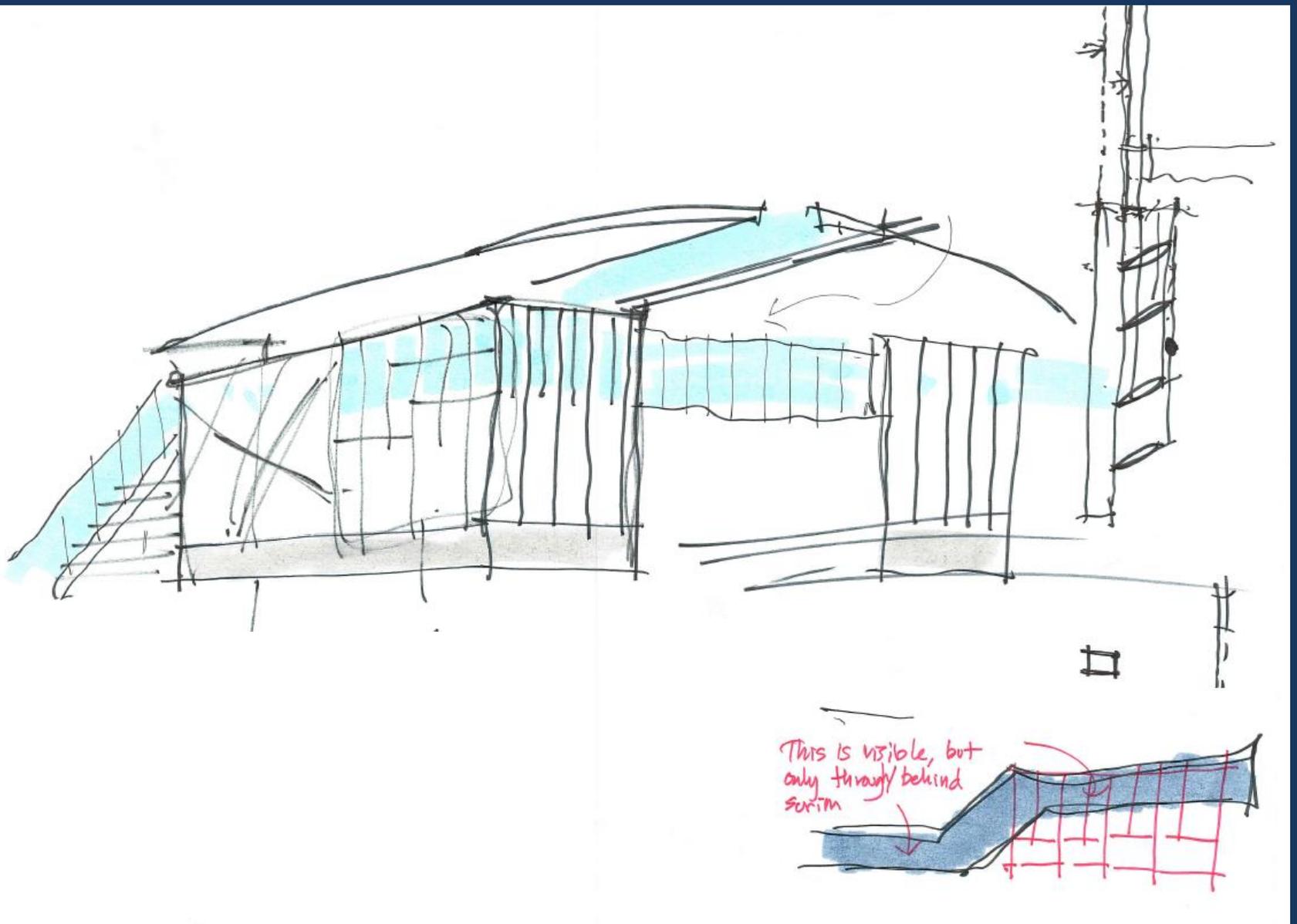
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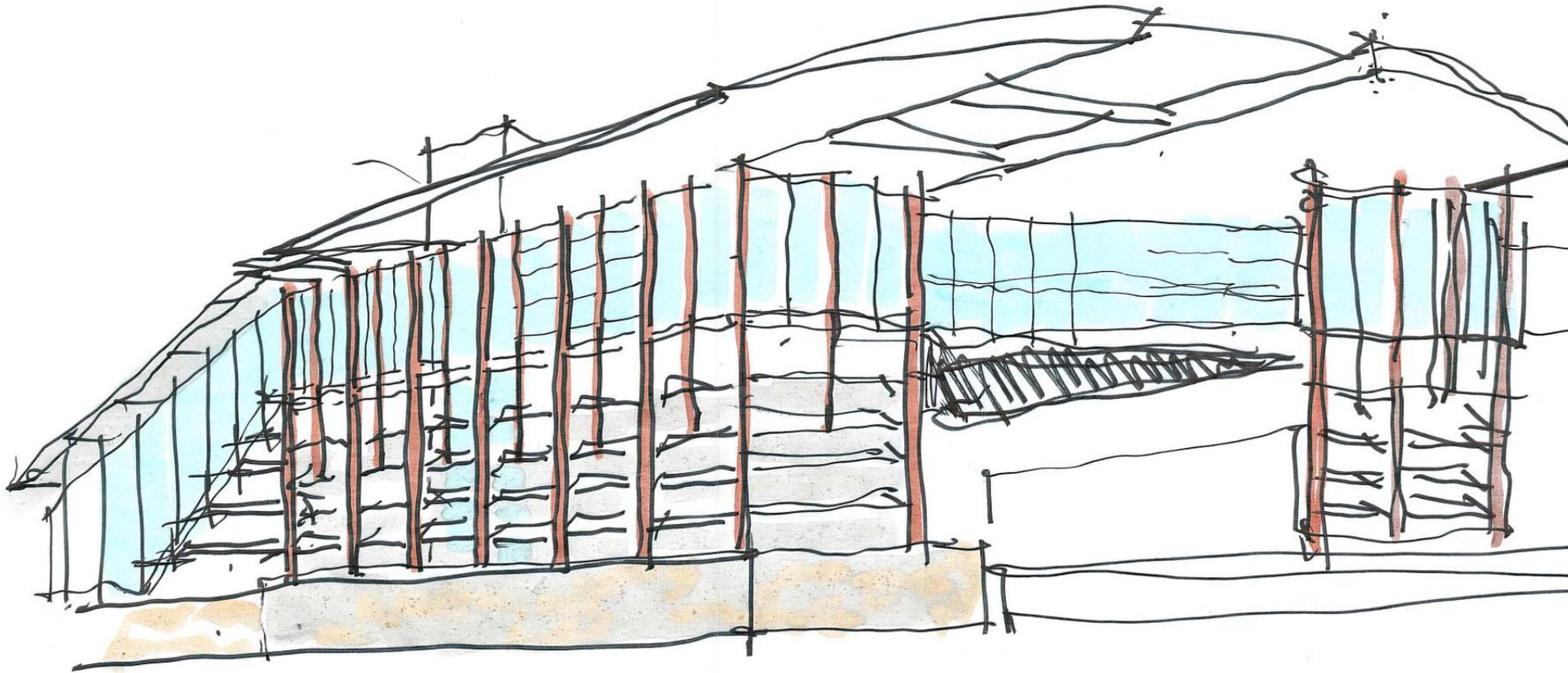
# STATION CONCEPT - STUDIES



