



North Potomac Yard

MEETING AGENDA

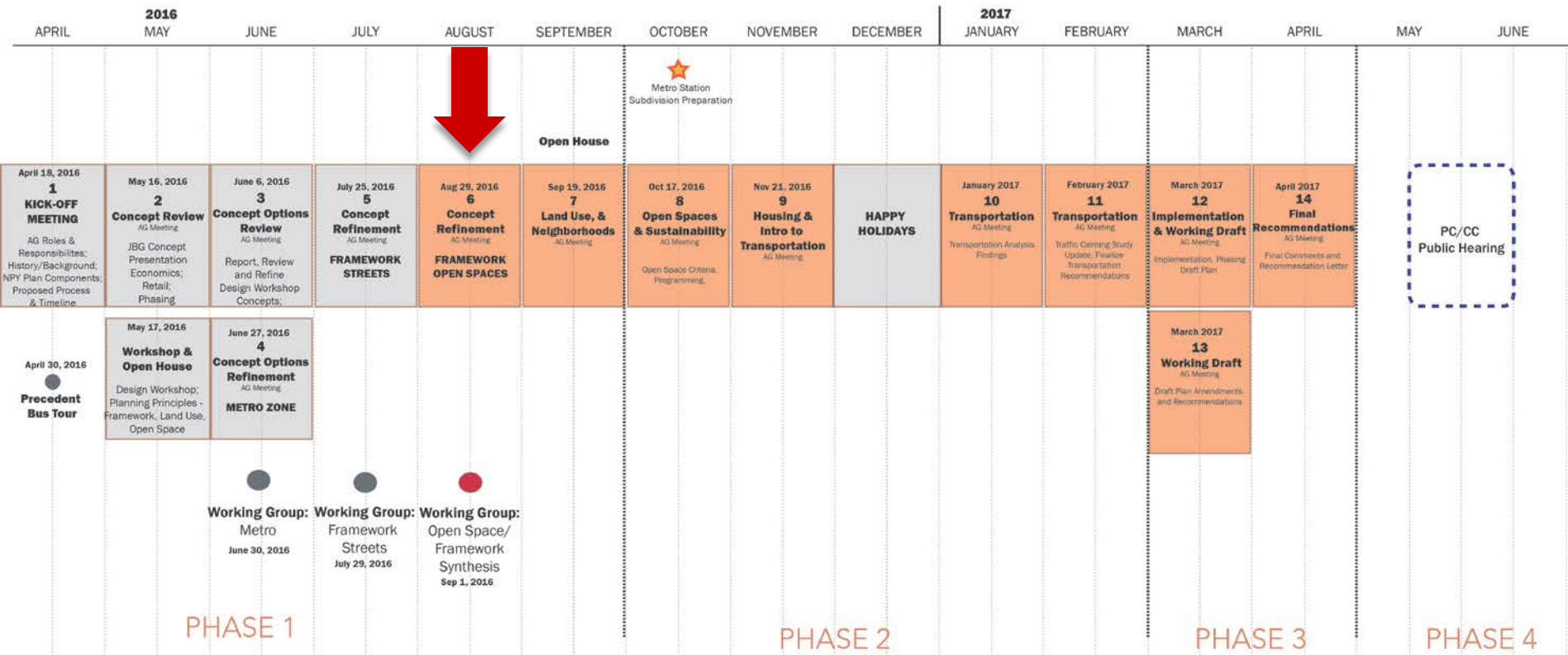
Objective: Provide Comments on a Preferred Framework Alternative

- Welcome
- Briefing (20 min)
- Advisory Group Discussion (30 min)
- Public Comment (20 min)
- Advisory Group Member Comments on Preferred Alternative (35 min)
- Next Steps

ADVISORY GROUP WORK PLAN

DRAFT

NORTH POTOMAC YARD UPDATE ADVISORY GROUP WORK PLAN - REVISED
August 22, 2016



DESIGN – DECISION MAKING

AG #1 – April 18

AG #1 – April 18
AG Bus Tour – April 30

AG #2 – May 16

AG Workshop – May 17

AG #3 – June 6
AG #4 – June 27
AG Worksession – June 30

AG #5 – July 25
AG Worksession – July 29

Organize

Context

Learn

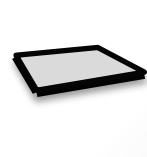
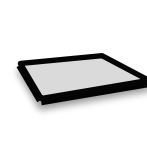
Options

Evaluate

Reduce

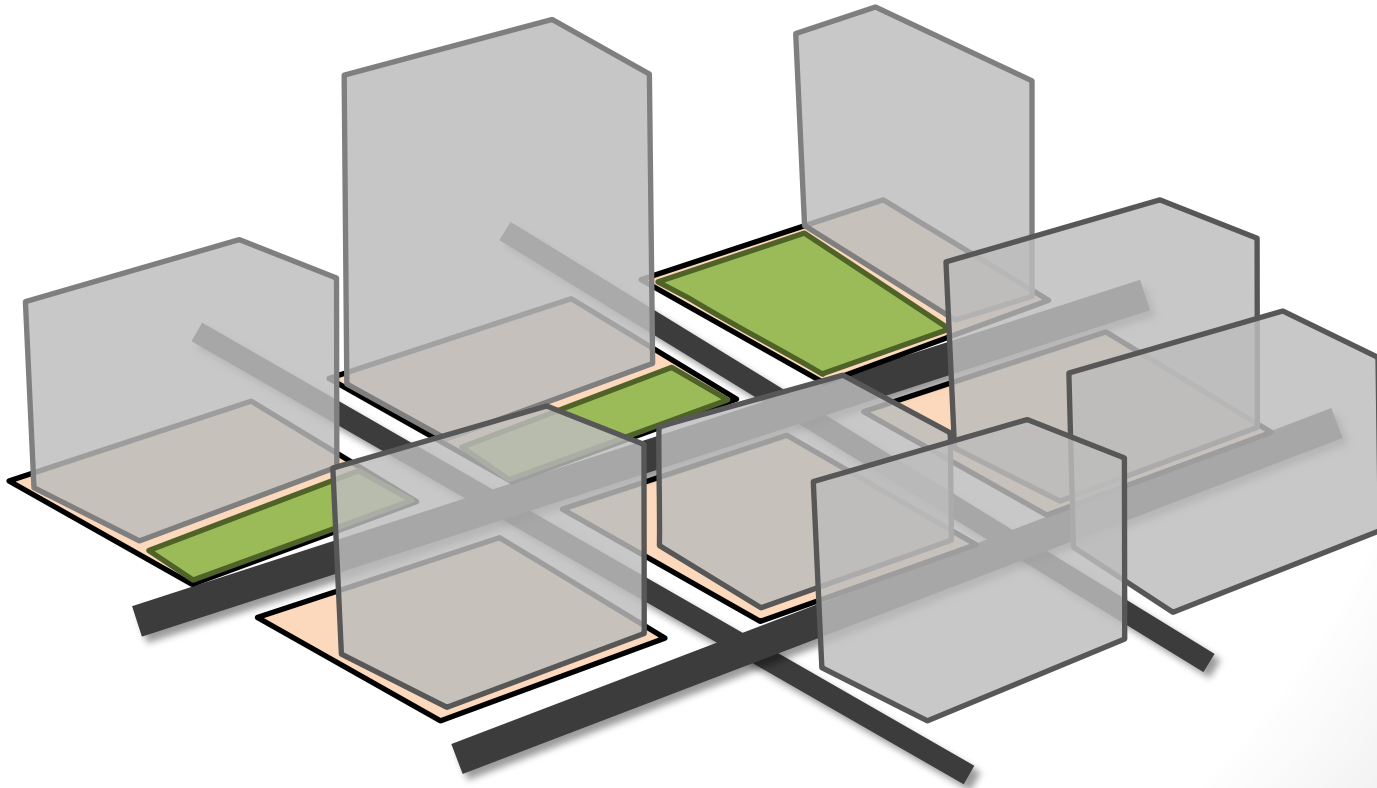
Select

Refine



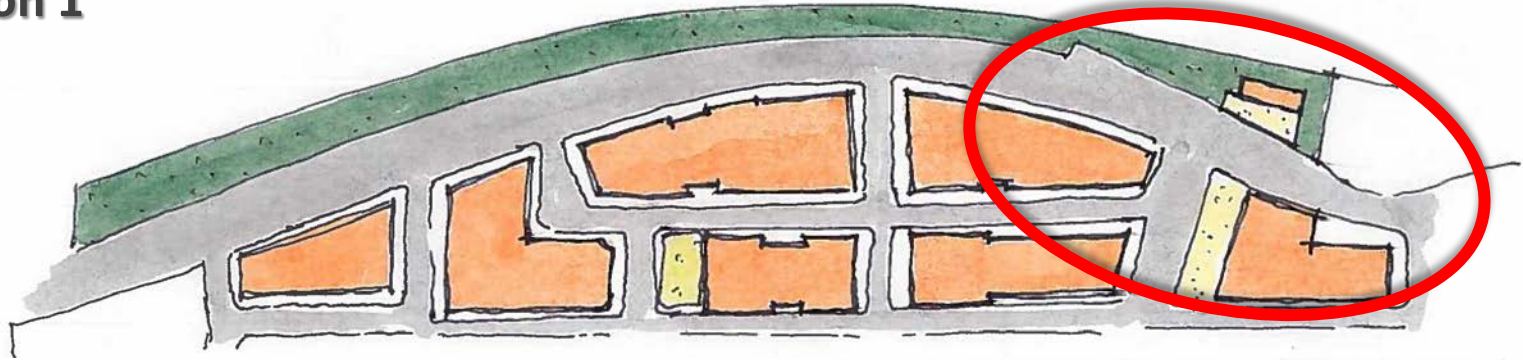
ROLE OF THE FRAMEWORK PLAN

- Establishes the foundational elements from which the remainder of the Plan is built.

