



# **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



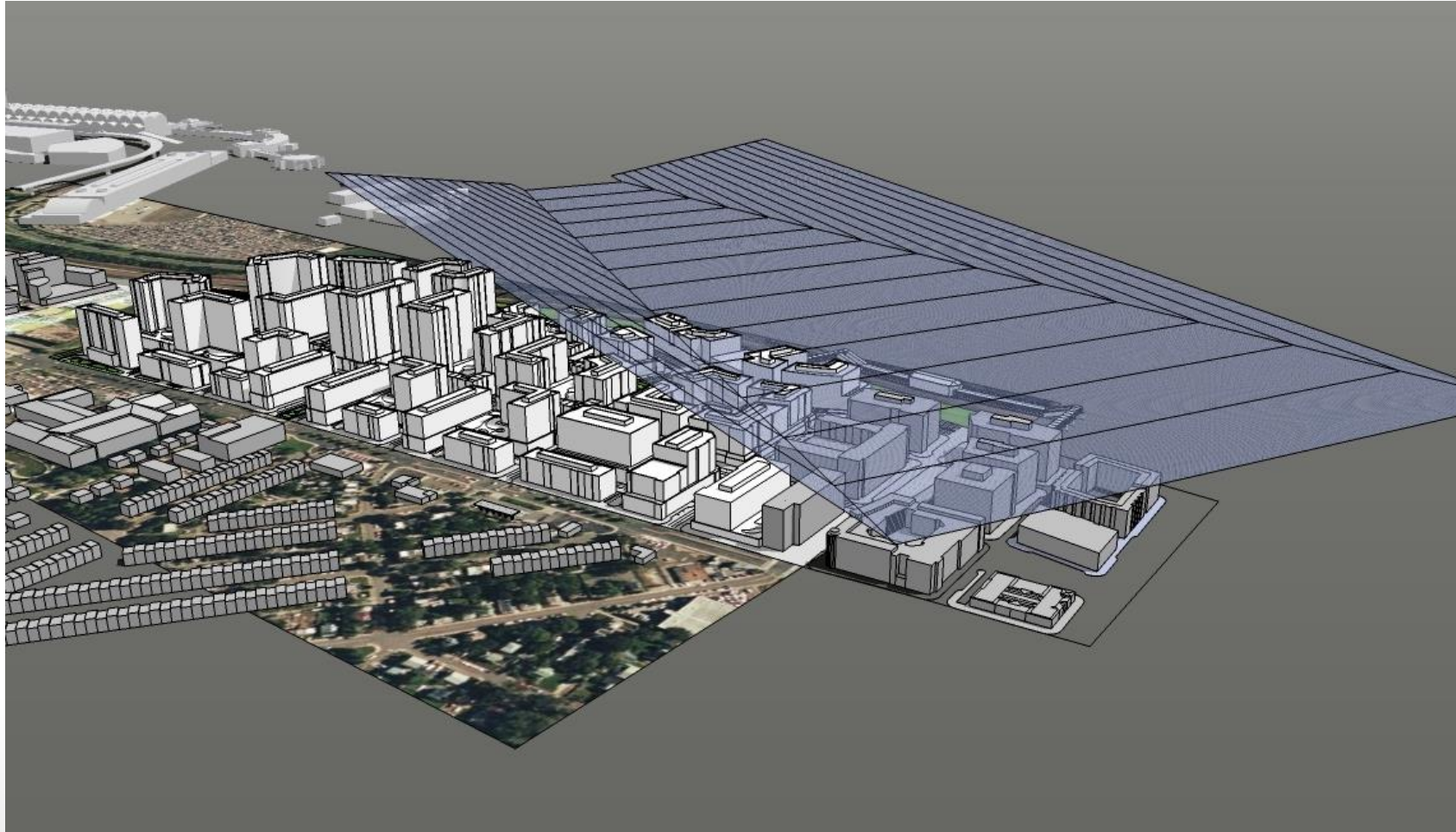
- The Plan enables North Potomac Yard to be poised for future growth as a long-term economic development area for the City. **This growth...requires the provision of a future Metrorail station.**
- [With Station Alternative B] **All of the proposed blocks are located within a ½ mile radius of the Metrorail 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









