# North Potomac Yard

Advisory Group Meeting #5 | July 25, 2016

# Meeting Agenda

- Summary 6/27 & Worksession Discussion
- Framework Streets Briefing
- Group Exercise/Discussion
- Public Comment
- Next Steps & Wrap Up

# AG Meeting #4- Group Activity



# Concept Option Feedback

## WORKSHOP OPTION #1

| Criteria | Group 1 | Group 2 | Group 3 | Total |
|---|---|---|---|---|
| Provides the best pedestrian environment/experience | 1 | 1 | 2 | 4 |
| Connection between BRT, Metro, and destinations | Mixed | 2 | 3 | 5+ |
| Unique building forms, curvilinear form of Potomac Ave and central urban park | Mixed | 1 | 3* | 4+ |

* Group score was not taken. Individual preferences were tallied. Assumes each option has a high rating based on preference.

## ILLUSTRATIVE AFTER FULL BUILDOUT


**Group 1:**
- Metro seems isolated across Potomac Ave (1)
- Potomac Ave is very wide (1)
- Difficult pedestrian experience getting across Potomac Ave (very wide, need to wait for light)
- Yes, closer to BRT, but concern would be with pedestrian crossing the right-of-way
- Like BRT dropping off more central to the development (Opt. 2)
- Like pond next to plaza (Opt. 2 South)
- Plaza could be done well in Option 1

**Group 2:**
- Metro is divorced from development
- Least pedestrian experience
- Less cohesive plaza design
- Plaza feels broken up/integrating the two plazas a challenge
- BRT connection is strong
- Connectivity to Metro strong, weak for connectivity to neighborhood

**Group 3:**
- Pedestrian access from BRT/Metro is jumbled
- BRT arrives closest to Metro of 3 options
- Crossing Potomac Ave-pedestrian nightmare/difficult, speed of vehicles

# Concept Option Feedback

## WORKSHOP OPTION #2 NORTH

| Criteria | Group 1 | Group 2 | Group 3 | Total |
|---|---|---|---|---|
| Provides the best pedestrian environment/experience | 3 | 3 | 3 | 9 |
| Connection between BRT, Metro, and destinations | 3 | 3 | 2 | 8 |
| Unique building forms, curvilinear form of Potomac Ave and central urban park | 3 | 3 | 3* | 9 |

* Group score was not taken. Individual preferences were tallied. Assumes each option has a high rating based on preference.

## ILLUSTRATIVE AFTER FULL BUILDOUT


**Group 1:**
- Minimizes width of street crossings (frames pedestrian space)
- North Entrance-Least overlaps. Most office use
- Seems like a good pedestrian experience-terminates vista
- Sensory experience, like way buildings wrap
- Further North, more office workers
- Provides good access between Metro and BRT
- Option to connect to the park
- Nice urban room
- Good visibility coming in
- A little issue with whether there is something to see coming down the middle of the street.

**Group 2:**
- Buildings can great a canyon effect
- Kind of hidden
- Integrated into the park
- No road around office privatizes park, delineation of office building to park important
- Has strong connection between the plaza, not the road
- Activates and creates a memorable open space
- Potential challenge and opportunity to integrate Metro, park, and plaza
- More fun stuff immediately adjacent
- Breaks distance of two Metro stations

**Group 3:**
- Visual connection between BRT & Metro
- Comfortable crossing-plaza framed by buildings
- Best pedestrian experience, visual connection from blocks away, spills out into the park

# Concept Option Feedback

## WORKSHOP OPTION #2 SOUTH

| Criteria | Group 1 | Group 2 | Group 3 | Total |
|---|---|---|---|---|
| Provides the best pedestrian environment/experience | 1/2 | 2 | 1 | 4/5 |
| Connection between BRT, Metro, and destinations | 1/2 | 1 | 1 | 3/4 |
| Unique building forms, curvilinear form of Potomac Ave and central urban park | 1/2 | 2 | 3* | 6/7 |

* Group score was not taken. Individual preferences were tallied. Assumes each option has a high rating based on preference.

## ILLUSTRATIVE AFTER FULL BUILDOUT


**Group 1:**
- South Entrance-Less distance on bridge
- Feels like a bottleneck coming off the metro
- Awkward relationship to everything else
- Like pond next to plaza
- Ability to circulate vehicles

**Group 2:**
- Plaza all in one piece
- Activates the plaza
- Relationship to adjacent uses is strong
- Constraint - How attractive will the south pond be?
- Lower than 2N, 2N better connected

**Group 3:**
- No visual connection to Metro from BRT
- Very tightly constrained
- Seems urban/small-just a stop not necessarily a civic plaza

# Concept Option Feedback

## Report-Out Comments/General Questions

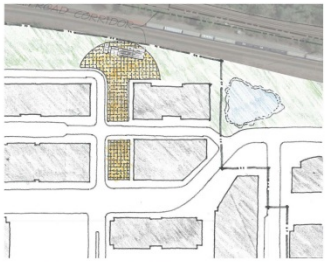
**Group 1:**
- What about bridging across Potomac Ave and landing Metro on West side of Potomac Yards?
- Fundamental question-what do we want Potomac Ave to be?
- People will continue to use Potomac Ave-doesn't matter how wide/narrow it is
- Retail as destination as you exit/enter the station

**Group 2:**
- Keep the park as large as possible
- The plaza design should be more curvilinear

**Group 3:**
- Like to explore the diagonal access in 2010 plan/ Option 1 in Option 2
- Important that full build out looks intentional
- Crossing Potomac Ave is an obstacle no matter where it is (alignment to the west requires crossing point in 5 places)
- Kiss and ride drop off accommodation works better in Option 2 (No off street parking)
- Metro drop off can be accommodated in Option 1 as well
- Careful about width/character of Potomac Ave, as well as its growth

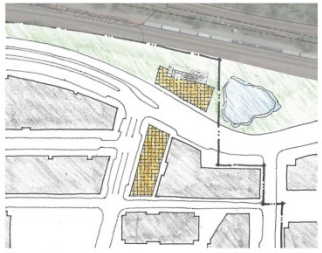
## Scoring Criteria Received from Public

| Criteria | Option 2 North | Option 1 | Option 2 South |
|---|---|---|---|
| Provides the best pedestrian environment/experience | 12 | 7 | 6 |
| Connection between BRT, Metro, and destinations | 11 | 8 | 6 |
| Unique building forms, curvilinear form of Potomac Ave and central urban park | 12 | 7 | 6 |



**Option 2 North**

35



**Option 1**

22

**Option 2 South**

18

# AG work session Summary Comments

- The design of the plaza should provide visual cues between the Metro, BRT, and adjacent uses that are inherent and intentionally achieve the following: sense of arrival, orientation, and destination.

- Important  that transportation modes (BRT and Metro) interact and are connected, but a direct connection may not be the only solution; visual connections can still achieve the same outcome.

- The function of BRT, serving as an alternative transportation mode to Metro.

- Short term drop-off/parking adjacent to Metro should be efficient and accommodated within the street framework.

- Option 2 South as the least favorable choice among the groups, and the proximity of the 2 South station entrance to the Glebe Road station entrance is the closest of all the options (and therefore the least efficient in terms of ridership capture). As a result, in order to narrow the focus of the discussion, Option 1 and Option 2 North will be used for discussion and evaluation of the Framework Streets/Blocks discussion in AG Meeting #5.

# Framework Criteria

**Pedestrian Access**

1. Which option achieves the best pedestrian access to open spaces, transit modes, and destinations?

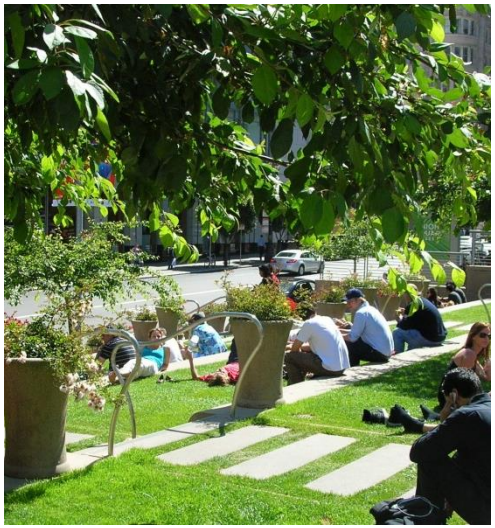
**Integrated Transit**

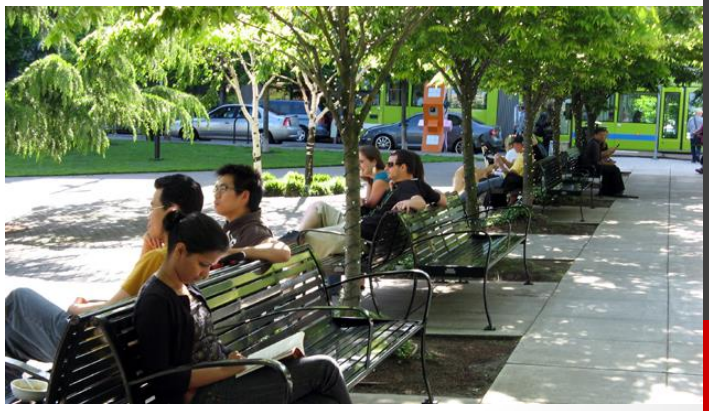
2. Which option best achieves an integrated transit network (Metro, BRT, and local bus circulation)?