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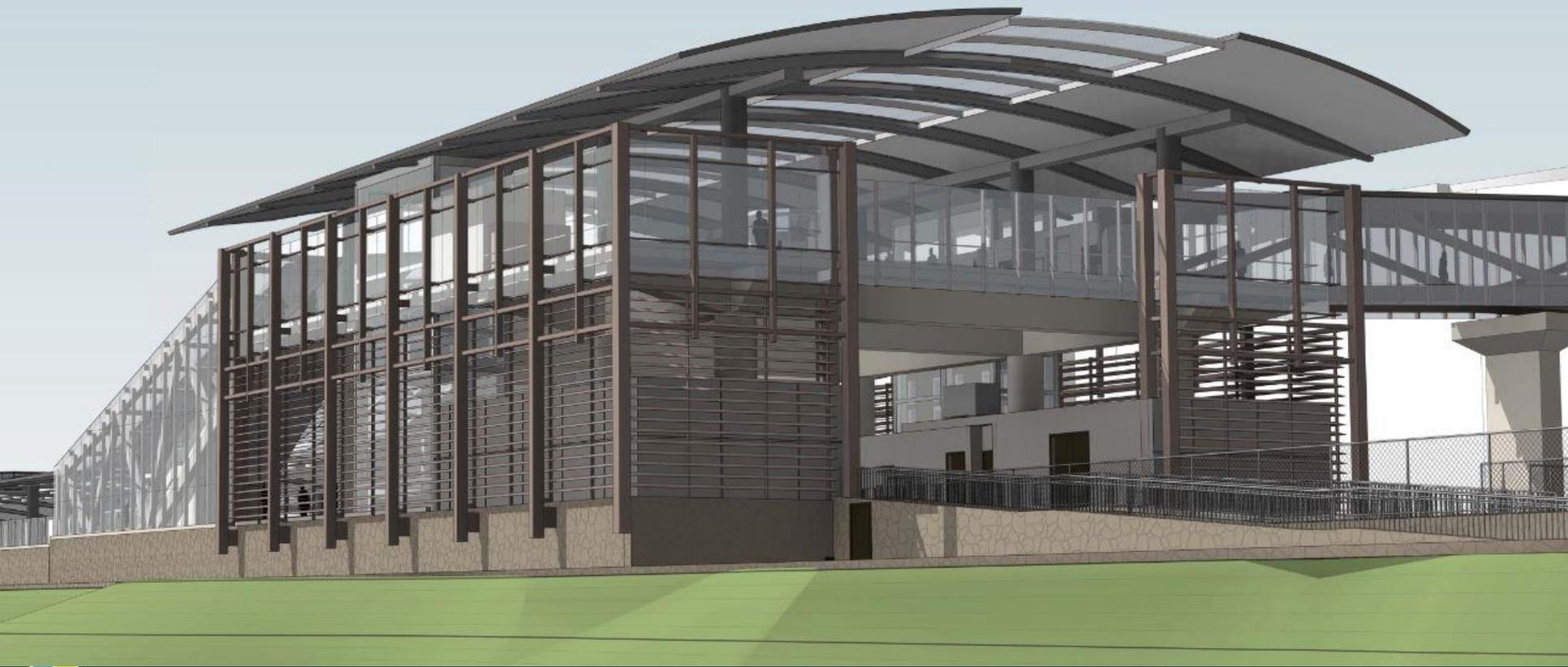


