North Potomac Yard

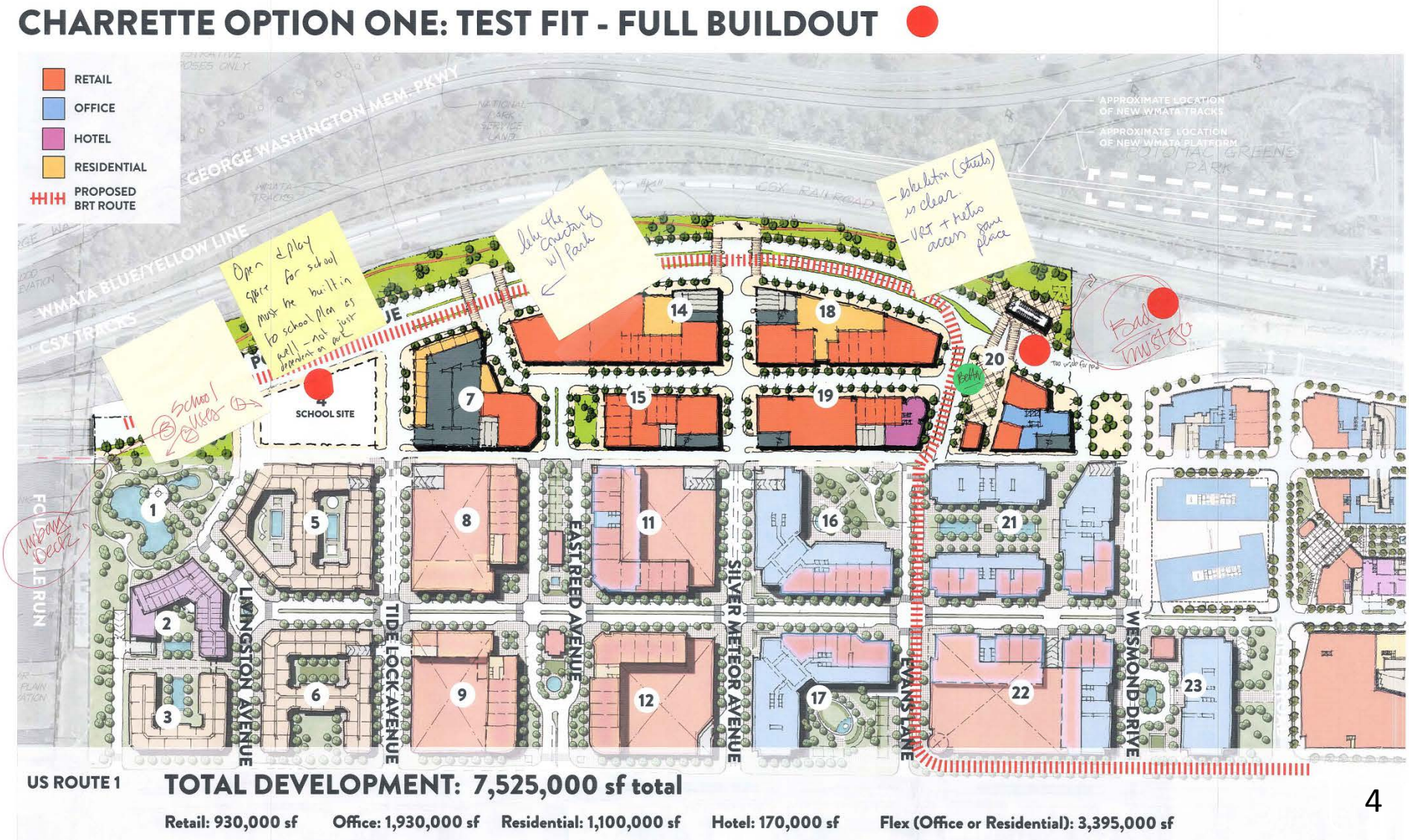
Advisory Group Meeting #4 | June 27, 2016

Meeting Agenda

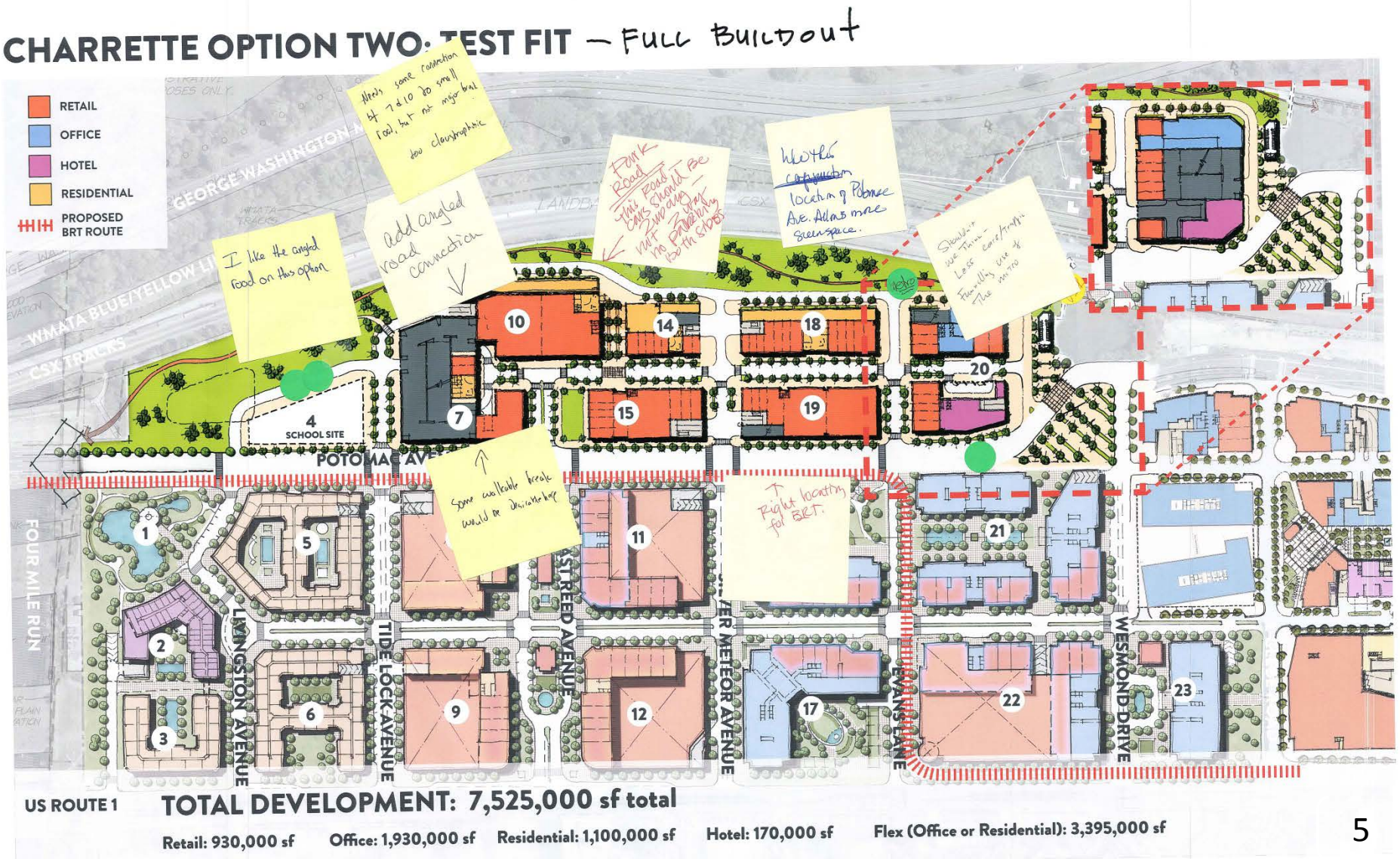
- Summary 6/6 Concept Options
- Metro Zone Discussion
- Group Exercise
- Report outs, Debrief and Public Comment
- Work Plan, Process, & Wrap Up

AG Meeting #3 - Group Activity

Concept Option Feedback



Concept Option Feedback



Concept Options Feedback

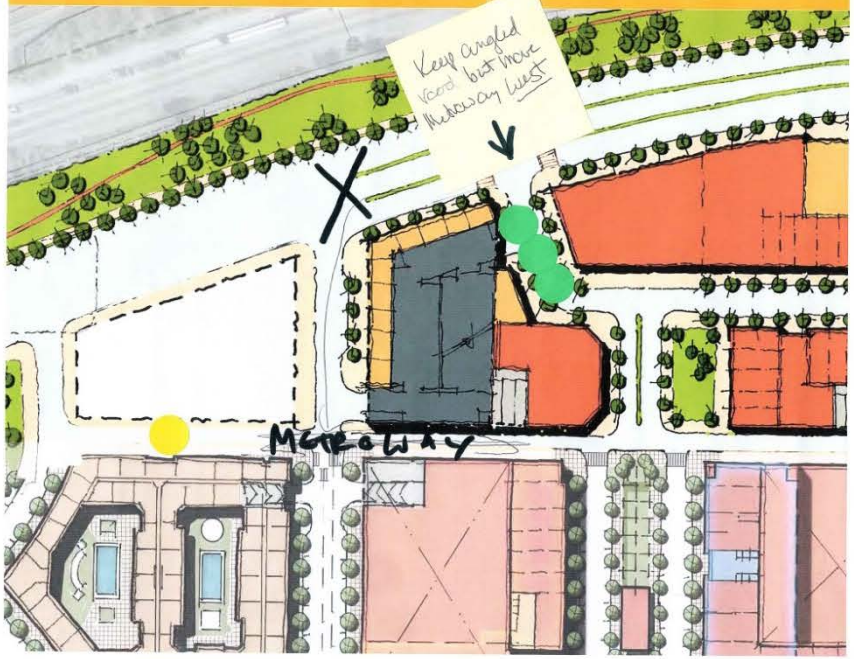
STUDY AREA A: OPTIONS

Too much breaking up S/T anchored grass

Like this option but keep the angled road connection

Road Vista

CHARRETTE OPTION 1



CHARRETTE OPTION 2

like throughfare of Potomac Ave (continuity of a parkway")

