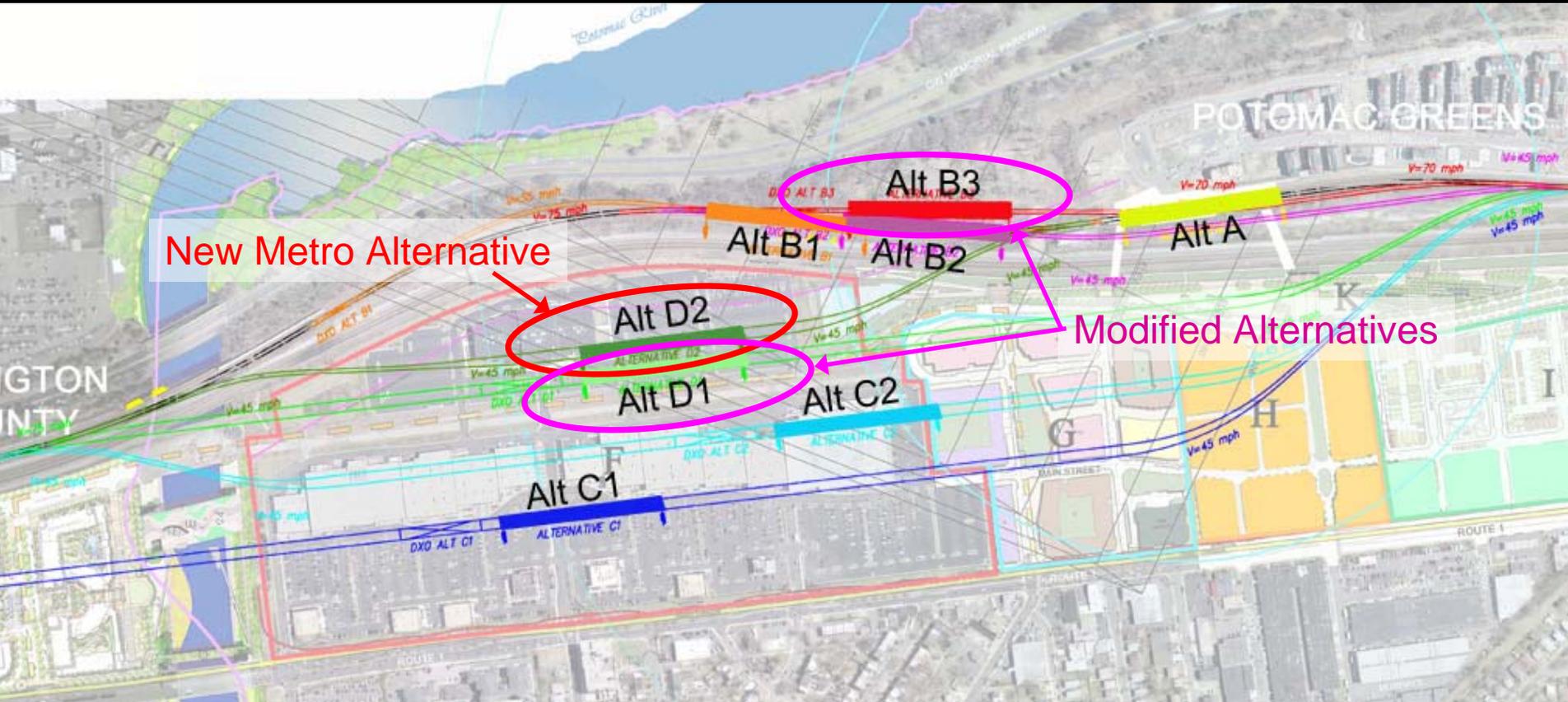


Potomac Yard Metrorail Station

Metro Feasibility

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 ¼ mile walkshed, 14.0 million within ½ 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

