



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

Park and Recreation Commission

May 7, 2015



# Agenda

- Role of the Park and Recreation Commission & Process
- Background
- Alternatives Considered
- Staff Recommendation
- Next Steps
- Questions

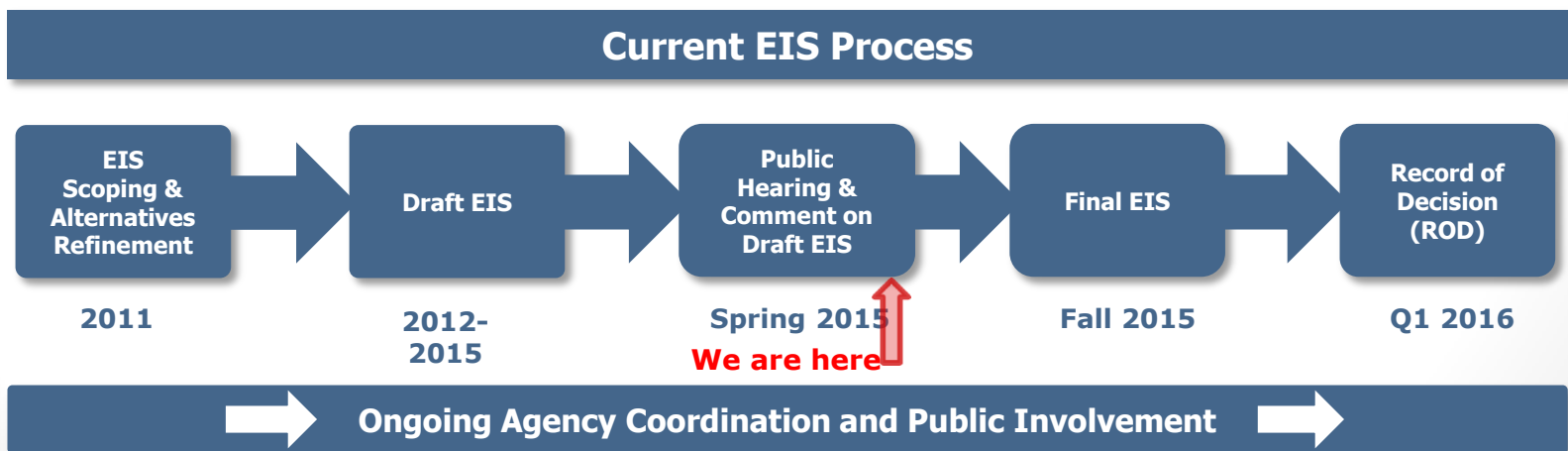
# Role of the Park and Recreation Commission



- Determine if the staff recommendation is consistent with local park plans
- Comment on the preferred alternative
- Comments will be forwarded to City Council

# Process

- If a Build alternative is approved, the project will be subject to the City's DSUP process
  - If Alternative B is chosen, an amendment to the DSUPs are required in order to reconfigure Potomac Yard Park and Potomac Greens Park
- 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