3. Which option best accomplishes the 2010 Plan and Transportation Master Plan goal of accommodating pedestrian, bicycle, transit, and cars, prioritized in that order?

# Urban Design – Placemaking Best Practices

- Streets
- Block Sizes
- Mix of Uses
- Integration with transit
- Open space – Parks





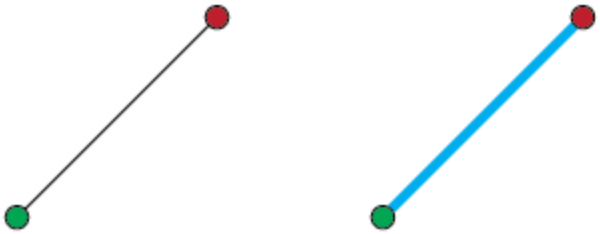
*"The building of cities is one of man's greatest achievements"*
- Edmond Bacon

# Streets – Connectivity



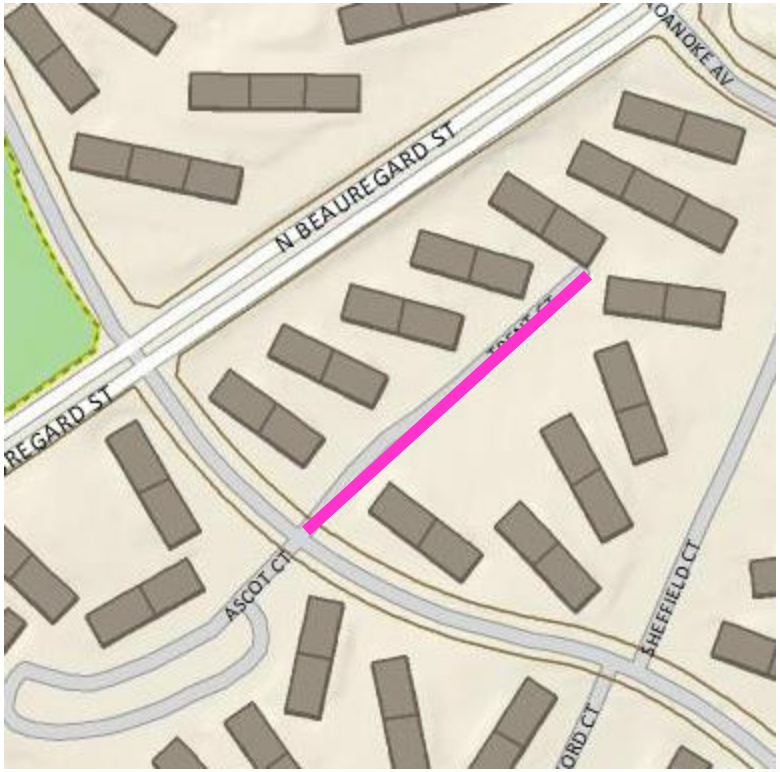
- Streets are an important resource, for transportation, retail, neighborhood interaction and a sense of identity
- Access to diverse spaces – such as great streets and blocks are important open space resources

# Street Network Connectivity

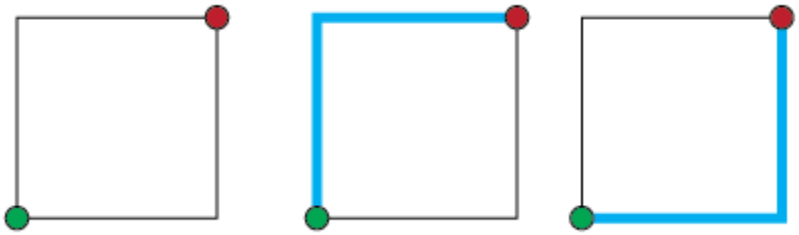


1 street

**1 route**



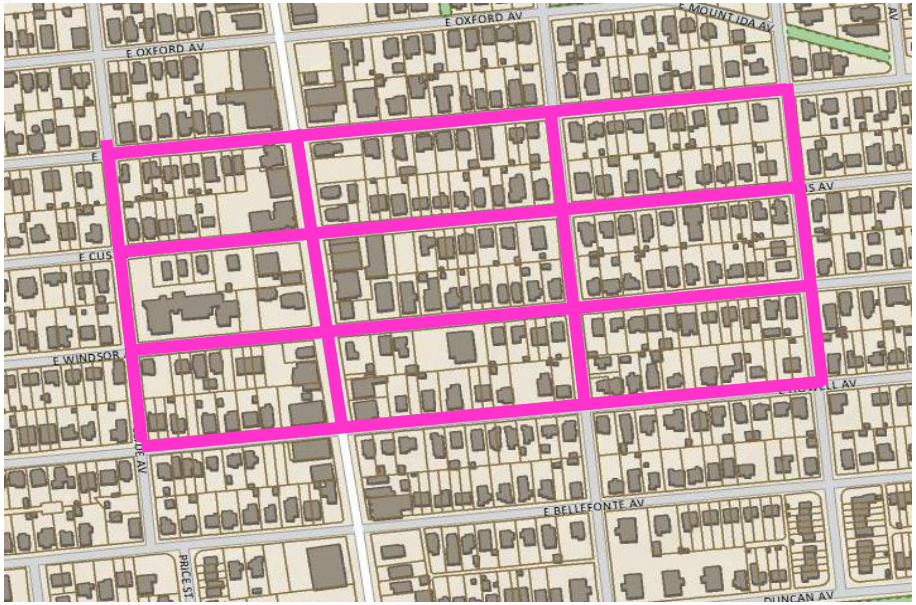
# Street Network Connectivity



2 streets

**2 routes**

# Street Network Connectivity




- 5x5 streets = 70 routes
- 6x6 streets = 252 routes
- 7x7 streets = 924 routes
- 8x8 streets = 3,432 routes
- **9x9 streets = 12,870 routes**