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

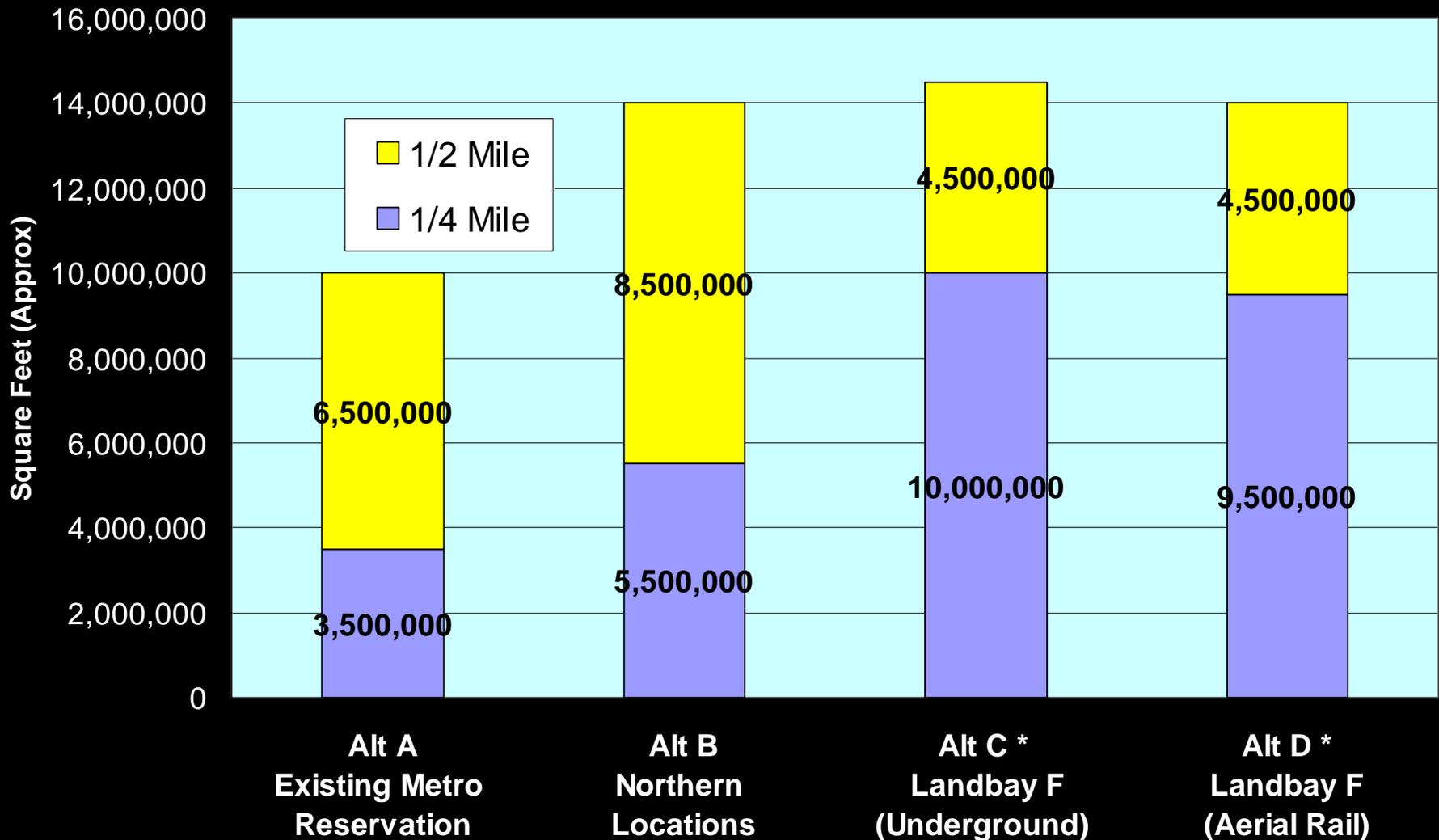
* Does not include potential development for properties west of Route 1

Balancing Issues – Cost vs. Value

- Land Use – Density
- Economic Values
- Accessibility & Ridership
- Transit Corridor Impacts
- Urban Amenities
- Open Space Impacts
- Environmental Sustainability

