

Potomac Yard Metrorail Station

Master Plan Amendment #2016-0001

Rezoning #2016-0001

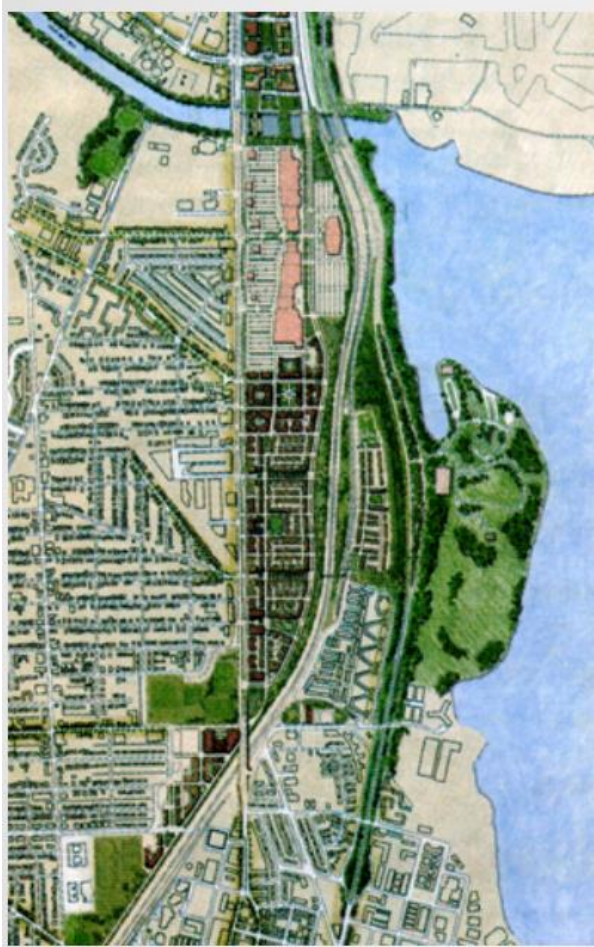
DSUP#2016-0004

DSUP#2016-0005

DSUP#2016-0006



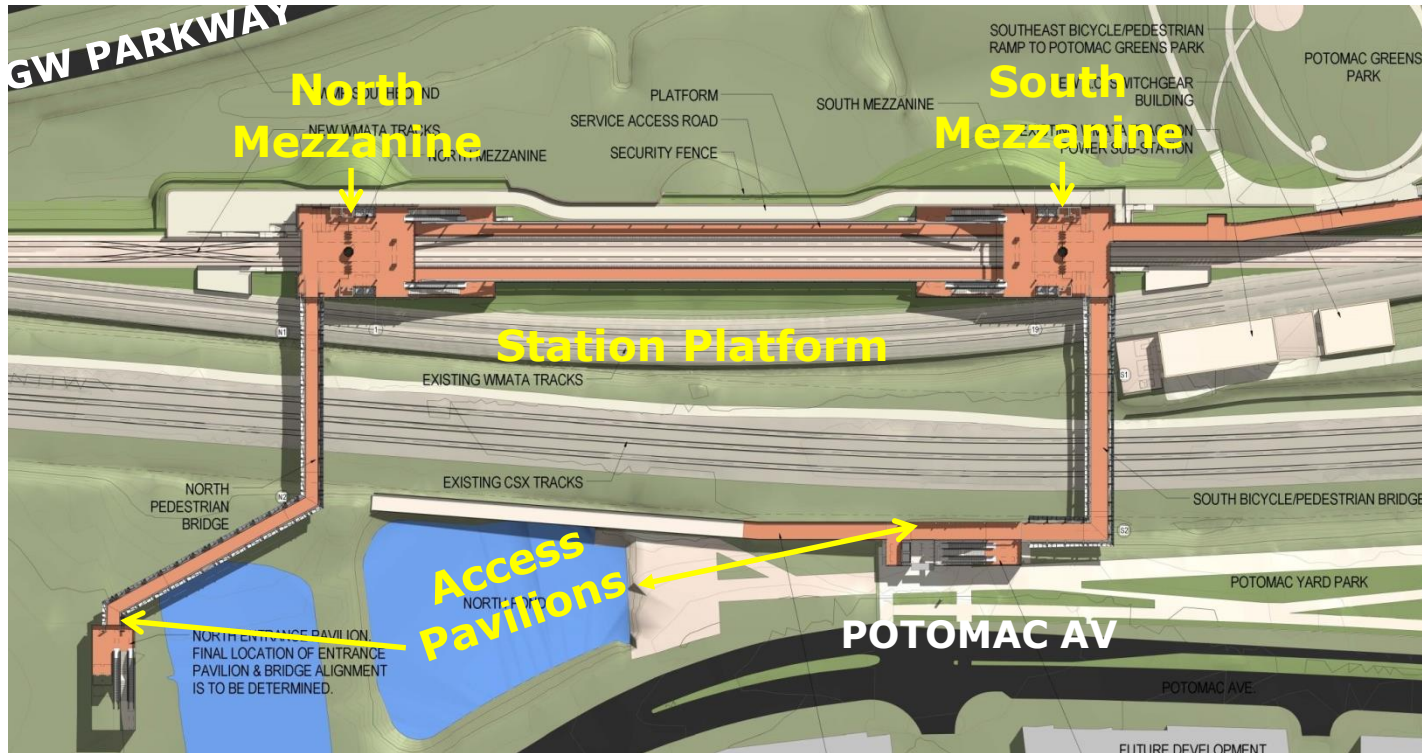
Potomac Yard – context



project location



project description



- Approximately 124,000 gross square feet
- Access to station provided on both sides of tracks
- Two access pavilions on Potomac Yard side of tracks

applications and requests

- **Master Plan Amendment Request:**

- Amendment to Land Use Map within Potomac Yard/Potomac Greens Small Area Plan
- Changing land use designation of Metrorail Station site from CDD-Coordinated Development District to UT-Utility Zone

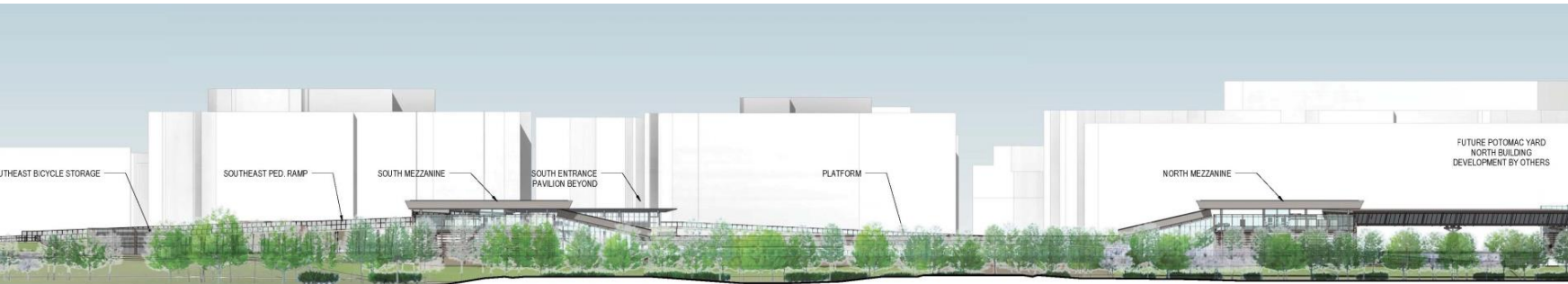
- **Rezoning request:**

- Current Zone: CDD#10– Coordinated Development District
- Proposed Zone: UT – Utility Zone, with proffer

applications and requests

- **Development Special Use Permits:**
 - DSUP2016-0004: DSUP for Metrorail Station
 - Includes:
 - Subdivision
 - SUP to allow FAR up to 0.5 in the UT Zone
 - SUP to allow height up to 50 feet in the UT Zone
 - DSUP2016-0005: Amendment to existing DSUP for Potomac Greens Park
 - DSUP2016-0006: Amendment to existing DSUP for Potomac Yard Park