# BACKGROUND: FORMS OF CONNECTIONS

***Bike Paths & Trails***

***Promenades***

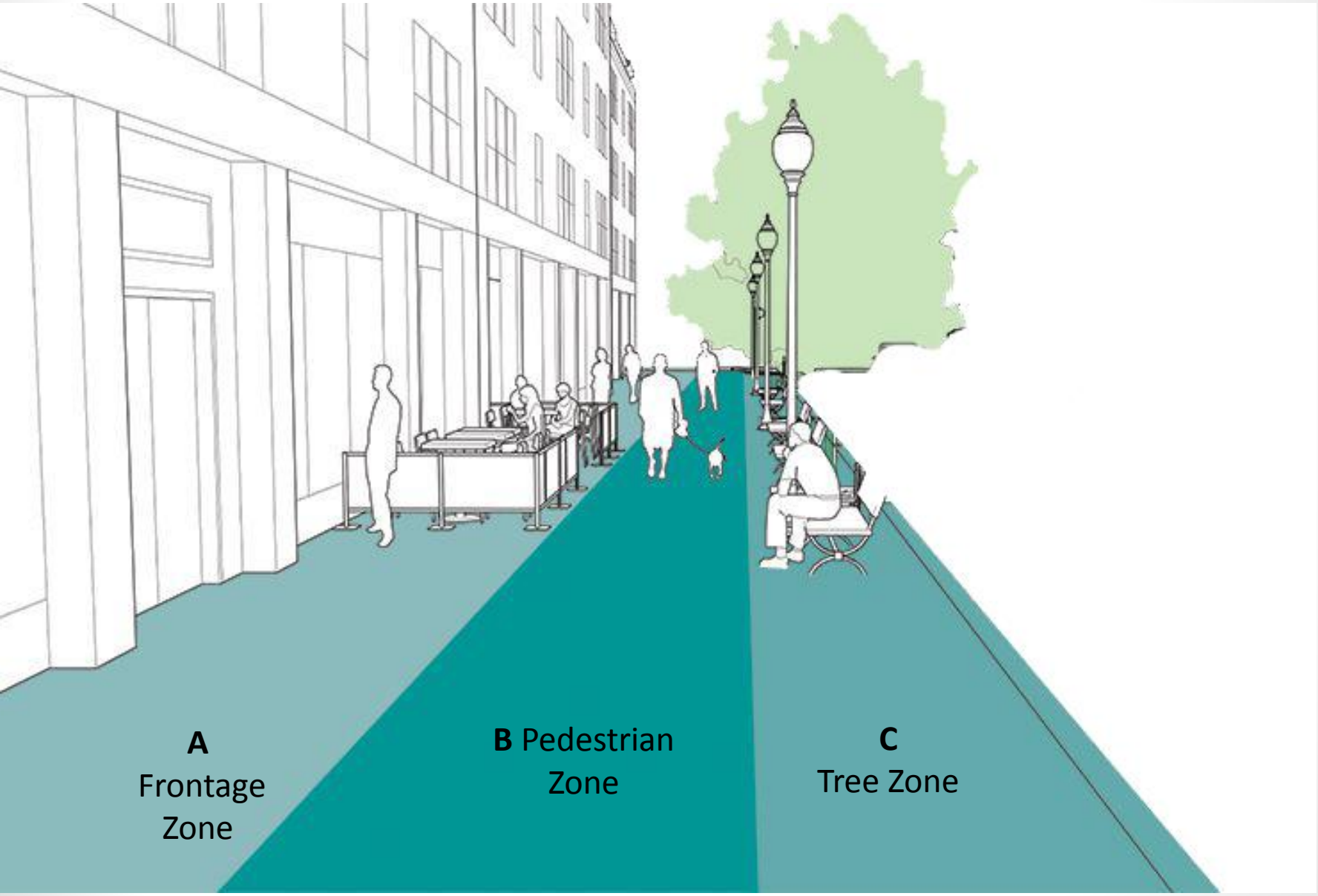
***Roads***


***Sidewalks***

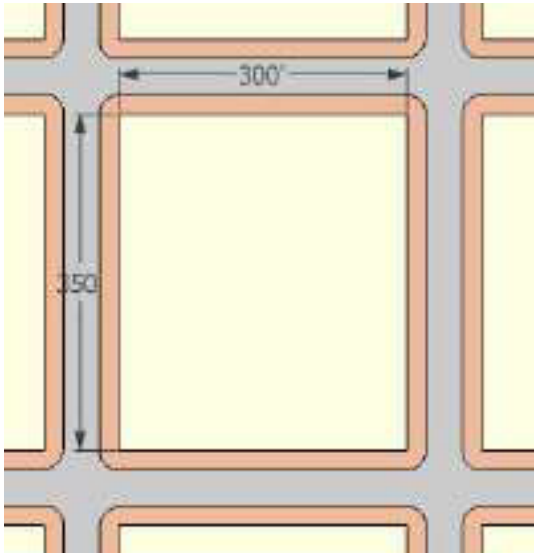
***Mid Block Connections***


***Shared Streets***

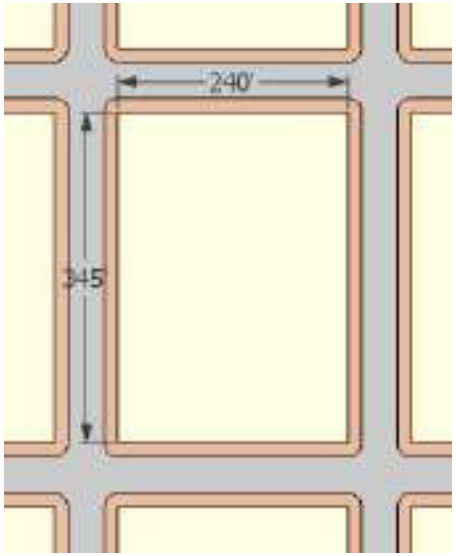
# Sidewalk Streetscape Zones



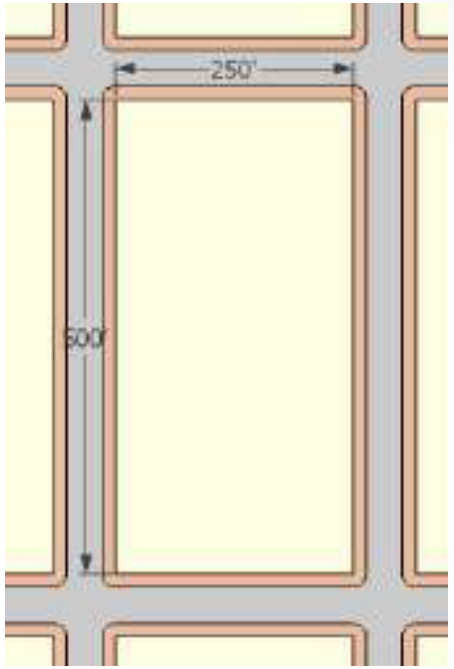
# Block Sizes




**North Potomac Yard**
***(Generally)***

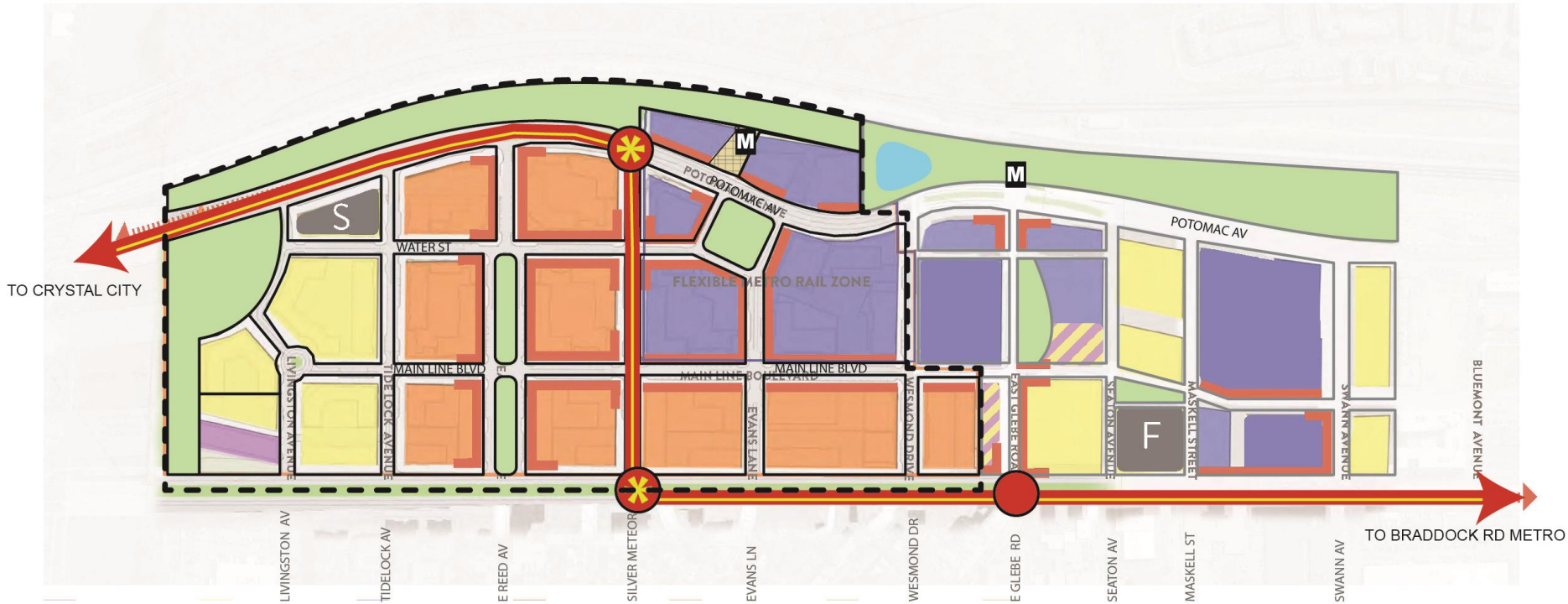



