

Potomac Yard Small Area Plan Update

A hundred years after we are gone and forgotten,
those who never heard of us will be living with the
results of our actions. - Oliver Wendell Holmes



Planning Commission Worksession Potomac Yard

- Update on Potomac Yard Planning Advisory Group
- Overview of Preliminary Results of Transportation Study
- Update on Metrorail Station Feasibility Work Group



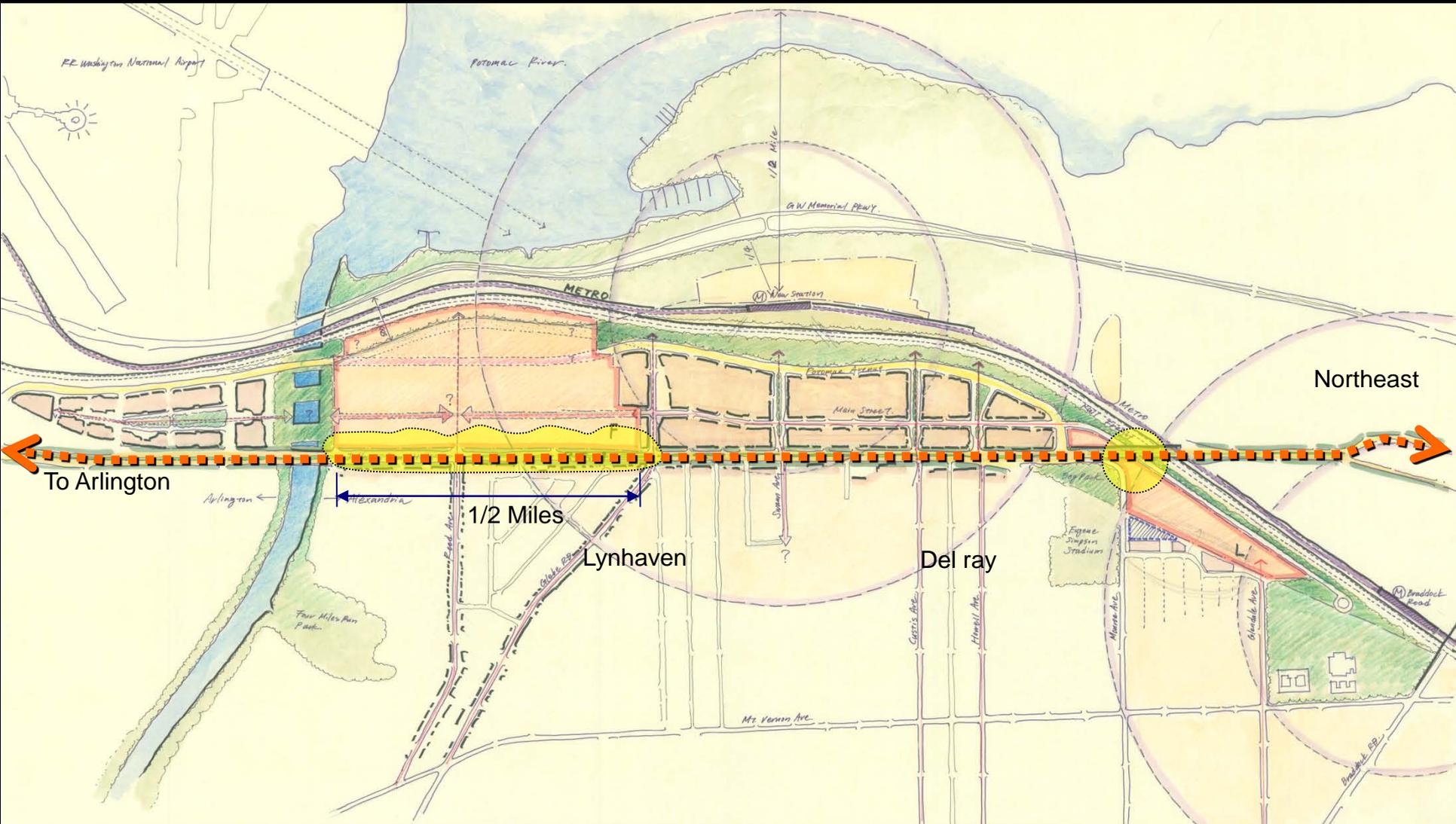
Potomac Yard

Existing Retail Center Landbay - F

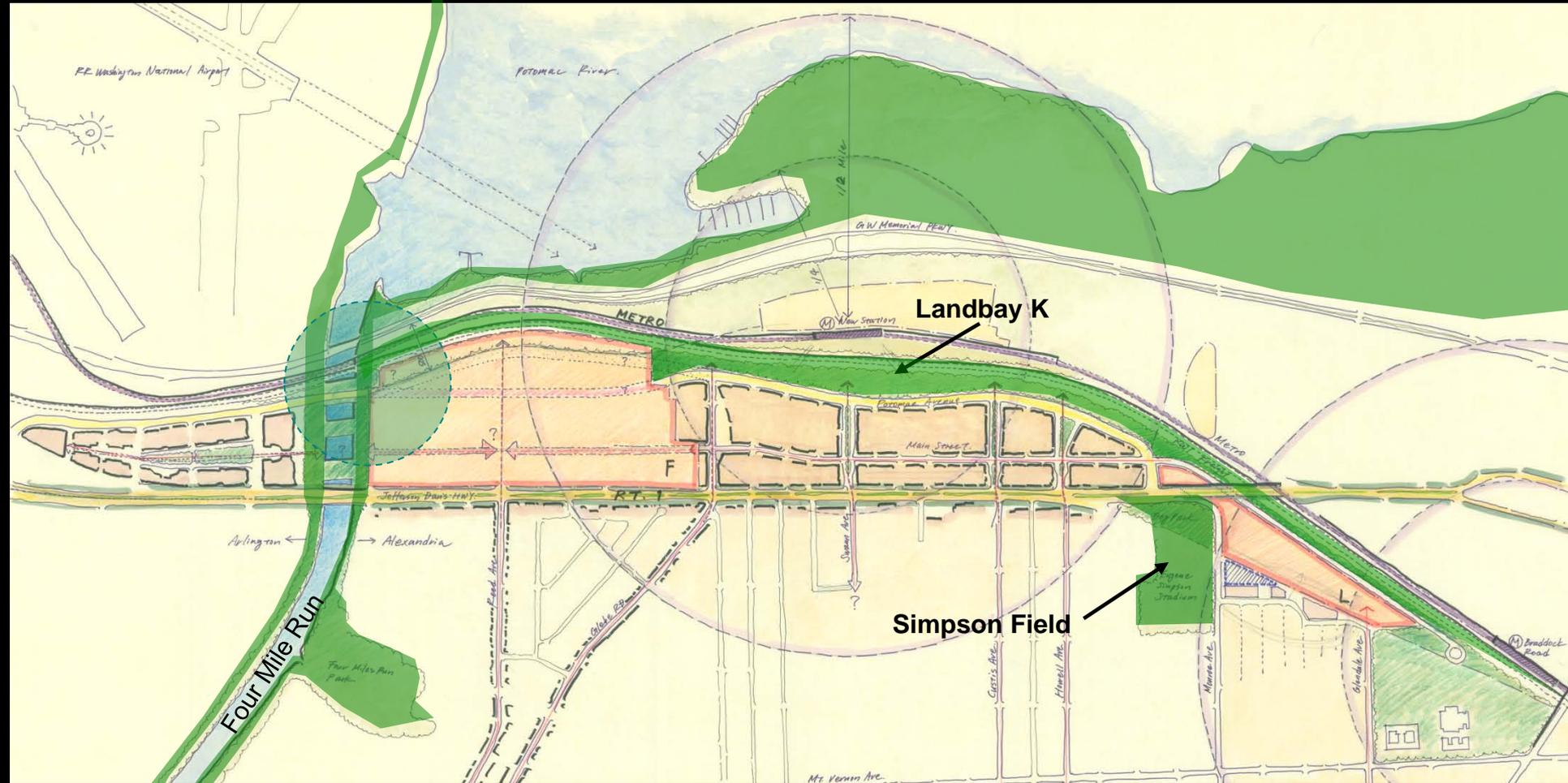


Total Land Area: 69.07 acres
Existing Development: 590,000 sq. ft.
Permitted Development: 600,000 sq. ft.

Site Constraints and Opportunities



Open Space Opportunities



Potomac Yard

PYPAG Vision Statement

“The Potomac Yard Planning Advisory Group envisions Potomac Yard as an environmentally and economically sustainable and diverse 21st Century urban, transit-oriented, mixed-use community that is compatible with adjacent neighborhoods. We seek to create a regional destination with diverse built and natural spaces where people want to spend time in a wide variety of pursuits.”