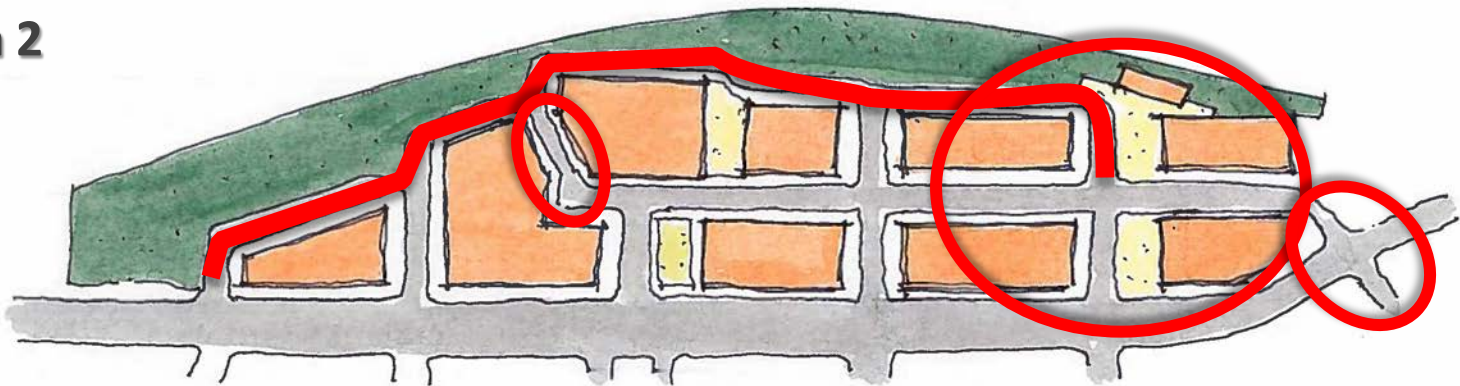


PLAN EVOLUTION TO DATE

Option 1



Option 2



PLAN EVOLUTION TO DATE

- Underground parking near Metro;
- Continuation of the retail street south;
- Creation of options;
- Road adjacent to park; separation of development and Potomac Yard Park;
- Meaningful plaza/open space at Metro;
- Breaking the size of northern block and creating a new connection;
- Southern connection to Potomac Ave and Landbay G

TOPICS

- Open Space
- Character of Potomac Avenue
- Metro Station Access

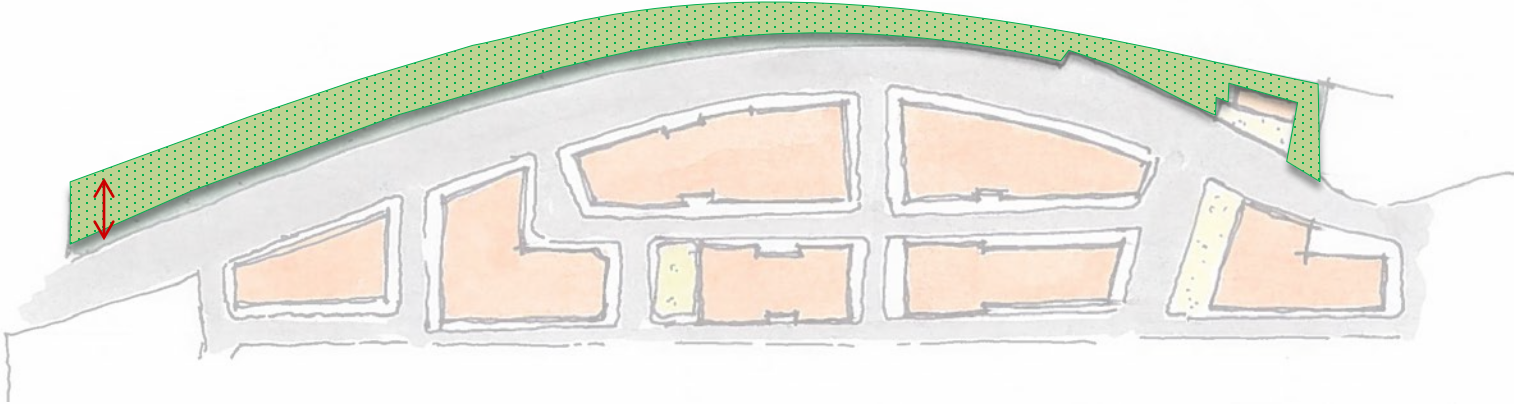
Open Space

OPEN SPACE

Option 1

3.7 acres

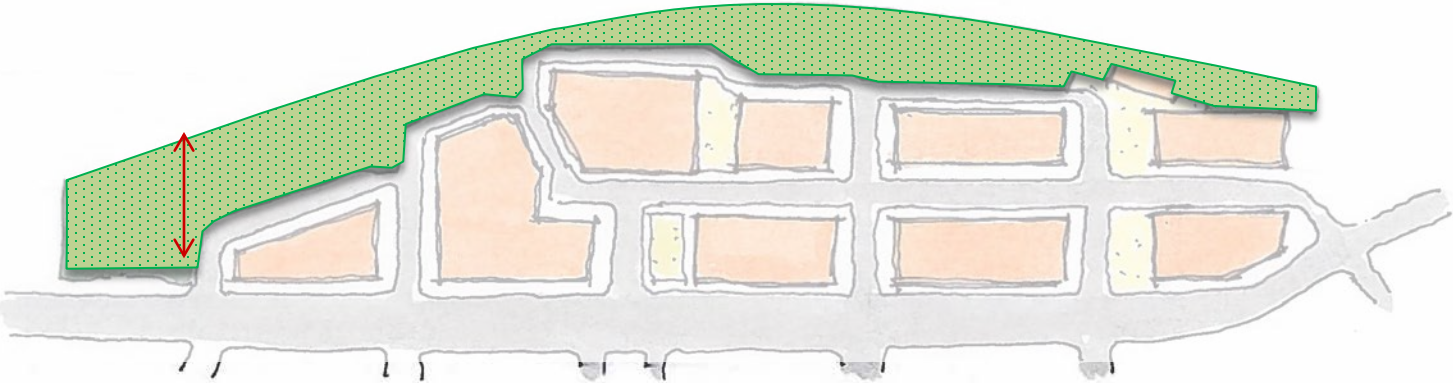
Max Depth = ~120'



Option 2

5.4 acres

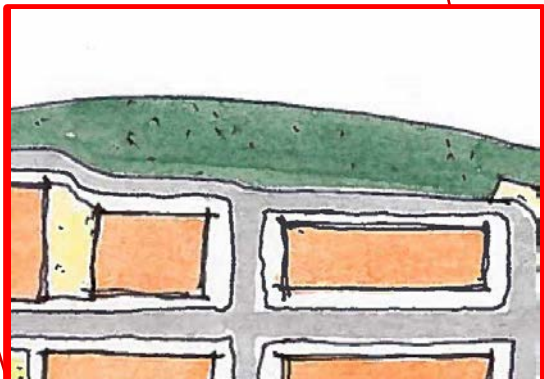
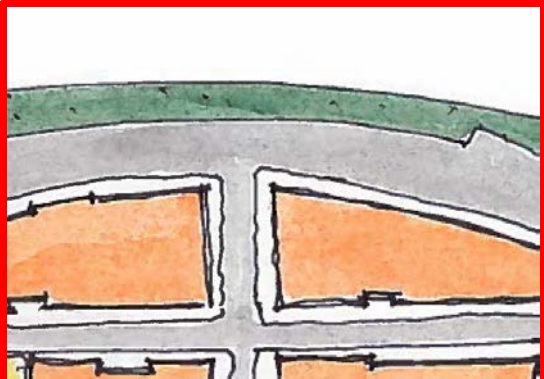
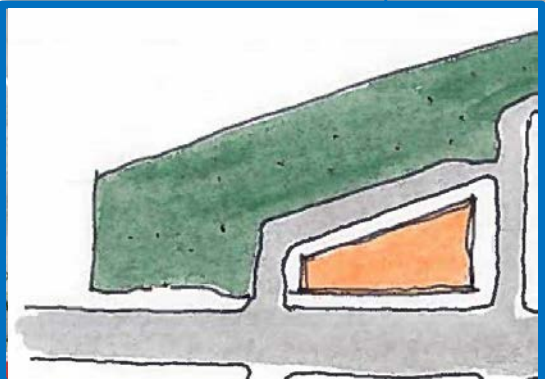
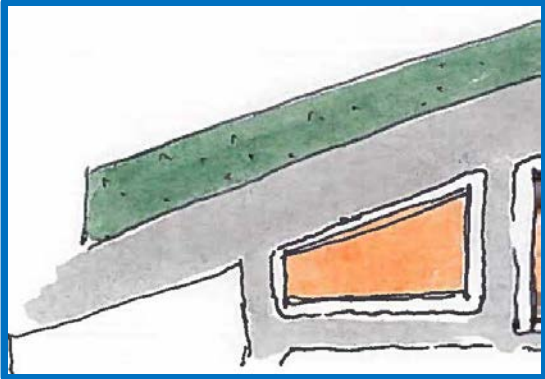
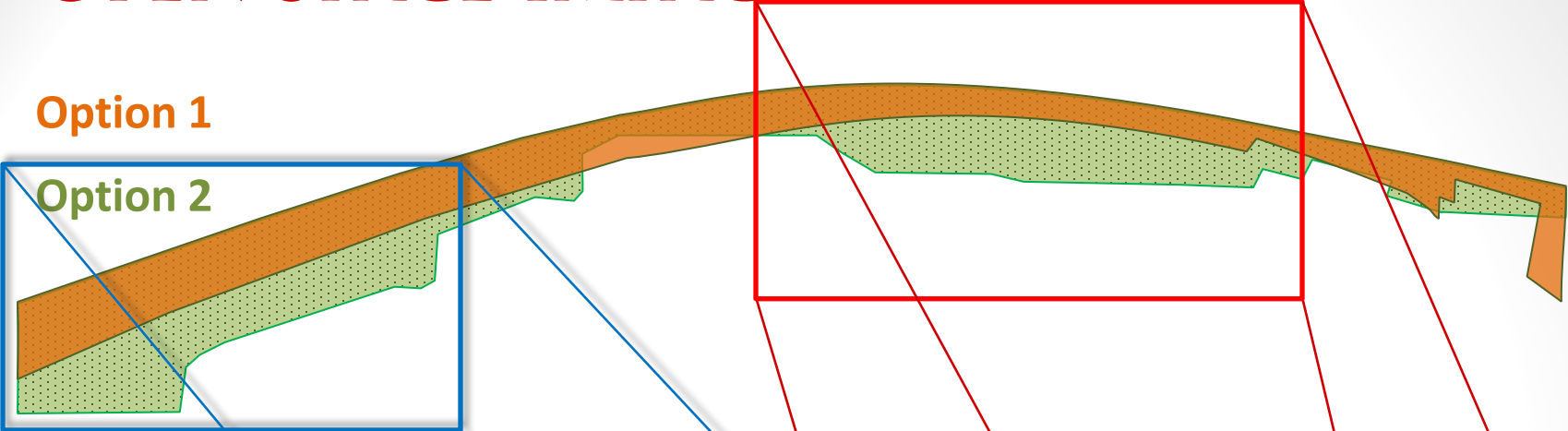
Max Depth = ~230'