**Old Town**

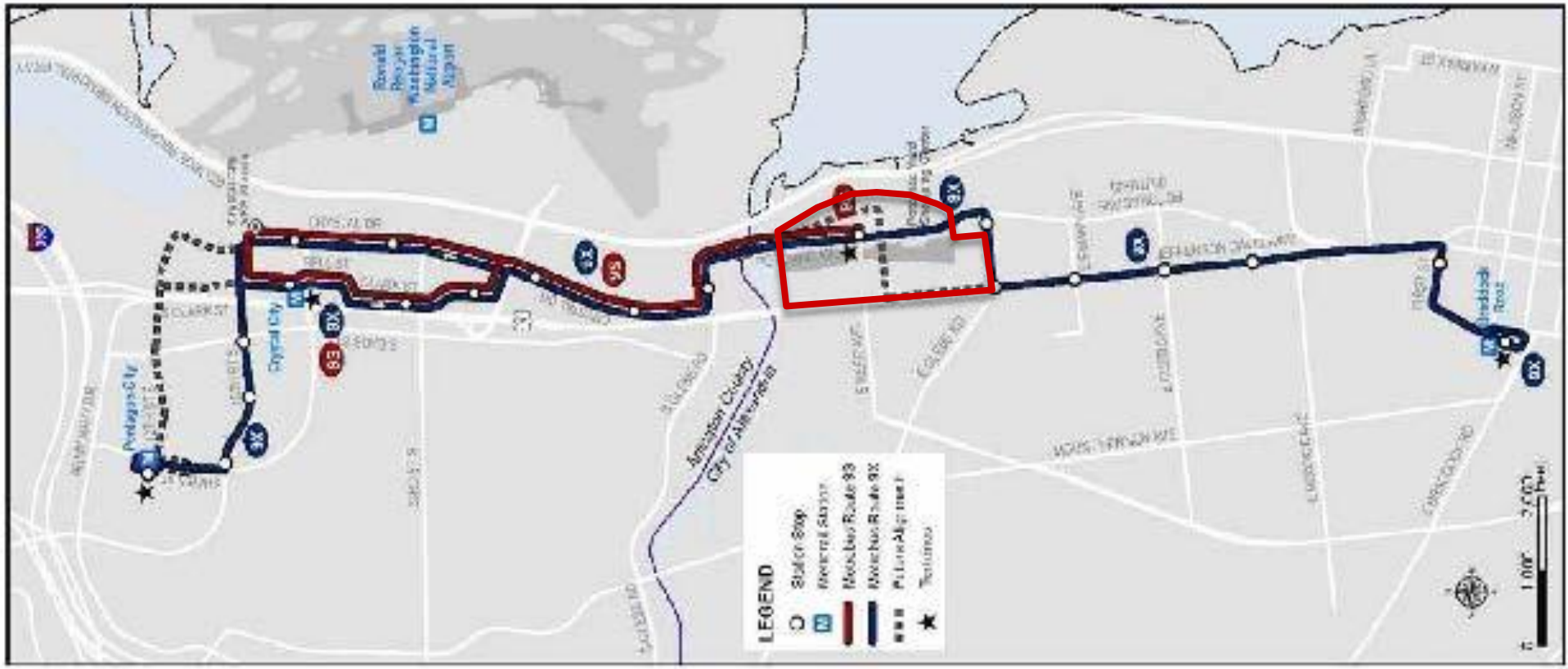



**Del Ray**

# 2010 Plan Framework Diagram

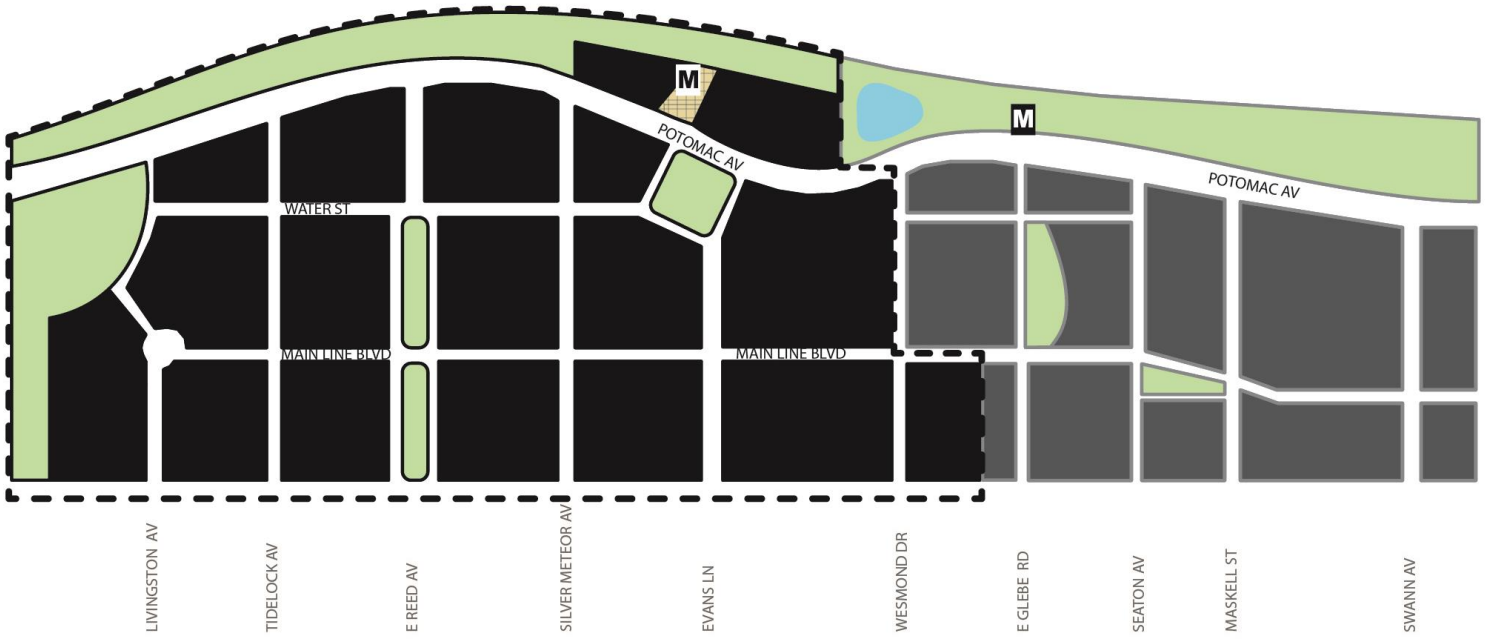


# BRT Route

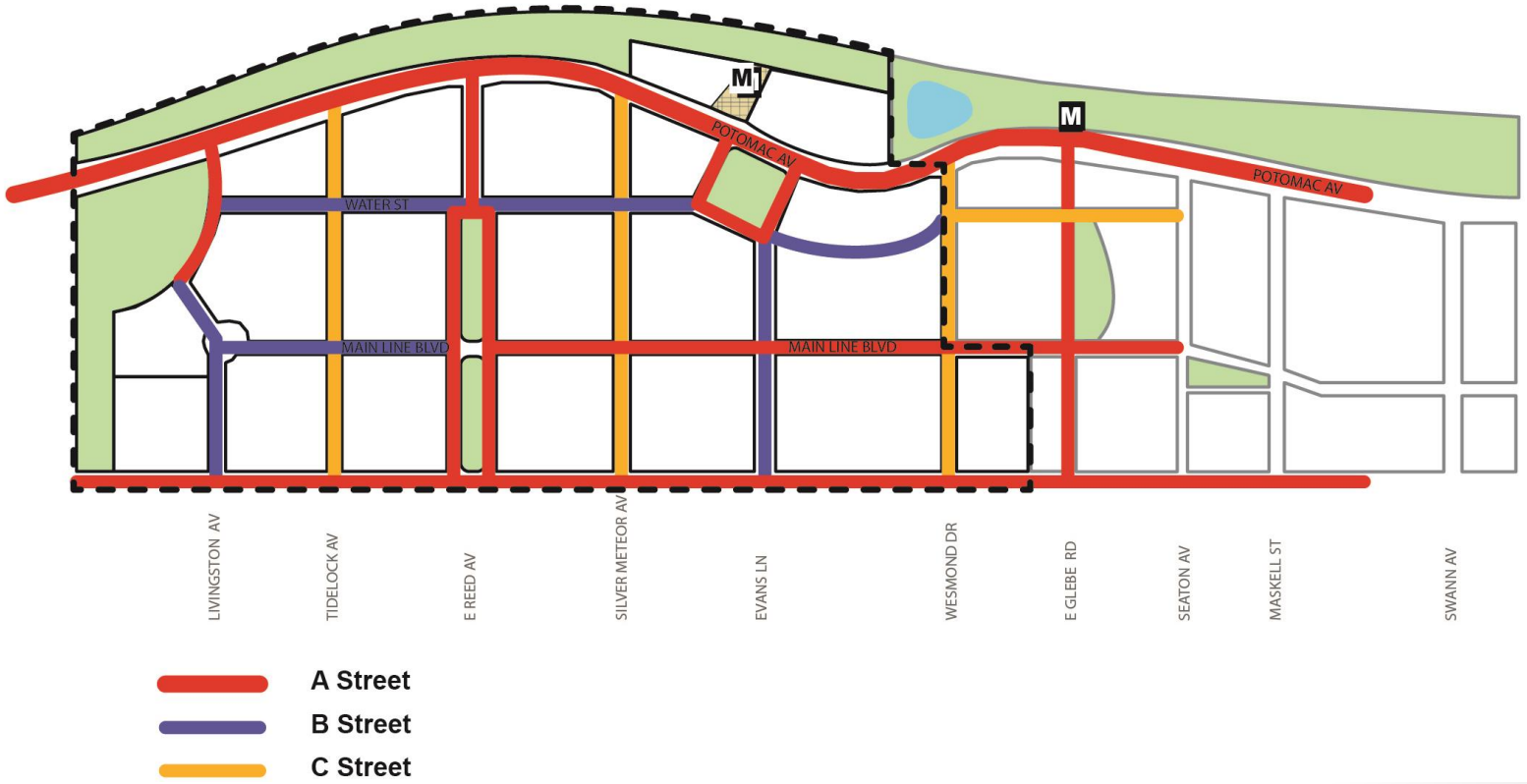

LEGEND
Station Stop
Potential Station
Metroway Route 9S
Metroway Route 9X
Future Alignment
Terminus
Arlington County
City of Alexandria
Crystal City
Pentagon City
Ronald Reagan Washington National Airport