PYPAG - Plan Principles

- Create Potomac Yard as a **model of environmental sustainability** for its site planning, infrastructure, and buildings.
- Create an **economically sustainable** development.
- Promote **excellence in design** with a new standard in architecture, urban design, and materials that creates a compelling and lasting identity.
- Create a **vibrant and diverse mixed-use community** that provides options for living, working, shopping, recreation, culture, and civic uses for a wide range of incomes and ages.
- Pursue a **comprehensive multi-modal approach to transportation** based on a highly walkable urban environment, minimal automobile use impact, and a maximum use of existing and new Metro stations.
- Create attractive **landscaped streets and a network of usable open spaces** and parks with a strong connection to Four Mile Run and the Potomac.
- Provide **connections and transitions appropriate to and protective of the character of surrounding neighborhoods**.

Framework Streets

*A street is a spatial entity
and not the residue between buildings.*

- Anonymous



Potomac Yard Open Space

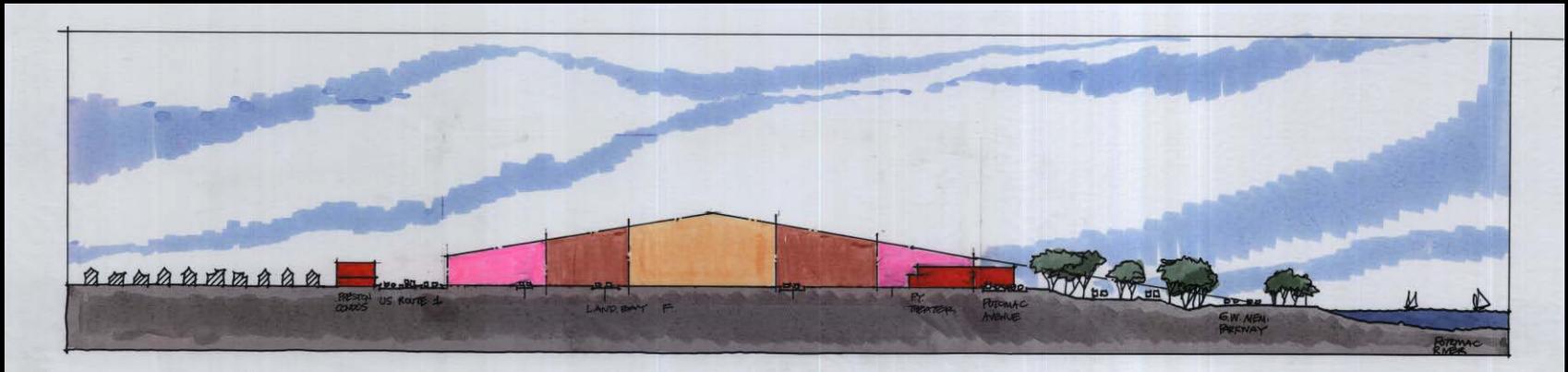


Potomac Yard Mix of Uses

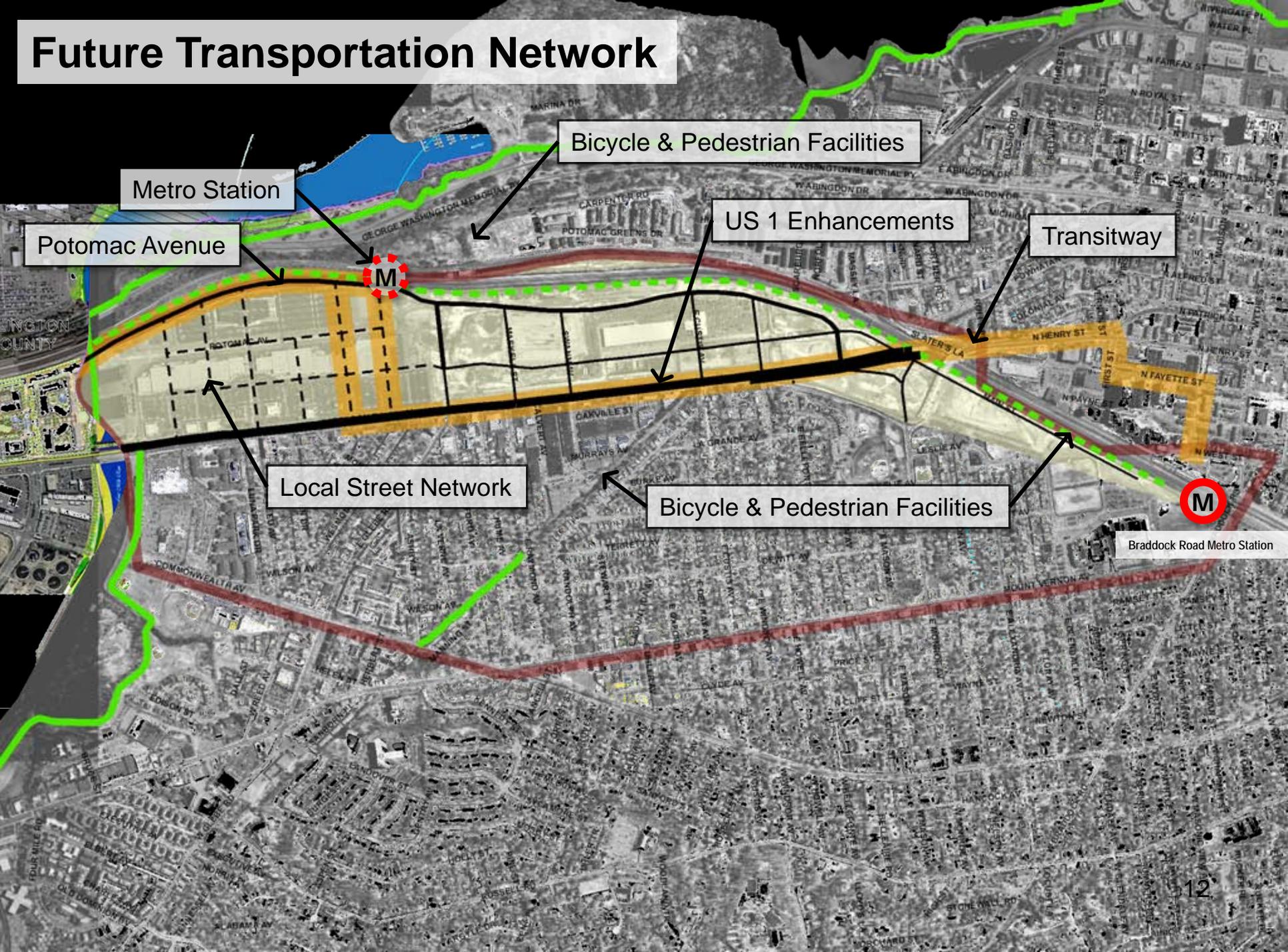


Building Height Principles

- Provide transitions appropriate to the character of surrounding neighborhoods (**lower heights at periphery**)
- Provide vibrant and diverse, mixed-use community (**variety of heights**)
- Provide strong connection to Four Mile Run and Potomac
- **Minimize impacts on GW Parkway**
- **Provide density near Metro**
- **Height of buildings related to width of streets**
- **Height at strategic and gateway locations**

