

**STAFF REPORT  
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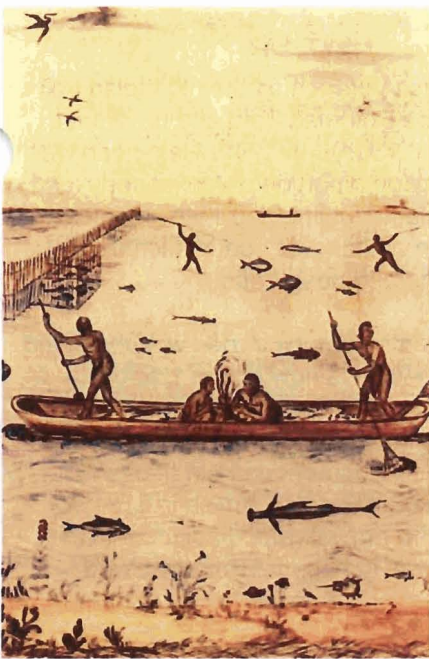
# Appendix III: History

# Potomac Yard History

## The History of Potomac Yard: A Transportation Corridor through Time

By Francine W. Bromberg, Alexandria Archaeology

The area that became Potomac Yard has a long history of serving as a trade and transportation corridor. From prehistoric times through the present, these level terraces paralleling the Potomac River provided a north/south pathway for moving people and goods. While the modes of transportation changed - from foot to horse and stagecoach, then to canal boats, and later to trains and automobiles, the landform remained an important link in the route connecting people and places throughout the course of history.



### Native American Occupation

The word “Potomac” is thought to derive from an Algonquian Indian term meaning “where things are brought in” or a place for trade (National Museum of the American Indian 2008). Thus, even before the arrival of Europeans, the area was recognized as a transportation hub and center for the exchange of goods. While the river itself served as the major natural transportation corridor for Native Americans in their canoes, an old Indian trail purportedly followed the ridge from the Rappanhannock to the Potomac and developed into present-day Telegraph Road in the local area (Netherton et al. 1978:20).

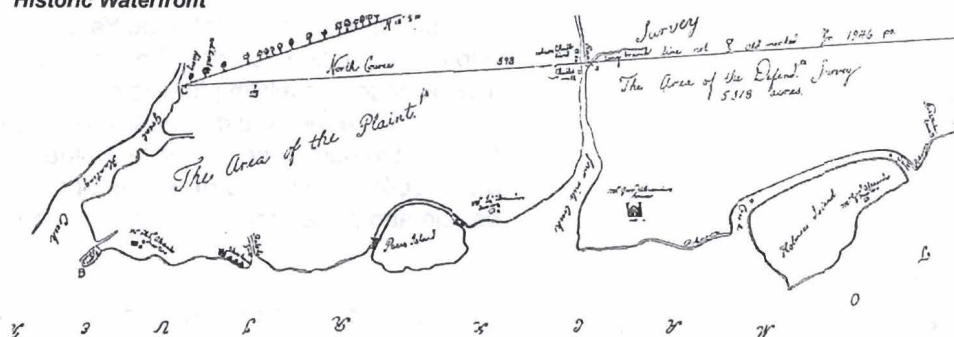
Bands of Native American hunters and gatherers may have traversed the area that became Potomac Yard as early as 13,000 years ago. More intensive occupation undoubtedly began about 5000 years ago when anadromous fish became abundant in the Potomac (Bromberg 1987). In addition, the nearby marshes, which formed as the glaciers melted, provided a wide variety of resources. Temporary encampments to exploit the marsh resources and take advantage of the reliable spring fish runs probably continued on the Potomac Yard terraces into the historic period, which begins with John Smith’s voyage up the Potomac River in 1608. At that time, Smith recorded the locations of two nearby agricultural hamlets, Nameraughquend to the north (on what is now National Airport) and Assaomeck to the south (near Belle Haven), from which foraging parties could have departed for exploitation of the swamp and fish resources of the Potomac Yard property (Smith 1608).

### Tobacco Plantations, Farms, Towns And Turnpikes, 1669-1830

The area that became Potomac Yard was part of a 6,000-acre grant awarded to ship captain Robert Howsing (Howson) for the transport of 120 settlers to the Virginia colony in 1669. Not a settler himself, Howsing wasted no time in converting his property to the currency of the time, and sold the acreage to John Alexander, a planter residing in what is now King George County, for 6 hogsheads (6,000 pounds) of tobacco (Miller 1992a:107; Walker and Harper 1989:3-4; Mullen 2007:28). From the 1670s until the 1730s, John Alexander and his descendants leased the property to tenants. Thus, the earliest historical settlement of the

land that became Potomac Yard consisted of tenant farms on large landholdings owned by absentee landlords (Walker and Harper 1989:3-4; Mullen 2007:28). In the 1730s, members of the Alexander family began subdividing the property and established plantations on it (Mullen 2007:28). John Alexander's great grandson John and his wife Susannah Pearson Alexander set up a quarter in the northern section of what was to become Potomac Yard. It is likely that enslaved African Americans lived in the quarter and worked the tobacco fields under the supervision of an overseer (Mullen 2007:30). Other plantations were established on adjacent properties by Alexander's descendants, including the Dade plantation to the southeast and Abingdon north of Four Mile Run. It is likely that John and Susannah's son Charles built the Preston plantation house in the 1750s or 1760s, in roughly the same location as the original quarter (Mullen 2007:30). The family cemetery was situated nearby (Miller 1992a:109). The river still served as a transportation artery, and the large landholdings had been subdivided to allow each plantation frontage on the Potomac.

#### Historic Waterfront



Overland travel also linked the early plantations. A branch off the old Indian trail running closer to the river became known as the Potomac Path and developed into the present-day Route 1 (Netherton et al. 1978:20). In 1749, Alexandria was established south of the Potomac Yard property on a portion of Alexander's land around a tobacco warehouse and inspection station built to facilitate shipment of the cash crop to England. With the formation of the town, roads such as the Potomac Path took on new importance as stage and post roads.

Sometime during the second half of the eighteenth century, a road was extended north from Alexandria, incorporating portions of what is now Route 1, to the vicinity of present-day Rosslyn. There, a ferry shuttled passengers and goods across the Potomac to Georgetown. Known as the Georgetown Road, it was the route taken by the French army, led by Comte de Rochambeau, on their way to and from Yorktown to fight with the Americans against the British in 1781. A sketch map indicates that a portion of the French army camped adjacent to the road, probably near the southern end of what was to become Potomac Yard (Mullen 2007:32).

As the eighteenth century progressed, farmers abandoned the cultivation of tobacco for wheat, and the large plantations were subdivided into smaller farms. The growth of the town of Alexandria, along with the establishment of Washington, D.C., in 1791, created markets for the foods that could be cultivated on these smaller farmsteads and necessitated additional improvements in the transportation corridor. Wealthy townspeople also kept gardens, orchards and small farms on the outskirts of the town. One such farm, owned by the Fendalls, who resided in town on Oronoco Street, extended into the area that was to become Potomac Yard. In 1805, it was leased to innkeeper John Gadsby, who undoubtedly carted the produce to town for use in his tavern and hotel (Miller 1992:110; Mullen 2007:31).

Recreational and institutional facilities arose along this transportation corridor in the rural community to serve the growing town. In the late 18th and early 19th centuries, a horse-racing track was located north of town, and around 1800,

Alexandria constructed an alms house at the northwest corner of present-day Monroe Avenue and Route 1, just outside of the property that would become the rail yard. The poorhouse provided shelter, food and clothing to indigent residents of town and functioned as a work house and farm. In addition, local courts sentenced petty criminals to serve time in the work house (Mullen 2007:31).

Good roads through the area that would become Potomac Yard became crucial to the town's economy; however, most were haphazardly constructed and poorly maintained. In 1785, a group of Alexandrians received permission from the Virginia General Assembly to erect toll gates on the Georgetown Road in order to raise money for road maintenance. This strategy proved inadequate, and by the 1790s, some local residents began forming private companies to build turnpikes to raise capital for road maintenance and improvements. In 1808, the Washington and Alexandria Turnpike Company received a charter to build a turnpike between Alexandria and Washington, and the turnpike opened in 1809. It began on Washington Street in Alexandria, then headed north following the route of the Georgetown Road, and continued along the present-day path of Route 1 toward a new bridge constructed over Four Mile Run. The toll house was situated on the south side of the bridge (Mullen 2007:33; Miller 1992a:114-115).

### **Transportation Improvements: Canal and Railroads, The Civil War, and the Seeds of Suburbanization, 1830-1905**

Despite the construction of the turnpikes, overland travel remained slow. The level terraces that were eventually developed into Potomac Yard became the site of transportation innovations that connected Alexandria to the north, west, and south—first cutting through the rural landscape and then helping to transform it into suburban communities.

#### **The Alexandria Canal**

As cities and towns on the east coast began to grow, competition for trade with the agricultural lands to the west intensified, and merchants became anxious to improve navigation around the falls along the Potomac River. For Alexandrians, competition with Georgetown was always an issue. With plans for the construction of the Chesapeake and Ohio Canal connected to



Georgetown on the Maryland side of the river, Alexandrians became concerned that trade would bypass their wharves and that the town would lose its connection to the west, which was so vital to its economic interests. To connect Alexandria with the Chesapeake and Ohio, the Alexandria Canal Company was chartered in 1830, and the canal opened for navigation in 1843. It crossed the Potomac via an aqueduct bridge, an amazing feat of engineering for its time, with a 1,000 foot-long trough resting on 8 masonry piers. Canal boats were then pulled for 7 miles along the flat ground that would later become Potomac Yard, and lowered to the level of the Potomac through four lift locks at the north edge of town. With the completion of the canal, business flourished for a time with wheat, corn, flour and whiskey carried downstream and fish, salt, plaster, and lumber transported on the upstream journeys. After 1850, when the C&O Canal reached Cumberland, Maryland, coal became the major commodity for downstream transport. When the coal reached Alexandria's port, much of it was loaded onto

seagoing vessels for export to cities along the east coast and in Europe (City of Alexandria n.d.; Mullen 2007:34).

### **The Railroad Era Begins**

While the canal was successful for a while, it was no match for the railroads, and ceased operation in 1886. Towns like Baltimore, which had invested in the railroad industry in the early nineteenth century, became the industrial centers of the northeast. Rail transportation finally came to Alexandria in 1851 with the opening of the Orange and Alexandria rail line, which headed west along tracks that ran parallel to Duke Street.

The first line to traverse the Potomac Yard property was built to link Alexandria and Washington. Completed in 1857, the Alexandria and Washington Railroad had six trains daily, leaving from a station on St. Asaph Street. Passengers found it a fast and convenient way to travel between the two cities and to connect with trains headed north. In addition, food and other products could be transported by rail for sale in Washington or transferred to northbound trains in the capital (Mullen 2007:34).

Plans for another railroad had begun to take shape in 1853, when a group of local residents, hoping to help Alexandria compete with Baltimore for trade with the west, secured a charter for the Alexandria, Loudoun and Hampshire railroad. Construction began in 1855, and trains began running between Alexandria and Leesburg in 1860, crossing from the southeast toward the northwest through what would become Potomac Yard (Mullen 2007:34, 39).

*Historic street grid with context*



### **The Civil War: Rail Connections Improved**

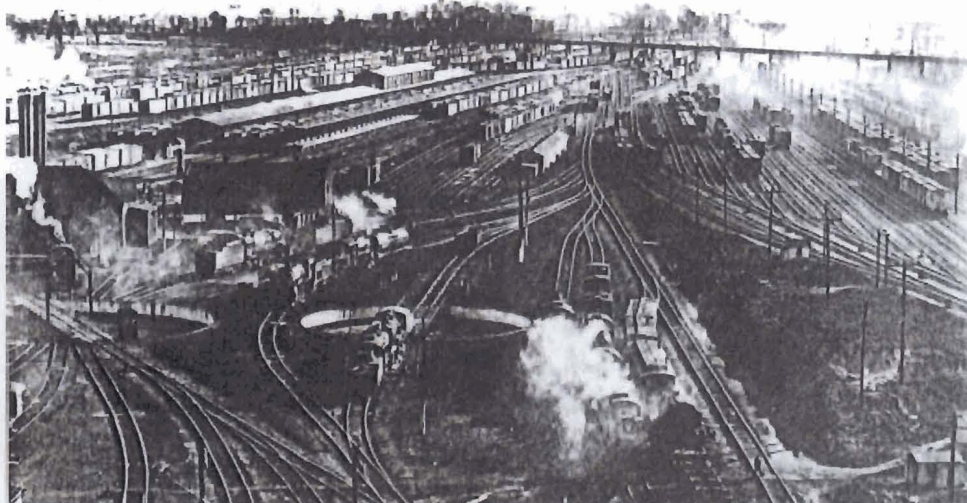
The connection of the north and south railroad lines through Alexandria occurred as a result of the Civil War. On March 24, 1861, the day after Virginia seceded from the Union, Federal troops entered by city, and it remained an occupied town throughout the course of the war. Tens of thousands of soldiers passed through the area, and during the early years of the war, the 5th Massachusetts may have camped on what would become Potomac Yard property (Mullen 2007:40-41). Control of the railroads leading out of Alexandria to the west and south probably served as the major impetus for this occupation. Alexandria became a major depot for shipment of supplies and troops to the front as well as a hospital and convalescent center for those injured. The U.S. Military Railroad complex, a secure and stockaded 12-block area enclosing the facilities of the Orange and Alexandria, was constructed. The three rail lines to enter the city were connected and expanded during the occupation, and the rail connection with the North was made complete when tracks were laid across Long Bridge to the Baltimore & Ohio Railroad (Mullen 2007:39-40).

### **Post-War Seeds of Suburbanization**

Throughout the nineteenth century, land use in the area that would become Potomac Yard remained largely agricultural. The Swanns, descendants of the Alexanders, lived near the former location of Preston Plantation, which was burned down during the Civil War. The Daingerfields owned much of the land, and Susan Barbour, daughter of Henry Daingerfield and wife of U.S. Congressman and then Senator John Barbour, erected a house on the property in the 1870s. A small community, which included a school house by 1878, grew up near the intersection of what is now Monroe Avenue (Poorhouse Lane) and the turnpike. In 1894, two planned residential developments, Del Ray and St. Elmo, were established on the west side of the turnpike and laid the groundwork for the suburbanization that was to occur around Potomac Yard in the succeeding century. The proximity to the railroads made it possible for residents to commute to jobs in Alexandria and Washington. On the A&W rail line, St. Asaph Junction station served the community of Del Ray, and the Washington and Ohio station served St. Elmo (Mullen 2007:40-47).

### Potomac Yard, 1906-1987

In the late nineteenth and early twentieth centuries, the Washington, D.C. area became a major point for the transfer of freight between northern and southern rail networks. The railroads carried perishable goods, such as fruits, vegetables, and livestock, from the southern states to urban markets in the North, and transported manufactured goods from northern factories to the South. With multiple rail companies serving each region at the turn of the twentieth century, there was no central location for the transfer of freight between the northern and southern lines (Mullen 2007:47). The situation was particularly difficult in Alexandria, where a significant bottleneck occurred with all these rail lines trying to pass through town. East/west City streets were blocked, as 20 to 30 trains per day came through on Fayette and Henry streets. With the rising volume of rail traffic, the system became increasingly unwieldy, and a movement to beautify Washington took up the cause to get the railroads out of the cities (Griffin 2005). The solution took shape as an unusual business undertaking, when six competing railroads agreed to band together to construct the rail yard and facilitate the movement of freight between the northern and southern rail lines. Potomac Yard, known as the "Gateway Between the North and the South," became the largest railroad yard for freight car interchange on the east coast. When Potomac Yard opened on August 1, 1906, it had 52 miles of track that could handle 3,127 cars. The yard grew to a maximum of 136 miles of track crammed into a 2 ½ to 3 mile stretch of land. At its peak, it serviced 103 trains daily (Griffin 2005; Carper 1992; Mullen 2007:47, 49).



The yard was divided into two main areas—a northbound classification yard and a southbound classification yard. In the northbound yard, freight destined for the north came into the yard, was classified and made up into trains for the northern markets. The routine was the same in the southbound yard. Trains would come in, climb what was called the hump, and be directed toward the appropriate track to form outbound trains by the throwing of switches. Initially, gravity took the cars down the hump with brakemen riding on the sides of the cars and manually putting on the brakes (Griffin 2005; Mullen 2007).

While the main function was freight classification, the yard had numerous support buildings and facilities. These included an 800-foot long transfer shed to consolidate freight from cars that were not full, facilities for pit inspection of the cars, a 12-stall round house and engine house for repairs and maintenance, and a 135-foot high coal tipple that could load over 1500 tons of coal per day to satisfy the needs of the steam locomotives. There were also facilities for feeding and resting livestock in transit. In addition, a huge icing facility could service 500 cars of perishable goods per day with ice manufactured by the Mutual Ice Company of Alexandria. As the twentieth century progressed, the yard changed

with increased mechanization and the advent of electric and diesel electric trains (Griffin 2005; Carper 1992; Miller 1992; Mullen 2007; Walker and Harper 1989).

To operate the classification yard and associated facilities, Potomac Yard employed approximately 1200 people in 1906 and about 1500 at its peak. Employees included mechanics and carpenters who worked on the rail cars, car inspectors, brakemen, switch operators, and locomotive engineers, as well as clerks who managed the huge amount of paperwork associated with the freight transfer. The work force consisted of both whites and African Americans, but the yard enforced racial segregation in employee facilities. In the early twentieth century, the workers were primarily male, but by mid-century African American women, and perhaps white women, had become part of the labor force (Mullen 2007:49).

By the 1970s, the heyday of the railroad era began to wane and the need for a classification yard between the North and South lessened. Technological improvements in the rail cars allowed for longer periods of use without maintenance. There was a decrease in the flow of agricultural goods from south to north, and competition from the trucking industry took its toll. By 1987, a decision was made to route freight trains around Washington, and Potomac Yard officially ceased operations (Miller 1992:115). Metro and Amtrak trains still carry passengers through this corridor, and with the development of the linear park, walkers, joggers and bikers will continue to travel the north-south transportation corridor that was first traversed by Native Americans thousands of years ago.





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# Appendix IV: Climate Change, Emissions and Energy

# Climate Change, Emissions and Energy

## What are the Local Impacts of Climate Change?

The Earth's climate has changed many times during the planet's history, with events ranging from ice ages to long periods of warmth. Historically, natural factors such as volcanic eruptions, changes in the Earth's orbit, and the amount of energy released from the Sun have affected the Earth's climate. While not all scientists agree, evidence indicates that human activities may be accelerating climate by the dramatic increase in man-made GHG emissions. The consensus of the Intergovernmental Panel on Climate Change (IPCC, 2007), the National Academy of Sciences (NAS, 2008) and other scientific organizations is that there is little doubt climate will continue to change in the 21st century and is likely to bring harmful effects across the globe and in particular to people in coastal communities. Climate change will have many kinds of impacts – both positive and negative – and will vary from region to region. In general, the larger and faster the changes in climate are, the more difficult it will be for human and natural systems to adapt.

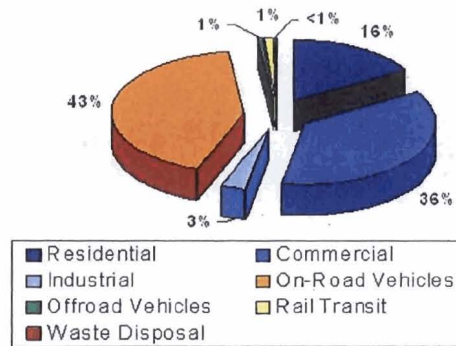
Assessments have been made of the potential impacts of climate change in the mid-Atlantic region. These impacts can be summarized as follows (MWCOCG, 2008):

- Higher Sea Levels - increased flooding and shoreline loss, especially in populated areas such as Alexandria that have seen flooding damage from water inundation and are at greater risk due to sea level rise; salt water intrusion that will degrade both surface and groundwater sources
- Higher Air Temperatures - increased air pollution and health risks, changing plant and animal species, more frequent forest fires.
- Higher Water Temperatures - decrease in some living resources, increase in harmful algal blooms, degraded water quality.
- Changes in Precipitation - Patterns heavier rainfall, flooding, erosion, prolonged droughts, increased pollutant runoff, degraded water quality.

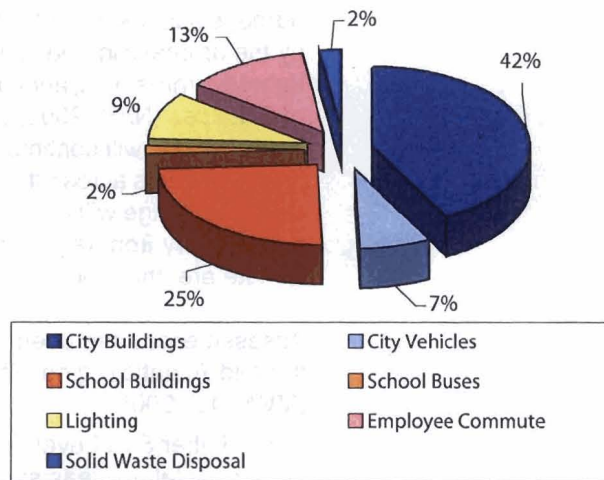
## Greenhouse Gas Emissions in the City

In June of 2009, the City completed its first comprehensive greenhouse gas emissions (GHG) inventory report. Community-wide GHG emissions for the selected baseline year of 2005, were approximately 2.6 million metric tons of which the City government operations resulted in approximately 79,820 metric tons of GHGs. As depicted below, the largest sources of GHG emissions in the community are from on-road vehicles at 43%, commercial buildings at 36%, and residential building at 16%. City government's largest source is the operation of its building stock including schools.

### 2005 CO2e Emissions by Sector



### FY 06 Government CO2e Emissions by Sector



The City adopted the following GHG emissions reduction targets based on the scientific evidence published by the Intergovernmental Panel on Climate Change and its consistency with the Metropolitan Council of Government's regional GHG reduction goals.

- 2012 Target: Reduce Greenhouse Gas Emissions (GHG) to 2005 levels
- 2020 Target: Reduce GHG emissions by 20 percent below 2005 levels
- 2050 Target: Reduce GHG emissions by 80 percent below 2005 levels

Meeting these targets will present many challenges. It will require implementation of the sustainable measures in this Plan coupled with the cooperation and enthusiasm of other residents, businesses, and governmental entities.

### Energy Consumption

Energy consumed in private buildings and homes totaled 11,301,523 million Btu in 2005. The City's goals are to: 1) reduce per capita energy use 15% by 2015 (about 2.5% per year) and 2) have 50% of the City's energy portfolio consist of clean, renewable energy by 2030. New developments will be required (when appropriate) to be 30% more energy efficient than the adopted energy code. This may be achieved by installing (1) more effective air sealant, insulation, and leakage prevention; (2) energy efficient fenestration systems; (3) energy star appliances; (4) energy efficient building lighting and streetlights; (5) onsite solar, geothermal, wind, or other renewable energy technology; etc.

# Appendix V: Community Outreach



# Community Outreach

## Potomac Yard Planning Advisory Group

The City began an intensive, 17-month community planning process in October 2008 that resulted in this Plan. On October 14, 2008, the City Council adopted Resolution No. 2297 establishing the Potomac Yard Planning Advisory Group (PYPAG). The City Manager selected 20 individuals to serve on PYPAG, and to represent the diverse interests in the Potomac Yard area. The group was comprised of:

- Residents of surrounding neighborhoods;
- The property owners;
- Members of the business community, including the Alexandria Economic Development Partnership (AEDP);
- The Alexandria City Public Schools;
- Representatives of interest groups such as affordable housing, transportation, the environment, and others; and
- A member of the Planning Commission.



The functions of the PYPAG included:

- Identify and study the issues, challenges and opportunities presented by the redevelopment of Potomac Yard;
- Bring community values, knowledge and ideas into the process of creating a plan that takes advantage of opportunities to improve the area in ways that provide lasting benefit to the local community and the City as a whole;
- Based on the members' interests, local knowledge, values and ideas, advise City staff on options for the future of the planning area, and assist staff in developing policy recommendations in the variety of subject areas required for a plan;
- Weigh the desirability of a new Metrorail station in comparison to the impacts of the density needed to support it; and
- Keep the public informed about the Potomac Yard planning processes and issues, advising groups the members represent of the progress of the plan and issues raised that are of interest.

The PYPAG met as a group monthly while the plan was being developed (excluding January, and July-September) for a total of 13 PYPAG meetings. In addition, the Plan Principles subcommittee met three times from December 2008 to February 2009, the Transportation subcommittee met four times from March to August 2009, and the Summer Check-In group met twice in July and August 2009. All the meetings were open to the public and were attended by neighborhood citizens and other interested parties. In addition to these meetings, a number of PYPAG members participated in a tour of the site and surrounding neighborhoods in November 2008.



Topics covered at the various PYPAG meetings and PYPAG subcommittee meetings included:

- Site influences and opportunities;
- Planning best practices;
- PYPAG mission and plan principles;
- Circulation, connectivity, and neighborhood impacts;
- Metrorail station locations;
- Land use, massing, and height;
- Open space network;
- Sustainability; and
- Civic Uses.

### List of PYPAG Meetings and City Work Sessions

Date	Event
10/21/08	PYPAG meeting
11/6/08	Planning Commission Work Session
11/8/08	Site tour
11/18/08	PYPAG meeting
12/16/08	PYPAG meeting
12/30/08	Plan Principles subcommittee meeting
1/21/09	Plan Principles subcommittee meeting
2/5/09	Plan Principles subcommittee meeting
2/17/09	PYPAG meeting
3/11/09	Transportation subcommittee meeting
3/26/09	PYPAG meeting
4/21/09	PYPAG meeting
5/13/09	Transportation subcommittee meeting
5/21/09	PYPAG meeting
6/2/09	Planning Commission Work Session
6/9/09	City Council Work Session
6/16/09	PYPAG meeting
7/16/09	Summer Check-In Group
7/27/09	Transportation subcommittee meeting
7/16/09	Summer Check-In Group
8/25/09	Transportation subcommittee meeting
10/1/09	PYPAG meeting
10/5/09	PYPAG meeting
11/5/09	Planning Commission Work Session
11/24/09	City Council Work Session
11/30/09	PYPAG meeting
12/15/09	PYPAG meeting
2/4/10	<b>PYPAG meeting</b>
2/23/10	<b>Joint Planning Commission &amp; City Council Work Session</b>
4/6/10	<b>Planning Commission Work Session</b>

## Engaging the Greater Community

All PYPAG and PYPAG subcommittee meetings were open to the public, and were advertised to the greater community on the City web site and by means of the City news bulletin (eNews), to which users can subscribe for free on the City web site. Materials from each meeting were posted on the City web site.



The City held two community workshops. The first community workshop was held on a Saturday in January 2009. During this workshop, the community discussed the Plan Principles and overall themes, and participated in a design exercise in which the concepts of connections and streets, the open space network, and land use and amenities were discussed. A second workshop was held in October 2009. This workshop, which was hosted by the PYPAG, commenced with an open house, followed by two rounds of break-out conversations concerning Transportation and Neighborhood Impacts; Open Space, Civic Uses and Housing; and Site Planning and Sustainability.

In addition, City staff met with civic leaders and associations throughout the community planning process. In addition, individual PYPAG members were responsible for reporting back to their respective boards and associations. Many associations also prepared Potomac Yard-related articles in their newsletters, and provided their memberships with Potomac Yard meeting announcements.

## List of Greater Community Meetings

Date	Event
9/24/08	Alexandria Federation of Civic Associations
1/5/09	Lynhaven Citizens' Association meeting
1/22/09	Meeting with Civic Leaders on Potomac Yard
1/31/09	Community Workshop
3/9/09	Del Ray "Meet-n-Greet"
3/12/09	Rosemont Citizens' Association meeting
4/13/09	Del Ray Citizens' Association meeting
10/12/09	Del Ray Citizens' Association meeting
10/20/09	Community Workshop
11/2/09	Lynhaven Citizens' Association
11/9/09	Del Ray Citizens' Association meeting
11/18/09	Northeast Citizens' Association meeting
11/19/09	Rosemont Citizens' Association meeting
3/8/10	Del Ray "Meet-n-Greet"
3/11/10	West Old Town Citizens' Association
3/25/10	Rosemont Citizens' Association
3/31/10	Alexandria Federation of Civic Associations

## Potomac Yard Metrorail Station Feasibility Work Group

Although separate and distinct from the Potomac Yard small area community planning process, the work of the parallel Potomac Yard Metrorail Station Feasibility Work Group was integral to and informed this process. Three members of PYPAG also served on the Potomac Yard Metrorail Station Feasibility Work Group. A total of five Potomac Yard Metrorail Station Feasibility Work Group meetings were held from February to November 2009. Additional information concerning the Potomac Yard Metrorail Station Feasibility Work Group can be found in *Appendix 2: Context for Plan*.





### List of Potomac Yard Metrorail Station Feasibility Work Group Meetings

Date	Event
2/19/09	Metrorail Station Feasibility Work Group
4/15/09	Metrorail Station Feasibility Work Group
5/19/09	Metrorail Station Feasibility Work Group
9/21/09	Metrorail Station Feasibility Work Group
11/9/09	Metrorail Station Feasibility Work Group
12/14/09	Metrorail Station Feasibility Work Group

# Appendix VI:

Summary of

Recommendations

# CDD Guidelines

## Summary of Recommendations

### Chapter 2: Environmental Sustainability Recommendations

- 2.1 Explore a minimum of LEED Silver or comparable, or the City's green building standards and requirements, whichever is greater.
- 2.2 Require plan area-wide sustainability through LEED-ND or comparable. Require the provision of green roofs for new development.
- 2.3 Explore the possibility of community gardens so that residents and visitors could have access to edible and non-edible plantings. Community gardens also offer a unique educational opportunity.
- 2.4 Require stormwater management to be integrated as part of the street and open space design.
- 2.5 Encourage water conservation by using ultra low and/or low flow plumbing fixtures and reuse of captured rainwater.
- 2.6 North Potomac Yard should strive to achieve carbon neutrality by 2030.
- 2.7 Require the submission of a Sustainability Plan as part of the submission of the first development special use permit and amended for subsequent block(s) and/or building(s) that demonstrates the compliance with anticipated goals and recommendations of the Plan and the goal of district-wide sustainability measures.

### Chapter 3: Urban Design Recommendations

#### Framework Streets and Blocks

- 3.1 Require the streets and blocks depicted in the Framework Plan to be constructed as part of any redevelopment and dedicated to the City (Figure 3).
- 3.2 The final design and configuration of the streets, blocks, buildings, and open space with the Flexible Metrorail Zone (Figure 9) will be determined through the development review process. The final configuration of the streets, blocks, buildings, and open space shall be subject to the following:
  - a. An approximately 0.70 acre square-shaped park shall be centrally located within the Flexible Metrorail Zone. The park shall be surrounded on all sides by streets, and framed by buildings on each side.

- b. Potomac Avenue (relocated) shall align and connect to the Potomac Avenue right-of-way south of Landbay F and to the final alignment of the Potomac Avenue (relocated) right-of-way to the north of the Flexible Metrorail Zone.
  - c. The overall curvilinear nature of Potomac Avenue (relocated) shall be maintained.
  - d. The shape of the buildings in plan and form within the Flexible Metrorail Zone shall create distinct and memorable three dimensional forms.
  - e. Buildings surrounding the centrally located park shall be required to provide a primary entrance facing the approximately 0.70 acre park.
  - f. Buildings on Potomac Avenue shall be required to provide a primary entrance facing Potomac Avenue.
  - g. Buildings will be required to have more than one entrance and/or through lobbies for buildings with multiple street frontages.
  - h. Pedestrian bridge(s) within the Flexible Metrorail Zone that access the Metrorail station shall be fully integrated into the design for the Metrorail station, adjoining buildings, and open space.
  - i. The alignment of Potomac Avenue (relocated) shall be such that Landbay K park is continuous.
  - j. Development blocks east of Potomac Avenue shall be sufficient size for market-acceptable building floor plates.
  - k. The blocks and buildings shall be subject to the minimum height and density provisions and other applicable zoning provisions, design guidelines, and the North Potomac Yard Small Area Plan.
  - l. The streets shall be configured to accommodate transit and transit stations.
  - m. Buildings should be designed to integrate transit stations and/or stops.
  - n. The streets shall be configured to provide a fine-grained interconnected street grid network and spacing consistent with and connecting to streets outside the Flexible Metrorail Zone.
  - o. Evans Lane is strongly encouraged to connect from Main Line Boulevard to Potomac Avenue (relocated).
- 3.3 Require the street hierarchy to define space and differentiate the character of streets and neighborhoods (Figure 3).
  - 3.4 Require streets to emphasize the pedestrian and bicycles.
  - 3.5 Allow for internal pedestrian connections and alleys within the blocks.
  - 3.6 Improve and enhance the Route 1 frontage with streetscape improvements, buildings, and landscaping.

**Creation of Three Distinct Urban Neighborhoods**

- 3.7 The parks depicted in the Framework Plan shall be required within each neighborhood as a defining element of each neighborhood (Figure 3).
- 3.8 Create three distinctive and unique neighborhoods. Encourage the use of history as inspiration for the design of the open space, public realm, and buildings. Encourage the use of public art to establish distinct neighborhood identities and create unifying themes for the neighborhoods
- 3.9 Encourage a mix of innovative building typologies within each neighborhood.
- 3.10 The Metrorail station shall serve as a focal design element for the Metro Square Neighborhood.

- 3.11 Explore the possibility of providing cultural and civic uses to reinforce the character of each neighborhood.

#### **Gateways and Vistas**

- 3.12a Require variety in building massing, design, and height.
- 3.12b Use heights and variety in heights, building materials, orientation, and dimensions to create distinctive building tops for taller buildings.
- 3.13 Provide distinctive building forms and architecture at the designated gateway locations (Figure 7).

#### **Urban and Building Form**

- 3.14 Balance the aesthetic and functional criteria of sustainable design.
- 3.15 Create an urban building scale and relationship between buildings, streets and open spaces that ensures urban relationships of the buildings and sidewalk, and maximizes walkability and the use of transit.
- 3.16 Require any building with government tenants or tenants who require security measures to meet the Vision, applicable provisions of the Master Plan and future design guidelines.
- 3.17 Adopt future design guidelines to implement the Vision of the Plan.

#### **Public Art and History**

- 3.18 Require the submission of a Public Art & History Interpretive Plan for North Potomac Yard and explore relationships between public art and the history of the site.
- 3.19 Integrate small and large-scale public art which considers the history of the site, as well as thematic, artistic, and cultural ideas into new development and the public realm, including the following areas: trails, transit infrastructure, open spaces, buildings, site furnishings, lighting, gateways, and wayfinding.

### **Chapter 4: Land Use Recommendations**

#### **Land Use - Zoning**

- 4.1 Establish a new CDD zone to implement the Vision and recommendations of the Plan.
- 4.2 Permit the flexibility of office and/or residential uses for Blocks 6-12, 17, 22, 23, and a portion of Block 16.

#### **Metro Square Neighborhood**

- 4.3 Require predominantly office uses and ground floor retail uses for the Metro Square neighborhood.
- 4.4 Explore the provision of live performance space/theatre.
- 4.5 Explore the possibility of uses such as a theatre below Metro Square Park (underground).

#### **Market Neighborhood**

- 4.6 Allow flexibility for office and/or residential uses on upper floors within the blocks of this neighborhood.

### **Crescent Gateway Neighborhood**

- 4.7 Require predominantly residential uses in this neighborhood.

#### **Retail Uses**

- 4.8 Locations with required retail shall be provided as depicted in Figure 15.
- 4.9 For preferred retail locations, the ground floor height and depth shall be designed to not preclude retail uses.
- 4.10 Develop design standards and guidelines for all retail uses, including large-format retailers.
- 4.11 Develop standards for retail storefronts and signage.
- 4.12 Encourage opportunities for live-work and comparable ground floor uses.
- 4.13 Encourage neighborhood-serving retail uses, including the potential provision of a grocery store within the Metro Square or Market neighborhoods.
- 4.14 Explore the possibility of allowing street carts - vendors.
- 4.15 Require the submission of a comprehensive retail marketing strategy prior to the submission of a development special use permit for the first building and updated with each subsequent development approval.
- 4.16 Require district-wide management of retail (i.e. business improvement district, or other similar entity).

#### **Building Height**

- 4.17 Ensure that the ceiling heights and depths for various uses are flexible to encourage a broad range of uses within the residential and commercial buildings, particularly the ground floor.
- 4.18 Transition building height and scale to Route 1 and the existing residential neighborhoods to the west and the George Washington Memorial Parkway to the east.
- 4.19 Differentiate the height of the gateway elements of the neighborhood by establishing taller or shorter heights for these elements.
- 4.20 Explore the possibility of eliminating or revising the Federal Aviation Administration (FAA) flight path restrictions.
- 4.21 Implement maximum and minimum heights for each block consistent with Figures 17 and 18.
- 4.22 Require that any amenity space on the top floor of the building of Block 2 be made periodically available for public functions and/or meetings.
- 4.23 Provide taller signature buildings at the central portion of the site to denote the symbolic center of North Potomac Yard, and at the visual terminus of Main Line Boulevard on the northern portion of the site. Require a variety of heights within each block and for individual buildings.

#### **Parking**

- 4.24 Implement parking maximums.
- 4.25 Require unbundled residential parking.
- 4.26 Implement parking ratios that reflect the transit-oriented nature of the development consistent with Table 2.
- 4.27 Require shared parking throughout North Potomac Yard.
- 4.28 A minimum of one level of underground parking is required for each block and/or building.

- 4.29 All of the parking for Blocks 2, 3, 5, and 21 is required to be entirely below-grade.
- 4.30 Any above-grade parking is required to be lined with active uses for each level for all street and park and/or open space frontages (Figures 19, 20 a, 20 b).
- 4.31 Generally require on-street parking for streets, excluding park frontages.
- 4.32 Require provision of long and short-term bicycle parking.

#### **Open Space**

- 4.33 Require the submission of a comprehensive Open Space Plan to identify the programming within each park/public open space.
- 4.34 The parks/open space required within the Framework Plan, which consist of the following, need to be implemented with the development of each neighborhood:
  - Expanded open space at Four Mile Run to provide a meaningful connection to the City's open space network, consistent with the Four Mile Run Restoration Master Plan; (Crescent Park)
  - A finger park in the retail district (Market Green);
  - A square shaped plaza/urban square at the Metrorail station (Metro Square);
  - An extension of Landbay K to provide usable open space along the rail corridor and make a non motorized transportation connection to Four Mile Run; and
  - Internal pedestrian connections with adjacent active uses shall be provided in the Metro Square and/or Market Neighborhoods.
- 4.35 Require that Landbay K and Crescent Park be dedicated to the City as public parks, with an agreement for private maintenance in perpetuity. The remainder of the parks (Metro Square, Market Green) and the central open spaces are required to be privately-owned and privately maintained but accessible to the public through the provision of a perpetual public access easement.
- 4.36 A minimum of 15% of North Potomac Yard is required to be provided as ground level open space, with an additional 25% to be provided at either ground level or on rooftops. Blocks 2, 3, 5 and 21 within North Potomac Yard shall be required to provide additional open space due to the central ground level spaces within the blocks.
- 4.37 Explore the possibility of collocating uses in open space, for example, entertainment, civic and cultural uses, historical interpretation, public art, and stormwater management.
- 4.38 Provide off-street shared-use paths in the open space at Four Mile Run and through Landbay K (Potomac Yard Park).
- 4.39 Provide public and private dog parks and/or runs. Explore the possibility of locating these facilities on roof tops.
- 4.40 The developer shall assist in the provision of off-site playing fields.
- 4.41 Employ sound urban forestry principles and practices to improve the City's tree canopy.
- 4.42 Explore the possibility of including interim active recreational fields.

#### **Housing**

- 4.43 Contribute to the City's affordable housing trust fund, consistent with guidelines in effect at the time development approvals are sought; and /or provide affordable and workforce housing units, both rental and for sale, throughout North Potomac Yard.

- 4.44 Explore the provision of public housing units within North Potomac Yard.
- 4.45 Offer a range of housing types to accommodate different household sizes and compositions, including studio, one, two and three bedroom units.
- 4.46 Incorporate green and sustainable designs and materials to enhance the interior living environment and to yield energy savings for residents.
- 4.47 Integrate universal design and/or accessibility features to accommodate multiple life stages and abilities.
- 4.48 Explore opportunities for public, private and non profit collaborations to maximize the use of land and to leverage all available resources for the development of affordable and workforce housing, including public housing.

## **Chapter 5: Community Facilities Recommendations**

### **School**

- 5.1 Adequate provision shall be made to accommodate an urban school, collocated with a childcare facility and/or comparable uses. Block 4 shall be reserved for a possible urban school. If Block 4 is not needed for a school, the City may use the block for open space and/or a comparable community facility/public building.

### **Daycare/Childcare**

- 5.2 Require the provision of daycare/childcare facilities as part of the community facilities, mixed-use, and/or office buildings. Daycare/childcare facilities shall be permitted through an administrative approval within existing buildings.

### **Collocation, Flexibility And Development Incentive**

- 5.3 To the greatest extent feasible, community facilities shall be collocated, and be designed to provide for flexible use of interior spaces.

### **Zoning**

- 5.4 Community facilities and/or public buildings may be included on or in any block and/or building and shall not be deducted from the maximum permitted development. These uses shall be defined as part of the rezoning for the Plan area.

### **Implementation**

- 5.5 Provide a comprehensive Community Facilities proposal depicting the general size and locations of community facilities and/or public buildings proposed within North Potomac Yard, including but not limited to the school and daycare/childcare facilities recommended herein. This Proposal shall be submitted as part of the first development special use permit and amended as necessary to accommodate future uses and programming.



## Chapter 6: Transportation Recommendations

### Streets

- 6.1 Provide a compact grid of streets consistent and in alignment with, and connecting to the established street grid in Potomac Yard (Potomac Avenue and Main Line Boulevard), on the west side of Route 1, and in Potomac Yard Arlington.
- 6.2 All streets and rights-of-way shall be dedicated to the City.
- 6.3 Maximize the street grid within the site and connectivity to adjacent neighborhoods including:
  - Reed Avenue at Route 1 shall be configured to allow all movements.
  - Explore and evaluate the option of opening Evans, Wesmond, and Lynhaven in the future to provide access to Route 1.
  - Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades.
- 6.4 Consider all users in the future design of streets and streetscapes.
- 6.5 Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to development and other impacted neighborhoods. (See also recommendations in *Chapter 8: Existing Neighborhoods*).
- 6.6 New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1.
- 6.7 With any rezoning of the property, the provision and timing for improvements to the intersection of E. Glebe Road at Route 1 are required.
- 6.8 Each development will be required to submit a comprehensive approach and policy regarding truck loading and deliveries as part of the development review process.

### Transit

- 6.9 Require the construction of an operational Metrorail station. Rezoning of the property is contingent upon the City and the landowner agreeing to a financial plan funding the Metrorail station.
- 6.10 In conjunction with other public agencies, a new intermodal transit and transit center shall be constructed proximate to the new Metrorail station.
- 6.11 Require the construction of a transitway. The final alignment of the transitway and station locations shall be determined with any rezoning for the site.
- 6.12 Require dedication of right-of-way to accommodate the high-capacity transitway.
- 6.13 Explore options to incorporate green technologies into the design of the dedicated transit right-of-way and stations.
- 6.14 Require participation in a Transportation Management (TMP) District in coordination with existing Potomac Yard TMP District.
- 6.15 Transit stations should be designed to include real-time transit information and innovative display technologies to include route maps, schedules, and local and regional information.
- 6.16 Employ aggressive Transportation Management Plan (TMP) performance measures, meeting or exceeding a 50% modal split.

- 6.17 Explore additional local-serving routes to connect locations within Potomac Yard to nearby communities and destinations.