Too much separation b/w Park & Potomac Ave. + locating Ave makes park too small

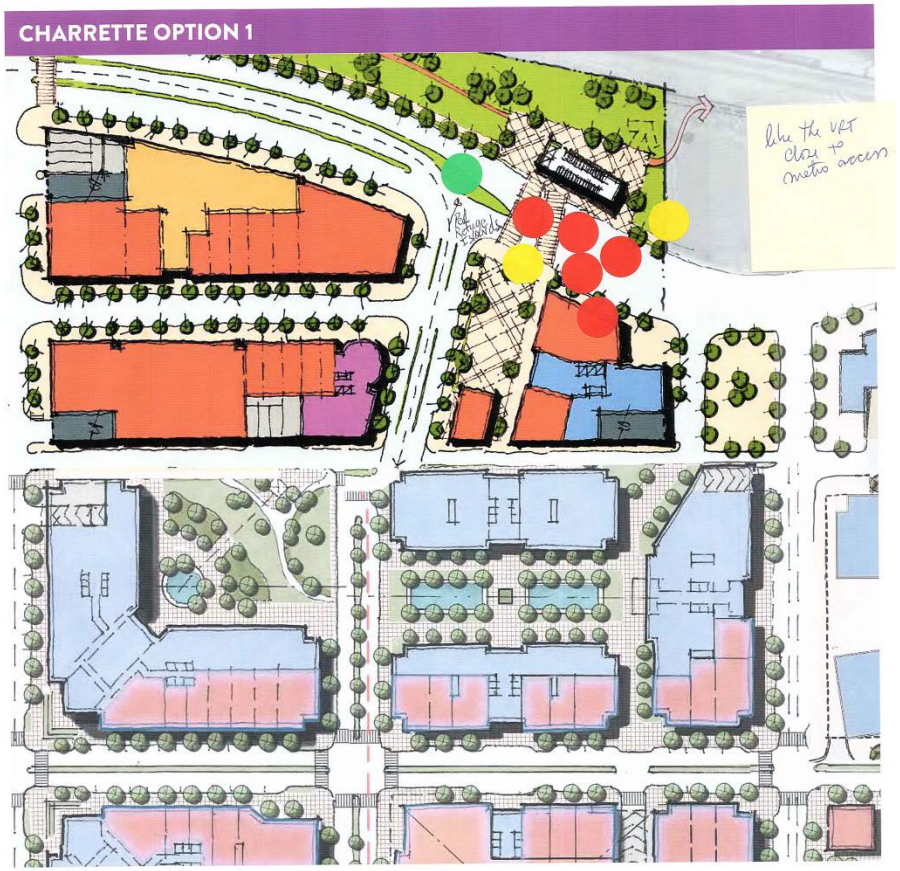
like school drop off area & access to park for kids