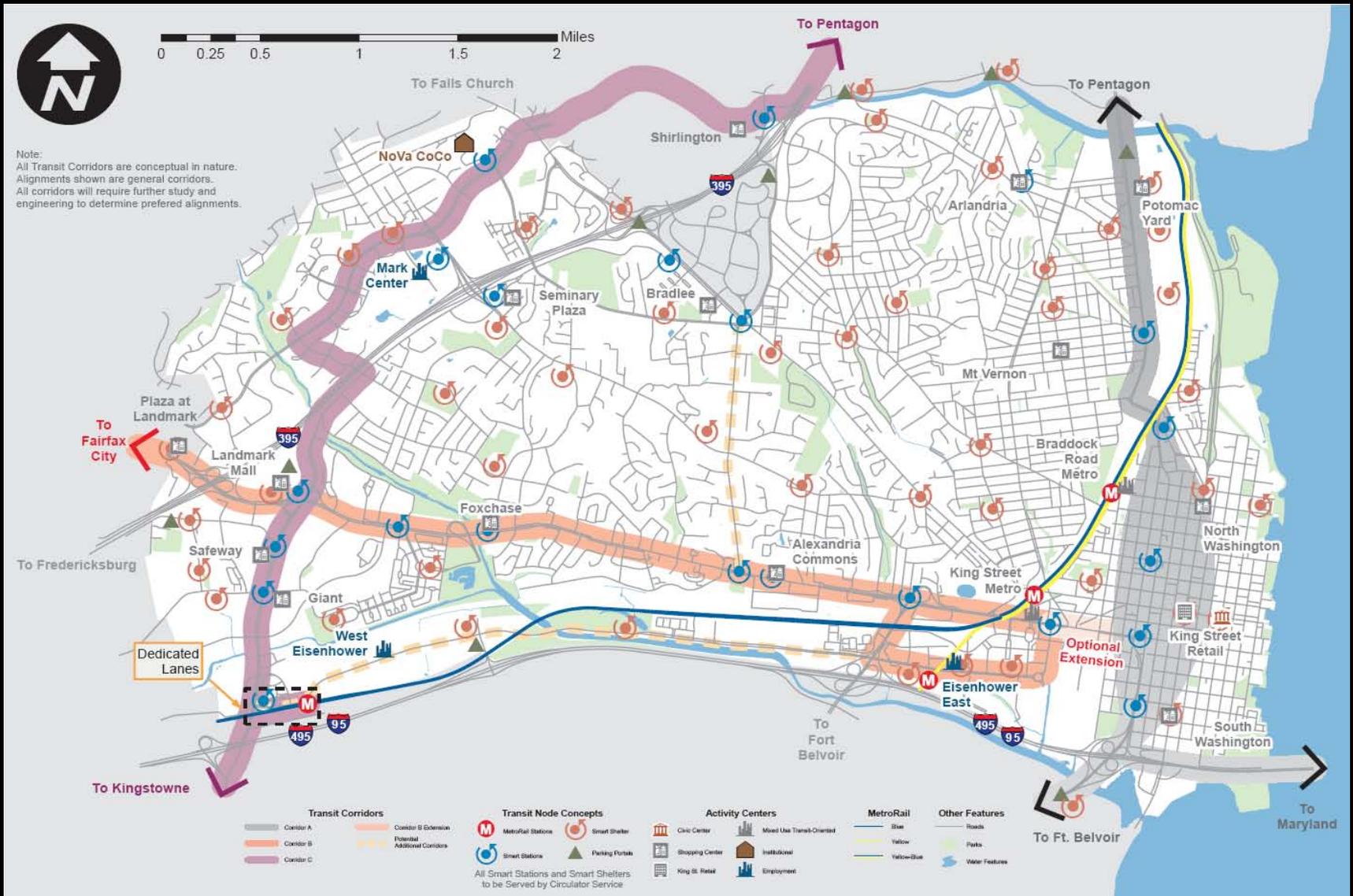


Future Transportation Network



Braddock Road Metro Station

Future Transit Corridors



Dedicated Route 1 Transit Corridor



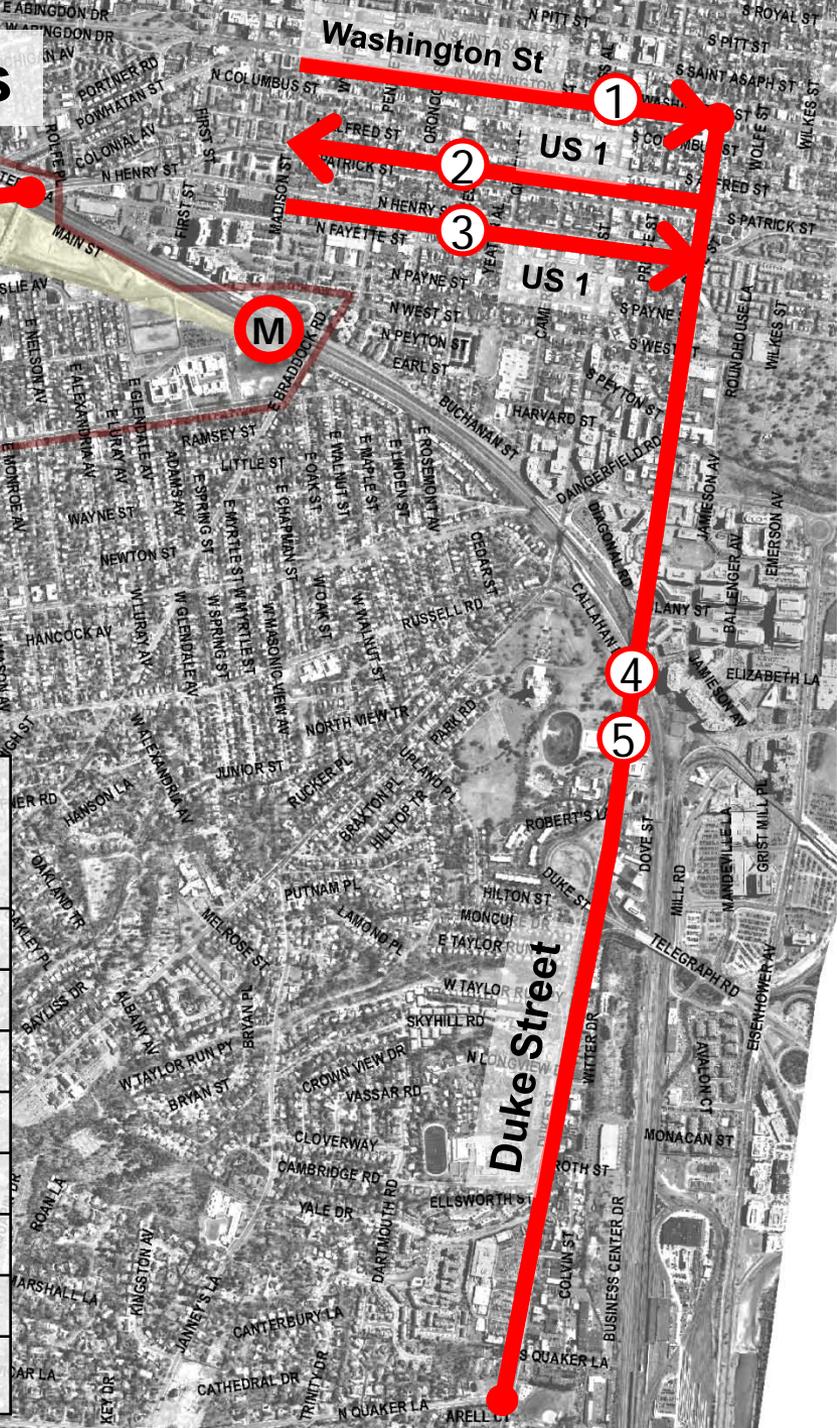
Existing PM Peak Hour Operations



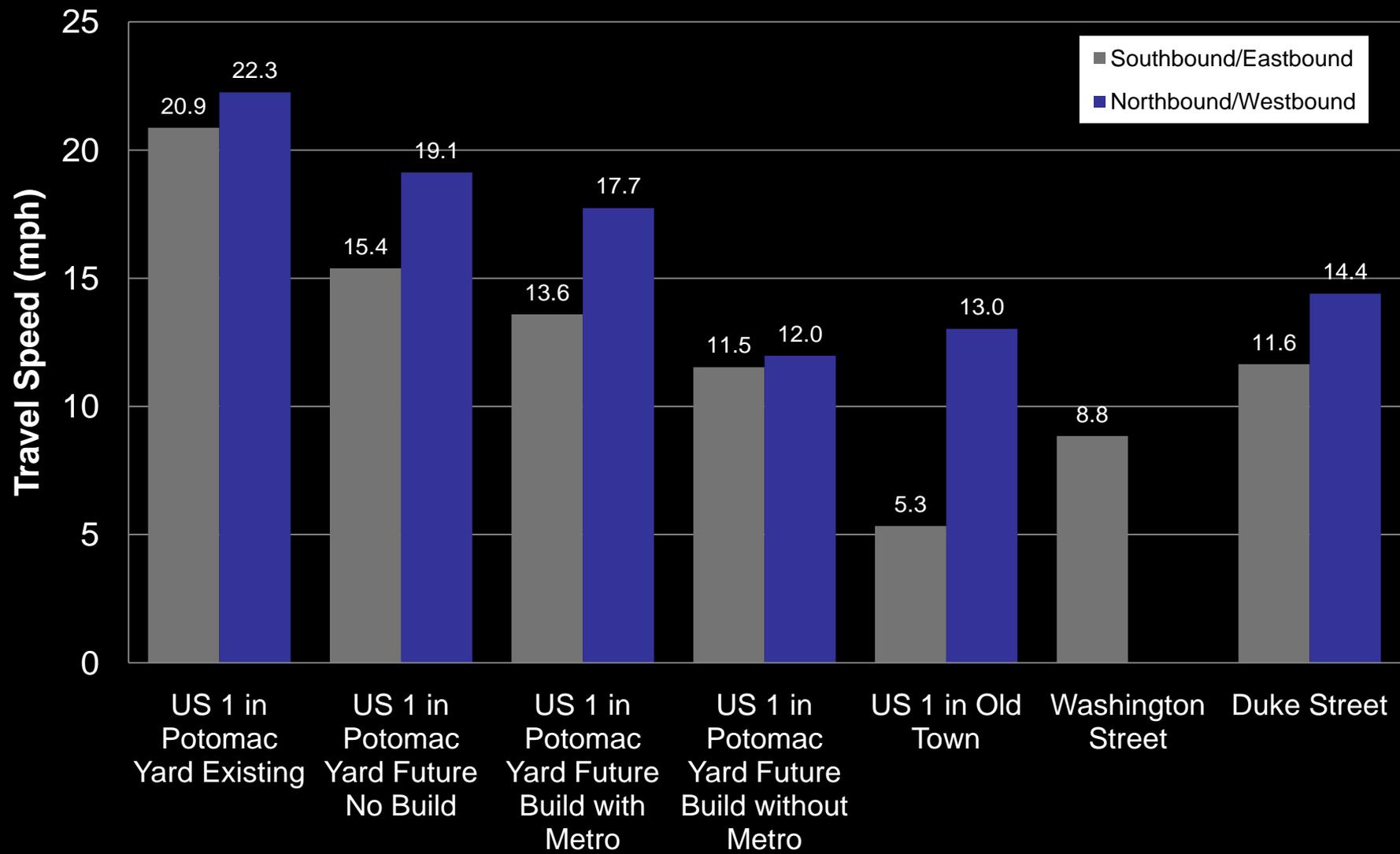
Existing PM Peak Hour Travel Time and Speeds