OPEN SPACE IMPACTS

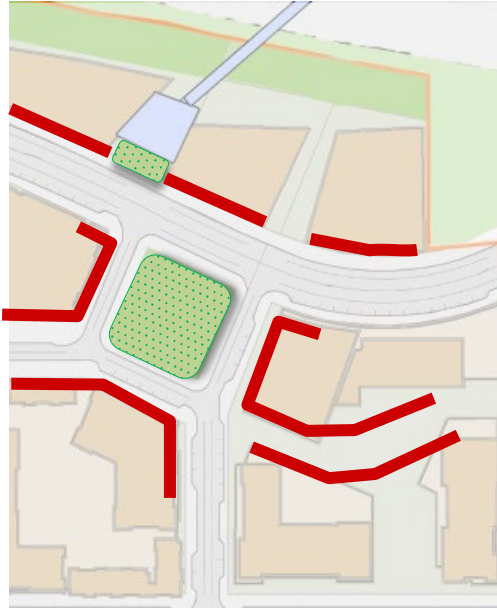
Option 1

Option 2

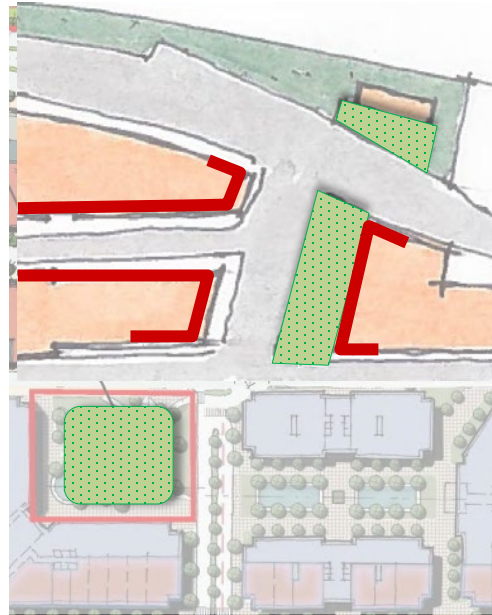


METRO PLAZA AND METRO SQUARE

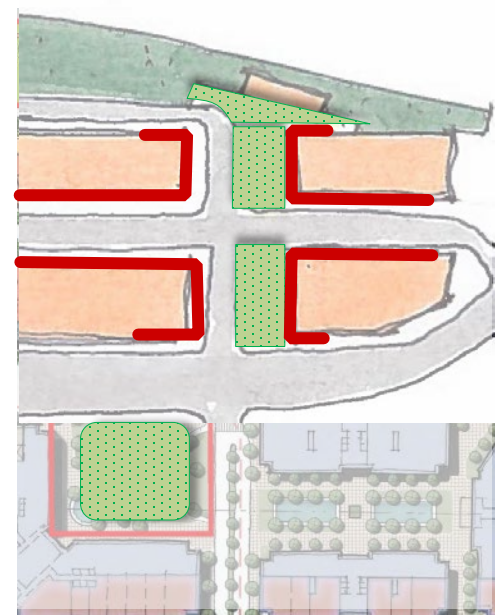
2010 Plan



Option 1



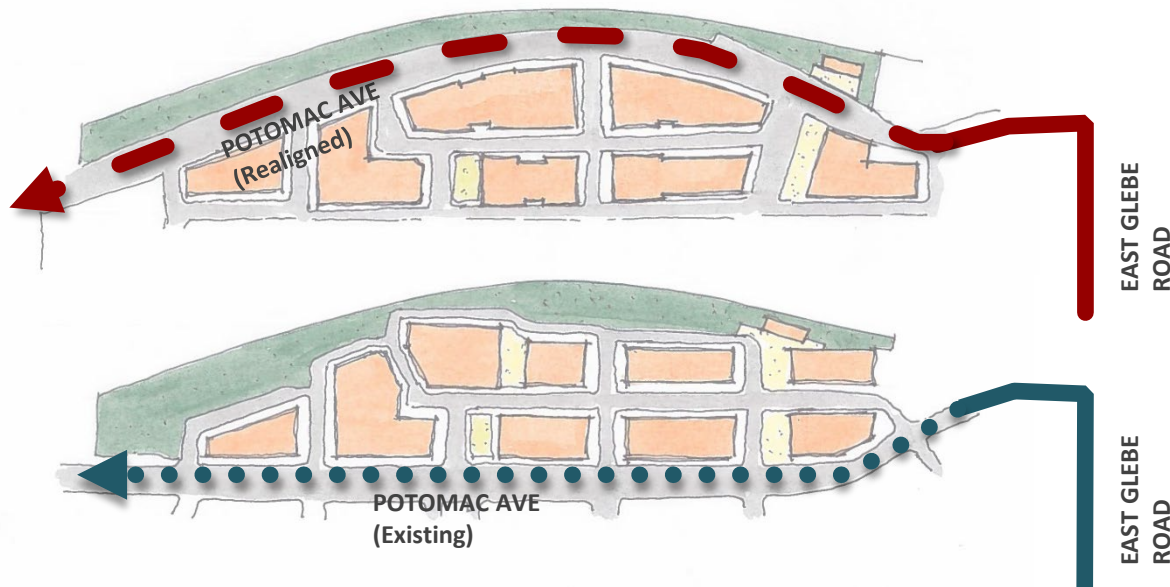
Option 2



Metro Square Park: Req'd 30, 492 sf

Character of Potomac Avenue

CHARACTER OF POTOMAC AVE - PHASING



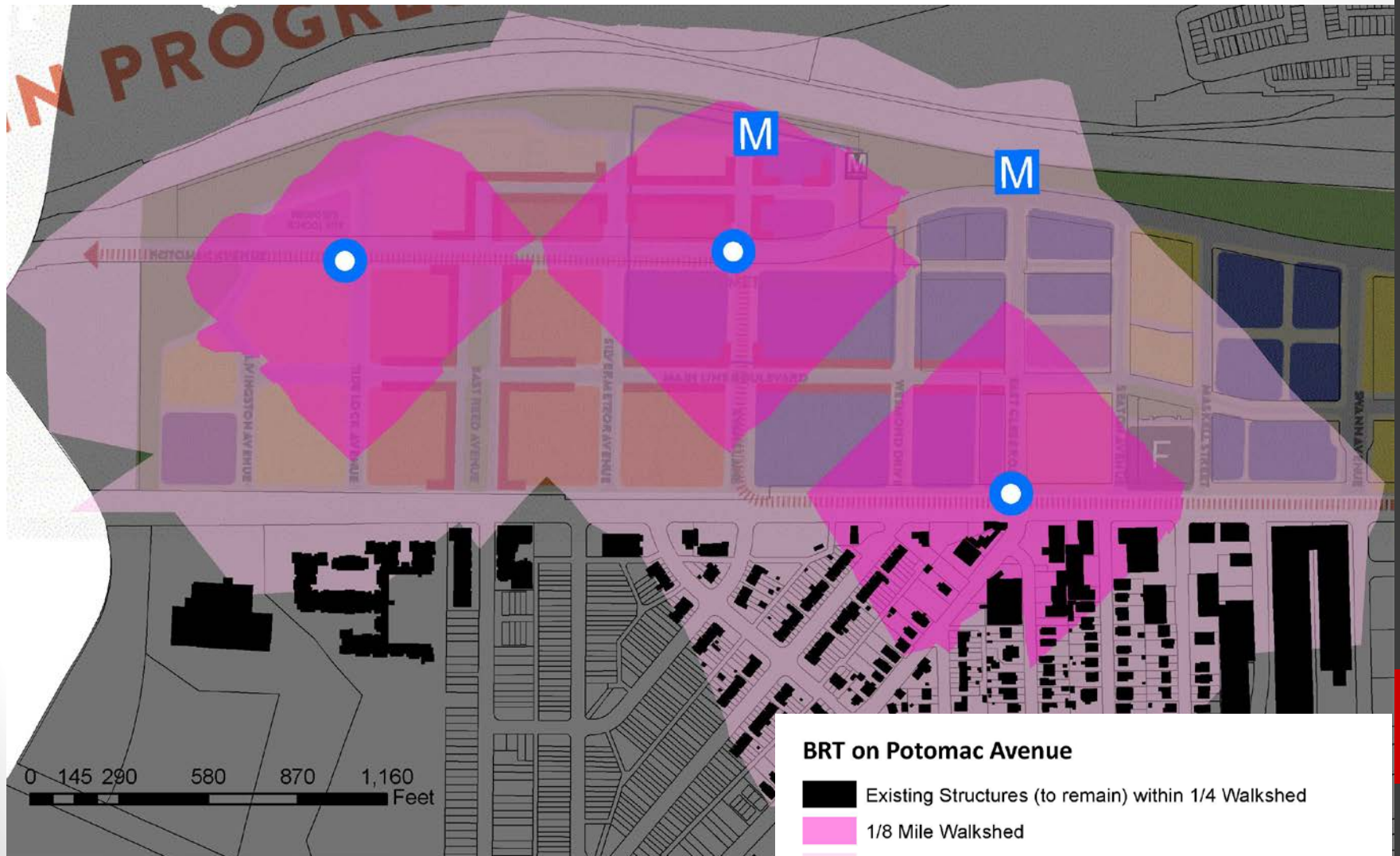
Option 1:

- Will have to build wider Potomac Ave in Phase 1

Option 2:

- Existing street width remains until Phase 2
- Flexibility with Phase 2 to determine additional necessary width - can develop criteria now regarding character of Transitway for Phase 2
- Location maximizes ridership of bus rapid transit.