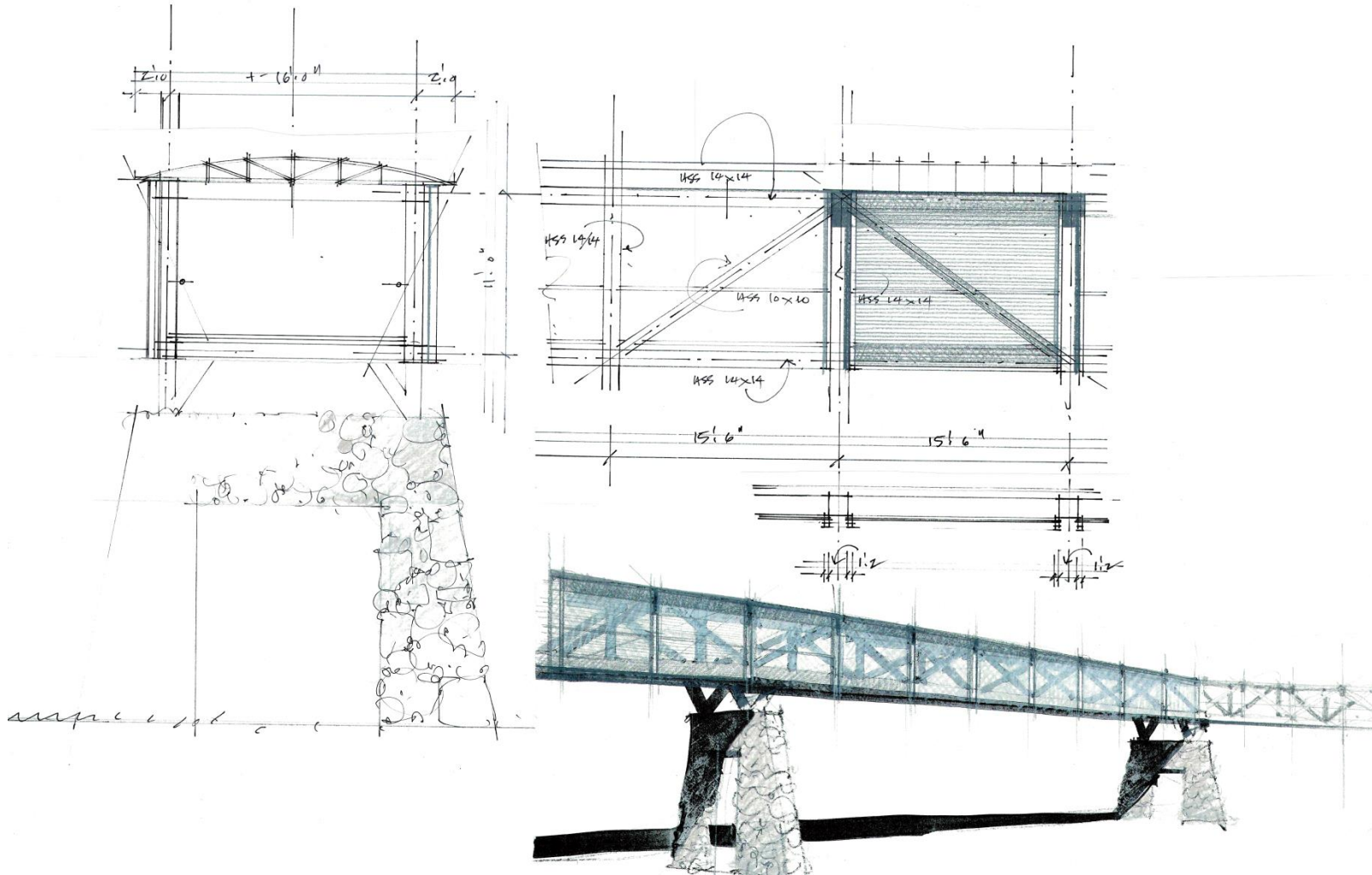
station design from the parkway



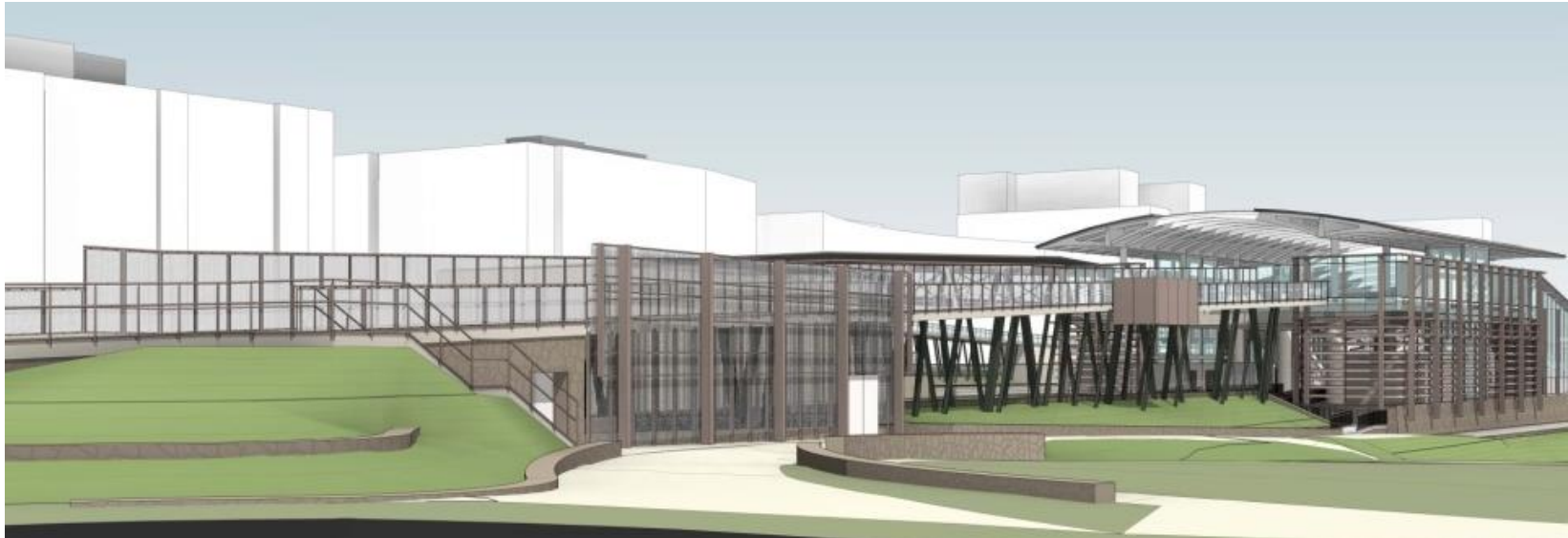
View from Parkway (without vegetation)

View from Parkway (with vegetation)