Location/Direction	Average Travel Speed (mph)	Average Travel Time (in minutes for 1.7 miles*)
1. Washington Street Southbound	8.8	11.5
2. US 1 Northbound (Old Town)	13.0	8.0
3. US 1 Southbound (Old Town)	5.3	19.0
4. Duke Street Westbound	14.4	7.0
5. Duke Street Eastbound	11.6	9.0
6. US 1 Northbound (PY)	22.3	4.5
7. US 1 Southbound (PY)	20.9	5.0

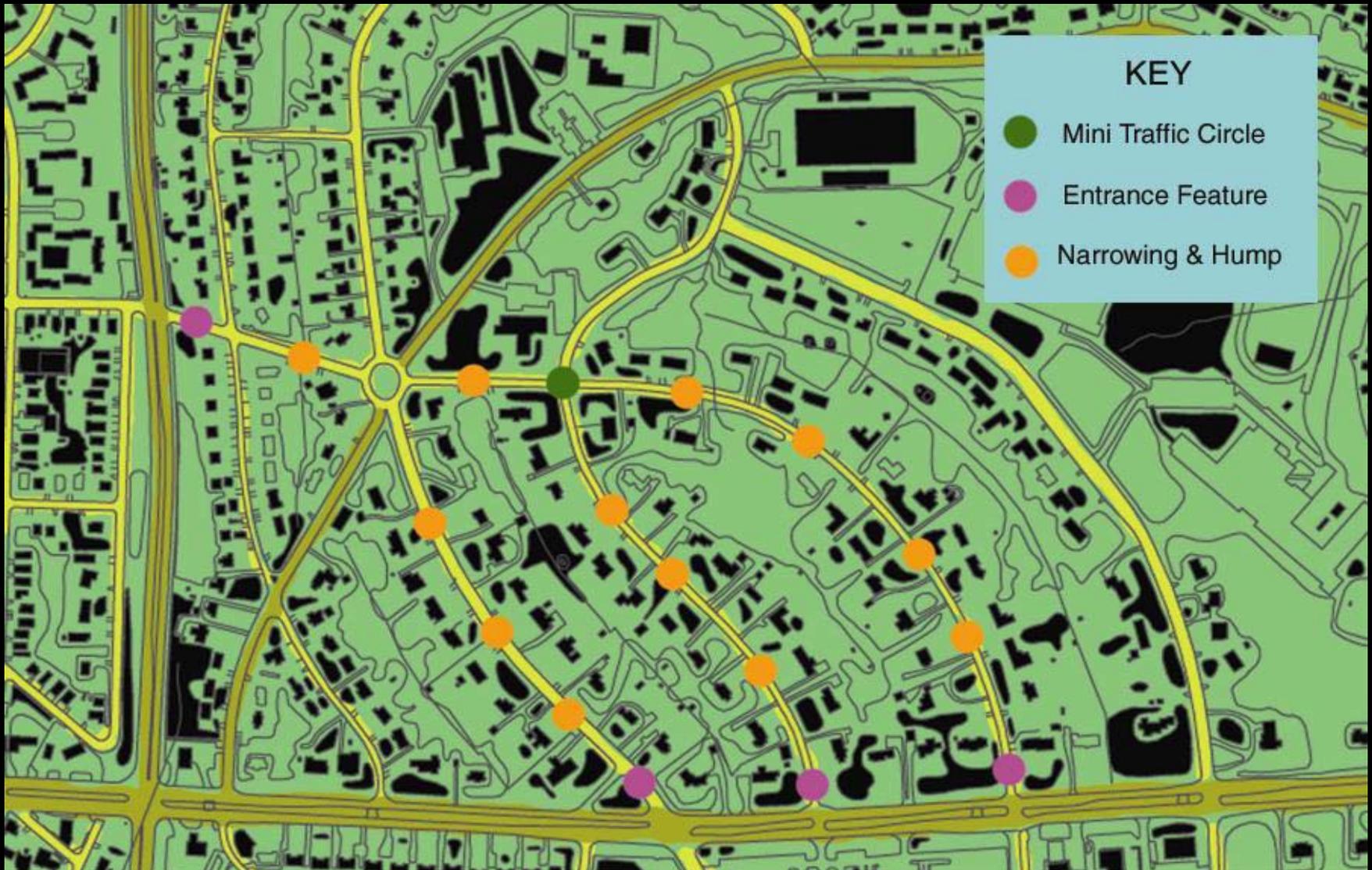
* This is the equivalent time required to travel 1.7 miles, which is the same as the length of US 1 from S. Glebe Road to Slater's Lane



PM Peak Hour Travel Speed in Alexandria



Comprehensive Neighborhood Protection

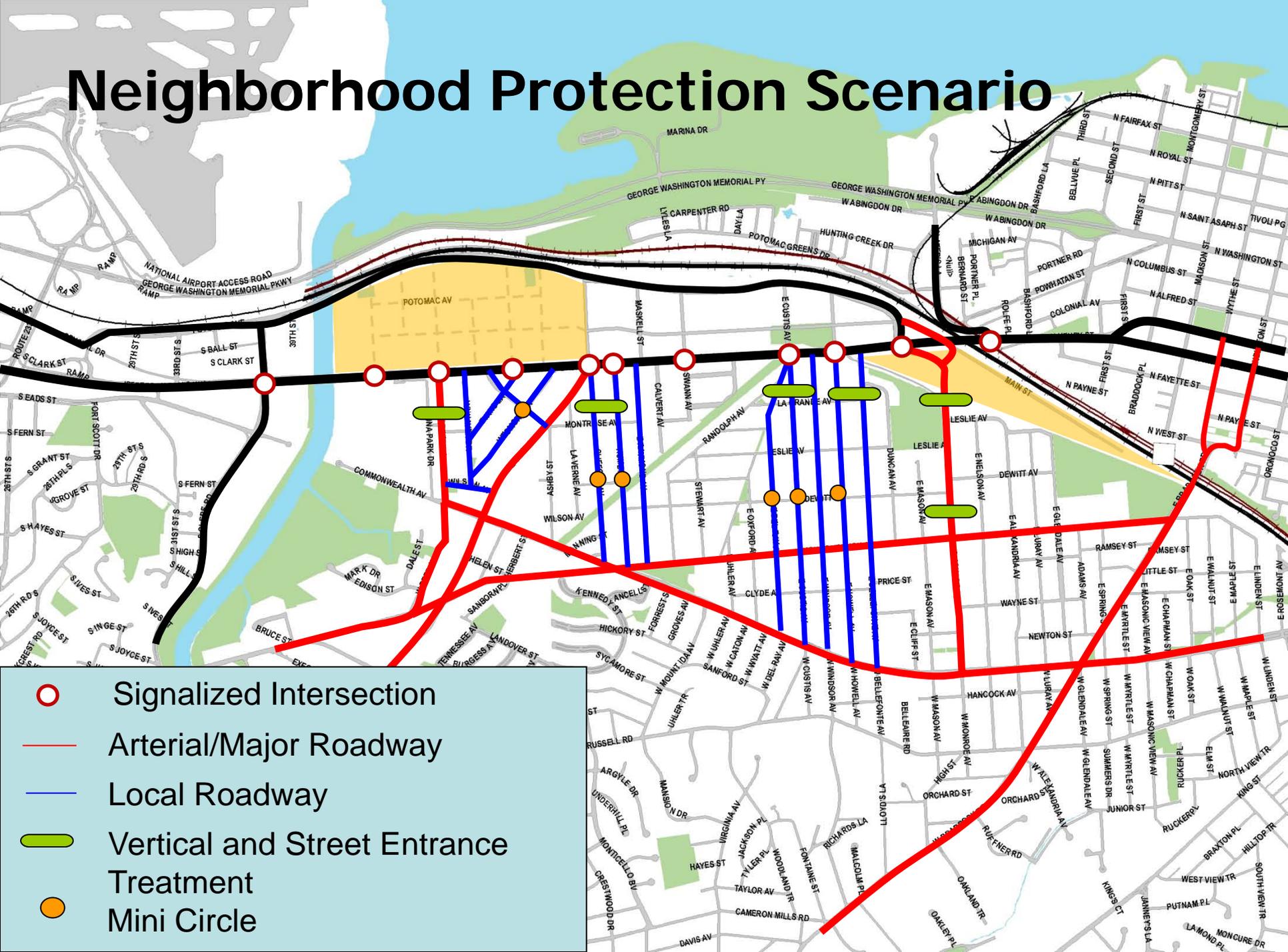


Comprehensive Neighborhood Protection

Starter Ideas – Long-Term Traffic Calming Measures



Neighborhood Protection Scenario



- Signalized Intersection
- Arterial/Major Roadway
- Local Roadway
- Vertical and Street Entrance Treatment
- Mini Circle