like Read Ave leading left to park/vista

Prefer overall layout, but parking garage needs to be better integrated

Concept Options Feedback

STUDY AREA B: OPTIONS



STUDY AREA B: OPTIONS

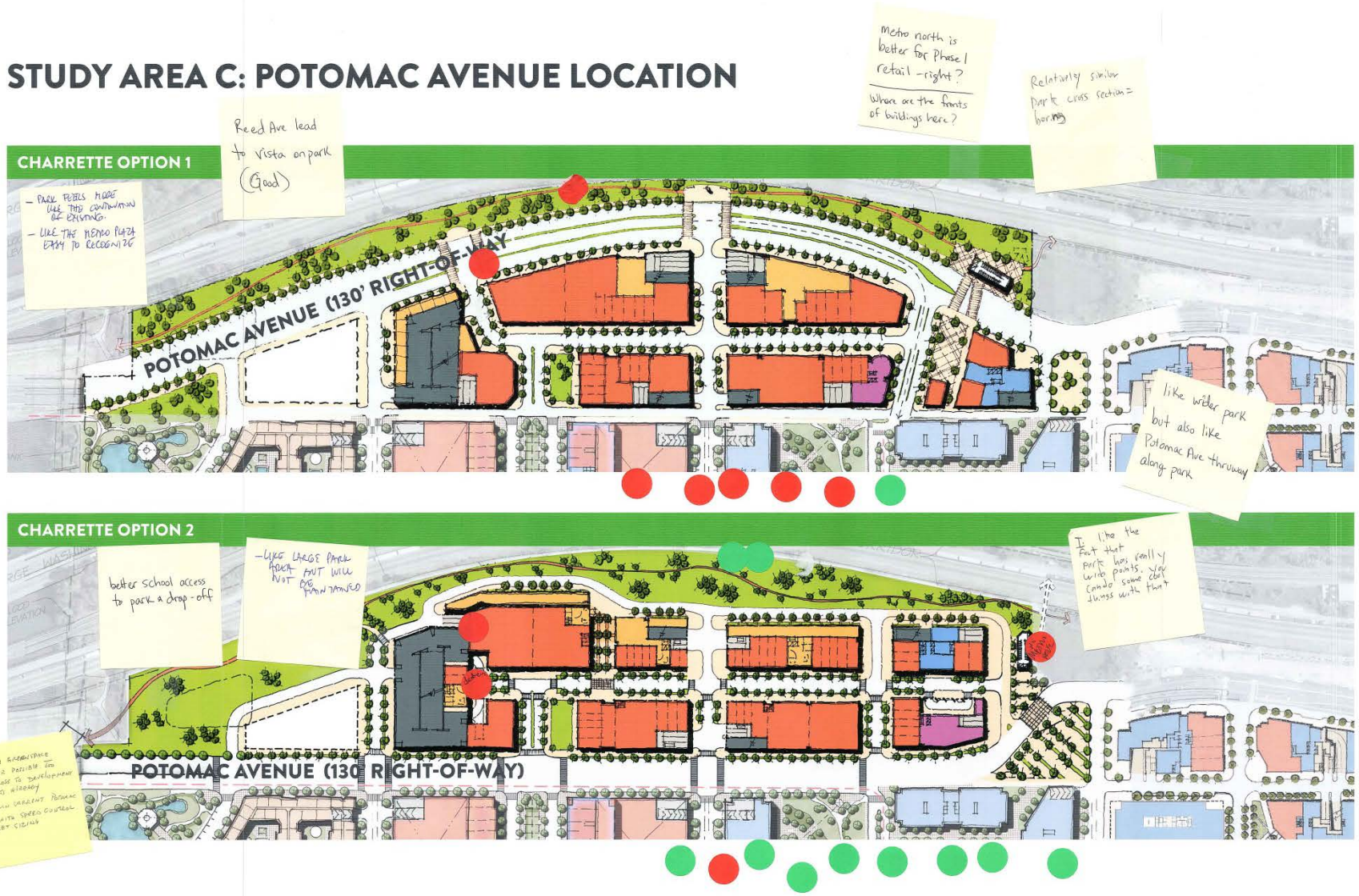
CHARRETTE OPTION 2

CHARRETTE OPTION 2A

CHARRETTE C

CHARRETTE OPTION 2C

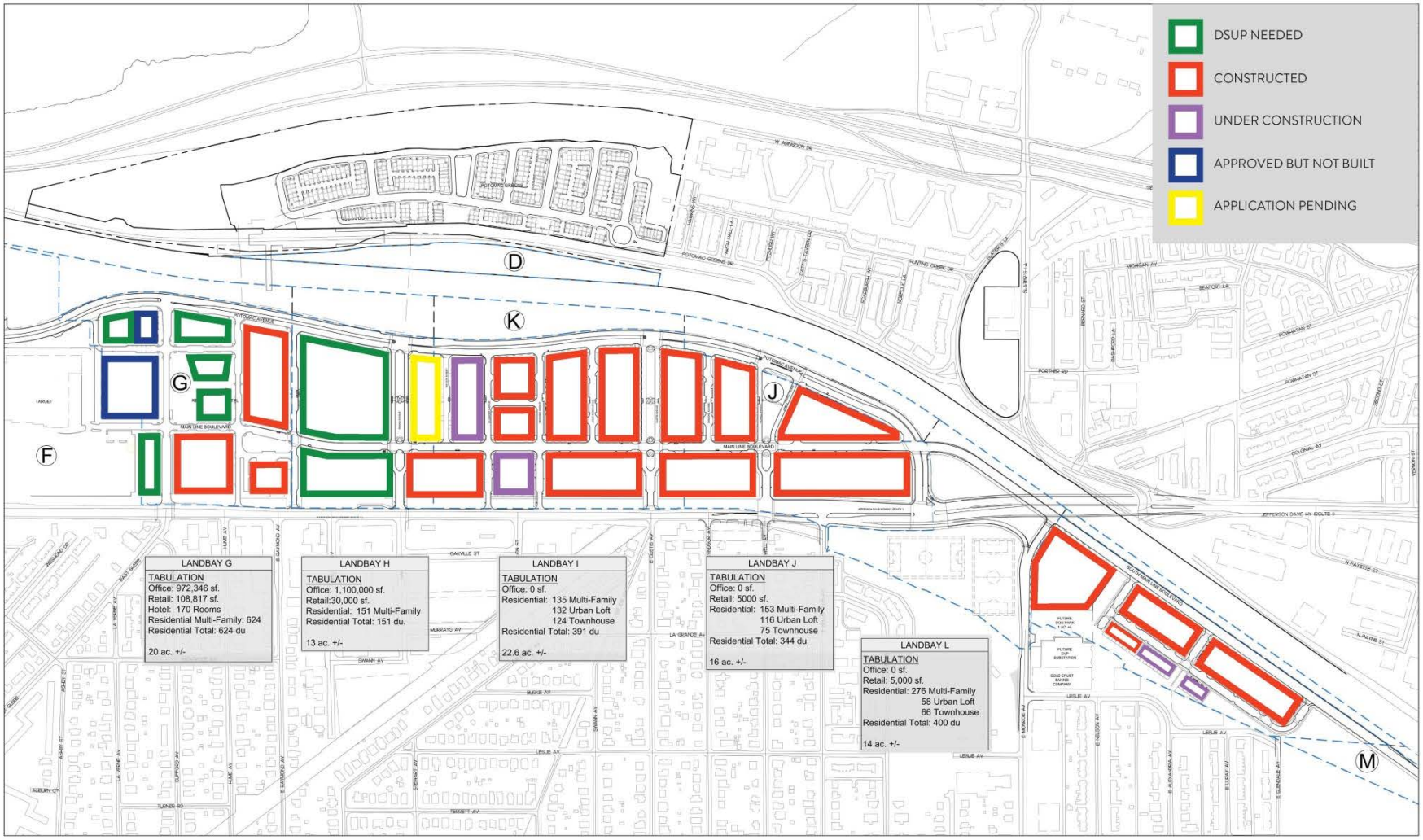
Concept Options Feedback



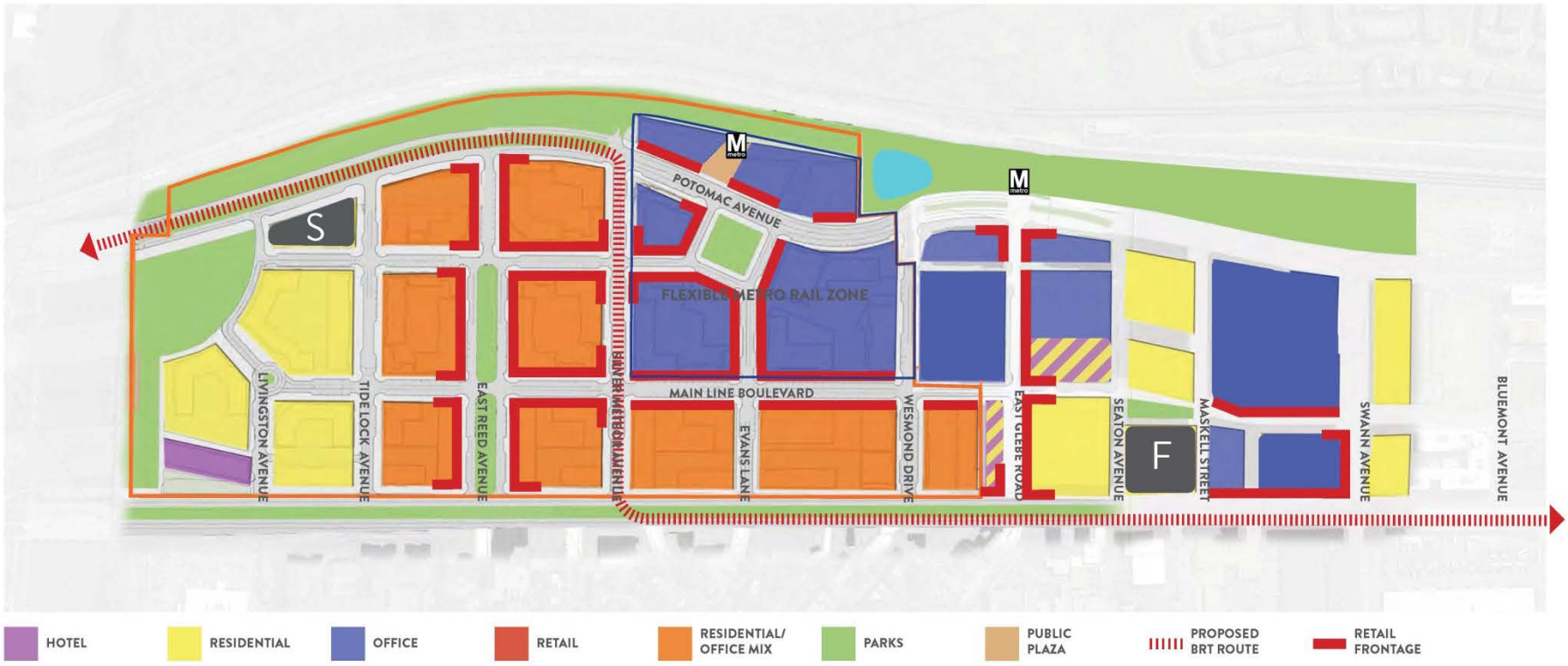
AG#3 Meeting Summary Concept Comments

- Sense of arrival – experience at Metro Station
- Location of Metro Station and defined Metro Square
- Metro Flex Zone – based on commercial/office uses; must be special
- Remove parking structure at Metro
- Defined park edge; adjacent street to Potomac Yard Park
- Importance of vistas and openings
- Access to Potomac Yard Park; connection at the North of site