#### **Parking**

- 6.18 On-street parking is required to be metered and managed through a performance parking program.
- 6.19 Provide advanced parking management systems including real-time parking availability, pre-trip parking information and parking reservation/navigation systems.
- 6.20 Require long and short-term bicycle parking.

#### **Pedestrian – Bicycle**

- 6.21 Provide a continuous, connected and accessible network that enables pedestrians – particularly those with mobility impairments – to move safely and comfortably between places and destinations.
- 6.22 Develop a comprehensive on- and off-street bicycle network.
- 6.23 Develop a connected system of primary and secondary bikeways with ample bicycle parking to serve all bicyclists' needs.
- 6.24 Provide a 24-hour bicycle and pedestrian connection across the railroad tracks to Potomac Greens in conjunction with Metrorail station development.
- 6.25 Provide centralized bicycle storage facilities, located near the Metrorail and transit locations for all users of Potomac Yard – including areas for private and for shared use bicycles – in conjunction with Metrorail station development. Commuter and recreational bicycle information could also be available to residents and visitors.
- 6.26 Explore future connection from Landbay K across the George Washington Memorial Parkway to the Mount Vernon Trail.
- 6.27 Provide a future connection from Landbay K to the Four Mile Run Trail.
- 6.28 Require an off-street shared-use path along the length of Landbay K between Braddock Road to the south and Four Mile Run to the north.

### **Chapter 7: Infrastructure Recommendations**

- 7.1 A Water Management Master Plan (WMMP) is required as part of the rezoning. The WMMP will be updated/amended with each building and/or block to demonstrate compliance with each applicable phase.
- 7.2 Require use of pervious surfaces on sidewalks, driveways, parking areas, and streets to reduce generation of stormwater runoff. Maximize use of rooftop space for other sustainability practices (for example, for open space, community gardens, green roofs, energy generation, etc).
- 7.3 Maximize on-site stormwater reduction and reuse techniques to reduce impact on public stormwater infrastructure.
- 7.4 Remove impervious surfaces within RPAs and revegetate to restore function and quality.
- 7.5 Use harvested rainwater to meet irrigation demand.
- 7.6 Maximize exposure of stormwater management facilities as functional amenities to promote citizen awareness and understanding of stormwater quality issues.
- 7.7 Use water conservation measures to reduce the generation of municipal wastewater and explore reuse of greywater.

- 7.8 Construct additional sanitary sewer conveyance infrastructure and address Chesapeake Bay nutrient treatment needs.
- 7.9 Research and evaluate other pioneering technologies to address the capacity needs.
- 7.10 Develop and launch an education program that will include hierarchy of uses: Reduce, Reuse, Recycle, and Proper Disposal of hazardous wastes.
- 7.11 Develop a recycling program for commercial and multi-family buildings.
- 7.12 Develop a community recycling program.

## **Chapter 8: Existing Neighborhoods Recommendations**

- 8.1 Require the developer to provide a monetary contribution for the preparation and implementation of a comprehensive traffic calming and parking management strategy for the neighborhoods to the west of Potomac Yard. The study and implementation shall be proactive and phased with development.
- 8.2 Evaluate alternatives for traffic calming treatments at gateway locations along the west side of Route 1 and throughout neighborhoods.
- 8.3 Promote smooth transitions between existing neighborhoods and new development at North Potomac Yard through a careful consideration of uses, heights, and massing.
- 8.4 Development at North Potomac Yard should preserve and build upon the unique history and character of existing neighborhoods.
- 8.5 Develop connections which are consistent and compatible with existing development within Potomac Yard and across Route 1.

**North Potomac Yard Position Statement  
Alexandria Chamber of Commerce**

The Alexandria Chamber of Commerce supports the City of Alexandria's proposal to develop the North Potomac Yard section of our city, and we believe that if developed properly, the region could become a crown jewel in an ever-growing and improving City that embraces a smart balance of commercial needs, benefits to residents, and improved transportation.

We strongly support the City's desire to bring a Metro rail station to the Potomac Yard section of our city. Such a development would bolster the business climate in Alexandria and ease congestion. As we stated in our legislative agenda at the outset of this year, investing smartly in transportation improvements is a win-win for residents and businesses.

Regarding the City's specific proposal to develop North Potomac Yard, the chamber believes that the City has proposed—for the most part—a very attractive, compelling, and easily-supportable plan for development.

Our support of this proposal is wholehearted, but we caution the city to heed our advice regarding the following concerns we have with the proposal as it stands:

- 1) A truly effective development plan for North Potomac Yard must be married with a financing plan that is creative and that limits the tax burden for current residents and businesses while also incentivizing new businesses to locate in North Potomac Yard. The Chamber supports the implementation of creative financing solutions, including but not limited to, special tax districts and tax increment public infrastructure financing.
- 2) We believe that the proposal, as it stands, could be enhanced by the addition of even more commercially zoned land—allowing for additional businesses to contribute to the City's tax base.
- 3) The Chamber is a strong supporter of the environment, but the city should exercise caution to ensure that environmental sustainability requirements in the North Potomac Yard proposal—some of which may prove burdensome—do not unfairly prohibit business development. Specifically, the implementation of "sustainable" practices and programs should be cost-effective for both local government and the participating business, developer or property owner.
- 4) Finally, we ask the City to consider the cumulative effect of imposing all of the many additional requirements proposed in the draft plan including those plans and fees recommended for passive uses. These additional fees coupled with the sustainable practice program, as well as a proposed business improvement district may send the cost of development and operation out of the realm of feasibility. Perhaps some of these recommendations could be packaged with each other- for example, where public art, bicycle amenities, etc. might be funded as part of the proposed business improvement district.



PC Docket Item # 10  
MPA 2010-0002

May 4, 2010

ITEM #10: Master Plan Amendment, North Potomac Yard Small Area Plan  
05/04/10 Planning Commission hearing

Dear Alexandria Planning Commission Members:

I am writing on behalf of the Northern Virginia Streetcar Coalition. Upon review of the North Potomac Yard Small Area Plan, it appears to be open to the use of streetcars along the Potomac Yard Transitway as the mode for high capacity transit. We support efforts to commit to streetcars as the high capacity transit vehicle.

Board members:

**Tim Lovain**  
Chairman  
City of Alexandria

**Inta Malis**  
Arlington County

**James McClellan**  
At-Large

**Sasha Gong**  
Fairfax County

**Eddy Cettina**  
At-Large

**Tim**  
**Contact:**  
202.329.1648

The Northern Virginia Streetcar Coalition was formed to advocate for a connected streetcar network for the City of Alexandria and Arlington and Fairfax Counties. In addition to the planned Columbia Pike Streetcar line, Arlington County is also planning to have a streetcar line run through Crystal City and over to the Arlington border with Potomac Yards. Progress on this proposal will culminate in a few months by the adoption of the Crystal City Master Plan. There has been a commitment by Arlington and Alexandria officials to have a "seamless" transit system for this area so it follows then that the Arlington County streetcar line should continue into the Alexandria portion of Potomac Yards as well.

The draft Potomac Yard plan is groundbreaking in its emphasis on sustainability and its recognition of the need for multi-modal transit solutions, including a new Potomac Yard metrorail station, in order to achieve goals for a walkable, livable community.

The principles outlined in the draft plan are sound, and we support them.

- Building a Metrorail station
- Developing a new intermodal transit hub at the Metrorail station
- Requiring dedication of right-of-way along Route 1 to accommodate a high-capacity transitway
- Coordinating with Arlington County
- Maximizing intermodal connectivity.

The Crystal City Potomac Yard Transitway, a joint effort of Alexandria and Arlington, is a key element of the plan's transit solutions. Its concept is to provide a dedicated transit lane in an area otherwise heavily reliant on automotive transportation.

Although there were early indications this Transitway would use bus rapid transit, since then there have been more concerted efforts to coordinate mode choice with Arlington County officials who are clearly committed to running streetcars along

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its portion of the Transitway, all the way to the Alexandria border at Four Mile Run. In light of Arlington's commitment, the increased availability of Federal funds for streetcar systems under the Small Starts and New Starts program, streetcars' proven contribution to economic development and livability, and the urban nature of the site, the Northern Virginia Streetcar Coalition urges the Planning Commission to recommend an early commitment to a streetcar line along the CCPY Transitway, and City Council to take all necessary steps to qualify Alexandria for federal funding for this streetcar line.

Sincerely yours,

Tim Lovain, Chairman  
Northern Virginia Streetcar Coalition

Cc: Rich Baier  
Faroll Hamer

PC Docket Item #10  
MPA 2010-0002



Comment for Tuesday's Planning Commission...  
Valerie Peterson to: Kendra Jacobs  
Cc: Kristen Mitten

05/03/2010 10:39 AM

For the Planning Commission...

— Forwarded by Valerie Peterson/Alex on 05/03/2010 10:41 AM —

From: whendrick@aol.com  
To: valerie.peterson@alexandriava.gov  
Date: 05/02/2010 08:58 AM  
Subject: North Potomac Yard Small Area Plan

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Hi Valerie:

Here are some comments on the plan intended for the Planning commission. Thanks.

Bill Hendrickson

To: Members of the Alexandria Planning Commission

From: Bill Hendrickson, member, Potomac Yard Planning Advisory group (PYPAG)

Re: North Potomac Yard Small Area Plan

Date: May 2, 2010

Dear members of the Planning Commission:

As a member of PYPAG, I urge you to support the above master plan for Potomac Yard.

I do, however, have a number of observations and concerns that I hope you will consider and endorse.

The plan is sometimes fuzzy on exactly what it required. In some cases, the word "require" is explicitly used, which seems to imply that other things are not. Take civic and cultural uses, for example. PYPAG considered such uses to be vital to the plan, yet the only civic or cultural use that the plan requires is accommodation for a school. The plan calls for a comprehensive community facilities proposal, which seems to imply that more of such uses are required. I ask that you vote to make the language more specific, stating that a variety of civic and cultural uses will be required throughout the project.

The plan also calls for exploring the provision of a live performance space/theater in the Metro Square neighborhood. PYPAG strongly supported this idea. But the word "explore" is too weak. Just as with reserving a site for a school, the language should be changed to require that the developer accommodate a site for a theater. The developer would not be required to build the theater, or the school, but we need to ensure that a theater can be accommodated somewhere in the Metro Square neighborhood (and not just under the central open space, as the plans states). A good example of how a theater can be accommodated in a densely developed project is the Woolly Mammoth theater in downtown Washington, and perhaps this example could be explicitly cited in the plan. Further, the plan language should state that the performance space/theater be of a significant size, comparable, say, to the Schlesinger Center at Northern Virginia Community College or Signature Theater in Arlington. A prominent performing space/theater is critical to North Potomac Yard becoming a model and vital 21<sup>st</sup> century neighborhood.

During the planning process, PYPAG discussed public access to rooftops of buildings, including an observation tower to allow broad public views of the Potomac River and Washington, DC. But there is little in the plan that would explicitly require this to happen. The plan should require a reasonable amount of

public access to the rooftops throughout the project, in venues such as restaurants, observation platforms, meeting rooms, and recreational space.

The plan calls for extending the Route 1 section of the planned dedicated rapid transit way to the Arlington border at Four Mile Run. This will effectively widen Route 1 to six lanes from four. The plan acknowledges that Route 1 is a barrier between Potomac Yard and the neighborhoods to the west. The dedicated transit way could potentially increase this barrier, making it even more difficult for pedestrians and bicyclists to cross. But the plan says nothing about how to deal with this issue. To maximize pedestrian and bicycle trips to the Yard, and thus reduce vehicle traffic, the plan should explicitly state that specific steps will be taken to ensure pedestrian/bicycle safety and comfort in crossing Route 1, including exceptional design at intersections.

The plan calls for many innovative ways of managing water on the site, including green roofs, rain water harvesting, and bioretention areas. But the plan could more clearly and explicitly embody a major part of PYPAG's intent if it added the language that the use of "green streets" be maximized throughout the project (and define the term green street).

Despite all of the plan's efforts to reduce vehicle trips to the Yard, it is estimated that 47% of total trips will be by people driving. Although the traffic analysis indicates that, for the most part, the current and planned roads can handle the traffic associated with the project, the Potomac Yard area will undoubtedly be exceptionally congested in the future. The plan implicitly recognizes this by requiring that every development application provide a new traffic study. Ways of dealing with future congestion include the use of information technology and pricing mechanisms, the value of which are increasingly being recognized in the United States and around the world. The plan should specifically state the intention of using such strategies, if necessary, in the future.

Because of the need for more study and analysis of the Metro Square neighborhood, the plan calls for a flexible zone in this area. It presents two alternatives for the future configuration of Potomac Avenue. Most PYPAG members favored the option of incorporating Potomac Avenue more inextricably into the project, with buildings on both sides of the road. I strongly support this option as well. The Potomac Avenue approved in the 1999 Potomac Yard plan was essentially envisioned as a suburban street, designed to push through as rapidly as possible traffic created by the project and serve as a relief valve for Route 1 traffic. But this role is antithetical to the vision of the North Potomac Yard Small Area Plan, which is pedestrian and urban oriented. Potomac Avenue needs to be intimately connected with the buildings associated with the project and not serve as a mere bypass around them.

The plan calls for a centrally located transit center, including end-of-trip facilities for bicyclists. The plan should specifically cite the innovative bicycle shed in Millennium Park in Chicago as a possible model.

The plan is disappointing in not including any multipurpose athletic fields, a serious shortage in the city. It is equally disappointing that the two multipurpose fields planned for Potomac Yard in the 1999 plan continue to be limbo because of the school system's claim on them for a possible new school. It is imperative that some resolution to this situation be found. At the very least, the school system should agree to relinquish for a number of years its claim to the school site to allow the fields to be built.

Finally, the plan needs ongoing citizen review during the implementation stage, especially during the long process of planning that precedes Planning Commission and City Council review of specific development proposals. The Potomac Yard Design Advisory Committee has been very effective in this role in its review of the 1999 Potomac Yard plan. Its jurisdiction should be extended to this plan.





Docket Item # 10  
NPA 2010-0002



## United States Department of the Interior

NATIONAL PARK SERVICE  
George Washington Memorial Parkway  
c/o Turkey Run Park  
McLean, Virginia 22101

IN REPLY REFER TO  
L1417L (GWMP)

May 3, 2010

Mayor William D. Euille  
City of Alexandria  
301 King Street,  
Alexandria, VA 22314

Re: Adoption of North Potomac Yard Small Area Plan

Dear Mayor Euille:

The George Washington Memorial Parkway (GWMP), a unit of the National Parks Service (NPS), appreciated the efforts of City of Alexandria (COA) to apprise us of the 2009-2010 planning group sessions associated with the redevelopment of North Potomac Yard. This property, known as Landbay F, is a component of the Potomac Yard property in Alexandria, Virginia and borders an operating commercial rail corridor, a component of the rapid transit system, and NPS park properties. NPS owns a perpetual scenic easement over property that is now identified to be under consideration by COA for development of a mass transit station in conjunction with North Potomac Yard development.

COA and the planning staff encouraged full NPS participation and has made an outstanding effort to meet with representatives from GWMP and the NPS National Capital Region on a monthly basis. Throughout the process, COA planning staff has sought our input, listened to our comments and incorporated our suggestions into the North Potomac Yard Small Area Plan. NPS welcomed the opportunity to work closely with COA planning staff on this project. Although our meetings were accomplished in the interest of coordination and gave NPS an opportunity to express our concerns, our participation should not to be judged as concurrence with the proposed Small Area Plan.

As we have stated in our December 28, 2009 letter to you, NPS remains very concerned about the locations of the METRO station being considered in conjunction with the North Potomac Yard project. At present, at least two alternatives (Alternative B1 and Alternative B2) under study by COA for the station are reliant upon federal interests that were acquired by the NPS from the former owners of the rail yard to protect GWMP.

We believe that Alternative A, an area that has been deeded to the COA by the owners of the rail yard property, is the only alternative that will not have a controllable impact on the GWMP. The 1992 Potomac Yards/Potomac Greens (PY/PG) Small Area Plan, as amended, consistently shows a deeded space for a METRO (Alternative A). The 1992 plan further identifies, in Map 6 (enclosed), that moving the METRO station north (Alternative B1 and Alternative B2) places it within a Wetlands Preservation Area.

All alternatives located on land in which NPS has an interest will need to be evaluated through the National Environmental Policy Act (NEPA), most likely in the form of an Environmental Impact Study (EIS). This EIS, while accomplished for the National Park Service, would be performed at COA expense. This process would be in addition to the Federal Transportation Administration's (FTA) Section 4(f) process, which analyzes the potential impact of transportation projects on public parkland. The B1 and B2 Alternatives would also impact the Open Space area that has been identified since 1992 on Map 14 and 15 of the PY/PG Small Area Plan.

NPS will rely on the findings of the NEPA analysis and FTA Section 4(f) analysis, including suggestions for mitigating impacts to NPS resources, as a guide for our decision making process. We expect the full range of our concerns, and a federally-approved analysis of reasonable, prudent and feasible alternatives will be addressed through these findings. Thus, we will withhold our comments on this project until these analyses are completed.

NPS thanks the COA and the planning staff for seeking full NPS participation in this process. We look forward to our continued involvement. If there are any questions, please do not hesitate to contact me at 703-289-2500.

Sincerely,

A handwritten signature in black ink that reads "Dottie P. Marshall". The signature is written in a cursive, flowing style.

Dottie P. Marshall  
Superintendent, George Washington Memorial Parkway

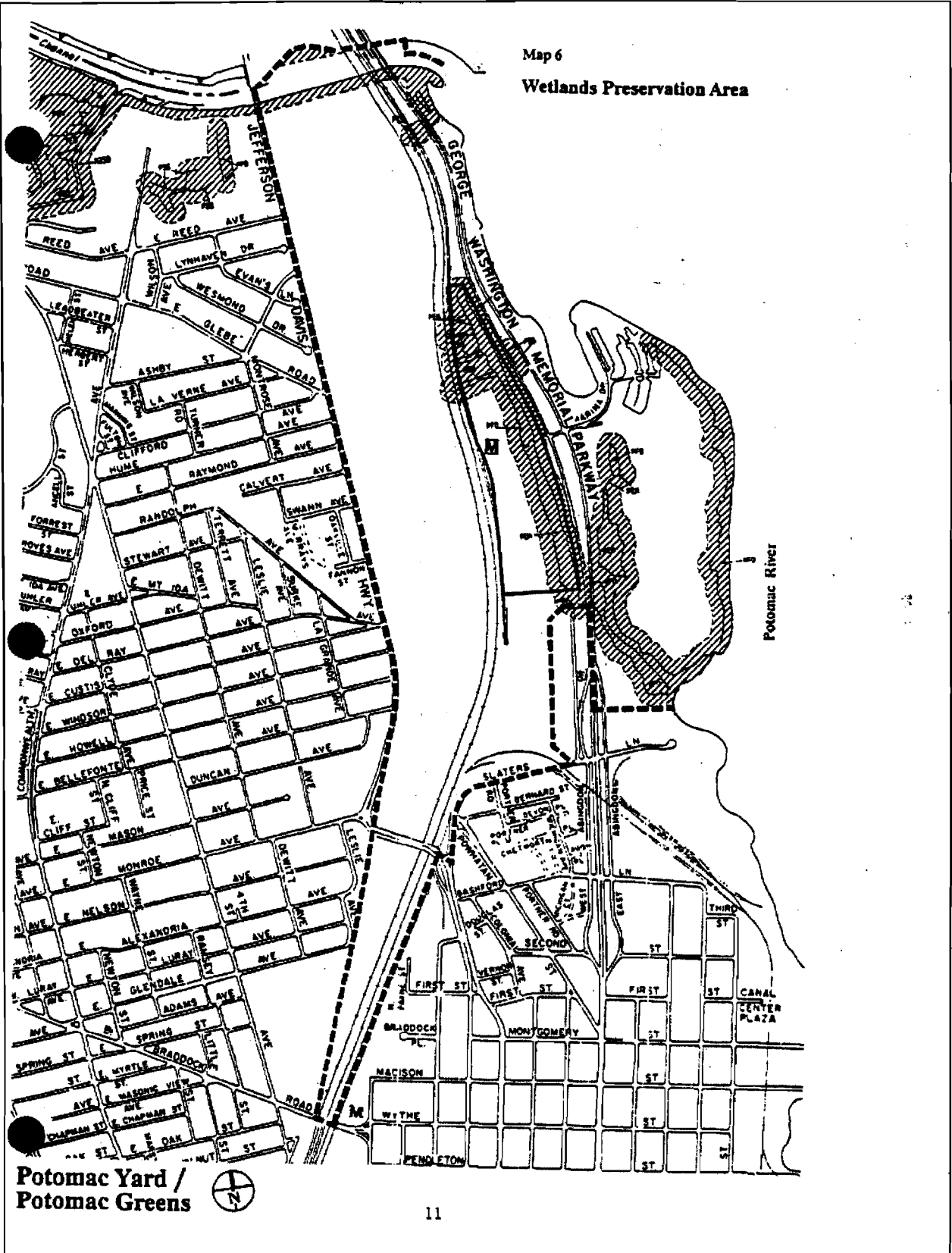
Enclosure

bcc:

GWMP Files  
GWMP Supt. Marshall  
GWMP Feldman  
GWMP Helwig  
NCR May  
NCR DeMarr  
NCR Hayes

**1992 Potomac Yards/Potomac Greens (PY/PG) Small Area Plan (last amended 2008)**

Map 6  
Wetlands Preservation Area





To:  
Cc:  
Bcc:  
Subject: Fw: Docket Item 10. -- Master Plan Amendment #2010-0002

PC Docket Item #10  
MPA 2010-0002

— Forwarded by Barbara Carter/Alex on 05/03/2010 08:18 AM —

**Docket Item 10. -- Master Plan Amendment #2010-0002**

**J Bennett** to: H. Stewart Dunn Jr., Donna Fossum, Jesse Jennings, John Komoroske, Mary Lyman, J. Lawrence Robinson, Eric Wagner

05/02/2010 09:40 PM

Mark Jinks, Faroll Hamer, Barbara Ross, Gwen Wright, Valerie Peterson, Mindy Cc: Lyle, Kerry Donley, Bill Euille, Frank Fannon, Alicia Hughes, Rob Krupicka, Del Pepper, "Paul C. Smedberg"

I am generally supportive of this proposal. This area is one in the City where this level of density is appropriate and is an area that can add substantially to the City's tax base. The Metro station that is planned can only be justified in a mutually beneficial relationship between this level of development and financing plan of the new station. They need each other at the levels planned for both to thrive.

City staff assures me that the City's bonding capacity after starting this project will still be sufficient to fund the items in the capital improvement plan and we'll have sufficient capacity to apply towards the Landmark Mall redevelopment project, if needed.

The financing plan holds together only if the developer funding, special tax district revenues, and plan guarantees are in place and function at planned levels. For example it won't work if the density is reduced, or special tax district revenues are reduced, or the developer contributions are reduced. I have no doubt that there will be voices from the public that will suggest reducing the density or the revenue generators while retaining the Metro station.

My support for this proposal is conditioned on the financing plan and density working in tandem, with no reductions in either, nor an attempt to secure greater bonding levels at the expense of the other future projects. Otherwise I do and would adamantly oppose the proposal.

Joe Bennett

RE: see enclosed

Joe Bondi

to:

sutter

04/22/2010 02:20 PM

Cc:

Sandra.Marks, Valerie.Peterson, Jeffrey.Farner, Lynhaven Citizens Association

Show Details

Matthew, thanks for your letter to the city and email to us.

I sat on the Potomac Yard Planning Advisory Group and was a part of a number of conversations about the traffic implications of the PY development. I was a proponent of opening Reed Avenue to east-west traffic and raised concerns that I knew our neighborhood would have about the opening of other currently-closed streets.

The city transportation staff assured the group that those streets would never be opened without a long and comprehensive community discussion process. They heard loud and clear the words of one of our neighbors who said, "There will be a march on City Hall if you open Lynhaven Drive". Note that the plan expressly states "explore and evaluate the option..." of opening those streets. This is soft language; and I was only able to express my support for the plan knowing that in the exploration and evaluation process, the city planners of the future will hear clearly from our neighborhood that it's not safe and it doesn't make sense to have that traffic moving through Lynhaven.

I've copied Sandra Marks on this note as well as some others involved in the planning process. I encourage them to add to my reply.

I also encourage you to attend the Lynhaven Citizens Association meeting on Monday, May 3<sup>rd</sup> at 7:00 p.m. at Cora Kelly Rec Center to talk to our neighbors about your position.

Best,  
Joe Bondi

President  
Lynhaven Citizens Association

----- Forwarded message -----

From: **Matthew Sutter** <[sutter@wfslaw.com](mailto:sutter@wfslaw.com)>

Date: Wed, Apr 21, 2010 at 3:09 PM

Subject: see enclosed

To: [lynhaven.civic@gmail.com](mailto:lynhaven.civic@gmail.com)

I noticed that the City is considering opening Evans Lane, Westmond and Lynhaven directly to Route 1. I have made an official comment to the proposal and I suggest other residents do the same. See enclosed.

Matthew T. Sutter, Esq.  
Wade, Friedman & Sutter, P.C.  
616 North Washington Street  
Alexandria, VA 22314  
Telephone: 703-836-9030

Facsimile: 703-683-1543  
Email: [sutter@wfslaw.com](mailto:sutter@wfslaw.com)  
Web: [www.wfslaw.com](http://www.wfslaw.com)

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**WADE, FRIEDMAN  
& SUTTER, P.C.**  
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FACSIMILE  
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April 21, 2010

**By Fax: 703-838-6343**  
Office of Communications  
301 King St., Room 3230  
Alexandria, VA 22314

Re. Official Comment on North Potomac Yard Small Area Plan

Dear Potomac Yard Planning Advisory Group:

Chapter 6 Section D of the North Potomac Yard Small Area Plan suggests that the City "[e]xplore and evaluate the option of opening Evans Lane, Wesmond Drive and Lynhaven Drive in the future to provide access to Route 1." The residents of the Lynhaven neighborhood I have spoken with strongly oppose this.

This proposal suggesting the opening of Route 1 directly at Evans Lane, and pouring cross-town traffic directly into the Lynhaven neighborhood **should be stricken from the Plan** or an alternative proposal created which does not include opening Evans Lane, Wesmond Drive and/or Lynhaven Drive to provide access to Route 1 for non-resident vehicle traffic.

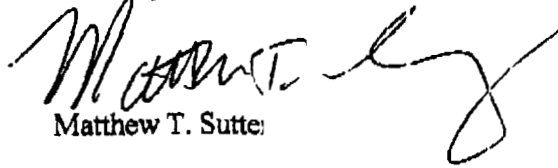
The Lynhaven neighborhood is a mixed-income neighborhood with a high density of families with small children. In order to access parks and recreation, children must cross busy intersections to get to Cora Kelly Elementary School. The Lynhaven neighborhood's curved narrow streets provide a limited sanctuary from the constant traffic of Route 1, Mt. Vernon Avenue and Glebe Road which surround the Lynhaven neighborhood. Opening Evans Lane, Wesmond Drive or Lynhaven Drive to Route 1 access will cause unnecessary traffic accidents and increase the problems of existing crime which already exist in large part by virtue of access to Route 1.

Opening Evans Lane, Wesmond Drive or Lynhaven Drive will cause more traffic problems than it will resolve because there is no direct access through the Lynhaven neighborhood's existing street grid to arrive at destinations such as Mount Vernon Avenue or E. Glebe Road from Evans Lane, Wesmond Drive and/or Lynhaven Drive. Further, there is ample available access to and from the Lynhaven neighborhood for its residents through the network of alleys and Montrose Road and Wilson Avenue. **The residents in the Lynhaven neighborhood do want automobile traffic being routed through their neighborhood and do not want cross-town traffic being routed through its narrow, residential streets.**



Any improvements to access should be focused on Reed Avenue and E. Glebe Road where dedicated, two lane arteries with traffic signals already exist. The other steps contained in the North Potomac Yard Small Area Plan are sensible in this regard.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew T. Sutter", written in a cursive style.

Matthew T. Sutter

from Garrett Erdle RE: Potomac Yard  
Garrett Erdle  
to:  
erwagner  
04/05/2010 05:33 PM  
Cc:  
Valerie.Peterson, "Marguerite Lang", "Garrett Erdle"  
Show Details

History: This message has been forwarded.

Eric -

I'm extremely pleased to see you and PC will discuss transportation issues tomorrow. I wish we'd spent more time on this topic as my neighbors in Rosemont are concerned about the traffic impact of an additional 7.5MM square feet of development at Land Bay F.

Protecting the character as well as the children in the neighborhoods immediately to the west of Potomac Yard is critically important to all of us. While I read about the plans to install traffic calming measures in the future I do not see plans to measure what I believe is important now. In order to identify the percentage increase in trips through the neighborhoods I believe we must measure the traffic through the neighborhoods today, prior to development. Without this baseline I believe the City is at risk of losing credibility with citizens who say traffic is substantially worse near their house but the City cannot provide data to prove the exact increase in traffic.

I've attached a map with the 8 intersections I suggest we measure today (in addition to the ones closer to Potomac Yard). If you look at the map, each intersection will capture the traffic electing to access the Yard from a road other than Route 1, mainly from the west. To measure at Route 1 is too small of an area as I-395 and I-495 are less than 2 miles from the Yard. Commuters will use neighborhood roads from these interstates to reach Potomac Yard.

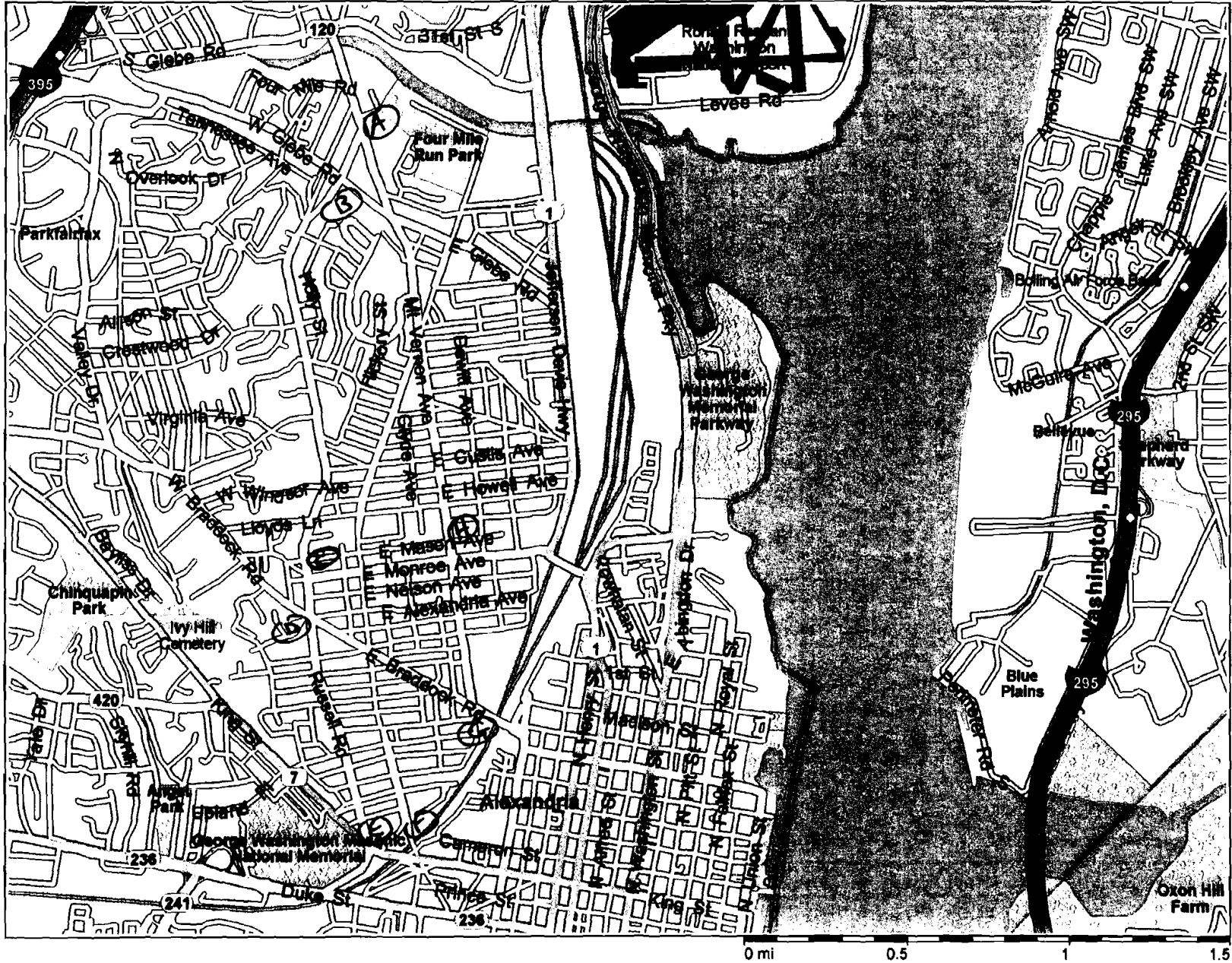
- A - Intersection of Mount Vernon and Russell Road (captures entry from Arlington who may elect to turn east on Reed and not go to Glebe intersection)
- B - Intersection of W. Glebe and Russell Road (from 395)
- C - Russell Road and Monroe Ave.
- D - W. Braddock and Russell Road (from 395)
- E - Russell Road and Cedar Street (from Beltway)
- F - Commonwealth and Cedar Street (from Beltway)
- G - E. Braddock and Mt. Vernon (those avoiding Route 1)
- H - Monroe Ave and Mt. Vernon (impact of new bridge on Monroe Ave traffic pattern)

I'd like to see the City measure the traffic at these intersections while School and Congress are in session. To me it seems like solid planning to establish a baseline traffic pattern before we allow 7.5MM square feet of development next to our neighborhoods. I'd like the results to be made available to the Advisory Group but specifically the Neighborhood Associations on PYPAG located to the west of Potomac Yard (Lynnhaven, Del Ray and Rosemont). These neighborhoods will see an increase in traffic and must be given the chance to quantify the increase so the neighborhoods may seek traffic calming measures.

Please call my cell phone with questions. 703-625-3674

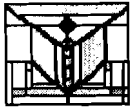
Garrett Erdle  
24 West Cedar Street

# Washington, D.C., District of Columbia, United States



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## Housing in North Potomac Yard

Valerie Peterson to: West Old Town Citizens Association

04/20/2010 04:07 PM

William Euille, Alicia Hughes, Del Pepper, Frank Fannon, Kerry Donley, Paul Smedberg, Rob Krupicka, Jim Hartmann, Mark Jinks,  
Cc: Faroll Hamer, Mildrilyn Davis, Helen McIlvaine, Jeffrey Farner, Valerie Peterson, "Priest, Roy", Claire Gron, Heidi Ford, Kristen Mitten, Jessica McVary

Dear Ms. Ford,

Thank you for your comments regarding housing in North Potomac Yard. The City's commitment to provide one-for-one replacement of public housing units when ARHA redevelops a property is memorialized in a joint City/ARHA Resolution known as Resolution 830. In essence, Resolution 830 obligates the City to find funds and properties to ensure that ARHA maintains at least 1150 public housing units.

Currently, and until the 16 replacement units for James Bland are identified and acquired, 50% of all developer voluntary affordable housing trust fund contributions are being reserved to help fund ARHA replacement housing. In addition to this requirement as part of the James Bland DSUP, this requirement is also part of a separate agreement between the City and ARHA. In addition to the developer contribution reservation, Housing also dedicated \$1 M of its bonding capacity to initially capitalize the fund. (We have estimated that it may cost \$6.4 M to provide 16 replacement units if the units had to be acquired outright, however, we continue to discuss opportunities to secure public housing through negotiations with developers regarding programming of onsite units. This option is part of the Lane and Hoffman DSUP, for example). We have begun including public housing within our discussions whenever a developer proposes an affordable housing plan that includes onsite units. The North Potomac Yard Plan Small Area Plan includes recommendations regarding the vision for the provision of affordable, workforce and public housing, the details of which will be determined through the DSUP process.

As a reminder, the final draft of the Plan is available for review and comment on the web at [www.alexandriava.gov/PotomacYardPlan](http://www.alexandriava.gov/PotomacYardPlan). The Plan is scheduled to go to the Planning Commission on Tuesday, May 4, and the City Council on Saturday, May 15.

Please let me know if you had any additional questions or comments.

Thank you,

Valerie Peterson  
Principal Planner  
Department of Planning and Zoning  
City of Alexandria  
703-746-3858

Faroll Hamer

----- Forwarded by Faroll Hamer/Alex on 03/17/2...

03/17/2010 09:17:26 AM

----- Forwarded by Faroll Hamer/Alex on 03/17/2010 09:14 AM -----

## Public Housing, Fair Share and Potomac Yards

Heidi Ford to: council, Alicia Hughes, Del Pepper, Frank Fannon, Kerry Donley, Paul Smedberg, William Euille

03/16/2010 08:39 PM

Cc: Jim Hartmann, Donna Reuss, rcollinlee, rimaca, Charlotte, Faroll.Hamer

From: Heidi Ford <ha.ford123@yahoo.com>

To: council@krupicka.com, Alicia Hughes <aliciarhughes@gmail.com>, Del Pepper <DELPepper@aol.com>, Frank Fannon <frank.fannon@gmail.com>, Kerry Donley <kdonley@vcbonline.com>, Paul Smedberg <PaulCSmedberg@aol.com>, William Euille <william.euille@alexandriava.gov>

Cc: Jim Hartmann <jim.hartmann@alexandriava.gov>, Donna Reuss <donna555@yahoo.com>, rcollinlee@gmail.com, rimaca@verizon.net, Charlotte <landiscf@comcast.net>, Faroll.Hamer@alexandriava.gov

---

Dear Mayor Euille, Vice Mayor Donley, and Members of the City Council,

In the absence of progress securing replacement sites for the 16 public housing units to be relocated from James Bland, and the expectation that additional sites will be needed in the future as other existing public housing sites redevelop, the West Old Town Citizens Association believes the City needs to begin more proactively planning to meet its stated fair share public housing goals. The City took an innovative and positive step in this direction in the Braddock East Small Area Plan by developing a funding formula to help to guide off-site replacement public housing financing. We urge the City to replicate this in the North Potomac Yard Small Area Plan (NPYSAP).

The City stipulates in the Braddock East Small Area Plan that at least 50% of the available Affordable Housing Trust Funds generated from future development in the Braddock metro area be reserved for off-site replacement of public housing from the Braddock East area. Similar language should be included in the NPYSAP. Specifically, we recommend incorporating the following language:

“In order to support City’s fair share public housing policies and to create a diverse community in the North Potomac Yard neighborhood, this Plan recommends that when residential development occurs within the boundaries of the NPYSAP specific consideration, as a part of the official planning and permitting processes, be given to setting aside units for public housing replacement sites. More specifically, special attention should be given to relocating units from highly concentrated public housing areas to the North Potomac Yard neighborhood.

This Plan also recommends that at least 50% of any new Affordable Housing Trust Funds generated from future development in the North Potomac Yard area be reserved for relocating public housing units from areas of concentrated public housing in accordance with the City’s fair share policy. These funds can only be used to fund replacement sites for currently existing public housing units and cannot be used for any other purpose for 20 years or until the AHRA properties of James Bland, Samuel Madden, Andrew Adkins, Ramsey

Homes, and Hopkins Tancil Courts have redeveloped and identified replacement unit requirements satisfied, whichever is sooner. All contributions are payable on receipt of the first Certificate of Occupancy."

Including such language in the NPYSAP is an important step in responsibly planning for forthcoming public housing requirements, advancing the City's fair share public housing policy, and promoting the City's strategic goal of caring community that is affordable and diverse. However, the responsibility for securing future replacement public housing cannot solely borne by a single neighborhood. Rather, it is one shared by the city as whole and must be addressed equally in all small area plans.

Respectfully,

West Old Town Citizen Association Executive Board

Heidi Ford, President

Charlotte Landis, 1<sup>st</sup> Vice President

Collin Lee, 2<sup>nd</sup> Vice President

Maria Willcox, Secretary

Donna Reuss, Secretary

**Response to WOTCA emails regarding the North Potomac Yard Small Area Plan**

Faroll Hamer to: West Old Town Citizens Association

03/09/2010 07:53 PM

Cc: City Council, Valerie Peterson, Mark Jinks, Jeffrey Farner, ha.ford123

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History: This message has been forwarded.

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Heidi --

Valerie Peterson responded to your emails earlier today. I would like to add one additional clarification, so I'm resending her response to you (attached), and I add the following comment:

As part of your email, you indicate that the West Old Town Citizens Association is concerned with both the proposed location and the fiscal implications of the metro station, and that the marginal location means that no sensible developer is willing to fund it.

City staff has been developing a funding strategy for some time, and a conservative financial model has been constructed which shows that the Metrorail station can be financed solely from developer contributions, special tax district revenues applied to Potomac Yard, and net new tax revenues generated from Potomac Yard. What remains to be finalized are agreements with the various developers for the purpose of funding the station, on which there has been substantial progress.

Hope this helps. Please call me or Valerie Peterson if you have any questions. Looking forward to seeing you at your civic meeting Thursday night.  
Faroll



letter to Heidi Ford, OTWCA, on PY.doc

---

Faroll Hamer  
Director, Planning and Zoning  
City of Alexandria  
301 King Street  
Alexandria, VA 22314  
703-746-4666  
Faroll.Hamer@alexandriava.gov



**North Potomac Yard Small Area Plan - comments** 

Valerie Peterson to: West Old Town Citizens Association

03/09/2010 10:04 AM

Cc: Mark Jinks, Faroll Hamer, Jeffrey Farner, ha.ford123

Bcc: Helen McIlvaine, Pamela Cressey, Claire Gron, Kristen Mitten

---

Dear Heidi,

I am writing in response to your emails regarding the North Potomac Yard Small Area Plan. We apologize for the delay. Please see the below *italicized* text for your comments, and our response in regular text.

*The first of these relates to the map on page 66 of the posted draft plan. This map depicts the Crystal City/Potomac Yard Transit Improvement Project. The BRT alignment it depicts south of the Monroe Street Bridge does not conform to that in the already approved Braddock Road Small Area Plan. The map on p. 66 shows the BRT turning west from Henry Street onto First Street and then running south along Fayette Street, and then turning west onto Madison Street into the Braddock Metro Station. Both Fayette and Madison are designed as walking streets in the Braddock Plan. As the goal is to encourage use of these streets as pedestrian and bicycle corridors, we consider it inappropriate for the North Potomac Yard Plan to depict these streets as part of the BRT route. Moreover, the Braddock Plan states the "preference for the transit route [is] to be located along the service road adjacent to the Metro Rail tracks after and connecting with First Street at Route 1." (p. 78). We ask that the map on p. 66 of the North Potomac Yard Plan be modified to reflect this alignment south of the Monroe Street Bridge.*

**BRT Alignment**

Regarding the BRT alignment shown in the graphic on page 66, the graphic in the working draft of the Potomac Yard Small Area Plan is from the 2006 Environmental Review document that was submitted to the Federal Transit Administration. The alignment identified in the Braddock Plan will be used in the future environmental analysis for the Crystal City/Potomac Yard Transit corridor, and the North Potomac Yard Plan will reflect the revised route.