# 2010 Plan – Framework Street Connections

# 2010 Plan – Blocks & Open Spaces



# 2010 Plan – Street Hierarchy



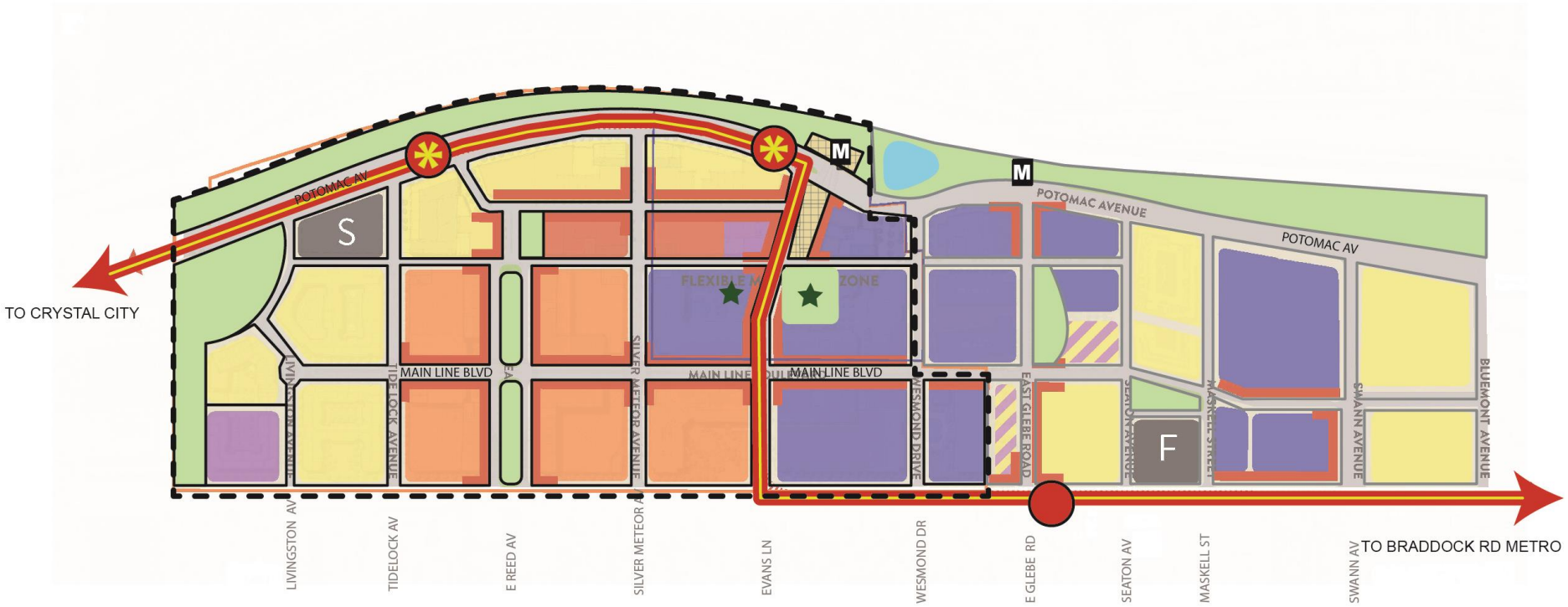
# Plan Framework: Key Goals

- Interconnected series of pedestrian scale streets, blocks, and open spaces.
- Required street grid based on Alexandria's historic pattern
- Block size/ grid variations at Metro station and Crescent Park
- Street connections to existing street network, rest of Potomac Yard, and Arlington
- Hierarchy of streets that serve different vehicular and pedestrian needs.
- All streets designed to favor the pedestrian and keep vehicle speeds low.