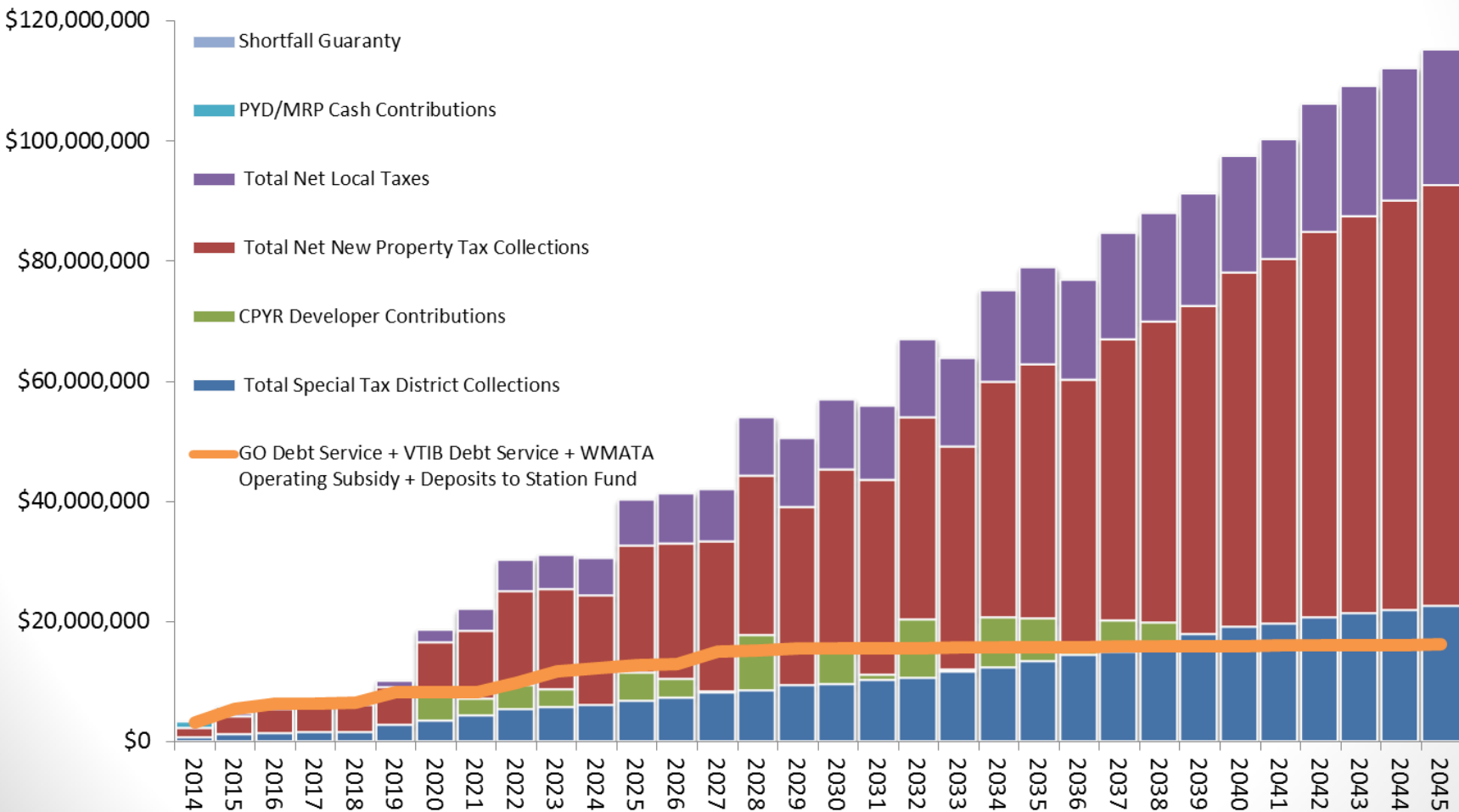
- Provides the most transportation benefit
  - 11,300 daily trips on Metro
  - 34% daily trips using transit, walking, or bike
  - 5,000 daily auto trips removed from the road





# Alternative B

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



# Alternative B



# Potomac Greens Park and Potomac Yard Park



- Potomac Yard Park

- City-owned park
- Station access points would need to be coordinated with park design
- Requires an amendment to DSUP to reconfigure Potomac Yard Park



# GWMP/Scenic Easement





# 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
    - 1 Acre portion with the playground would remain City land
  - 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



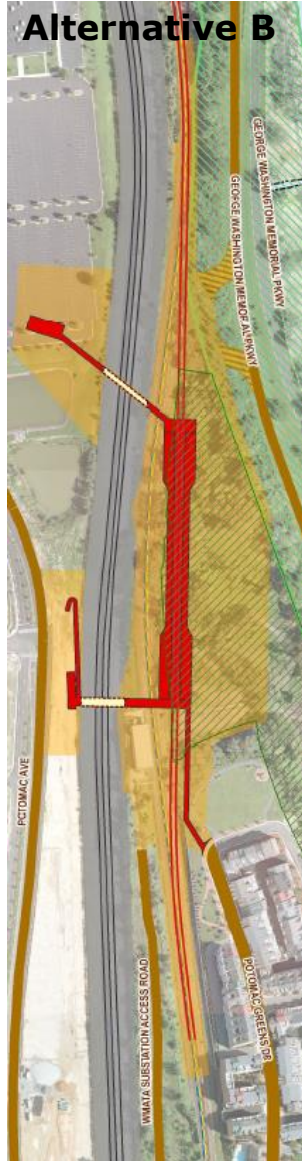
# Construction Access & Staging

## Option 1

### Alternative A



### Alternative B



- Two options evaluated: access from GWMP or from Potomac Greens
- NPS regulations do not permit construction access from GWMP when other access is available