# Site Constraints – Flight Path



# Building Heights

## LEGEND

### Building Heights

	Less than 55 ft		101 ft - 150 ft
	56 ft - 80 ft		151 ft - 200 ft
	81 ft - 100 ft		201 ft - 250 ft





# Land Use



# North Potomac Yard Coordinated Development District

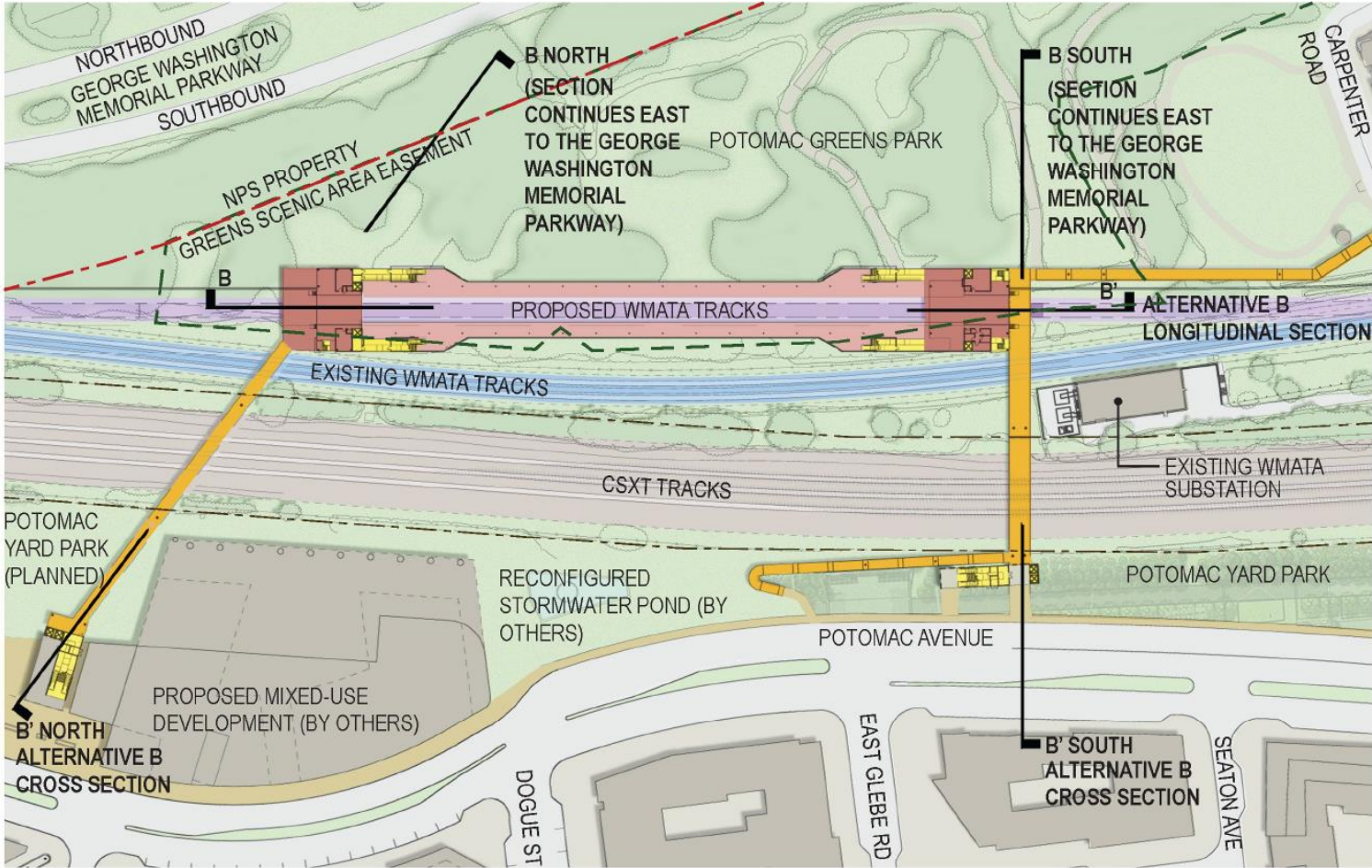


- If...the B alternatives or similar are not selected, this situation shall be treated as a no-build decision and [development will be limited to 3.7 million square feet]
- Potomac Yard Metrorail Station Feasibility Work Group determined that three locations were acceptable to proceed with...an environmental analysis to determine the final station location.