truss and bridge supports



east ramp access – potomac greens drive



Potomac Yard Metrorail Station



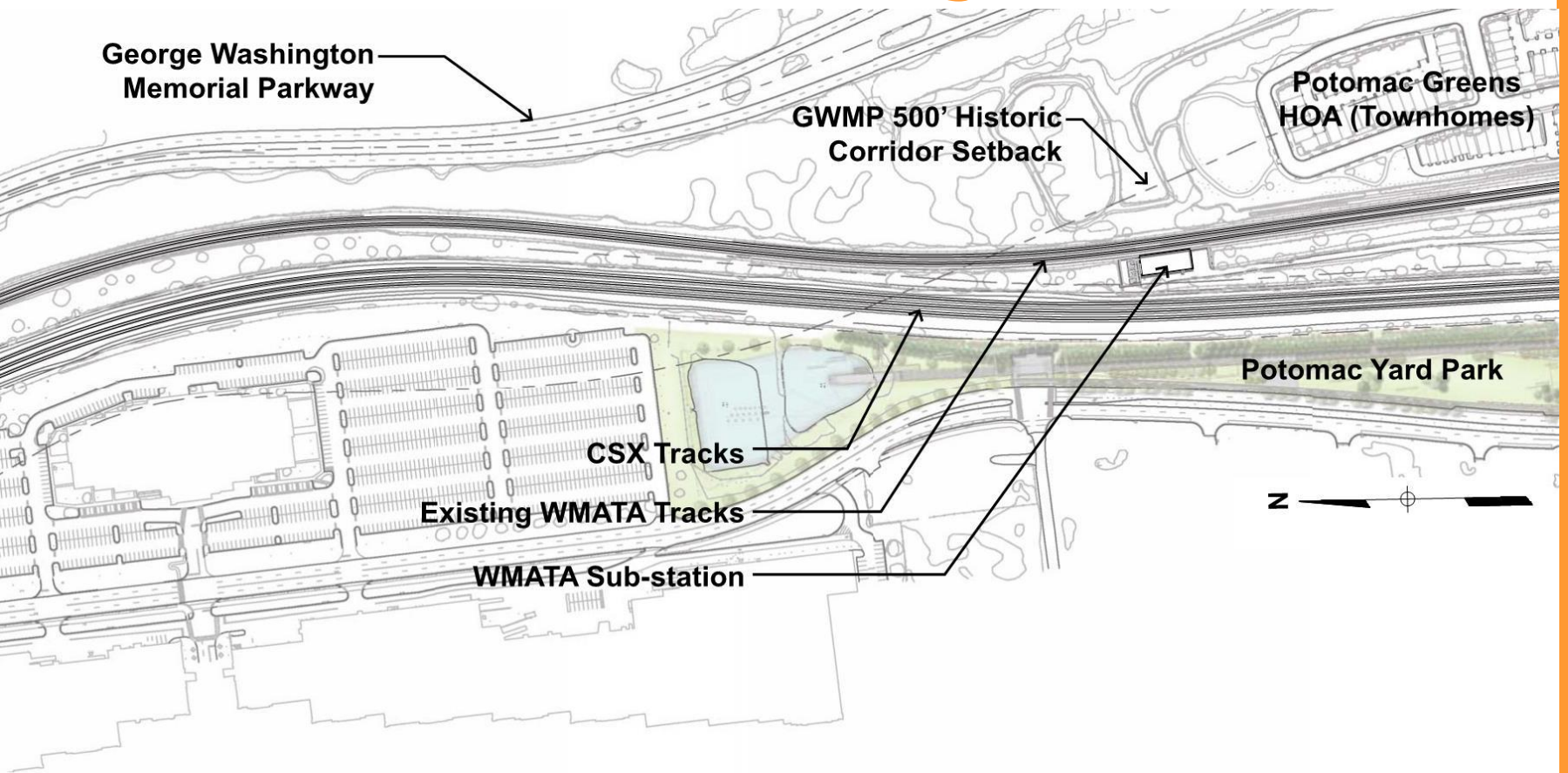
access pavilions – west side



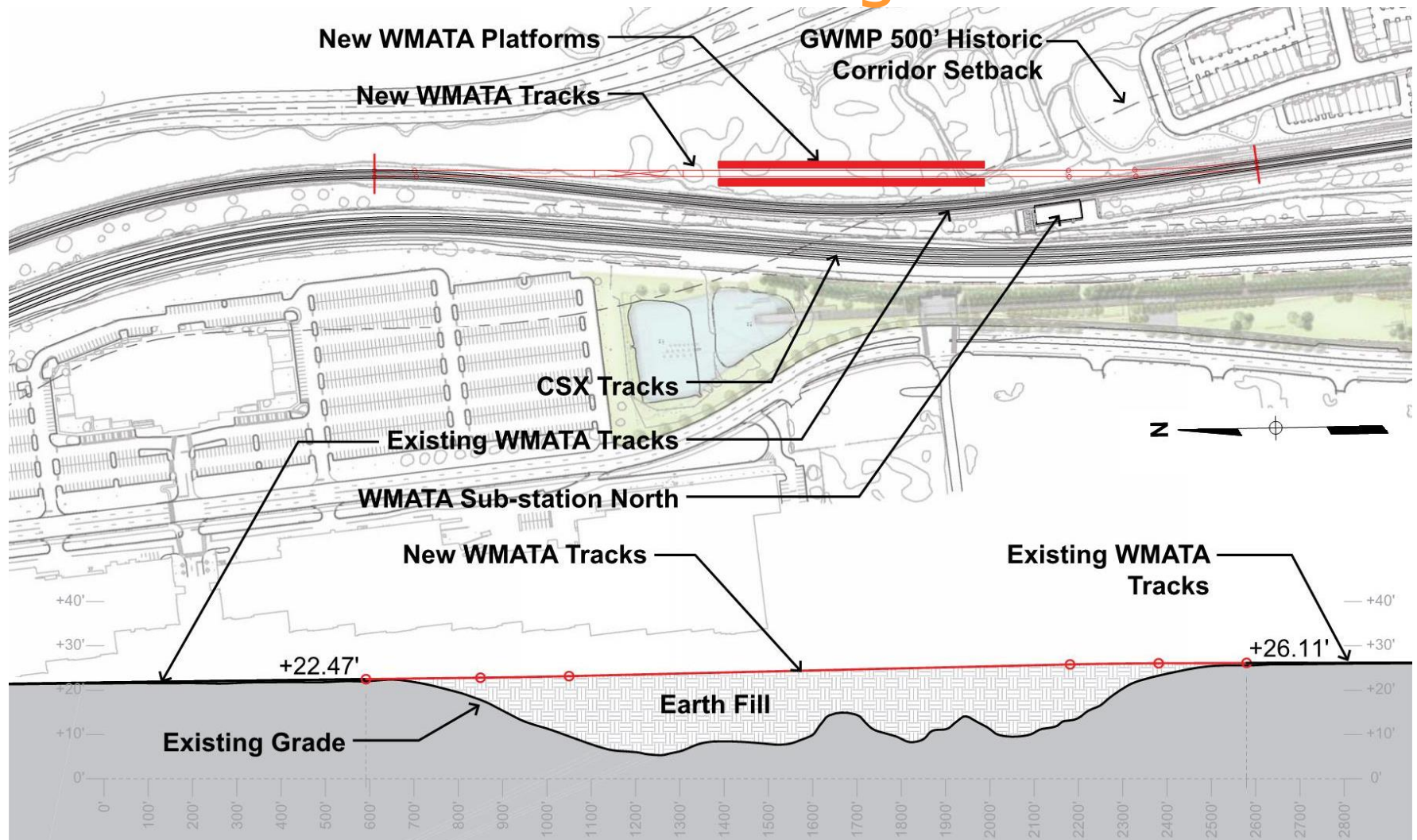
access pavilions and ramp – west side



context of station design – existing conditions



context of station design – track geometry side platform

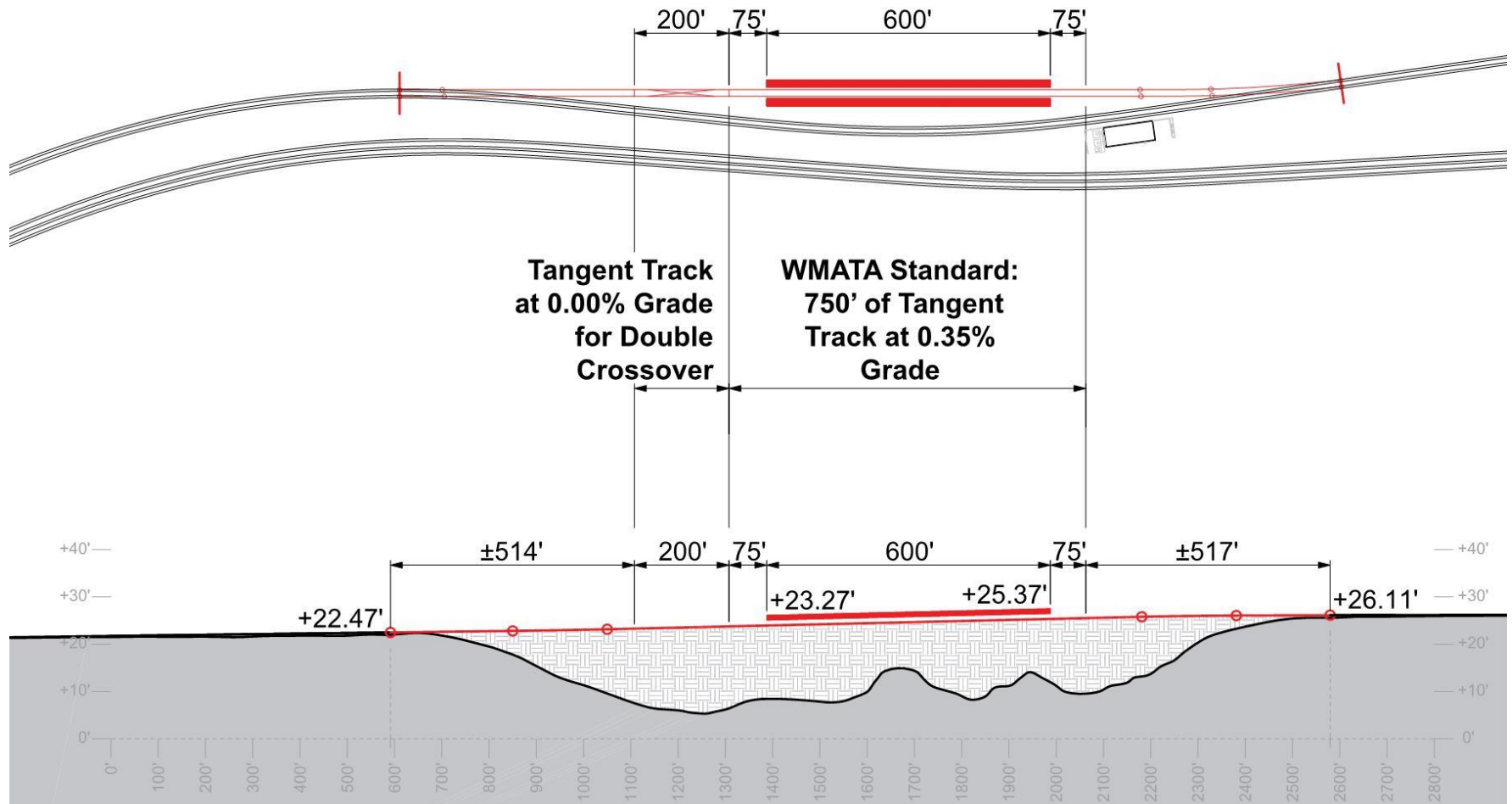


Notes:

1. Section looking East through centerline between inbound and outbound tracks.
2. Elevations are based on the NAVD 88 survey datum and are measured to Top of Rail.