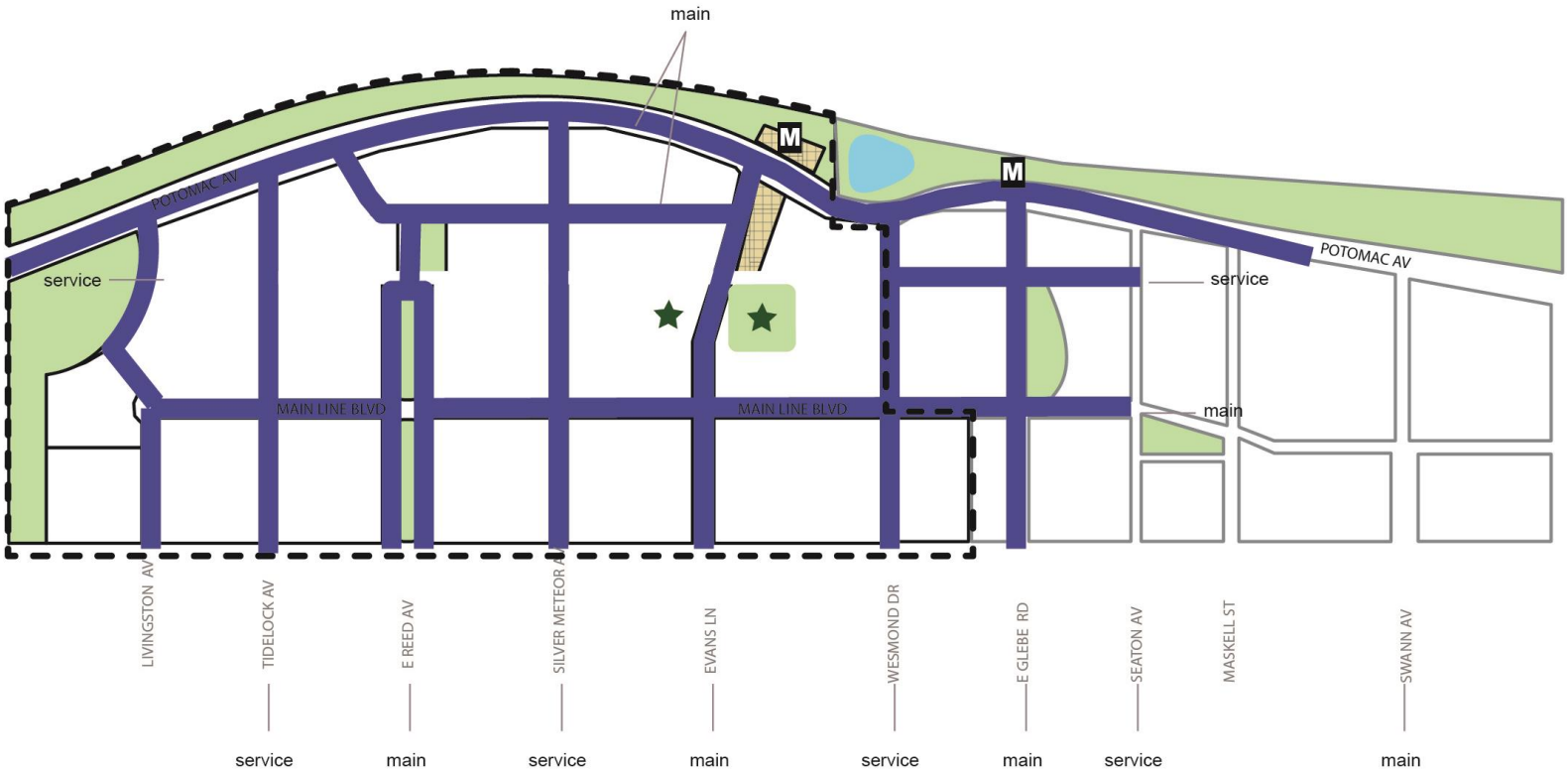


*Pg. 14 & 15, North Potomac Yard SAP*

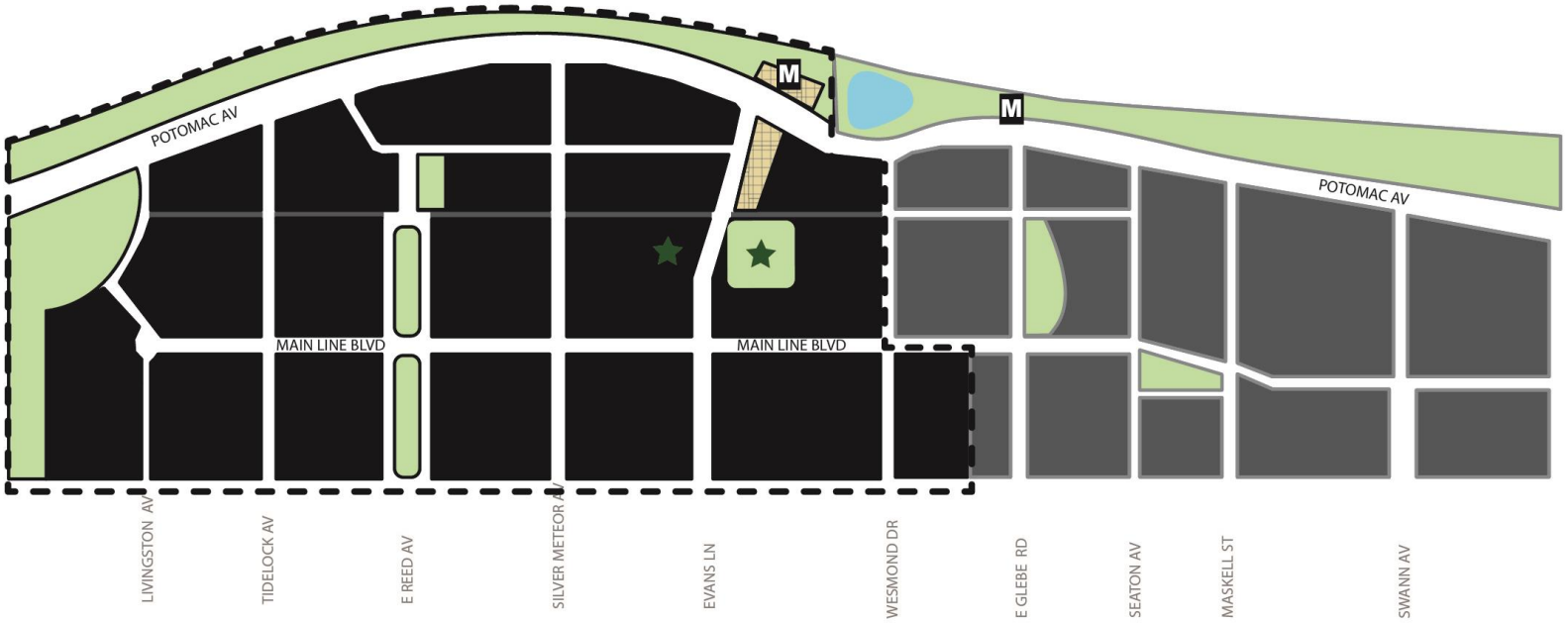
# Option 1 Framework Plan



# Option 1 Framework Street Connections

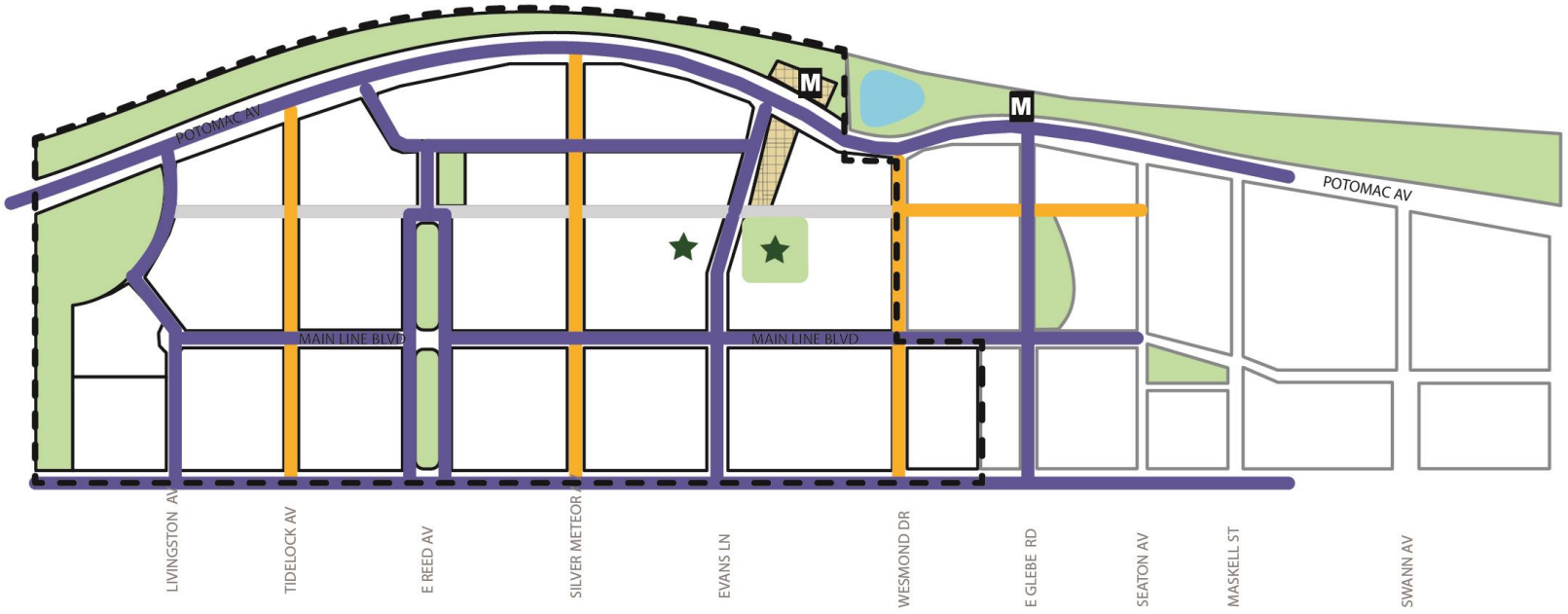


# Option 1 Framework: Blocks & Open Space




Open Space can be located here or adjacent block

# Option 1 Streets Hierarchy & Service

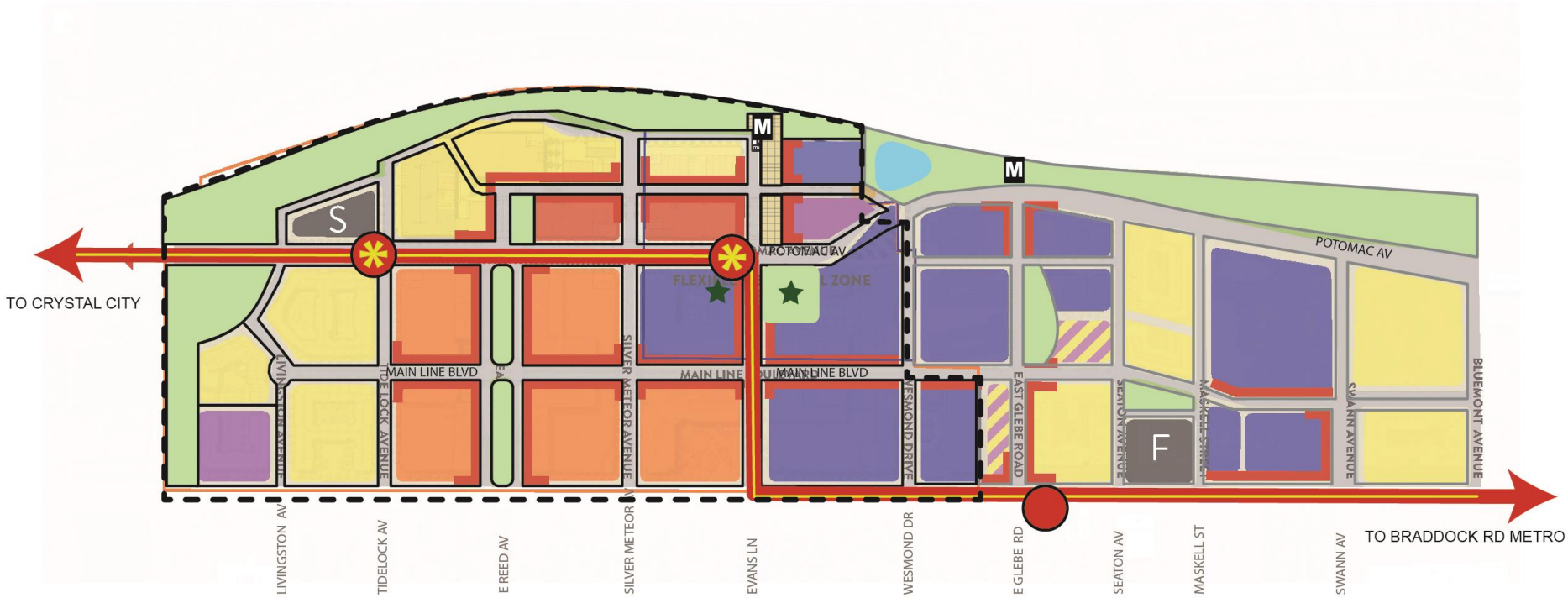



Limited Service/Loading & Curb Cuts

Service Streets

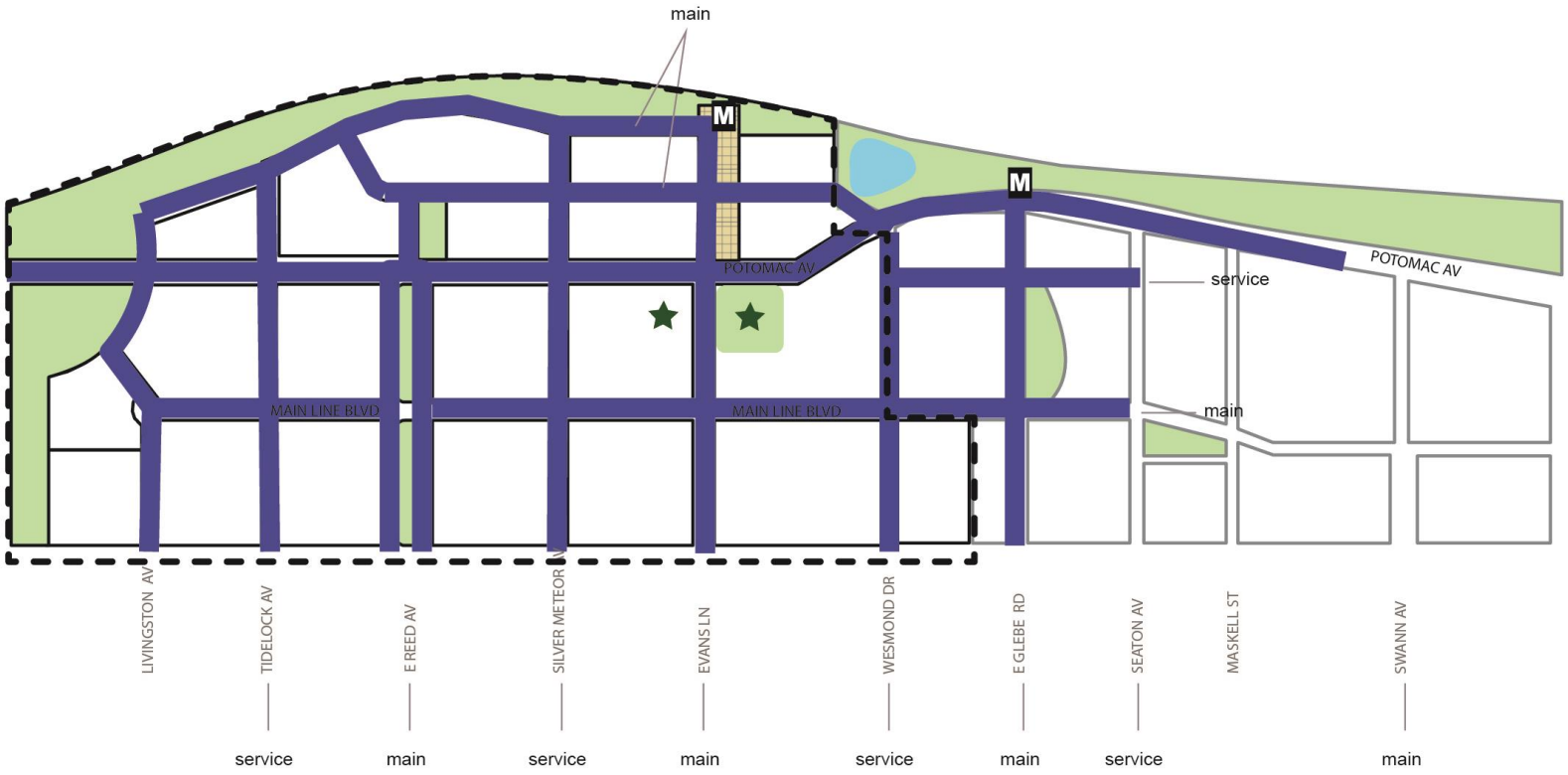
★ Note: Open space can be located in either location in Phase II