*The second issue relates to a statement on p. 102 of the Potomac Yard Plan that claims black workers at Potomac Yard "may have settled in the Parker-Gray district." The date cited in the referenced section, 1908, predates the Virginia Assembly's approval of residential segregation districts. In that era an African American person could have just as easily have lived in black Rosemont or any number of the black neighborhoods included in the Old Town Historic District. Thus, the statement they may have settled in Parker Gray is mere speculation as there were multiple choices. Moreover, the characterization of Parker Gray as an African American neighborhood at that time is also inaccurate. In 1870 census data was reported by ward. In Ward*



*Three (Parker-Gray), the black (or "colored") population was 1,724 or 37% of Ward Three's total. In 1924 the Parker-Gray neighborhood's African American population was 50.88% of the population. Based on the census data Parker Gray, at most, could be considered an integrated neighborhood at that time. Given all of this, we request the referenced statement be struck from the text.*

### **Potomac Yard History**

The general statement about where black workers from Potomac Yard may have lived was taken from a historical study, but we do not have primary documentation of any specific workers living in Parker-Gray. The remark will be removed from the Plan. Regarding Ward data, research into tax and census records from 1790 to 1910 indicates that wards were not homogeneous and that street-faces with very high African American occupancy occurred. These areas formed often because of the philosophy and religion of the whites willing to rent or sell to free blacks, rather than segregation laws. They formed as early as 1810 as "cores" of free black life. Data collected in a NEH archaeological survey shows street-faces with concentrations of African Americans in the general area called Parker-Gray today. The area near Cameron and South Patrick was such a core (1810-1850). In 1850, a recent study by a Flinders University professor, Donald Debats, shows a "core" black area at So. Patrick and Cameron, as well as three other black concentrations in the southern tier of the city.

Just a clarification point about ward statistics: Ward 3 in the northwest quadrant of the historic town was much larger than the area we call Parker-Gray. For tax collection purposes, it included the west side of S. Pitt street, So. St. Asaph and So. Washington streets, as well as both sides of King Street. [Note it is from the tax records that all the data above were taken and then cross referenced with the censuses.] These corridors essentially along Washington and King streets were heavily white and upper to upper middle class. Thus, statistics for the Ward are not specific to the contemporary area called Parker-Gray today. In essence, while there were small concentrations of blacks and whites throughout Alexandria by 1910, they are very fine, almost micro-delineations between races. Individuals, might also live within another race's concentration or core for a variety of reasons: lack of specific segregation laws, one large tract with a white owner amid black small lots, immigrants, specific land uses such as grocery stores, economic class of the residents. The issue of whether an area is "integrated" is a complicated issue as witnessed by people who remember that there were certain street-faces where blacks could rent in the 1950s; yet, if census figures were compiled for a wider area such micro-distinctions would not be perceived.

*Finally, while we applaud that the North Potomac Yard Plan states creating diverse neighborhood is a goal its treatment of the subject is appallingly weak. For example, "public housing" is mentioned only three times in the 123 page plan. If the City is truly committed to ensuring adequate public housing, Resolution 830, and the Fair Share policy, then the North Potomac Yard Plan must go further in actively planning for the incorporation of public and affordable housing within its planning boundaries. Given that Potomac Yards is the largest undeveloped area in Alexandria there is no*

*justification for doing otherwise.*

*To this end, we recommend that the Plan advocate incentives for developers who incorporate public and affordable housing units. This could be accomplished by reducing by a given percentage or entirely waiving the contribution developers would normally be expected to make to the City's Affordable Housing Trust Fund or other funds. Alternatively, the City could demonstrate its commitment to public housing by incorporating into the Potomac Yard Plan a condition that earmarks a certain percentage of Affordable Housing Trust Fund contributions made by Potomac Yard developers for the construction of public housing units, similar to what was done in the Braddock East Plan.*

*Such an approach has the added benefit of providing a degree of consistency, coordination, and shared vision among small area plans. As you will recall, the already approved Braddock East Small Area Plan notes that "it will be necessary to replace some of the existing public housing units in Braddock East at other locations in the City" and that "the City and ARHA should work together to identify and secure replacement sites to anticipate any future requirement for replacement housing units." Potomac Yard would be an ideal place given its planned amenities, day care facilities, public transportation, and the numerous employment opportunities that will be available within its planning boundaries. A failure to substantially strengthen the public housing component of the North Potomac Yard Plan would send a clear and undeniable signal that the City is not serious about this issue.*

### **Affordable Housing**

The North Potomac Yard Plan broadly addresses the City's goal to secure a variety of types of affordable housing units and options (including public housing, affordable housing and workforce rental and sales units) as redevelopment occurs, particularly since such a large number of residential units are projected to be built within the overall Plan area. In Advisory Group meetings, the current prime developer of Landbay F has publicly stated his willingness to explore opportunities for affordable housing development, and the Office of Housing looks forward to working with him and other developers in the future to achieve a meaningful number of units within North Potomac Yard as proposals for specific sites or projects are presented. However, because of Virginia legislative constraints, affordable housing cannot be mandated except where bonus density is granted. This plan provides the higher permitted (as opposed to bonus) densities needed to support the Metro construction, and it is unknown whether future development proposals in the plan area will need even higher (bonus) density that would allow the City to mandate affordable housing.

Because the Braddock East Plan area incorporated several public housing developments which were proposed for redevelopment as mixed income communities, that Plan set more specific goals for the replacement of the existing public housing stock, along with market rate sales and rental housing which were planned to be developed, in part, to help subsidize the cost of redeveloping aging public housing stock. This April, the Office of Housing will undertake a year long comprehensive Housing Master Plan process. It is anticipated that the Housing Master Plan will create

a road map to guide the City's future affordable housing production and preservation efforts, including strategies to achieve a wider geographic distribution of all types of public, affordable and workforce housing throughout Alexandria.

*The City government has stressed the need to correct a worsening commercial / residential tax-base ratio. Potomac Yard Land-Bay F must be considered the lynch-pin of such a turn-around, given its proximity to Washington DC, National Airport, and other power-centers. Land Bay F could accommodate a 900 thousand square-foot mall, surrounded by 1 million square feet of big-box discount retail, 250 thousand square feet of theaters / restaurants, 250 thousand square feet of new hotels and 4 million square feet of office space – in short a 6,400,000 commercial hub. Adding 1 million square feet of affordable / rental / condo housing would generate a commercial / residential ratio of 87% / 13% and do much to restore the citywide goal of tax-base parity.*

*Unfortunately, the current plan proposes only 1 million square feet of big-box discount retail, perhaps 1 million square feet of office, and 5 million square feet of residential – 4,700 condo units. This produces a commercial / residential ratio of 30% / 70%. In other words, the plan proposes to develop the best-positioned commercial property in Alexandria in such a way as to guarantee the worst possible fiscal outcome.*

### **Mix of Uses**

As clarification, the proposed use mix identified in the working draft Plan includes the following, which are approximate and still subject to further evaluation:

Office: 680,000 sf  
Residential: 1,480,000 sf  
Retail: 845,000 sf  
Residential/Office: 4,235,000 sf  
Hotel: 170,000 sf

The type of retail uses are not specified in the Plan, although a mix of retail that includes some larger format users is contemplated. The mix of uses identified in the Plan has been refined and tested over the several months of the planning process, through detailed retail, transportation, financial, and design studies. In addition to the technical studies, the overall land use plan was informed by the vision and principles of the PYPAG, and input from the community over several meetings. As discussed in the Plan, a balanced mix of uses achieves a number of goals, including:

- Improving safety and walkability by sustaining street life through daytime and evening hours.
- Maximizing use of transportation infrastructure by distributing peak hour traffic over longer periods, maximizing internal trips, and providing two-way transit use.
- Decreasing parking demand and creating opportunities for shared parking.
- Supporting retail by establishing a diverse customer base in close proximity, including area workers, residents and shoppers.

As discussed in Chapter 4 of the Plan, to provide for a similar occupancy of square footage, and a true balance of uses, there needs to be approximately two to three times more residential square footage than office, which the Plan is generally proposing. Assuming the proposed uses in the Plan, Potomac Yard would collectively have approximately 5.5 million square feet of office, hotel and retail and approximately 6.5 million square feet of residential, with much of the office concentrated in the vicinity of the potential Metro station location so as to maximize transit use. Staff believes the proposed mix of uses achieves a balance among the need to grow the city's commercial tax base, with creating a vibrant, walkable and amenity-rich community for all.

*The West Old Town Citizens Association is equally concerned with the proposed metro station location and its fiscal implications. The chosen location is not only the most expensive of the options considered but it is also least desirable. The draft plan proposes that the city obligate \$240 million in municipal bonds to build a metro station in a location that is marginal, at best. This is a crushing debt burden that would be shared by city taxpayers and purchasers within the Yard. Although we support a metro station at Potomac Yard, it must be located centrally in order to maximize use and fiscal benefit to the city. The current proposed location is a poor choice. The metro station ought to be located adjacent to the mall and largely financed by the mall and big-box retail. (40% of Nordstrom customers at Pentagon City arrive by Metro.) Instead, off-line objections by the current owner of Land-Bay F, forced staff to settle on a marginal location, whose predictable poor performance means that no sensible developer is willing to fund it.*

### **Metro Location**

The Plan's proposed location of the Metro station was informed by the findings and analysis of the Potomac Yard Metrorail Station Concept Development Study, conducted concurrently with the land use planning process. The study took place in two phases, analyzing constructability, phasing, cost and financing, ridership, and other technical aspects of station development, and eliminating alternatives from further study if rendered not viable. Of the original eight alternatives in the study, three will proceed to the environmental analysis for further consideration, including B1/B2 ("B" or "Northern" alternatives), and A. Early cost estimates of the original eight station location alternatives ranged from \$140-\$520 million. Those alternatives located within North Potomac Yard that were eliminated from further study were on the higher end of the cost range, and had significant constructability issues, including impacts to adjacent properties and Landbay K, and development phasing. More refined cost estimates for the remaining A and B alternatives range from \$190 to \$270 million. The A and B alternatives would serve approximately 4.1 million and 6.5 million square feet of development respectively within a quarter-mile of the station. Ridership estimates were conducted for the A and B alternatives, which found 2030 weekday boardings to be 12,600 and 15,900 passengers respectively, meeting and exceeding the 2009 ridership for Pentagon City (15,674) and Ballston (12,314). (See the Potomac Yard Metrorail

Station Concept Development Study for more information).

### **Fiscal Implications**

The prospect of issuing a \$275 million municipal bond to fund the Metrorail station represents a major and significant change in City debt policies and practices. However, according to the City's independent financial advisors, it would not in and of itself jeopardize the City's top AAA/Aaa bond ratings. As discussed in the Plan, the rating agencies recognize that the investment in heavy or light rail transit systems is an investment with multi-generational benefit if coupled with new transit-oriented development. This view and bond rating agency acceptance is highly likely to hold in the future, but cannot be guaranteed to not change in the future.

As of this writing, there is not a firm funding strategy identified, however, the City continues to work with the developer and area property owners on a financing strategy that is consistent with the findings of the Metrorail Station Feasibility Work Group, which state:

1. For the purpose of future NEPA environmental studies, continue studying options within the envelope of the northern station locations and the existing station reservation site (A). The C and D options should be removed from further consideration. The northern station envelope encompasses the maximum footprint, including permanent maintenance easements, which would be required for the construction of a station along the Metrorail alignment north of the existing station reservation.
2. The existing transportation infrastructure cannot support the Landbay F proposed development. Construction of the Metrorail station is required to support the level of development proposed in Landbay F.
3. Amendments to the Master Plan and the rezoning of Landbay F cannot go forward until the City is satisfied that an acceptable financing plan has been developed and agreed to.
4. The financial risk to the City must be carefully structured and managed. Terms and conditions in contracts and land use approval actions need to be carefully and clearly detailed so all parties understand expectations and obligations, and therefore the financial risks to the City are mitigated.
5. No negative cash impact on the City's General Fund in any given year. The projected "gap" between the anticipated tax revenues from the special tax district, per square foot developer contributions, plus additional incremental net new revenues generated by the project, will need to be "bridged" in the early years of the bond financing by firm and sufficient upfront Landbay F payments, so there will be no negative cash impact on the City's General Fund in any given year.

6. Any proposed financing must be conservative with a sound financing structure and shared risk.

The Plan is tentatively scheduled to appear before the Planning Commission and City Council in April. Staff will be available for questions and will have the model from 7:00 pm to 7:30 pm at an open house prior to your association meeting. The next draft of the Plan will be released with the docket for the hearing.

Thank you again for your comments.

Sincerely,

Valerie Peterson  
Principal Planner  
Director of Planning and Zoning  
City of Alexandria  
703-746-3858

From: Heidi Ford <ha.ford123@yahoo.com>  
To: PaulCSmedberg@aol.com, DELPepper@aol.com, council@krupicka.com, william.euille@alexandriava.gov, frank.fannon@gmail.com, kdonley@vcbonline.com, aliciarhughes@gmail.com  
Cc: Donna Reuss <donnar555@yahoo.com>, Charlotte <landiscf@comcast.net>, rimaca@verizon.net, rcollinlee@gmail.com, ha.ford123@yahoo.com, wotca1@gmail.com, Faroll.Hamer@alexandriava.gov, jim.hartmann@alexandriava.gov  
Date: 02/11/2010 04:17 PM  
Subject: North Potomac Yard Plan

The Honorable Mayor Euille,  
Members of the City Council

Re: Potomac Yard Land-Bay F Plan

Dear Mayor Euille and Members of the City Council,

In January the West Old Town Citizens Association notified you of some specific concerns with the North Potomac Yard Small Area plan. However, we also want to bring to your attention our general concern with the overall long-term fiscal implications of the North Potomac Yard plan as currently written. While the draft Potomac Yard Land-Bay F Plan proposes a very fine layout of blocks and urban design guidelines and represents state-of-the-art urbanism, we see significant problems with the plan's commercial/residential ratio and metro station location.

The City government has stressed the need to correct a worsening commercial / residential tax-base ratio. Potomac Yard Land-Bay F must be considered the lynch-pin of such a turn-around, given its proximity to Washington DC, National Airport, and other power-centers. Land Bay F could accommodate a 900 thousand square-foot mall, surrounded by 1 million square feet of big-box discount retail, 250 thousand square feet of theaters / restaurants, 250 thousand square feet of new hotels and 4 million square feet of office space – in short a 6,400,000 commercial hub. Adding 1 million square feet of affordable / rental / condo housing would generate a commercial / residential ratio of 87% / 13% and do much to restore the citywide goal of tax-base parity.

Unfortunately, the current plan proposes only 1 million square feet of big-box discount retail, perhaps 1 million square feet of office, and 5 million square feet of residential – 4,700 condo units. This produces a commercial / residential ratio of 30% / 70%. In other words, the plan proposes to develop the best-positioned commercial property in Alexandria in such a way as to guarantee the worst possible fiscal outcome.

The West Old Town Citizens Association is equally concerned with the proposed metro station location and its fiscal implications. The chosen location is not only the most expensive of the options considered but it is also least desirable. The draft plan

proposes that the city obligate \$240 million in municipal bonds to build a metro station in a location that is marginal, at best. This is a crushing debt burden that would be shared by city taxpayers and purchasers within the Yard. Although we support a metro station at Potomac Yard, it must be located centrally in order to maximize use and fiscal benefit to the city. The current proposed location is a poor choice. The metro station ought to be located adjacent to the mall and largely financed by the mall and big-box retail. (40% of Nordstrom customers at Pentagon City arrive by Metro.) Instead, off-line objections by the current owner of Land-Bay F, forced staff to settle on a marginal location, whose predictable poor performance means that no sensible developer is willing to fund it.

These substantial deficiencies must be rectified before this plan goes forward. Moreover, since the current owner of Land-Bay F is a pension fund, with an acknowledged interest in selling the property, Alexandria would be well-advised to table the draft plan, allow the sale of Land-Bay F to proceed and work with the new owners on a better mix of land uses, metro station location and funding strategies.

Respectfully,

West Old Town Citizens Association Executive Board

Heidi Ford, President

Charlotte Landis, 1<sup>st</sup> Vice President

Collin Lee, 2<sup>nd</sup> Vice President

Maria Wilcox, Secretary

Donna Reuss, Treasurer



North Potomac Yard Small Area Plan - comments  
West Old Town Citizens Association

to:

Claire.Gron, Valerie.Peterson

01/27/2010 06:20 PM

Cc:

faroll.hamer, PaulCSmedberg, DELPepper, council, william.euille, frank.fannon, kdonley, aliciarhughes, Donna Reuss, ha.ford123, rcollinlee, rimaca, Charlotte

Show Details

Dear Valerie and Claire,

The West Old Town Citizens Association Executive Board has reviewed the North Potomac Yard Small Area Plan and noticed three items that need to be modified.

The first of these relates to the map on page 66 of the posted draft plan. This map depicts the Crystal City/Potomac Yard Transit Improvement Project. The BRT alignment it depicts south of the Monroe Street Bridge does not conform to that in the already approved Braddock Road Small Area Plan. The map on p. 66 shows the BRT turning west from Henry Street onto First Street and then running south along Fayette Street, and then turning west onto Madison Street into the Braddock Metro Station. Both Fayette and Madison are designed as walking streets in the Braddock Plan. As the goal is to encourage use of these streets as pedestrian and bicycle corridors, we consider it inappropriate for the North Potomac Yard Plan to depict these streets as part of the BRT route. Moreover, the Braddock Plan states the "preference for the transit route [is] to be located along the service road adjacent to the Metro Rail tracks after and connecting with First Street at Route 1." (p. 78). We ask that the map on p. 66 of the North Potomac Yard Plan be modified to reflect this alignment south of the Monroe Street Bridge.

The second issue relates to a statement on p. 102 of the Potomac Yard Plan that claims black workers at Potomac Yard "may have settled in the Parker-Gray district." The date cited in the referenced section, 1908, predates the Virginia Assembly's approval of residential segregation districts. In that era an African American person could have just as easily have lived in black Rosemont or any number of the black neighborhoods included in the Old Town Historic District. Thus, the statement they may have settled in Parker Gray is mere speculation as there were multiple choices. Moreover, the characterization of Parker Gray as an African American neighborhood at that time is also inaccurate. In 1870 census data was reported by ward. In Ward Three (Parker-Gray), the black (or "colored") population was 1,724 or 37% of Ward Three's total. In 1924 the Parker-Gray neighborhood's African American population was 50.88% of the population. Based on the census data Parker Gray, at most, could be considered an integrated neighborhood at that time. Given all of this, we request the referenced statement be struck from the text.

Finally, while we applaud that the North Potomac Yard Plan states creating diverse neighborhood is a goal its treatment of the subject is appallingly weak. For example, "public housing" is mentioned only three times in the 123 page plan. If the City is truly committed to ensuring adequate public housing, Resolution 830, and the Fair Share policy, then the North Potomac Yard Plan must go further in actively planning for the incorporation of public and affordable housing within its planning boundaries. Given that Potomac Yards is the largest

undeveloped area in Alexandria there is no justification for doing otherwise.

To this end, we recommend that the Plan advocate incentives for developers who incorporate public and affordable housing units. This could be accomplished by reducing by a given percentage or entirely waiving the contribution developers would normally be expected to make to the City's Affordable Housing Trust Fund or other funds. Alternatively, the City could demonstrate its commitment to public housing by incorporating into the Potomac Yard Plan a condition that earmarks a certain percentage of Affordable Housing Trust Fund contributions made by Potomac Yard developers for the construction of public housing units, similar to what was done in the Braddock East Plan.

Such an approach has the added benefit of providing a degree of consistency, coordination, and shared vision among small area plans. As you will recall, the already approved Braddock East Small Area Plan notes that "it will be necessary to replace some of the existing public housing units in Braddock East at other locations in the City" and that "the City and ARHA should work together to identify and secure replacement sites to anticipate any future requirement for replacement housing units." Potomac Yard would be an ideal place given its planned amenities, day care facilities, public transportation, and the numerous employment opportunities that will be available within its planning boundaries. A failure to substantially strengthen the public housing component of the North Potomac Yard Plan would send a clear and undeniable signal that the City is not serious about this issue.

Sincerely,

**West Old Town Citizens Association Executive Board**

Heidi Ford, President

Charlotte Landis, 1st Vice President

Collin Lee, 2nd Vice President

Maria Wilcox, Secretary

Donna Reuss, Treasurer

From: Maria Wasowski  
Comments on the Draft Plan for Landbay F

The planning process for Landbay F has been very condensed and I am concerned that we are moving ahead with a plan without having fully explored the issue of retail placement. We have focused on creating connections and transitions with residential communities to the west of Landbay F, we should be equally mindful of connectivity with the previously approved plan in Landbay G.

We are asking for a study to determine retail viability and a flex zone has been specified, but most of the area marked for retail is outside that flex zone. We should agree on a desired percentage of retail space but allow some flexibility in it's placement based on the findings of the study.

One of the reasons I was appointed to be a part of this group is my membership in the Potomac Yard Design Advisory Committee. PYDAC worked very hard with the developer of Landbay G to create a town center that could be connected with future development in Landbay F.

PYDAC's work on Landbay G was based on preliminary drawings showing a north south retail corridor that would link Landbay F and Landbay G. Now we have a separate east-west retail core centered on East Reed Avenue and a separate town center in Landbay G. Does it make sense to have two competing retail centers within five blocks of each other? Showing "Preferred Retail" along Main Line Boulevard is not enough. That could easily be abandoned by a developer if they prefer not to have retail in that corridor.

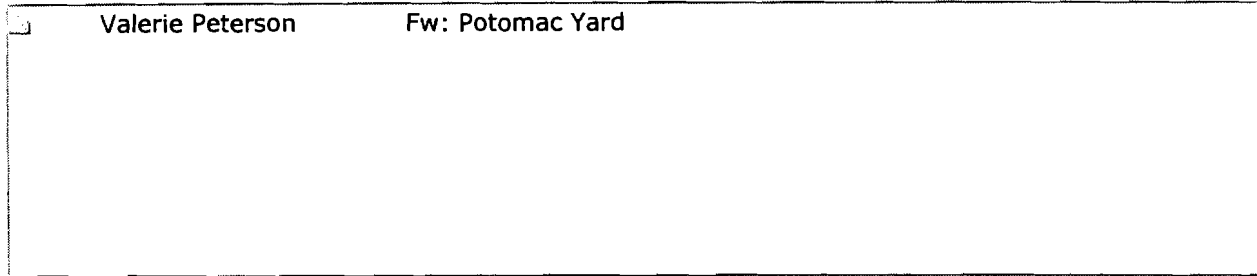
Mixed use is one of the key principles of the kind of transit oriented, urban development that we are suggesting for Potomac Yard. We agree on the concept of a mix of uses but what exactly does that mean? Not all mixed use is optimal and it's very important to get the mix of uses right. There should be established percentages of office, residential and retail. Otherwise, the mix usually ends up being skewed in one direction or another based on market conditions and not on what is best for the community.



**Fw: Potomac Yard**

**Valerie Peterson** to: Jeffrey Farner, Claire Gron

12/08/2009 04:52 PM



fyi...

----- Forwarded by Valerie Peterson/Alex on 12/08/2009 04:52 PM -----



**Danielle Fidler**

**<dcfidler1@hotmail.com**

**>**

12/08/2009 04:42 PM

To valerie.peterson

<valerie.peterson@alexandriava.gov>

cc

Subject Potomac Yard

Hi Valerie,

I've been a bit remiss in attending PYPAG meetings of late, but I did look over the draft plan and have to say that you all did a fantastic job with it. It's the best one I've ever seen. I am especially impressed with the front and center role of sustainability in all aspects of the project - economically, socially, and environmentally. Including the portion on climate change and the goal of carbon neutrality is also really impressive. If built as currently envisioned, I truly believe that it could set the benchmark for sustainable development on the East Coast.

I do have two personal comments that I mentioned to the EPC, but we can make them formally later, if you prefer. The first is a general comment about the bike lanes. Currently, the standards document envisions bike lanes where there are always at least 3 lanes of moving traffic, and I wonder if this is going to be more dangerous for the bicyclists. I think it would be much safer for everyone if Reed Street was reenvisioned to be primarily pedestrian and bike-oriented, with only one lane of traffic in each direction instead of trying to have 4 lanes of moving traffic, 2 bike lanes, and 2 parking lanes, along with major pedestrian sidewalks on both sides and in the middle. This seems set up to try to achieve 2 nearly opposing goals of having a primarily pedestrian and bike area with a high-traffic thoroughfare, and I am not sure that either goal will be accomplished, and it seems especially dangerous to have your main "separate" bike lane be on the main thoroughfare with 4 lanes of traffic plus parking. Alternatively, perhaps if the bike-priority lanes were moved to other streets that were redesigned as one-way streets with one lane of traffic and a dedicated bike lane, this would be a better way to encourage bicycle transit and reduce risk of accidents (and would open up more opportunities for pedestrian traffic and traffic calming). There is a ton of information about the use of colors, narrow lanes, separate

traffic signals, putting parking opposite of the bike lane (i.e. in the middle) to reduce the risk of driver doors clocking bikers, and/or separate bike lanes in other countries/US cities that I believe would be useful here to better promote biker safety and reduce negative interactions between bikers and cars, and perhaps should be incorporated into the design standards. Also, in that vein, I hope you are considering having a separate bike trail in Crescent Park, because if it's just 10 feet wide, I think there is a major potential for accidents. The GW parkway already needs a separate trail (IMO) for bikers because of the speed at which they travel. I think it is quite likely that once open, the Crescent Trail may become a major commuter bike trail, so it may be wise to plan to keep people on wheels (bikes, skateboards, skates) separate from pedestrians at the outset. I know you all and Yon keep up with this and I think the fact that Alexandria is winning awards proves that you're doing a great job making Alexandria a bikeable city, but there seems to be a disconnect between the goals in the draft Plan and then the design standards for Potomac Yards on this front.

The second issue is tangentially related and that is the idea of discouraging SOVs and giving priority to pedestrians/cyclists. I think that I think the City should consider having some of its streets (maybe the one with the bike lanes) without any on-street parking (Reed is the obvious candidate to me as it is designed to be the pedestrian mall/shopping gateway), to better encourage people to (A) take public transit and (B) use underground parking instead of circling around (wasting fuel, polluting air) in hopes of getting a free spot. It would also free up more space for sidewalk dining. I realize that on-street parking can help calm traffic, but so can extremely narrow streets and single lanes of traffic. Despite stating that the intention is to have all underground parking, every street appears to have on-street parking, and all of the streets in Potomac Yards allot 11 feet for moving traffic lanes. It seems to me that where you are trying to slow traffic to accommodate pedestrians and bikes, you could narrow the lanes more than 11 feet.

Finally, the EPC asked if we could get a presentation from P&Z on Potomac Yards at one of our upcoming meetings - maybe January? I know you are surely busy with this, so if it won't work, please let us know. Peter Pennington and I give regular updates, but it's never as good as when they get a full presentation from the City.

Hope all is well with you!

Cheers,  
Danielle

---

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December 10, 2009

Via E-mail to [valerie.peterson@alexandriava.gov](mailto:valerie.peterson@alexandriava.gov)

Ms. Valerie Peterson, Principal Planner  
Department of Planning & Zoning  
City Hall, Room 2100  
Alexandria, VA 22314

Re: Comments on the Draft North Potomac Yard Small Area Plan

Dear Ms. Peterson:

On behalf of our client, Taylor Holdings, LLC, owner of the site on which Jack Taylor's Alexandria Toyota sits, we're writing this letter to comment on the draft North Potomac Yard Small Area Plan ("Draft Plan"). First, it should be stated that the Draft Plan is well written and obviously a lot of thought and effort has been put into its drafting. The plan is forward thinking and most welcome in these challenging economic times. The Staff should be commended on seeking to advance the City Council's directive on economic sustainability. That being said, there is one aspect of the plan that our client finds concerning: the information regarding adjacent redevelopment sites. The plan provides that when owners on the west side of Route One redevelop at some point in the future, they will be asked to contribute to the cost of the infrastructure improvements warranted by the increase in development on the east side of Route One, without any commensurate increase in development rights on their side of the street. Page 32 of the Draft Plan reads as follows:

#### E. Adjacent Redevelopment Sites

Although not specifically a part of the plan area, there are several possible large redevelopment sites in close proximity to North Potomac Yard. Development and future planning of these sites should be mutually beneficial for the adjacent Route 1 corridor and Potomac Yard.

Ms. Valerie Peterson, Principal Planner  
December 10, 2009  
Page 2 of 2

As North Potomac Yard redevelops, and the new Metrorail station and dedicated high-capacity transitway are constructed and implemented, it is possible that the several large redevelopment sites on the west side of Route 1 could redevelop including those currently occupied by the Alexandria Toyota dealership, Hertz, and the Oakville Industrial Park. This Plan does not recommend land use or zoning changes for these properties. However, future planning, rezoning, and development at these opportunity sites will need to enhance connections with the plan area both physically and through programming of land uses and public amenities so that these individual parcels are integrated into Potomac Yard. The Plan recognizes that the value of these properties will be positively impacted by the significant infrastructure and other public amenities constructed at Potomac Yard and recommends that, when these properties redevelop, that they be required to participate in the financing of these and other improvements as may be determined by a future planning process.

**Any contribution for financing these infrastructure improvements from properties outside of the plan area should come as a result of future up-zoning of these properties, not from redevelopment of these properties at the levels for which they are currently zoned. The existing zoning on the properties west of Route One did not generate the need for these infrastructure improvements. These properties should not bear the financial burden of infrastructure costs based on the increased density of others. While future upzoning may well call for participation in the cost of infrastructure improvements related to the rezoning requested, there is no lawful basis for requiring infrastructure cost sharing unless the infrastructure need is brought about by the redevelopment.**

Thanks in advance for your attention to these comments. We look forward to hearing from Staff based on these comments and would be happy to discuss them further if you'd like.

Very truly yours,



Mary Catherine Gibbs

cc: Mr. Jack Taylor

Potomac Yard Planning Group - "east-west connection to Commonwealth Ave"

Matthew Croson

to:

valerie.peterson

02/12/2010 02:43 PM

Cc:

k8croson, sandra.marks, mark.jinks

Show Details

History: This message has been replied to and forwarded.

Good afternoon Ms. Peterson,

I am e-mailing you because you are listed as the POC for the Potomac Yard Planning Advisory Group on the City of Alexandria website.

My wife and I are Alexandria residents that live at 302 East Glebe Road. We are adamant supporters of the Potomac Yard area revival and are both very concerned by Planning Commissioner Eric Wagner's objection to the "east-west connection to Commonwealth Avenue." I have attached a google map link that identifies the approximate location of this connection.

[http://maps.google.com/maps/ms?](http://maps.google.com/maps/ms?ie=UTF8&hl=en&t=h&msa=0&msid=111344383462295407737.00047f17708ac98ec97e5&ll=38.836348,-77.051089&spn=0.0117,0.018239&z=15&source=embed)

[ie=UTF8&hl=en&t=h&msa=0&msid=111344383462295407737.00047f17708ac98ec97e5&ll=38.836348,-77.051089&spn=0.0117,0.018239&z=15&source=embed](http://maps.google.com/maps/ms?ie=UTF8&hl=en&t=h&msa=0&msid=111344383462295407737.00047f17708ac98ec97e5&ll=38.836348,-77.051089&spn=0.0117,0.018239&z=15&source=embed)

Please inform Mr. Wagner of our strong support for City Transportation Planner Sandra Marks and the proposed "east-west connection to Commonwealth Avenue." This is an essential part of making the Potomac Yard rehabilitation a practical reality and the objections put forth by Mr. Wagner do not hold water.

Please let me know if we can be of any assistance to the city and making the Potomac Yard metro and rehabilitation a reality. In particular, by making the "east-west connection to Commonwealth Avenue" a reality. If necessary, I can easily gather over 100 signatures from East Glebe Road residents in support of this "east-west connection."

Best regards,

Matthew and Kathryn Croson

302 East Glebe Road

Alexandria, VA 22305

(703) 527-5076



## North Potomac Yard Small Area Plan

You must [log in](#) to post a comment.

The [Draft North Potomac Yard Small Area Plan](#) is now available for review and comment. Please note that this is an updated version of the November 2009 *Working Draft I*, and is considered the final draft that will go before the Planning Commission and City Council. Your comments are important to this process and will help shape the Plan. Comments will be responded to as needed, and approximately every 10 calendar days.

- [Draft North Potomac Yard Small Area Plan](#)
- [Working Draft I \(November 2009\)](#)
- [Potomac Yard Plan Web page](#)

The City of Alexandria encourages public comments on the issues presented on our sites. Please be sure that your comments relate to the topic of the board on which they're posted. Please do not post any comments that attack or threaten another person, misrepresent the source, are obscene or use profanity, give out someone's personal information, promote unlawful discrimination, contain irrelevant references to commercial businesses, are illegal, or duplicate your previous comments on the same board.

The City reserves the right, but assumes no obligation, to remove comments that violate this policy. If you would like to request a City service, please use our [Contact Us](#) system instead. Information submitted on our sites may be retained or disclosed in accordance with law.

<< Page: 1 of 2 >>

### Comments

Mr. Friedrichs:

When Potomac Yards zoning (including Potomac Greens) was approved by the City in 1999, the approvals contained language that contemplated a special tax district being put in place if a Metrorail station at Potomac Yard was ever financed. The theory of special tax districts is that they are intended to raise tax revenue from those properties benefiting from the public infrastructure or public services being provided. This is why Potomac Greens has been contemplated to be included in the special tax district under consideration at this time. In the dialogue about how that plan could be implemented, the concept of creating two special tax districts is now under consideration. This would entail a high density district (all on the west side of the rail tracks) with a 20-cent add on tax rate that would start in 2011, and a low density district (the lower west side of the rail tracks and Potomac Greens) that would start in 2016 (or when ever the Metrorail station opened) with a lower 5-cent to 10-cent add on tax rate.

The Jefferson Houston primary school is a school which the School Board and Superintendent realize needs attention to raise its academic achievement results. Given the household income levels that the school serves (as evidenced by the large number of students on free and reduced lunch) this has proven to be a challenge. One initiative now underway is to make the school a K-8th grade school as a way of enticing more parents to send their children to school there.

[Claire Gron \(63\)](#) | City Staff | April 13, 2010 - 4:05 PM

I'm curious to know on what basis the residents of Potomac Greens are being heavily penalized with this tax. All statements are that this is a big deal for the City of Alexandria - what should a small subset of the local population bear the cost of this? Furthermore, the plan is for significant residential development in this area - doesn't that potentially reduce the value of Potomac Greens real estate not raise it? Last but not least, we are in the Jefferson Houston school district which consistently fails to get accredited - what exactly do my tax dollars do?

[S Friedrichs \(148\)](#) | User | April 4, 2010 - 9:23 PM

Mr. Rideout:

Old Town Greens will not be included in a special tax district to help finance the construction of a future Metrorail station. For additional information, please see the City's statement regarding this issue at <http://alexandriava.gov/PotomacYardPlan>

[Claire Gron \(63\)](#) | City Staff | March 12, 2010 - 7:50 AM

- [User Summary](#)

**Office of Communication**  
301 King St.,  
Room 3230  
Alexandria, VA  
22314  
703.746.3960  
Fax: 703.838.634  
[E-mail](#)

**Office Hours:**  
Monday - Friday  
8:00 a.m. - 5:00 p.m.

Ms. Marshall:

The City recognizes that the realization of a Metrorail station at Potomac Yard will be lengthy and complex, and is dedicated to working with the National Park Service throughout this process.

Claire Gron (63) | City Staff | March 12, 2010 - 7:49 AM

Mr. Grossman:

Due to the complexity of the existing Potomac Yard Coordinated Development District (CDD #10), and because, at nearly 70 acres in size, North Potomac Yard (Landbay F) is larger than other CDDs in the City, the Plan recommends the creation of a new CDD for North Potomac Yard. The new CDD will be required to coordinate with the existing CDD #10.

Claire Gron (63) | City Staff | March 12, 2010 - 7:48 AM

Mr. Rosenberg:

It is correct that the financing plan for the proposed Potomac Yard Metrorail station does include both net new tax revenues generated from Landbay F which is the subject of the North Potomac Yard Small Area Plan, as well as from net new tax revenues generated from Landbays G and H which have already been rezoned. This has been disclosed and discussed (see the Power Point presentation to the City Council and Planning Commission of February 23, 2010) during the last year.

The purpose of including Landbays G and H net new tax revenues are two fold. First, a portion of the tax revenues from Landbays G and H derive from the creation of a special tax district for the sole purposes of financing the Metrorail station. That is a tax levying plan that was contemplated as part of the Landbay G and H land use approvals in 1999. Second, the financing parameters of the Metrorail station are to do so without negatively drawing upon current tax revenues from the City's General Fund. Therefore, net new tax revenues that will eventually come from Landbay G and H have been counted.

While some of these net new tax revenues may otherwise occur without the development of the Metrorail station. The tax revenues will not only occur earlier than they would otherwise because a Metrorail station will accelerate when that development in Landbays G and H will occur, but a significant portion of the Landbay G and H property itself will be worth some 10% or more greater with the close presence of a Metrorail station, than it would be if the Metrorail station was not constructed.

Finally, (using the financing plan shown on 2/23) the net new tax revenues from Landbays G and H (excluding the special tax district revenues from those two landbays) are only needed in the financing plan for only about 8 years after the Metrorail station opens. From that point on, those net new revenues would benefit the City's General Fund, and then starting about that time period Landbay F net new tax revenues also start benefiting the General Fund in an increasing amount each year. In conclusion, with the Landbay G and H net new tax revenues in effect "priming the pump" of the Metrorail station in the early years of the development of all of Potomac Yard, in later years the City's General Fund can get the benefit of a redeveloped Landbay F (which can only occur at the proposed density levels if there is a Metrorail station).

Claire Gron (63) | City Staff | March 9, 2010 - 1:31 PM

I have concerns that Old Town Greens is proposed to be included in the Special Tax District to help fund the Metrorail Station. We were specifically excluded in the CDD reports for 1998 and 2008. To include us now when most, if not all of our community, will be closer to the existing Braddock Road station than the proposed station seems counterproductive. The claim that the Metrorail station will increase values in our neighborhood does not seem logical to me. With our homes having an additional tax, it seems that they would have less value than comparable homes that may be as close but not in the Special Tax District.

Steve Rideout (112) | User | March 4, 2010 - 7:37 AM

I've read the north Potomac Yards small area plan, the metro feasibility study, the multi-modal transit study, and attended several presentations on the plan, including the City Council working session on February 23. I am concerned that the financial analysis of the metro investment that has been made available to the public is misleading. It includes revenue that the city would earn whether or not the metro is built. Our community cannot appropriately evaluate this investment using this information.

The only revenue dollars that should be included in the analysis of the metro investment are the \*incremental\* tax revenue generated from the \*incremental\* density created by inclusion of the metro station, plus any special taxes created to

support the metro. All other revenue -- the tax revenue from development already approved for the other bays and the tax revenue that would be generated from development in bay F without the metro -- will be earned by the city in any case. The financial return to the City of this \$250M investment in the metro can only be understood by removing these "double counted" dollars.

The City Council should require a clearer presentation of the financial information for this investment so that citizens can develop informed opinions and cast informed votes. Thank you for your continued work to ensure a financially sound future for our City.

Jim Rosenberg (107) | User | February 23, 2010 - 9:14 PM

Dear PYPAG members,

I've been present at several PYPAG meetings and I was bothered by the close-mindedness about increasing the east-west connections between Route 1 and Commonwealth Ave or other streets to the west. I'm a resident of Hume Springs, just behind Cora Kelly Rec Center. E Reed Ave and E Glebe Rd are both over capacity at rush hour and will become more so as build-out occurs. The draft Implementation chapter correctly identifies a need to diffuse this traffic onto an additional east-west connector.

Looking at the Arlandria Small Area Plan in concert with PYPAG's effort, the group should look at connecting the new Potomac Yard neighborhood to its western neighbors as much as possible. The Arlandria plan calls for a meandering Four Mile Run Park - fronting street that could be connected to this new east-west connector, providing great integration between Arlandria, Four Mile Run Park, and Potomac Yard. With speed control measures, this could be a great addition to the neighborhoods. Please consider making these connections where possible so we don't end up with a suburban style road network supporting an urban build environment. Maximum connections are crucial.

Thank you,

Nick Partee (96) | User | February 8, 2010 - 1:58 PM

The following is text of a letter sent to Mayor William D. Euille from Ms. Dottie P Marshall, Superintendent, George Washington Memorial Parkway, on December 29, 2009:

Re: Plans for METRO rail station at Potomac Yards (Potomac Greens METRO)

Dear Mayor Euille:

The National Park Service, managers of the George Washington Memorial Parkway, a unit of the national park system, have appreciated the City of Alexandria's (COA) 2009 planning sessions for the redevelopment of the commercial real estate parcels associated with the former Potomac rail yard property in Alexandria, Virginia. This property, once supportive of rail equipment between 1936 and 1999, has been cleared and now borders an operating commercial rail corridor, a component of the rapid transit system, and National Park Service property.

City of Alexandria planning staff is considering alternatives to the site that was acquired for the Potomac Greens Washington Metropolitan Area Transit Authority (WMATA) station. Although development at this site (Alternative A) would not require the use of National Park Service property, COA is studying other station location alternatives that may propose use of commercial land or National Park Service land interests to better serve development on the former Potomac rail yard.

At present Alternatives B1, B2 and B3, are each reliant upon land interests that were acquired to protect the park, and are not sufficiently developed to determine the full extent of damage or benefit to the park. However, each alternative, should one be requested by COA, will need to be evaluated in an Environmental Impact Study that, while accomplished by the National Park Service, would be performed at COA expense. Should parkland use be proposed, before it could be used it would have to be determined that such use would not be in derogation of park values. The fair market value of the federal property to that of the commercial development would need to be established and a boundary adjustment would need to be affected at COA expense.

The NPS has witnessed changes of use on adjacent lands, and through a 1971 Cooperative Agreement with the Washington Metropolitan Area Transit Authority, we have participated in development of the rapid rail system so that the public transportation amenity could be implemented. However, COA knows that the George Washington Memorial Parkway was conceived, authorized, acquired, developed and is managed as a memorial park connecting Mount Vernon home of George Washington with the Federal City. Before COA requests use or amendment of this park, it is reminded that any such request will require extensive environmental analysis, public involvement, cost to COA, and probable Congressional authorization.

We appreciate the COA Planning Departments involvement of the NPS in its early consideration of options for the rail

yard. If there are any questions, please do not hesitate to contact me at 703-289-2500.

Sincerely,

Dottie P. Marshall  
Superintendent

Ben Helwig, GWMP (87) | User | December 29, 2009 - 3:39 PM

## North Potomac Yard Small Area Plan

You must [log in](#) to post a comment.

The *Draft North Potomac Yard Small Area Plan* is now available for review and comment. Please note that this is an updated version of the November 2009 *Working Draft I*, and is considered the final draft that will go before the Planning Commission and City Council. Your comments are important to this process and will help shape the Plan. Comments will be responded to as needed, and approximately every 10 calendar days.

- [Draft North Potomac Yard Small Area Plan](#)
- [Working Draft I \(November 2009\)](#)
- [Potomac Yard Plan Web page](#)

The City of Alexandria encourages public comments on the issues presented on our sites. Please be sure that your comments relate to the topic of the board on which they're posted. Please do not post any comments that attack or threaten another person, misrepresent the source, are obscene or use profanity, give out someone's personal information, promote unlawful discrimination, contain irrelevant references to commercial businesses, are illegal, or duplicate your previous comments on the same board.

The City reserves the right, but assumes no obligation, to remove comments that violate this policy. If you would like to request a City service, please use our [Contact Us](#) system instead. Information submitted on our sites may be retained or disclosed in accordance with law.

<< Page: 2 of 2 >>

### Comments

I have read the Land Use, Transportation Analysis and Design Guidelines drafts and offer the following comments from afar.

1. Separate CDD - Creating a separate CDD for the North Potomac Yard area may cause tunnel vision or "sub division" and belie the intent and meaning of "Coordinated Development District. The Potomac Yard redevelopment should be greater than the sum of the landbays or neighborhoods. There should be dialogue on how redevelopment of the subject area relates to the neighborhoods to be developed further south. I recall that there is a "town center" but what is it in relationship to this plan? What town and center of what?