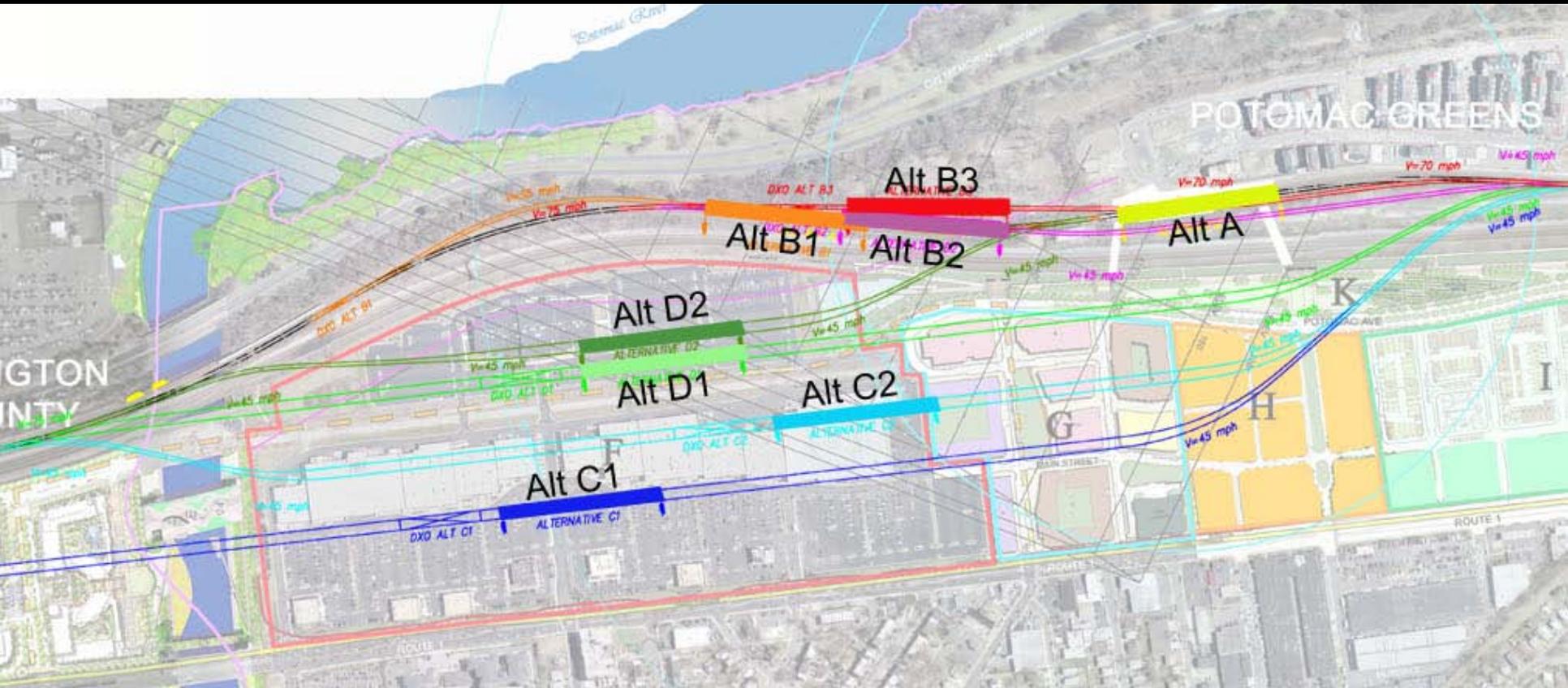
Summary Points

- US 1 will approach capacity regardless of redevelopment
 - With additional urbanization, more local trips will be carried
 - With less urbanization, more regional through trips will be carried
- Planned multimodal improvements can accommodate projected levels of density
 - With new Metro station – additional density can be accommodated
 - Without new Metro station – less new density can be accommodated
- Neighborhood streets can be protected
 - Managing intersections
 - Comprehensive neighborhood traffic management strategy
- Redevelopment creates opportunity
 - New Metro station
 - Transitway
 - Decreased auto-orientation
 - Amenities

Transportation Master Plan

"The City expects that any amendment to the Potomac Yard/ Potomac Greens Small Area Plan which results in an increase in density beyond what is currently approved will include reasonable provisions to address the development and funding of an additional Metrorail Station"

Metrorail Station Location Alternatives



- Alt A – Existing Reservation
- Alt B – Northern Stations
- Alt C – Underground
- Alt D – Aerial

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

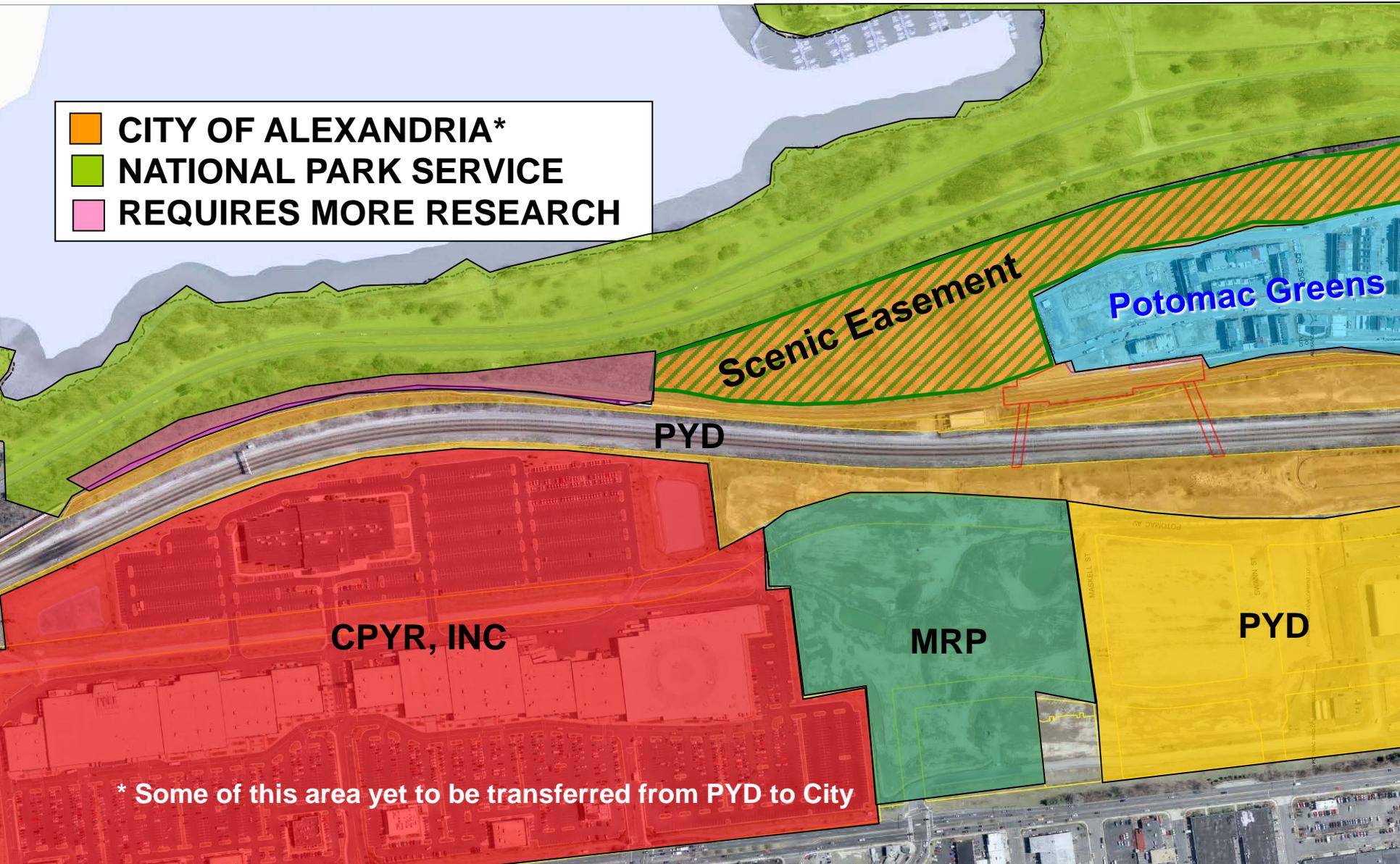
No longer under consideration

Estimated cost of \$15-20 million for 2nd mezzanine and elevated connection to Potomac Greens not included in the above estimates.