context of station design – track geometry side platform

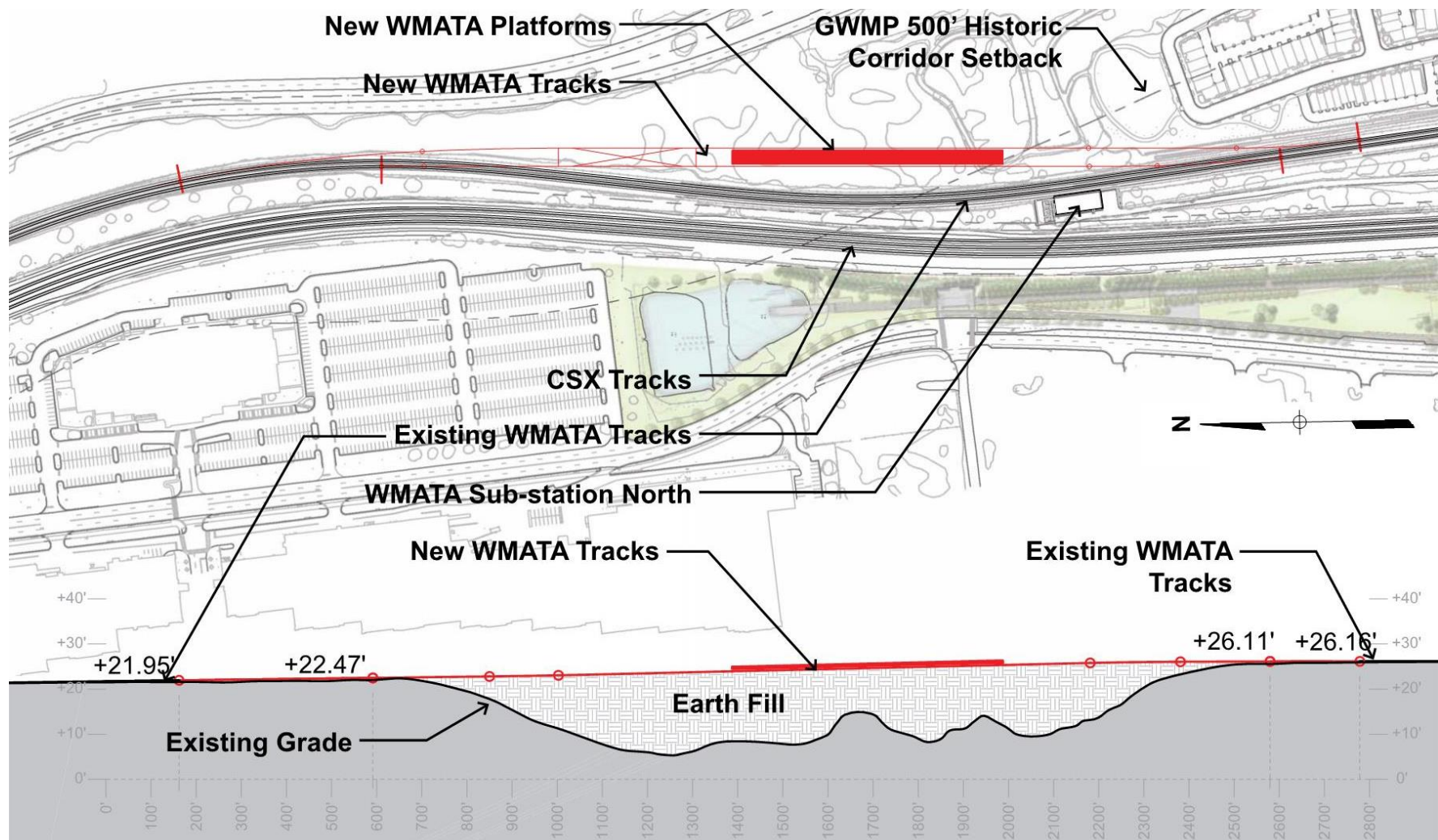


Notes:

1. Section looking East through centerline between inbound and outbound tracks.
2. Elevations are based on the NAVD 88 survey datum and are measured to Top of Rail.



context of station design – track geometry center platform

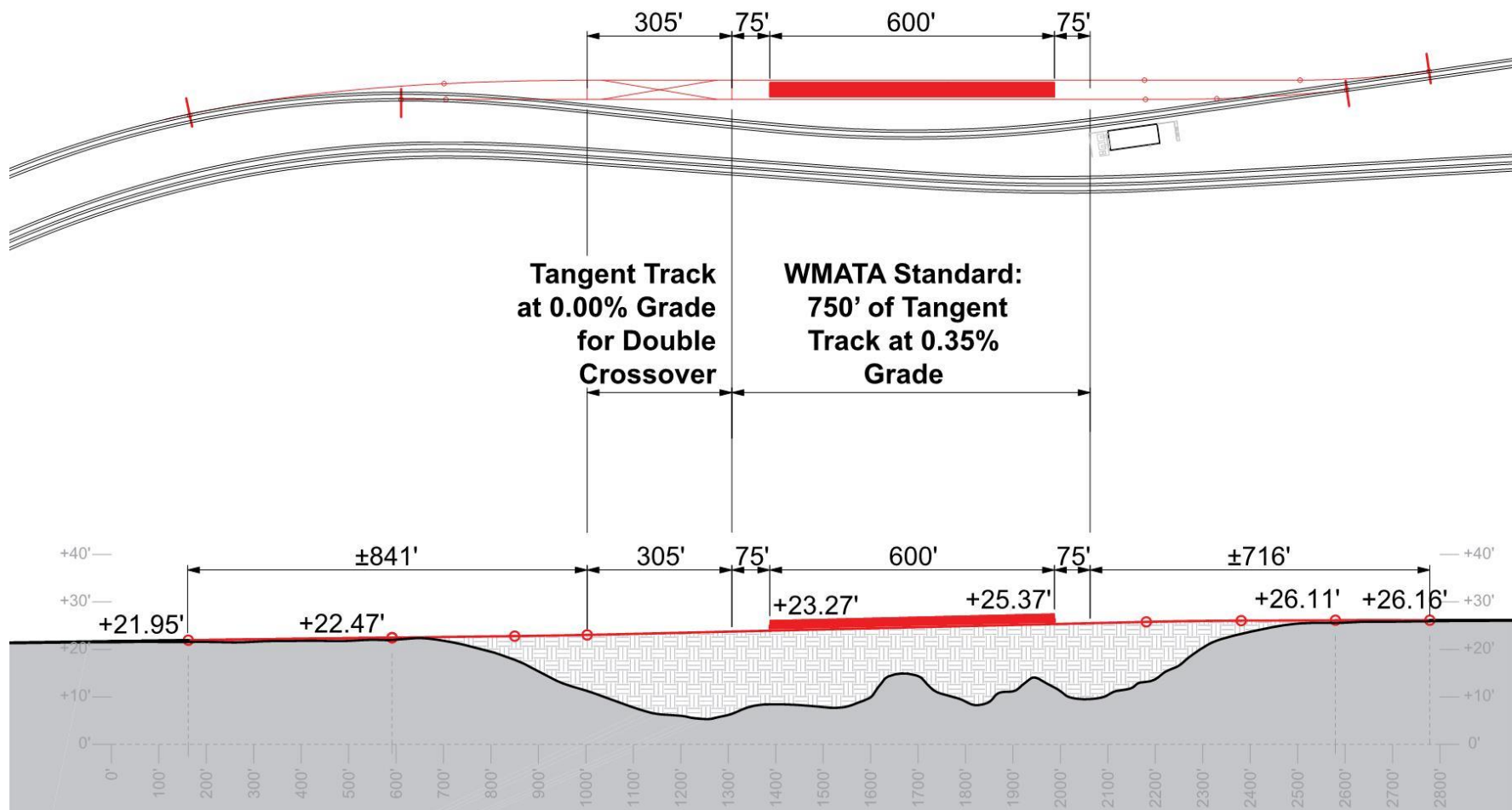


Notes:

1. Section looking East through centerline between inbound and outbound tracks.
2. Elevations are based on the NAVD 88 survey datum and are measured to Top of Rail.



context of station design – track geometry center platform



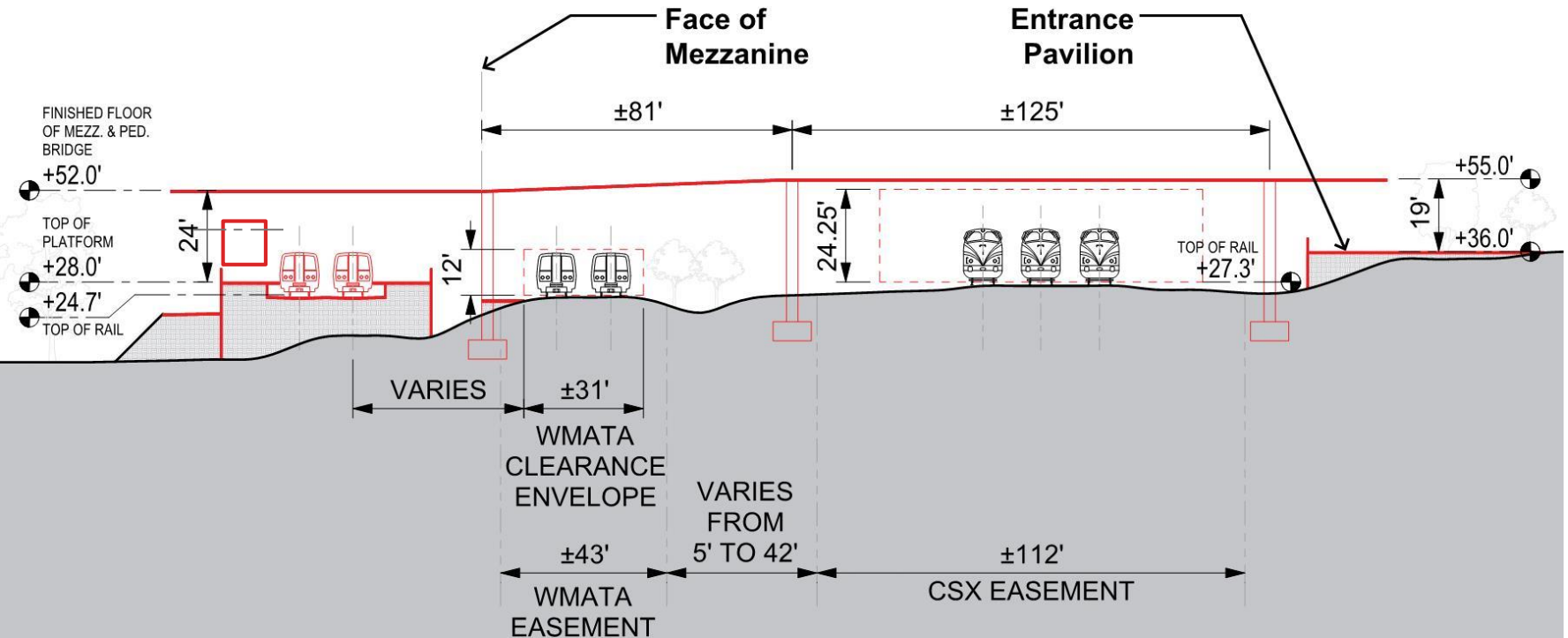
Tangent Track at 0.00% Grade for Double Crossover