#### Construction Access and Impact Area

- Staging Area
- Access Route
- Staging Access Driveway
- Existing Metrorail Blue/Yellow Line
- Existing CSXT Tracks
- Existing CSXT Right-of-Way
- Greens Scenic Area Easement
- George Washington Memorial Parkway (NPS Property)

## Option 2

### Alternative A



### Alternative B



# Construction Access & Staging

## B-CSX Design Option

## Alternative D



North



South



North



South

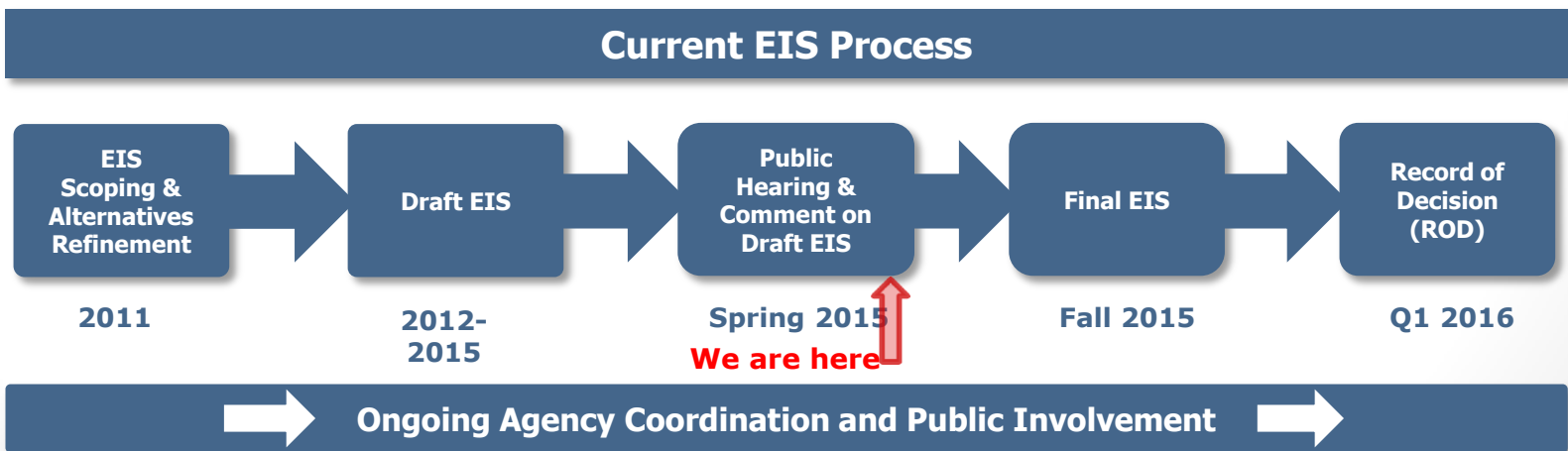


# Staff Recommendation

- RPCA staff recommends the Park and Recreation Commission endorse the selection of Alternative B based on consistency with local park plans