[Larry Grossman \(74\)](#) | User | December 27, 2009 - 1:02 PM

- [User Summary](#)

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**Jeffery Famer  
Deputy Director  
Planning and Zoning  
301 King Street, Suite 2100  
Alexandria, VA 22314**

**RE: North Potomac Yard Small Area Plan, Working Draft dated  
November 23, 2009**

**Dear Jeff:**

**Below please find general comments from the McCaffery team regarding the draft master plan that was released on Monday, November 23, 2009. Under separate cover our team will also be providing technical comments on the language in the plan.**

**We make the following comments based upon our participation in the PYPAG process and from it close interaction with its members. Our comments are further strengthened through more than 25 years of development experience, an understanding of shopping patterns, known retailer preferences and best practices in urban mixed use developments. We urge your strong consideration.**

- 1. We have heard the community state unequivocally that they wish to retain Target as a tenant. To be fully assured of such, our plan calls for the combining of Blocks 7 and 10 in order to provide Target with the floor plate they insist upon. It is our understanding that Target will not agree to remain in the development if forced to consider a two-story store. Given that they will be one of the first blocks developed, there will not be sufficient density to satisfy their criteria for a two level store unless blocks 7 and 10 are combined.**
- 2. The location of the BRT stop on Potomac Avenue shown on the staff plan is not preferred. We strongly prefer it to be located as shown on the developer plan which calls for an integrated transit hub adjacent to the Metro station. The stop noted on the staff plan causes a walk to the center of the Metro station, nearly two times the distance of the developer plan location.**

3. We strongly object to the curvature of Potomac Avenue and the resulting placement of buildings on the east side bordering the public park. We believe the curvature compromises the public nature of the park; creates unacceptable building footplates on the eastern-most buildings; necessitates an application and hearings in front of the historic commission to permit the buildings and to increase their heights; threatens to lessen the amount of office space gathered around the Metro; causes an unduly long walk way to the Metro station and platform that is out of sight for such distance and unnecessarily increases public safety concerns; creates a situation whereby all those riding the Metro must cross Potomac Avenue, an Avenue that will arguably be the second most heavily used avenue in the area; and eliminates any opportunity to create a comprehensive transit hub and thus threatens ridership and best sustainability practices.
4. In order to encourage public use of all transportation modes and in particular the Metro station, we support the creation of a central transit hub. Our plan clearly provides for the safe and convenient mix of local buses, BRT and the Metro. While doing so it also addresses and clearly accommodates drop off and pick up as well as taxi waiting areas. It is a comprehensive urban transportation hub serving all of the needs for convenient public transportation. Equally important is the fact that the anticipated heavy use of the Metro will not require the passengers to cross Potomac Avenue. Eliminating this crossing allows the safe passage for passengers, the traffic to not be unnecessarily impeded, and the access to the station to be as safe as possible. Conversely, staff's suggested location of the metro station requires that the majority of the development must cross Potomac Avenue to get to the metro station. Potomac Avenue is going to be a large street and will be a barrier to accessing a metro station. Additionally, the access from the metro station to the metro platform in the staff's plan is a bridge that crosses from the back of buildings over the park and railroad tracks. We suggest that it would be safer to have the bridge cross over Potomac Avenue as there will be more activity and thus eyes on the bridge providing a much safer atmosphere. Therefore, the metro station should not be located on the east side of Potomac Avenue.
5. The staff plan shows block 21, adjacent to Landbay G's collector parking garage, as being a prime entertainment and pedestrian thru-way. We strongly oppose the plan recognizing that the adjacent block on land bay G is a parking garage wall and the street is classified as a C street. The wall of the garage is 42 feet high and approximately 300 feet long. This wall will discourage the proposed pedestrian aspects of the plan for that block.

6. The staff had encouraged a modification in the developer plan that permitted Water Street to be a connecting street with landbay G. We accepted the suggestion integrated the suggestion into our plan. We support Water Street being a through street.

Thank you for your consideration of these comments. As we have discussed on numerous occasions, we have enjoyed the working relationship we have had with the staff and are hopeful that you will find these comments helpful and constructive.

Sincerely,



Dan McCaffery

cc: Eric Wagner, Chairman, PYPAG  
Jim Hartmann, City Manager  
Mark Jinks, Deputy City Manager  
Faroll Hamer, Director, Planning and Zoning  
Pam Boneham, RREEF  
Michael Nigro, RREEF  
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December 4, 2009

Jeffery Farmer  
Deputy Director  
Planning and Zoning  
301 King Street, Suite 2100  
Alexandria, VA 22314

**RE: Comments on Working draft North Potomac Yard Small Area  
Plan dated November 23, 2009**

Dear Jeff:

Below please find comments from the RREEF/McCaffery team regarding the working draft North Potomac Yard Small Area Plan that was released on Monday, November 23, 2009. We look forward to discussing these comments with you at your earliest convenience.

**Section 1, Vision and Guiding Principles:**

- **Figure 1. Framework Plan:**
  - East Reed Avenue should terminate at Water Street.
  - Blocks 7 and 10 should be combined into a single block to allow for a larger retail user;
  - Potomac Avenue should be located adjacent to Landbay K with no buildings located east of Potomac Avenue.

**Section 2, Sustainability:**

- **Page 10, 2.10:** The concept of 'carbon neutrality, as exhibited by the PYPAG discussion, has more to do with 'politics' than a master plan development. Many factors beyond the control of a property owner or developer have an impact on any related goal. These include technology developments, energy generation, etc. This concept should be stricken from this plan.
- **Page 10, 2.2 and 2.9:** The phasing of sustainable goals is a laudable concept but somewhat impractical. We encourage a goal of utilizing LEED-ND or a comparable standard for good neighborhood planning. Once this and other technology assumptions are set in place through engineering and construction these concepts become fixed and it will not be possible to change directions on issues such as stormwater or sanitary concepts.
- **Page 10, 2.1 and 2.8:** The USGBC through its LEED-NC program has a strong track record of challenging old assumptions and implementing changes.

Establishing a LEED certified standard or comparable goal is suggested. If future goals are to be ratcheted up after redevelopment has taken hold, the next level of Silver could be implemented. Increased costs for certification have been included in pricing assumptions. In other words, Silver certification will increase costs further than assumed thus far.

- Page 10, 2.5: Delete the use of 'ultra or'. Low flow fixtures are assumed to be provided. This could read 'low flow or better' if desired.
- Page 10, 2.7: District energy sources could be explored but this would take land and investment away from Metro funding options.

#### **Section 3, Urban Design:**

- Page 17, 2.2: Framework Streets and required Blocks: Same 3 comments as Figure 1.
- Figure 1, Street Hierarchy:
  - Same 3 comments as Figure 1.
  - Water Street should be a "B" Street, not an "A" street as illustrated.
- Page 18. Makes reference to internal pedestrian streets. Eliminate.
- Page 18. Makes reference to a theatre in Metro Square. Location yet to be determined. Eliminate.
- Page 19. Remove "this neighborhood is also a possible location for a school."
- Figure 5. Gateways and Vistas:
  - Same 3 comments as Figure 1.
  - Extend "Signature Facades" along entire length of Reed Avenue.
- Page 22, 3.1: Add the concept of phasing.
- Page 22, 3.2: We don't understand the concept being articulated.
- Page 22, 3.4: Add 'where the development plan allows'.
- Page 22, 3.5: Add 'with buildings and landscaping'.
- Page 22, 3.8: What does 'a mix of innovative building typologies' mean?
- Page 22, 3.9: Suggest this read 'Provide opportunities for passive and active cultural and civic uses...'
- Page 22, 3.10: Add 'such as depicted in the Plan'.
- Page 22, 3.17: This seems redundant.
- Page 22, 3.19: Practically it will be difficult to implement a plan of 'minimum building heights'. Implicitly however the City has approval control on this through the DSUP process. Suggest deleting this.
- Page 22, 3.20, 3.21 and 3.9: Such that these programs are subject to funding through the public benefit contributions.

#### **Section 4, Land Use:**

- Page 26, Figure 6. Uses for F, G and H
  - Same 3 items as Figure 1.
  - Block #16 should be a Mix of Office and Residential uses, not only Office use as shown.

- Page 27, Figure 7. Land Uses
  - Same 3 items as Figure 1.
  - Block #16 should be a mix of Office and Residential uses.
  - The required Retail locations are too stringent.....there needs to be more flexibility within the blocks.
- Page 29. The metrorail density table contradicts the table on page 45 (totals)
- Page 30, 5<sup>th</sup> paragraph: In the 2<sup>nd</sup> line change this to read 'and provide a connection along Mainline Av to Landbay G'.
- Page 30: paragraph 2 under Section D refers to a management plan. The management plan should not be in regard to ownership but rather management and maintenance issues. Please remove references to ownership in the paragraph.
- Page 31, Figure 11. Retail Uses.
  - Same 3 items as Figure 1.
  - Block #16 should be a mix of Office and residential uses.
  - The required Retail locations are too stringent. There needs to be more flexibility within the blocks.
- Page 33: Figure 12. Map of Area: Figure is missing.
- Page 34. Eliminate comment requiring all parking for blocks 2, 5 and 21 to be below grade.
- Page 35, Figure 14 Building Heights:
  - The height shown on block 16 is not correct;
  - The heights shown on blocks 7, 8, and 10 are incorrect. The North side of block 7 should be 140. The North side of block 8 should be 160 and the North side of block 10 should be 120 (per height restrictions and previous conversations with Staff.)
  - Same 3 items as figure 1.
- Page 36, Figure 15. Minimum Building Heights
  - Same 3 items as Figure 1.
  - Blocks #10, #15, #16, #21, and #23 should have lower minimum heights consistent with the other surrounding blocks.
- Page 37. The last sentence requires active use to fully encompass above grade parking in all conditions. We have entire floors of above grade parking next to Rt. 1 that is not encompassed by active use.
- Page 37: Accommodation for loading and alleys must be considered.
- Page 39.H. The ground level open space requirement is 10% not 15%, and central ground level spaces within the blocks does not exist and therefore 25% cannot be achieved.
- Page 40: Metro Square needs to be 0.65 acre rather than the 0.75 acres listed.
- Page 41. Does not apply to MI plan.
- Page 42: Clarify that the size of Crescent Park includes the strip along Four Mile Run. The size of just Crescent Park is 2.25 acres and does not include the strip along Four Mile Run to the West.

- Page 42: Figure 23. (Placeholder): Figure is missing.
- Table 3, page 45, J. Development Summary:
  - Delete 'Required Retail' column.
  - Block #5 should have a Maximum Permitted Development Area for residential of 600,000sf rather than the 510,000sf shown.
  - The Maximum Permitted Development Residential Area Subtotal for "The Crescent Gateway Neighborhood" should be 1,570,000sf, rather than the 1,480,000sf shown.
  - The Total Maximum Permitted Development Area (office and residential) should be 6,485,000sf rather than the 6,395,000sf shown.
- Page 46, 4.2: Practically it will be difficult to implement a plan of 'minimum densities'. As with building height however the City implicitly has approval control on this through the DSUP process. Suggest deleting this.
- Page 46, 4.5: Requiring a 'theater/live performance space' other than a movie theater is not a real possibility. Further providing a movie theater in Metro Square may not be appropriate or desirable from the tenant's point of view. Suggest that the language be moved to a general category rather than a neighborhood and read: 'Provide a movie theater or theater/live performance space as market demands allow.'
- Page 46, 4.9: 'Requiring retail in locations depicted in this Plan' is inconsistent with the plan itself. Figure 11 has 'required' and 'preferred' locations for retail.
- Page 46, 4.13: Suggest 'Require' be substituted with 'Encourage' and delete the reference to particular neighborhoods.
- Page 46, 4.17: Add 'such as depicted in the Plan'.
- Page 46, 4.18: Add 'such as depicted in the Plan'.
- Page 47. See page 39.H comment.
- Page 47, 4.20: This is redundant with 3.19. Suggest deleting this.
- Page 47, 4.21: Suggest that 'Require' be replaced with 'Explore' or 'Encourage'.
- Page 47, 4.22: If 'unbundled' means 'shared', we suggest that 'Provide' be replaced with 'Encourage'.
- Page 47, 4.29 – Crescent Park can only be dedicated if the city and applicant make an agreement about locating the BMP on public land. It is the applicant's preference that the parks be dedicated to the public with a SSA to maintain.
- Page 47, on 4.30 is more than has been required by staff. The applicant has been showing 11% ground level and 34% overall open space. 25% cannot be achieved above the street based on footprints necessary to achieve the density described.
- Page 47, 4.31: Suggest that 'required for Block 21 and' be deleted. If this language is not deleted, this premium would need to be assigned against the total public benefit contributions
- Page 47, 4.35: Suggest that this be deleted.
- Page 47, 4.38: Discuss how this provision is offset by affordable housing contribution.

- Page 47, 4.42: Similar to 4.38.
- Page 48: 4.35: Suggest that this be deleted or changed to indicate that the requirement is not on the developer to provide playing fields off site.

### **Section 5, community facilities**

- Page 54, Recommendation 6.1, The provisions for an on site school have not been accommodated and would be difficult given the height limitations. Suggest this be deleted.
- Page 54, 6.5: Suggest that the second sentence be deleted.

### **Section 6, Transportation**

- Page 60: References to improving traffic intersections 'before the rezoning can occur' must be clarified.
- Page 61: Second paragraph under Section E, the last sentence that reads "Without the new transit infrastructure traffic congestion will overwhelm the street network capacity and the transportation network will fail" needs to either be deleted or revised to be more consistent with the traffic report which does not report overwhelming failures of the traffic network.
- Page 63, Figure 25:
  - As described above, the BRT should cross the metro station in order to create a traffic hub.
  - Same 3 items as Figure 1.
  - The BRT Route should extend down Potomac Avenue in front of the Metro Station and turn onto Wesmond Avenue, rather than onto Diamond Avenue as shown.
- Page 63. Legend is wrong, reverse.
- Page 64, Figure 26. Route 1 Sections, Figure is missing.
- Page 65: Section F, next to the last sentence should include an allowance for loading and deliveries on B Streets if a C Street is not available.
- Page 68: Figure 28. Bike Lanes
  - Same 3 items as Figure 1.
  - No bicycle lanes through the center of combined Blocks #7 and #10.
- Page 68. Dedicated lane added to Evans. It is not a sharrow.
- Page 69, 6.1: Suggest that 'Water St.' be added to the streets connecting.
- Recommendation 6.4: As described above, Reed Avenue should not connect to Potomac Avenue. Pedestrian connection.
- Recommendation 6.7 and 6.8: These recommendations need to be clarified to determine how these intersections are going to be addressed before a rezoning and who would be responsible for the construction of these improvements.
- Page 69, 6.9: Suggest adding 'In conjunction with other public agencies the city should' to the beginning of the first sentence.

- Page 69, 6.10: Suggest adding 'In conjunction with other public agencies the city should' to the beginning of the first sentence.
- Page 70, 6.19: See comment on 4.22.
- Page 70, 6.20: Coordinate with 6.19 above.
- Page 70, 6.21: Add language encouraging short term usage of on street parking.
- Page 70, 6.22: Add 'in conjunction with Metro station development'.
- Page 70, 6.23: Add 'in conjunction with Metro station development'.

### **Section 7, Infrastructure**

- Page 73, First paragraph, delete "reusing grey water".
- Page 73: A "water Management Master Plan" has never been prepared before in the City. The requirements of this and the "goals" need further definition before we can prepare this kind of report.
- Page 73: The first sentence under "B. Stormwater Management" is not true as this site is currently one parcel and has a coordinated storm water system, approved and by the City and in operation for the last decade.
- Page 73: The words water quantity should be removed from the first paragraph under B. We are not required to provide water quantity detention on the site.
- Page 73: In the same paragraph, the word 'Parcel' should be defined.
- Page 73: In the same paragraph, it states that "reuse the majority of the amount remaining" and is speaking to storm water. Revise to clarify that this is the reuse of the storm water for irrigation.
- Page 73: This paragraph speaks to the possibility of the storm water infrastructure in public spaces. This paragraph should be strengthened. It should also be specific for if we build Potomac Ave over the existing onsite storm water facility in the south east corner of the site. It should also say Potomac Ave and the new land bay k.
- Page 73: The last paragraph in B talks about preserving the RPA along Four Mile Run. Right now it is railroad bridges and Gabion channel. There is nothing to protect. It will be "rebuilt" as part of the City's master plan. It should say we will not aggravate an already bad situation, we will build our SWM facility and park adjacent and in the RPA as shown on the plans.
- On page 74, first paragraph, last sentence, add "but can be conveyed to the wwtp".
- Page 74, Last sentence in the third paragraph requests "significant funds" that are undefined. Any funds allocated to this cost will decrease the amount of funds allocated for the public benefit contributions including the metro station. We request that this sentence be deleted.
- Page 74 Last sentence in the fifth paragraph again asks for "significant funds". Comment same as above.
- Page 75, 7.2: Delete 'public' in example.

- Page 75, 7.7: Delete 'and reuse of greywater'.
- Page 75, 7.8: This recommendation is open ended and undefined and will add costs to the project that are not possible if the funding for public benefit contributions including the metro is provided.
- Page 75, 7.9: Delete as not compatible with land uses.

**Section 8, Existing Neighborhoods**

- Page 82, 8.1: "Require the developer to provide a monetary contribution to prepare a strategy.....for traffic calming....in the neighborhoods West of Potomac Yard...." This can only be required if there is enough funding left in the "bucket" after the public benefit contributions including the metro contribution is determined.

**Section 9, Implementation**

- This chapter was not included in the draft plan but a draft chapter dated November 30, 2009 titled Overview of Financing the Potomac Yard Metrorail Station was handed out at PYPAG. Our comments to this chapter are as discussed with staff in the meetings and correspondence regarding the metro financing.

Thank you for your consideration of these comments.

Sincerely,



Joanna C. Frizzell

cc: Pam Boneham, RREEF  
Michael Nigro, RREEF  
Dan McCaffery, McCaffery Interests  
Ed Woodbury, McCaffery Interests  
Jonathan P. Rak, McGuireWoods, LLP

**Comments on Working Draft of North Potomac Yard Small Area Plan  
December 4, 2009  
Page 8**

10213829.3



Small Area Plan Comments--DTJohnson

Deborah T Johnson

to:

'Valerie.Peterson@alexandriava.gov'

12/04/2009 09:42 AM

Cc:

""Claire.Gron@alexandriava.gov""

Show Details

Valerie,

Overall, I am elated with how the you and Jeff and the rest of the City staff along with your consultants have devised a draft plan that incorporates the interests discussed throughout our year-long process.

I have some specific comments in the attachment, but will summarize a few of my major points: I am concerned about the requirement for more residential than office development. Could this result in our having more people use Metro to leave the City to go to work elsewhere rather than have more come into the City to work? It also seems the higher residential density would require more new funding from the city to build and operate schools and provide other services residents will need. This seems counter to one of our primary goals of economic sustainability. Given the success of dense commercial development to the north, Potomac Yard is the prime location for the city to build up its commercial office development and reap those tax benefits.

Also, since we plan to build an urban metrorail station, it seems could use as a model the Metro stations in downtown DC. Many of those stations are located in majority commercial office & retail surroundings and seem to exceed desired ridership.

Finally, even though the City has been told there are minimal federal dollars available for this metro location, could we not start that process and secure whatever we can?

Thanks for the opportunity to participate and give input. Again, my specific comments on the Small Area Plan are attached.

Deborah Tompkins Johnson  
Senior Manager  
State & Local Affairs  
Dominion  
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North Potomac Yard

Small Area Plan

Deborah Tompkins Johnson, PYPAG Member Comments

## Chapter 1— Vision and Guiding Principles

Page 6

### 2. Economic Sustainability

-Agree with statement that “growth...requires the provision of a future Metrorail station.”

-Add families and shoppers

-Suggest this concept be added: Given the rapid pace of changes in retail shopping technology, we need to closely monitor and evaluate the amount of retail in comparison to office development. While we definitely need retail (to include restaurants and entertainment) to have an active and safe night-time community, we need long-term office tenants and owners for long-term economic sustainability.

-I don't recall “social sustainability” being singled as a “primary element” in our discussions or community group reports. However, we have had discussions and agreement on the need for both an environmentally and economically sustainable community.

Unfortunately, while economic and social sustainability are both important goals, we may introduce planning conflict having them both as “primary elements” of the plan.

## Chapter 2—Sustainability

Retain Chapter title as-is

Have two sections—one on environmental sustainability, which is already included. Add a section supporting the requirement that the community be economically sustainable. It is important to have a section on this given the city's commitment to the Mayor's Economic Sustainability Task Force.

Page 9

Carbon Neutrality—express commitment to carbon reductions without using today’s jargon.

The final paragraph in this section well describes the plan’s intent to respect our environment and to require design and construction around that intent.

Chapter 3—Urban Design—Plan Framework

Page 15—Typo: change compliment to complement

Page 19

Crescent Gateway Neighborhood

-Add “people” uses to this section and not just discuss buildings and roads, eg, family oriented activities, recreation, etc.

-Second to last sentence: add reference to “views of the Potomac”

-Last sentence: This sentence could be interpreted as committing to building a school in North Potomac Yard and that this neighborhood is where it could be located. Suggest instead: If a school is to be built in North Potomac Yard, Crescent Gateway might be considered.

Page 19

D. Gateways and Vistas

-Add more on possible ways to take advantage of the Yard’s proximity to the Potomac in text AND add comments on this topic to recommendations page

Page 20

## F. Public Art and History

-'not sure how definitive you want to be about developer's final participation: consider "would likely require developer's financial participation vs. "would require..."

Page 22

### Urban Design Recommendations

-3.5 Add consideration of neighborhoods across Route 1 by designing tiers on the fronts of buildings...

-3.9 Add recreational uses

## Chapter 4 Land Use

### General Comments:

-Are we open to more than one hotel? If so, then depict that on the map/legend or in the text.

-With the designated Residential (Yellow) and the mix of office and residential (Orange) and with the statement that there is preference for more residential, it seems we are building Metro to take residents (those requiring services) out of the city during the day over office buildings (low demands on city services, particularly for additional schools).

-In Table 1 on page 29, I would like to see some minimum office square footage requirement.

-I agree with the comment made at the 11/30/2009 meeting to add statements relating to deliveries to retail and office buildings, (as well as trash pick-up needs for all buildings). I believe a statement related to this is mentioned elsewhere in the plan.

-For aesthetics and "curb" appeal: At least minimal green space or a water feature is needed between Wesmond Drive and East Reed Avenue. Even with the trees along Jefferson Davis Highway, it could have the wall effect.

Page 34 typo: change "recommendation" to "recommending"

Page 37 typo: change "above-trade" to "above-grade"

Page 40

Metro Square

-I agree with locating all transit modes together.

-Would like to see best parts of the "city" and "developer" plan brought together

Page 46

Land Use Recommendations

Building Height

-add statement, here also, to transition building heights at Route 1

Chapter 5—Community Facilities

Page 53

Other Potential Community Facilities

-Consider combining the Potomac Yard Community Center and the youth center

Chapter 6—Transportation

Page 69

Transportation Recommendations

-6.9: End sentence after "agreeing to a financial plan."



December 4, 2009

Faroll Hamer  
Director  
Department of Planning & Zoning  
City of Alexandria  
301 King Street  
Room 2100, City Hall  
Alexandria, VA 22314

RE: North Potomac Yard Small Area Plan

Dear Ms. Hamer,

PYD has reviewed the North Potomac Yard Small Area Plan ("SAP") and offers the following general and specific comments related to the Plan:

**Metro** – As the entire SAP is predicated upon a new metro station in a new location, PYD believes that no SAP or rezoning of Landbay F should occur until the owner/developer of Landbay F commits to the necessary funding to cover any gap in financing for metro. In addition, no such approvals shall occur until the following issues have been addressed.

- PYD has significant concerns with the proposed alternative locations for Metro. Relocating the metro to the north away from the existing reservation will result in significant economic benefit to the City and McCaffery, but stands to harm PYD's ability to develop its portion of the Yard, particularly Landbay H. Moving the metro location north will locate portions of PYD's property outside of the ¼ mile and ½ mile walking distance to the metro. It will also negatively impact PYD's ability to attract office users to Landbay H in the foreseeable future given the fact that office tenants will gravitate to the north where the new metro is proposed and the only current office demand in the market is for GSA tenants. In addition Landbay F would enjoy other economic advantages in competing against Landbay H, such as larger block sizes and reduced parking costs. If the station is relocated, accommodations will need to be made by the City to permit GSA tenants to occupy office space in Landbay H in order to make that office development viable in the near term.
- PYD's financial obligation to support a metro station in Potomac Yard is set forth in condition 30 of the existing CDD which states, in relevant part "In the event funding from sources other than CAP [PYD as its successor in interest] becomes available in the future for the construction of a WMATA rail station at the Metro Site [i.e. location A], and the City concurs in the decision to proceed with such construction, CAP shall...(ii) if requested by the City, cooperate in the establishment of a special service tax district, or

another district or area having a comparable purpose, within the CDD, or a portion thereof, to assist in financing the construction of the rail station, in accordance with the requirements of law.” Although the City keeps assuming an additional \$10/square foot payment to be paid by PYD over and above a special tax district, PYD is not obligated to make such payment. In fact, if the metro is moved away from the “Metro Site” [location A], as defined in the CDD conditions, PYD is not obligated to participate in a special service tax district either. While PYD might be willing to participate in a special service tax district if its concerns are addressed, it will not agree to any additional contributions toward metro, especially in light of the significant public benefits already conferred upon the City by PYD to date. The City needs to acknowledge PYD’s rights and remove the additional financial contribution from its analysis immediately.

- To the extent that metro is moved to the north, a southern entrance should be a requirement, not an option for that station and should be funded by sources other than PYD.
- PYD notes that if the metro station is relocated to north, under its existing approvals, PYD has an obligation to build a pedestrian bridge in the existing metro reservation [Location A] connecting Landbay K to Potomac Greens. This requirement seems redundant if pedestrian access for Potomac Greens is incorporated into the northern metro location as has been discussed as part of the metro feasibility analysis.
- As previously discussed with the City, any relocation of metro will require the acquisition of easements from PYD to cross the rail corridor (parcels 518), which PYD owns. This fact has not been acknowledged or addressed to date.

**Stormwater and Sanitary Sewer** –The SAP requires that a storm and wastewater management plan be submitted prior to rezoning or CDD approval. The SAP should require that it be submitted and approved by the City prior to rezoning or CDD approval. It should also explicitly state that any wastewater management plan should not rely on existing remaining capacity in the transmission lines or at the treatment plant. That additional capacity in the transmission lines was built by PYD and its predecessor at great expense as a public benefit to address existing deficiencies in the City’s sanitary sewer system, not to benefit a future private developer. If Landbay F is permitted to use any of the existing capacity then PYD should be reimbursed for those costs.

**Parking** – The proposal to permit above-grade embedded parking and reduce the parking requirements is a departure from the requirements of the existing CDD. PYD supports the concept but will be at a competitive disadvantage unless and until the City relieves the parking requirements under the existing CDD.

**New CDD** – The SAP envisions the creation of a new CDD through a rezoning process, thereby removing the property from the existing CDD. The SAP should clarify that any rezoning would

Ms. Farroll Hamer

Page 3 of 4

require the owner/developer of the property within the new CDD to continue to coordinate with the owners/developers in the existing CDD to permit existing obligations under the existing CDD to be fulfilled by the remaining owners/developers. However, it should also be clear that the new CDD does not place any additional obligations on owners outside the new CDD.

**Landbay E** – The SAP envisions improvements on Landbay E, which is outside the SAP area and on property currently owned by PYD. The SAP needs to clarify that these improvements cannot be made without PYD's consent or until PYD transfers ownership to the City, nor are they PYD's responsibility as PYD already has an approved SUP that sets forth its obligations relative to Landbay E.

**Landbay K** - Improvements shown in the SAP conflict with PYD's obligations under its current approvals. The SAP needs to ensure that the developer of Landbay F coordinate the timing and design of its improvements in Landbay K so that PYD is not precluded from meeting its current obligations relative to the northern phase of Landbay K.

**Potomac Avenue** – The SAP reflects a revised and realigned Potomac Avenue. The SAP should acknowledge that the current alignment of Potomac Avenue will be constructed by PYD as shown on the City released approved plans and that the entire length of Potomac Avenue must remain operational until such time as the new road is constructed and accepted.

**Mix of uses** – While PYD supports flexibility for the location of office and residential on certain blocks as shown on the SAP, there should be a minimum amount of office required within these blocks to make sure there is an appropriate balance of uses. Also, what impact, if any, does this flexibility have on the assumptions in the metro feasibility studies?

**Extension of Main Street Retail** – A vibrant Town Center in Landbay G is critical to the success of PYD's Landbays. As such, it is important that there be a strong retail connection between Landbay G and Landbay F. Therefore, retail should be required, not preferred, along Main Street from the connection with Landbay G northward as recommended during the retail analysis associated with the Landbay G Town Center approvals.

**Office buildings in southern portion of Landbay K** - An office building is shown in the area of Landbay K that is currently occupied by a stormwater management pond/open space within Landbay K. There is also an asterisk and text in the SAP indicating the potential for another office building as part of a future planning process. PYD has an obligation under its existing CDD to expand the original stormwater management pond and make substantial improvements to that pond to create an amenity within the park. Placing a building on a portion of the pond will necessarily impact the remainder of the pond. What is the proposed solution for this conflict? Also, if buildings are to be placed in this area, PYD should not have to expend additional dollars beautifying the pond and surrounding area as an amenity to Landbay K if it is going to go away. Furthermore, if a building is to be built on PYD's portion of Landbay K, then PYD retains the right to be the developer of that building. PYD does not agree to dedicate this



Ms. Farroll Hamer  
Page 4 of 4

portion of Landbay K to the City as a public benefit only to have it turned over to another entity for future development.

**Sustainability** – The SAP should recommend that future development applications comply with the green building policy in place at the time of the application. The task force created by Council to discuss green building initiatives spent a lot of time and effort to determine the appropriate green building policy, which has been endorsed by the Planning Commission and City Council and as such, the City's Small Area Plans should be consistent with that policy as it is amended over time.

**Affordable Housing** – There is an existing affordable housing policy that is applied uniformly throughout the City. The SAP should recommend that future development applications be consistent with the affordable housing policy in place at the time of the application.

Thank you for your attention to this matter.

Very truly yours,



Stephen Collins  
Land Project Manager

cc: Valerie Peterson, via email  
Claire Gron, via email  
Mark Jinks, via email  
Eric Wagner, via email  
Catharine Puskar, via email  
Duncan Blair, via email

# MRP REALTY

---

**Date:** December 4, 2009  
**To:** City of Alexandria  
**From:** RP MRP Potomac Yard  
**Subject:** Comments regarding Landbay F Small Area Plan

---

We have reviewed the Landbay F Small Area Plan and have the following comments:

- 1) Since the Small Area Plan shifts the location of the Metrorail Station the Small Area Plan can **NOT** be approved prior to resolution of the funding for the Metrorail Station.
- 2) How can a new CDD #19 be created for Landbay F when the Landbay is part of CDD #10 without amending CDD #10 and addressing the conditions and boundary relationships between the two CDD's?
- 3) Adjust the Old Historic Easement for block 14 such that a 100 foot building is allowed under the SAP.
- 4) Page 10 – Environmental Sustainability requirements for Landbay F should adhere to the Green Building Policy of the City. Not only do USGBC LEED standards evolve, so will the City's Green Building Policy. The main goal is to have Metrorail Station funded – establishing a higher than "market" standard impedes this goal. In addition, it creates an unequal playing field for Landbay F thereby impacting possible Metrorail funding and plan feasibility. This same concept should apply towards affordable housing proffers.

- 5) **Pages 4/14/16/17/21/26/27/31 - The Master Plan depicts an asterix located at the SWMP in Landbay K. On page 41 the Small Area Plan outlines that the area to south of the three proposed buildings adjacent to the Metrorail Station is not part of the area, but is part of the approved Landbay K. It further states that while there is a potential for an additional building at this location, this plan does not recommend a building because of the impact on planned open space. This leaves the door open however to revisit the creation of an additional building site at a later plan date. Turning the planned SWMP into a building site would significantly impact the SWM solution for Landbay G and negatively affect the views related to the Landbay G buildings.**
  
- 6) **Pages 25/45 – We support the flexibility provided in the use between residential and office for the different blocks. However, there should be a minimum total amount of office use required since this is an important driver to the ultimate funding for the Metrorail Station. Does the flexibility in uses lead to significant differences in impacts on traffic and sanitary and storm sewer capacities?**
  
- 7) **Main Street Connection – Landbay F owner should be required to provide necessary easements and construct “Main Street” connection at earliest date possible after approval of CDD. In no event should a DSUP submission be accepted prior to completion of this connection by Landbay F owner.**
  
- 8) **Main Street Retail Connection LB G and F – Page 15 of Landbay G DSUP Staff Report states the following: “The Retail Study stressed the importance of Connections and coordination between the redeveloped Potomac Yard Retail Center and the Town Center, preferably along a single “main street”.**

**In order to maintain viable retail to the south end of Landbay F and establish the “Main Street” retail concept that was critical to the City in approval of the Landbay**

G plan, the Small Area Plan should require a minimum size high-end quality national anchor of 30,000 square foot to be located in either block 22 or 23. The image on page 27 needs to be updated to reflect required retail on "Main Street" in blocks 22 and 23.

- 9) **Parking Configuration** – The Small Area Plan outlines that each building and block is required to provide a minimum of one level of underground parking. Above-grade structured parking may be located within the central portion of the block at grade, provided each level of the entire perimeter of each street and/or park frontage is devoted to active uses. We are in support of this approach/policy however this was not allowed under approvals for Landbay G which puts our property at a competitive disadvantage. Prior to CDD approvals on Landbay F approvals for Landbay G and H should be provided to create an equal playing field.
- 10) **Contribution to Metro** – Even at recent public meetings City officials continue to state that Landbay G and H owners should contribute \$10/FAR towards Metro Station funding in addition to the proposed and proffered Special Tax District. Landbay G has an approved DSUP for all its buildings and is only willing to participate in the creation of a Special Tax District.

Landbay G ownership is willing to allow the Metro Station location to be shifted north after the financing gap has been resolved. The major benefactors of the new Metro Station in the alternate location are Landbay F owner and the City. The City needs to drop the additional contribution ask.

It is odd that the latest numbers have not been shared with us when the City keeps stating that additional contributions are reasonable to request. Since we did not have access to the latest financial feasibility numbers we came up with the following calculations:

- **Special Tax for Landbay G at full build-out in today's dollars are estimated to be at least \$1.2 M. Assuming property values will escalate 3% annually the cumulative amount paid by Landbay G after 50 years equals \$135 M. This represents close to 50% of the overall \$275 M cost of the Metro Station whereas Landbay G only represents 14% of the overall density in the Yard.**
- **Because of the Metrorail Station Landbay F can accommodate an additional 6.9 MSF. Assuming that the raw land value of the 7.5 MSF equals \$30/SF and the current 600,000 SF asset is valued at \$150 M then the added value of the rezoning equals \$75 M. Half of this value would fund the current \$35 M financial gap.**
- **Based on the Landbay G DSUP staff report the City nets approximately \$4.7 per FAR SF in taxes annually (on average over the mix of uses) which at full build out of Landbay F in today's dollars would equal \$35 M. When the \$35 M is capitalized at 5% the overall value of the additional density in net taxes to the City equals \$700 M. Calculated a different way - assuming the annual net tax revenue to the City escalates 3% the cumulative amount received by City after 50 years equals \$3.9 Billion.**
- **The City in its May 2009 Financial Feasibility Study indicates that there is in excess of \$115 M net present value benefit to the City by moving the Metrorail Station location further north.**

**The second southern entrance to the proposed revised Metrorail Station is a requirement for Landbay G ownership and not "an added benefit to Landbay G and H" as the City has stated. Landbay G ownership relied on the existence of the metro reservation when it bought the property. Connections to that possible future Metrorail Station were a big source of discussion and focus in the Landbay G plan. While we understand that moving the Metrorail Station to the north is a significant benefit to the Landbay F ownership and the City,**

Landbay G ownership opposes the relocation unless that southern leg is an integral component of the Metrorail Station.

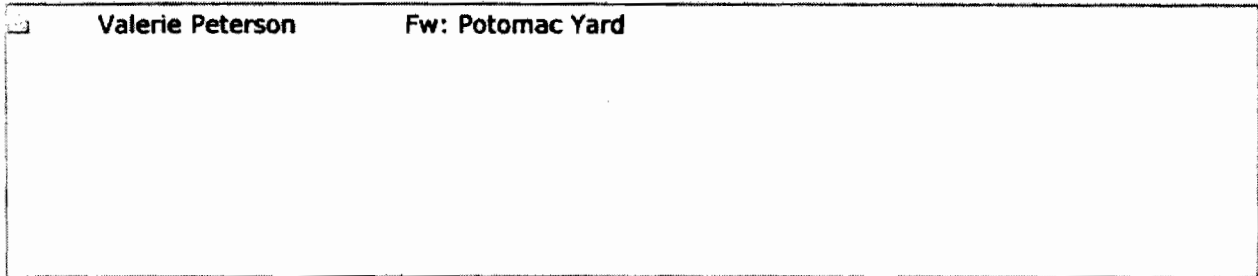
- 11) Parking Ratios w Metro** – the current Landbay G parking ratios do not anticipate the arrival of a new Metro Station. If such new Metro Station becomes reality the parking ratios at Landbay G need to be adjusted. These adjustments and accompanying approvals need to be granted prior to approvals of Landbay F.
  
- 12) Potomac Avenue** – In the Landbay F plan Potomac Avenue is relocated and the current Potomac Avenue transforms into Water Street. Potomac Avenue is currently under construction and will be finalized in 2010. The Plan needs to provide sufficient guarantees that the “new” Potomac Avenue is constructed prior to the conversion to minimize negative traffic impacts.



**Fw: Potomac Yard**

**Valerie Peterson** to: Jeffrey Farner, Claire Gron

12/08/2009 04:52 PM



fyi...

----- Forwarded by Valerie Peterson/Alex on 12/08/2009 04:52 PM -----



**Danielle Fidler**

**<dcfidler1@hotmail.com**

**>**

12/08/2009 04:42 PM

To valerie peterson

<valerie.peterson@alexandriava.gov>

cc

Subject Potomac Yard

Hi Valerie,

I've been a bit remiss in attending PYPAG meetings of late, but I did look over the draft plan and have to say that you all did a fantastic job with it. It's the best one I've ever seen. I am especially impressed with the front and center role of sustainability in all aspects of the project - economically, socially, and environmentally. Including the portion on climate change and the goal of carbon neutrality is also really impressive. If built as currently envisioned, I truly believe that it could set the benchmark for sustainable development on the East Coast.

I do have two personal comments that I mentioned to the EPC, but we can make them formally later, if you prefer. The first is a general comment about the bike lanes. Currently, the standards document envisions bike lanes where there are always at least 3 lanes of moving traffic, and I wonder if this is going to be more dangerous for the bicyclists. I think it would be much safer for everyone if Reed Street was reenvisioned to be primarily pedestrian and bike-oriented, with only one lane of traffic in each direction instead of trying to have 4 lanes of moving traffic, 2 bike lanes, and 2 parking lanes, along with major pedestrian sidewalks on both sides and in the middle. This seems set up to try to achieve 2 nearly opposing goals of having a primarily pedestrian and bike area with a high-traffic thoroughfare, and I am not sure that either goal will be accomplished, and it seems especially dangerous to have your main "separate" bike lane be on the main thoroughfare with 4 lanes of traffic plus parking. Alternatively, perhaps if the bike-priority lanes were moved to other streets that were redesigned as one-way streets with one lane of traffic and a dedicated bike lane, this would be a better way to encourage bicycle transit and reduce risk of accidents (and would open up more opportunities for pedestrian traffic and traffic calming). There is a ton of information about the use of colors, narrow lanes, separate

traffic signals, putting parking opposite of the bike lane (i.e. in the middle) to reduce the risk of driver doors clocking bikers, and/or separate bike lanes in other countries/US cities that I believe would be useful here to better promote biker safety and reduce negative interactions between bikers and cars, and perhaps should be incorporated into the design standards. Also, in that vein, I hope you are considering having a separate bike trail in Crescent Park, because if it's just 10 feet wide, I think there is a major potential for accidents. The GW parkway already needs a separate trail (IMO) for bikers because of the speed at which they travel. I think it is quite likely that once open, the Crescent Trail may become a major commuter bike trail, so it may be wise to plan to keep people on wheels (bikes, skateboards, skates) separate from pedestrians at the outset. I know you all and Yon keep up with this and I think the fact that Alexandria is winning awards proves that you're doing a great job making Alexandria a bikeable city, but there seems to be a disconnect between the goals in the draft Plan and then the design standards for Potomac Yards on this front.

The second issue is tangentially related and that is the idea of discouraging SOVs and giving priority to pedestrians/cyclists. I think that I think the City should consider having some of its streets (maybe the one with the bike lanes) without any on-street parking (Reed is the obvious candidate to me as it is designed to be the pedestrian mall/shopping gateway), to better encourage people to (A) take public transit and (B) use underground parking instead of circling around (wasting fuel, polluting air) in hopes of getting a free spot. It would also free up more space for sidewalk dining. I realize that on-street parking can help calm traffic, but so can extremely narrow streets and single lanes of traffic. Despite stating that the intention is to have all underground parking, every street appears to have on-street parking, and all of the streets in Potomac Yards allot 11 feet for moving traffic lanes. It seems to me that where you are trying to slow traffic to accommodate pedestrians and bikes, you could narrow the lanes more than 11 feet.

Finally, the EPC asked if we could get a presentation from P&Z on Potomac Yards at one of our upcoming meetings - maybe January? I know you are surely busy with this, so if it won't work, please let us know. Peter Pennington and I give regular updates, but it's never as good as when they get a full presentation from the City.

Hope all is well with you!

Cheers,  
Danielle

---

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December 10, 2009

Via E-mail to [valerie.peterson@alexandriava.gov](mailto:valerie.peterson@alexandriava.gov)

Ms. Valerie Peterson, Principal Planner  
Department of Planning & Zoning  
City Hall, Room 2100  
Alexandria, VA 22314

Re: Comments on the Draft North Potomac Yard Small Area Plan

Dear Ms. Peterson:

On behalf of our client, Taylor Holdings, LLC, owner of the site on which Jack Taylor's Alexandria Toyota sits, we're writing this letter to comment on the draft North Potomac Yard Small Area Plan ("Draft Plan"). First, it should be stated that the Draft Plan is well written and obviously a lot of thought and effort has been put into its drafting. The plan is forward thinking and most welcome in these challenging economic times. The Staff should be commended on seeking to advance the City Council's directive on economic sustainability. That being said, there is one aspect of the plan that our client finds concerning: the information regarding adjacent redevelopment sites. The plan provides that when owners on the west side of Route One redevelop at some point in the future, they will be asked to contribute to the cost of the infrastructure improvements warranted by the increase in development on the east side of Route One, without any commensurate increase in development rights on their side of the street. Page 32 of the Draft Plan reads as follows:

#### E. Adjacent Redevelopment Sites

Although not specifically a part of the plan area, there are several possible large redevelopment sites in close proximity to North Potomac Yard. Development and future planning of these sites should be mutually beneficial for the adjacent Route 1 corridor and Potomac Yard.

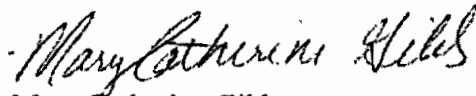
Ms. Valerie Peterson, Principal Planner  
December 10, 2009  
Page 2 of 2

As North Potomac Yard redevelops, and the new Metrorail station and dedicated high-capacity transitway are constructed and implemented, it is possible that the several large redevelopment sites on the west side of Route 1 could redevelop including those currently occupied by the Alexandria Toyota dealership, Hertz, and the Oakville Industrial Park. This Plan does not recommend land use or zoning changes for these properties. However, future planning, rezoning, and development at these opportunity sites will need to enhance connections with the plan area both physically and through programming of land uses and public amenities so that these individual parcels are integrated into Potomac Yard. The Plan recognizes that the value of these properties will be positively impacted by the significant infrastructure and other public amenities constructed at Potomac Yard and recommends that, when these properties redevelop, that they be required to participate in the financing of these and other improvements as may be determined by a future planning process.