* Does not include potential development for properties west of Route 1

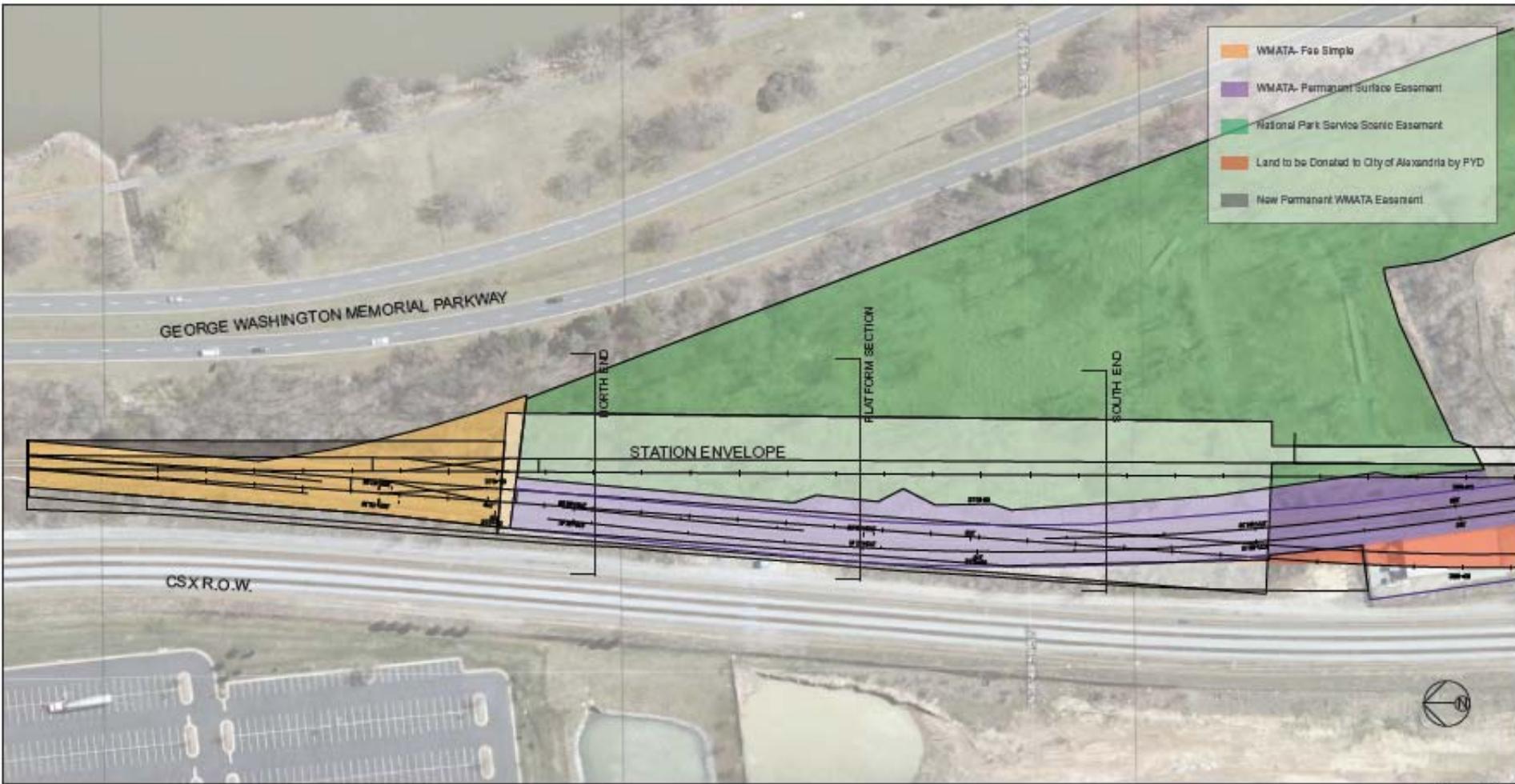
Property Ownership

-  CITY OF ALEXANDRIA*
-  NATIONAL PARK SERVICE
-  REQUIRES MORE RESEARCH



* Some of this area yet to be transferred from PYD to City

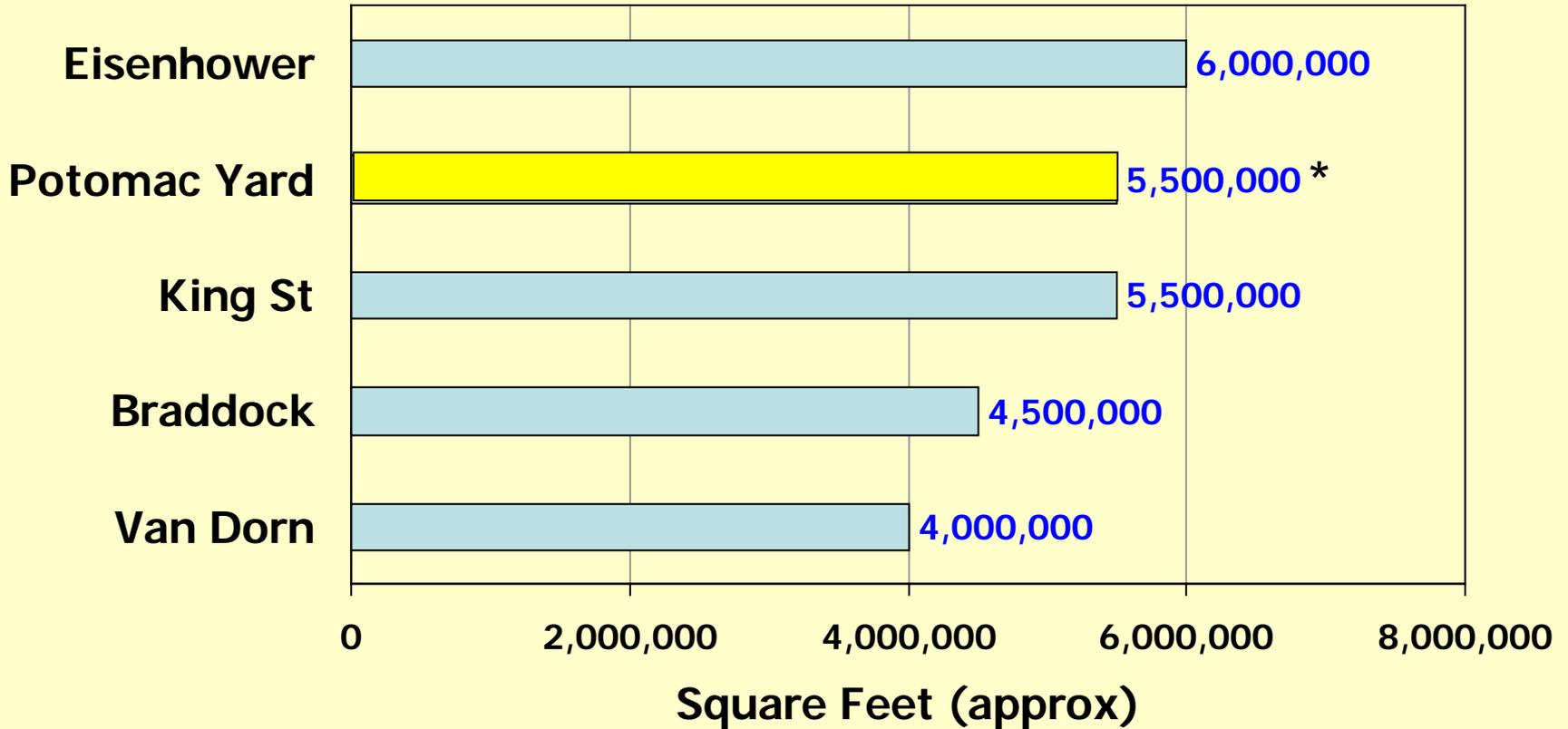
Easements



Plan (NTS)

Station Envelope- extends into scenic easement, maximum distance is approximately 100'
 New Permanent WMATA Easement- maximum distance is approximately 20'
 Construction Easement- not yet defined

Potential Density – Within ¼ mile walkshed of Metro Stations



* NOTE: Density estimated from existing zoning & planning efforts subject to change