CHARACTER OF POTOMAC AVE - RIDERSHIP



CHARACTER OF POTOMAC AVE - DESIGN VEHICLE SPEED, PEDESTRIAN SAFETY, COMFORT

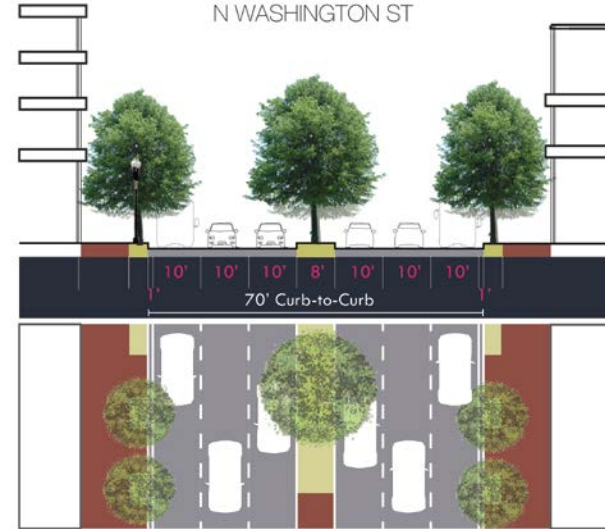
GEORGE WASHINGTON PKWY



George Washington Parkway



N WASHINGTON ST



N Washington Street, Alexandria



Function & Constructability of Metro

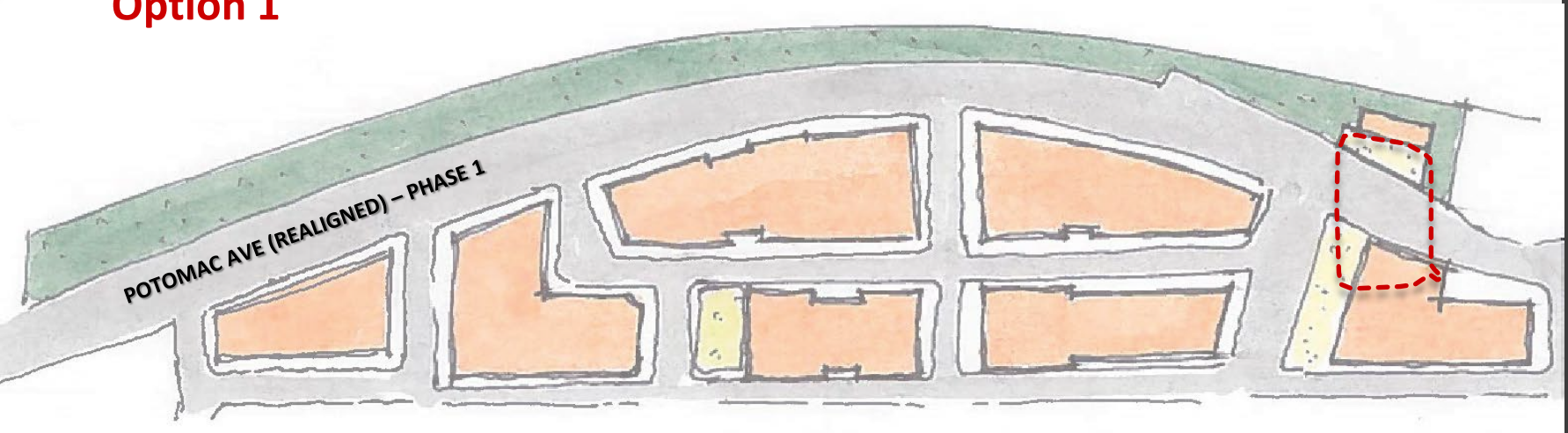
CONSTRUCTABILITY, TIMING, PHASING

Existing Conditions



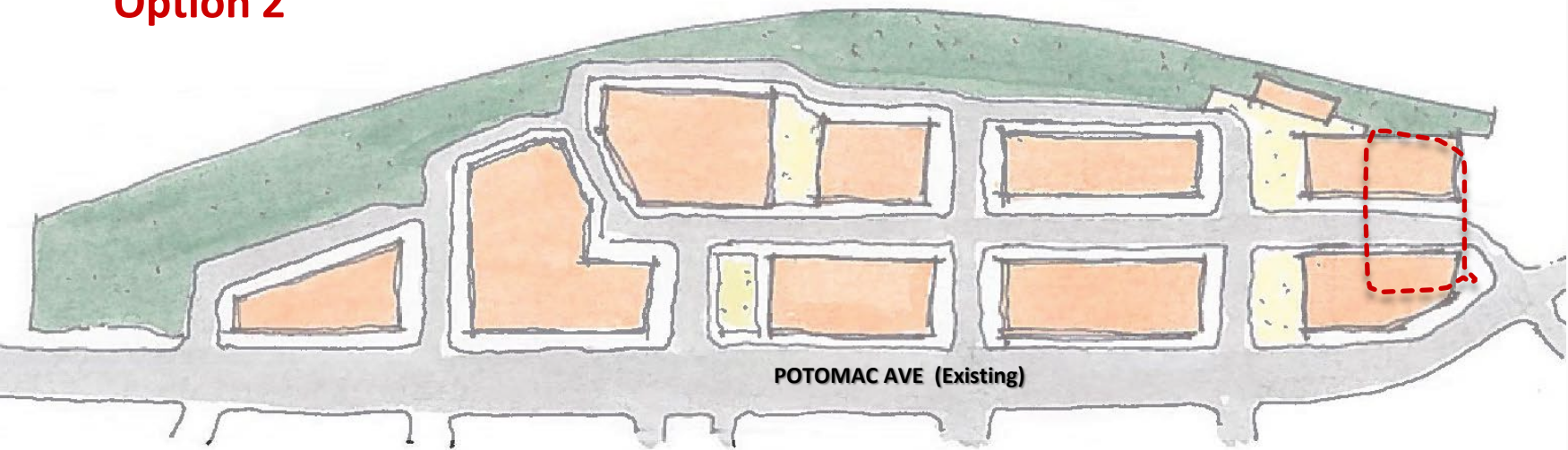
CONSTRUCTABILITY, TIMING, PHASING

Option 1



CONSTRUCTABILITY, TIMING, PHASING

Option 2



FRAMEWORK PLAN - STAFF ANALYSIS AND RECOMMENDATION

Staff Preferred Alternative - Option 2

- Creates active place around Metro that emphasizes pedestrians.
- Provides an additional ~1.5 acres of open space with increased programming opportunities.
- Better prioritizes pedestrians; creates a more urban system.
- Provides flexibility for continued study to reduce dimension and improve character of Potomac Ave in future phases.
- Increases bus rapid transit ridership capture by locating route within the development.
- Offers flexibility within street network for local bus circulation, drop-off/pick-up, staging, and lower operational risk.
- Development phasing does not inhibit constructability, phasing, and timing of Metro.

FRAMEWORK PLAN - STAFF ANALYSIS AND RECOMMENDATION

Staff Preferred Alternative - Option 2



NEXT STEPS/ PLAN REFINEMENT

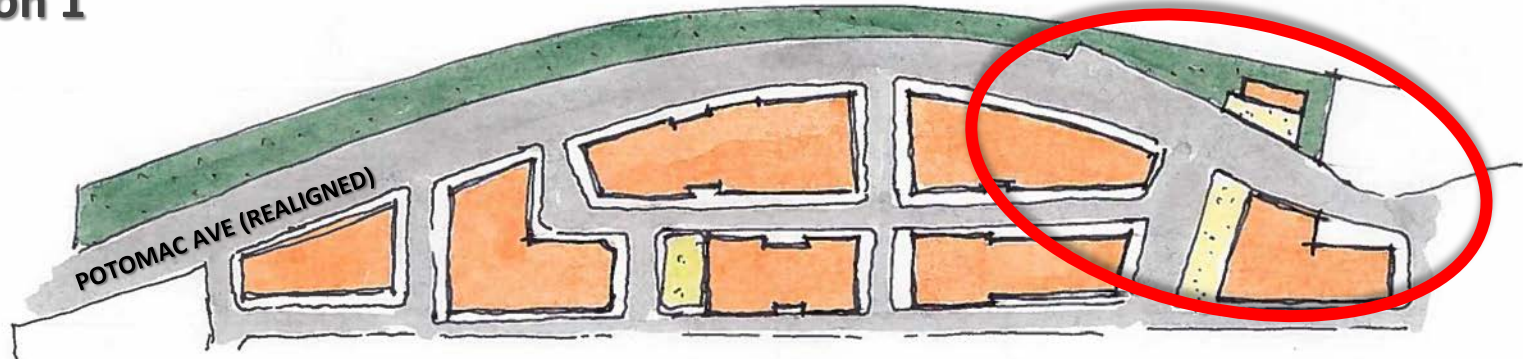
1. Establish intent and criteria to define the character and minimize future width of Potomac Avenue.
2. Design the open space at the metro plaza and Metro Square to be distinct, useable and memorable, and to relate to one another.
3. Provide guidance for programming of Potomac Yard Park.
4. Refine the design of the park road.
5. Address parking access and loading.
6. Ensure the plan appropriately addresses the remaining elements in the work program.