WMATA Standard: 750' of Tangent Track at 0.35% Grade

- Notes:
1. Section looking East through centerline between inbound and outbound tracks.
 2. Elevations are based on the NAVD 88 survey datum and are measured to Top of Rail.



context of station design – bridges and mezzanines

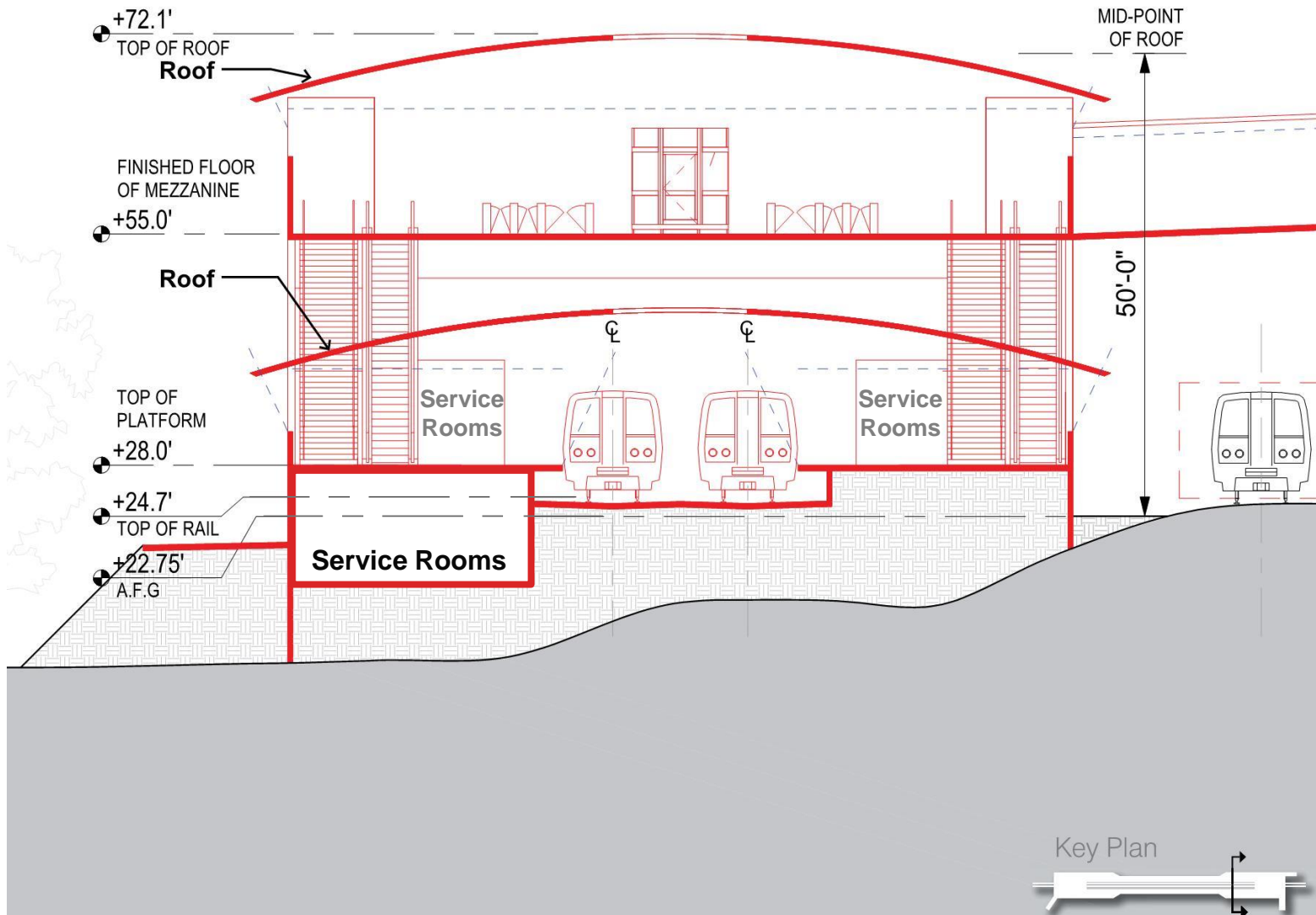


Notes:

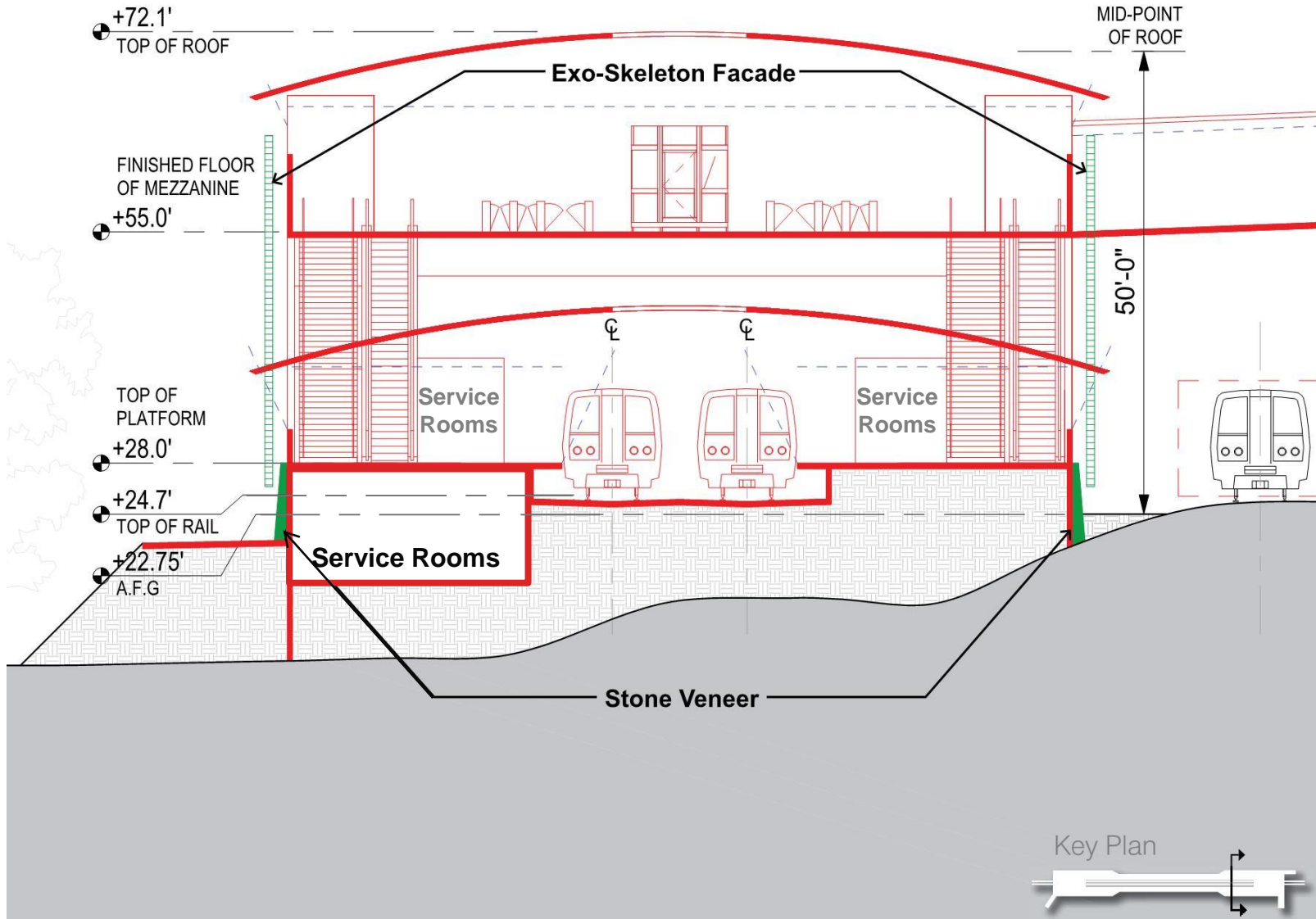
1. The Pedestrian Bridge must clear the required CSX Track Clearance Envelope of $24.25'$ above the top of rail.
2. The Pedestrian Bridge columns & footings are placed outside of the CSX Easement dictating bridge span length.
3. The finished floor elevation of the Mezzanine is controlled by the finished floor elevation of the Pedestrian Bridge.