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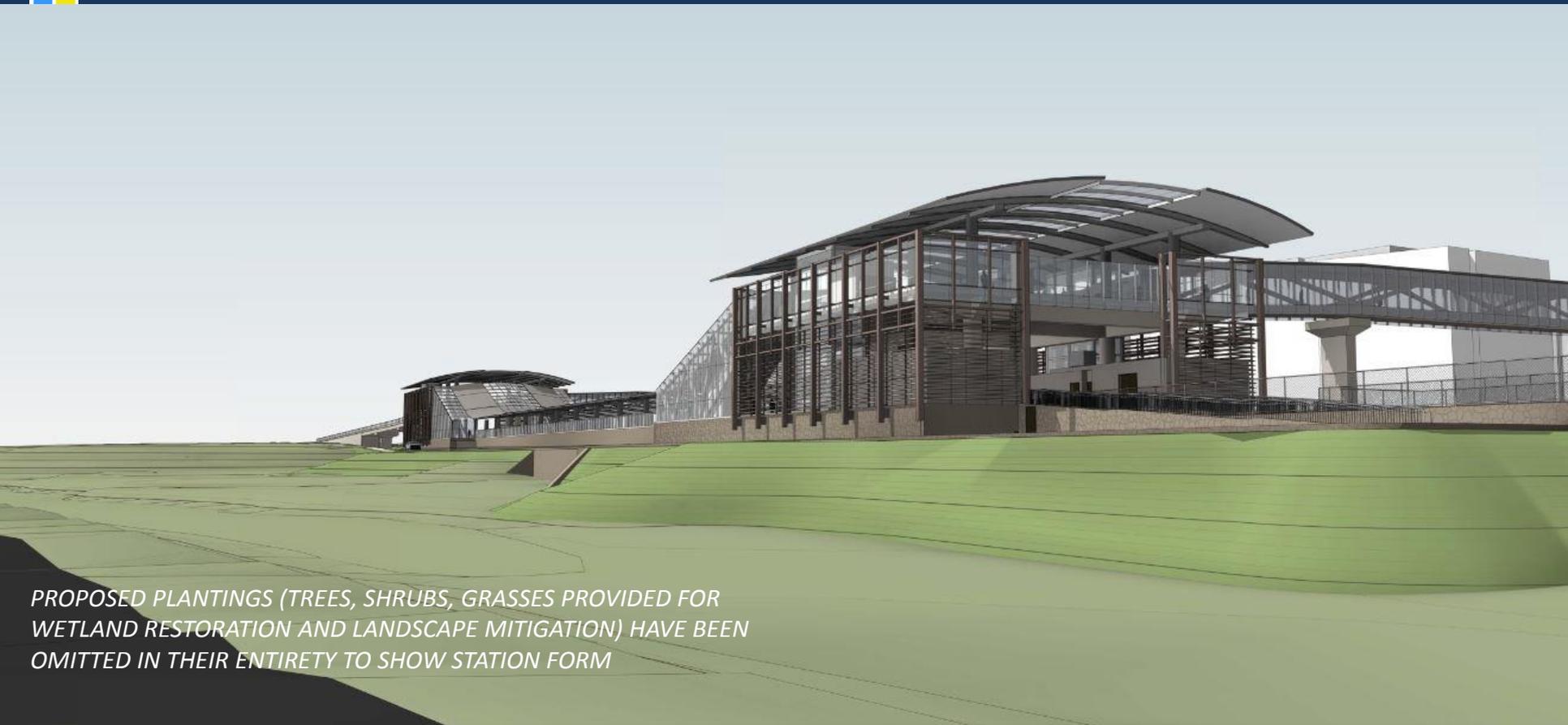




# STATION CONCEPT - OPTION 1



# STATION CONCEPT - OPTION 1



*PROPOSED PLANTINGS (TREES, SHRUBS, GRASSES PROVIDED FOR WETLAND RESTORATION AND LANDSCAPE MITIGATION) HAVE BEEN OMITTED IN THEIR ENTIRETY TO SHOW STATION FORM*