Economic Value Added by Metro

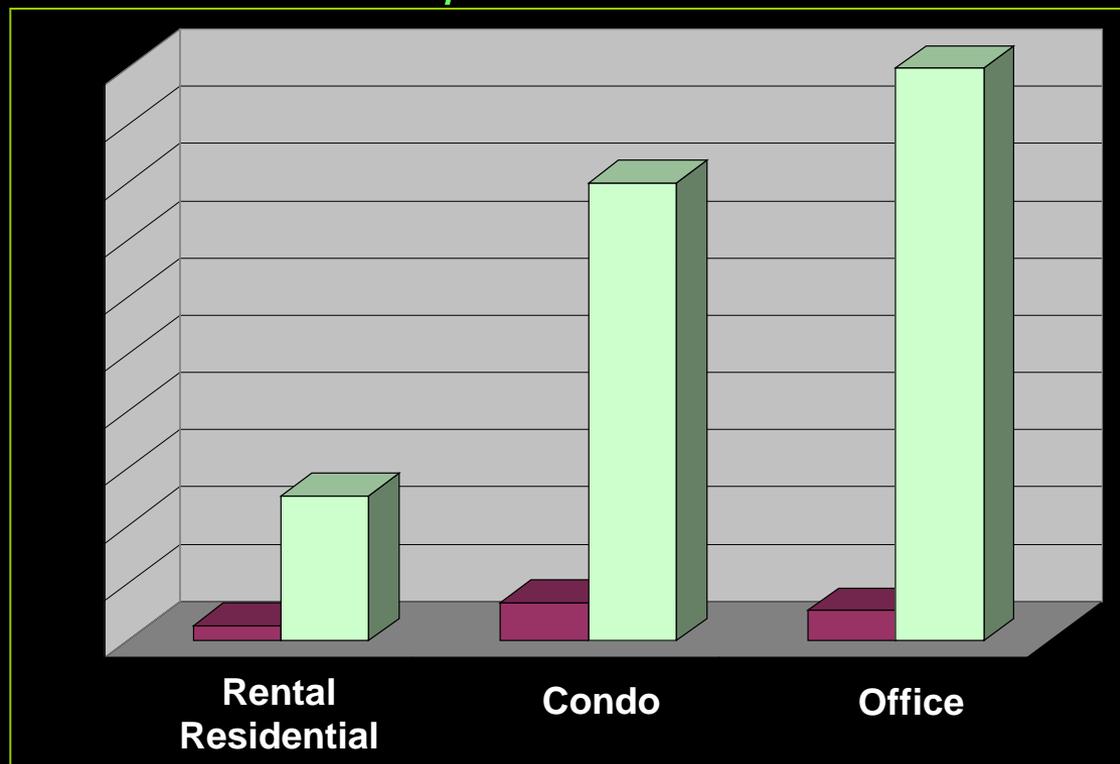
- ***W-ZHA Analysis - Metro Impact on Developer Proffer Potential:***

Residential Rental Value: Increase about \$350/unit

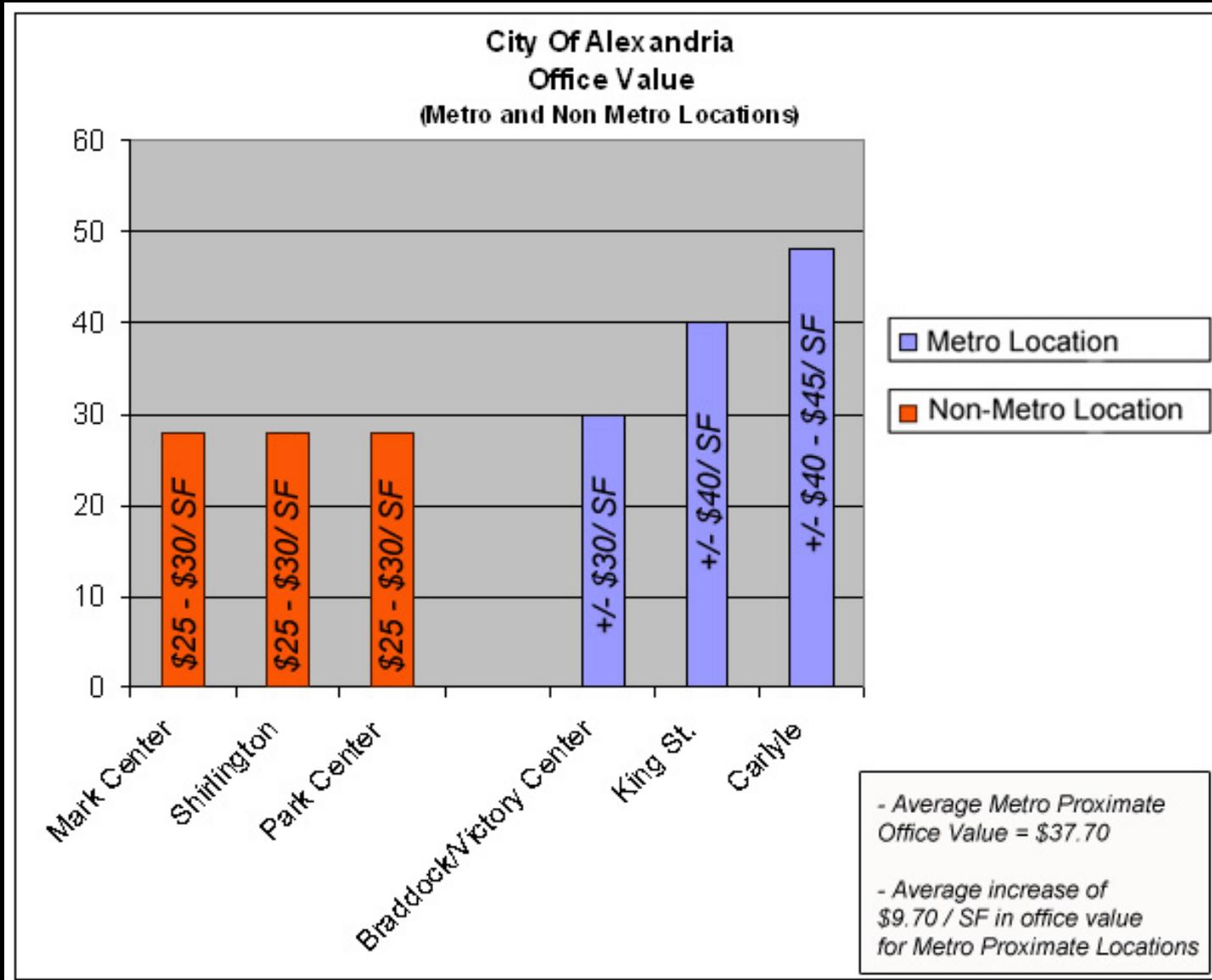
Condo Value: Increase about \$20/sf in residential value