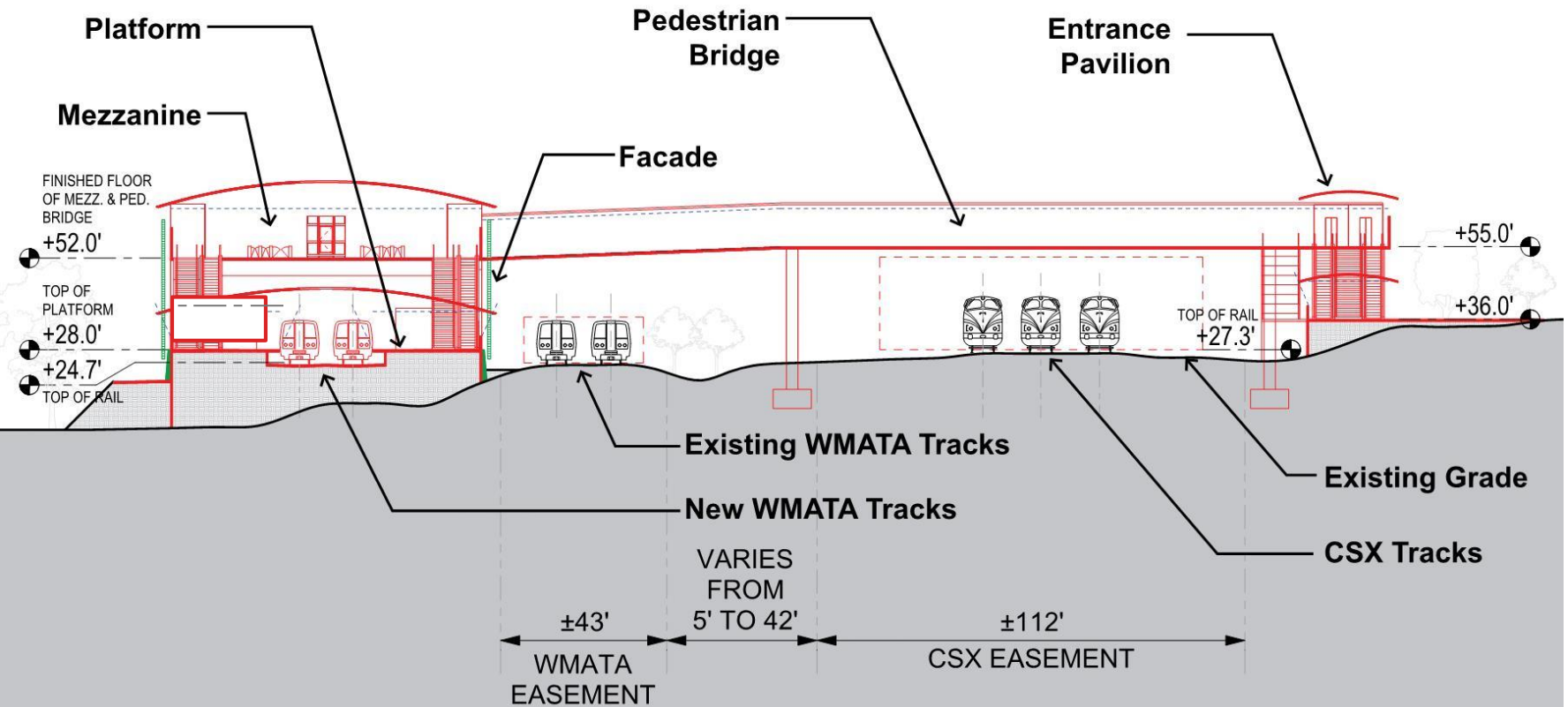
context of station design – roofs



context of station design – façade



context of station design – cross section with façade

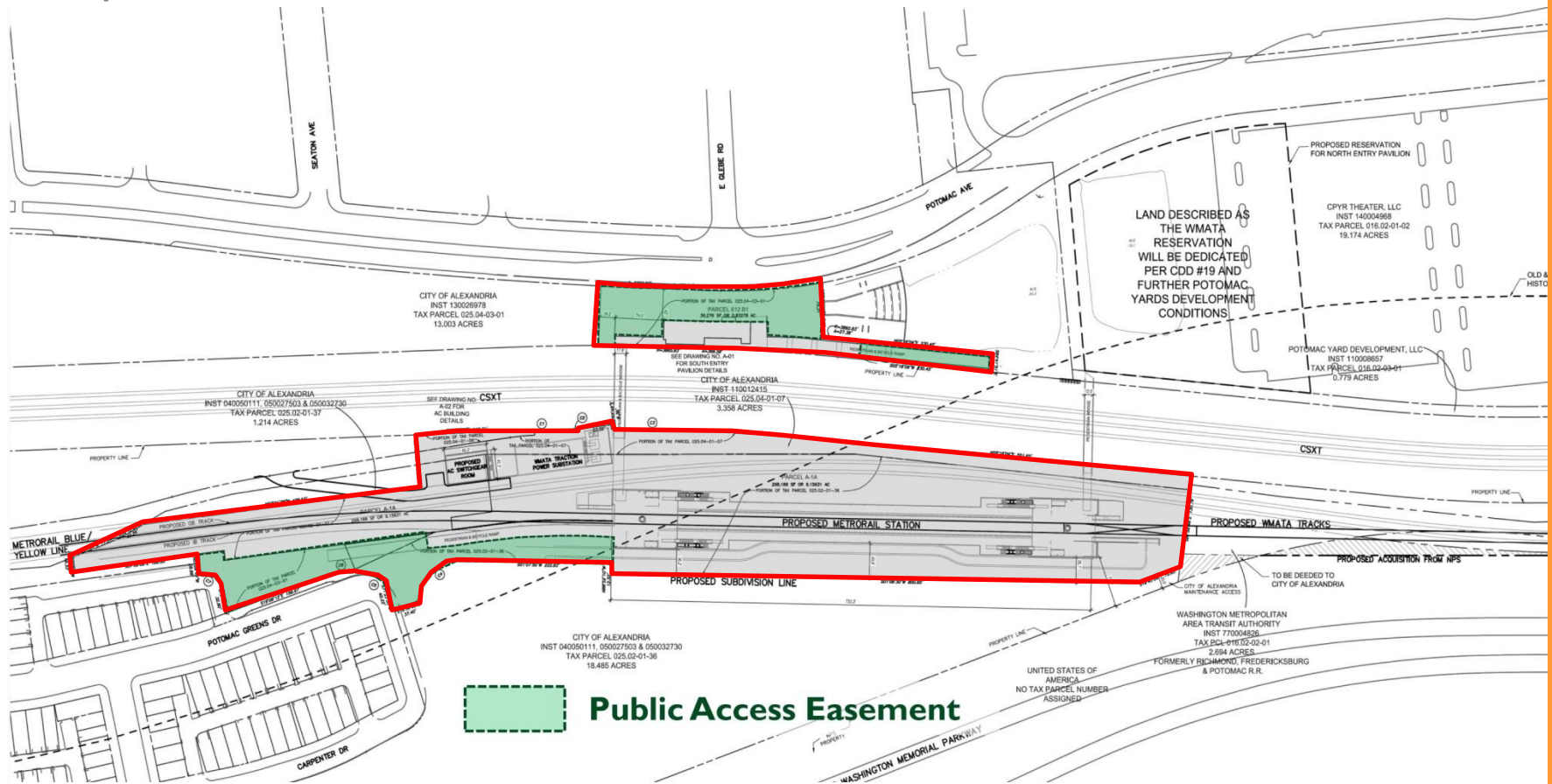


Key Plan



subdivision and easements

- Creating 2 WMATA parcels with public access easements in park areas



community outreach (since June 2015)

Neighborhood/Civic Association Meetings:

- Potomac Greens, August 18, 2015
- Potomac Yard, August 27, 2015
- Old Town Greens, September 3, 2015
- Lynhaven, May 2, 2016
- NOTICe, May 9, 2016
- Northeast, May 11, 2016
- Del Ray, May 11, 2016
- Chamber of Commerce, May 17, 2016
- Federation of Civic Associations, May 25, 2016
- Potomac Greens/Old Town Greens, May 25, 2016
- Potomac Yard, May 25, 2016

PYMIG:

- **8** meetings (Sep 2015 – May 2016)

Community Meetings:

- **2** meetings (April 2016 – May 2016)

Environmental Policy Commission:

- **1** meeting (May 2016)

Potomac Yard Design Advisory Committee:

- **1** meeting (May 2016)

Transportation Commission:

2 meetings (Nov 2015 – May 2016)

Board of Architectural Review (BAR):

6 meetings (Nov 2015 – May 2016)

Planning Commission:

3 meetings (Dec 2015 – Jun 2016)

City Council:

10 meetings (Sep 2015 – Jun 2016)

Park and Recreation Commission:

7 meetings (Oct 2015 – May 2016)

Open House:

2 meetings (May 2016 – Jun 2016)

Farmers Markets + Earth Day:

4 meetings (May 2016 – Jun 2016)

Total # of public meetings in the past year:

57

primary community comments

- Special Tax District
- Parking
- Pedestrian Bridge, Location, Access
- Construction Impacts
- Station Related Noise