# Next Steps

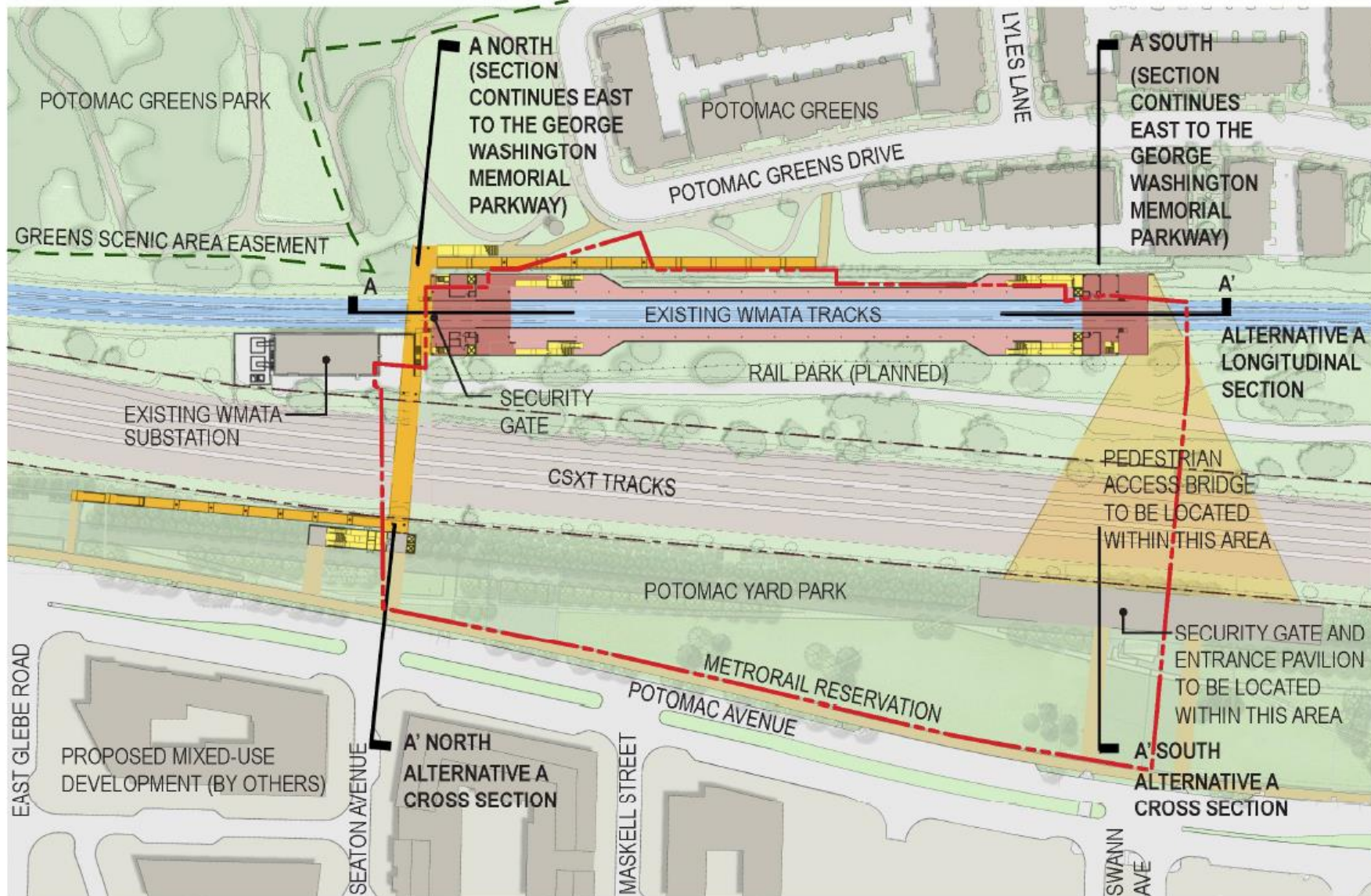
- Staff recommendation will be discussed at board, commission, and committee meetings in May
- City Council public hearing:  
**Saturday, May 16, 2015**  
9:30 a.m.  
City Council Chambers  
Alexandria City Hall
- Preferred alternative decision by City Council on May 20
- Complete Final EIS (Q4 2015)
- Record of Decision (Q1 2016)