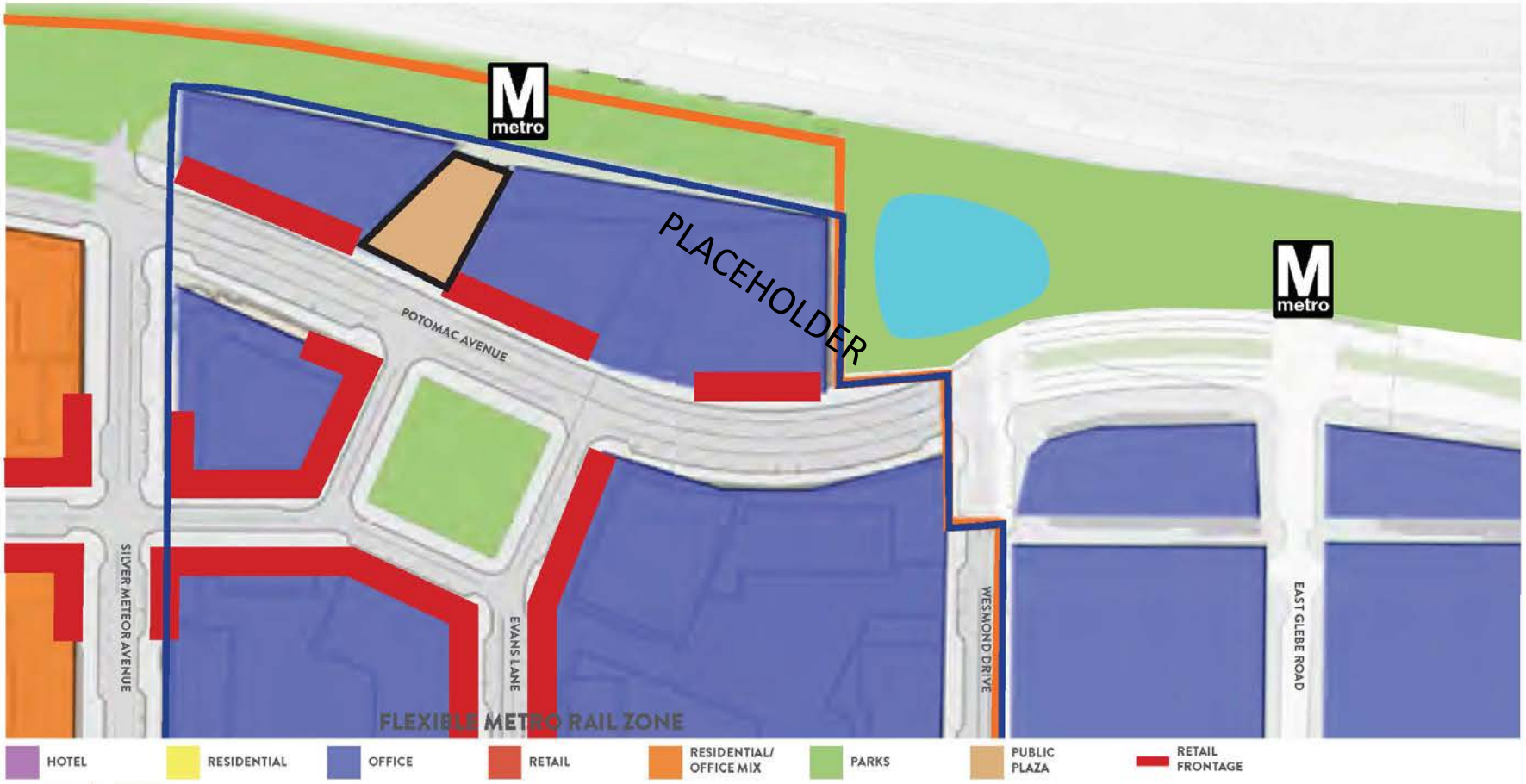
South Potomac Yard



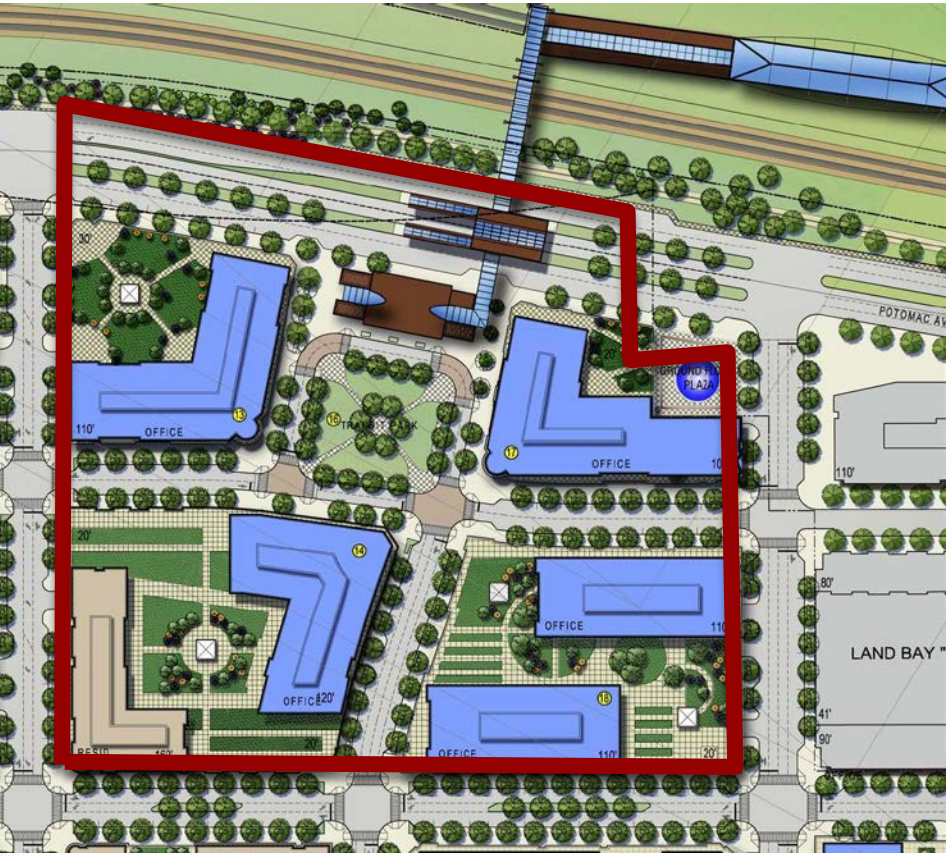
2010 Plan Framework Diagram

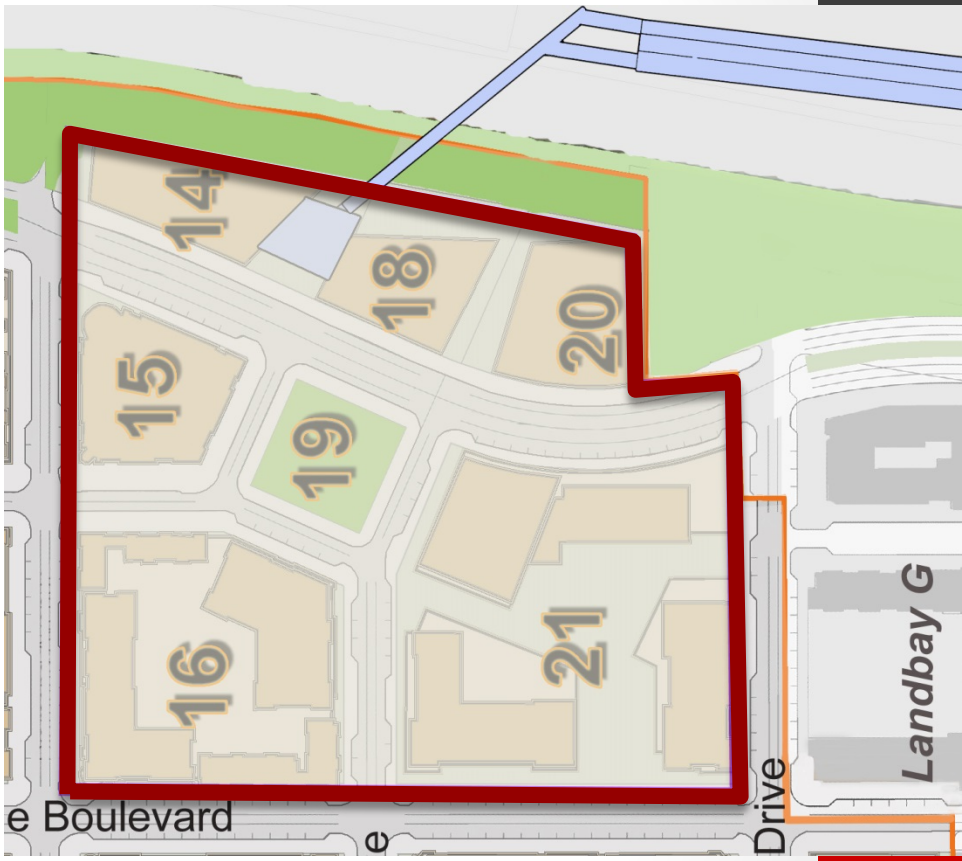


2010 Plan – Metro Zone



2010 Plan – Metro Zone





Pg. 19, North Potomac Yard SAP

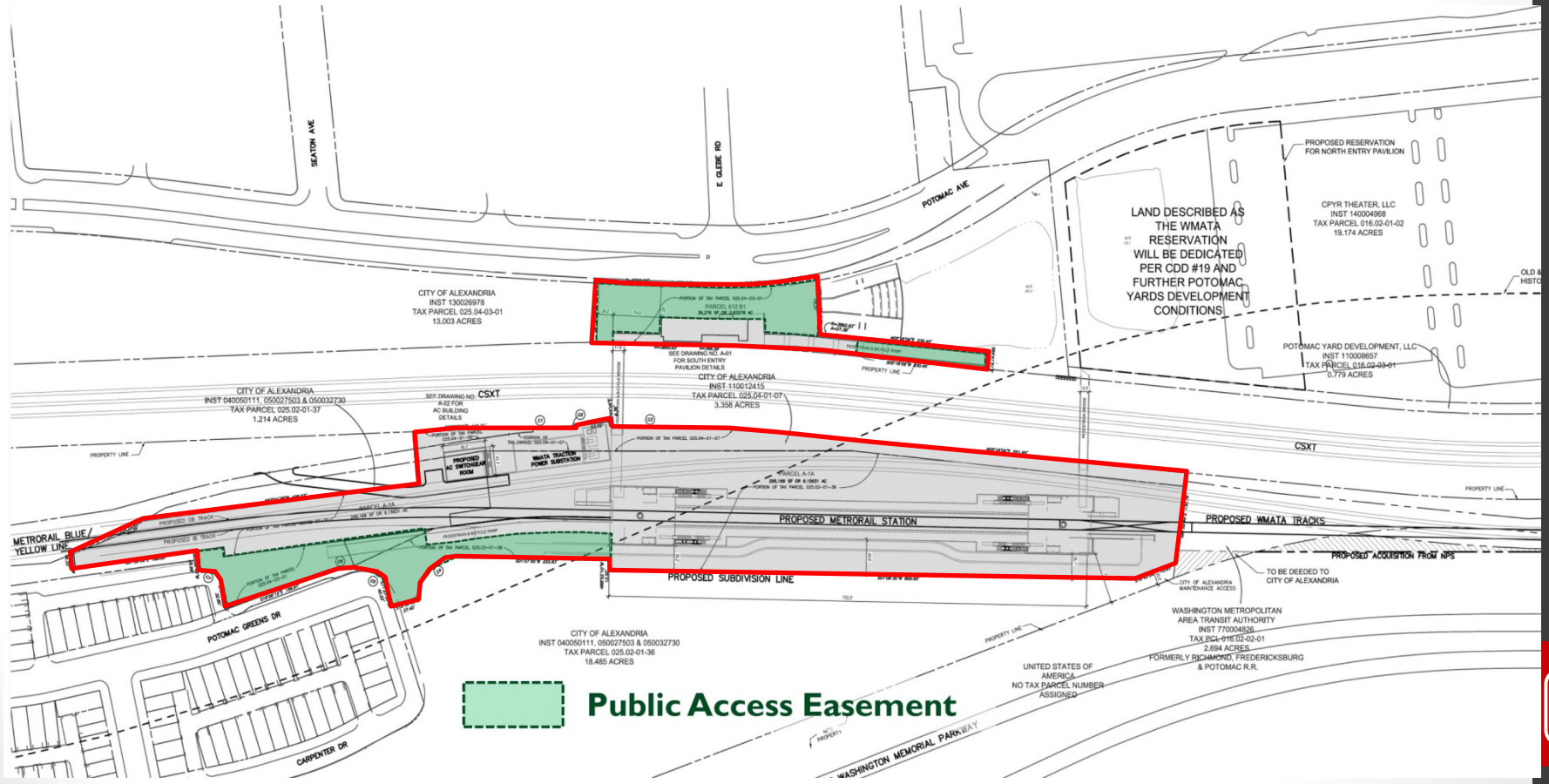
Metro Zone: Key Goals 2010 Plan

- Urban Metrorail station that serves pedestrian not automobiles
- Accessibility of metro station and BRT stations
- Connectivity at metro and BRT stations and between modes
- Curvilinear nature of Potomac Avenue
- Maximize building height, office density, and memorable building forms around the Metro station
- A centrally located, well-defined urban park
- Potomac Ave (relocated) to connect to planned street network to north and south
- Visual terminus at Water Street [existing Potomac Avenue] at Metro Square
- A meaningful connection to Potomac Yard Park.