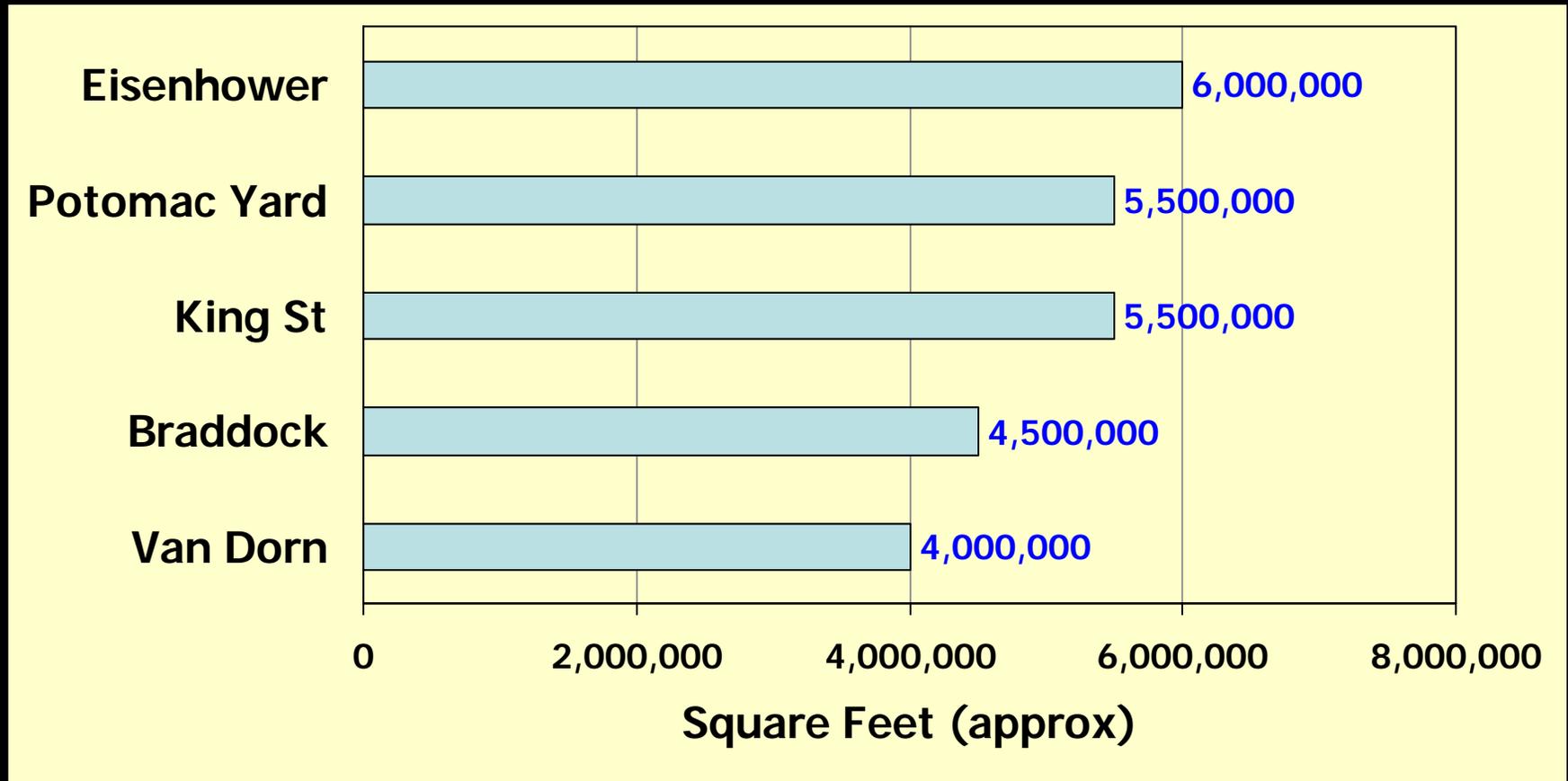


Potential Density – ¼ and ½ mile walksheds



* **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



NOTE: Density estimated from existing zoning & planning efforts

Economic Value Added by Metro