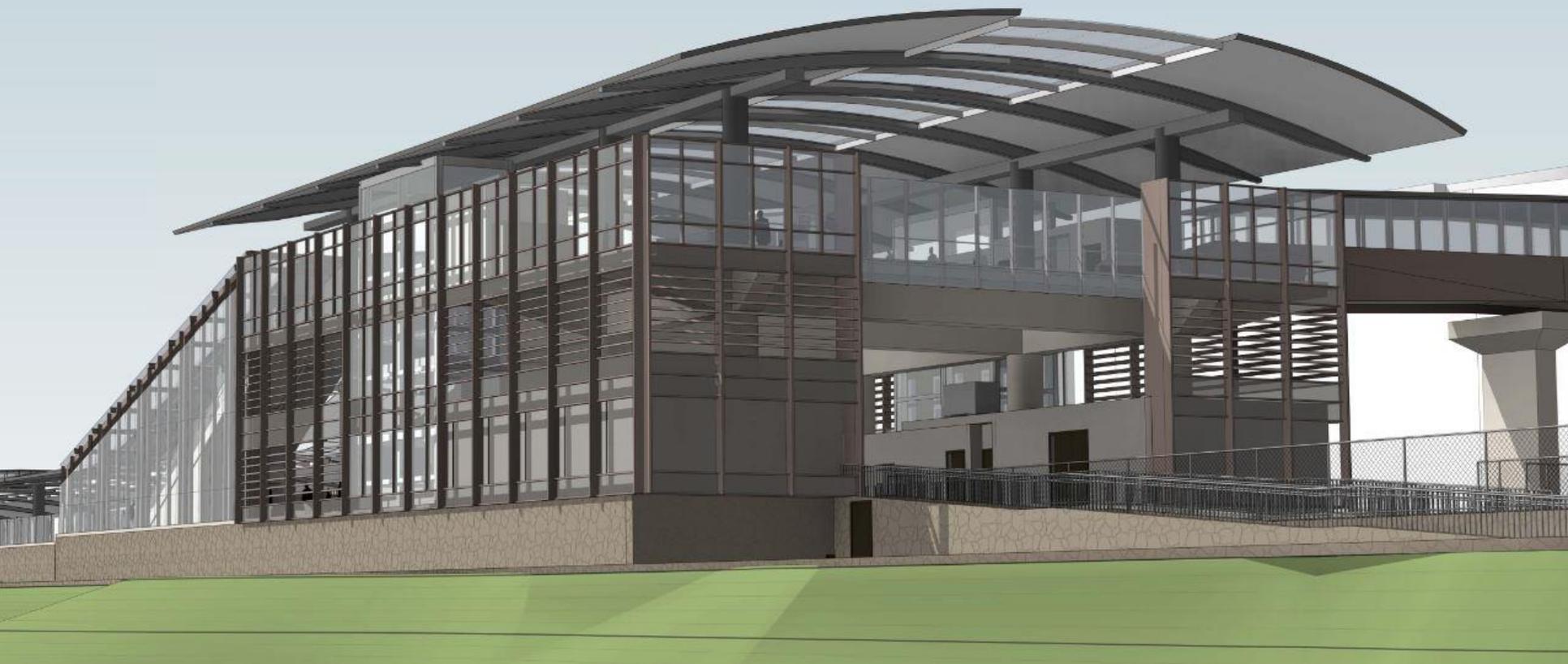
# STATION CONCEPT - OPTION 1



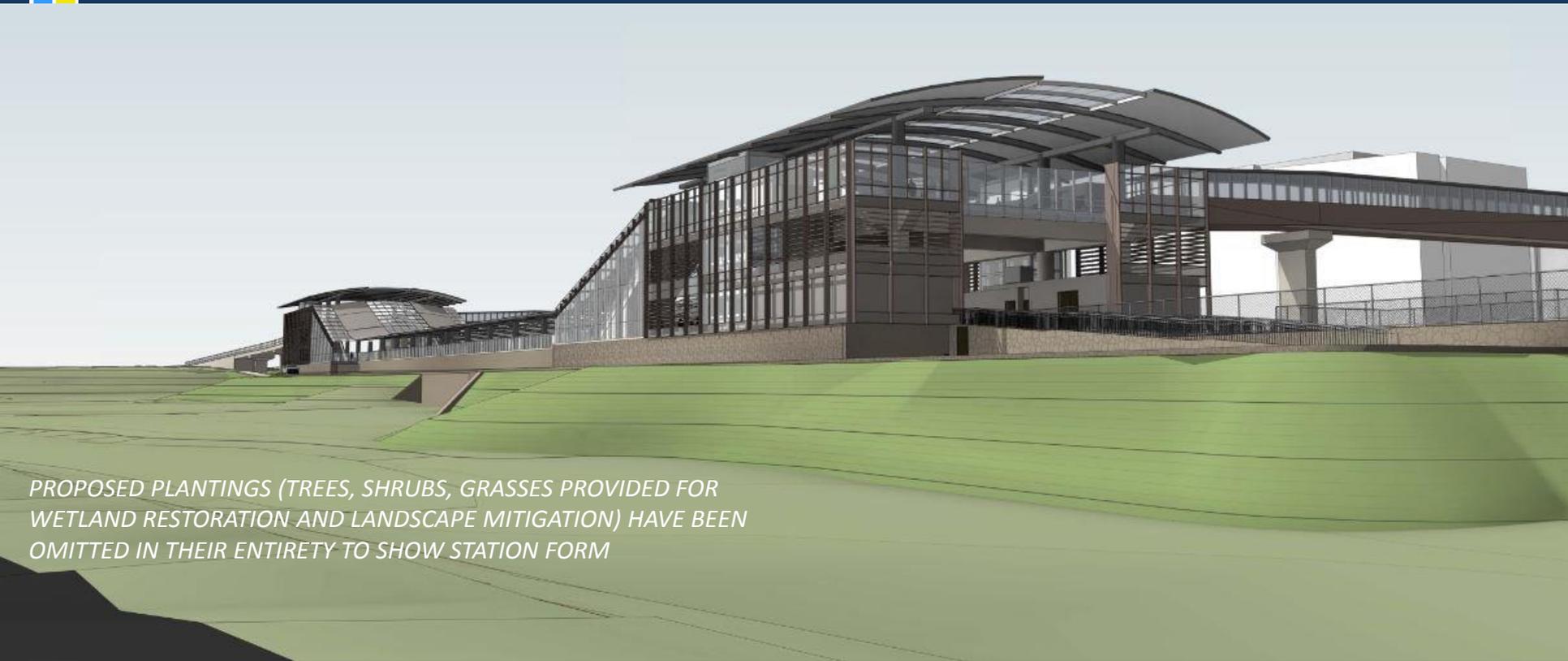
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# STATION CONCEPT - OPTION 2