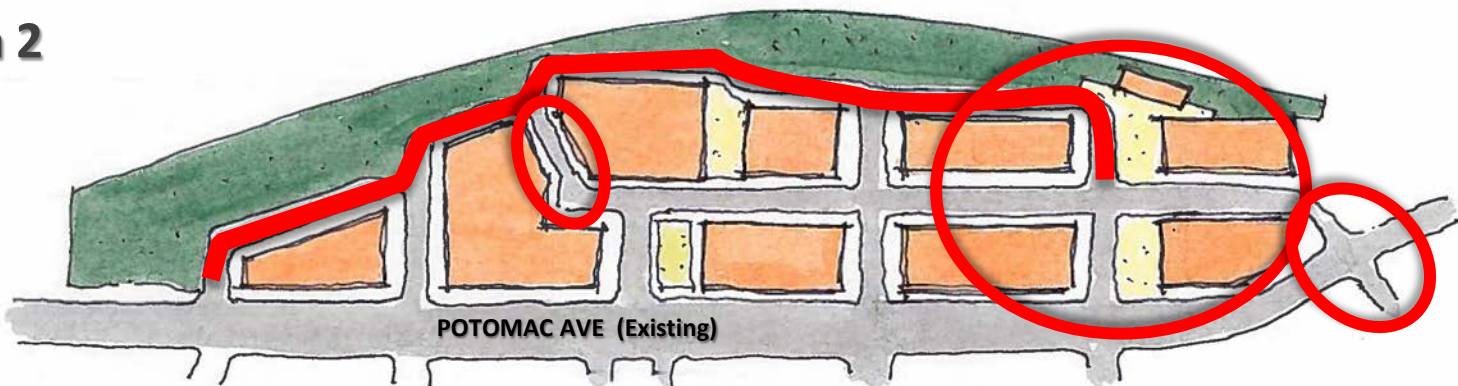
ADVISORY GROUP DISCUSSION

PLAN EVOLUTION TO DATE

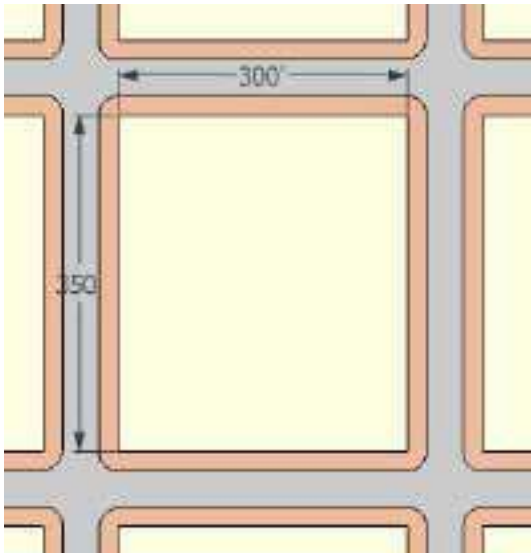
Option 1



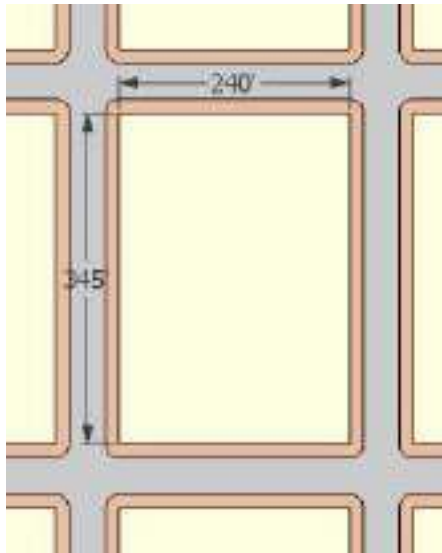
Option 2



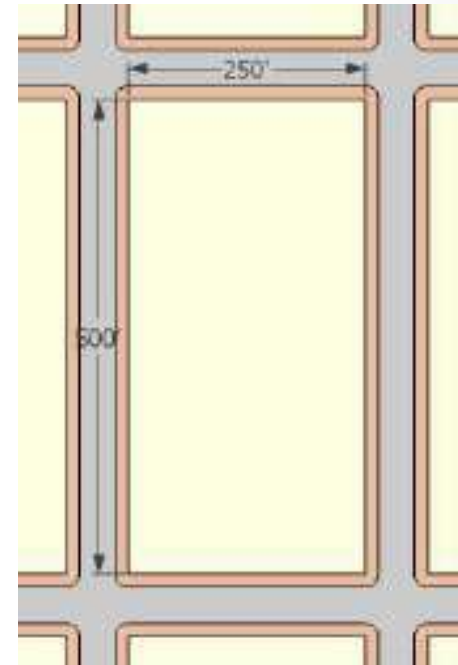
BLOCK SIZES



North Potomac Yard
(Generally)