# Alternative B



# Alternative B

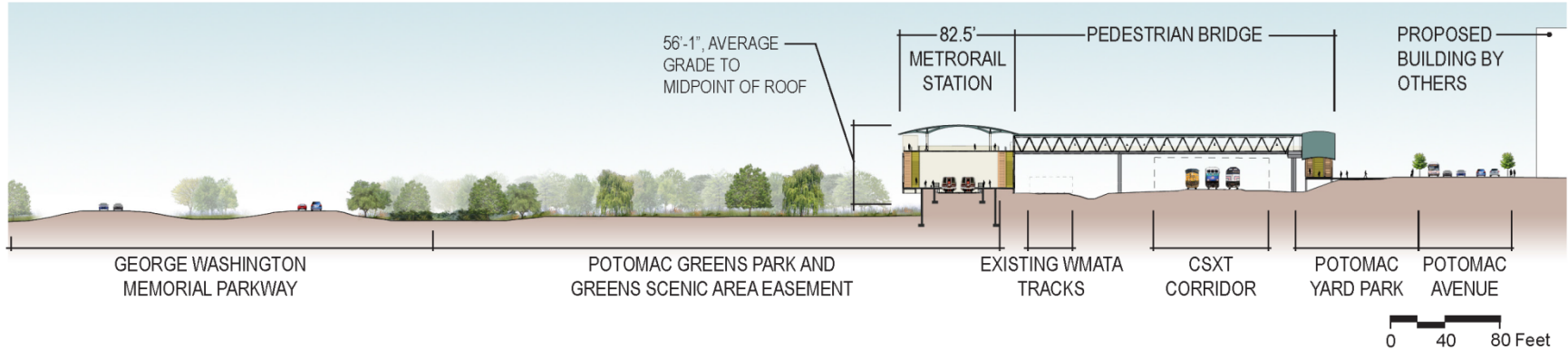


MEZZANINE	PEDESTRIAN RAMP OR BRIDGE	EXISTING WMATA ROW	SIDEWALK
STATION PLATFORM	STAIRS, ESCALATOR, OR ELEVATOR	PROPOSED WMATA ROW	ROADWAY
- - - GREENS SCENIC AREA EASEMENT		- - - CSXT TRACKS ROW	
- - - - - NPS PROPERTY LINE			

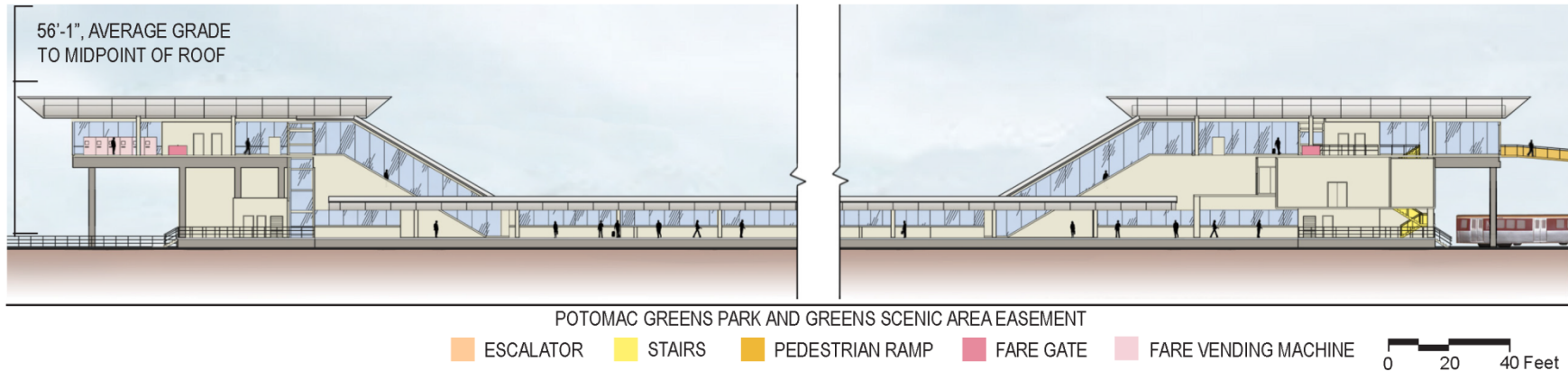
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# Alternative B

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.