Office Value: Avg Increase of approx \$10/sf in office value

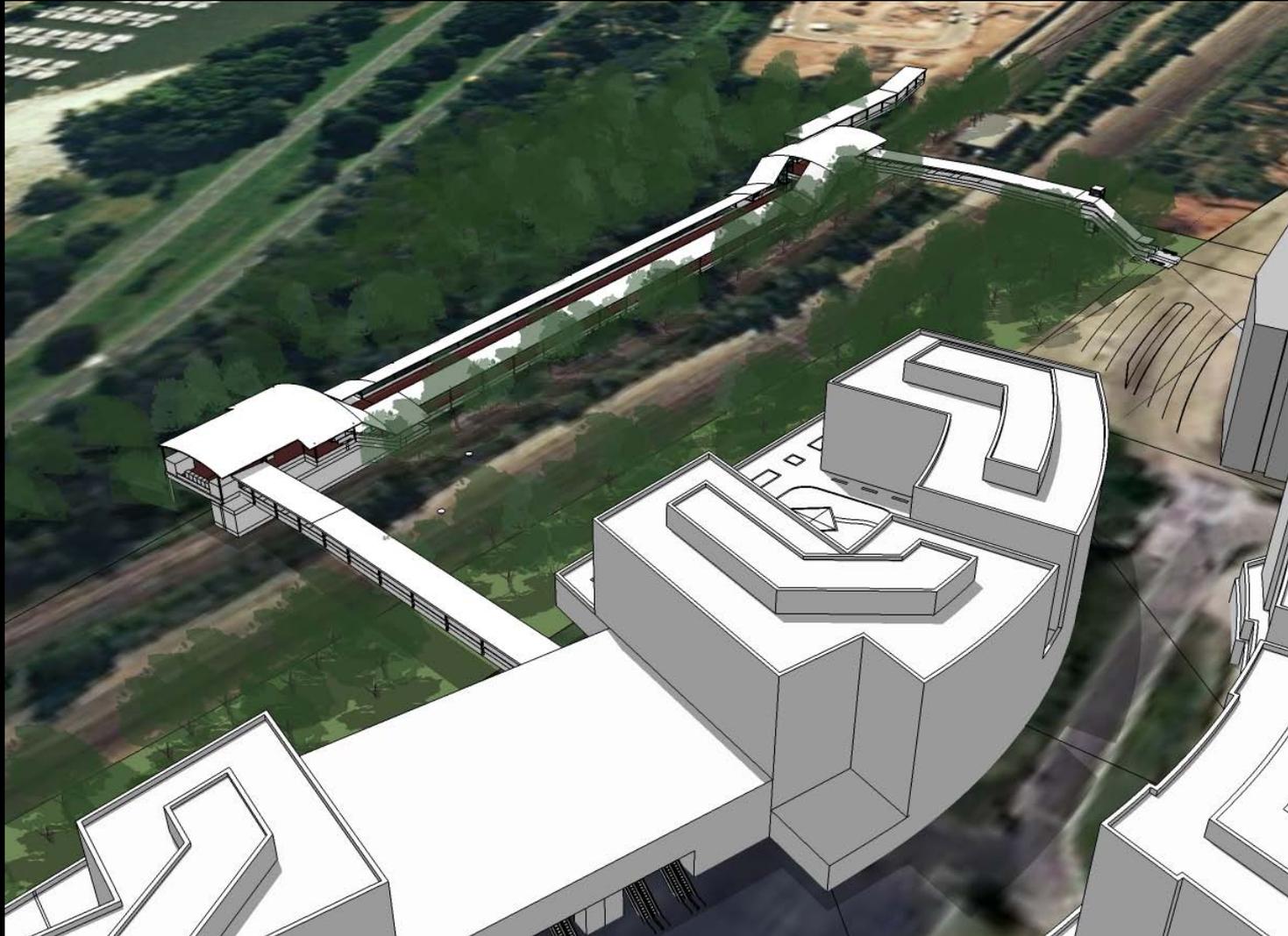
Developer Proffer Potential



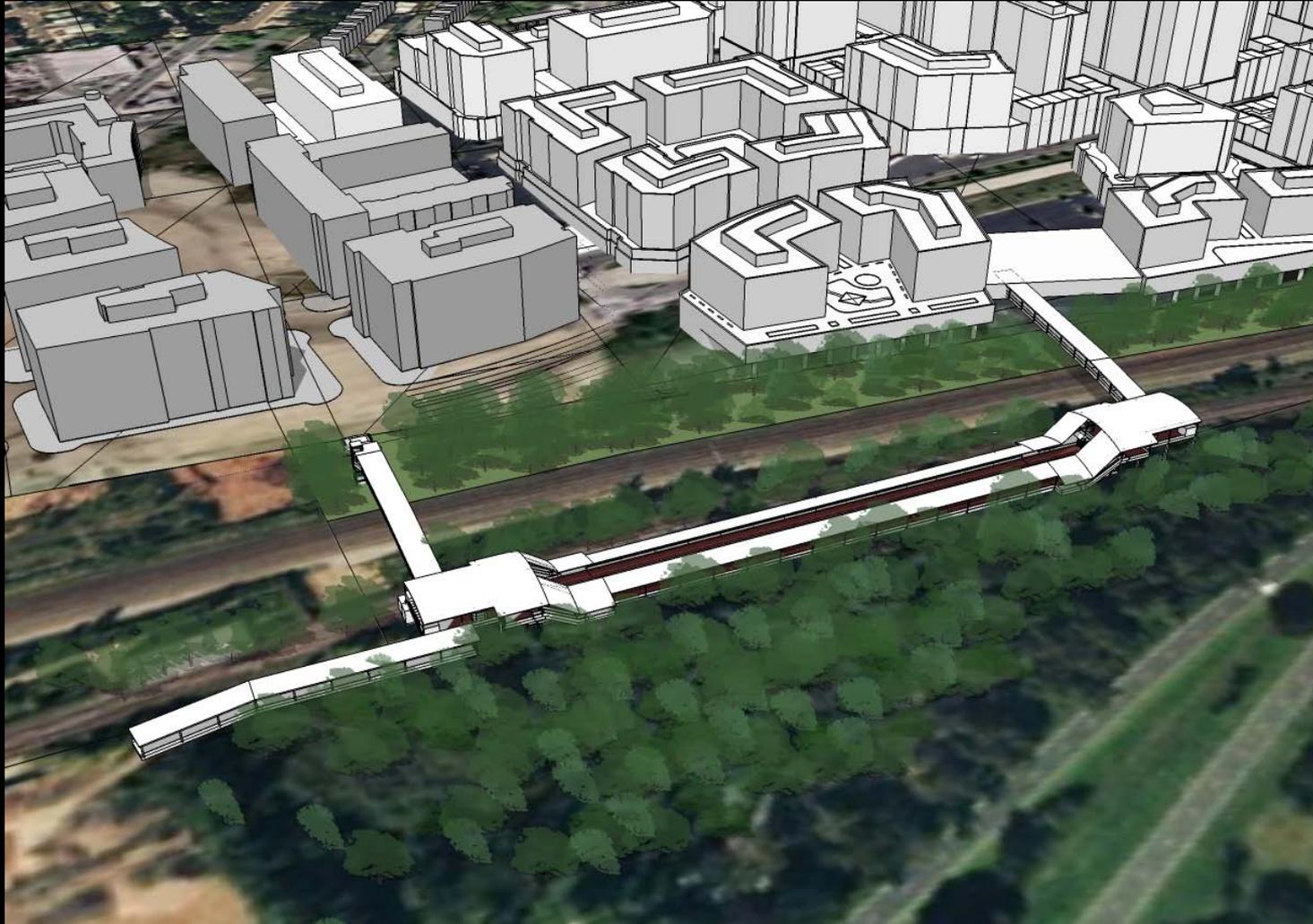
Economic Value Added by Metro



Alternative B3 – Looking East

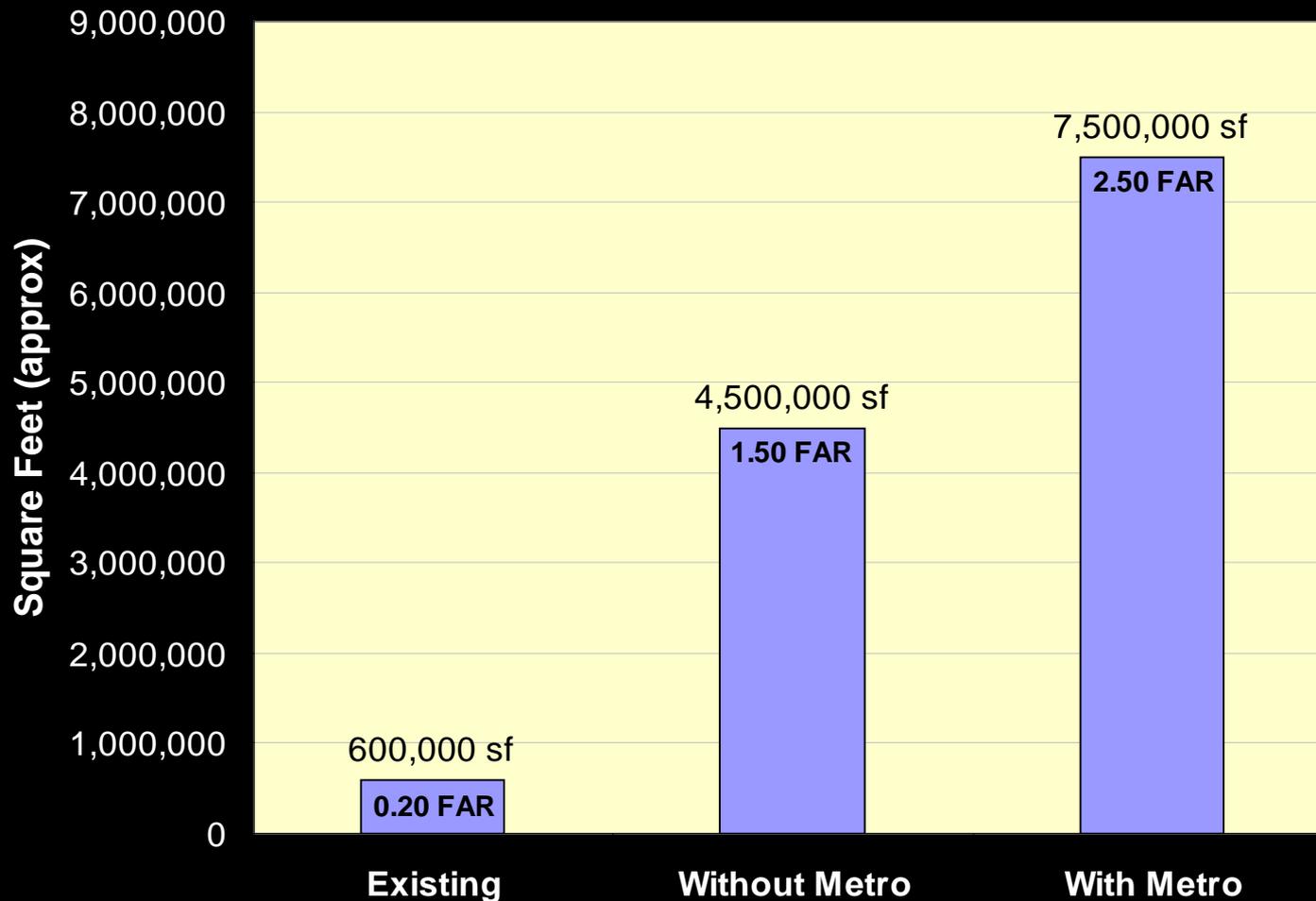


Alternative B3 – Looking West



Impact / Benefits to Transit Corridor

Development Potential of Lbay F



Station Financial Analysis

Indicative Scenario: Hypothetical Comparison of Project Revenue and Cost