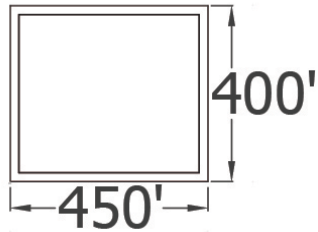
Old Town



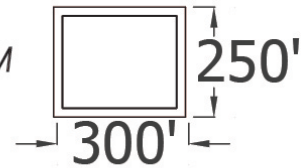
Del Ray

BLOCK SIZES

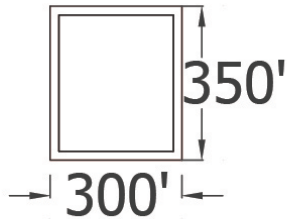
Charleston, SC



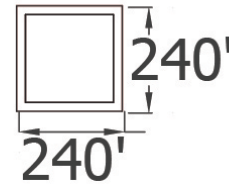
Santa Fe, NM



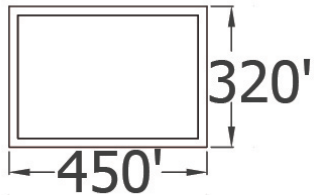
*Old Town
Alexandria, VA*



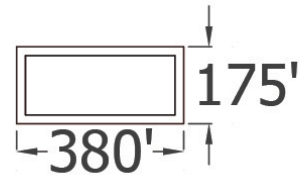
Portland, OR



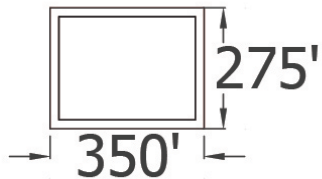
San Francisco, CA



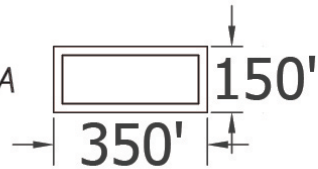
Baltimore, MD



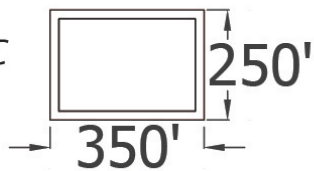
Annapolis, MD



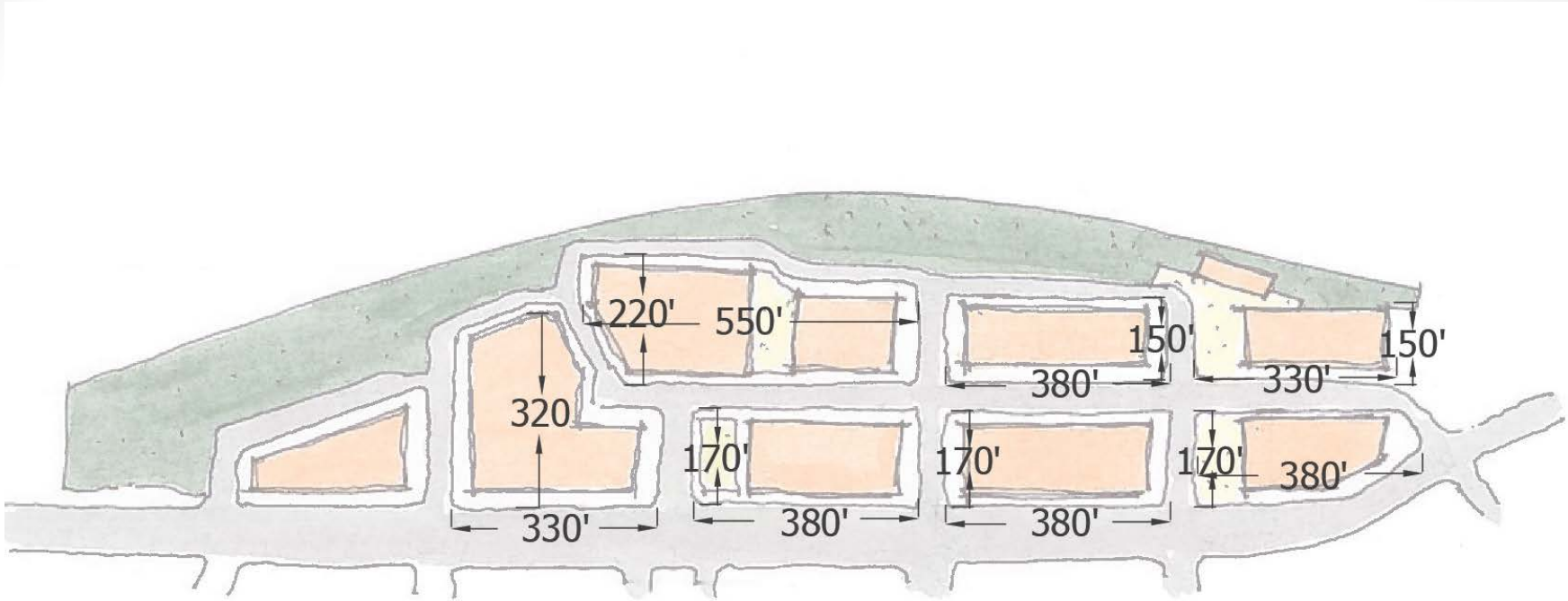
Savannah, GA



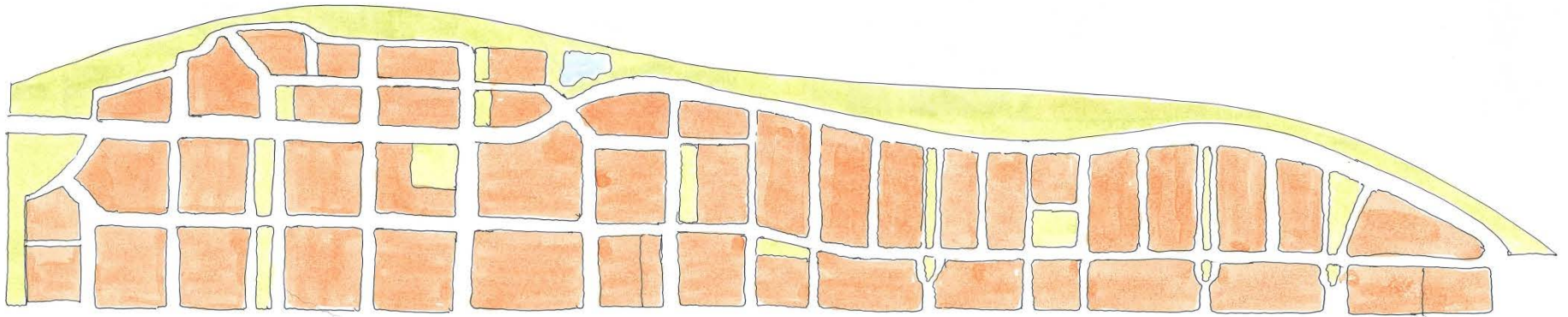
Washington, DC



BLOCK SIZES