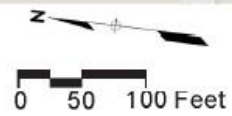


# Questions?

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

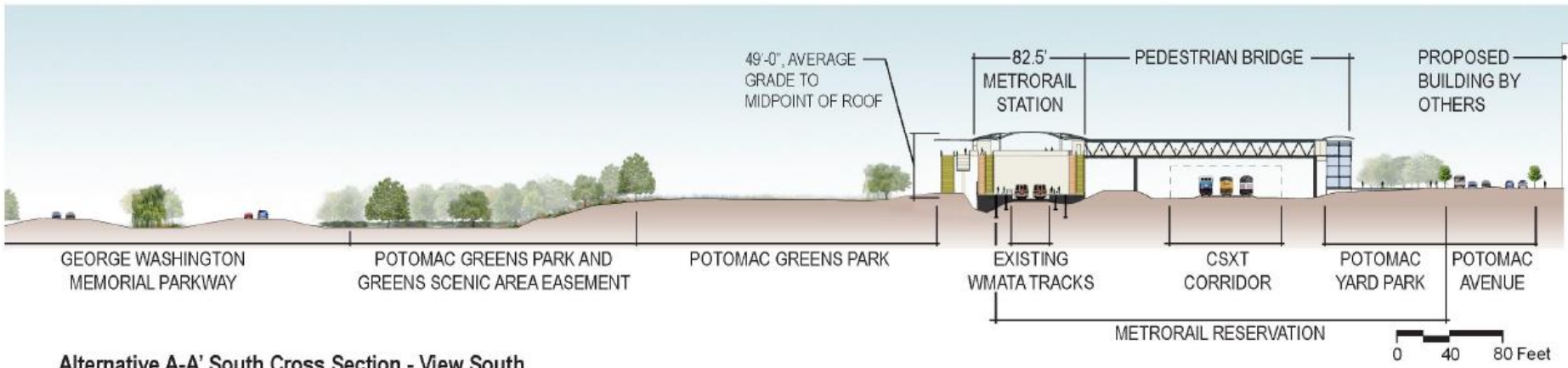


- MEZZANINE
- PEDESTRIAN RAMP OR BRIDGE
- EXISTING WMATA ROW
- SIDEWALK
- STATION PLATFORM
- STAIRS, ESCALATOR, OR ELEVATOR
- ROADWAY
- METRORAIL RESERVATION
- CSXT TRACKS ROW
- GREENS SCENIC AREA EASEMENT

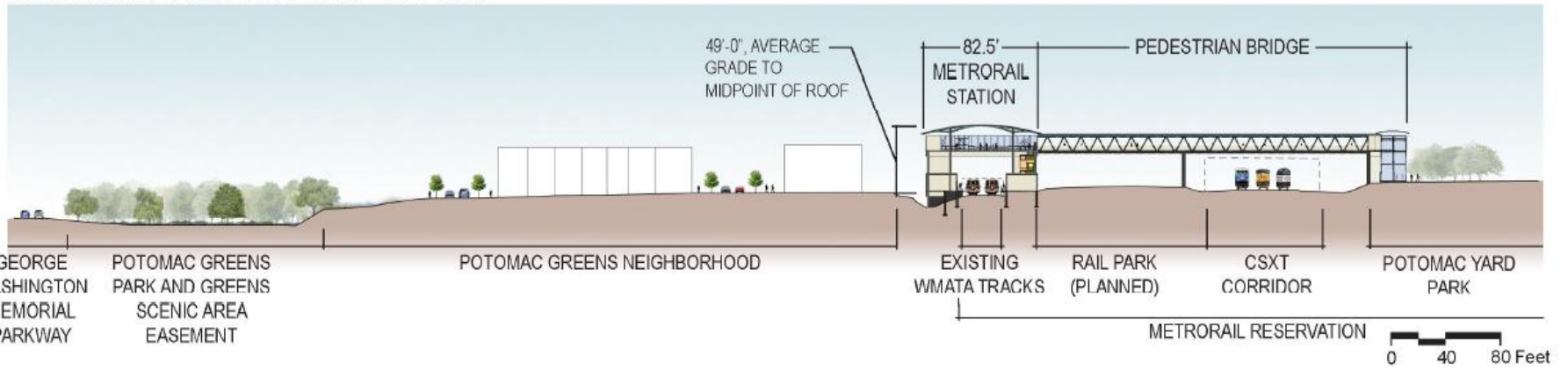


NOTE: THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN OF THE STATION, AMENDMENTS TO OPEN SPACE, AND THE PEDESTRIAN BRIDGES WILL OCCUR AS PART OF THE DESIGN-BUILD PROCESS AND WILL REQUIRE ALL APPLICABLE WMATA AND CITY APPROVALS.