# Alternative B



# Build Alternatives Considered (in addition to No Build Alternative)

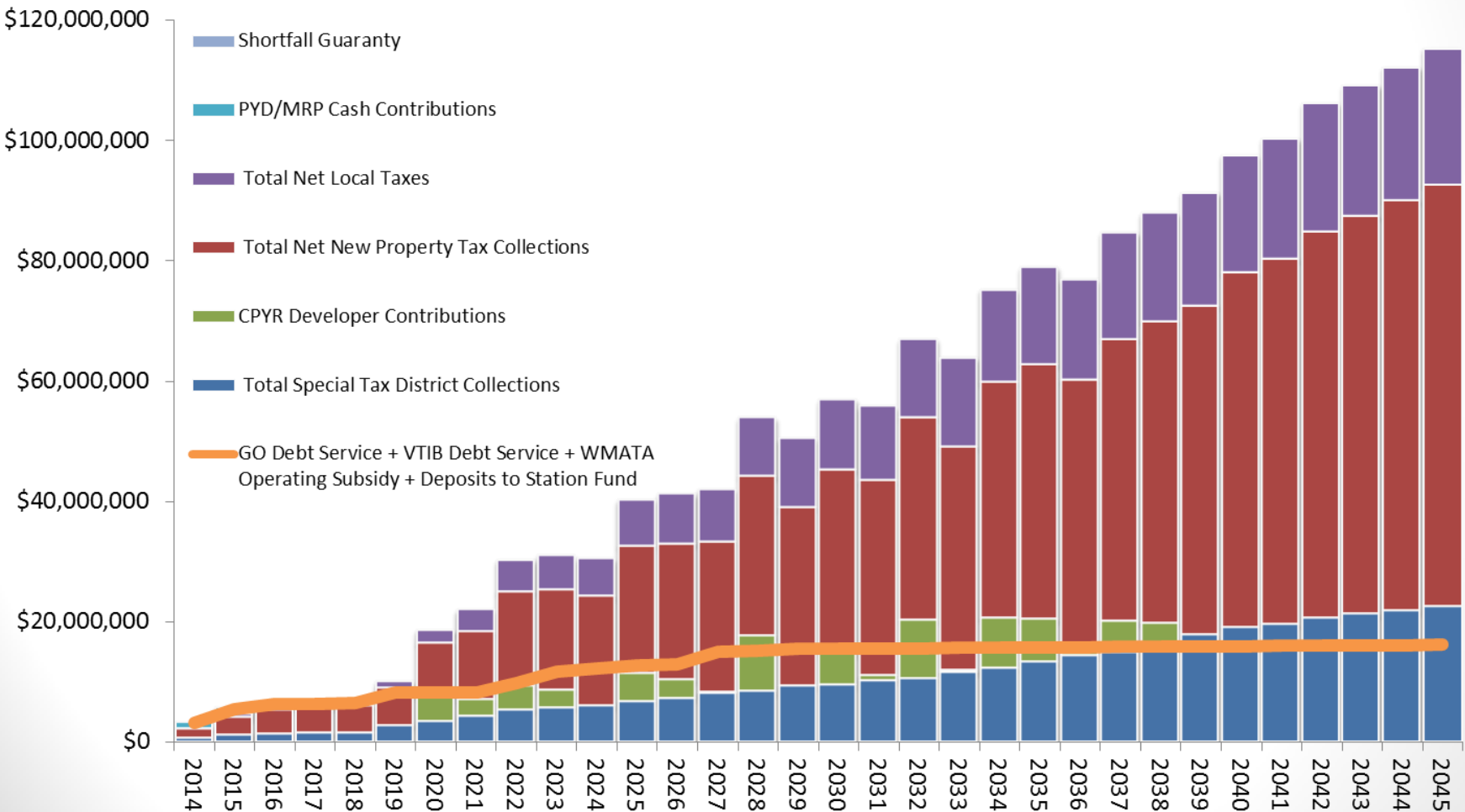


- LEGEND**
- █ Alternative A Station Location
  - █ Alternative B Station Location
  - █ B-CSX Design Option Station Location
  - █ Alternative D Station Location
  - Existing Metrorail Blue/Yellow Line
- Note: Trackwork and Bridges not shown