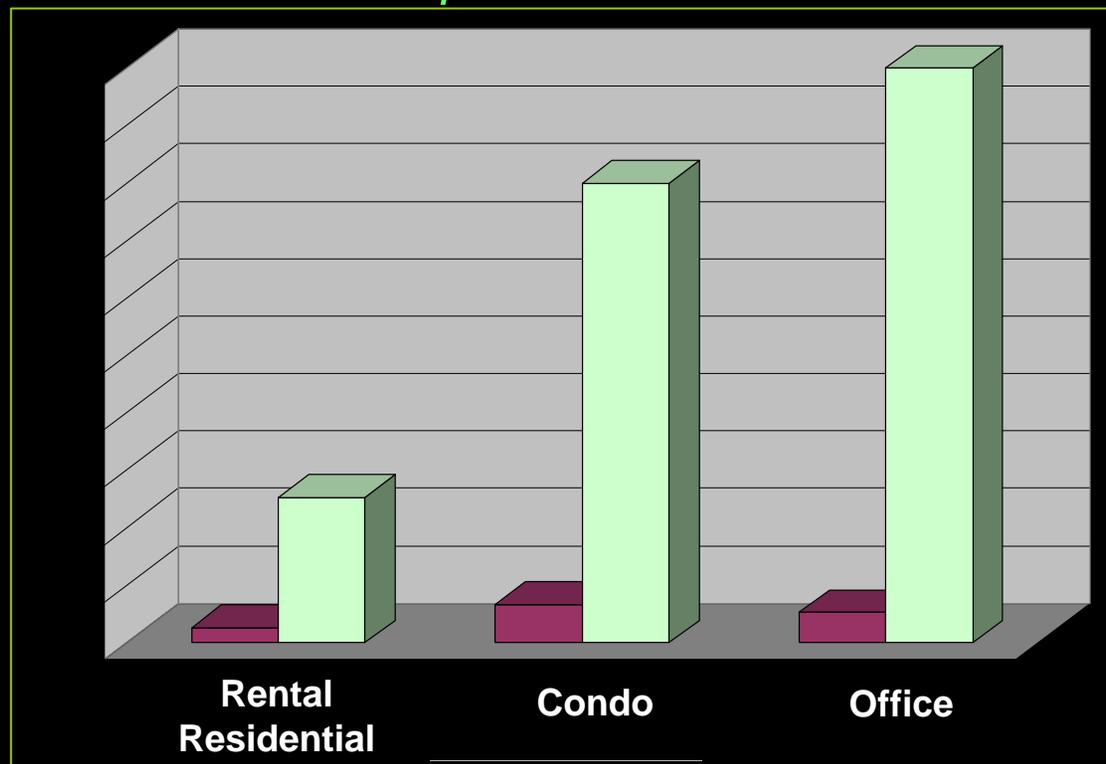
- ***W-ZHA Analysis - Metro Impact on Developer Proffer Potential:***

Residential Rental Value: Increase about \$350/unit

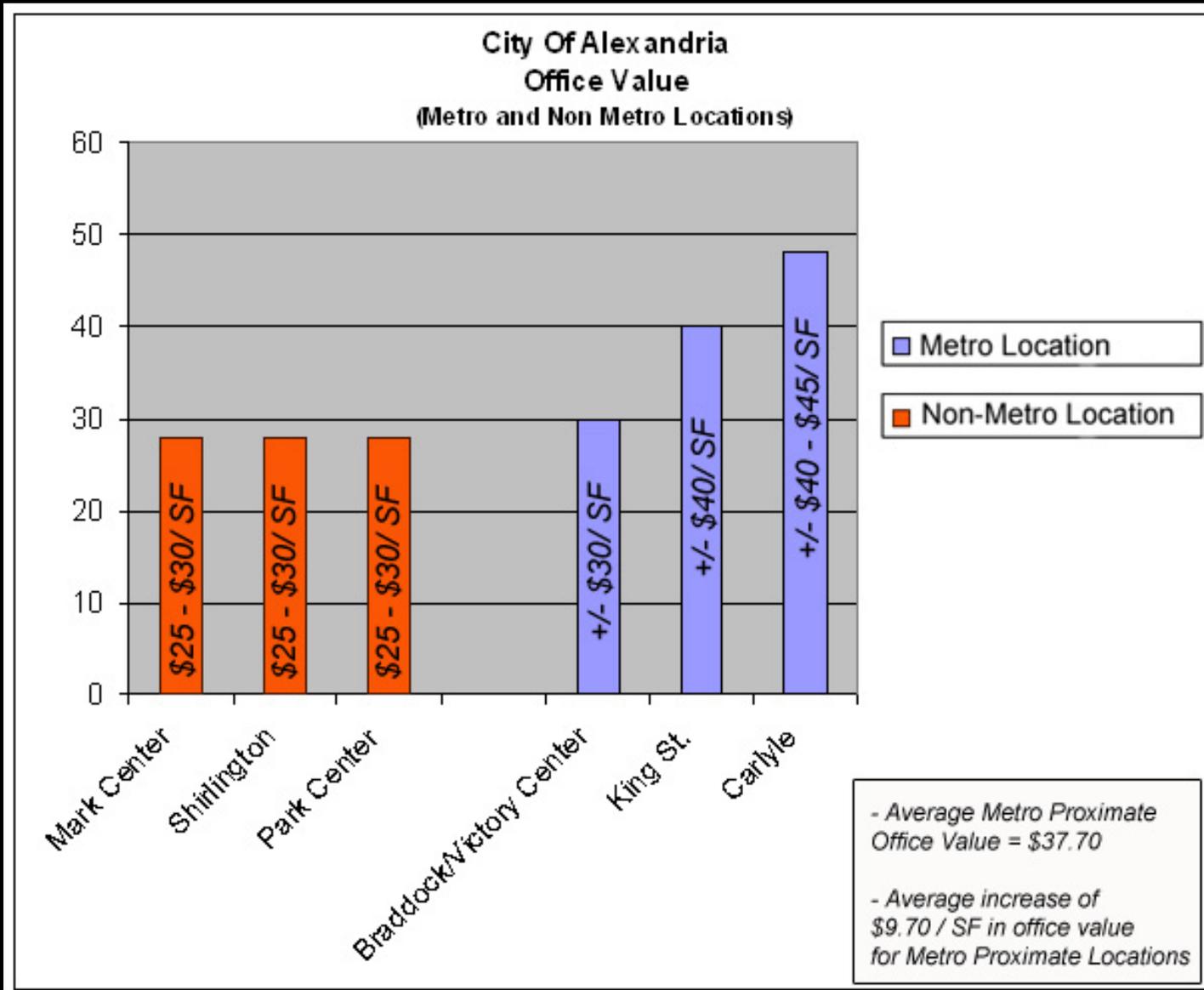
Condo Value: Increase about \$20/sf in residential value