# STATION CONCEPT - OPTION 2



*PROPOSED PLANTINGS (TREES, SHRUBS, GRASSES PROVIDED FOR WETLAND RESTORATION AND LANDSCAPE MITIGATION) HAVE BEEN OMITTED IN THEIR ENTIRETY TO SHOW STATION FORM*

# STATION CONCEPT - OPTION 2



*PROPOSED PLANTINGS (TREES, SHRUBS, GRASSES PROVIDED FOR WETLAND RESTORATION AND LANDSCAPE MITIGATION) HAVE BEEN OMITTED IN THEIR ENTIRETY TO SHOW STATION FORM*

# COMPARISON OF OPTIONS 1 AND 2

Option 1



Option 2



# EAST ENTRY BRIDGE



\*Images are for illustrative purposes only

# SOUTH PAVILION CONCEPT

South Entrance Looking East  
from East Glebe



# PEDESTRIAN BRIDGES - CONCEPTS





# POTOMAC YARD PARK

# POTOMAC YARD PARK - WHAT WE HEARD...

1. Would you prefer the space to be more structured (Option A) or more flexible (Option B)?

Structured = 44.0 %

Flexible = 51.8 %

Other = 4.2 %

2. Do you want the design of the park area around the Metro station to be consistent/continuous with the whole park? Or should this area have its own identity?

Consistent with the whole park = 72.3%

Should have its own identity = 23.5%

Other = 4.2%

# POTOMAC YARD PARK - CONCEPT (PLAN VIEW)



# POTOMAC YARD PARK - CONCEPT (PERSPECTIVES)





# SMALL GROUP DISCUSSION

# STATION CONCEPTS

- Several themes have been heard consistently :
  - The Metro station should sit lightly in the landscape
  - The Metro station should be complementary to its surroundings (Potomac Yard, Potomac Greens, and the George Washington Memorial Parkway)
  - The Metro station design should minimize the visibility of the station from the Parkway
  - The Metro station design should take advantage of views from inside the station
- *Based on these themes, which concept best achieves the objectives outlined above and why?*

# POTOMAC YARD PARK CONCEPT

- Themes we heard from the February PYMIG:
  - Split votes on if the space should be more structured or more flexible.
  - The design of the park area around the Metro station should be consistent/continuous with the whole park.
- *Based on these themes, please provide any comments on the design concept?*