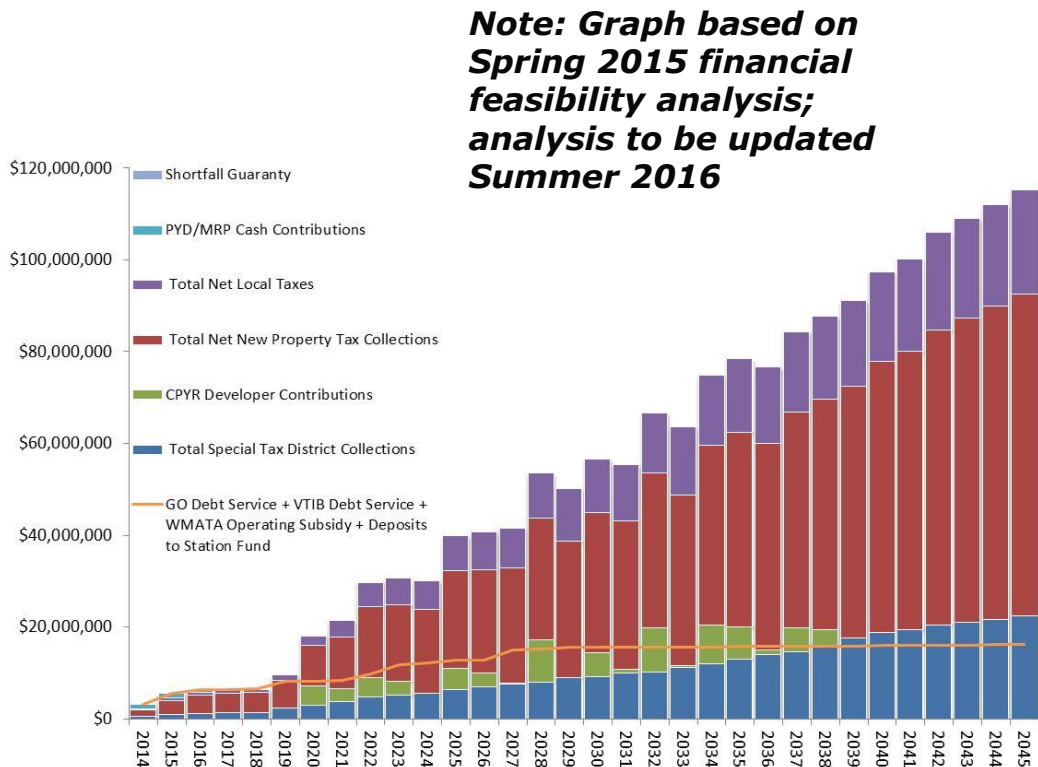


funding and financial feasibility

Sources for Station Construction

Sources	Amount of Funds (millions)
TIFIA Loan	\$ 88.0
NVTA Funds	\$ 69.5
VTIB Loan	\$ 50.0
General Obligation Bonds	\$ 35.6
TIGER Grant	\$ 20.0
Other Sources	\$ 5.0
TOTAL	\$ 268.1

- *TIFIA: Transportation Infrastructure Finance and Innovation Act*
- *NVTA: Northern Virginia Transportation Authority*
- *VTIB: Virginia Transportation Infrastructure Bank*
- *TIGER: Transportation Investments Generating Economic Recovery*



parking

- **Street Parking:** Implement Residential Parking Permit Program or parking restrictions
- **Vehicular Access:** The Potomac Yard Metrorail Station is planned as an urban station with no designated off-street parking facilities



pedestrian bridge

Hours of Operation

	Bridge Open 24/7	Bridge hours align with station hours
Community Concerns	Security	Access
Maintenance Responsibilities	City \$265K/yr + \$410K/10yrs + \$315K/15yrs	WMATA
Hours of Operation	24/7	Closed: 12AM-5AM Mon-Fri 3AM-7AM Sat-Sun



construction management

Concerns	Potential Mitigation
Construction traffic & parking	Restrict hours Inspector presence Bus workers Secure site
Contaminated soils	Testing of materials prior to removal Ensure proper handling
Traffic circle	Install traffic calming measures
Construction noise	Noise mitigation
Night work	Provide advance notice Minimize frequency
Potential impacts to properties	Pre-Construction home inspections
Temporary loss of amenities	Work with community to relocate
Security concerns during and after construction	Secure construction site Secure Access when station closes



station related noise

- A noise assessment is required as a condition of DSUP approval

Condition #74 (DSUP2016-0004)

A detailed and comprehensive noise assessment shall be conducted as part of the final design when the station features are finalized, and potential noise sources from the station structure including the station public address announcements system, shall be evaluated and mitigation measures shall be developed, as appropriate. This assessment and the proposed mitigation measures shall be submitted to the City for review and approval.



next steps



- Finalize the environmental process – Records of Decision (ROD)
- Design Build Process
- Final design approval by the OHAD Board of Architectural Review (BAR)
- Construction timing



QUESTIONS?