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

Developer Proffer Potential



Economic Value Added by Metro



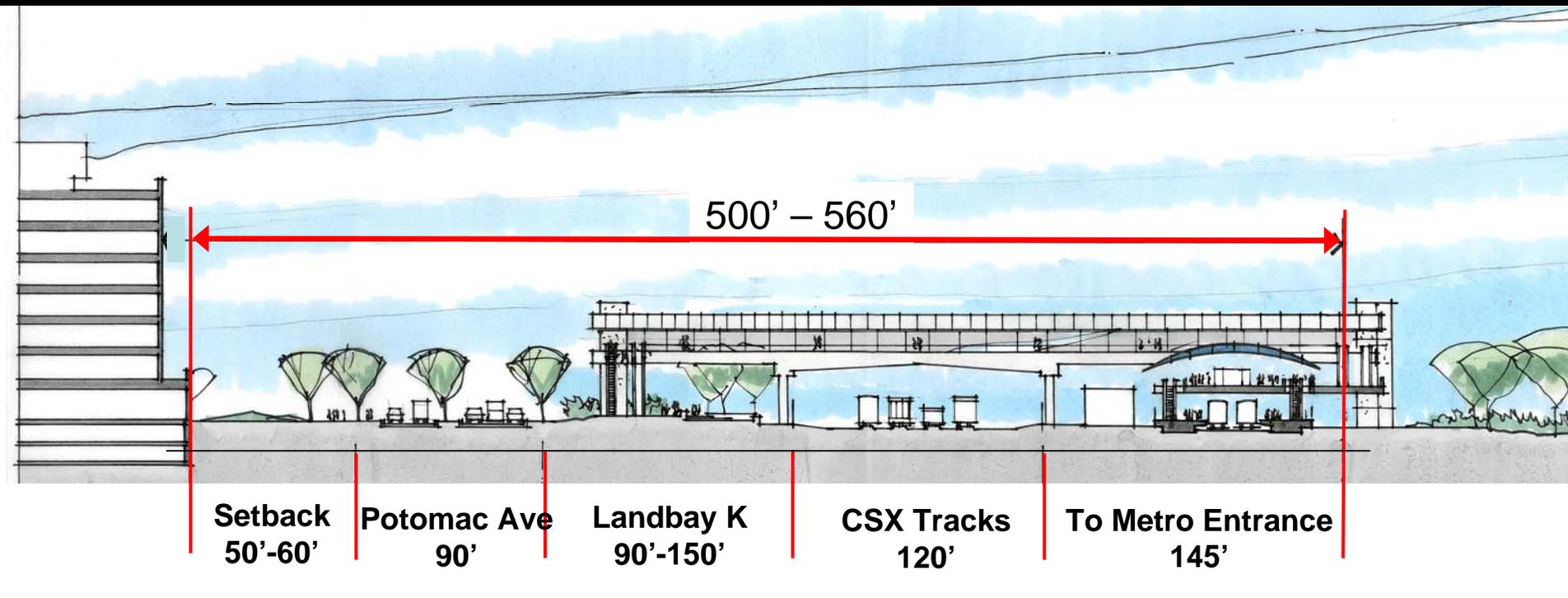