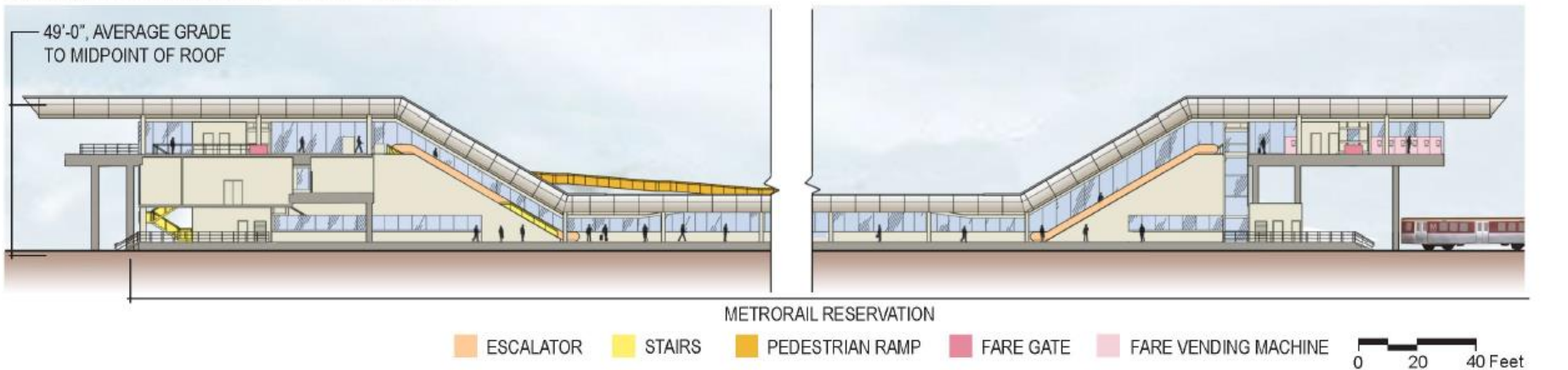
Alternative A-A' North Cross Section - View South