# GROUP FEEDBACK



# PYMIG DISCUSSION





# FINAL EIS UPDATE



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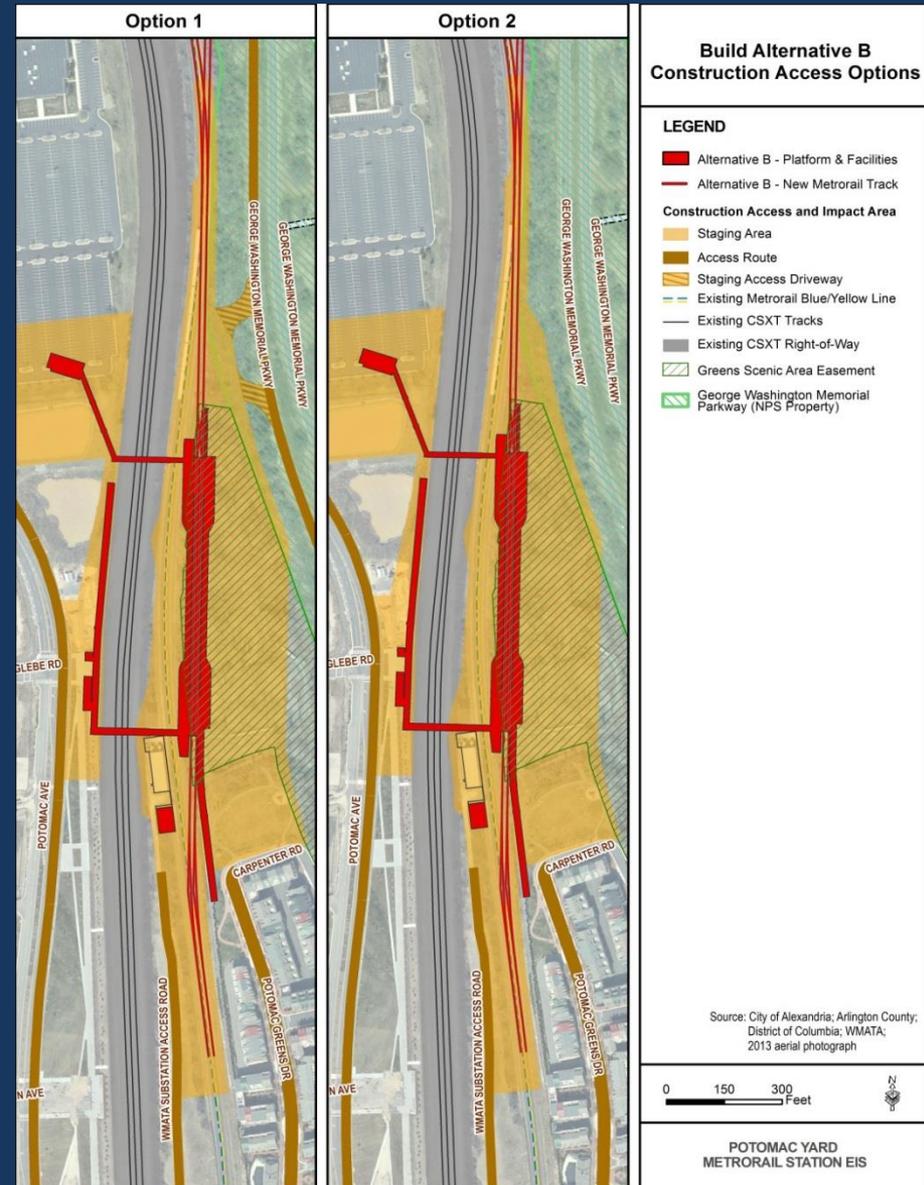
- Second round of comments from FTA and NPS received March 15
- Final EIS will be circulated for public review and comment for 30 days (anticipated Spring 2016)
- Final EIS includes proposed mitigation
- Public comments may affect mitigation commitments formalized in Records of Decision (anticipated Summer 2016)



# TEMPORARY CONSTRUCTION IMPACTS

# CONSTRUCTION ACCESS

- Construction Access Options *studied* for the EIS:
  - Access from George Washington Memorial Parkway
  - Access through Old Town Greens and Potomac Greens
  - Use of cranes from the west side of the CSX right-of-way
- NPS prohibits construction access from the GWMP and will not allow the use of the parkway by construction traffic.
- No construction over active railroad tracks.
- All construction traffic will use Route 1.