Potential Ridership

- Design
- Uses
- Density
- Walking Distance – Proximity

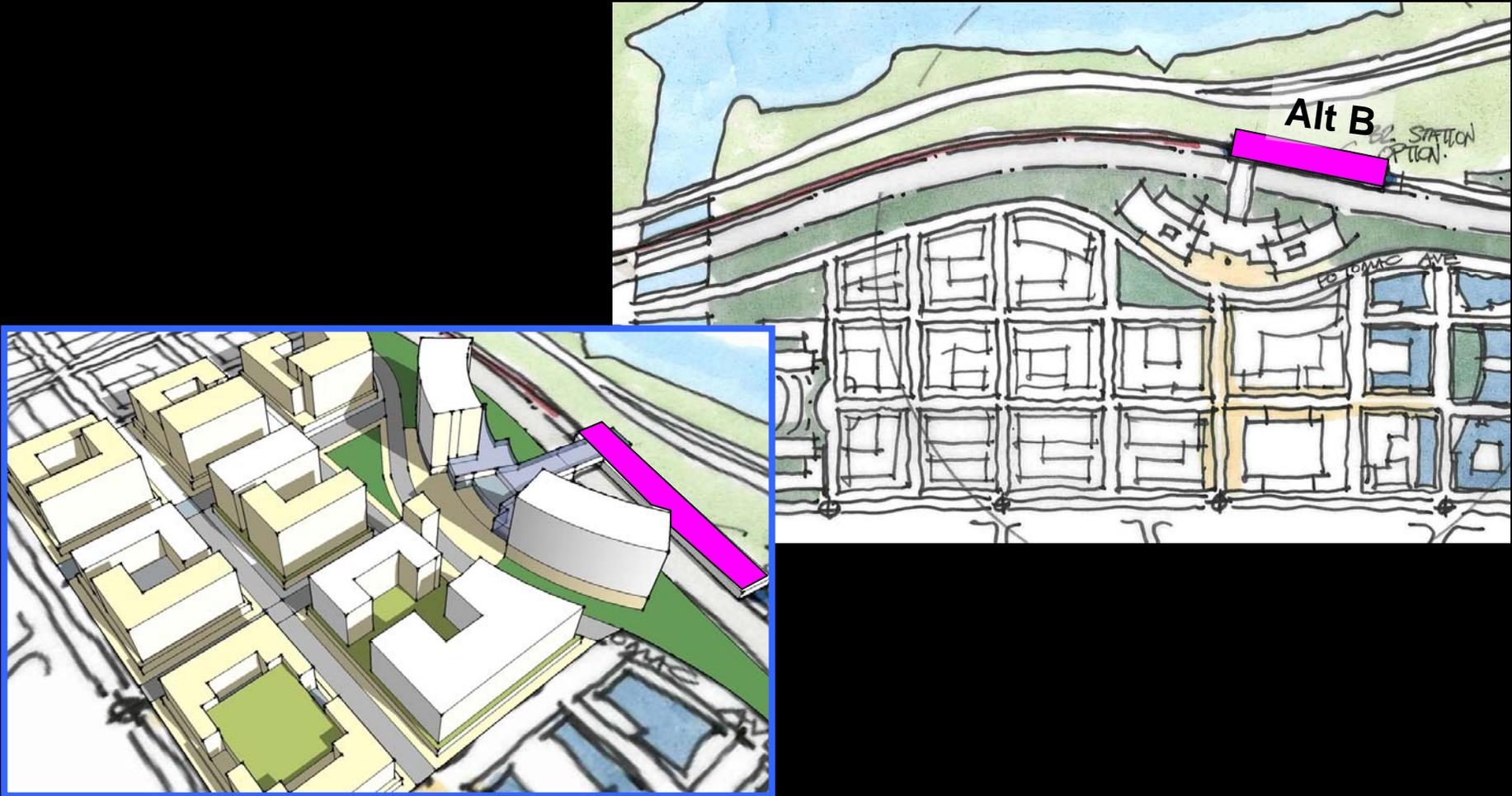


Accessibility Challenges with