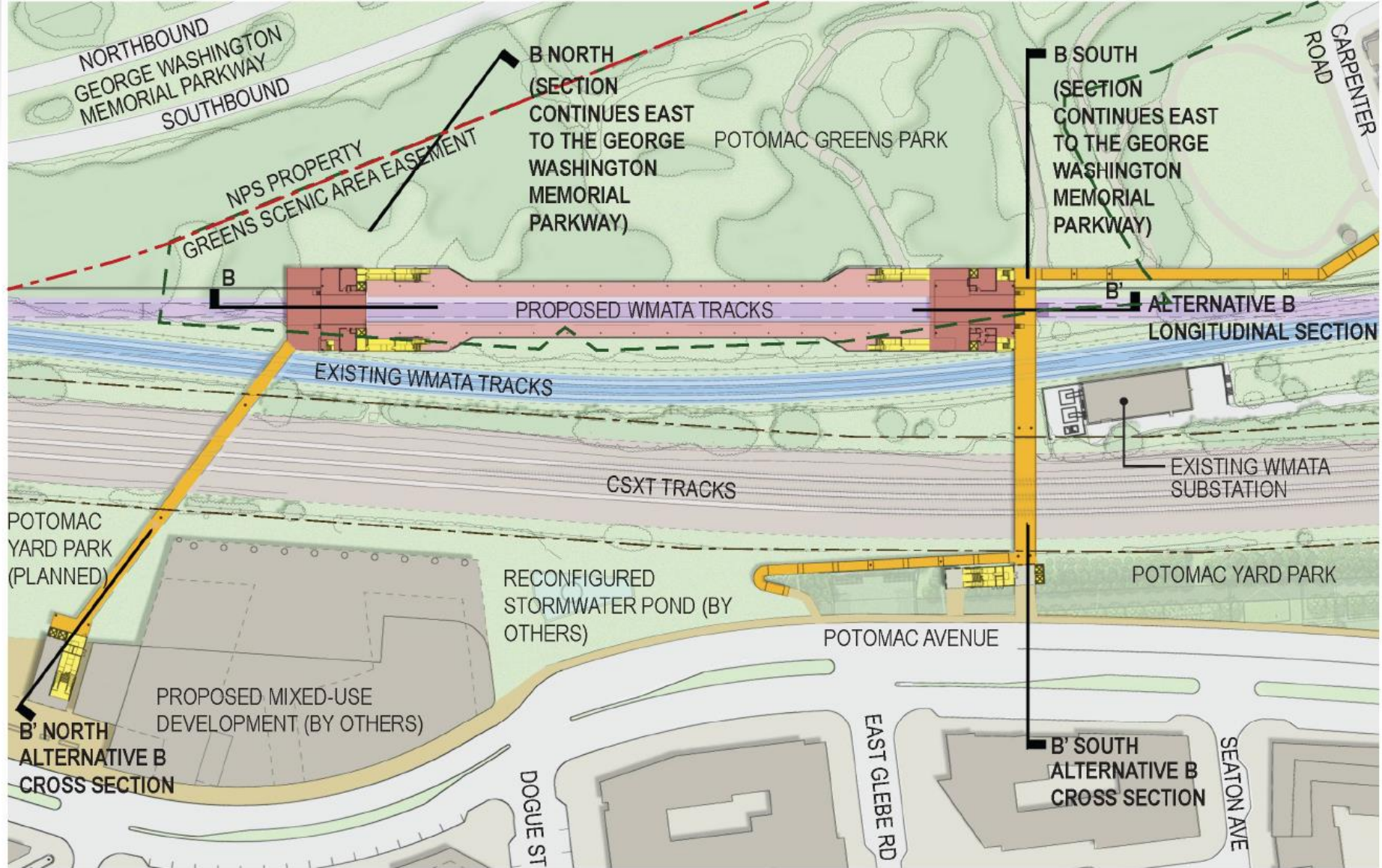
Alternative A-A' South Cross Section - View South



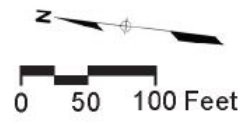
Alternative A-A' Longitudinal Section - View East



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

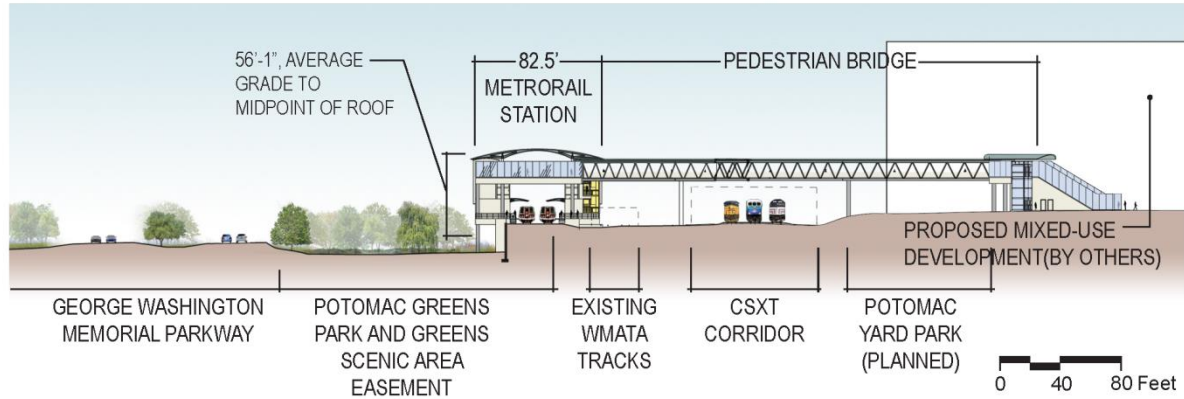


- MEZZANINE
- PEDESTRIAN RAMP OR BRIDGE
- EXISTING WMATA ROW
- SIDEWALK
- STATION PLATFORM
- STAIRS, ESCALATOR, OR ELEVATOR
- PROPOSED WMATA ROW
- ROADWAY
- GREENS SCENIC AREA EASEMENT
- CSXT TRACKS ROW
- NPS PROPERTY LINE