# 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



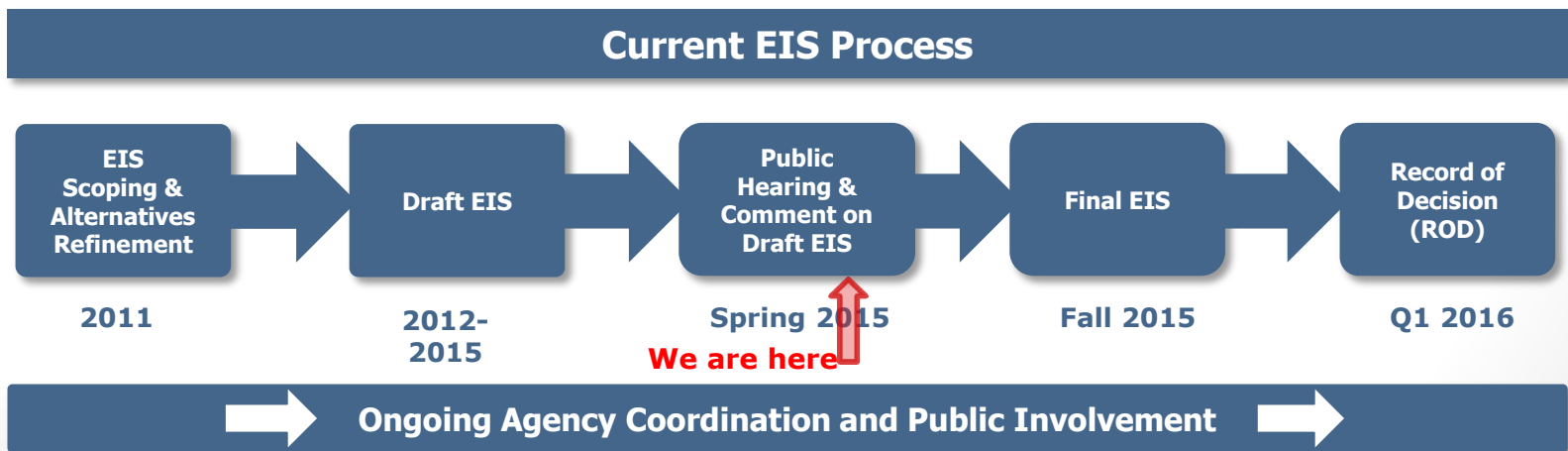


# Staff Recommendation

- 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](http://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