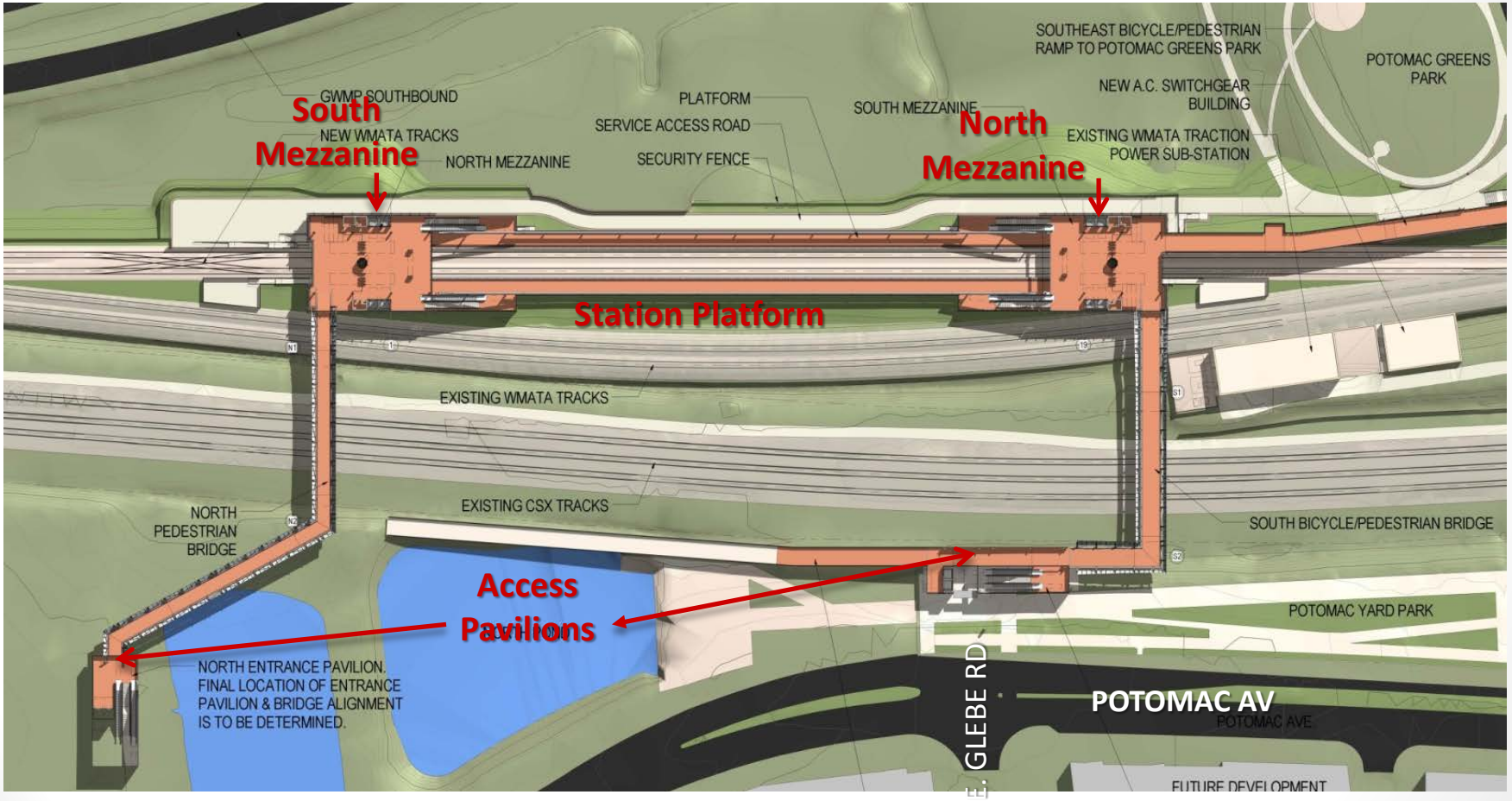
Pg. 19, North Potomac Yard SAP

Metro Station Site Plan

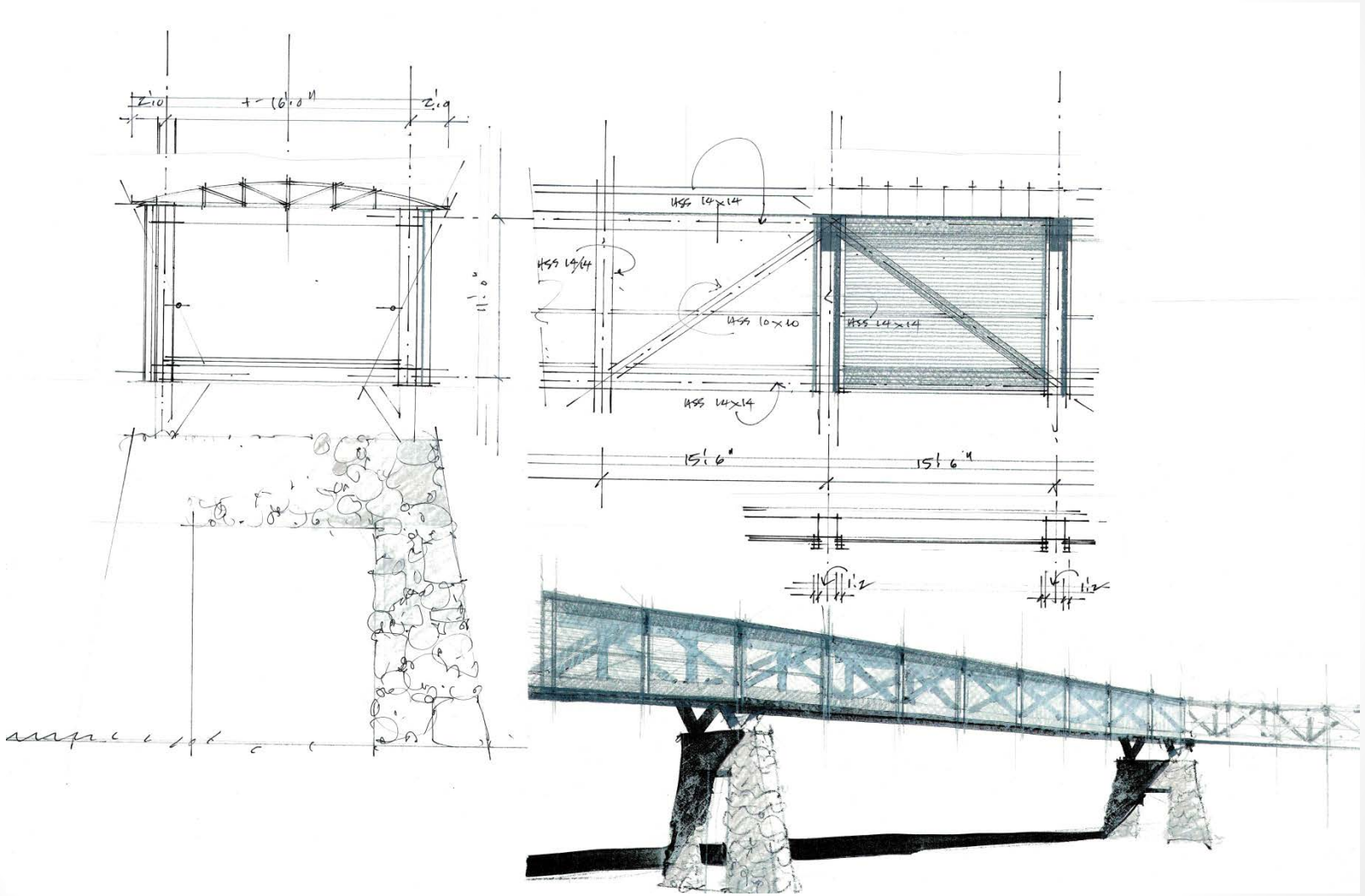
- Creating 2 WMATA parcels with public access easements in park areas



Metro Station Site Plan



Metro Station – Truss & bridges



Metro Station Entrances

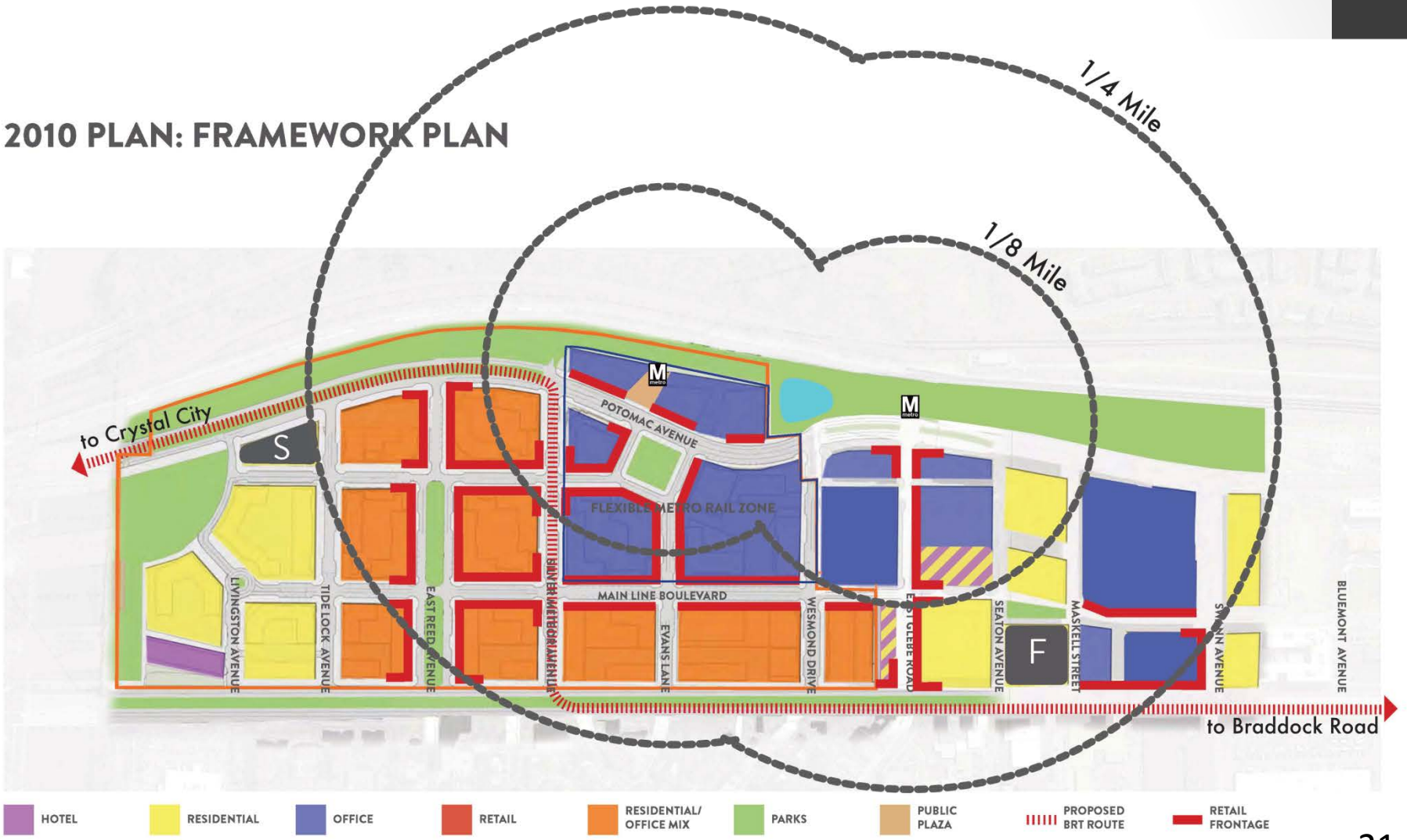
Metro Station Entrances

Station pavilions (entrances) should be located to maximize the number of people with access to the station and enhance the attractiveness of Metrorail as a transportation option.

This can be done by:

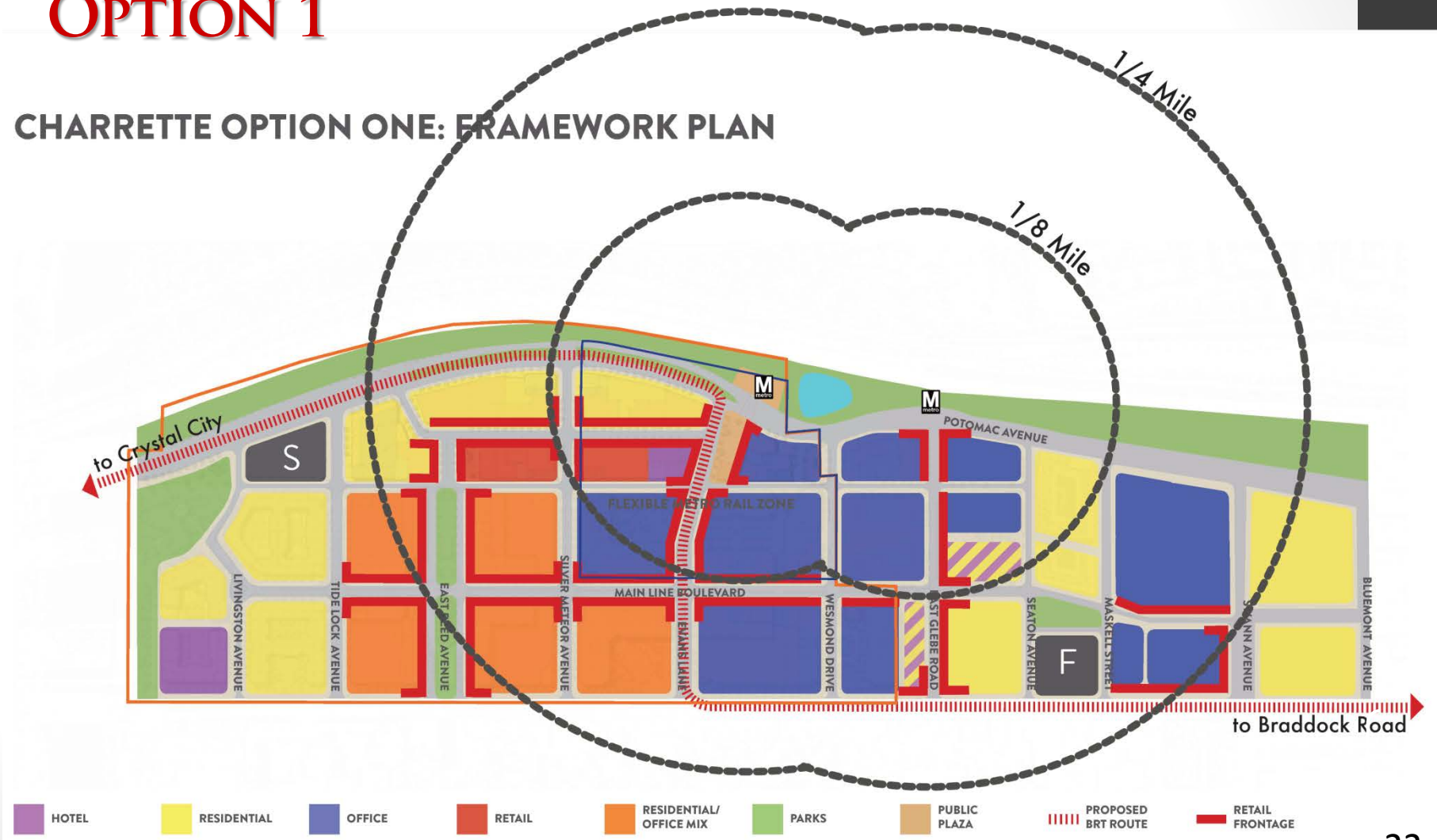
- Clustering density near the station, particularly office uses
- An active streetscape between the station entrance and destinations within Potomac Yard
- Prioritizing pedestrian and bicycle access to the station
- Accommodating vehicular access to the station within the street network