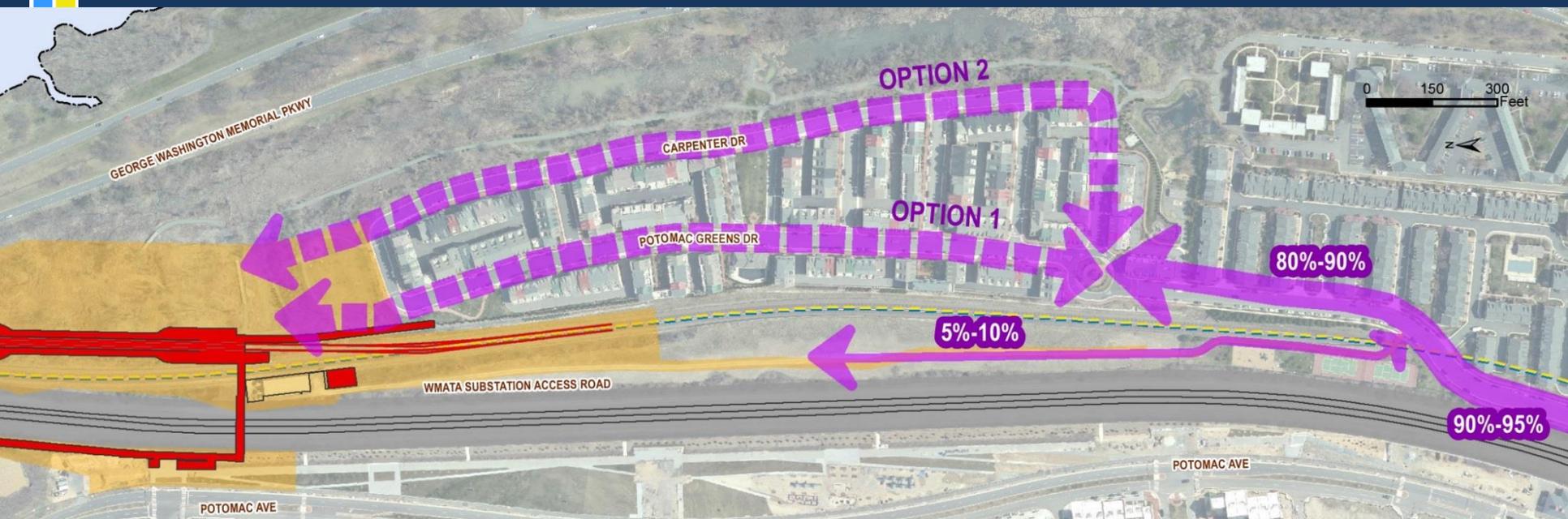
# CONSTRUCTION ACCESS

- The following graphics are approximations of the breakdown by route of the amount of anticipated construction traffic.
- To reduce traffic to and from the station site, a location is being sought for construction worker parking.
- This off-site parking would be required for all construction workers, who would be bused to the site.



# CONSTRUCTION ACCESS

- Construction traffic traveling north on Potomac Greens Drive has 2 options once it reaches the traffic circle at the intersection of Potomac Greens Drive and Carpenter Road: Potomac Greens Drive or Carpenter Road.
- Community input is being sought on the selection of the preferred option.
- The landscaped area of the traffic circle will be removed before construction and restored at the end of construction.
- The 2 playgrounds will be relocated and the tennis courts will be closed throughout the period of construction.