Any contribution for financing these infrastructure improvements from properties outside of the plan area should come as a result of future up-zoning of these properties, not from redevelopment of these properties at the levels for which they are currently zoned. The existing zoning on the properties west of Route One did not generate the need for these infrastructure improvements. These properties should not bear the financial burden of infrastructure costs based on the increased density of others. While future upzoning may well call for participation in the cost of infrastructure improvements related to the rezoning requested, there is no lawful basis for requiring infrastructure cost sharing unless the infrastructure need is brought about by the redevelopment.

Thanks in advance for your attention to these comments. We look forward to hearing from Staff based on these comments and would be happy to discuss them further if you'd like.

Very truly yours,

  
Mary Catherine Gibbs

cc: Mr. Jack Taylor

From: Maria Wasowski  
Comments on the Draft Plan for Landbay F

The planning process for Landbay F has been very condensed and I am concerned that we are moving ahead with a plan without having fully explored the issue of retail placement. We have focused on creating connections and transitions with residential communities to the west of Landbay F, we should be equally mindful of connectivity with the previously approved plan in Landbay G.

We are asking for a study to determine retail viability and a flex zone has been specified, but most of the area marked for retail is outside that flex zone. We should agree on a desired percentage of retail space but allow some flexibility in it's placement based on the findings of the study.

One of the reasons I was appointed to be a part of this group is my membership in the Potomac Yard Design Advisory Committee. PYDAC worked very hard with the developer of Landbay G to create a town center that could be connected with future development in Landbay F.

PYDAC's work on Landbay G was based on preliminary drawings showing a north south retail corridor that would link Landbay F and Landbay G. Now we have a separate east-west retail core centered on East Reed Avenue and a separate town center in Landbay G. Does it make sense to have two competing retail centers within five blocks of each other? Showing "Preferred Retail" along Main Line Boulevard is not enough. That could easily be abandoned by a developer if they prefer not to have retail in that corridor.

Mixed use is one of the key principles of the kind of transit oriented, urban development that we are suggesting for Potomac Yard. We agree on the concept of a mix of uses but what exactly does that mean? Not all mixed use is optimal and it's very important to get the mix of uses right. There should be established percentages of office, residential and retail. Otherwise, the mix usually ends up being skewed in one direction or another based on market conditions and not on what is best for the community.

# Potomac Yard Metrorail Station Concept Development Study



February 3, 2010



*a joint venture of:*

- Parsons Transportation Group Inc.
- PB Americas, Inc.
- Delon Hampton & Associates, Chartered

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# Potomac Yard Metrorail Station Concept Development Study

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## **Preface**

The Potomac Yard Metrorail Station Concept Development Study was conducted in two primary phases, and accordingly this report has two major sections documenting the progress of the study.

The first phase of the study identified several potential locations for a Potomac Yard Metrorail station and examined the general characteristics of a station at each location, including the relationship to nearby planned and approved development. This phase identified eight potential station locations, but two of them were eliminated from further consideration because of obvious drawbacks. The analysis reflected the amount and location of land development planned at that time. This first study phase was completed by May 2009, and it is documented in Section I of this report.

The second phase of the study was a screening analysis that examined in more detail the characteristics of a station at each potential location, although this analysis was still at a conceptual level of planning. The analysis narrowed the number of potential locations to a smaller number that would be carried forward into an environmental review process. Station characteristics analyzed included property ownership, station design, relationship to National Park Service lands, estimated cost, ridership, financing, and implementation considerations. The second study phase used additional and updated land development information that reflected the progress made on the North Potomac Yard Small Area Plan. The second study phase is documented in Section II of this report.

Together the two sections of this report describe the analysis performed in the planning for a Potomac Yard Metrorail station and document the decisions made about station development.

# **Section I**

## **Analysis of Station Location Alternatives**

**Completed May 15, 2009**

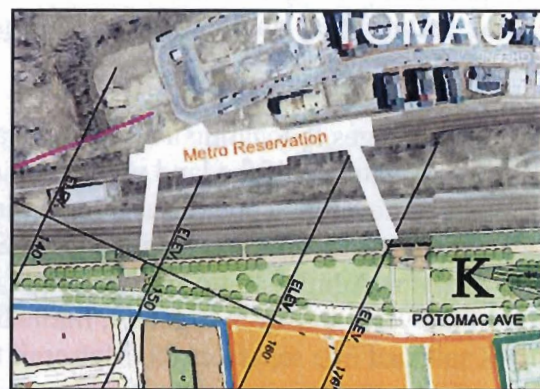


## Purpose of This Analysis

This analysis examined potential locations for a new infill Metrorail station at Potomac Yard. The analysis considered eight alternatives and addressed the station sites' relationship to planned and approved development in Potomac Yard and Potomac Greens, necessary modifications to Metrorail track and systems to accommodate a station at each site, and the estimated Metrorail construction costs. The resulting information was intended to assist the current planning efforts to select a site for a potential new Metrorail station.

## Station Background

The construction of an infill station in Potomac Yard was anticipated when WMATA planned the Metrorail Adopted Regional System. At the time the Blue and Yellow Line tracks were built through the RF&P Railroad Potomac Yard, a station was not justified, but Metrorail planners recognized the potential for the yard's future development. They identified the site for a station to be added later, and the tracks there were designed to accommodate a station that would meet WMATA's design criteria. The *Final Environmental Impact Statement, Metropolitan Washington Regional Rapid Rail Transit System*, August 1975, cites the provision for this future station. The City of Alexandria subsequently required the developers of Potomac Greens and Potomac Yard to set aside land, which will transfer to the City when a Metrorail station is to be built. This land is now called the reserved site, shown in Figures 1 and 2.<sup>1</sup>



**Figures 1 and 2: Reserved Station Site**

Since then, several planning and development efforts have discussed a Potomac Yard Metrorail station. In the mid-1980s, the Alexandria 2020 plan included the addition of a station and proposed approximately 16 million square feet of mixed-use development for Potomac Yard. The plan was not formally submitted to the City of Alexandria for approval. A 1997 station study by the then-owner of the yard developed conceptual

<sup>1</sup> Corrected since May 2009 to state that the City has not yet acquired the reserved site.

designs for three alternative station sites at and slightly east and west of the reserved site. While the current zoning approvals for Potomac Yard do not require the construction of a Metrorail station, the approvals did require the reservation of land for a potential station. In addition, the existing zoning approvals require the property owners to participate in a special tax district to assist in financing station construction.

In 2008, the City of Alexandria created a 20-member Potomac Yard Planning Advisory Group (PYPAG) to evaluate land use density and zoning for Landbays F and L. A basic principle of the group is that any redevelopment for Landbay F should be transit-oriented, mixed-use, and urban development. In addition, the City created a five-member Metrorail Station Feasibility Work Group comprising the mayor and one member each from the City Council, the Planning Commission, the Transportation Commission, and the Potomac Yard Planning Advisory Group. The work group was established to evaluate the technical elements related to a potential Metrorail station.

## Transit-Land Use Relationship

A general smart growth and transit-oriented development principle is that higher density and a balanced mix of uses should be located within close walking and commuting distance of a transit station. Therefore, this analysis of alternative station sites considered possible density and uses within the commonly accepted walking distances of a quarter mile and a half mile from a Metrorail station. Transit ridership is also greatly influenced by factors such as an appropriate mix of uses (office, residential, and retail), density, parking policies, pricing and rider subsidies, connectivity, and the quality of the pedestrian realm. The planning currently being conducted through the PYPAG addresses these factors.

There are challenges to locating a Metrorail station close to development in Potomac Yard. Approximately half the land within a quarter mile of most of the alternative station sites cannot be developed due to such constraints as environmental characteristics and the presence of railroad tracks and National Park Service property, shown in Figure 3. A Federal Aviation Administration (FAA) flight path restriction on much of the central portion of the yard, shown in Figure 4, limits building heights to approximately 100 feet. The CSX railroad line separates the Metrorail tracks from the western portion of Potomac Yard, requiring a pedestrian bridge to the station and adding 200 feet to the station access distance.

Figure 5 shows the Potomac Yard Coordinated Development District (CDD) Concept Plan. Table 1 lists the development maximums permitted by the current CDD zoning for Potomac Yard and Potomac Greens, including the existing retail center.<sup>2</sup>

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<sup>2</sup> Corrected since May 2009 to clarify that the concept plan is based on the Potomac Yard Coordinated Development District.

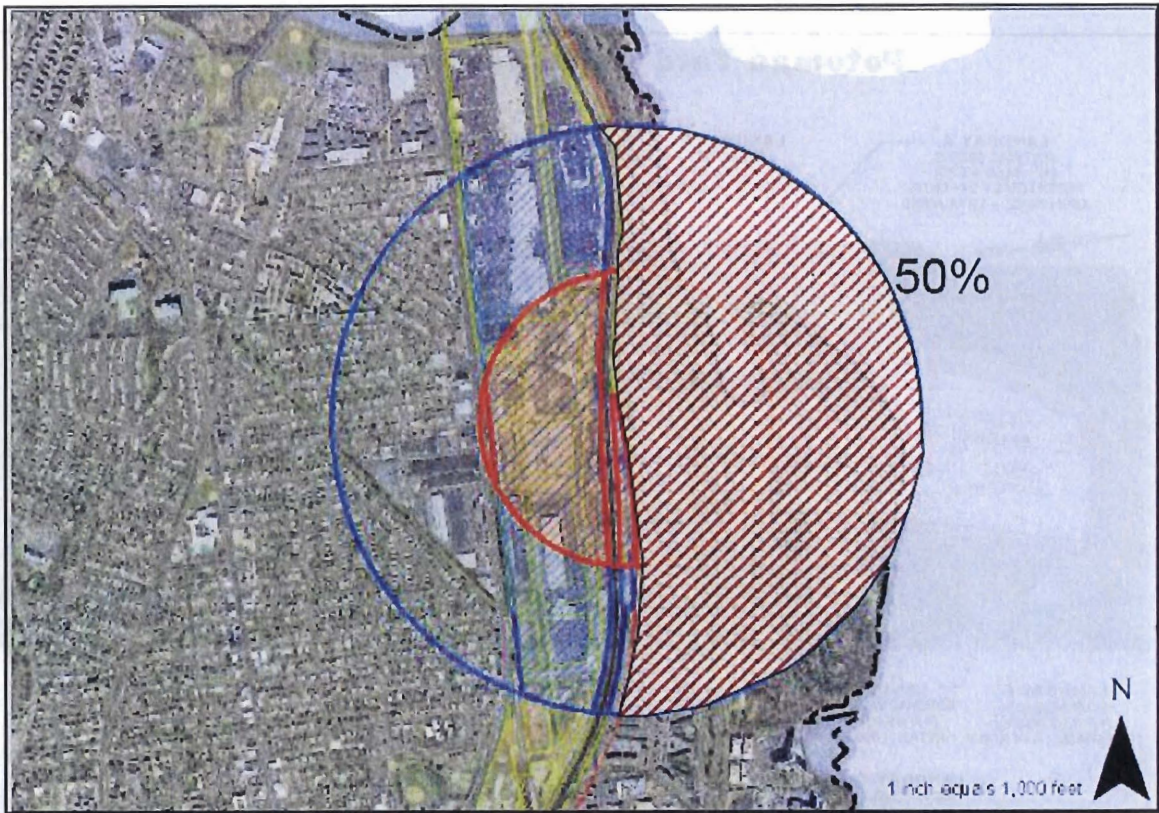


Figure 3: Development Limitations in Station Vicinity

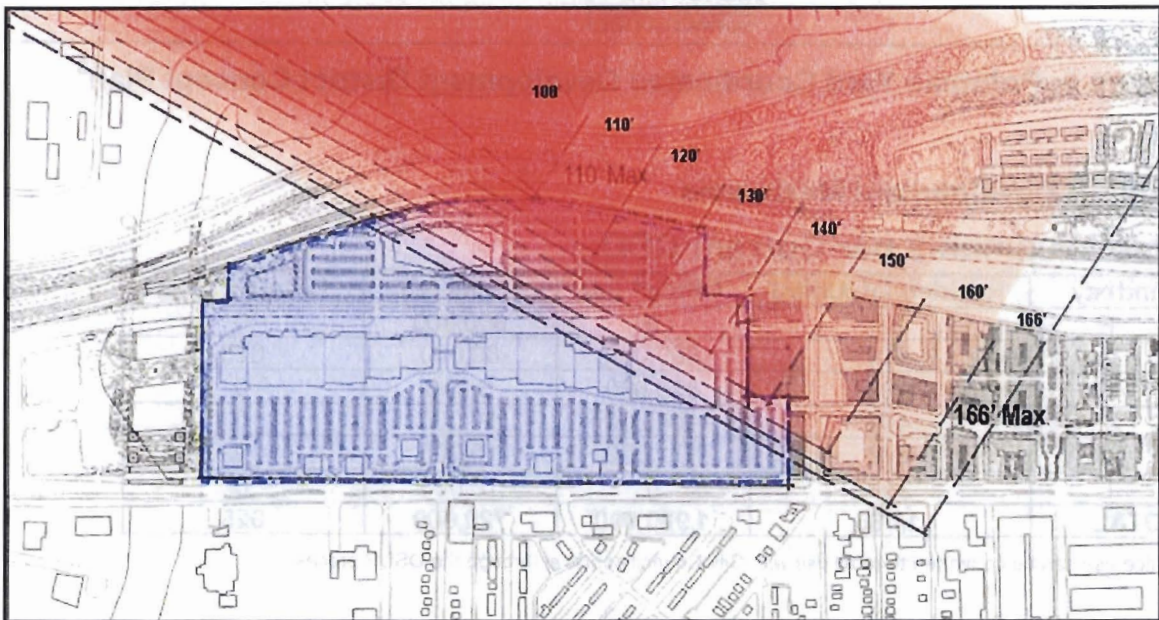


Figure 4: FAA Height Restrictions

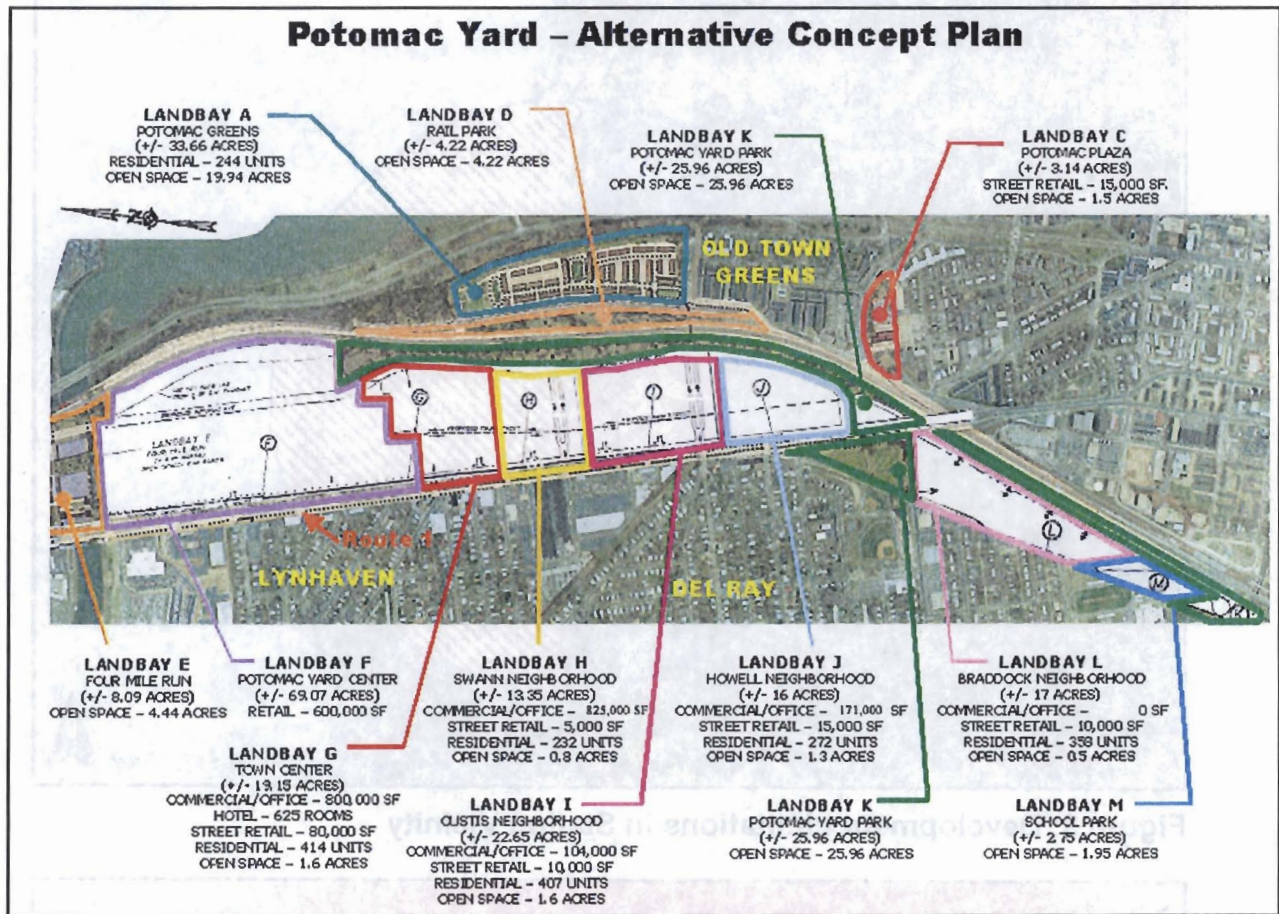


Figure 5: Potomac Yard Coordinated Development District Concept Plan<sup>3</sup>

Table 1: Development Maximums

Use Maximums per Current CDD:

Landbay	Residential (Units)	Office * (sf)	Retail (sf)	Hotel (rooms)
F	0	0	600,000	0
G	414	800,000	80,000	625
H	232	825,000	5,000	0
I	407	104,000	10,000	0
J	272	171,000	15,000	0
L	358	0	10,000	0
<b>TOTAL</b>	<b>1,683</b>	<b>1,900,000</b>	<b>720,000</b>	<b>625</b>

\* Office use can be converted to retail use with City Council approval through the DSUP process

The existing retail center in Landbay F contains approximately 600,000 square feet of retail, which is the maximum amount of development permitted with the existing zoning.

<sup>3</sup> Corrected since May 2009 to cite the Coordinated Development District.

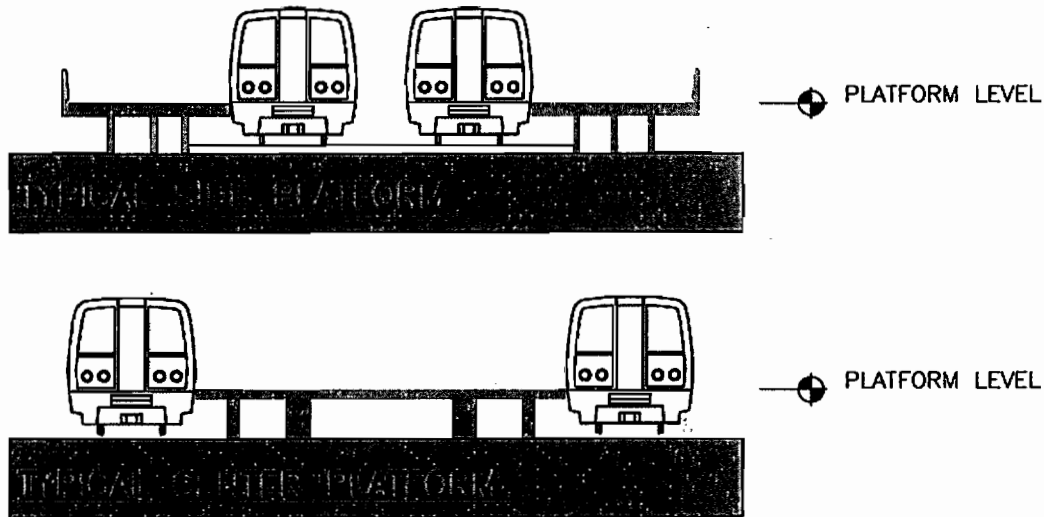
Therefore, any additional density will require a rezoning of the site and associated approvals. The PYPAG has discussed a potential floor-area ratio of approximately 2.5.

## Metrorail Design Requirements

A new station at any location must comply with WMATA’s adopted Metrorail design criteria. If a station is built at a site other than the reserved site, the Metrorail tracks and systems would have to be modified to comply with the design criteria as well. Complying with the design criteria would require more construction at some sites than at others, and the extent of construction would affect the cost of each alternative. The design criteria define the Metrorail system characteristics in great detail; criteria that most directly affect decisions about station location are described below.

### Station

The design criteria address a variety of station characteristics, including safety, capacity, ADA-compliant accessibility, architectural and aesthetic qualities, operating economy, maintainability, and commonality among system components. The station platform must be 600 feet long, the same as all Metrorail stations, to accommodate an eight-car train.



**Figure 6: Metrorail Station Types**

Depending upon the characteristics of the station site, a station can have a single center platform between the tracks or a pair of side platforms on the outside of the tracks; Figure 6 illustrates both types. Elevators, escalators, and stairs must meet capacity and safety requirements for vertical circulation, and redundant elevators are required to ensure accessibility when one elevator is out of service. A center-platform station requires fewer elevators, escalators, and stairs than a side-platform station, imposing lower costs for both construction and operation, but a center-platform station requires more space for the tracks to spread apart to pass on either side of the platform. Space in the station must provide not only for passenger circulation but also for Metrorail operating system

equipment and station maintenance functions. A station in a tunnel would require air-conditioning, ventilation, and fire-protection systems to meet standards and codes.

### *Tracks*

The tracks through a station must be straight, a condition called tangent track. Tracks cannot be curved at a station because the platform edges would need to be set back to clear the rail cars, creating safety concerns because of the resulting wide gap between the platform edges and rail car doors. The tangent track must be 730 feet long at a station; 600 feet for the platform plus 65 feet at each end to provide proper alignment of trains entering and leaving the station.

Any new Metrorail tracks or existing-track modifications to accommodate a station must comply with design criteria for track grade and curvature. The maximum acceptable grade is 4 percent, a rise or fall of 4 feet for every 100 feet of track. The minimum desirable curve radius is 1,000 feet, which allows a train speed limit of 40 miles per hour through the curve, the lowest speed limit allowed in the Metrorail system.<sup>4</sup> Every connection between a tangent and a curve is a spiral, a gradual track transition from straight to curved track. These design criteria are based upon safety and rider comfort.

A double crossover, an X-shaped track connection between the two running tracks that would allow trains to move from one track to the other, would need to be added north of a new station. This crossover would be needed to maintain Metrorail operations during station construction and would provide operational flexibility.

### *Metrorail Operating Systems*

The addition of a station would require modifications to the systems that support Metrorail train operations. Trains accelerating from a stop at the station would increase the required traction power for the electric motors that propel the trains. Upgrades to the DC traction power system would include the addition of a supplemental rectifier-transformer unit to the existing traction power substation to serve a station at a nearby site; a new traction power substation would be needed to serve a station farther away. New composite contact rail (the third rail) would be installed, replacing steel contact rail where necessary.

The automatic train control system (ATC) would require changes and additions to accommodate any necessary track realignment and to implement programmed stops at the station. Ductbanks will be required for cabling to integrate the new equipment circuits into the existing system. Wayside signals, switch machines, speed command loops, and interlocking control equipment will be required to operate trains through the new double crossover.

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<sup>4</sup> Corrected since May 2009 to reflect the applicable Metrorail design criteria.

A new station would need several communications systems for operations and customer safety, including modifications to the carrier transmission system, a public address system, a fire and intrusion-detection system, and closed-circuit television systems for surveillance.

### *Construction Sequence*

The steps in station construction are extremely important for an infill station. Because construction of the new station and any connecting tracks would be near operating trains, the potential would exist for this construction to affect Metrorail operations. Safety must be ensured, and major service disruptions are not acceptable, so the station and tracks must be designed to be built without interfering with regular Metrorail operations.

Building a station directly on operating Metrorail tracks would impose specific construction requirements. Construction activities immediately adjacent to an operating Metrorail line are typically limited to nonrevenue hours to eliminate the possibility of construction activities damaging trains and causing injuries to riders. Enforcing this limitation on Potomac Yard station construction would raise costs considerably because construction could occur for only a short time each night. To avoid this constraint if the station is built directly on the operating tracks, trains would single-track through the station site during construction. Trains in one direction would cross to the opposite track, trains in both directions would use the same track, and construction activities could then proceed relatively uninhibited adjacent to the now-unused track. Single-tracking would begin at 8:00 p.m. and continue until closing for five nights a week for the duration of construction. The period of time prior to closing plus the nonrevenue period after closing would provide a standard eight-hour work window.

Night-time construction is more expensive because it typically requires payment of a shift differential, and it would create noise, lighting, and other impacts on nearby residences and businesses. During the periods when trains would be single-tracking, train frequency would be reduced. Some steps in the construction sequence would require shutting down Metrorail operations through this rail segment, but each closure would be limited in duration to a weekend and would not be permitted on consecutive weekends.

Building a station on a new parallel track segment would be less disruptive. Because construction activity would not be directly adjacent to trains, operations would be less affected. The station could be built during daytime hours, allowing lower construction costs and avoiding night-time construction impacts. Some Metrorail operations changes and closures would still be necessary at the point when the new track segment would be connected to the existing tracks; their type and extent would depend upon the construction necessary to accomplish the connection in a specific design.

## Potomac Yard Station Context

The Potomac Yard station would have specific requirements created by the immediate physical setting. The ability to expand the station site or realign the Metrorail tracks is constrained by the CSX freight railroad tracks on the west and National Park Service land and the Potomac Greens neighborhood on the east.

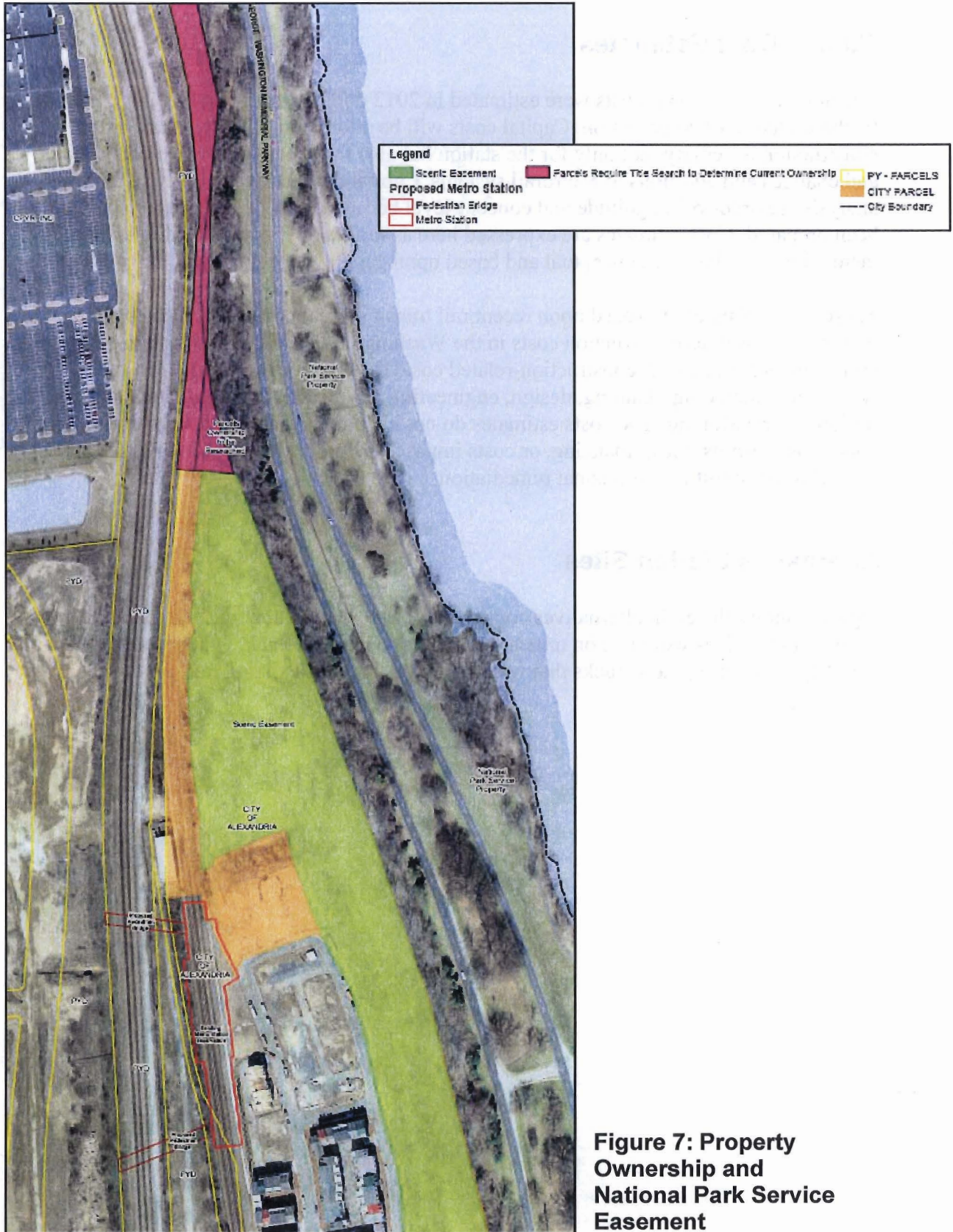
An alternative in which the station or tracks would extend beyond the present Metrorail right-of-way and City-owned land could require the acquisition of additional property. Property ownership is shown in Figure 7. Some properties will require a full title search to determine the ownership. In the area where the National Park Service easement applies, no improvements may be constructed and no clearing, grading, or tree removal may be done without National Park Service approval. The easement allows for limited uses including passive recreational activities and some active recreational facilities, also subject to National Park Service approval. The easement would not allow the construction of a Metrorail station unless the easement is amended by the National Park Service in conjunction with the City of Alexandria.

Using land for a station or tracks where development is approved could require compensating the land-owner for foregone development opportunities. In Landbay F, where planning and a potential rezoning are underway, dedication for a future Metrorail station and associated rail lines could be required as part of the planning process. Using parkland would be problematic, especially if federal funds are used, as parkland may be used for a federally funded transportation project only if no prudent and feasible alternative exists. A new station would affect open space and program uses in the previously approved plans for Potomac Yard landbays; the effects would depend upon the station location and design.

Access from the west to a station built on the existing tracks must be by a pedestrian bridge that would have to be high enough to provide at least 23 feet of clearance over the CSX tracks. Any new Metrorail tracks that crossed above the CSX tracks would have to provide the same clearance.

The existing traction power substation between the Metrorail tracks and the CSX tracks is a necessary Metrorail system facility to provide electric power to the trains. If realigning the Metrorail tracks required removing the substation, a replacement substation would need to be built nearby.





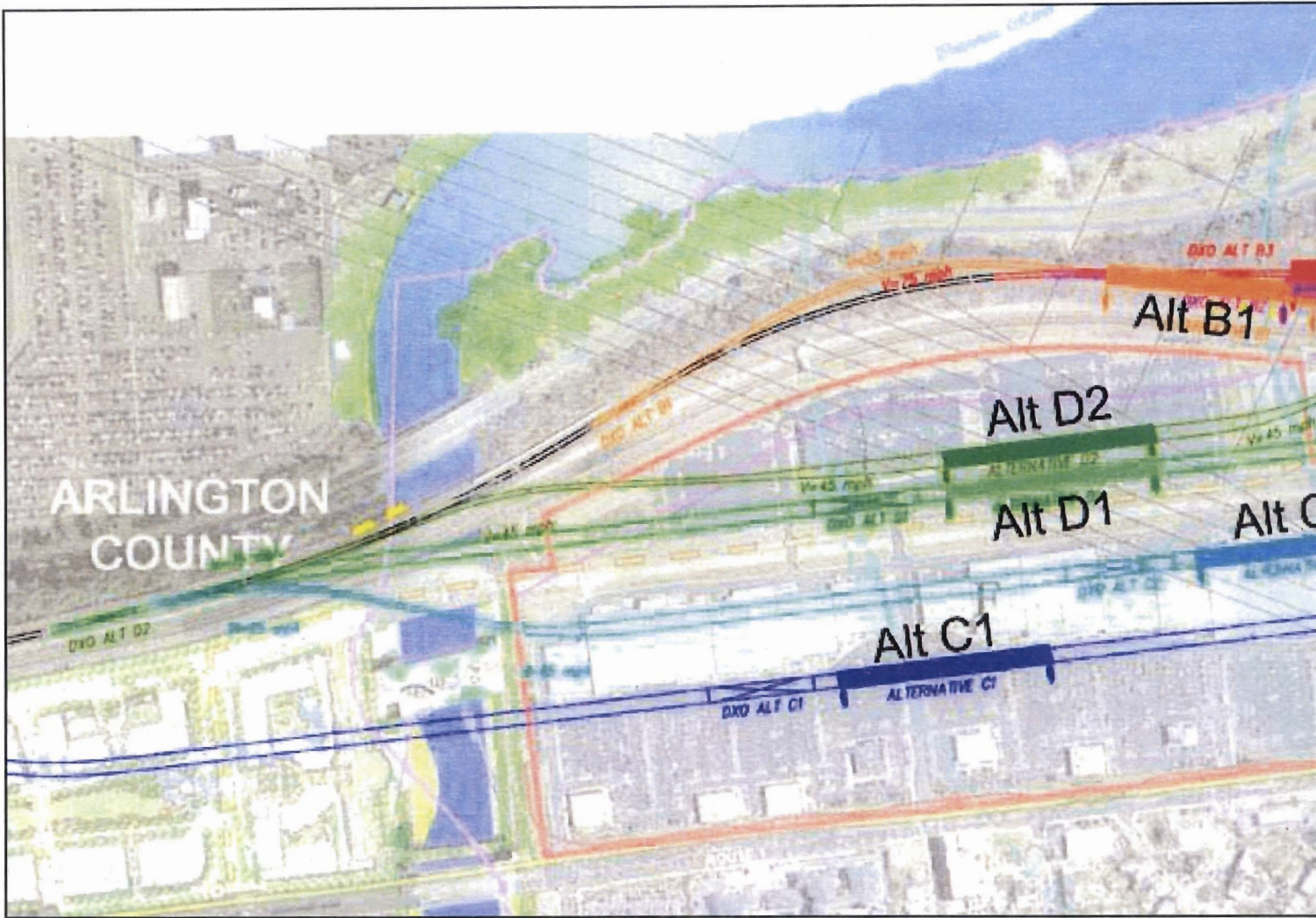
## **Capital Cost Estimates**

The alternatives' capital costs were estimated in 2012 dollars, assuming that 2012 would be the midpoint of construction. Capital costs will be a function of the type and extent of construction necessary, not only for the station but also for necessary track modifications and changes and additions to Metrorail systems. Capital cost estimates developed in this analysis are order-of-magnitude and concept-level because detailed designs have not yet been prepared. Cost estimates are expressed here as ranges and include contingency factors because they are conceptual and based upon general concepts.

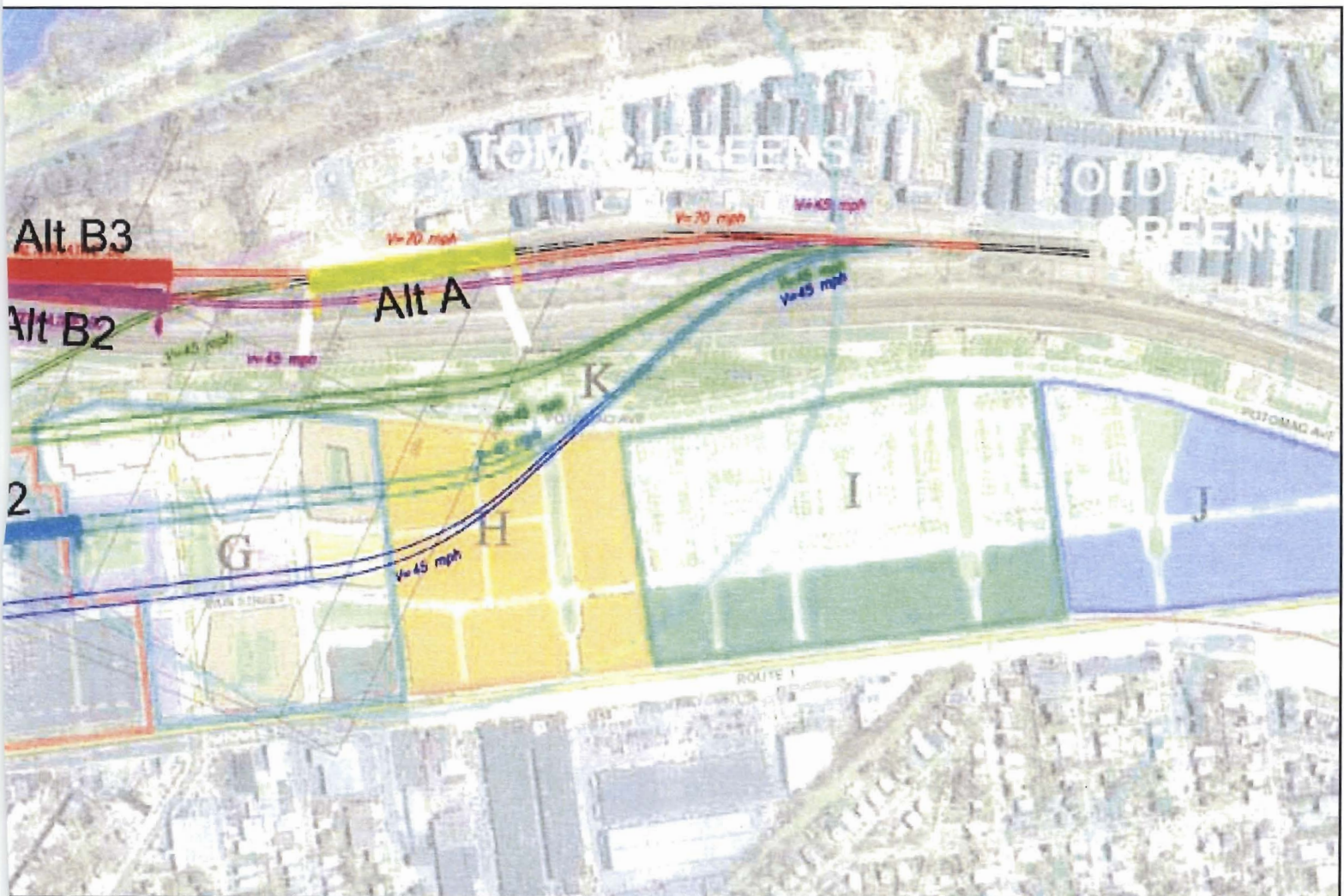
These cost estimates are based upon recent rail transit system construction costs nationally as well as construction costs in the Washington, DC metropolitan area. The cost estimates include all construction-related costs from project inception through completion, including planning, design, engineering, construction management, and station commissioning. The costs estimates do not include land acquisition, major utility relocation, permits, fees, financing, or costs imposed by unforeseen conditions, such as geotechnical conditions or hazmat remediation.

## **Alternative Station Sites**

Figure 8 shows the eight alternatives considered for the station and track alignment. Several alternatives would be on or near the present Metrorail track. Others would be in Landbay F, requiring new tracks that would diverge from the existing tracks.



**Figure 8: Alternative Station Sites**



## Existing Reserved Station Site—Alternative A

In Alternative A, shown in Figure 9, the station would be located at the reserved site. This site is on the existing Metrorail tracks east of the boundary between Landbays G and H.

The nearly complete 227-unit Potomac Greens townhouse development is located east of the site.<sup>5</sup> To the south and west of the reservation is the approximately four-acre Rail Park, Landbay D. Landbays G, H, and K are located to the west of the existing reservation. Figure 10 shows the land use within the station site's walkshed and Table 2 lists its characteristics.

The reservation was designed to be accessed primarily from the west but can also be accessed from the east. City-wide bus service and kiss-and-ride access would be on the west side of the station, and local bus service would use Potomac Greens Drive on the east.

The station would be a side-platform station, and an overhead walkway would provide access across the CSX tracks. Figure 11 shows a potential station concept. A station entrance pavilion would be on each side of the station with elevators and escalators providing access to the overhead walkway. The west station entrance and the associated circulation, including ramps, elevators, and escalators, would be built within Landbay K, the nearly 24-acre linear park along the eastern edge of Potomac Yard. The station entrance and possibly a bus loading area and Kiss & Ride would need to be incorporated into the Landbay K park plan. To reach the station from the west, a Metrorail rider would have the challenge of walking across the four-lane Potomac Avenue, Landbay K, and a pedestrian bridge over the CSX railroad, a distance of almost 400 feet.

Alternative A would require the least modification of the existing Metrorail facilities because some provisions were made for a station at this site. Additional traction power equipment would be needed in the existing traction-power substation, and additional train-control equipment would need to be installed.

Because the station would be built on the operating Metrorail line, trains on the Blue and Yellow Lines would single-track through the station site from 8:00 p.m. to closing five nights a week for the duration of construction. To allow single-tracking, the first step in the project would be the installation of a new double crossover north of the station site. The installation of the double crossover, the only necessary track modification in Alternative A, could be done by closing the Metrorail line over a weekend.

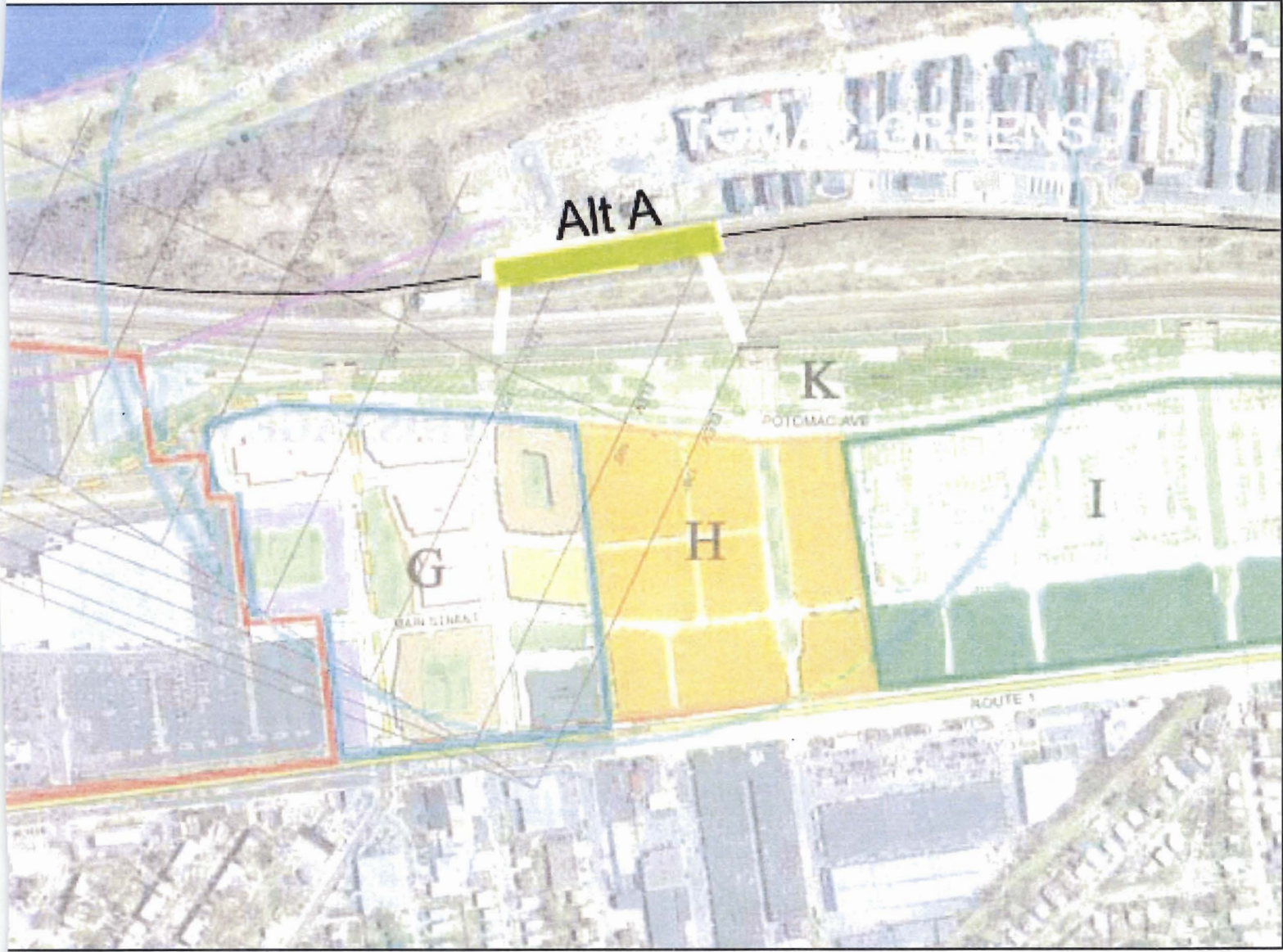
The Alternative A capital cost is estimated to be **\$140 million to \$180 million** in 2012 dollars.