For more information, visit:
www.alexandriava.gov/PotomacYard

opening day rendering



Potomac Yard Metrorail Station



opening day rendering



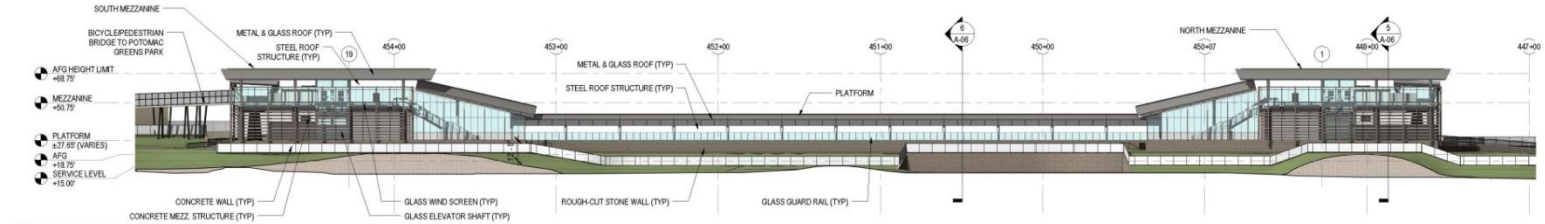
Potomac Yard Metrorail Station



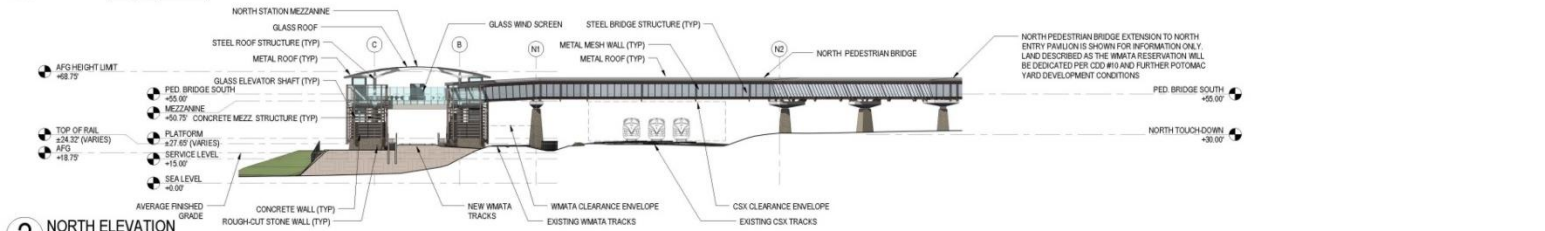
design precedent



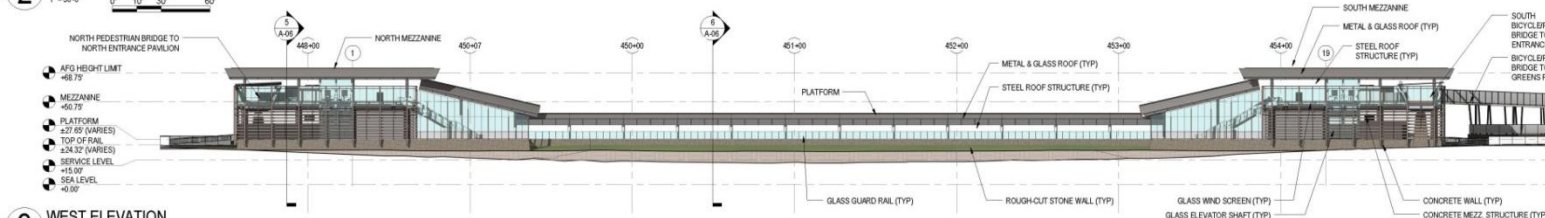
elevations



1 EAST ELEVATION
1" = 30'-0"
0' 10' 30' 60'



2 NORTH ELEVATION
1" = 30'-0"
0' 10' 30' 60'



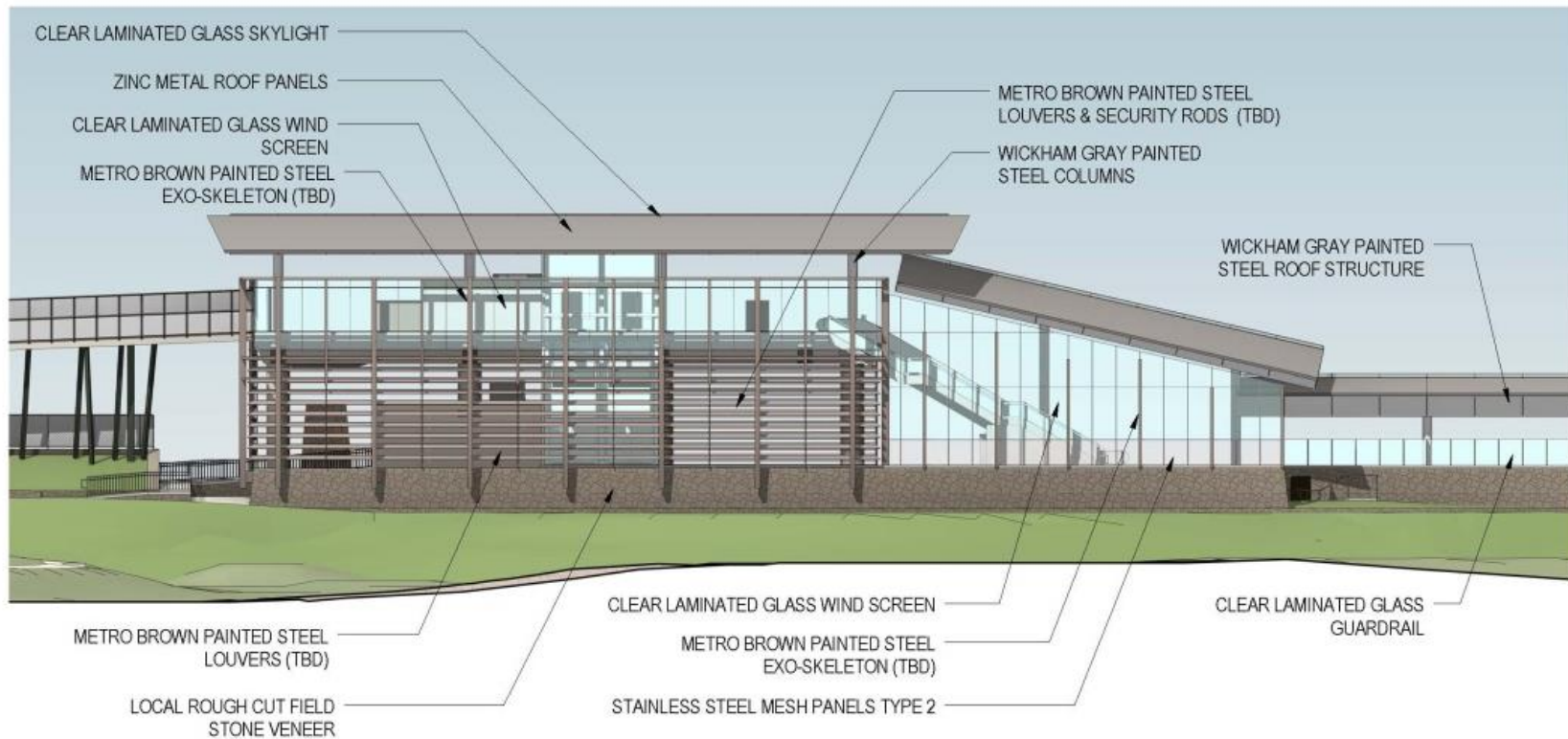
3 WEST ELEVATION
1" = 30'-0"
0' 10' 30' 60'



4 SOUTH ELEVATION
1" = 30'-0"
0' 10' 30' 60'



materials – palette



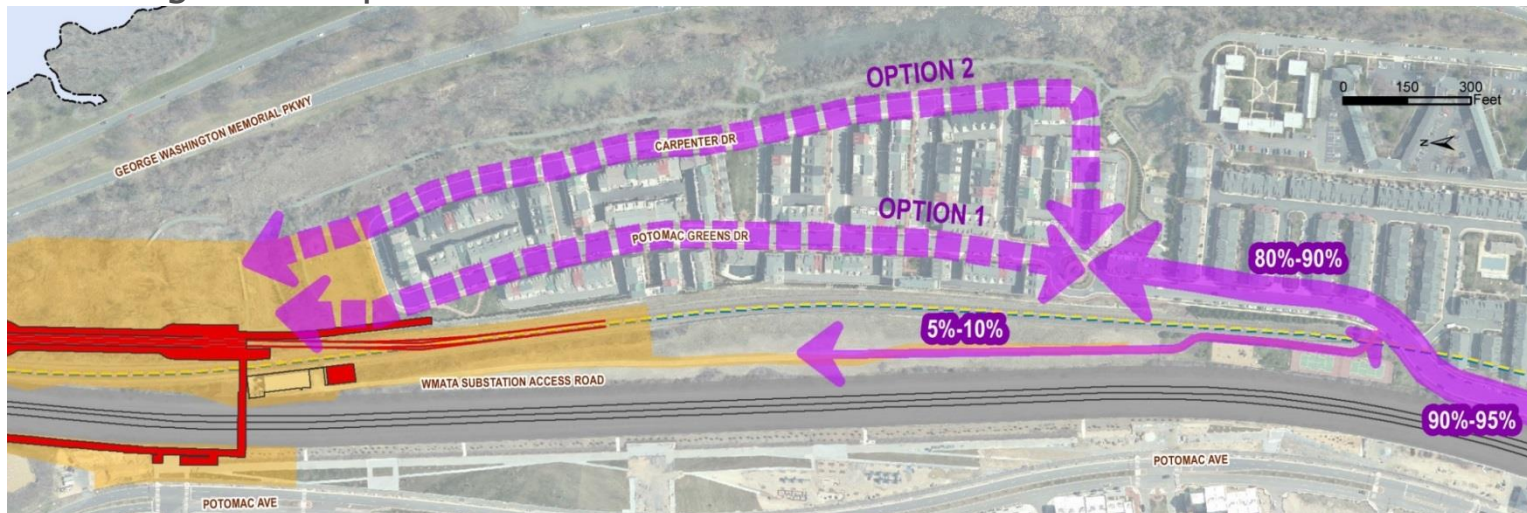
construction access

- 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.

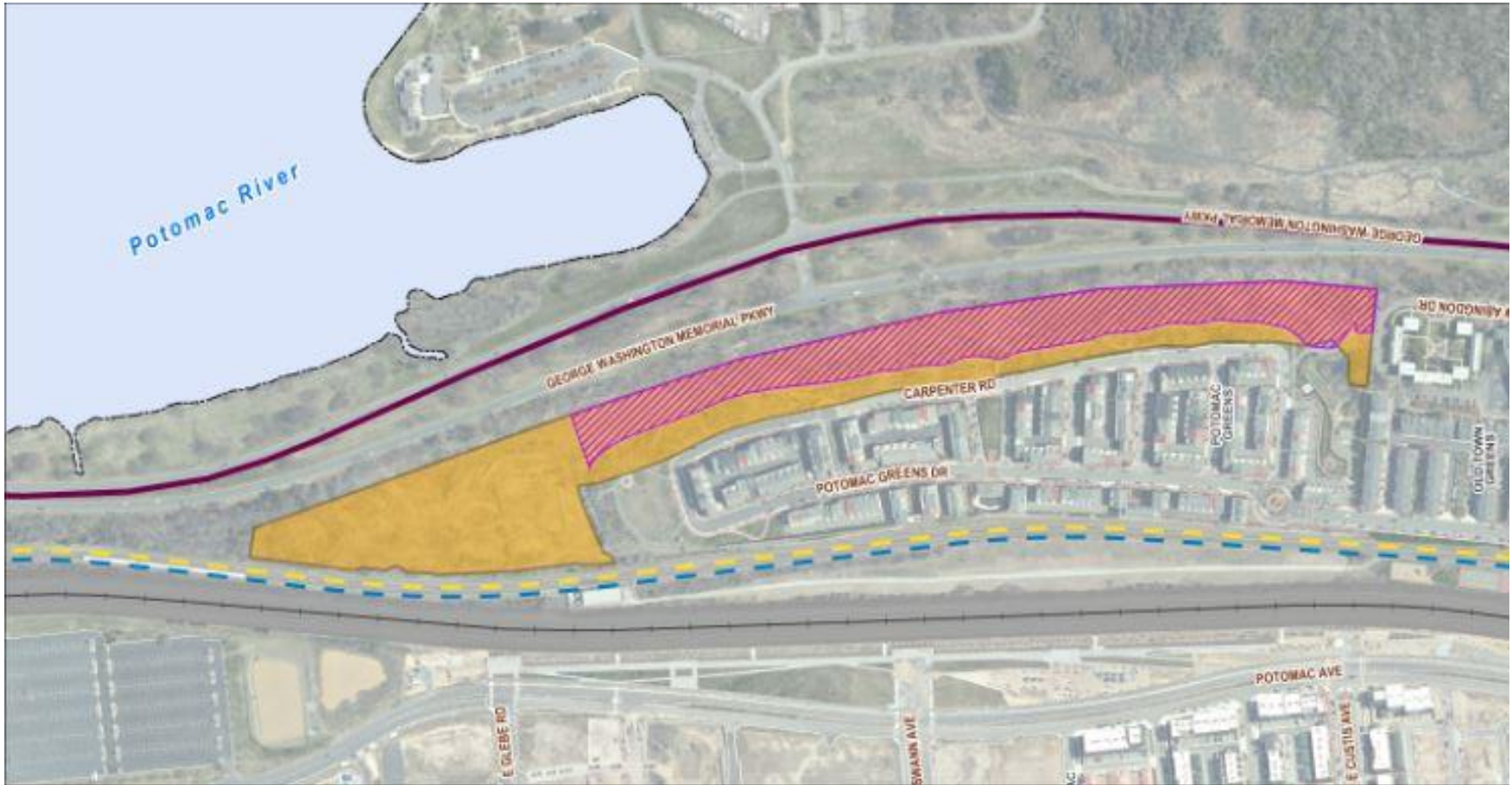


construction access

- 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.



land exchange



temporary park relocation