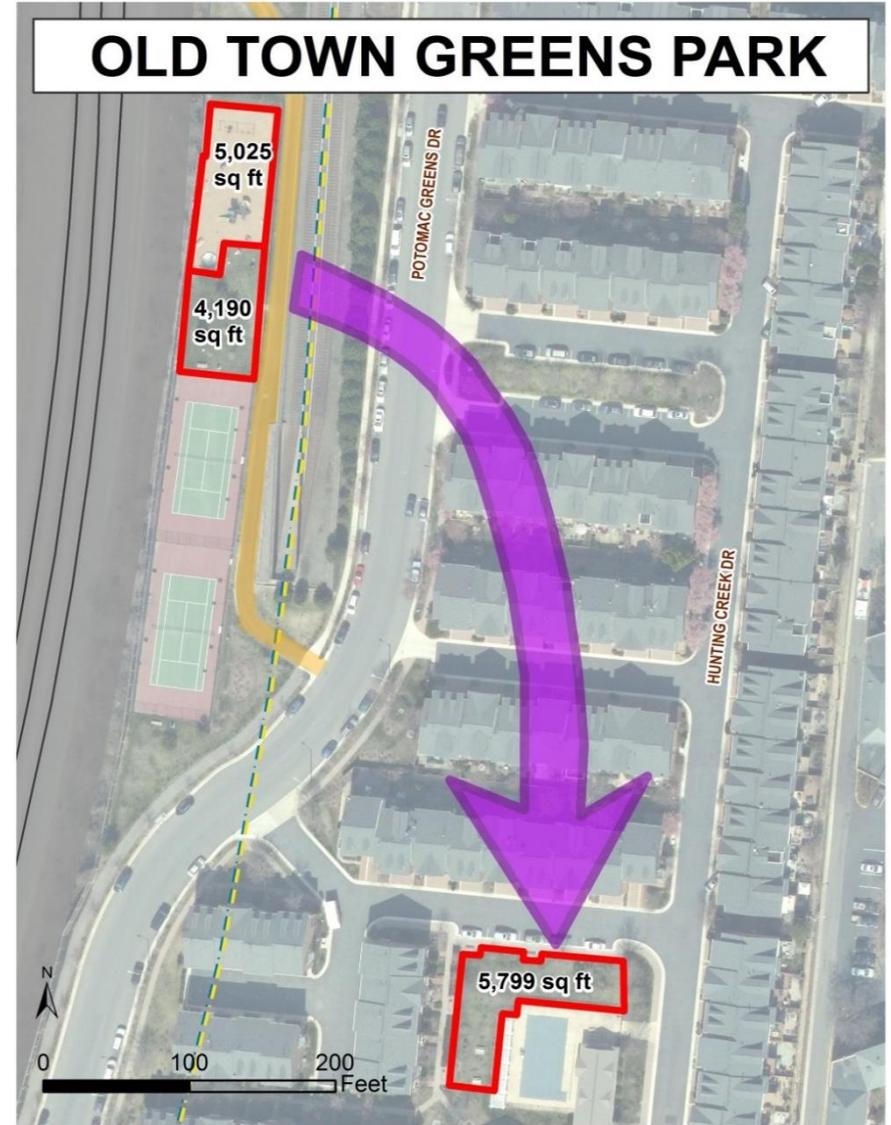


# TEMPORARY PARK RELOCATION

## POTOMAC GREENS PARK



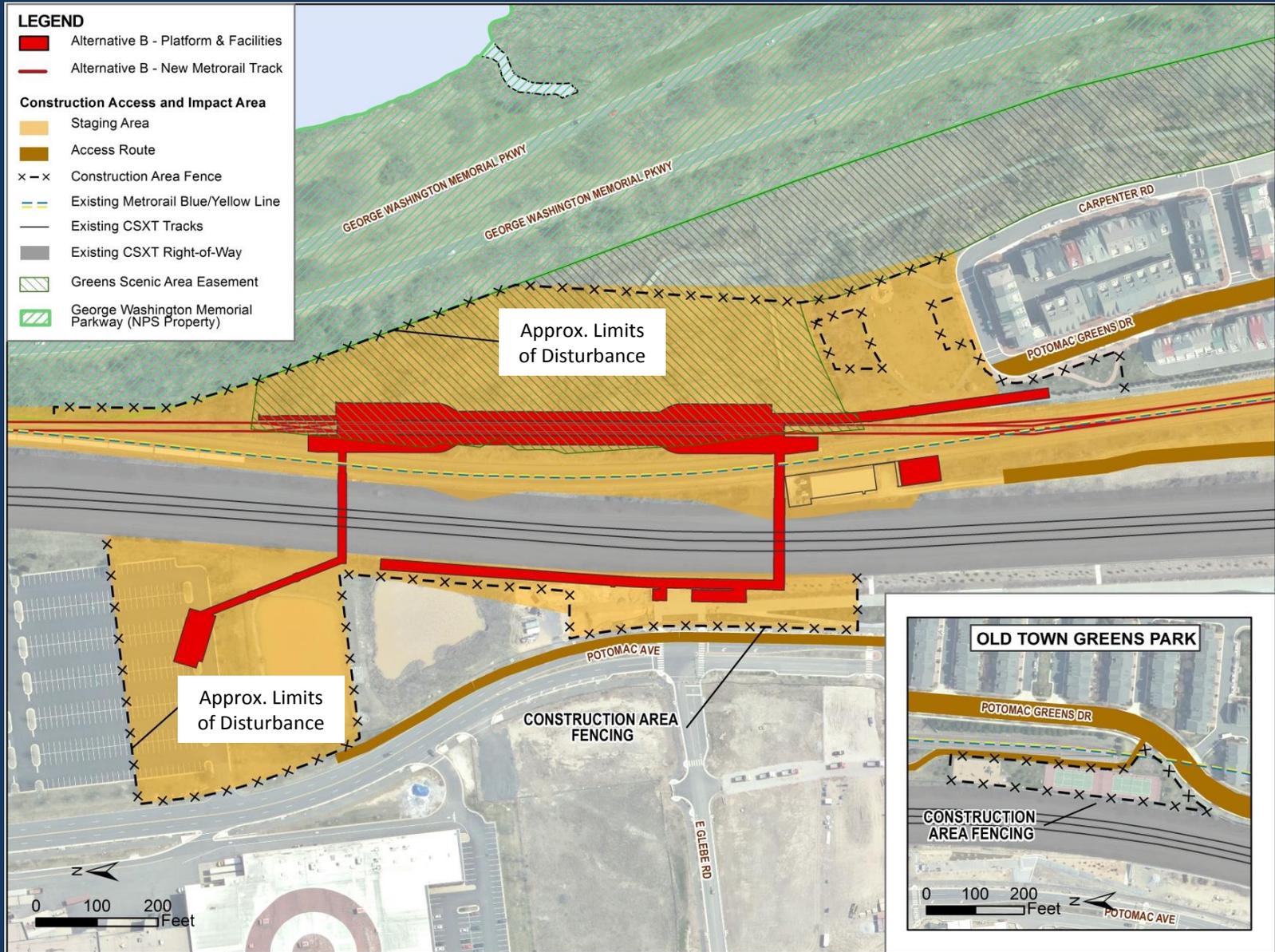
## OLD TOWN GREENS PARK



# CONSTRUCTION IMPACTS

- Overnight and weekend work will be required.
- Additionally, some work will require that Blue & Yellow Line service be suspended during weekends.
- The construction schedule will be determined once the contractor is determined.

# APPROXIMATE LIMITS OF DISTURBANCE



# CITY OVERSIGHT

- Construction activities occurring during “off” hours will require special permits and will have to comply with City processes.
- The City will have a full time employee located on site who will oversee activities to ensure that the community impacts are minimized to the fullest extent possible.
- The City and WMATA personnel will keep the community up to date on construction activities and will be readily available to answer questions and address concerns or complaints throughout the duration of construction.



# NEXT STEPS

- Ongoing DSUP process
  - June Public Hearing
- BAR Work Sessions
  - April 20
- Finalize EIS
- Update Boards and Commissions



# COMMENTS / QUESTIONS



# QUESTIONS?

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