Existing & Northern Stations

Cross-Section of Possible Station Design

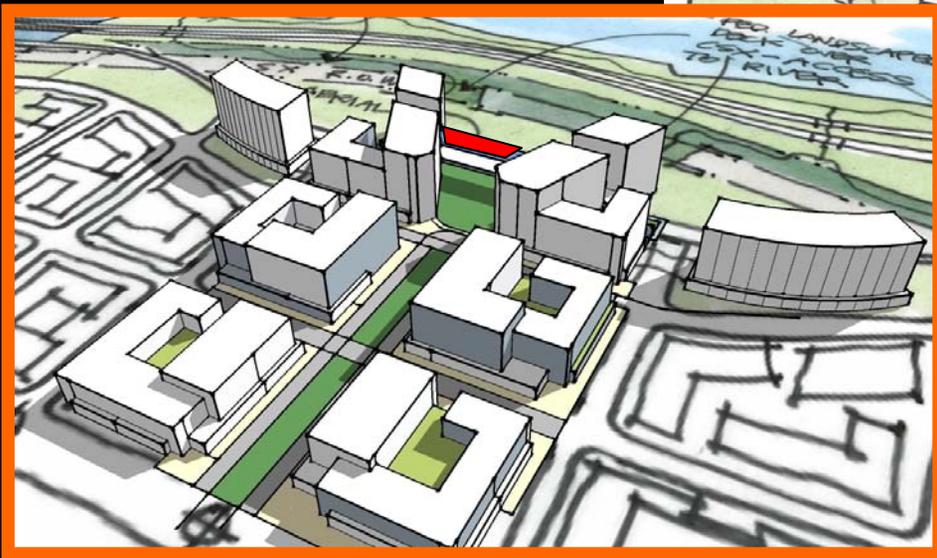
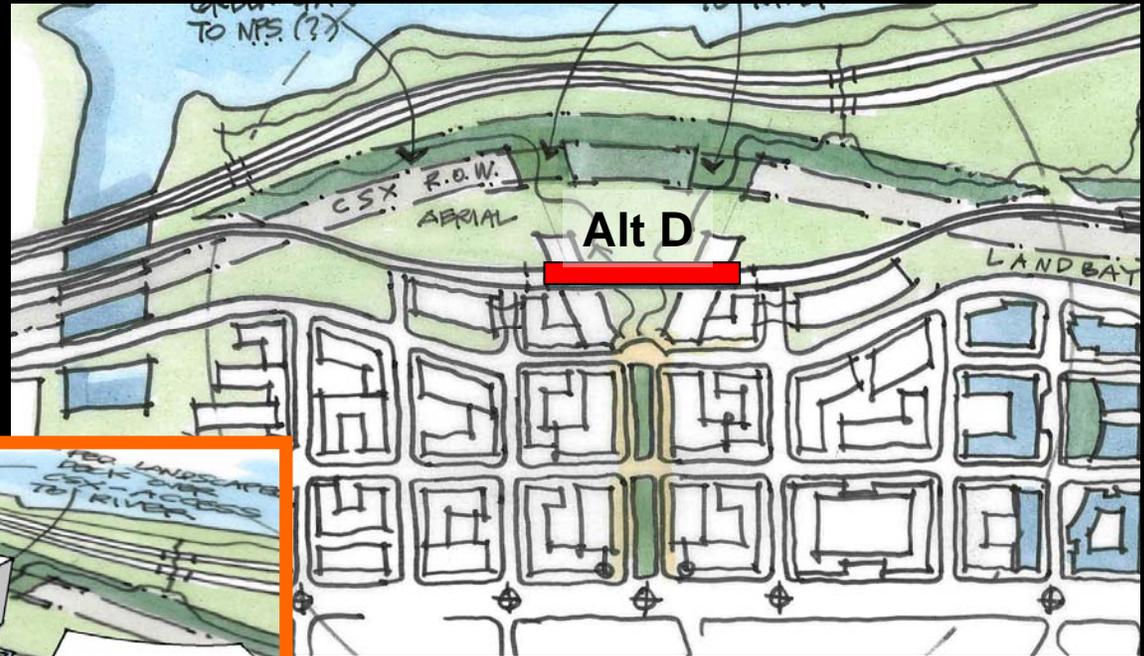