Metro Station Distances

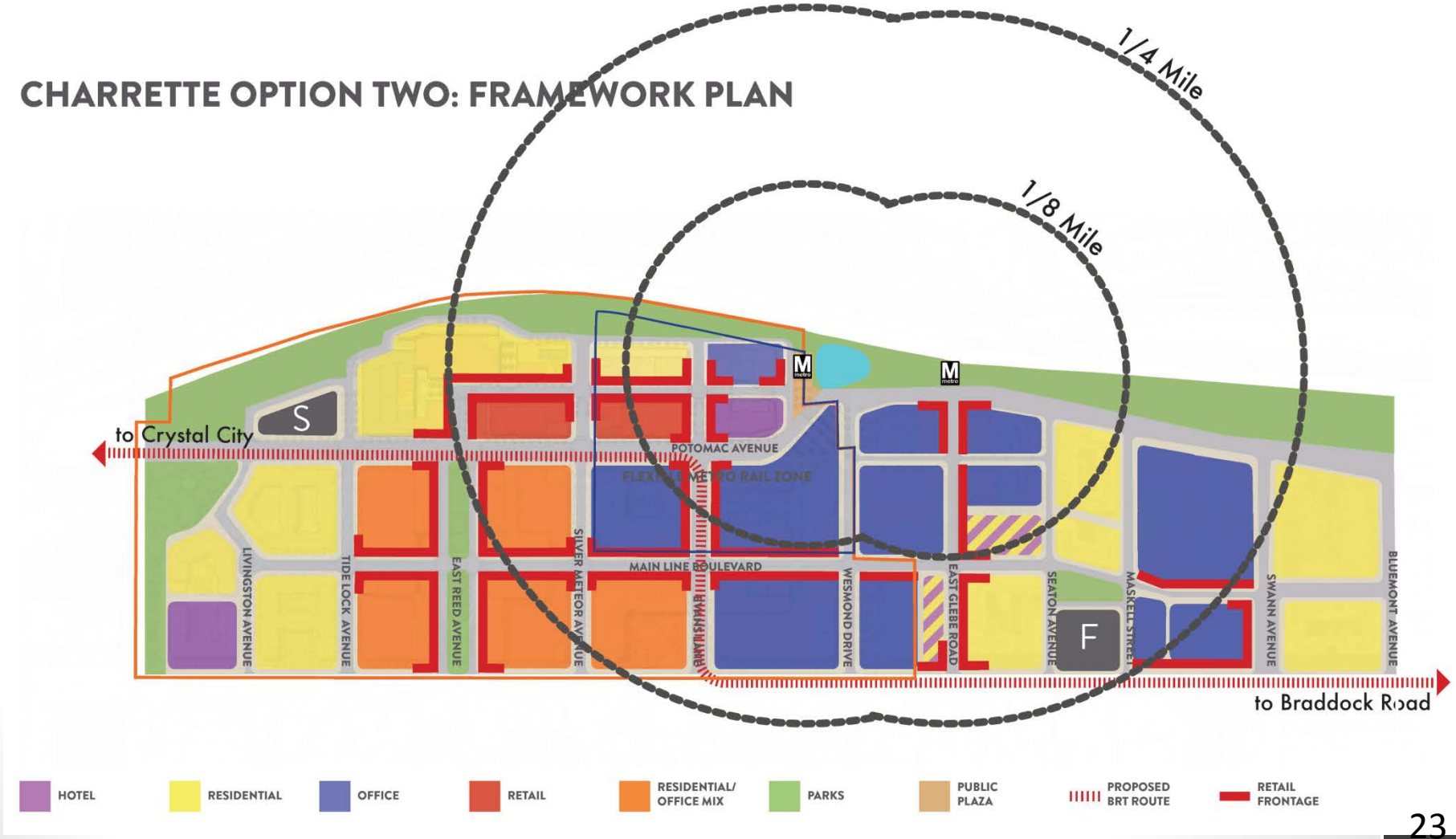


Metro Station Distances

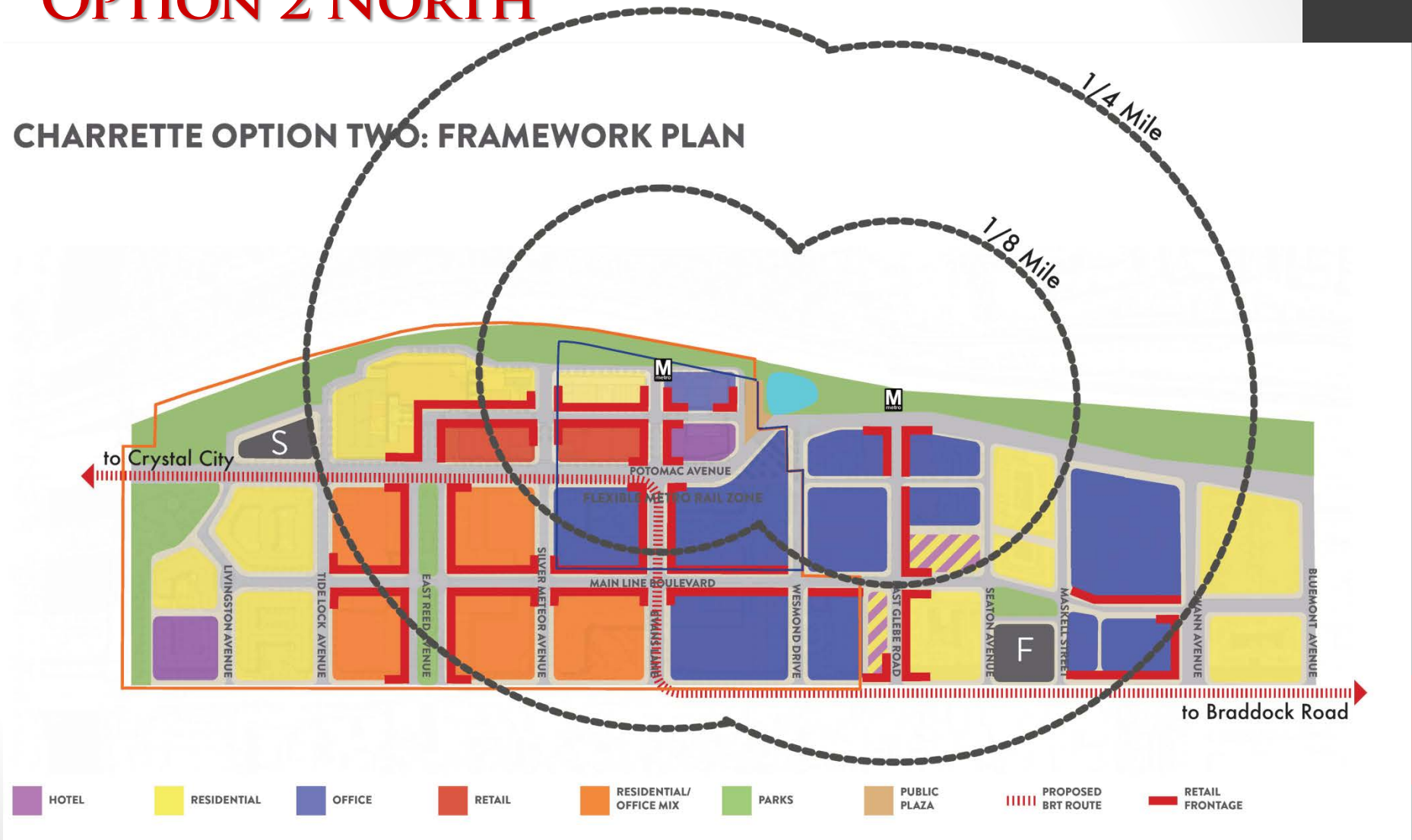
Option 1



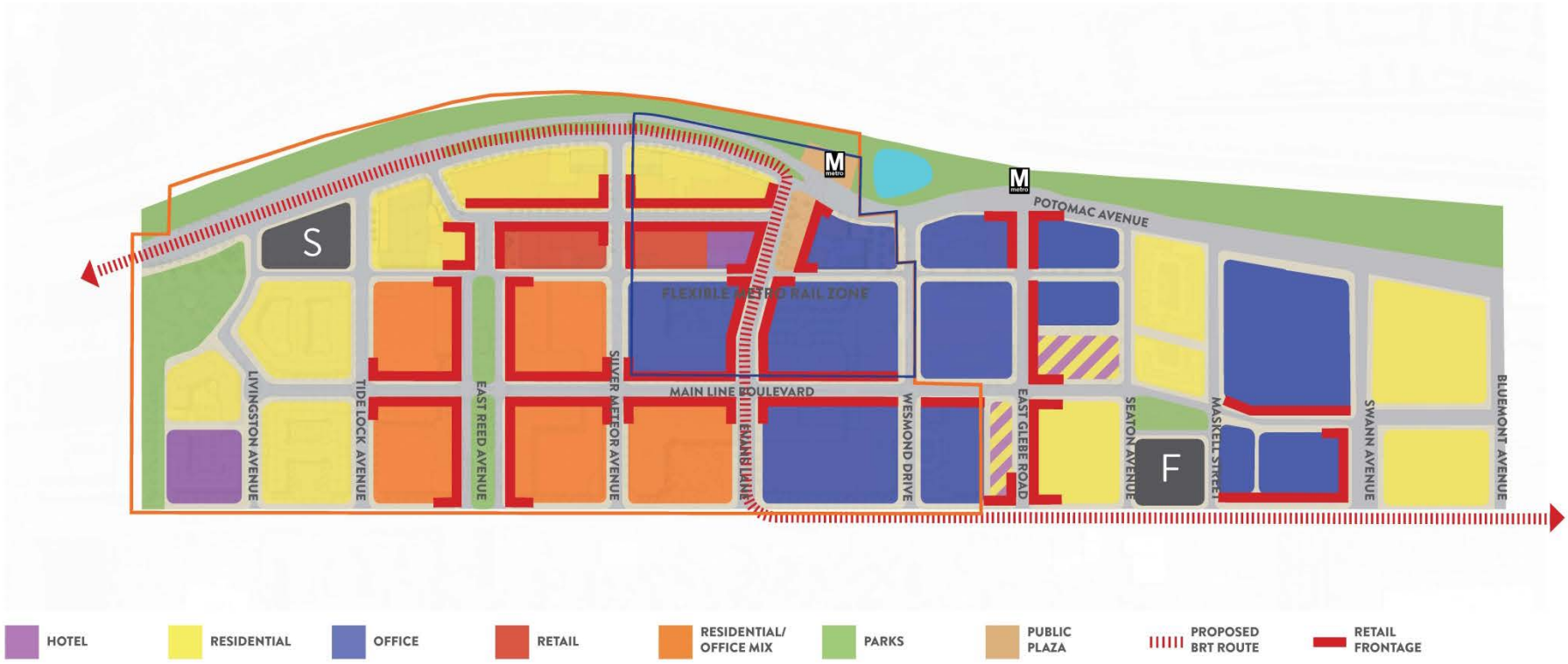
Metro Station Distances
Option 2 South



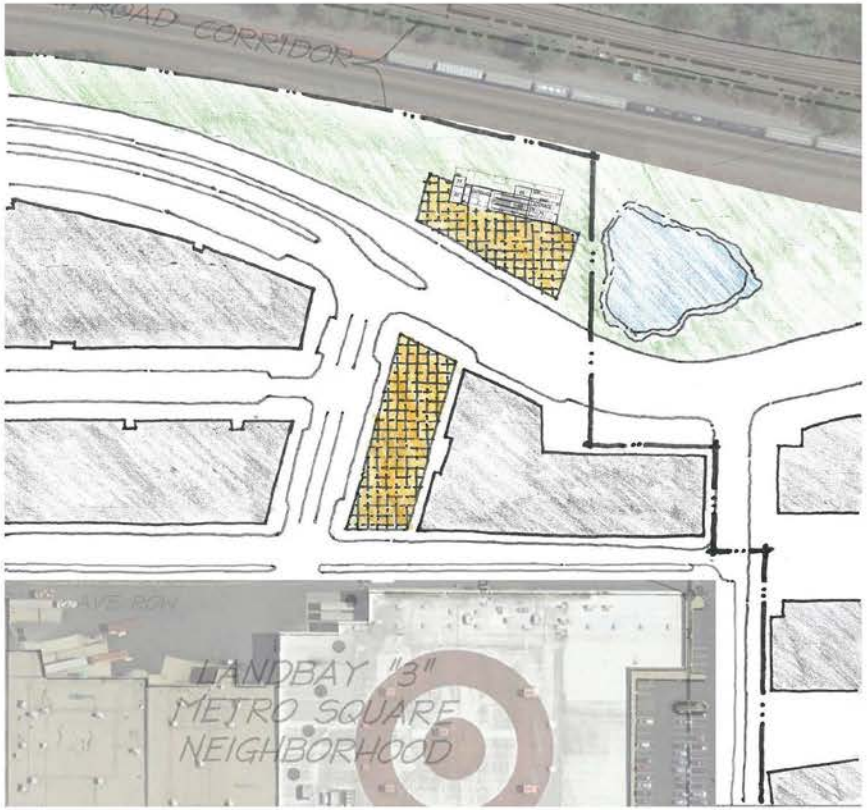
Metro Station Distances
Option 2 North



Option 1 Framework Diagram



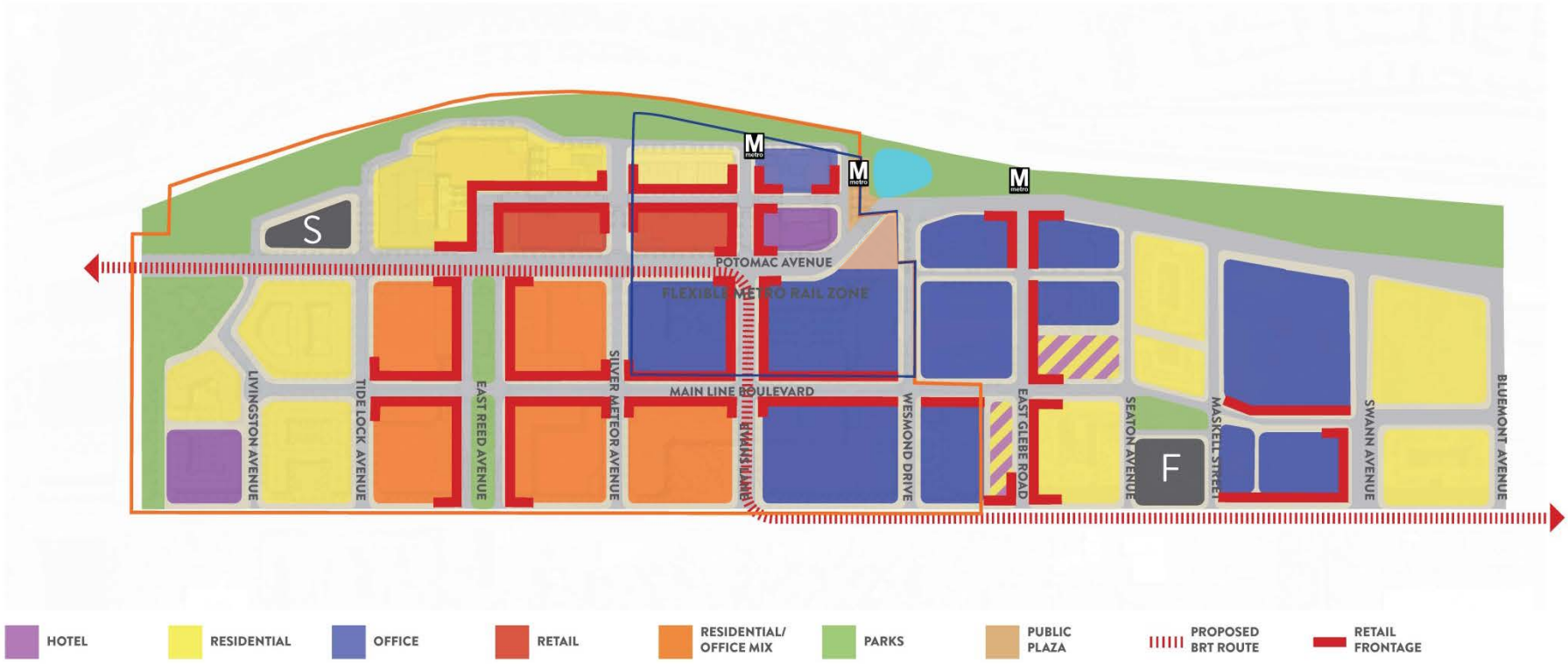
Option 1 – Metro Plaza



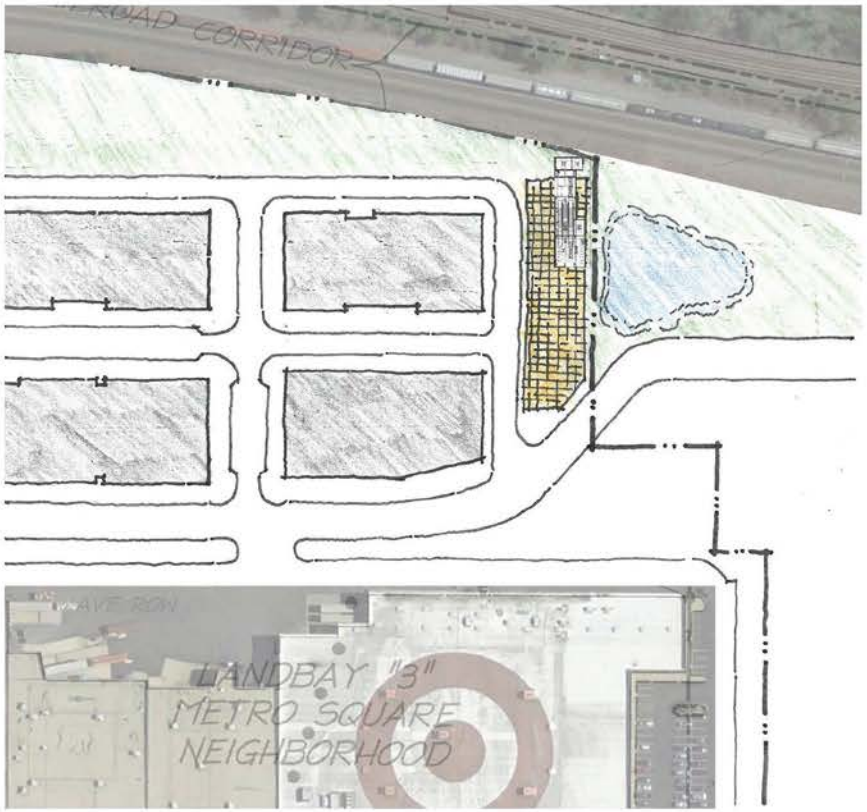
PHASE ONE

ILLUSTRATIVE AFTER FULL BUILDOUT

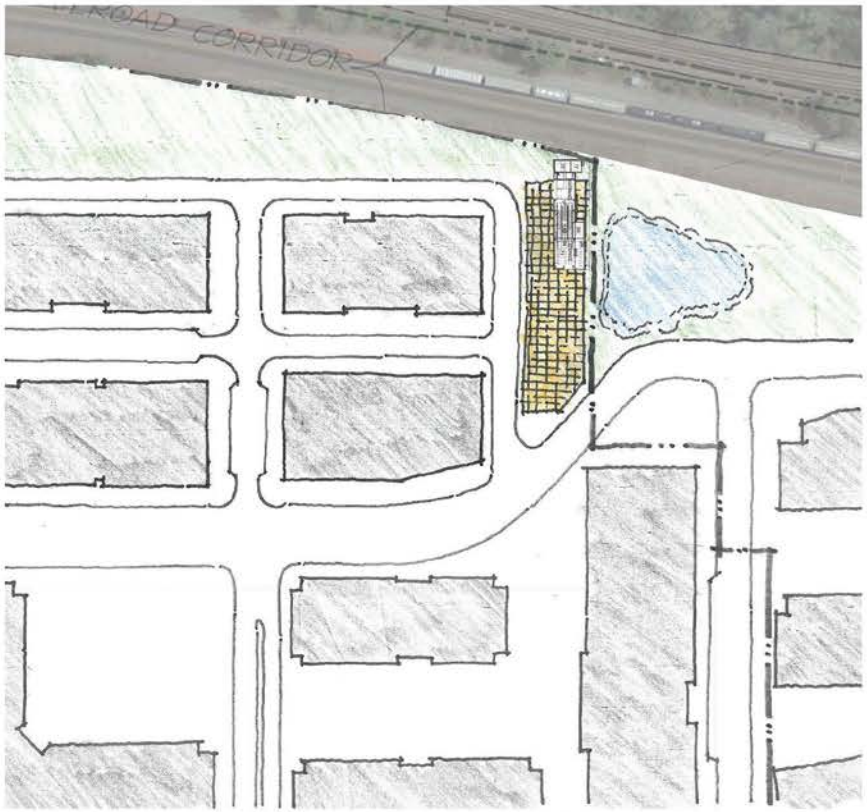
Option 2 Framework Diagram



Option 2/South - Metro Plaza

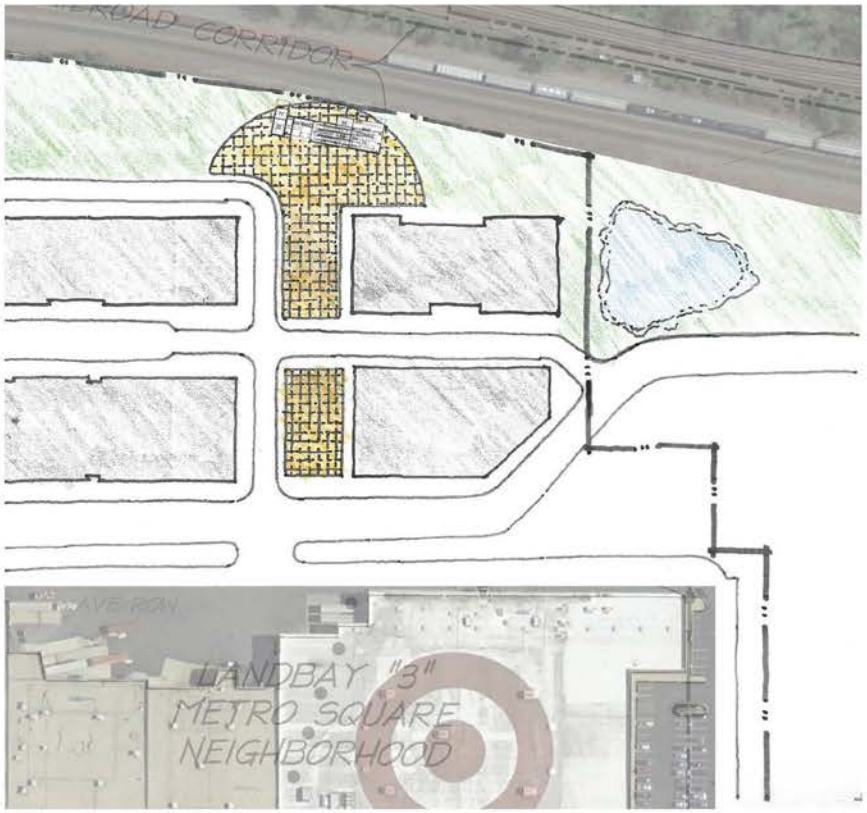


PHASE ONE



ILLUSTRATIVE AFTER FULL BUILDOUT

Option 2/North - Metro Plaza



PHASE ONE

ILLUSTRATIVE AFTER FULL BUILDOUT

Making Great Public Spaces

- **Access & Connectivity**
  - Convenient
  - Permeable
- **Design & Comfort**
  - Enclosure