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<sup>5</sup> Corrected since May 2009 to state the number of units in the development.



**Figure 9: Existing Reserved Station Site—Alternative A**



Alt A

K

POTOMAC AVE

I

H

G

MAIN STREET

ROUTE 1

TOMPKINS GREENS

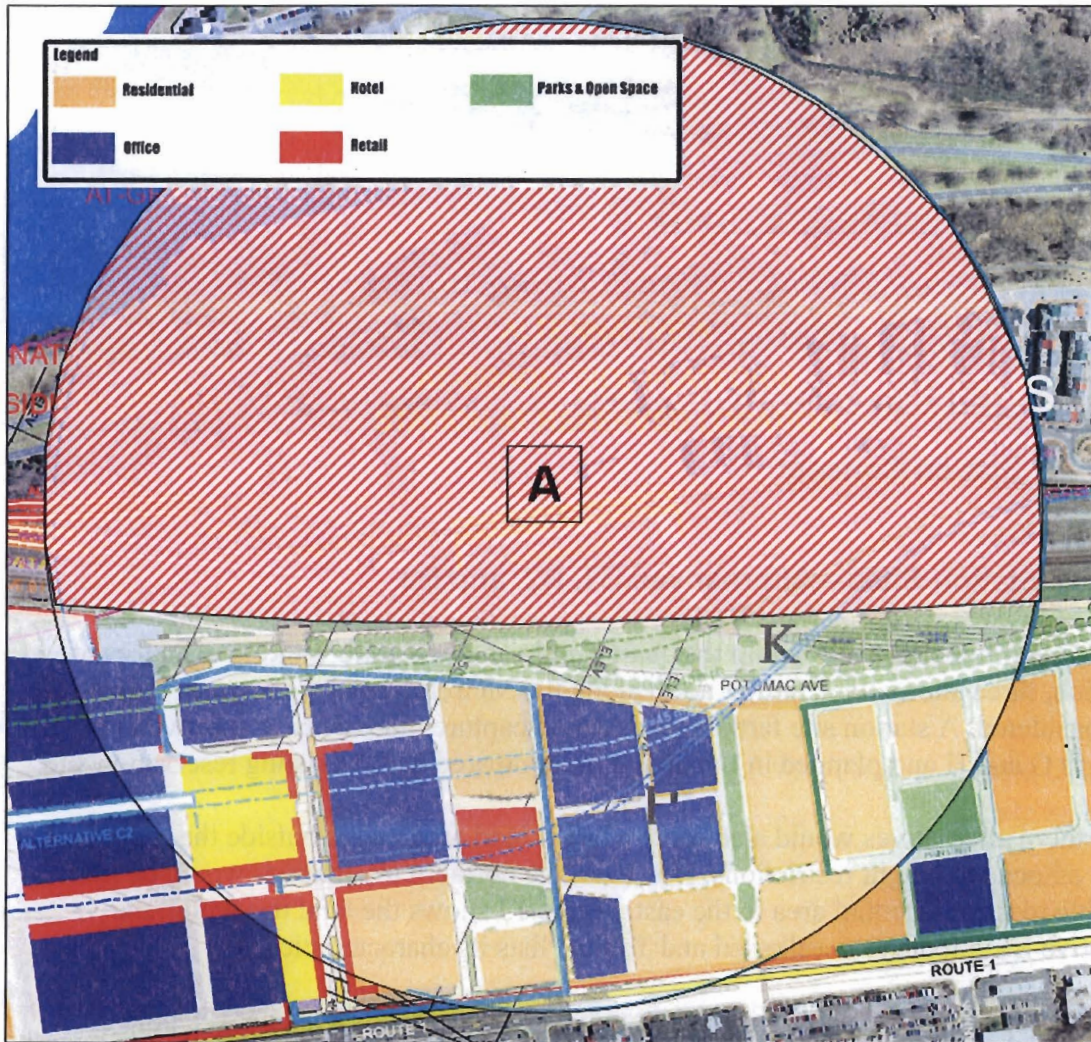


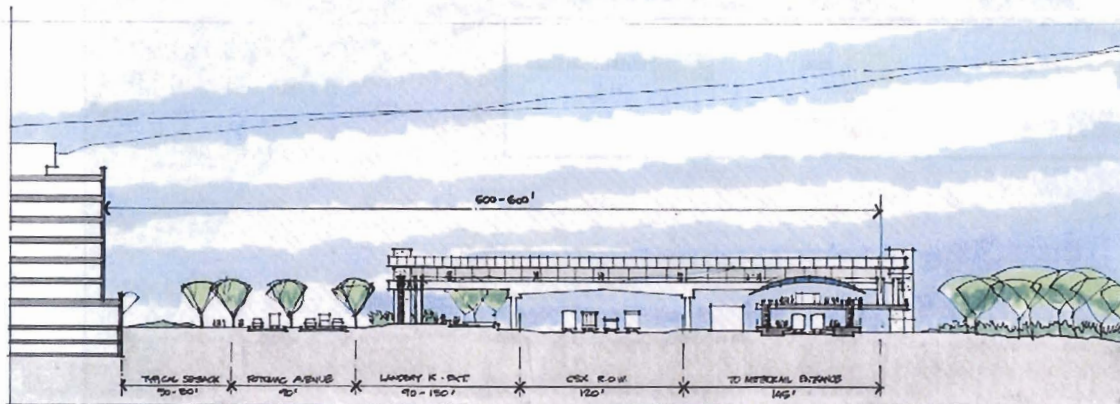
Figure 10: Alternative A Land Use Analysis

Table 2: Alternative A Land Use Analysis

Analysis	Office (%)	Residential		Other (%)	Total sf (millions)
		(%)	Units		
Quarter mile	49.0	34.0	775	17.0	3.5
Half mile*	23.0	66.0	2,953	11.0	6.6
<b>Total</b>	<b>32.0</b>	<b>55.0</b>	<b>3,728</b>	<b>13.0</b>	<b>10.1</b>

\* Excludes quarter mile





**Figure 11: Station Concept**

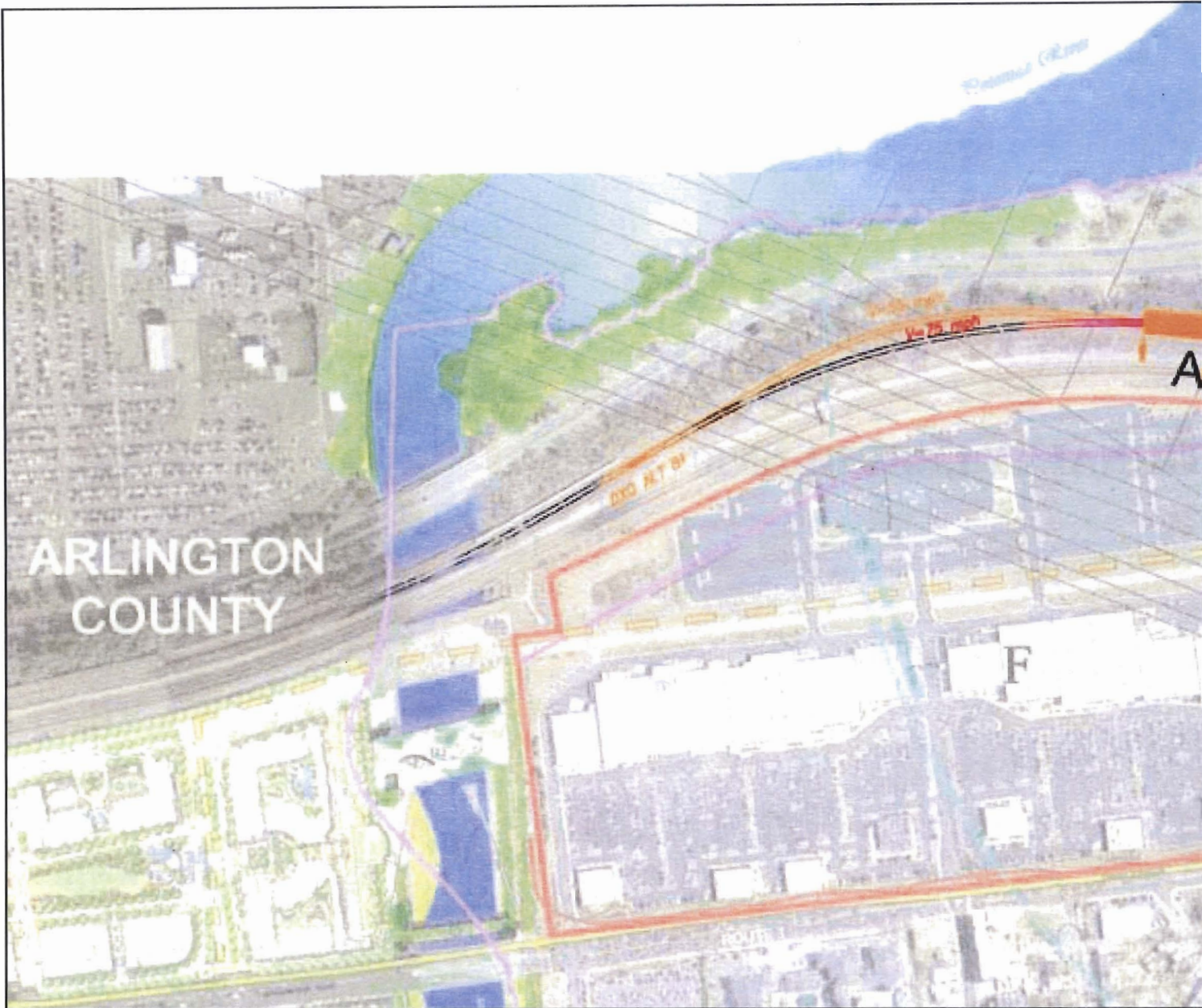
### **Northern Station Sites—Alternatives B1, B2, and B3**

To enable additional density within the quarter-mile and half-mile walking distances of the station, three alternatives farther north along the Metrorail tracks, shown in Figure 12, were considered. A station site farther north would capture more density approved for Landbays G and H and planned in Landbay F as compared to the existing reservation site.

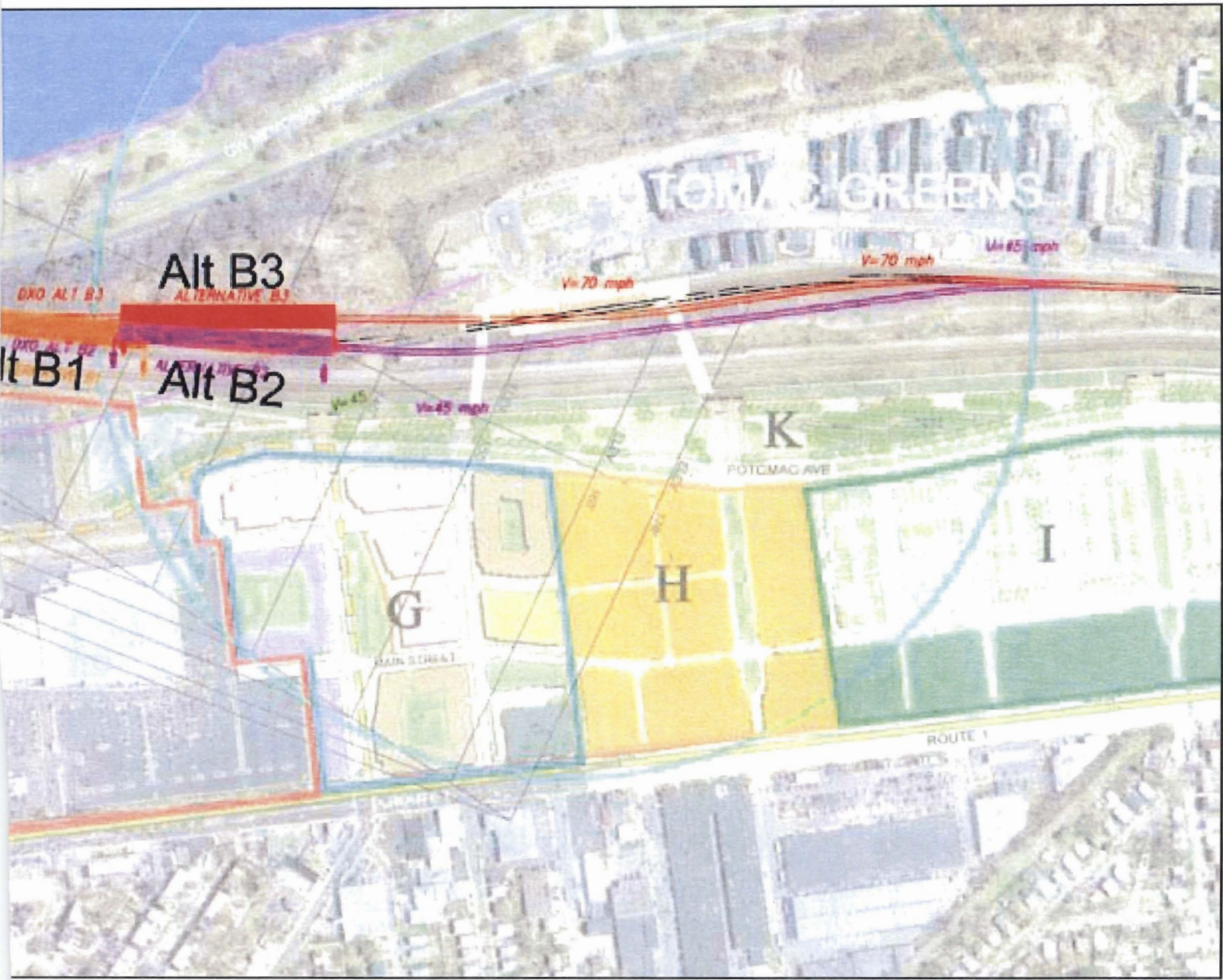
The northern alternatives would also serve a larger land area that is outside the flight path with its associated height restrictions. However, the northern alternatives would be less accessible to the residential area to the east. Figure 13 shows the land use within the Alternative B station site's walkshed and Table 3 lists its characteristics.

These alternatives would present an opportunity to reduce the distance between the station and the density in Potomac Yard. As illustrated in Figure 14, a westward inflection could be created in Potomac Avenue, allowing new mixed-use development between the avenue and the CSX right-of-way. This development would incorporate a station entrance and anchor the western end of the pedestrian bridge over the CSX tracks, providing a direct and convenient linkage. The open space of Landbay K (extended) could wrap around both the east and west sides of the station development site, offering a greenway to the east and an active urban experience to the west.

The configuration of a station at the northern locations would be similar to the Alternative A station—a side-platform station with an overhead walkway to the west over the CSX tracks. A station entrance pavilion would be on each side of the station with elevators and escalators providing access to the overhead walkway. As in the Alternative A station, the west station entrance and the associated circulation would be built within Landbay K. The station entrance and possibly a bus loading area and Kiss & Ride would need to be incorporated into the Landbay K park plan. A new double crossover would be installed farther north, and additional traction power and train control equipment would be needed.



**Figure 12: Alternative B Station Sites**



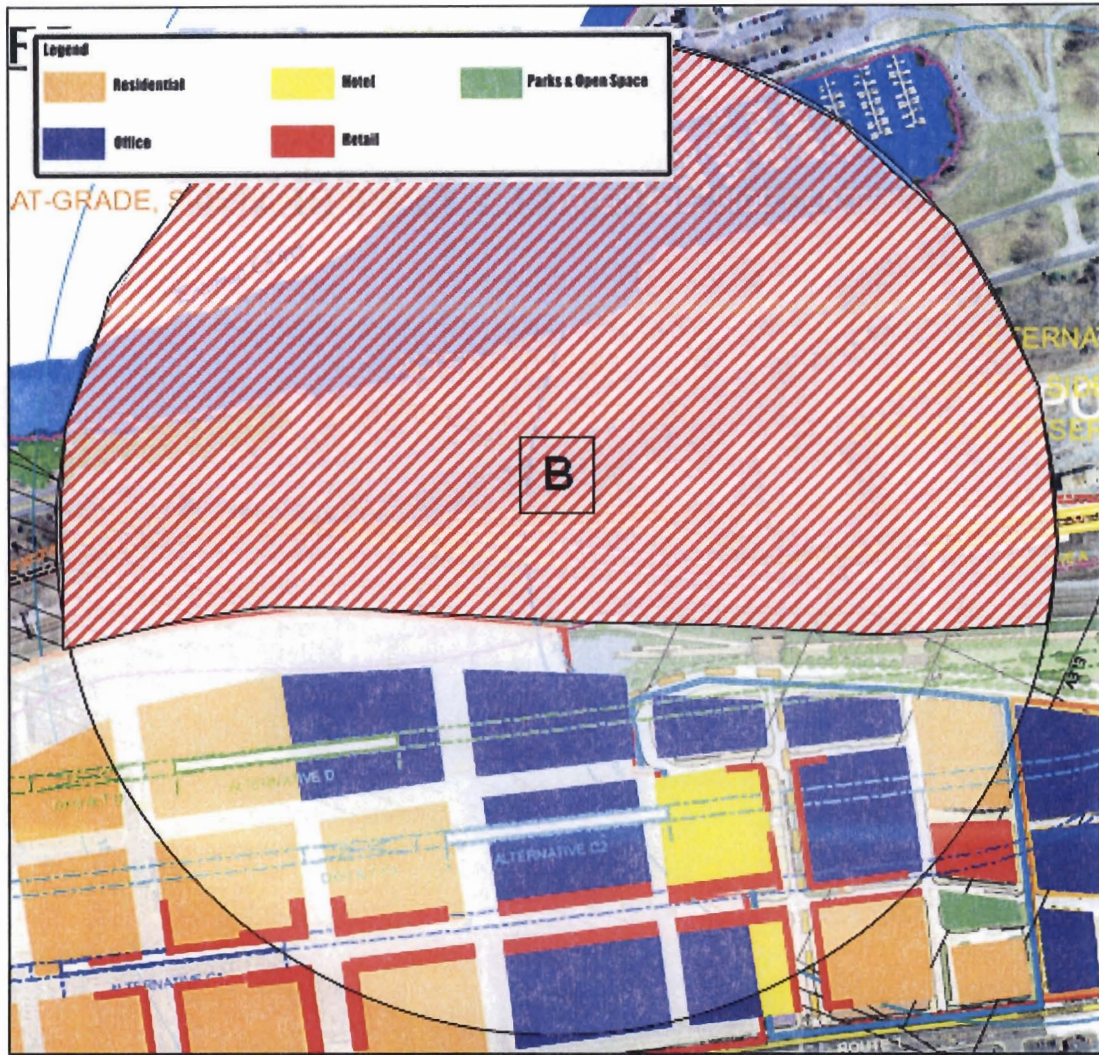
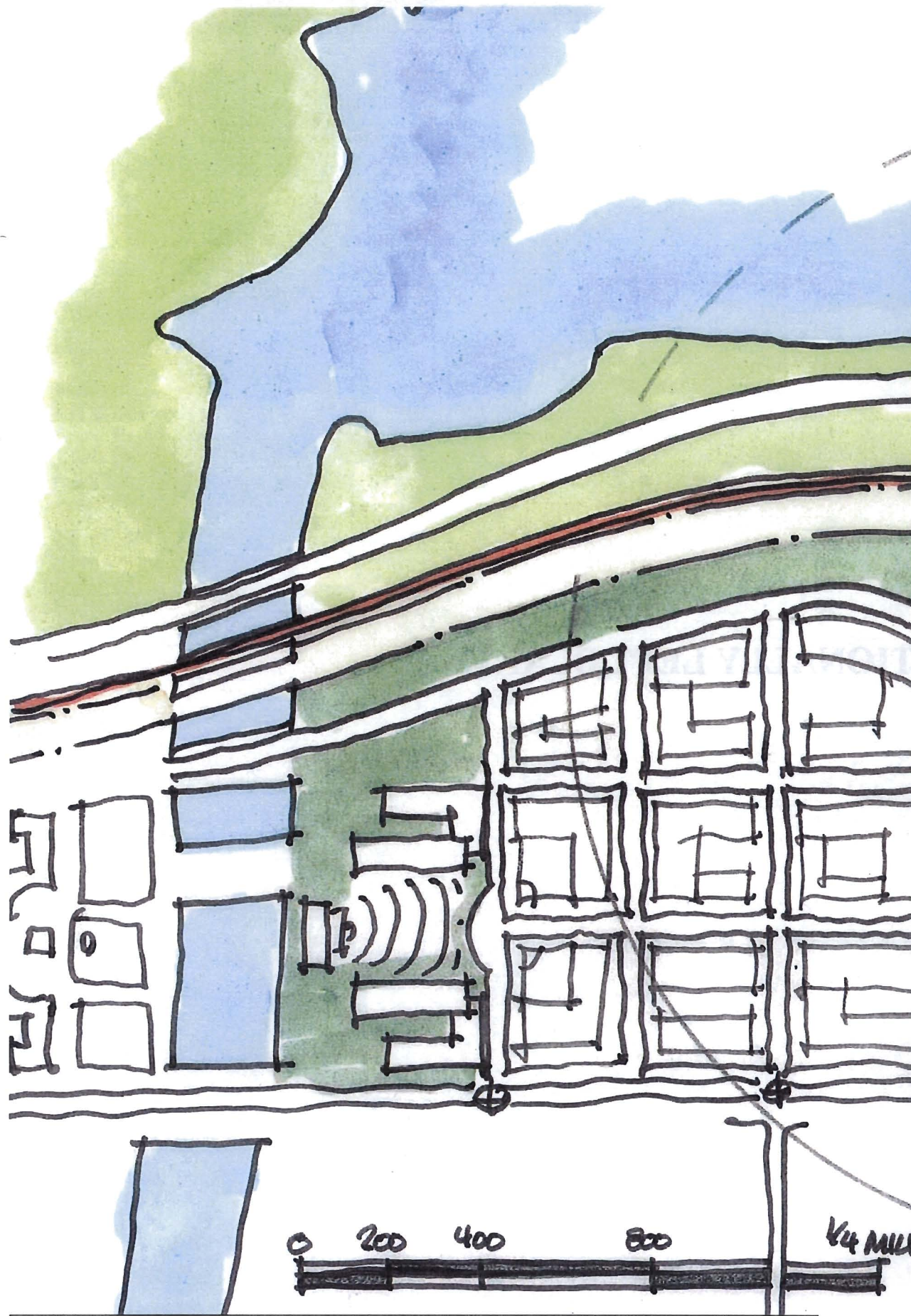


Figure 13: Alternative B Land Use Analysis

Table 3: Alternative B Land Use Analysis

Analysis	Office (%)	Residential		Other (%)	Total sf (millions)
		(%)	Units		
Quarter mile	43.0	37.0	1,376	20.0	5.6
Half mile*	9.8	85.0	4,416	9.8	8.2
<b>Total</b>	<b>23.0</b>	<b>63.0</b>	<b>5,792</b>	<b>14.0</b>	<b>13.8</b>

\* Excludes quarter mile



**Figure 14: Alternative B Conceptual Site Plan**



POLOMAC AVE

1/4 MILE ↓

APRIL 24, 2009  
DHC

Because the northern sites were not designed to accommodate a station, the existing Metrorail tracks would require modification. Depending upon the exact track alignment, additional right-of-way and the construction of new retaining walls could be needed. Longer walkways would be required between the station and Potomac Greens Drive.

### *Alternative B1*

The station in Alternative B1 would be 1,600 feet north of the Alternative A site. The existing tracks curve where the station would be located, so the tracks would need to be realigned to create a 730-foot tangent. A tighter track curve would have to extend eastward north of the station to meet the track design criteria, and new right-of-way would need to be acquired from the National Park Service where the new curved track would be built. Because of the impacts on the National Park Service property, this is not a viable alternative.

### *Alternative B2*

Alternative B2 was developed to avoid impacts to National Park Service land identified in Alternative B1. Avoiding the impacts would locate the station about 950 feet north of the Alternative A site.

The Metrorail tracks would be shifted westward closer to the CSX tracks. Three or more acres of land that is now inaccessible because it is between the Metrorail and CSX rights-of-way would become easily accessible from Potomac Greens and the wetlands walkway to the north.

The existing tracks would need to be realigned to create a 730-foot tangent. This alternative would require the construction of about 3,000 feet of new track west of the existing Metrorail tracks. The realigned tracks would pass through the location of the existing traction power substation, requiring the construction of a new substation before any other construction could occur and adding to the construction cost. A new double crossover would then be installed north of the station site to allow creation of the same work window as for Alternative A.

The Alternative B2 capital cost is estimated to be **\$150 million to \$200 million** in 2012 dollars.

### *Alternative B3*

Alternative B3 would be a new track segment built to straighten curves on the existing tracks. The new track would allow the station to be about 1,250 feet north of the Alternative A site.

This alternative would require the construction of about 3,000 feet of new track, but it would have a distinct construction advantage—the station would be built on tracks that

were not carrying trains during the station construction. Potential Metrorail operations disruptions would be less than in Alternative A or Alternative B2, and construction would be more or less unimpeded, improving construction efficiency and reducing costs. After the station was built, the new tracks would be connected to the existing ones. To accommodate the new tracks, additional right-of-way would be needed on the east side of the existing right-of-way.

The Alternative B3 capital cost is estimated to be **\$140 million to \$180 million** in 2012 dollars.

### **Landbay F Tunnel Station Sites—Alternatives C1 and C2**

A station in the middle of Landbay F would be closest to the highest amount of development. Two underground station sites in a new Metrorail tunnel in Landbay F, shown in Figure 15, were analyzed.

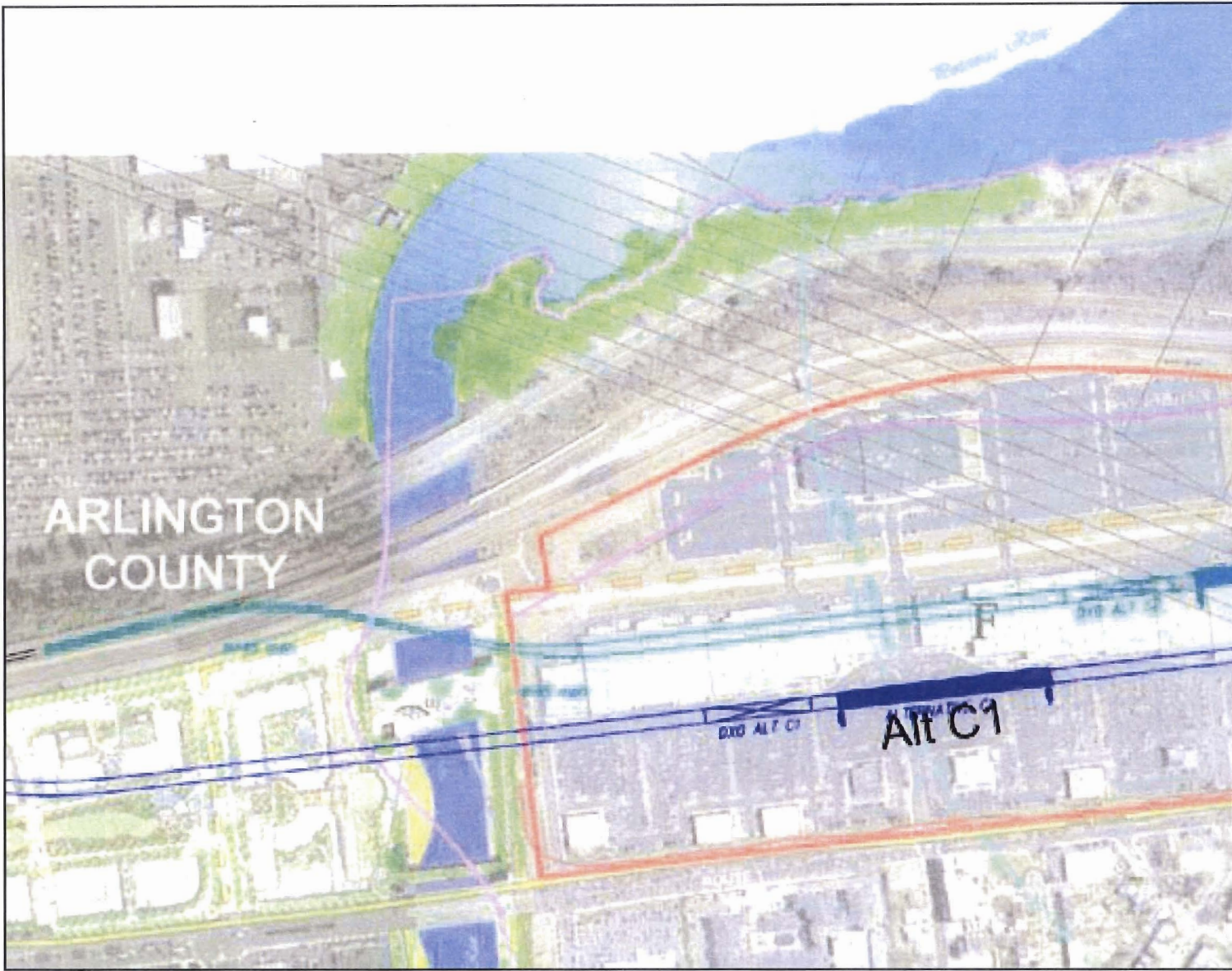
New buildings could be directly adjacent to the station. Much of Landbay F is not subject to the FAA flight path restriction and could be planned for higher densities; the amount of additional density above the 2.5 floor-area ratio discussed by the PYPAG will require additional analysis. Landbay G would still be within the quarter-mile walkshed, and Landbay H would still be within the half-mile walkshed. Although access from the east would be challenging, the station would be more accessible to properties and neighborhoods west of Route 1.

Figure 16 shows the land use within the Alternative C station site's walkshed and Table 4 lists its characteristics. The development on Landbay F was assumed to be the same in both amount and distribution for all alternatives and does not account for likely density increases for alternatives located in the main body of Potomac Yard.

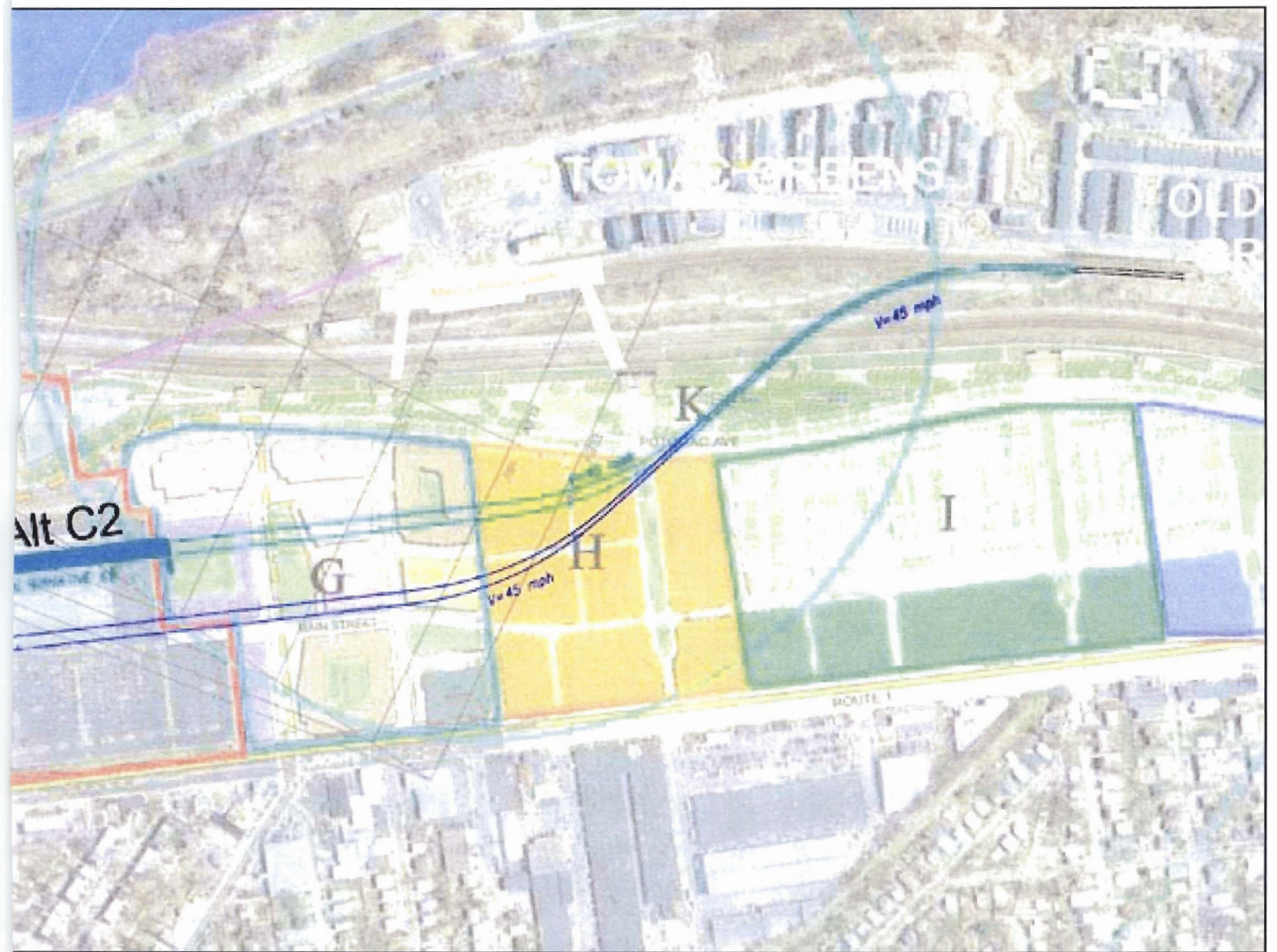
Locating a station in Landbay F would allow a segment of the existing Metrorail tracks to be removed and the existing right-of-way used to substantially increase the buffer between new development and the George Washington Parkway. The new development would also be farther from the parkway, reducing its perceived impact to the parkway. Virtually all of Landbay F would be within a quarter-mile walkshed, and Landbays G and H would be within a half-mile walkshed.

In each alternative, the Metrorail tunnel would run across part of Landbay F beneath one of the north-south streets to be built there, similar to the Metrorail tunnels beneath streets in other urban centers in the region. The station would be a below-grade, center-platform station, and station entrances could be incorporated into nearby buildings. There would be flexibility in station design because it would not be constrained by the existing Metrorail track configuration. The station could be farther north or south along the tunnel beneath Landbay F to create the best connections to new development.





**Figure 15: Alternative C Station Sites**



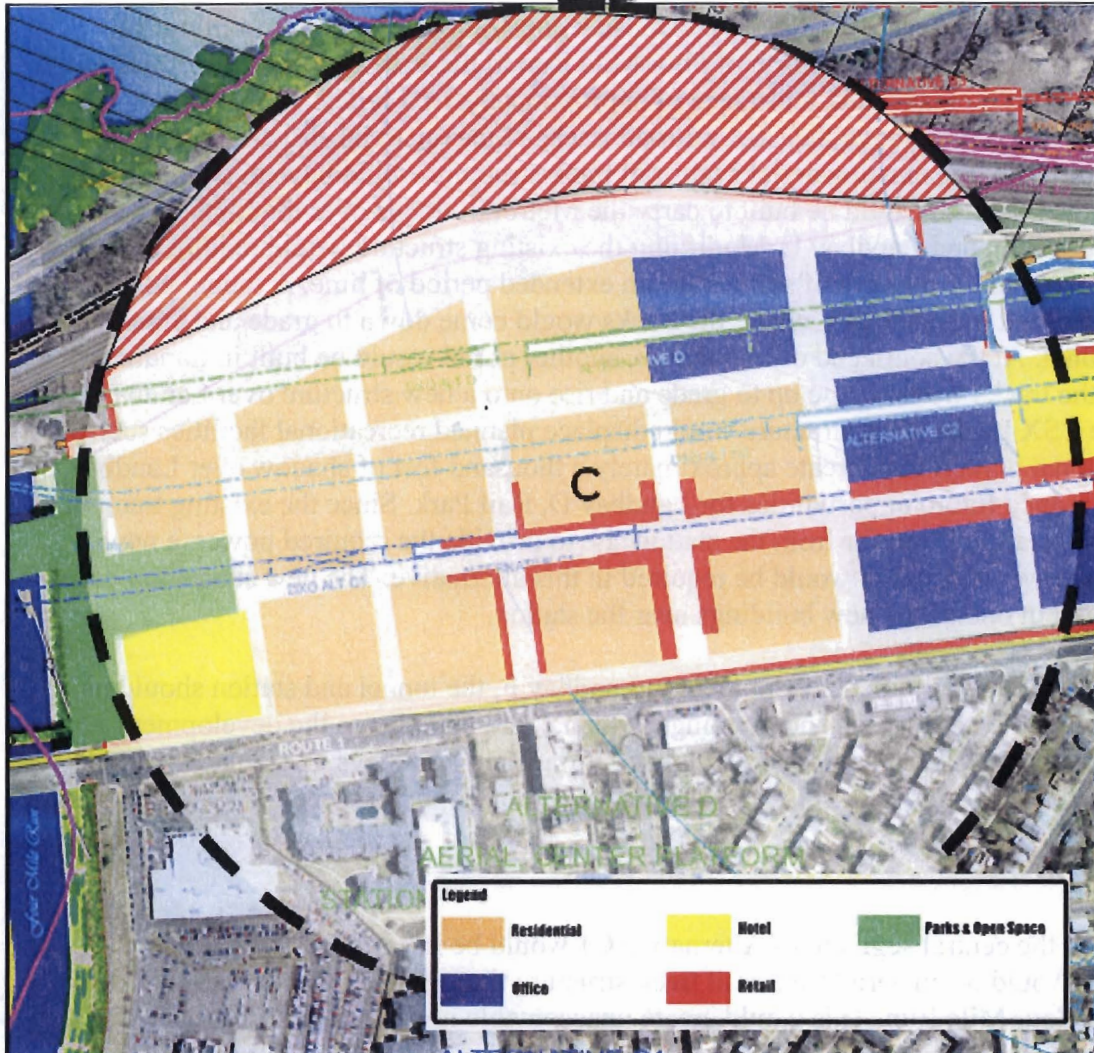


Figure 16: Alternative C Land Use Analysis

Table 4: Alternative C Land Use Analysis

Analysis	Office (%)	Residential		Other (%)	Total sf (millions)
		(%)	Units		
Quarter mile	15.0	70.0	4,750	15.0	10.1
Half mile*	44.0	40.0	1,393	16.0	4.3
<b>Total</b>	<b>24.0</b>	<b>61.0</b>	<b>6,143</b>	<b>15.0</b>	<b>14.4</b>

\* Excludes quarter mile

The tunnel alternatives would require extensive construction. New Metrorail tracks would have to be built from north of Four Mile Run to the existing tunnel section near the south end of Potomac Yard, a distance of approximately 1.65 miles. The new tracks would have to cross above the CSX railroad tracks twice on aerial structures. North of Four Mile Run, the existing aerial Metrorail track structure would have to be modified and a new structure would be built to carry the Metrorail tracks over the CSX tracks, Four Mile Run, and Landbay E. Modifying the existing structure would require taking the Blue and Yellow Lines out of service for an extended period of time. A tunnel portal would be built in Landbay F where the tracks would come down to grade and enter the new tunnel. At the south end of Landbay F, another portal would be built in Landbay G where the tracks would come up to grade and rise onto a new structure over Landbay K and the CSX tracks. This structure would displace planned recreational facilities such as the regional playground, create approximately a thousand feet of shadow over Landbay K, and reduce future opportunities for Landbay D, Rail Park. Since the existing traction power substation is too far from the station site to provide the required power, a new traction power substation would be required in this alternative. The new substation could be located in one of the new buildings near the station.

To avoid disruption to the development in Landbay F, the tunnel and station should be built before the new streets and buildings, which could complicate the development schedule. The southern tunnel portal and aerial tracks in Landbays G, H, and K would require modifications to the planned and approved development there.

### *Alternative C1*

Although the central segment of Alternative C1 would be in a tunnel, the northern segment would be an aerial Metrorail track structure through the recently built buildings north of Four Mile Run. This would create unacceptable impacts, and Alternative C1 is not a viable alternative.

### *Alternative C2*

To avoid Alternative C1's negative impacts, the Alternative C2 tunnel and station would be farther east in Landbay F, allowing the new structure carrying the Metrorail tracks over the CSX tracks and Four Mile Run to diverge from the existing structure farther south and avoid existing buildings. However, as currently defined, this option would still significantly impact planned and approved development in Landbays G, H, and K.

The Alternative C2 capital cost is estimated to be **\$410 million to \$520 million** in 2012 dollars. This estimate includes the tunnel, the station, connecting tracks and supporting structures to the north and south, the traction power substation, and the necessary Metrorail operating system modifications. This estimate does not include any costs to modify the development in Landbays G, H, and K to accommodate the tunnel portal and aerial Metrorail tracks.

## Landbay F Aerial Station Sites—Alternatives D1 and D2

Two alternatives that would include an aerial Metrorail line and station in Landbay F were also analyzed. These alternatives, shown in Figure 17, would also be close to the highest amount of development but would not have the high cost of tunnel construction.

