Station Location Alternatives

Alt A – Existing Reservation
Alt B – Northern Stations
Alt C – Underground
Alt D – Aerial
Alternative B3 modified

- Moves station 1,250 feet north of Alternative A
- Side-platform station
- 5.5 million sf of potential development within \( \frac{1}{4} \) mile walkshed, 14.0 million within \( \frac{1}{2} \) mile
- Less accessible from the east side, access from main market area via pedestrian bridge across CSX
- Requires reconstruction of about 3,000 feet of tract
- Off-line construction, more efficient construction and less impact to Potomac Greens residents
- Capital cost approximately $140 to $180 million.
Alternative D1 modified

- Aerial Alternative
- Aboveground center-platform station
- 9.5 million sf of potential development within ¼ mile walkshed, 14.0 million within ½ mile
- Least accessible from the east side due to distance and need to access via pedestrian bridge across CSX
- Requires construction of about 7,300 feet of track
- Aerial segment south of the new station negatively impacts Landbays G, H & K
- Capital costs approximately $230 to $300 million.
New Alternative D2

- Aerial Alternative
- Aboveground center-platform station
- 9.5 million sf of potential development within ¼ mile walkshed, 14.0 million within ½ mile
- Least accessible from the east side due to distance and need to access via pedestrian bridge across CSX
- Requires construction of about 5,400 feet of track
- New aerial segment was proposed to locate track outside of Landbays G and H
- Capital costs approximately $200 to $260 million.
## Summary of Alternatives

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

<table>
<thead>
<tr>
<th>Characteristic</th>
<th>A</th>
<th>B1</th>
<th>B2</th>
<th>B3</th>
<th>C1</th>
<th>C2</th>
<th>D1</th>
<th>D2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station Type</td>
<td>At-grade, side platform</td>
<td>At-grade, side platform</td>
<td></td>
<td></td>
<td>In tunnel, center platform</td>
<td>Aerial, center platform</td>
<td>Aerial, center platform</td>
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</tr>
<tr>
<td>Approximate development within ¼ mile, million</td>
<td>3.5</td>
<td>5.5</td>
<td>5.5</td>
<td>5.5</td>
<td>10.0</td>
<td>9.5</td>
<td>9.5</td>
<td></td>
</tr>
<tr>
<td>square feet</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approximate development within ½ mile, million</td>
<td>10.0</td>
<td>14.0</td>
<td>14.0</td>
<td></td>
<td>14.5</td>
<td>14.0</td>
<td>14.0</td>
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<tr>
<td>square feet (starred)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction impacts on Metrorail operations</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
<td></td>
<td>Medium</td>
<td>Medium</td>
<td>Medium</td>
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<tr>
<td>Preliminary estimated capital cost, million</td>
<td>$140-180</td>
<td>$150-200</td>
<td>$140-180</td>
<td></td>
<td>$410-520</td>
<td>$230-300</td>
<td>$200-260</td>
<td></td>
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<tr>
<td>2012 dollars</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>
Balancing Issues – Cost vs. Value

- Land Use – Density
- Economic Values
- Accessibility & Ridership
- Transit Corridor Impacts
- Urban Amenities
- Open Space Impacts
- Environmental Sustainability
Potential Density - $\frac{1}{4}$ and $\frac{1}{2}$ mile walksheds

* NOTE: Development for Landbay F was assumed equal (in size and distribution) for each alternative and does not account for likely increases in density for alternatives located within the main body of Potomac Yard.
### Potential Density -
Within ¼ mile walkshed of Metro Stations

<table>
<thead>
<tr>
<th>Location</th>
<th>Square Feet (approx)</th>
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</thead>
<tbody>
<tr>
<td>Eisenhower</td>
<td>6,000,000</td>
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<tr>
<td>Potomac Yard</td>
<td>5,500,000</td>
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<tr>
<td>King St</td>
<td>5,500,000</td>
</tr>
<tr>
<td>Braddock</td>
<td>4,500,000</td>
</tr>
<tr>
<td>Van Dorn</td>
<td>4,000,000</td>
</tr>
</tbody>
</table>

**NOTE:** Density estimated from existing zoning & planning efforts
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

City Of Alexandria
Office Value
(Metro and Non Metro Locations)

- Average Metro Proximate Office Value = $37.70
- Average increase of $9.70 / SF in office value for Metro Proximate Locations
Potential Ridership

• Design
• Uses
• Density
• Walking Distance – Proximity
Accessibility Challenges with Existing & Northern Stations

Cross-Section of Possible Station Design

- Setback 50’-60’
- Potomac Ave 90’
- Landbay K 90’-150’
- CSX Tracks 120’
- To Metro Entrance 145’

500’ – 560’
Potential Access – Alternative B (Northern)

Rendering of what Northern Station could look like
Potential Access – Alternative D (Aerial)

Rendering of what Aerial Station could look like
Impact / Benefits to Transit Corridor

Half-Mile Walksheds

Hertz / Toyota / The Reserves 26 acres

Oakville Triangle 17 acres
Impact / Benefits to Transit Corridor

Development Potential of Lbay F

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>Without Metro</th>
<th>With Metro</th>
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</thead>
<tbody>
<tr>
<td>Square Feet (approx)</td>
<td>600,000 sf</td>
<td>4,500,000 sf</td>
<td>7,500,000 sf</td>
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<tr>
<td>FAR</td>
<td>0.20</td>
<td>1.50</td>
<td>2.50</td>
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</tbody>
</table>
Urban Amenities

Four Mile Run Restoration Master Plan

Quality Building Types & Uses
Urban Amenities

Civic Spaces

Transportation
Other Amenities

- Affordable Housing
- Streetscape Improvements – Route 1
- Green Buildings – Sustainability
- Public Art
- Civic Facilities
- Visual & Aesthetic Benefits
Open Space Impacts – Alt B2

Gain +/- 3 acres in Rail Park (Landbay D)
Open Space Impacts – Alt B3

Reduces Potomac Greens Park by +/- 3 acres
Open Space Impacts – Landbay K

Potomac Greens

Target

Route 1
Open Space Impacts – Alt D2

- Increase GW Parkway Buffer
- Substantially Increase Landbay K
- Aerial Tracks would cross over Landbay K
"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"
Station Location Alternatives

Alt A – Existing Reservation
Alt B – Northern Stations
Alt C – Underground
Alt D – Aerial
¼ and ½ Mile Walksheds