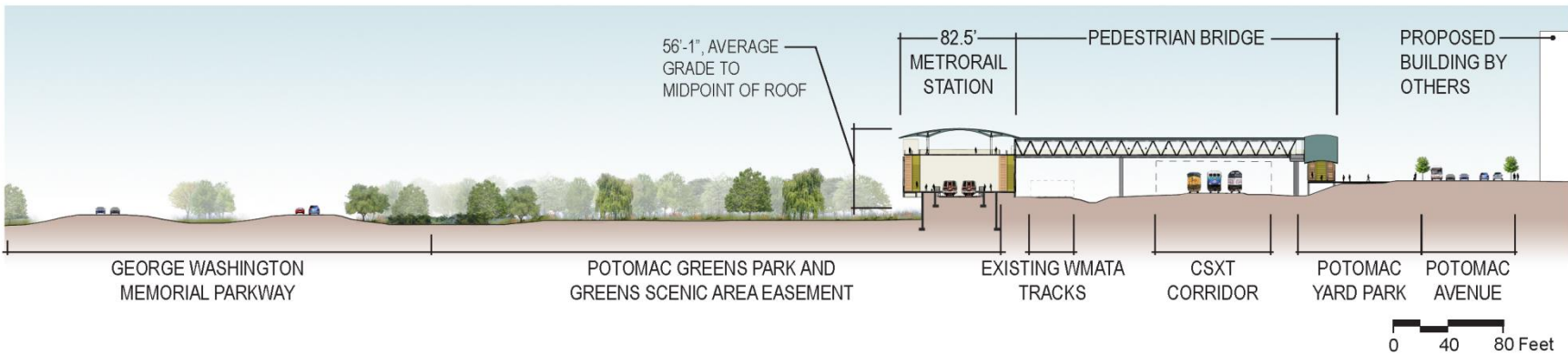


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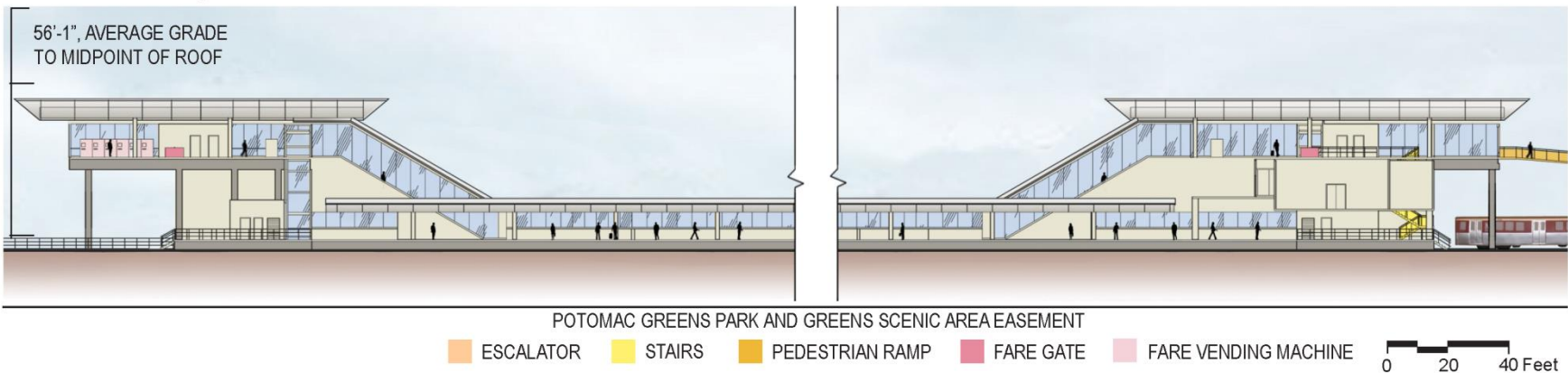
### Alternative B-B' North Cross Section - View South



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



### Alternative B-B' Longitudinal Section - View East



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