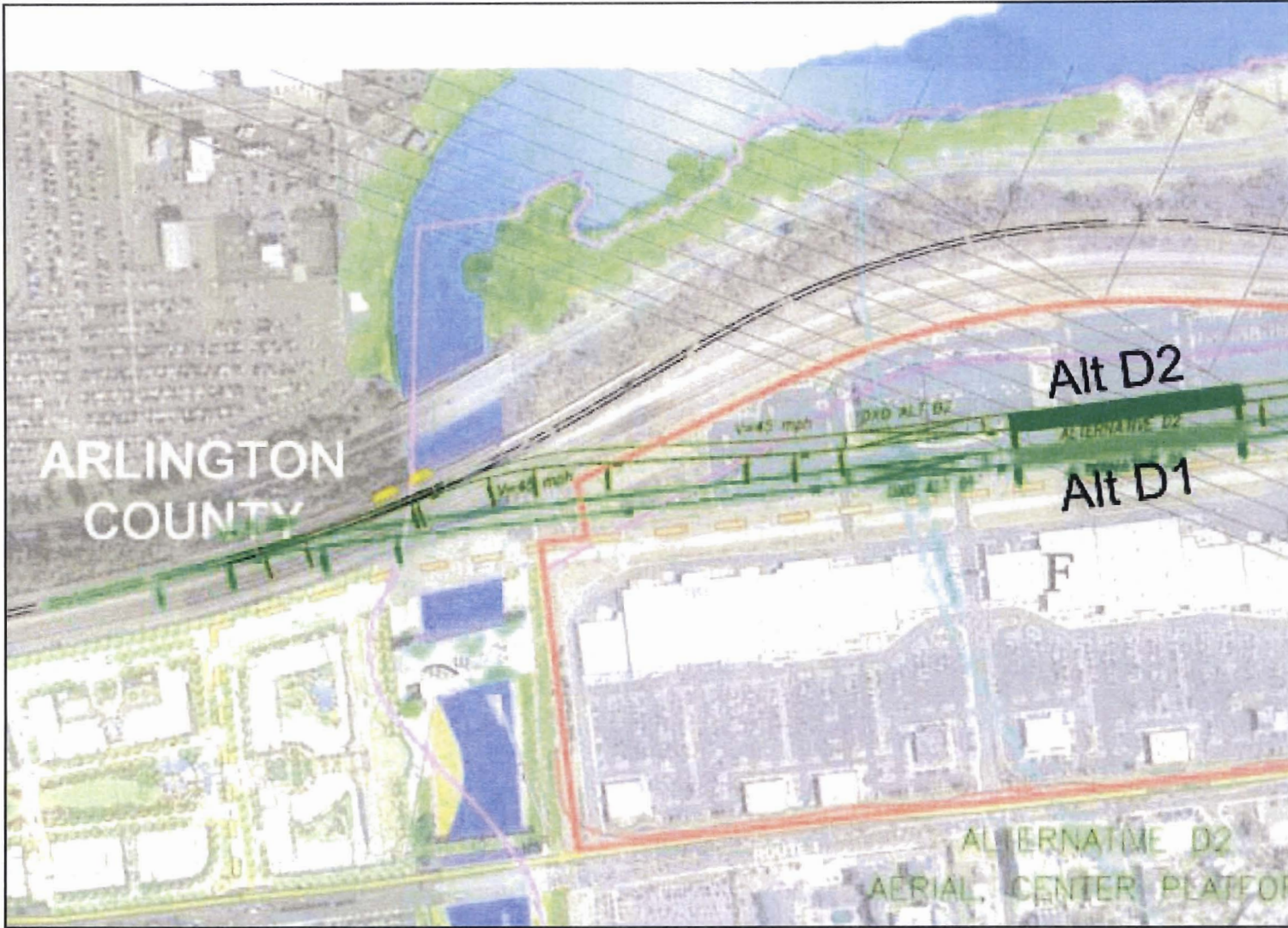
An aerial Metrorail line would be built farther east in Landbay F than the line in Alternative C. Figure 18 shows the land use within the Alternative D station sites' walkshed and Table 5 lists its characteristics.

Locating a station in Landbay F would allow a segment of the existing Metrorail tracks to be removed and the existing right-of-way used to substantially increase the buffer between new development and the George Washington Parkway. The new development would also be farther from the parkway, reducing its perceived impact to the parkway. Virtually all of Landbay F would be within a quarter-mile walkshed, and Landbays G and H would be within a half-mile walkshed.

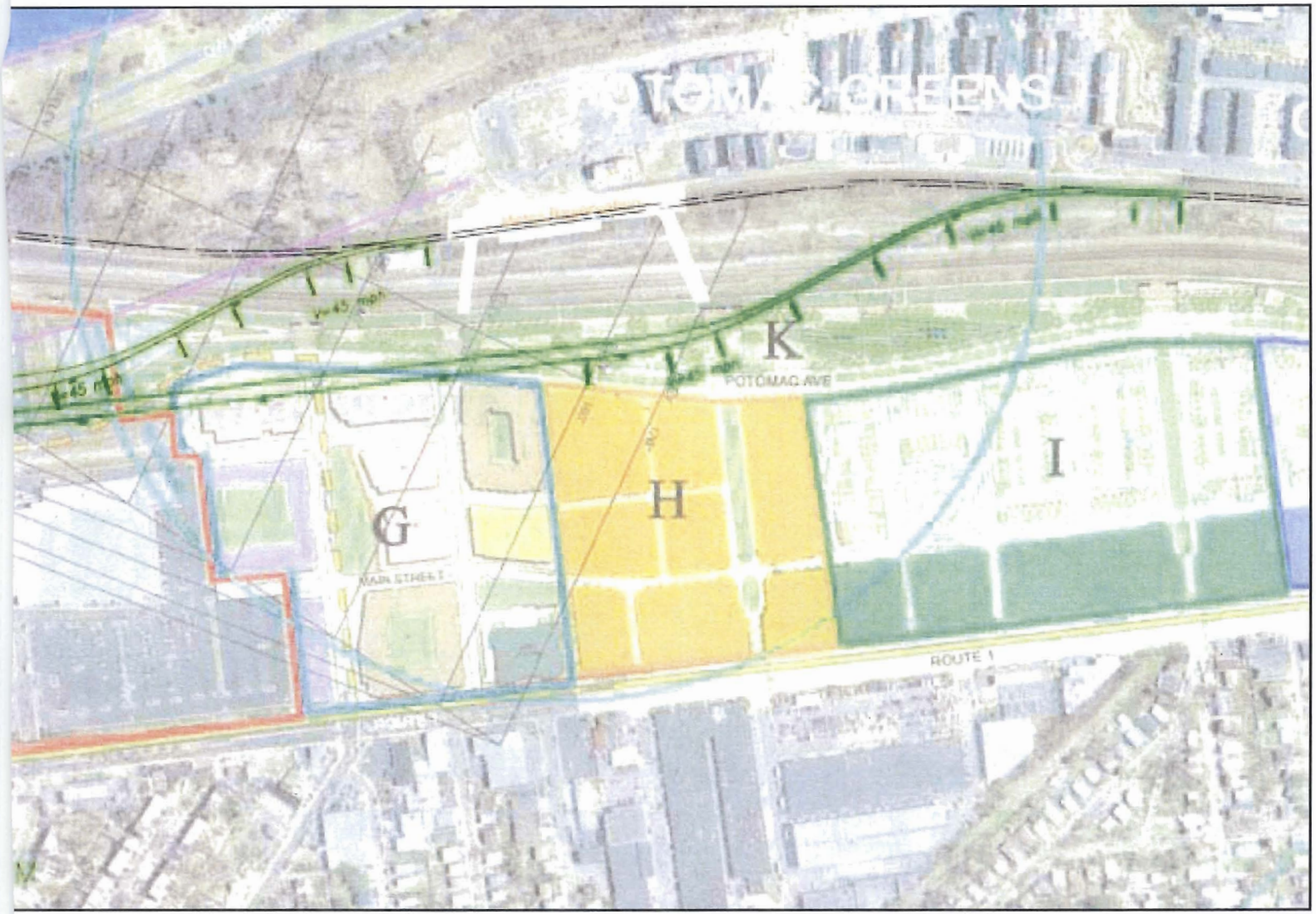
Alternative D would have the same advantages as the Alternative C tunnel stations resulting from location within Landbay F—a segment of the existing Metrorail tracks would be removed and the existing right-of-way would be used to increase the buffer between new development and the George Washington Parkway. Virtually all of Landbay F would be within a quarter-mile walkshed, and Landbays G and H would be within a half-mile walkshed. Like the Alternative C station, there would be flexibility in station design, and the station could be located farther north or south. Access to a new aerial station could be through adjacent buildings, potentially creating opportunities for integrating new interior public spaces with retail related to the station entrances. Access from Potomac Greens would be by the previously planned pedestrian bridge located adjacent to Landbay G.

This alternative would also require extensive construction. As in the tunnel alternatives, new Metrorail tracks would have to cross above the CSX railroad tracks twice. At the north end, new structure would carry the Metrorail tracks over the CSX tracks, over Four Mile Run and Landbay E, and into Landbay F. At the south end, the aerial structure would have to connect to the existing tunnel segment. As in Alternative C, this aerial structure at the south end of the new tracks would displace planned recreational facilities such as the regional playground, create approximately a thousand feet of shadow over Landbay K, and reduce future opportunities for Landbay D, Rail Park. Since the existing traction power substation is too far from the station site to provide the required power, a new traction power substation would be required, possibly in one of the new buildings near the station.

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**Figure 17: Alternative D Station Sites**





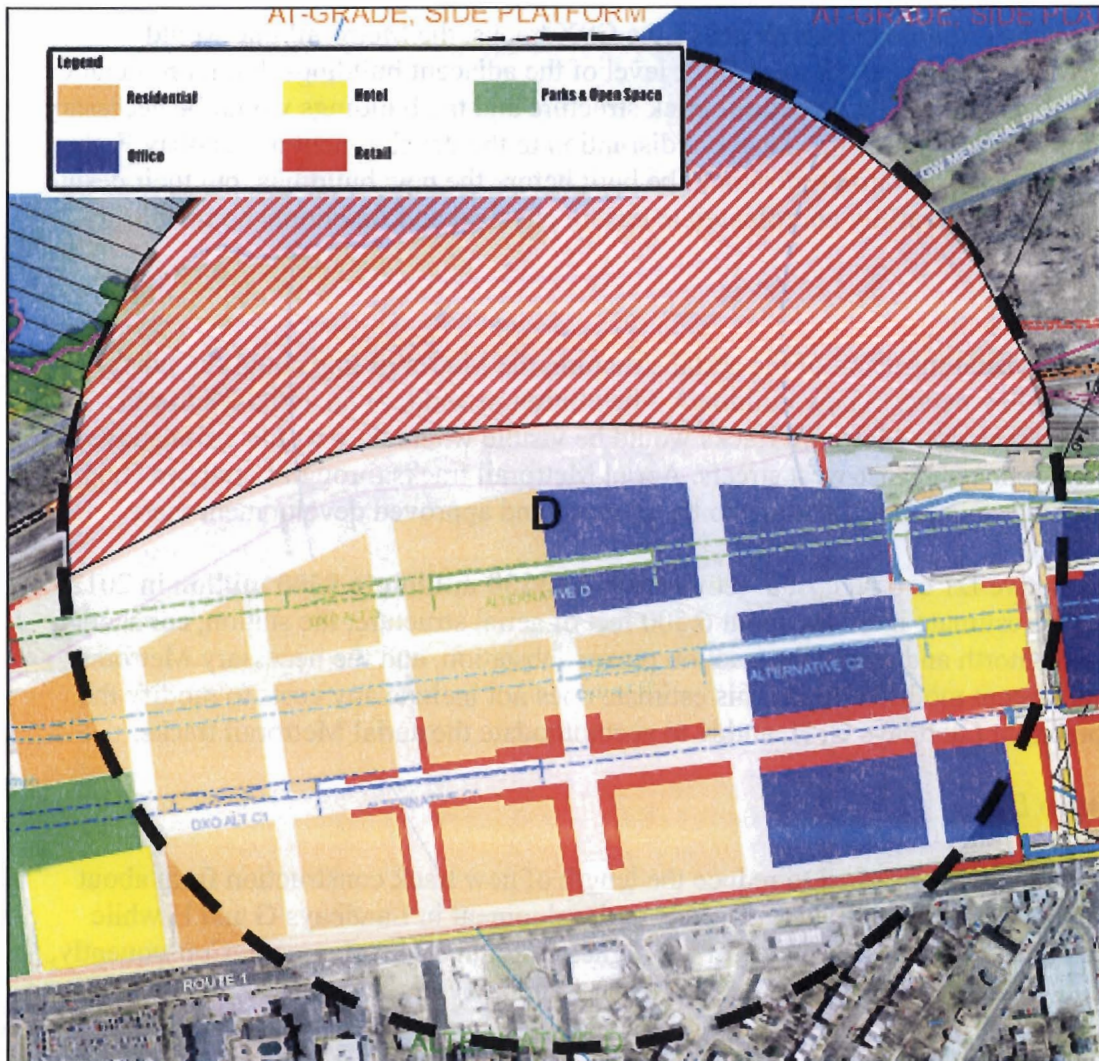


Figure 18: Alternative D Land Use Analysis

Table 5: Alternative D Land Use Analysis

Analysis	Office (%)	Residential		Other (%)	Total sf (millions)
		(%)	Units		
Quarter mile	15.0	74.0	4,750	11.0	9.6
Half mile*	43.0	34.0	1,185	23.0	4.4
<b>Total</b>	<b>24.0</b>	<b>61.0</b>	<b>5,935</b>	<b>15.0</b>	<b>14.0</b>

\* Excludes quarter mile

To achieve the required clearance above the CSX tracks, the Metrorail line would probably be at the second- or third-floor level of the adjacent buildings, but more-detailed design analysis of both the Metrorail track structure and the buildings would be necessary to determine this relationship. To avoid disruption to the development in Landbay F, the station and aerial track structure should be built before the new buildings, but their design would have to be carefully coordinated to ensure physical and functional compatibility.

#### *Alternative D1*

To limit the visual intrusion of the aerial structure, the Metrorail line could run north-south in an alley between new buildings. The minimum width of an aerial Metrorail station is 60 feet. The Metrorail tracks would be visible where they would cross above Potomac Avenue and east-west streets. Aerial Metrorail tracks through Landbays G, H, and K would require modifications to the planned and approved development there.

The Alternative D1 capital cost is estimated to be **\$230 million to \$300 million** in 2012 dollars. This estimate includes about 6,500 feet of aerial structure, the station, connecting tracks to the north and south, the traction power substation, and the necessary Metrorail operating system modifications. This estimate does not include any costs to modify the development in Landbays G, H, and K to accommodate the aerial Metrorail tracks.

#### *Alternative D2*

Alternative D2 was designed to reduce the length of new track construction from about 7,300 to about 5,400 and limiting impacts to development in Landbays G and H while still locating the station within area of the highest amount of development. Consequently, the station would be relatively far to the east in Landbay F, as shown in Figure 19.

As in Alternative B, Potomac Avenue could be curved westward around the station, creating space for new mixed-use development between the avenue and the CSX right-of-way. The station could be directly connected to this development, and the open space in Landbay K (extended) could wrap around both the east and west sides of the station. The Metrorail tracks would not cross over any streets.

The Alternative D2 capital cost is estimated to be **\$200 million to \$260 million** in 2012 dollars.

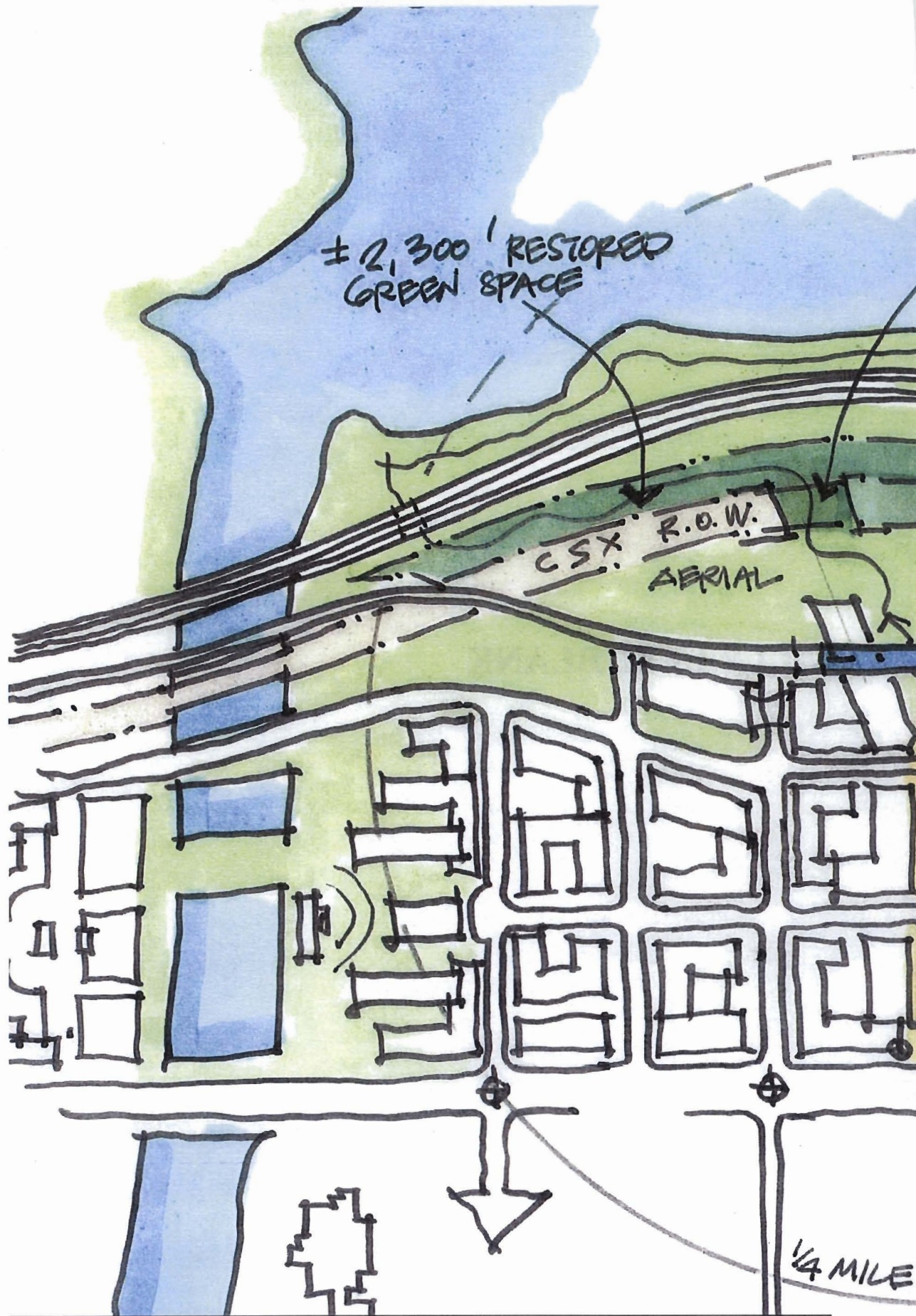


Figure 19: Alternative D2 Conceptual Site Plan

PED. LANDSCAPED  
DECK OVER  
CSX - ACCESS  
TO RIVER

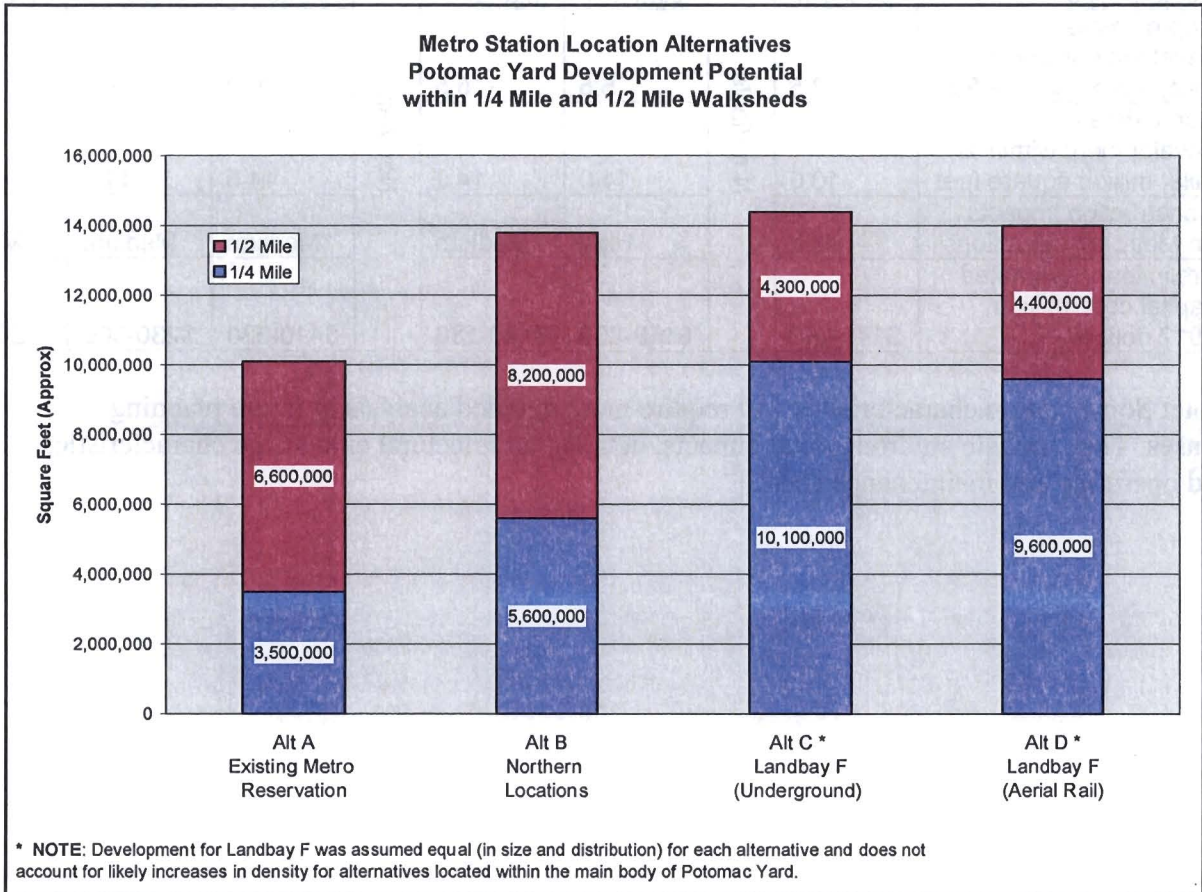
LANDBAY K



Metrorail Alternative D2  
APR 27, 2009

## Summary of Alternative Station Site Characteristics

Figure 20 compares the development within the walksheds at the alternative station sites, and Table 6 summarizes selected characteristics of the alternatives.



**Figure 20: Development Potential**

**Table 6: Summary of Alternatives**

Characteristic	Alternatives							
	A	B1	B2	B3	C1	C2	D1	D2
Station Type	At-grade, side platform	Not Viable	At-grade, side platform	At-grade, side platform	Not Viable	In tunnel, center platform	Aerial, center platform	Aerial, center platform
Approximate development within ¼ mile, million square feet	3.5		5.5	5.5		10.0	9.5	9.5
Approximate development within ½ mile, million square feet	10.0		14.0	14.0		14.5	14.0	14.0
Construction impacts on Metrorail operations	High		High	Medium		Medium	Medium	Medium
Preliminary estimated capital cost, million 2012 dollars	\$140-180		\$150-200	\$140-180		\$410-520	\$230-300	\$200-260

Note: Some station characteristics will require more detailed analysis in future planning phases. They include environmental impacts, detailed architectural and design characteristics, and operating and maintenance costs.

# **Section II**

## **Preliminary Screening of Station Location Alternatives**

**Completed February 3, 2010**

## Preliminary Screening of Alternatives

A preliminary screening was performed of the six alternatives remaining from the initial eight identified in the station location analysis described in Section I. The screening was intended to identify station characteristics that would make an alternative clearly undesirable and not appropriate for further consideration. The following characteristics were the basis for the preliminary screening:

**Station constructability.** The station must be able to be built without extraordinarily complex construction steps and major disruptions to existing activities. Constructability is an especially important aspect of a new in-fill station because it would be built where other activities already exist. Station construction must minimize disruptions of Metrorail operations, so the design of the station and modifications to the tracks must accommodate operations during the construction period. Station construction also should minimize impacts on the existing and planned development around the station.

**Phasing.** Construction of a station and modifications to the Metrorail tracks must allow land development in Potomac Yard to proceed on an acceptable schedule. Any Metrorail construction directly in the Potomac Yard landbays would have to be coordinated with the construction of streets, buildings, and other elements of the planned urban, mixed-use center. Phasing is critical to the orderly development of Potomac Yard. Land development must be guided by market conditions and financing considerations, as well as the efficient construction phasing of related buildings. Station construction must not impose undue delays or create complex development phasing conditions.

**Cost.** Funding sources to support station construction are limited. Federal transit funding is less than that required to meet the demand for transit investments across the country; projects must compete for federal funding approvals. Commonwealth of Virginia funds for all types of transportation improvements are especially constrained. WMATA does not have an independent source of funding for capital improvements but must instead rely on federal, state, and local sources. The remaining potential funding sources are local, including City resources and the incremental property value caused by the presence of a station that can be captured and applied to station costs. Because of these funding source limitations, cost is a critical factor.

Taking into account these characteristics, the following decisions were made:

### *Alternative C2—Tunnel Station*

Alternative C2 was eliminated from further consideration. Alternative C2 would be extremely difficult to build because of the physical relationship of new Metrorail tracks to the CSX tracks, the necessary disruption of Metrorail operations during construction, and potential conflicts with the construction of new buildings in Landbay F. The other tunnel alternative, Alternative C1, shown in Figure 8, was eliminated in the analysis described in Section I.



## Potomac Yard Metrorail Station Concept Development Study

Building the two new aerial crossings of the Metrorail tracks above the CSX tracks would require extensive coordination with CSX. Permission to build the crossings would have to be obtained from CSX, who would impose conditions on the construction to protect the safety and integrity of freight and VRE commuter train operations. This coordination would likely add additional time to the construction schedule and increase costs beyond those estimated. Because the Metrorail right-of-way at the northern point where the new tracks would connect to the existing ones is too narrow to accommodate a temporary bypass, building the connection of the new aerial Metrorail tracks to the existing tracks would require shutting down the Blue and Yellow Lines while new track structures were built and new grades established.

Tunnel construction in Landbay F could proceed without affecting Metrorail operations because it would not be on the presently operating tracks, but it would need to be coordinated with the development of new streets and buildings in Landbay F and could create development phasing problems. Tunnel construction would interfere with the present retail uses in Landbay F and might not be able to begin until the existing Landbay F buildings had been demolished. Much of the tunnel construction would have to be completed before other construction could occur, imposing development delays. The tunnel construction and aerial crossings would also affect approved planned development in Landbays G and H. This alternative would negatively impact the parkland in Landbay K and in Rail Park.

Alternative C2 would have the highest cost of the six alternatives under consideration—two to three times the cost of the least expensive alternatives. Developing a sound financing plan to cover this cost would be more difficult because of the limited sources of funds for station construction.

### *Alternatives D1 and D2—Aerial Station*

Alternatives D1 and D2 were also dropped from further consideration. Either of these alternatives would create many of the same construction challenges as Alternative C2. The same two aerial Metrorail crossings of the CSX tracks made necessary by Alternative C2 would also be necessary with these alternatives, resulting in the same construction issues.

Construction of the aerial Metrorail station and the track structure in Landbay F could proceed without affecting Metrorail operations. However, building the station, which would be located in a new building, would require close coordination between the Metrorail contractor and the building developers, which would have significant implications for phasing and cost of both the station and the buildings adjoining the proposed Metrorail station.

Although the cost of either Alternative D1 or D2 would be lower than the cost of Alternative C2, it would still be substantially higher than the less expensive A and B alternatives. Given the difficulty of financing even the least expensive alternatives, this higher cost is a significant obstacle. While more of the planned development in Landbay

F would be within a quarter mile of a station in Alternatives D1 and D2, these station locations would be farther away from the approved office density in Landbays G and H.

### **Screening Results**

Because of constructability problems and total cost, Alternatives C2, D1, and D2, the tunnel and aerial alternatives, were eliminated from further consideration. These alternatives would create complex construction and phasing challenges with considerable cost implications without providing access to significantly more density. Further planning will examine Alternatives A, B2, and B3. The Metrorail Station Feasibility Work Group discussed these decisions and concurred.

### **Additional Characteristics of Remaining Alternatives**

For alternatives A, B2, and B3, basic station characteristics were defined, and the relationship of the station and tracks to the adjacent properties was examined in greater detail.

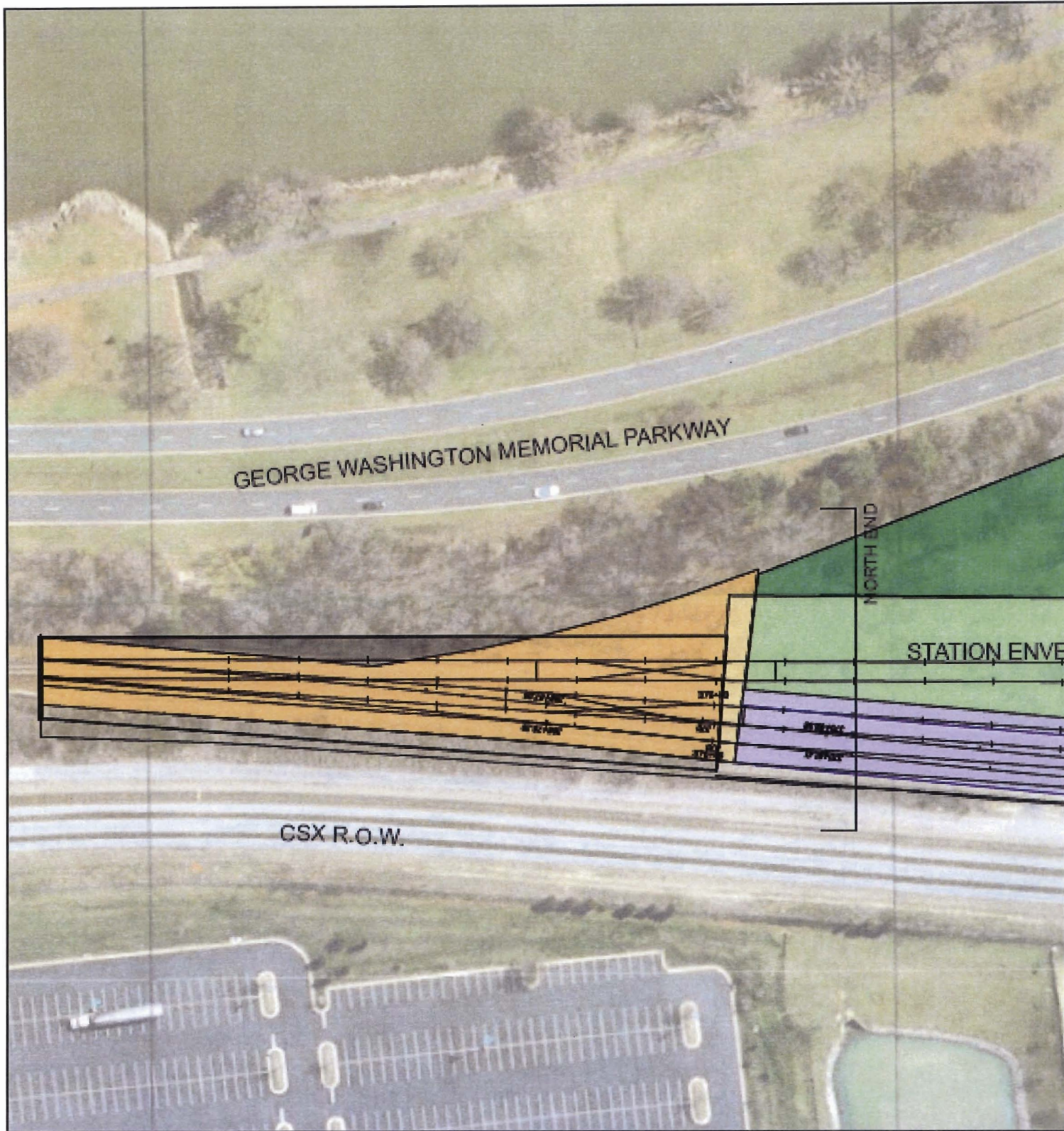
Variations on Alternatives B2 and B3 are possible, all within the general northern station location. These variations could improve station characteristics or reduce negative station impacts; they would be defined in more-detailed station planning. Rather than develop a large number of variations at this conceptual level, the broader variety of northern station alternatives were considered collectively and are referred to here simply as the B Alternatives. Where the differences among variations would be important, the analysis identified the range of the potential characteristics. To determine the maximum impact upon parkland, the envelope of the area that could be occupied by the B Alternatives was defined, shown in Figure 21. This envelope includes the areas needed for either Alternative B2 or Alternative B3, in recognition of the potential for variations on these two sites.

### **Property ownership**

The site for a new station and right-of-way for any modified tracks must be controlled by WMATA, either by direct ownership or through easements. The Alternative A station site is owned by the City of Alexandria. However, the land ownership at the B Alternatives station site is more complex, as displayed in Figure 22.

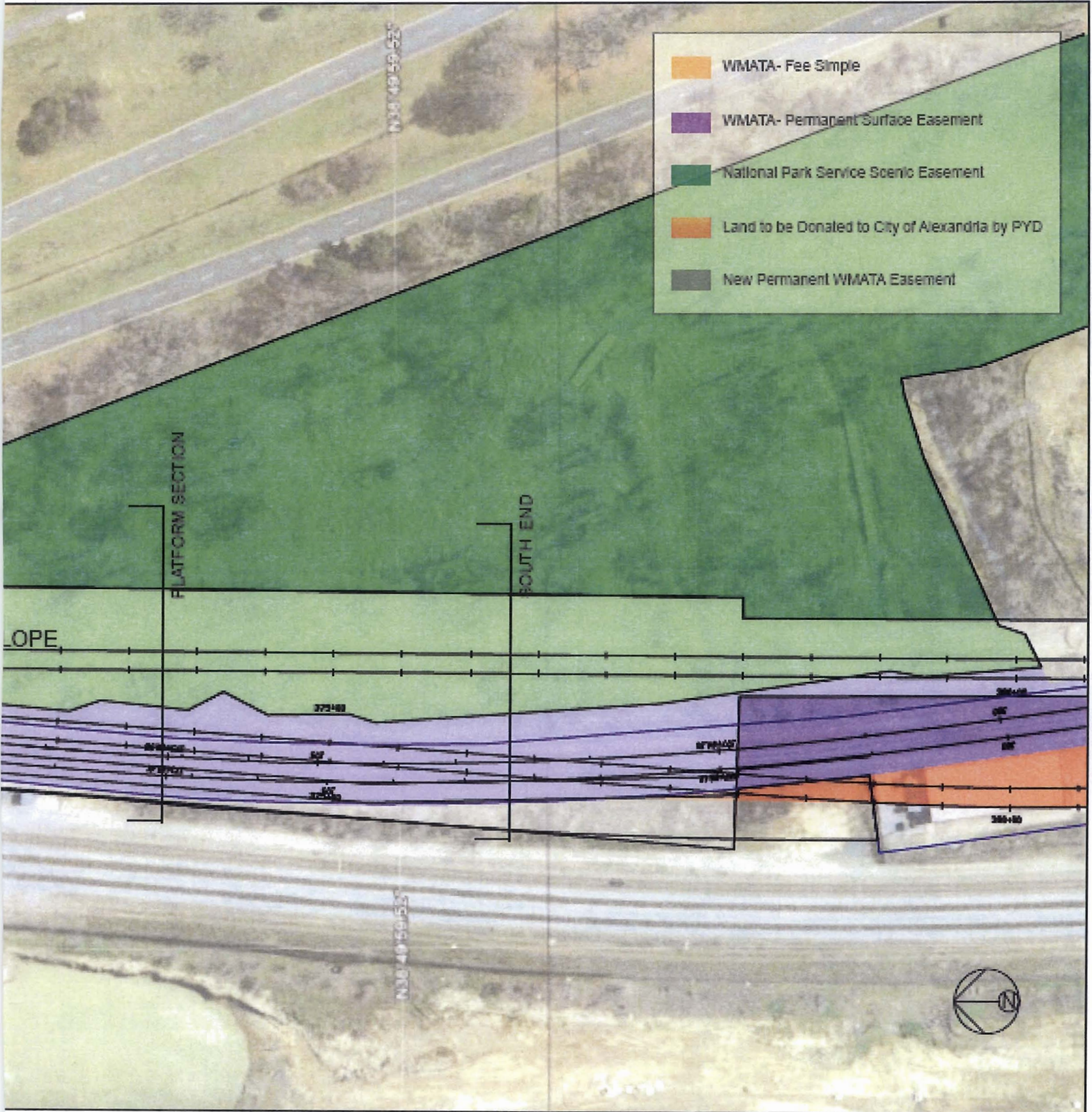
The existing Metrorail right-of-way is a permanent surface easement through most of this area. The right-of-way in the northern part of the area is owned by WMATA in fee simple. Both can accommodate Metrorail tracks, a station, and other Metrorail facilities.

Part of the area east of the Metrorail right-of-way, cross-hatched in green in Figure 22, is owned by the City of Alexandria but subject to a National Park Service scenic easement. The terms of the easement require that, with a few exceptions, no improvements are to be built, no clearing or grading is to occur, and the easement is not to be otherwise disturbed



**Figure 21: Station Envelope for the B Alternatives**

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- WMATA- Fee Simple
- WMATA- Permanent Surface Easement
- National Park Service Scenic Easement
- Land to be Donated to City of Alexandria by PYD
- New Permanent WMATA Easement

PLATFORM SECTION

SOUTH END

LOPE

N38 49 59.53°

N38 49 59.53°



375+00

380+00

27+00

27+00

27+00

27+00

30+00

30+00

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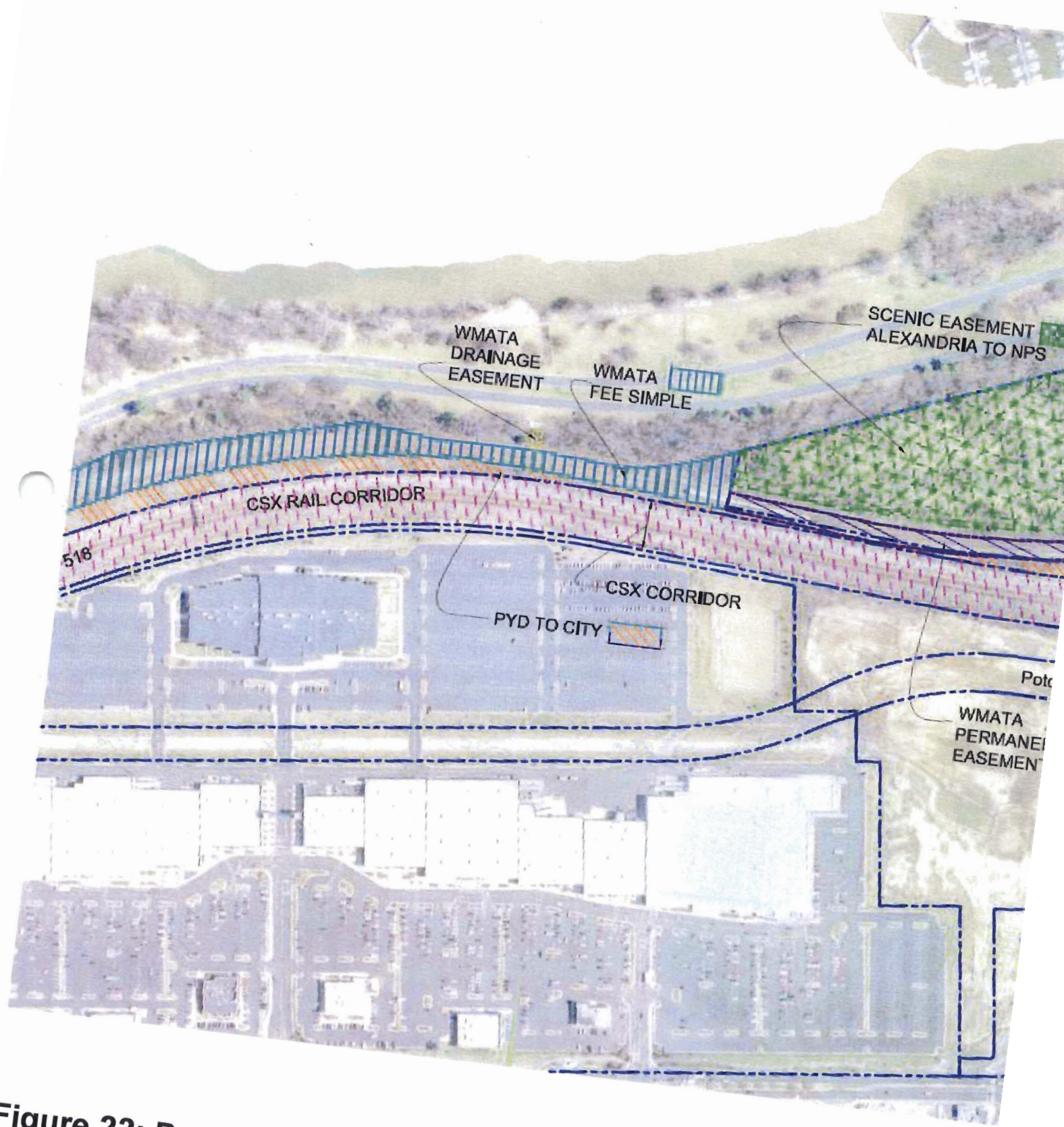


Figure 22: Property Ownership and Easement

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George Washington Memorial Parkway (NPS)

POTOMAC GREENS  
DEVELOPMENT AREA

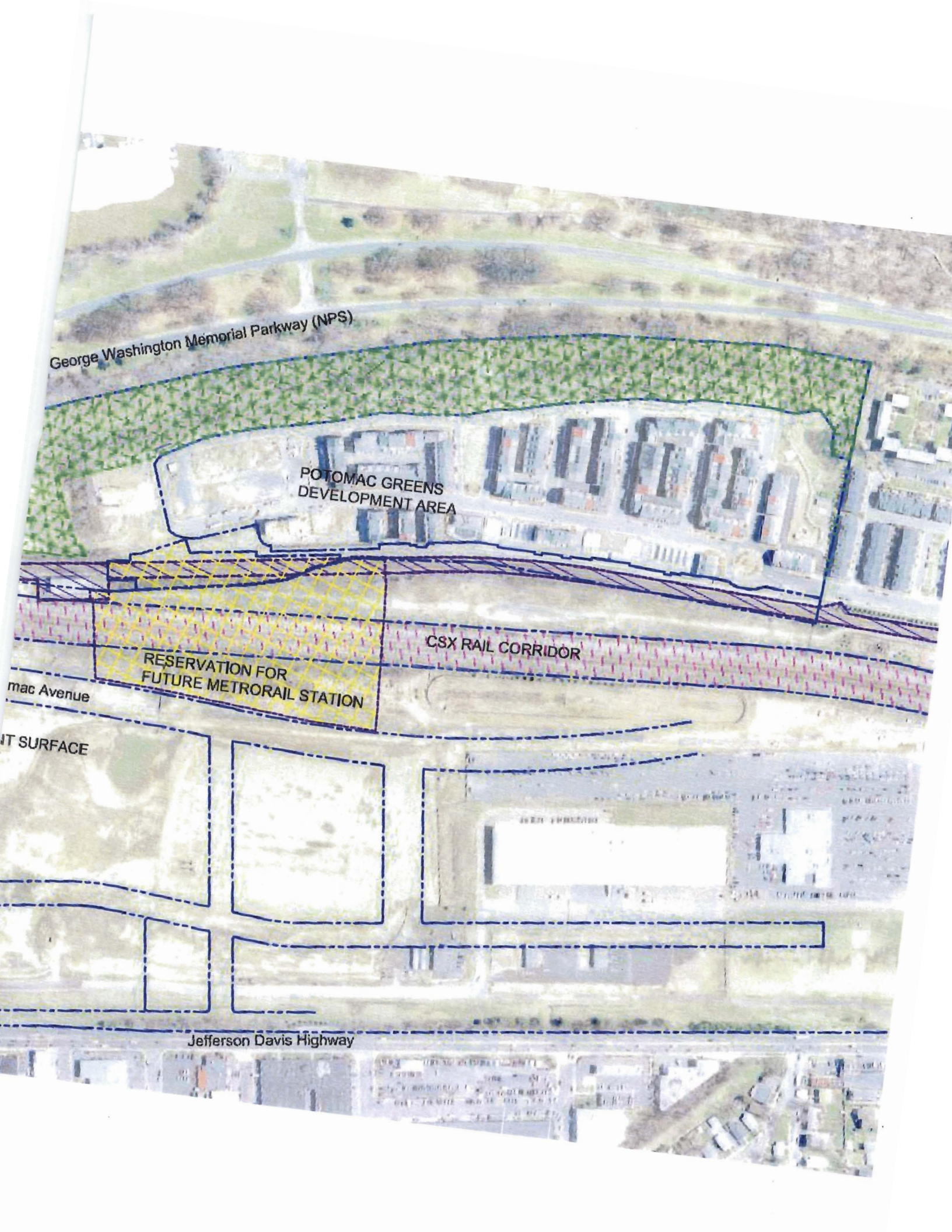
RESERVATION FOR  
FUTURE METRORAIL STATION

CSX RAIL CORRIDOR

mac Avenue

IT SURFACE

Jefferson Davis Highway



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without the approval of the National Park Service. The exceptions generally allow certain types of recreational facilities, lighting, some underground utility lines, and a stormwater management pond. The irregularly shaped area between the Metrorail right-of-way and the scenic easement, unshaded in Figure 22, is a slope easement to accommodate side slopes to the tracks. There is also a small drainage easement. WMATA controls both easements. The area between the Metrorail right-of-way and the CSX right-of-way is to be conveyed to the City of Alexandria.