# Option 2 Framework Plan




Residential
Office
Office or Residential
Hotel
Retail
Ground floor Retail
Park
Plaza
BRT Alignment
Proposed BRT Transit Stop Location
Note: Open space can be located in either location in Phase II

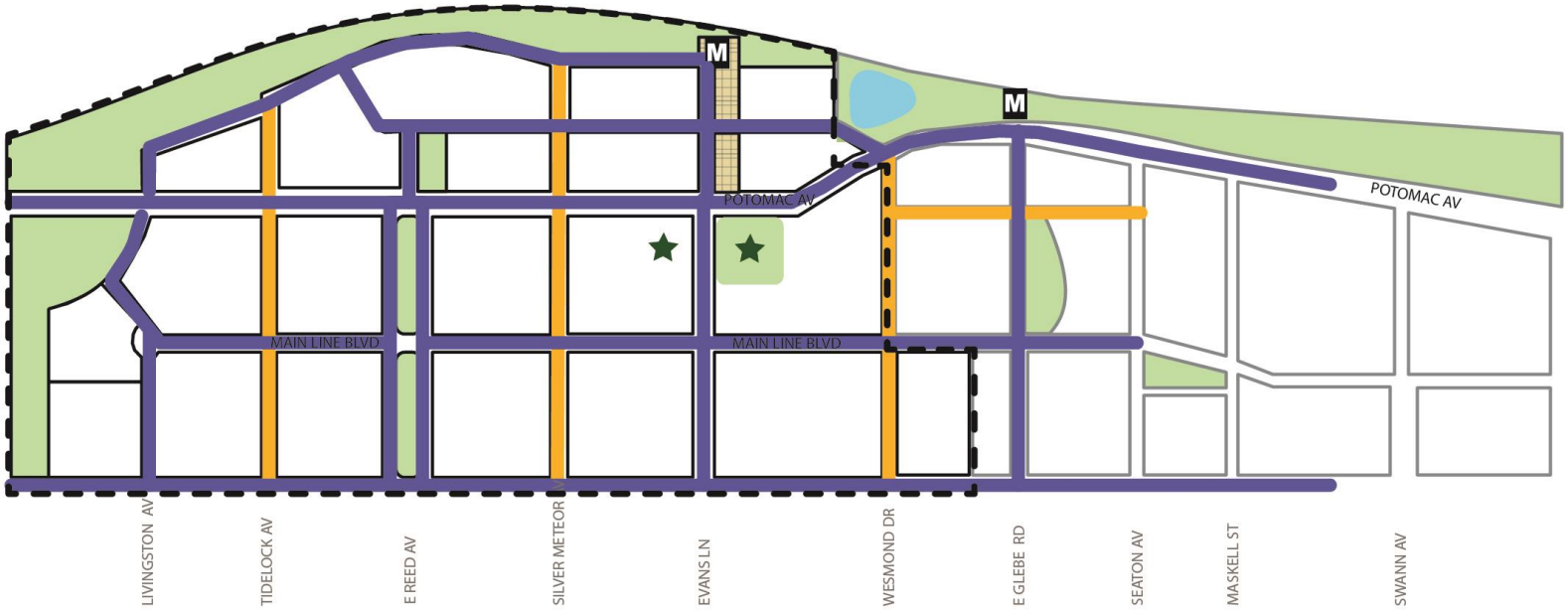
# Option 2 Street Connections



# Option 2 Blocks


Open Space can be located here or adjacent block

# Option 2 Street Hierarchy & Service

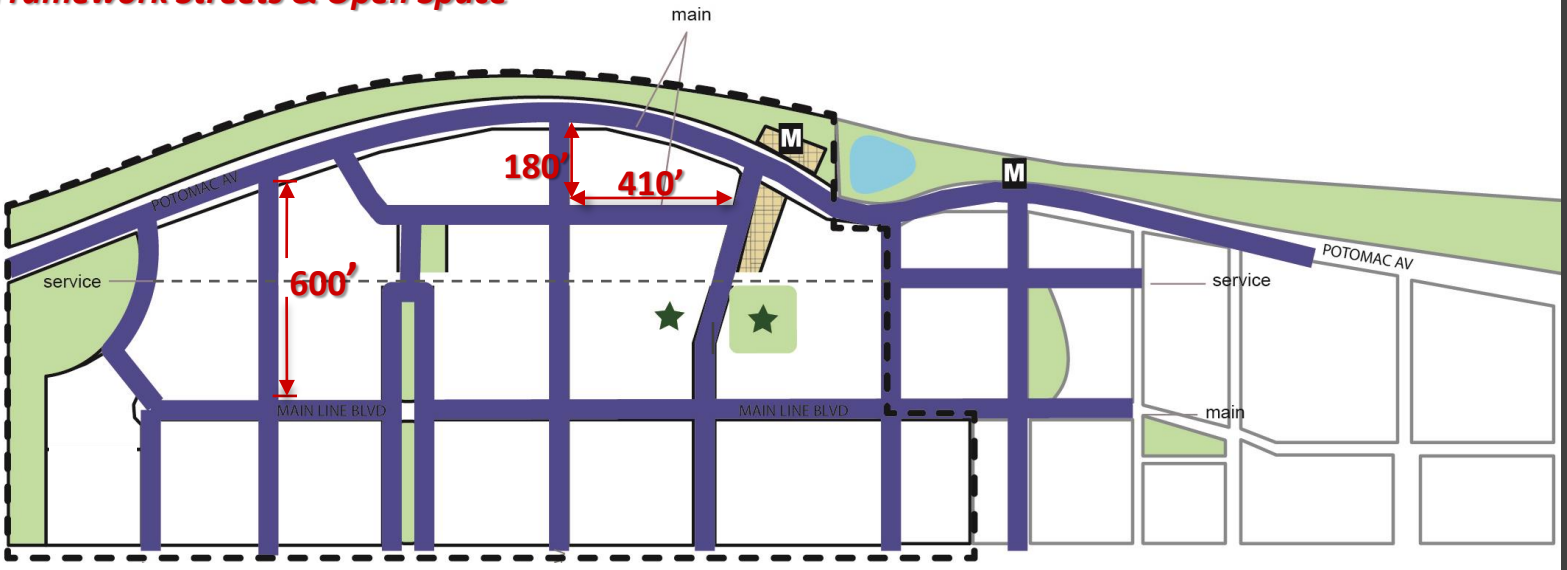



Limited Service/Loading & Curb Cuts

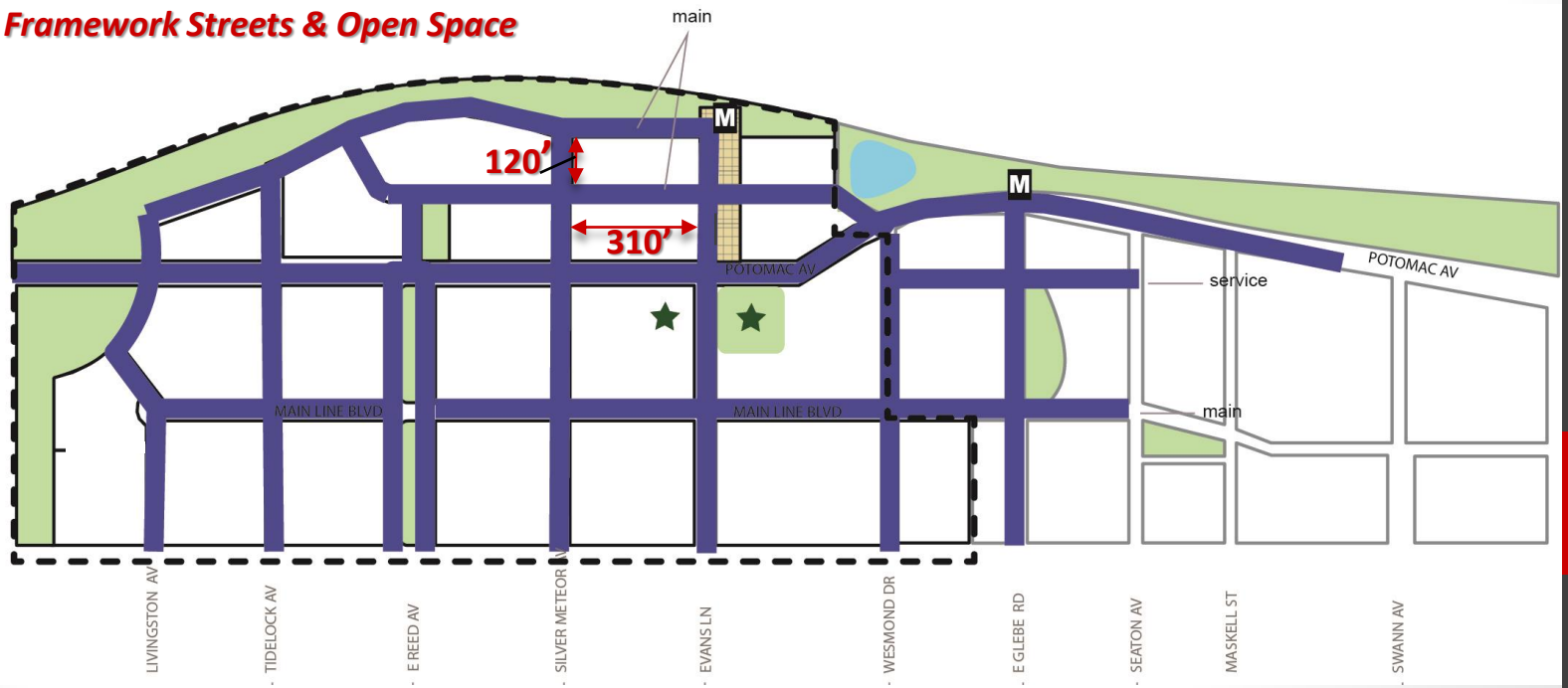
Service Streets

★ Note: Open space can be located in either location in Phase II

## Option 1 Framework Streets & Open Space




## Option 2 Framework Streets & Open Space



# Potomac Avenue – Dedicated BRT

***Option 1***

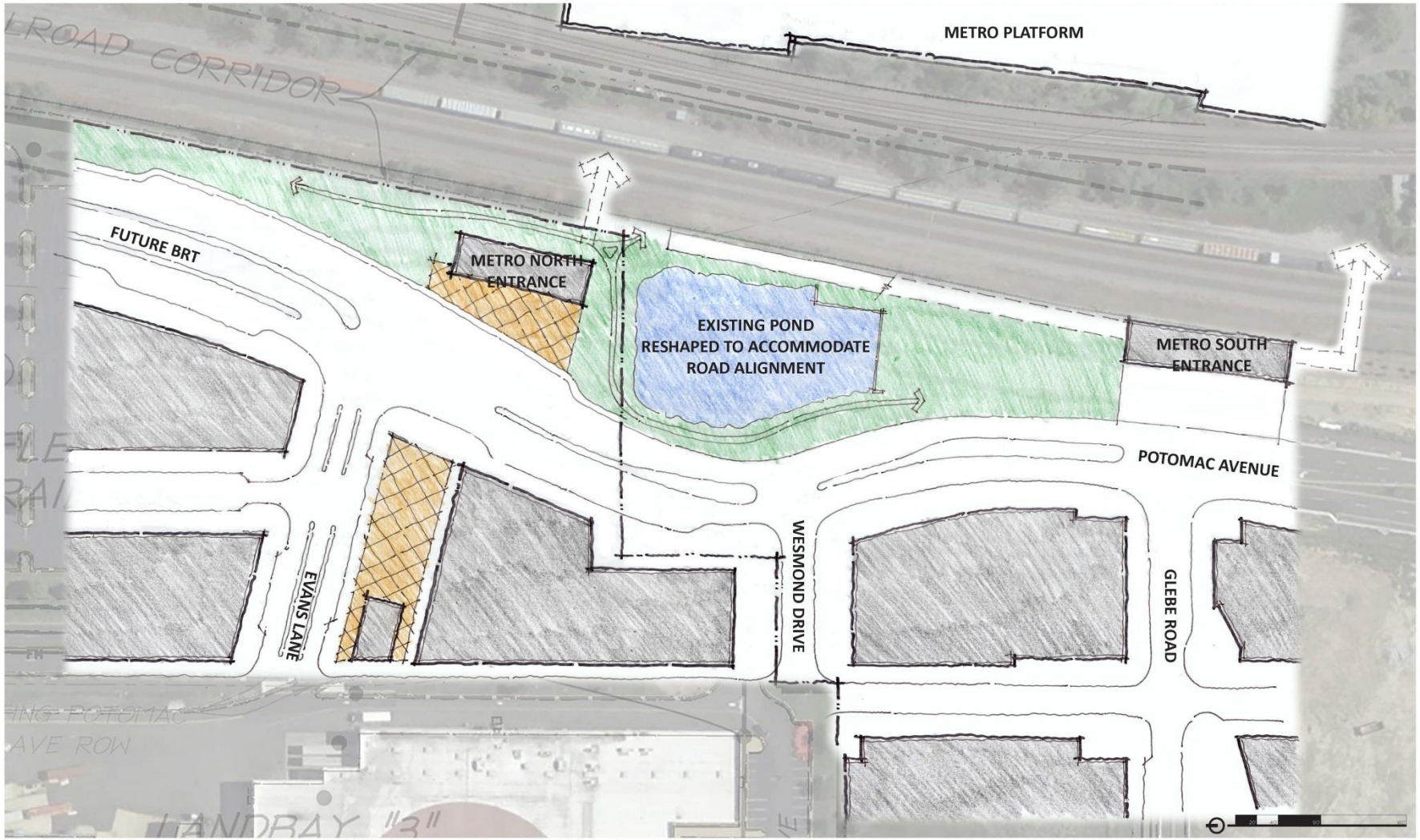