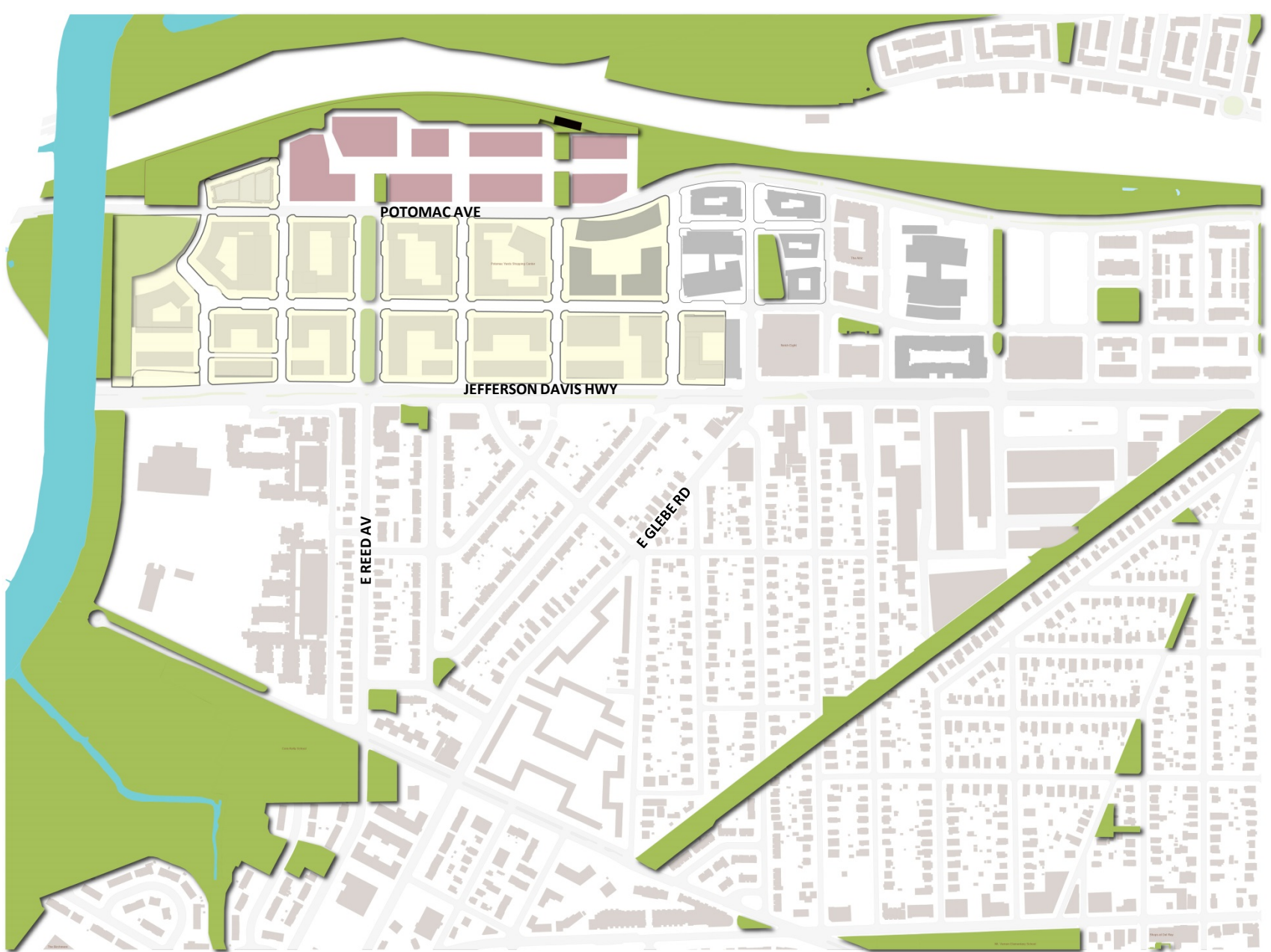


BLOCK SIZES

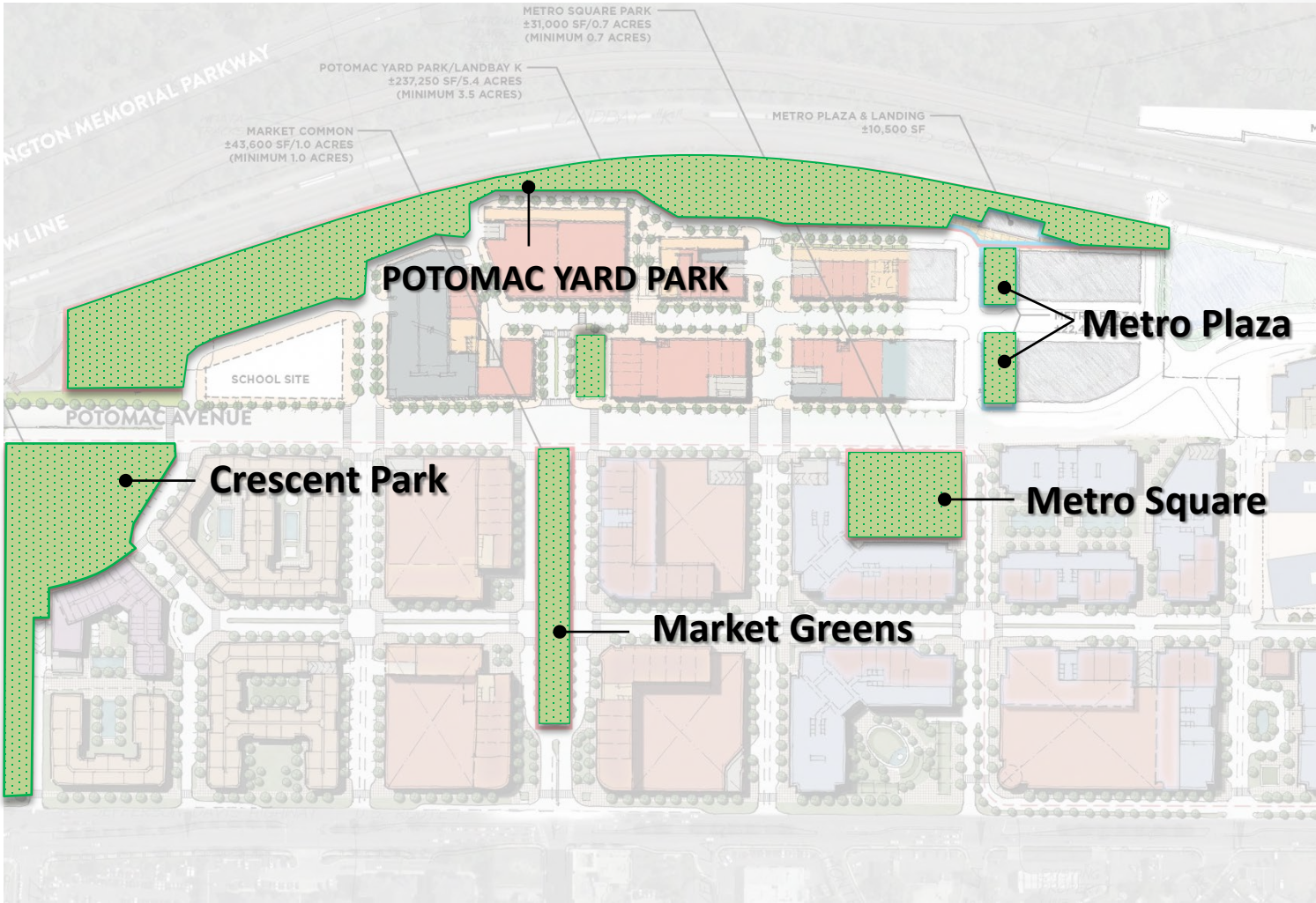


- Block variety throughout the entire Potomac Yard site

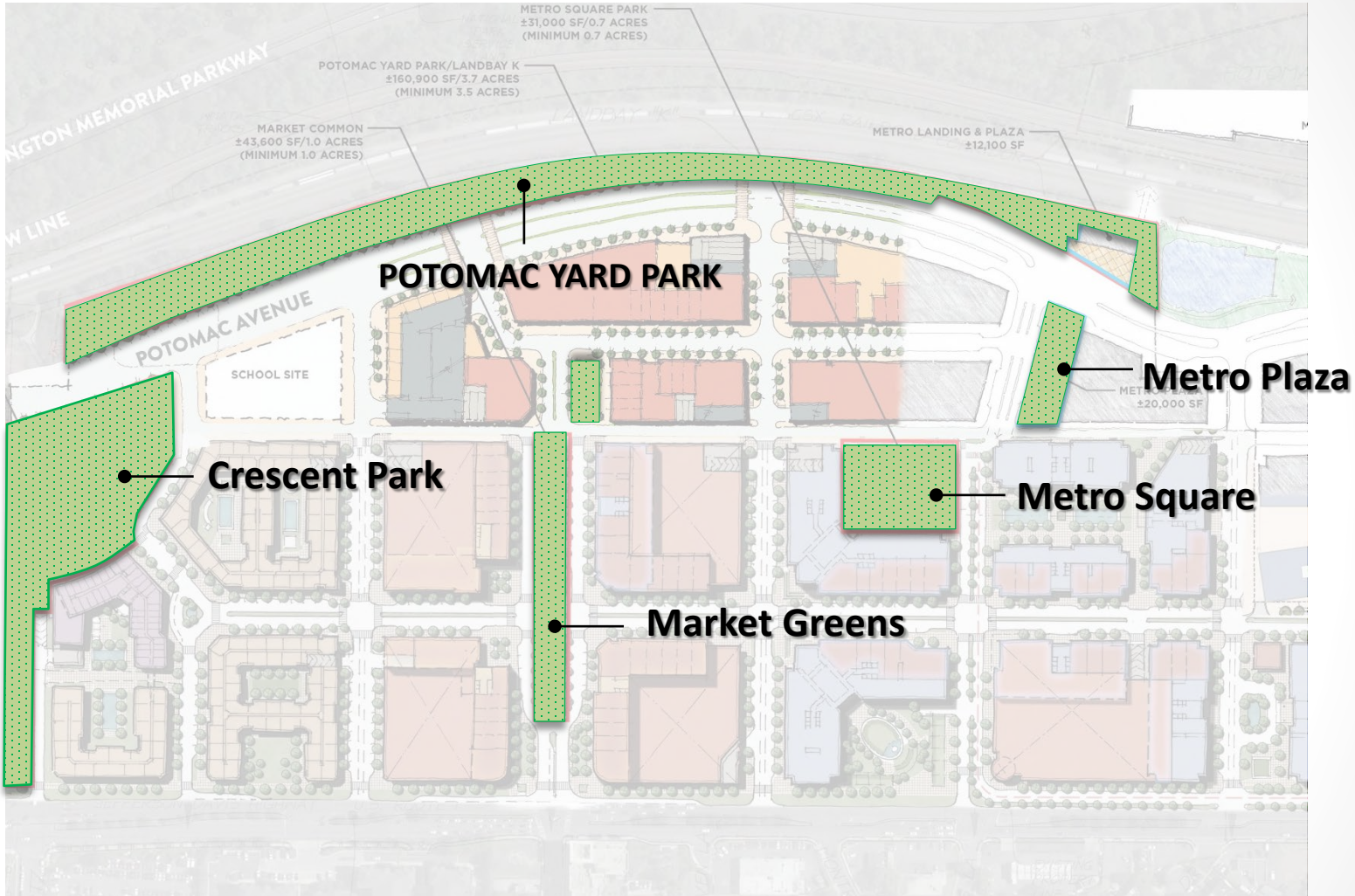
OPEN SPACE NETWORK – OPTION 2



OPEN SPACE NETWORK – OPTION 2



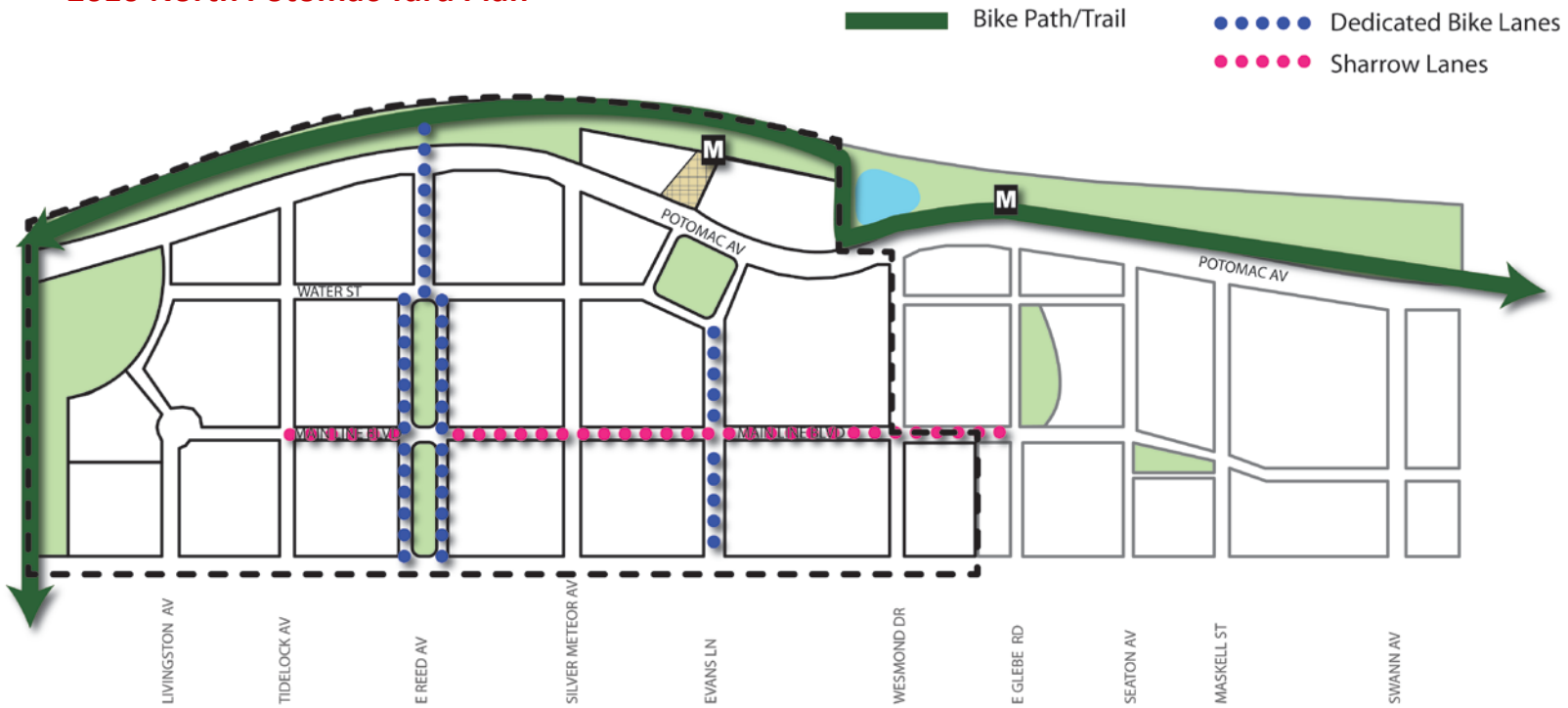
OPEN SPACE NETWORK – OPTION 1



Bike Circulation

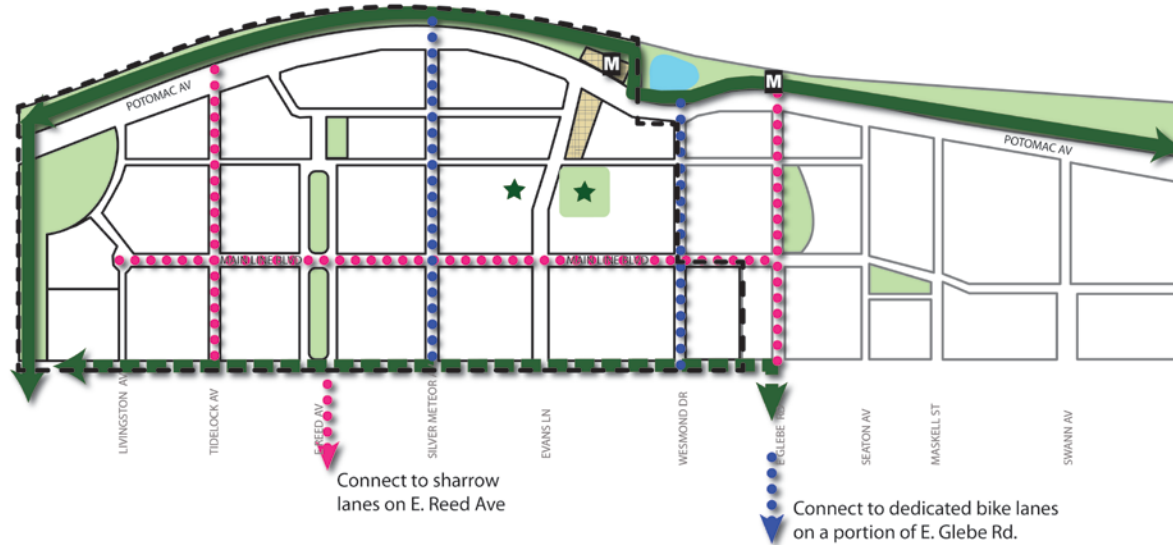
BICYCLE CIRCULATION ROUTES

2010 North Potomac Yard Plan

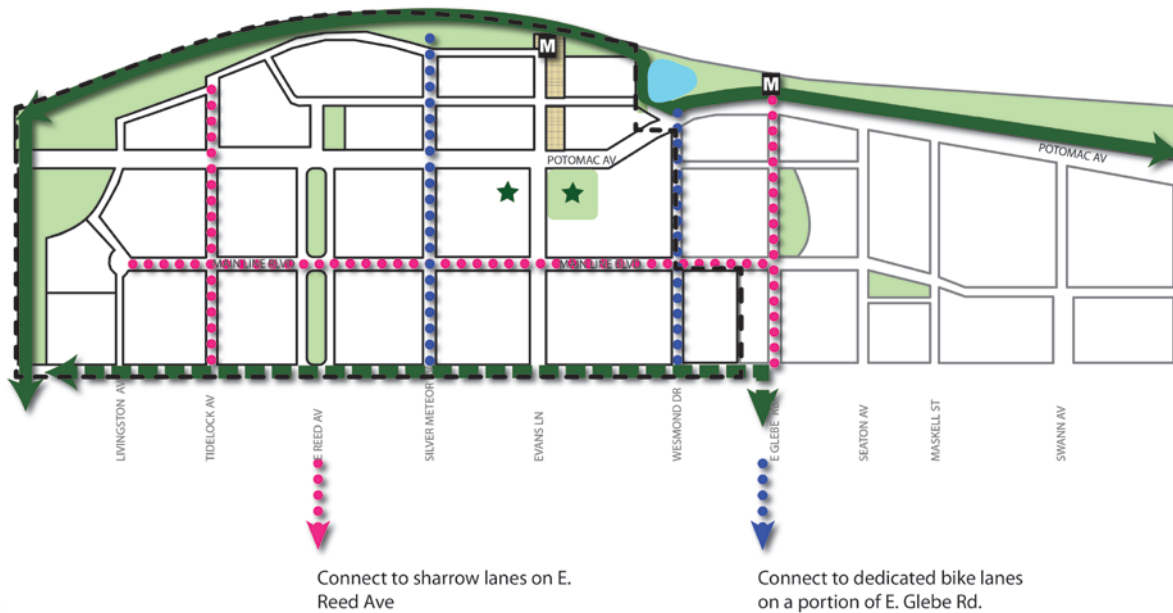


Option 1 Bicycle Circulation & Open Space

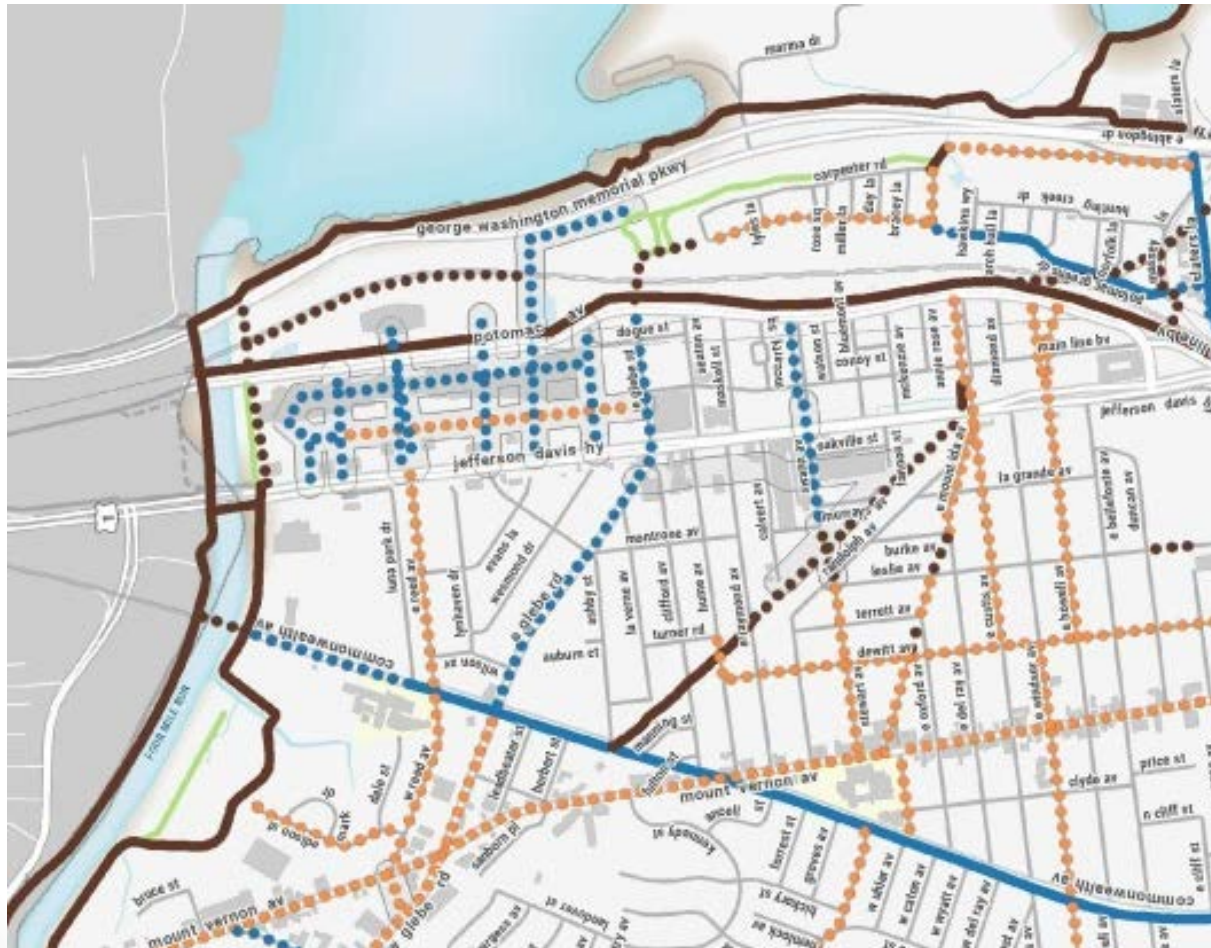
-  Bike Path/Trail
-  Potential Bike Path
-  Dedicated Bike Lanes
-  Sharrow Lanes