The B Alternatives would require the acquisition of additional land by WMATA. The land now controlled by WMATA is not large enough to accommodate a station. Track modifications that would realign the tracks probably also would require land acquisition.

Alternative A would also require land acquisition. Although the track geometry would accommodate the Alternative A station, no provisions were made for the station infrastructure. Property would need to be acquired for the station structure and entrances.

### **Station design concepts**

Both WMATA and the National Park Service have design criteria, which would both be considered as the station design process proceeds to create a unique aesthetic for this station. The WMATA criteria state, "Consideration shall be given to creative uses of materials, massing, scale, form, texture, and detailing. Buildings shall be visually attractive, innovative, as well as functional and durable." The National Park Service criteria state, "Materials should be selected based on their appropriateness for building type, durability, impact on the environment, climatic conditions, and the prevailing architectural design and character of the installation."

The City has expressed a desire that the proposed Metrorail station be a high-quality, unique, and innovative design coordinated with the National Park Service and in compliance with applicable WMATA standards. The station must be aesthetically appropriate for its location adjacent to the George Washington Memorial Parkway. To accommodate these requirements, the station canopy, supports, railings, lighting, and materials may be altered from the WMATA design standards.

Conceptual plans for the architectural design of the station were developed. The station concepts that have been developed are for a side-platform station. For all the station alternatives the platforms would be 600 feet long and 15 feet wide. A canopy roof would extend over the station platform to keep patrons out of the weather.

Fare machines, fare gates, and a kiosk would be located on a mezzanine level above the platforms. A mezzanine area would be approximately 100 feet long and 60 feet wide, and would be connected to each platform by elevators, escalators, and stairs. Public and staff toilet facilities as well as a cleaners' room would be located at this level. Mezzanines can generally be located anywhere along the platform, and a station can have more than one mezzanine.

## Potomac Yard Metrorail Station Concept Development Study

Building multiple entrances and mezzanines for the station would increase the cost, but it would increase the station's value and effectiveness. Multiple entrances would expand the area that would be within walking distance of the station and increase the number of people who could conveniently use it. Because of this increased effectiveness, the concepts developed for the Potomac Yard station include two mezzanines located at the ends of the platforms to provide multiple entrances.

Figure 23 illustrates a station concept, in this case for the B Alternatives. At the top of the figure is a plan view of the platform level, in the center is a plan view of the mezzanine level, and at the bottom is a cross section through the station showing the relationship of the platform and two mezzanines at the ends.

A station entrance bridge would connect each mezzanine to Potomac Yard. The height of the two station entrance bridges would be determined by the required clearance over the CSX tracks and would establish the height of the mezzanines. A pavilion at the west end of each bridge would include elevators, escalators, stairs, or ramps to provide vertical circulation.

Access should also be provided to the station from the east. One station entrance bridge would extend to the vicinity of Potomac Greens, where another pavilion would house elevators, escalators, and ramps for vertical circulation. The station entrance bridge would be designed so that people could pass between Potomac Yard and Potomac Greens by way of the station without paying a fare.

Metrorail service rooms would be located at both ends of the station to balance the services. Train control, AC switchboard room, and a tie breaker would be located at the north end of the station because of the crossover required north of the station. The service rooms would extend approximately 100 feet beyond each end of the station platforms, although they could be combined at the station's north end if necessary.

The final design and station materials have not yet been chosen. The general structure would be concrete and the platform and mezzanine would have traditional Metrorail station flooring and platform edges. Since the station would be above the surrounding grade level and out of the flood plain, a retaining wall would be used to support the station.

### **Relationship to National Park Service land**

Special attention was paid to analyzing potential impacts of the alternatives on adjacent parkland, including the George Washington Memorial Parkway and the scenic easement. In addition to the planning goal of minimizing impacts on parkland, federal law includes special protection for parkland with respect to transportation projects. Section 4(f) of the Department of Transportation Act requires that the use of land from a significant publicly owned park, recreation area, or wildlife and waterfowl refuge, or from any significant historic site, is permissible only if no prudent or feasible alternative exists. If land subject to Section 4(f) must be used, it must be documented that all possible planning has been

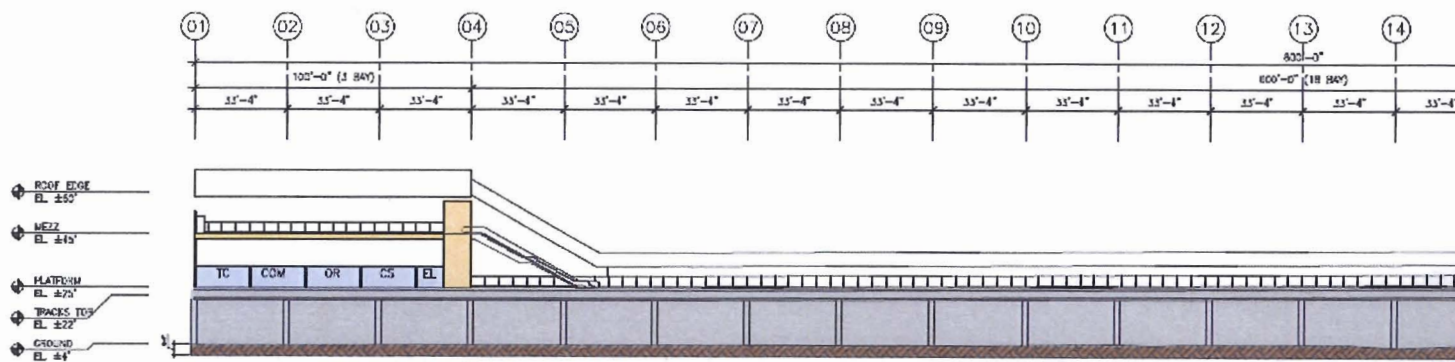
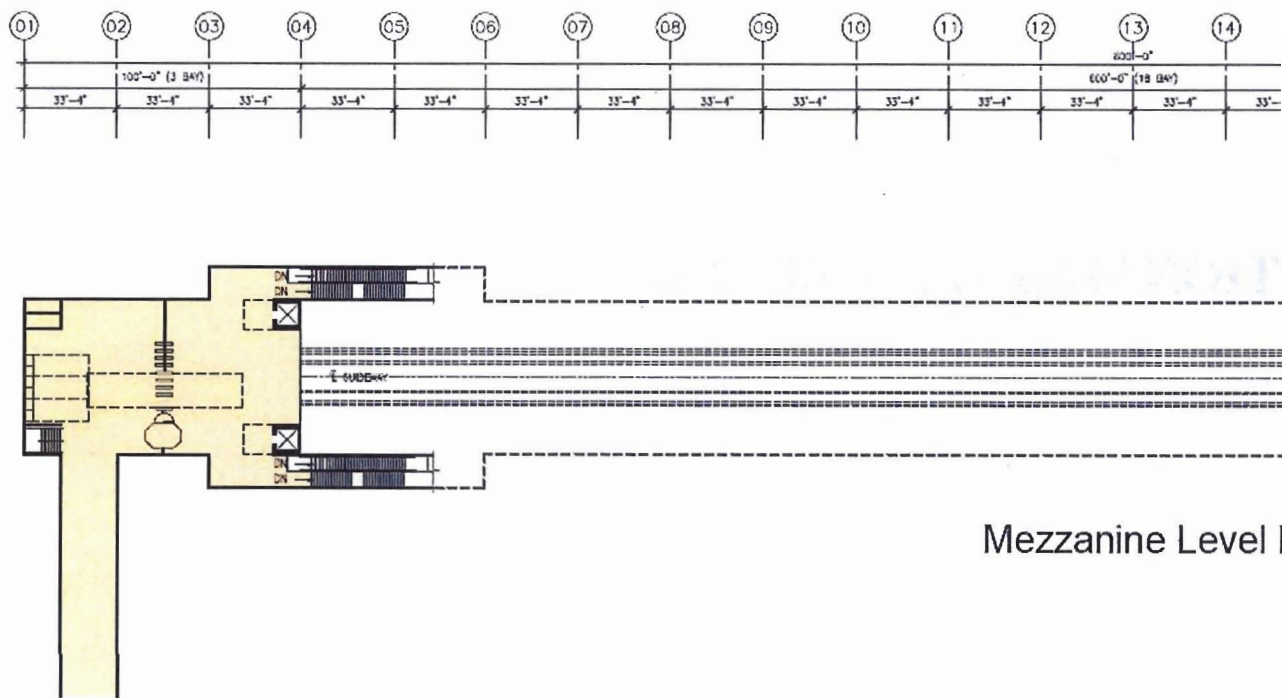
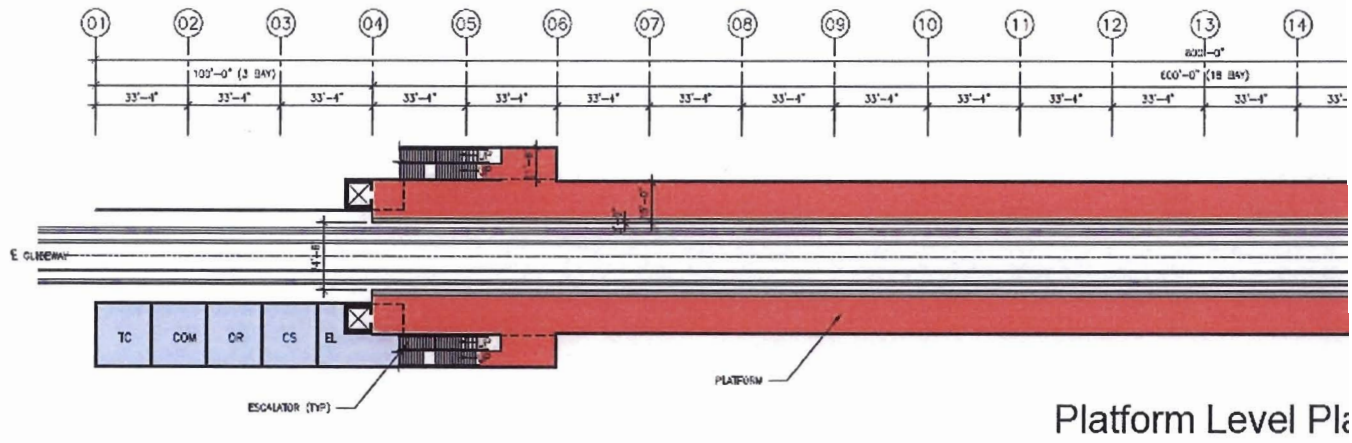
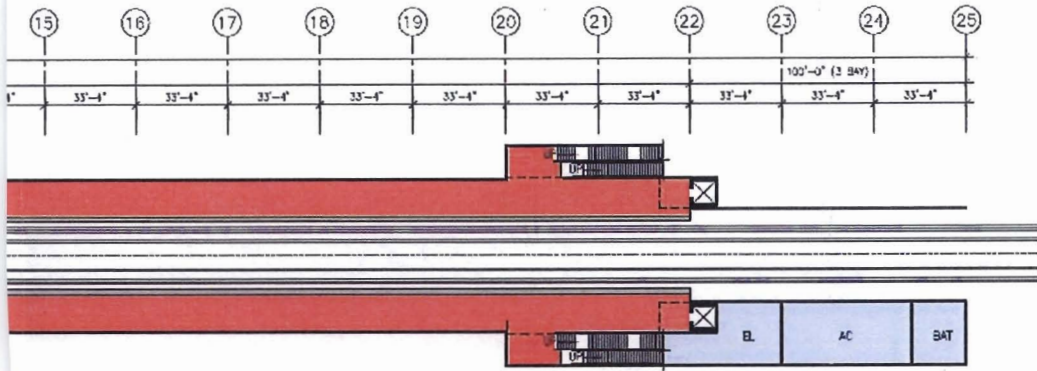
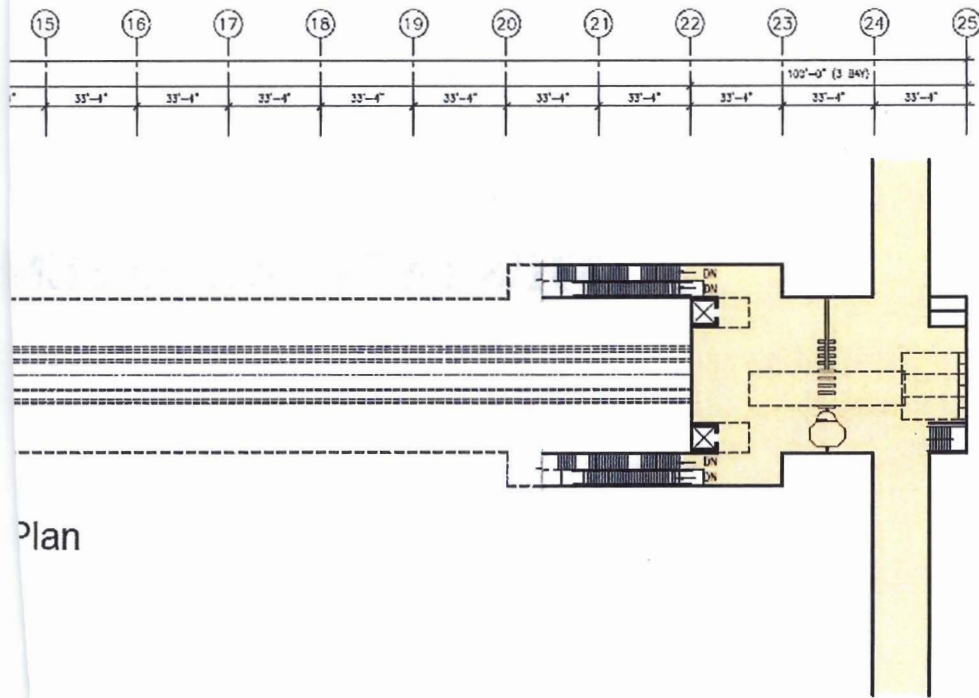


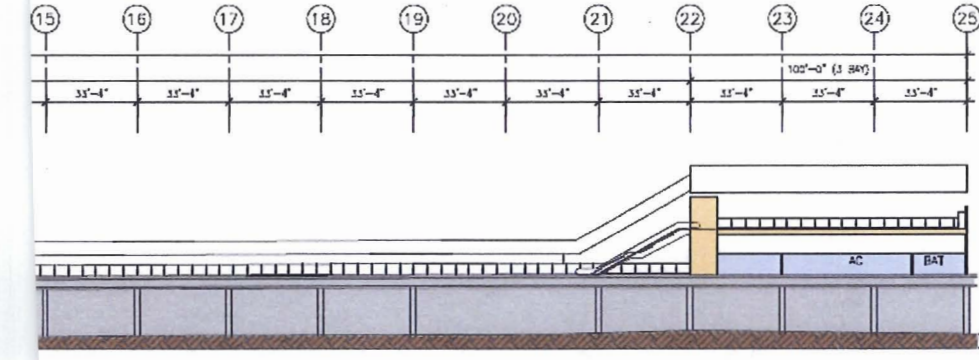
Figure 23: Station Concept for the B Alternatives



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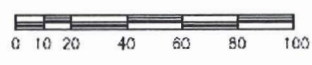


Plan



- ROOF EDGE  
EL. 239
- MEZZ  
EL. 234
- PLUMBUM  
EL. 227
- TRACKS TOP  
EL. 224
- GROUND  
EL. 214

on



done to minimize harm to the property resulting from such use. Section 4(f) would apply to a Potomac Yard Metrorail station only if federal transportation funds were used for the station. Although decisions have not yet been made about funding sources, the station development efforts respected the Section 4(f) objectives.

Alternative A would not require the use of parkland. The B Alternatives would require the use of parkland for a temporary easement during construction and, depending upon the station's specific location, possibly for a permanent easement for the station structure.

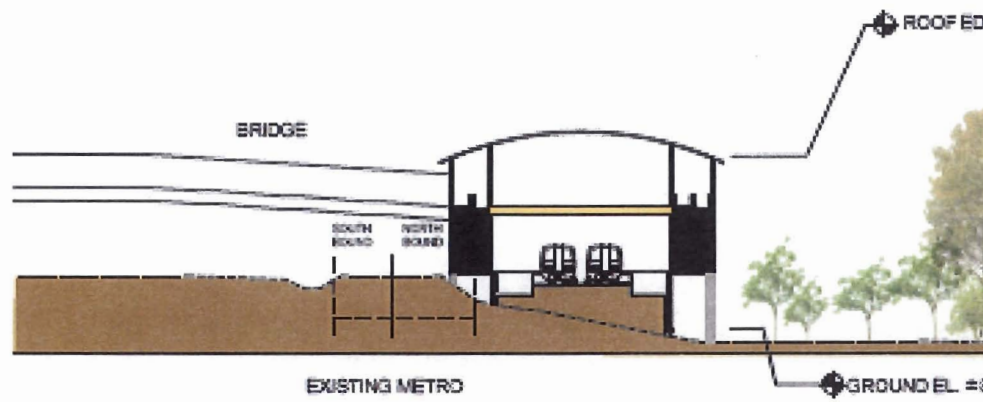
Figure 24 is a cross section of a station, in this case the Alternative B3 station, showing its relationship to the George Washington Memorial Parkway. At the top of the figure is a cross section through the northern mezzanine, in the center is a cross section in the middle of the station showing the platforms and canopies, and at the bottom is a cross section through the southern mezzanine. The station's northern end would be closer to the parkway than its southern end.

The City of Alexandria has initiated discussions with the National Park Service regarding the proposed station. The City has expressed a commitment to work with the National Park Service to minimize the visibility of the station and ensure a high-quality design for the station.

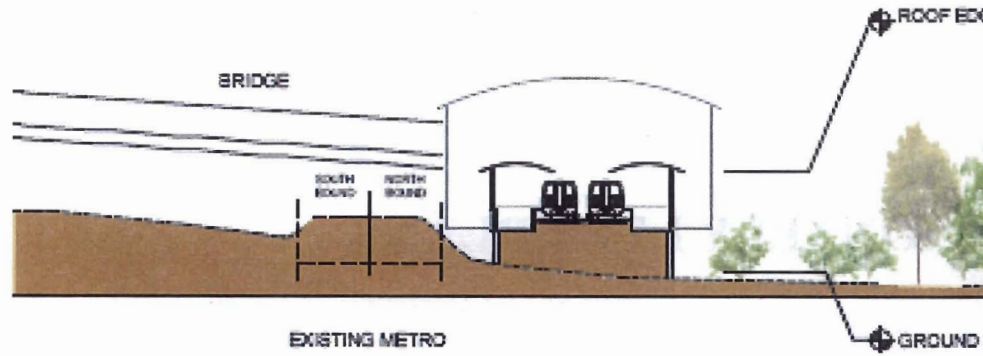
### **Compatibility with the North Potomac Yard Small Area Plan**

The North Potomac Yard Small Area Plan identifies the B Alternatives as the most desirable from a land use perspective. The B Alternatives would be directly accessible to the potential 7.5 million square feet of development in Landbay F and to the 1.8 million square feet of development planned in Landbay G while still being located within a quarter mile of the 1 million square feet of development zoned for in Landbay H. To maximize ridership potential, the Landbay F plan recommends office use close to the Metrorail station. To maximize access to the station, the station should have two entrances, one to serve Landbay F and the other to serve Landbay G and the more southern portions of Potomac Yard. Figures 25 and 26 show the draft proposed land uses and quarter- and half-mile walking distances for the A and B Alternatives, respectively. Table 7 lists the updated assumptions regarding land use in the Potomac Yard landbays, both within a quarter-mile of the station and outside of a quarter-mile.

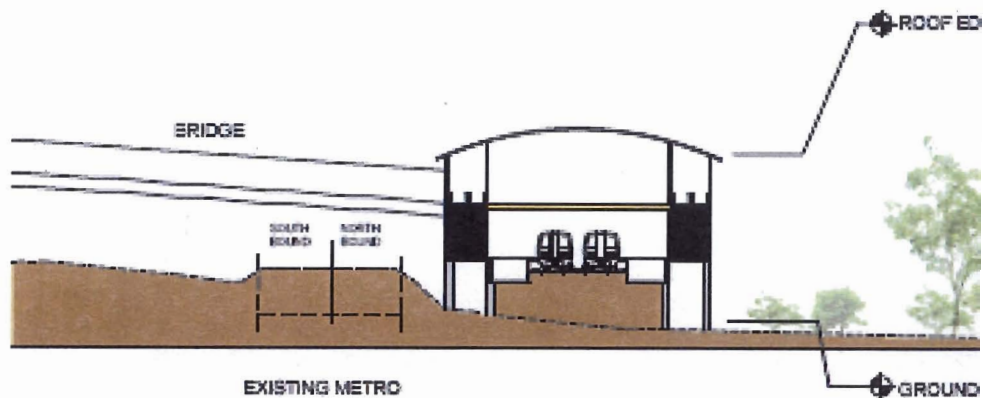
Cross Section  
ALT B3 North End



Typical Station  
ALT B3 Platform Section



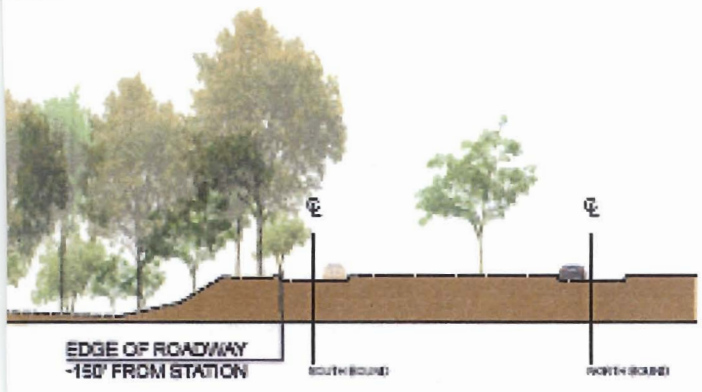
Cross Section  
ALT B3 South End



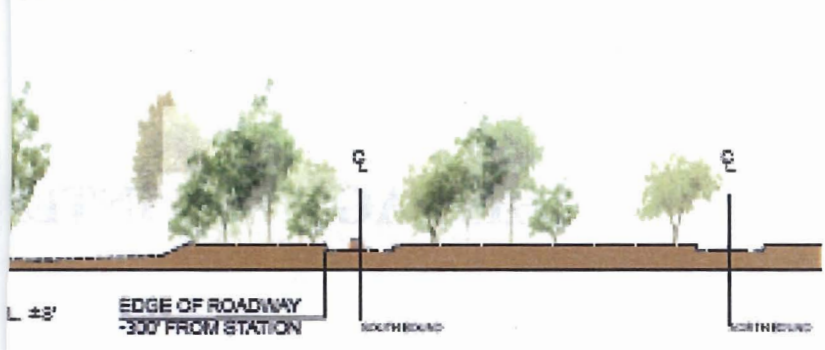
**Figure 24: Cross Sections of Potential Station at the B3 Location**



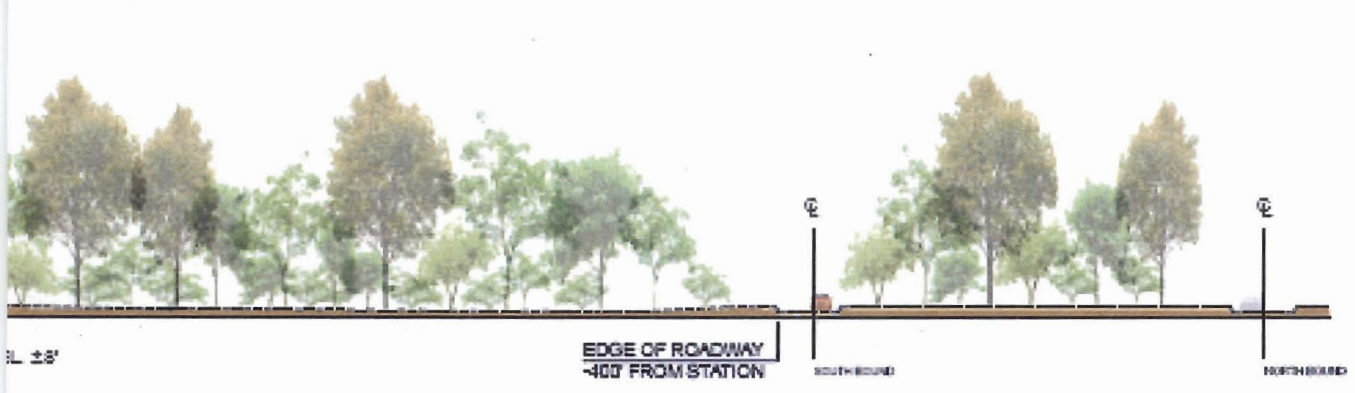
E ±50' FROM GRADE



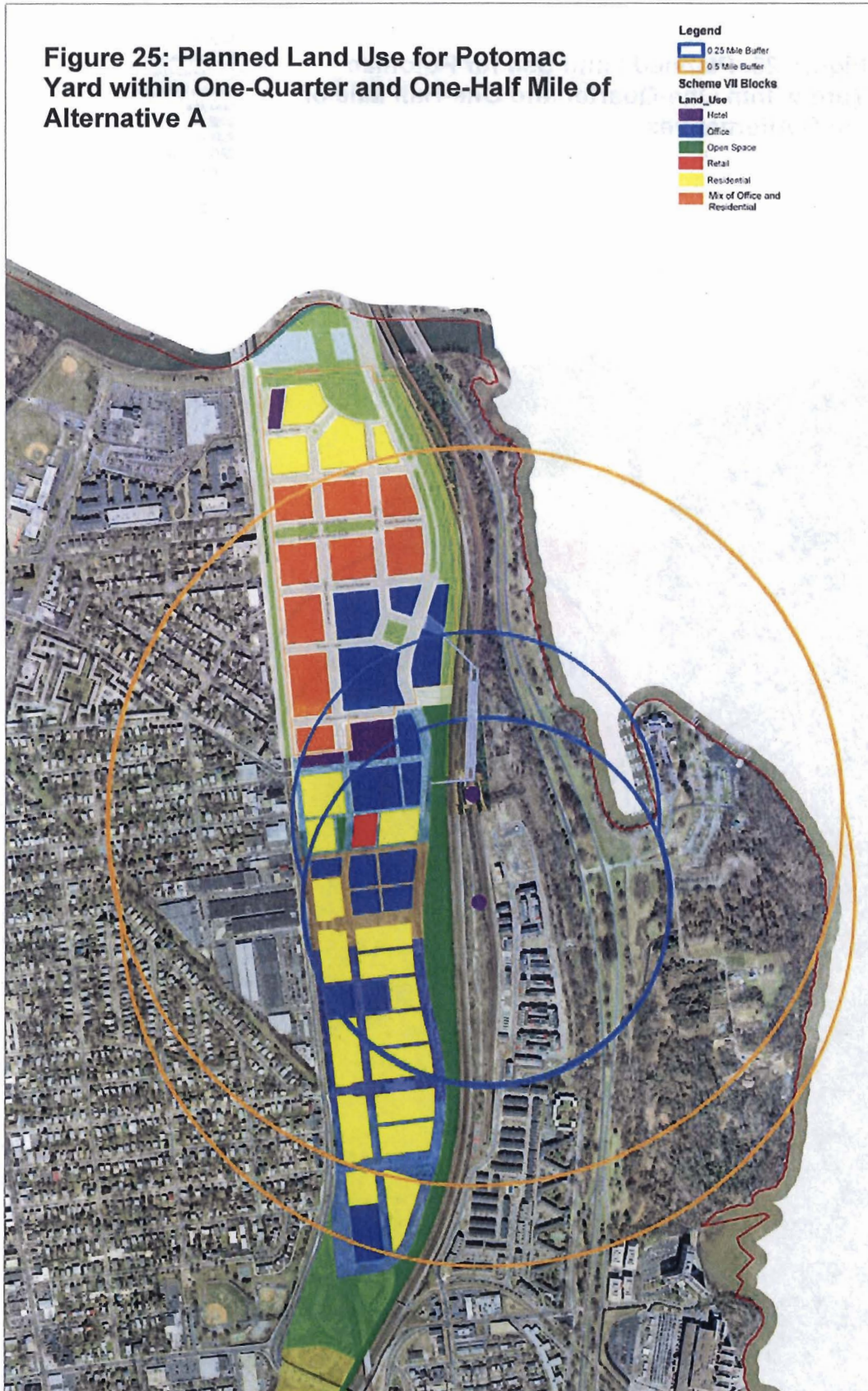
E ±35' FROM GRADE

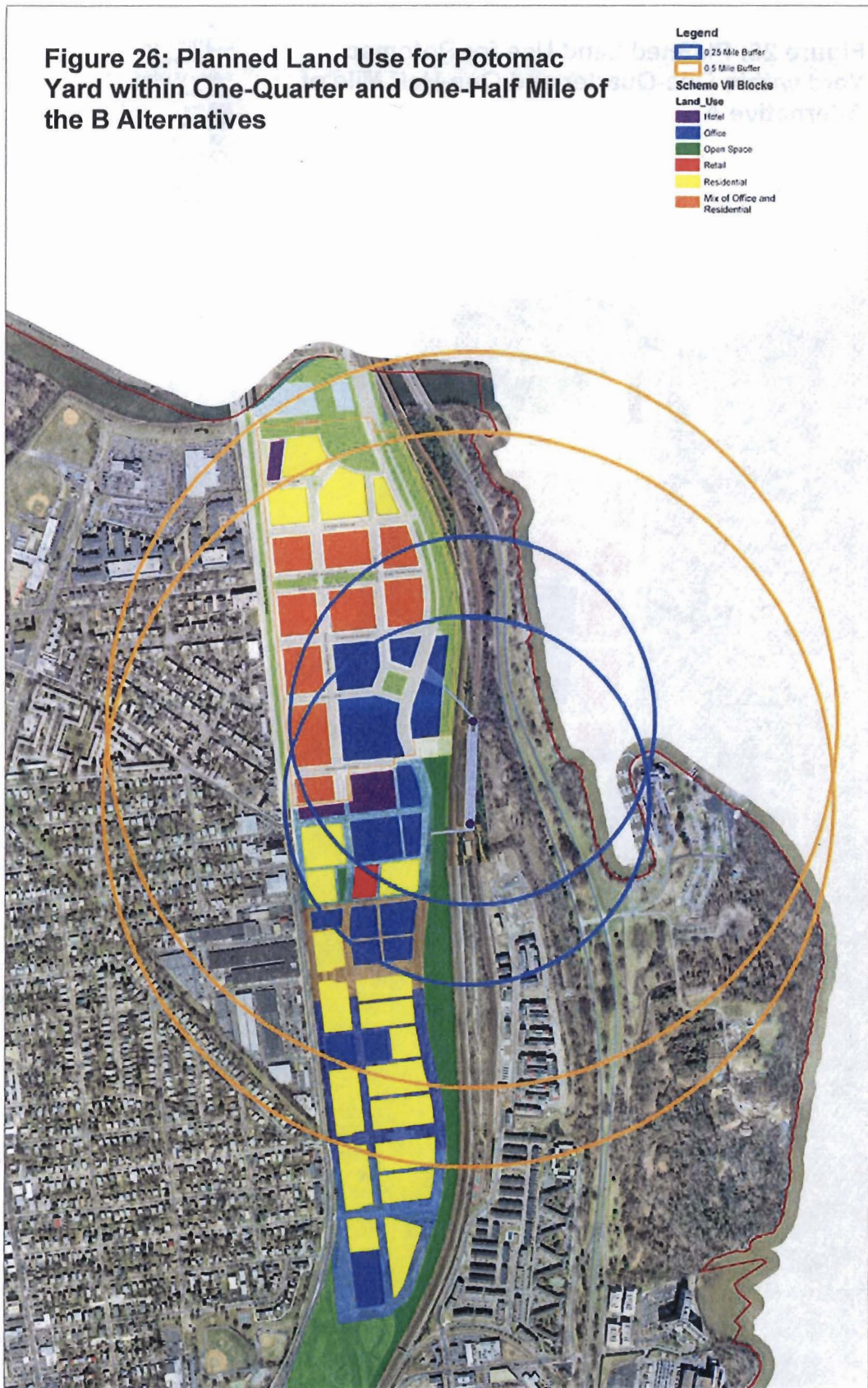


E ±50' FROM GRADE



**Figure 25: Planned Land Use for Potomac Yard within One-Quarter and One-Half Mile of Alternative A**





**Table 7: Land Use Assumptions for Landbays F, G, H, I, and J within a Quarter-Mile of the Station Alternatives**

Land Use	Total	Alternative A		B Alternatives	
		Within ¼ Mile	Outside ¼ Mile	Within ¼ Mile	Outside ¼ Mile
Residential	5,714,000	918,151	4,795,849	1,892,899	3,821,101
Office	3,897,000	2,396,423	1,500,577	3,310,632	586,368
Retail	1,144,500	363,587	780,913	794,344	350,156
Hotel	624,700	449,097	175,603	454,700	170,000
<b>Total</b>	<b>11,380,200</b>	<b>4,127,258</b>	<b>7,252,942</b>	<b>6,452,574</b>	<b>4,927,626</b>

Notes: All amounts are expressed as net square footage

The existing 600,000 sq. ft. retail center has not been subtracted from Landbay F

Landbay F density projections are subject to final approval of planning commission and City Council

Landbay G, H, I, and J amounts reflect CDD approved densities, with 1,000 sq. ft./residential unit

### Revised cost estimates

The conceptual cost estimates reported in Section I were refined to reflect several changes. The revised costs estimates for Alternative A and the B Alternatives are shown in Table 8.

One revision was to the station construction schedule. Given the steps in station planning and design yet to be completed before construction could begin, a later construction period is more probable. Cost estimates were revised to reflect an assumed midpoint of construction in 2015. Because the cost estimates apply a 3.5 percent-per-year escalation factor, the later construction period would increase the estimated costs from those in Section I. A second change is the inclusion of the second station mezzanine and the pedestrian walkway to the east side of the station in the cost estimates for the B Alternatives.

**Table 8: Revised Preliminary Capital Cost Estimates with 2015 as Midpoint of Construction**

	Cost in millions		
	Low	Mid-point	High
Alternative A	\$190	\$220	\$250
B Alternatives	\$200	\$235	\$270

## **Estimated ridership**

Ridership estimates were developed for the station alternatives in 2030. These estimates were based upon an existing forecast developed using the regional travel-demand-forecasting model, adjusted to account for differences in development within one-quarter and one-half mile of each alternative station site.

These ridership estimates are preliminary, developed primarily to allow comparisons between alternatives. More-refined forecasts would be developed in further station planning.

WMATA maintains a set of future ridership forecasts for all stations, existing and planned, in the Metrorail system. The Potomac Yard station is included in these estimates, as are the stations that are planned as part of the extension of Metrorail to Dulles Airport. WMATA's most recent forecast for the Potomac Yard station is 9,800 weekday boardings in 2030.

The density and intensity of development around the Potomac Yard station will have a substantial impact on that portion of riders who arrive at the station on foot, but a very limited impact on those who arrive by other means (private automobile, bus, taxi, or bicycle). Therefore, adjustments to the existing forecast were made only to the share of trips that would use walking as the mode of access to the station. Since no estimate of mode of access for the future Potomac Yard station exists, an estimate was created by compiling known mode-of-access data from the 2007 Metrorail ridership survey for existing stations that have substantial recent development with a highly urban character and no park-and-ride facilities.

WMATA's estimates are prepared using MWCOG's regional travel-demand model and land use forecasts, and the current set of estimates are based upon Version 2.1D of the model and Round 7.0 land use projections. The density now planned in Potomac Yard would allow significantly greater office and residential development at full build-out than is included in Round 7.0. For this analysis, future Potomac Yard development was assumed to be 90 percent of that allowable under the anticipated zoning.

Applying this adjustment factor, full build-out of the assumed land use shown in Table 7 would create approximately 53 percent more office development and 33 percent more residential development than was anticipated in Round 7.0. These higher development amounts were assumed to produce similar percentage changes in ridership; the office-generated, pedestrian-access-mode portion of ridership would be 53 percent higher than the WMATA forecast, and the residential-generated, pedestrian-access-mode portion of ridership would be 33 percent higher. Applying these factors to the office and residential portions of the WMATA ridership forecast of 9,800 daily boardings in 2030 produces an adjusted estimate of approximately 12,600 weekday boardings. This estimate reflects development levels in the North Potomac Yard Small Area Plan; variations in the amount of development would produce different numbers of riders.

Ridership estimates for different alternatives were developed by adjusting to account for the different amounts of development within one-quarter and one-half mile of the station site in each alternative. The adjusted estimate of 12,600 weekday boardings was assumed to apply to Alternative A, since the WMATA forecast would have reflected a station at the reserved site.

Estimates were developed for the B Alternatives based upon the estimate for Alternative A. Using GIS, the City calculated the percentage of each of the 55 blocks that comprise Potomac Yard that would fall within one-quarter and one-half mile of the station site in each alternative. The differences in the amounts of development located in proximity to the B Alternatives station site compared to the Alternative A station site provided the basis for the B Alternatives estimate.

Table 9 shows revised estimates of weekday boardings in 2030 for the locations under consideration, as well as the actual weekday boardings in September 2009 and the WMATA forecast weekday boardings for 2030 for the existing Metrorail stations in Alexandria and other stations with comparable urban character to that planned for Potomac Yard.

**Table 9: Ridership for Potomac Yard Alternatives and Comparison Stations—Weekday Boardings**

Station	2009 Actual	2030 Estimated
Alternative A	--	12,600
B Alternatives	--	15,900
Pentagon City	15,674	21,400
Ballston	12,314	20,600
Bethesda	10,255	14,500
Friendship Heights	9,090	13,100
King Street	8,976	13,000
Virginia Square	4,253	7,600
Clarendon	4,254	7,300
Eisenhower Avenue	2,359	5,400
Braddock Road	4,481	5,300

## **Financial Planning**

Financing a project that would cost \$200 million or more is a difficult challenge. WMATA does not spend its limited capital dollars on adding stations to the Metrorail system. In Virginia, where state transportation capital funding assistance to localities has collapsed as the state's transportation tax revenues have fallen sharply, there also is no current significant new funding for transit capital projects such as a new Metrorail station. The absence of state and federal funding opportunities leads to the conclusion that any Metrorail station to serve Potomac Yard must be planned to be locally funded and financed.

In order to determine the financial feasibility of funding a Metrorail station, tax revenues potentially generated by the development of Potomac Yard were calculated, and the ability of City-issued general obligation bonds to raise the funds necessary to fund the construction of the station was modeled. This analysis is described in the North Potomac Yard Master Plan.

## **Potomac Yard Metrorail Station Feasibility Work Group**

The Potomac Yard Metrorail Station Feasibility Work Group was charged with (a) analyzing the financial tools, fiscal impact and risks of funding the Metrorail station; (b) examining concept refinement, costs, and constructability of a new Metrorail station; and (c) evaluating ridership estimates.

The Work Group met on an ad hoc basis for approximately a year and reviewed the information presented in this report. While the group was not charged with making recommendations to any of the City's appointed or elected bodies, in their review and analysis of the materials they developed guidance that reflects the work done and the consensus points reached by the Work Group.

The guidance that was developed by the Work Group relates to station location, relationship between station construction and proposed development, and funding and financial risk to the City.

Consensus was reached by the Work Group on the following:

1. For the purpose of future NEPA environmental studies, continue studying options within the envelope of the northern station locations and the existing station reservation site (A). The C and D options should be removed from further consideration.

The northern station envelope encompasses the maximum footprint, including permanent maintenance easements, which would be required for the construction of a station along the Metrorail alignment north of the existing station reservation.

2. The existing transportation infrastructure cannot support the Landbay F proposed development. Construction of the Metrorail station is required to support the level of development proposed in Landbay F.
3. Amendments to the Master Plan and the rezoning of Landbay F cannot go forward until the City is satisfied that an acceptable financing plan has been developed and agreed to.
4. The financial risk to the City must be carefully structured and managed.

Terms and conditions in contracts and land use approval actions need to be carefully and clearly detailed so all parties understand expectations and obligations, and therefore the financial risks to the City are mitigated.

5. No negative cash impact on the City's General Fund in any given year.

The projected "gap" between the anticipated tax revenues from the special tax district, per square foot developer contributions, plus additional incremental net new revenues generated by the project, will need to be "bridged" in the early years of the bond financing by firm and sufficient upfront Landbay F payments, so there will be no negative cash impact on the City's General Fund in any given year.

6. Any proposed financing must be conservative with a sound financing structure and shared risk.

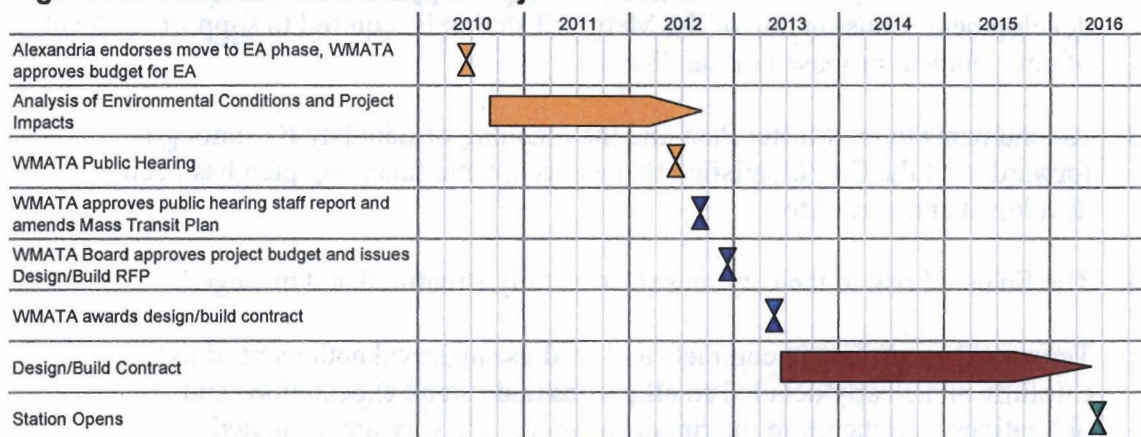
The proposed financing must not put at risk the City's AAA/Aaa bond ratings, as well as projections used for the Metrorail station construction costs, as well as the project build-out timetable and resultant projected tax revenues need to utilize conservative assumptions, so that the downside risks can be minimized. Some of the downside risks also need to be shared by the participating parties.

## **Station Implementation**

Station implementation would be a multiyear process. An example schedule is shown in Figure 29. This schedule is illustrative only, as it reflects assumptions about the timeliness of many decisions and actions, some of which are beyond the control of the City of Alexandria and WMATA.



**Figure 27: Potomac Yard Station Project Timeline**



The City of Alexandria would begin station implementation by requesting that WMATA undertake a formal project development process. WMATA’s process includes technical and environmental analyses as well as public involvement. If project development involves a federal action, such as the provision of federal funds or other federal approvals, the project would be subject to the requirements of the National Environmental Policy Act and Section 4(f) of the Department of Transportation Act. The WMATA process is consistent with and includes many of the same steps as the federal requirements.

The schedule in Figure 27 shows completion of the environmental analysis near the end of 2011, followed by a public hearing. WMATA would issue a design-build request for proposals in 2012, and final design would begin about a year later. Construction would last from 2014 to 2016, when the station would open near the end of 2016.

**STAFF REPORT  
CONTINUED IN NEXT LINK**