  - Safe
  - Attractive/Clean
  - Easy Maintenance
- **Activity & Uses**
  - Mix of Uses
  - Active Perimeter
  - Scale
- **Sociability**
  - Inclusive
  - Welcoming
  - Interactive/Accommodating

Making Great Public Spaces

ACCESS & LINKAGES

USES & ACTIVITY

COMFORT & IMAGE

SOCIABILITY

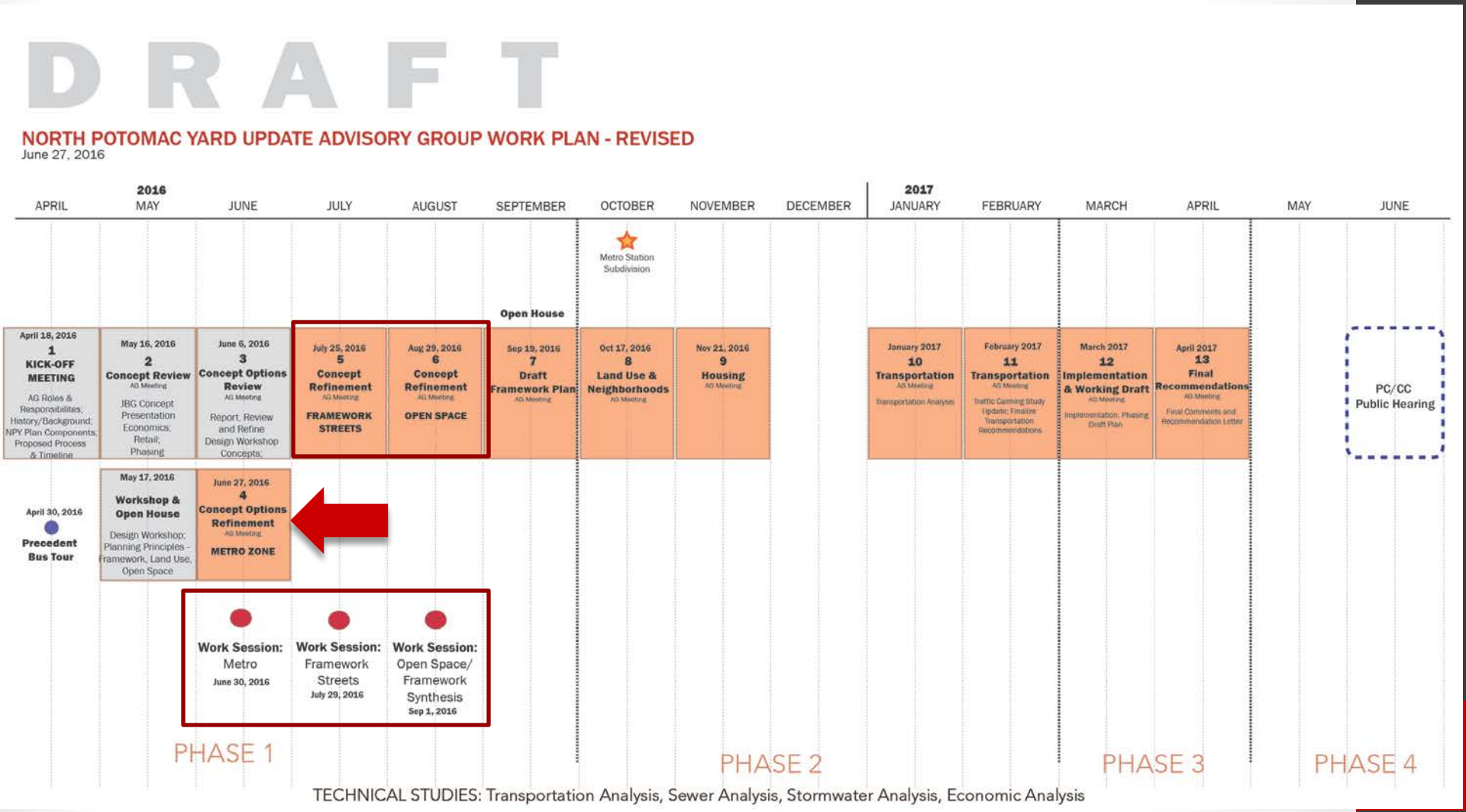
Group Exercise

Scoring Criteria

Low	Medium	High
1	2	3

Criteria	Option 1 (Potomac Avenue Metro)	Option 2S (Metro south, entrance)	Option 2N (Metro north, entrance)	Notes
Provides the best pedestrian environment/experience.				
Connection between BRT, Metro, and destinations.				
Unique building forms, curvilinear form of Potomac Ave and central urban park				

CONSTANTS:

- Maximize building height and office density.
- Potomac Avenue to connect to street grid to the north and south.
- Meaningful connection to Potomac Yard Park.

Advisory Group Work Plan