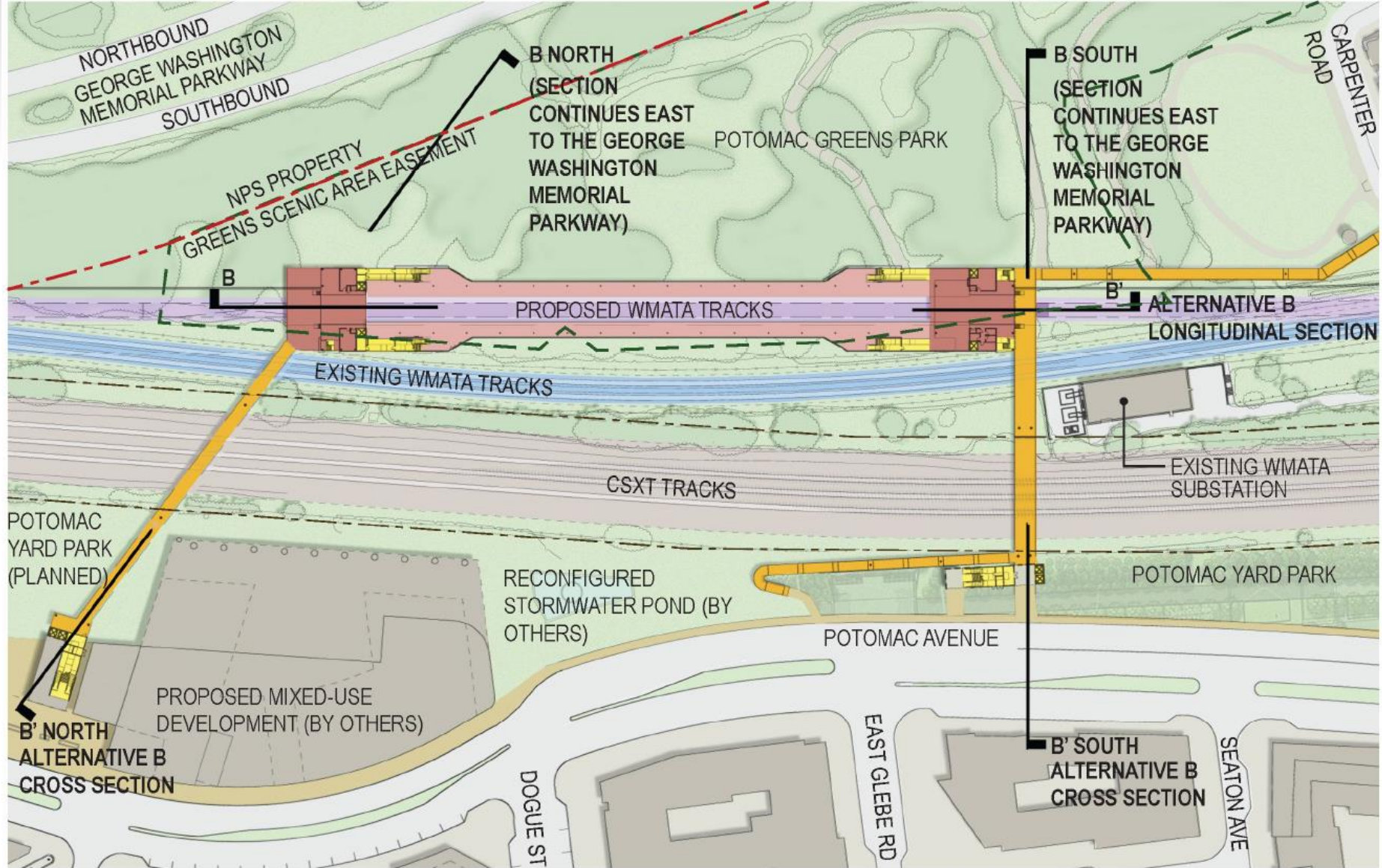
# Building Heights



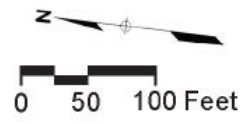
# Alternative B

- 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



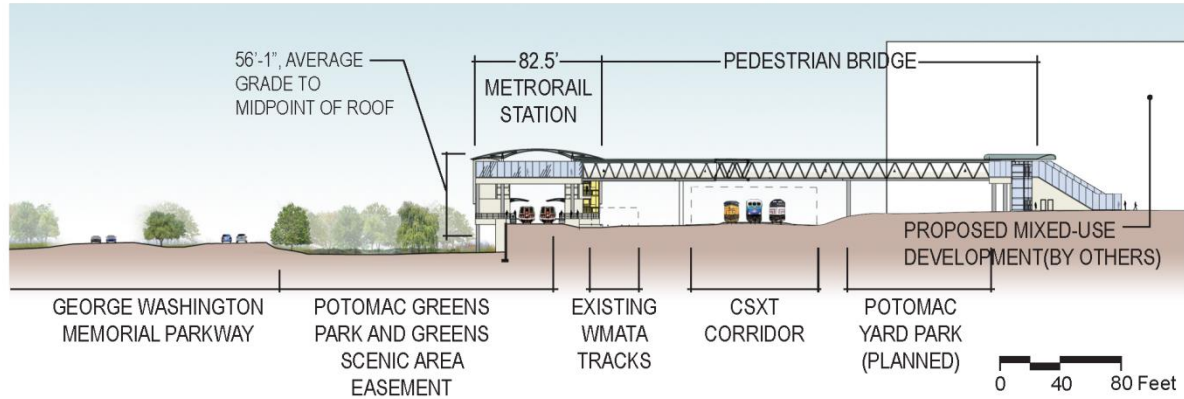