Option 2 Bicycle Circulation & Open Space



BIKE CIRCULATION (CONTEXT)



Existing Facilities

- Trail
- Unpaved Nature Trail
- Bike Lane
- Climbing Lane
- Shared Lane Markings

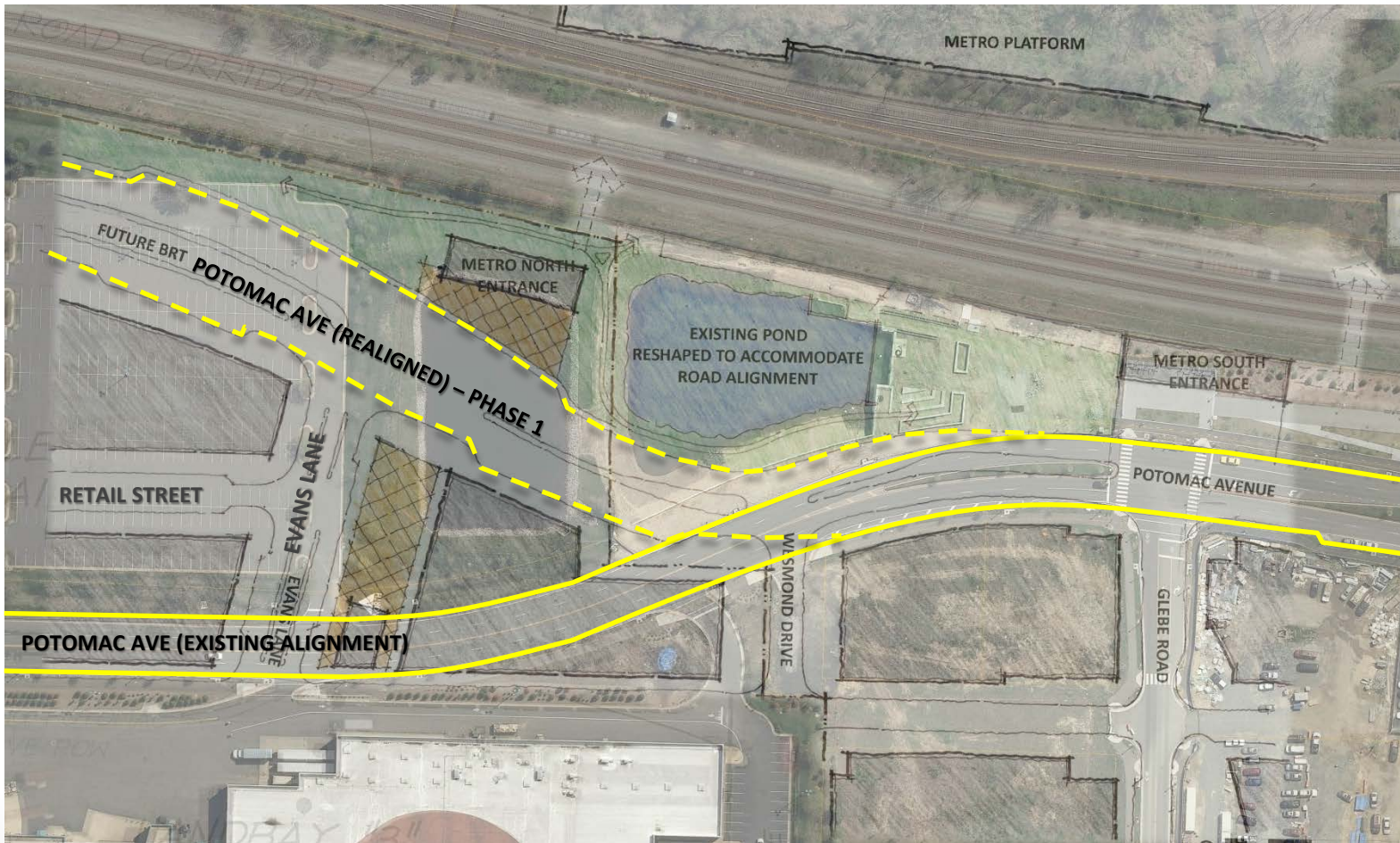
Bike Facility Group

- Trail
- Shared Roadway
- Enhanced Bicycle Corridor



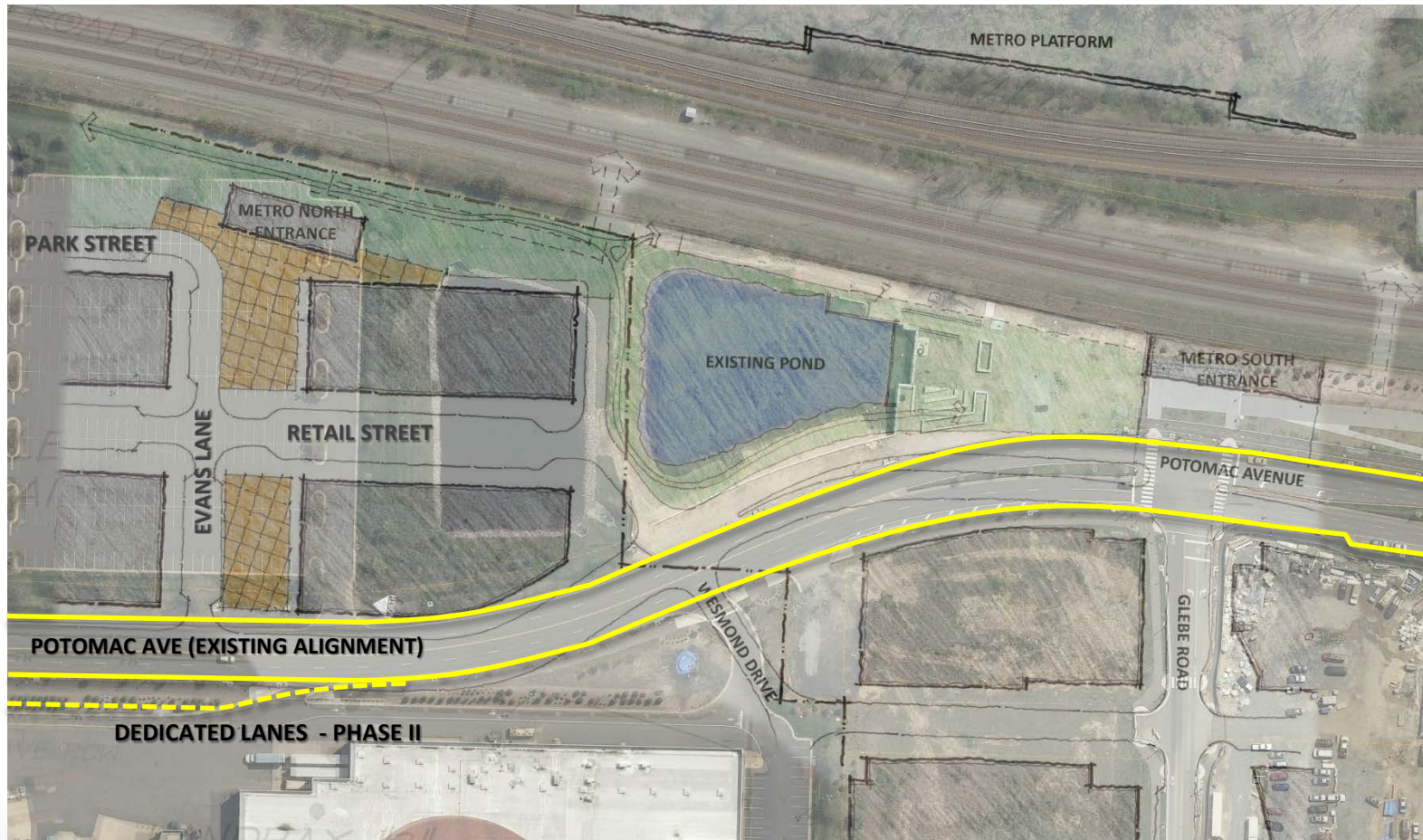
POTOMAC AVE/BRT PHASING

Option 1



POTOMAC AVENUE/BRT PHASING

Option 2



COMMENTS

South entrance → less distance on bridge
 North entrance → least overlap, most efficient use
 2N → seems like a good paid experience → temporary
 1 → Potomac is very wide
 2N → minimizes width of street
 → saves pedestrian space
 2S → outwards relationship to everything else
 1 → difficult paid experience getting across Potomac so very wide
 → further apart, more office workers
 2N → provides good access when Metro = RT
 1 → yes, closer to RT, but concept could be w/ some pedestrian xing down
 like idea of RT dropping off more central to development
 1 + 2S → like park next to plaza

2S → feels like a better way coming off metro
 2N → sensory experience like way buildings wrap
 1 → Metro seems isolated across Potomac Ave
 → what about bridging across Potomac Ave? leaving Metro on southeast west side of Potomac Ave?
 fundamental question → what do we want Potomac Ave to be?
 People will continue to use Potomac Ave → design it better how wide? narrow it is

Retail as a destination as you exit/enter the station
 2N → option to connect to the park
 nice urban room good visibility coming in
 1 → plaza could be done well
 2S → ability to circulate vehicles
 2N → a little issue of whether there is something to see coming down middle street