***Option 2***

# Street sections

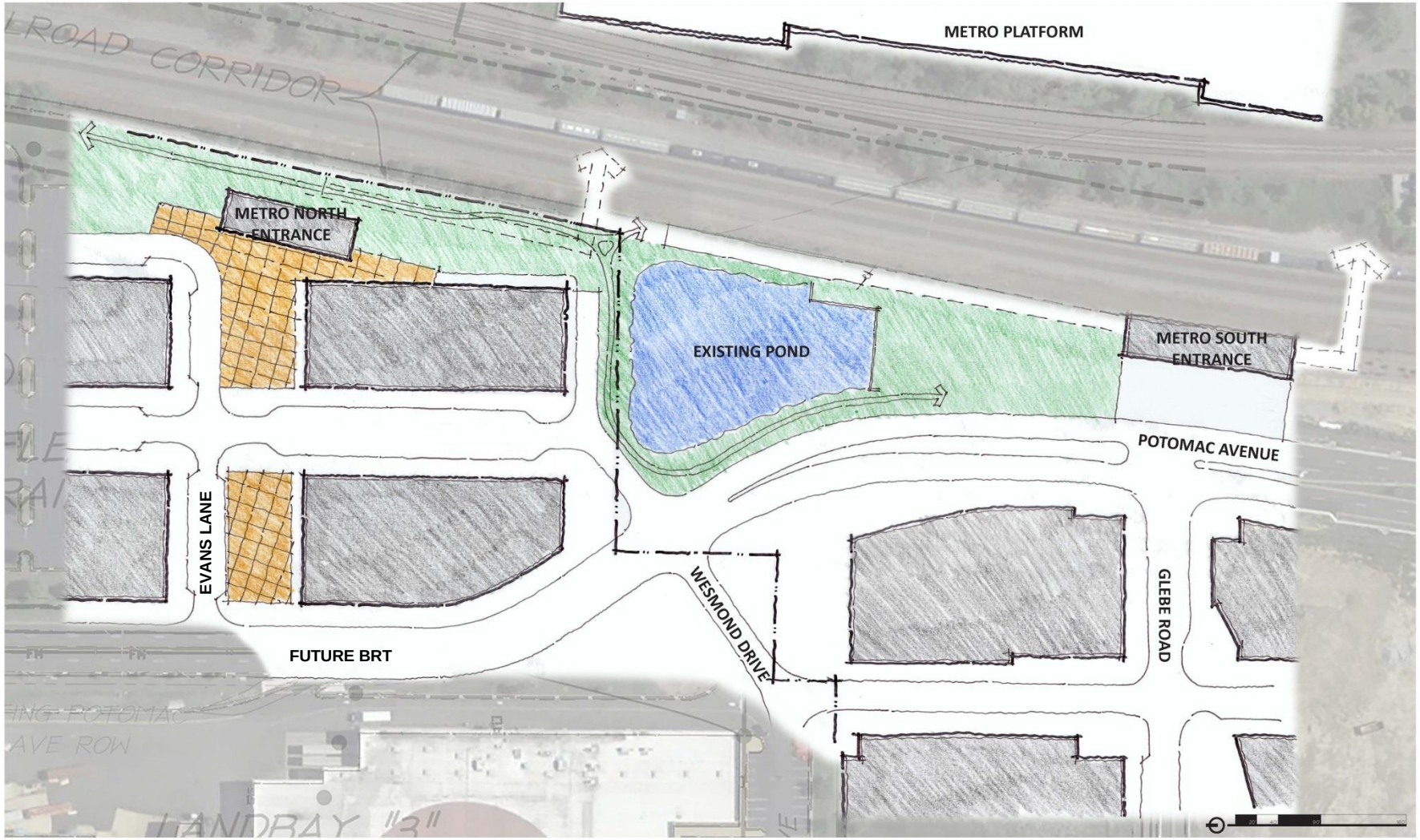
***Typical Section***

***Option 2 - Park Road***

# Option 1 Metro Zone Circulation



# Option 2 Metro Zone Circulation




Group Discussion

# Framework Criteria

| Criteria | Option 1 (Potomac Avenue located along Landbay K Park) | Option 2 (Potomac Avenue located within development) | Notes |
|---|---|---|---|
| **Pedestrian Access** Which option achieves the best pedestrian access to open spaces, transit modes, and destinations? | | | |
| **Integrated Transit** Which option best achieves an integrated transit network (Metro, BRT, and local bus circulation)? | | | |
| Which option best accomplishes the 2010 Plan and Transportation Master Plan goal of accommodating pedestrian, bicycle, transit, and cars, prioritized in that order? | | | |

# Advisory Group Work Plan