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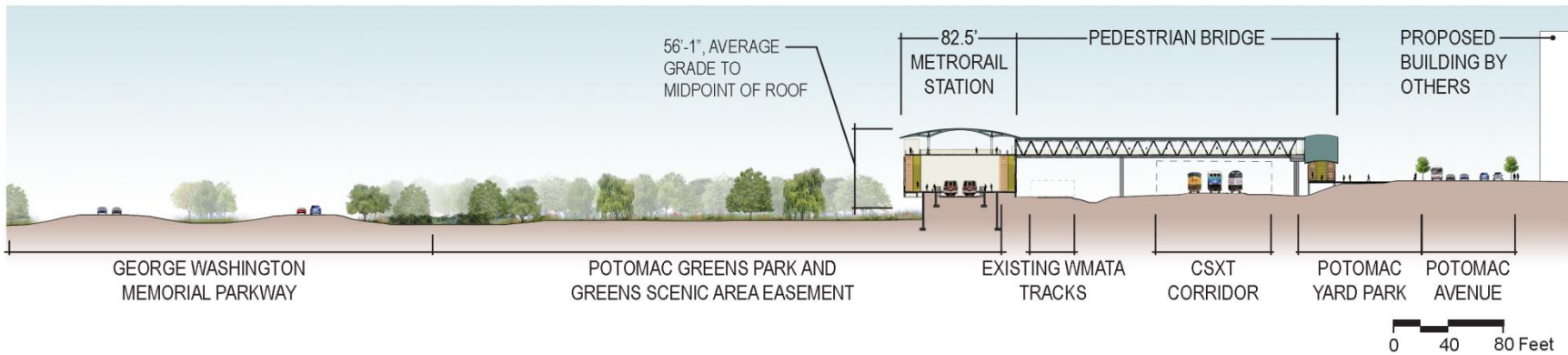


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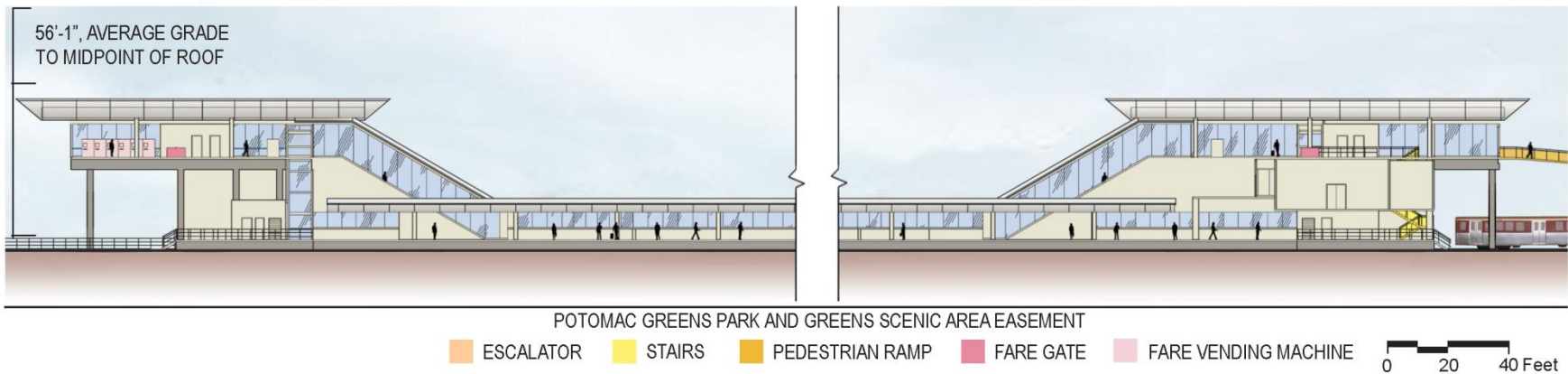
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