Potential Access – Alternative B (Northern)



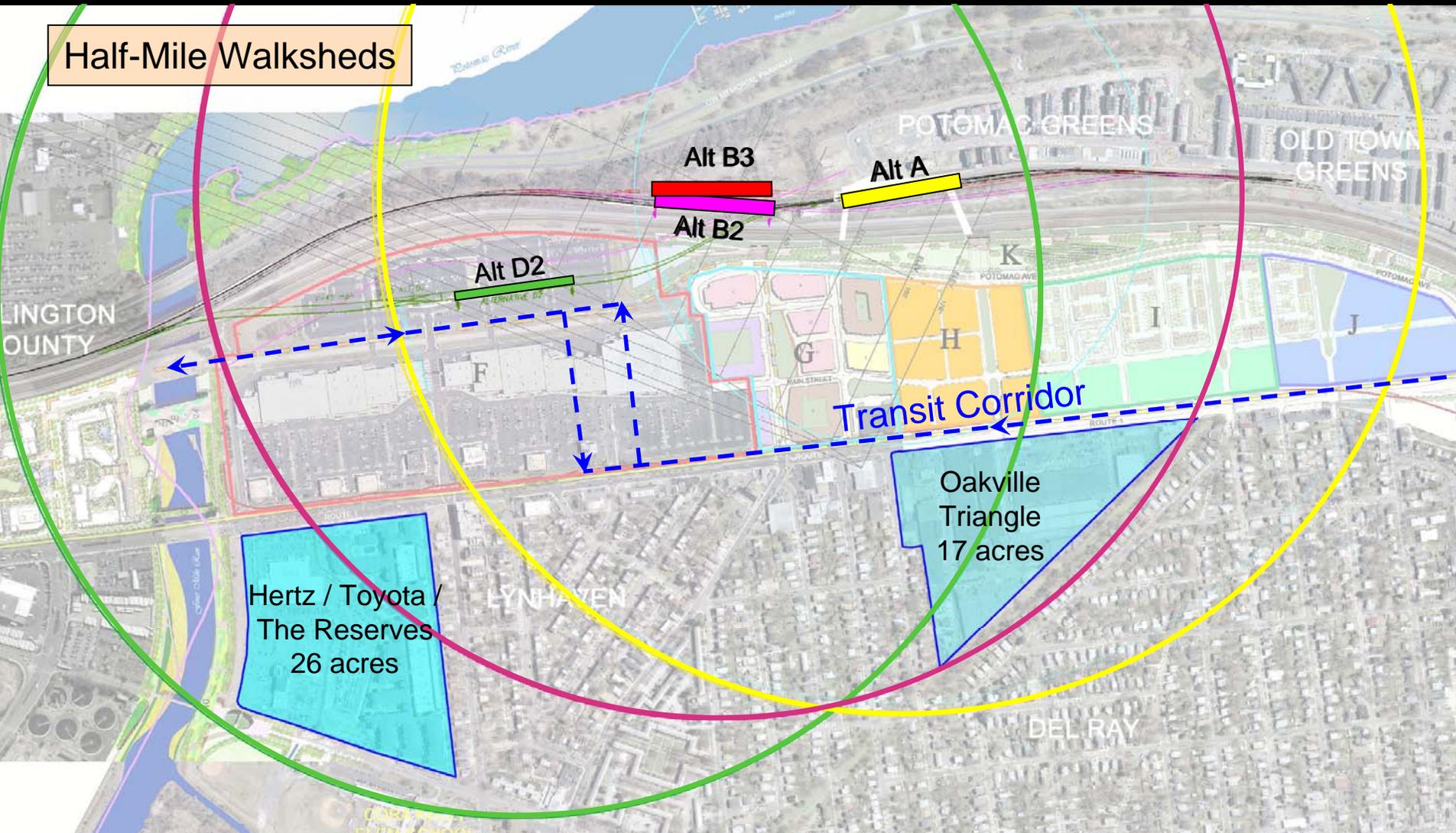
Rendering of what Northern Station could look like

Potential Access – Alternative D (Aerial)



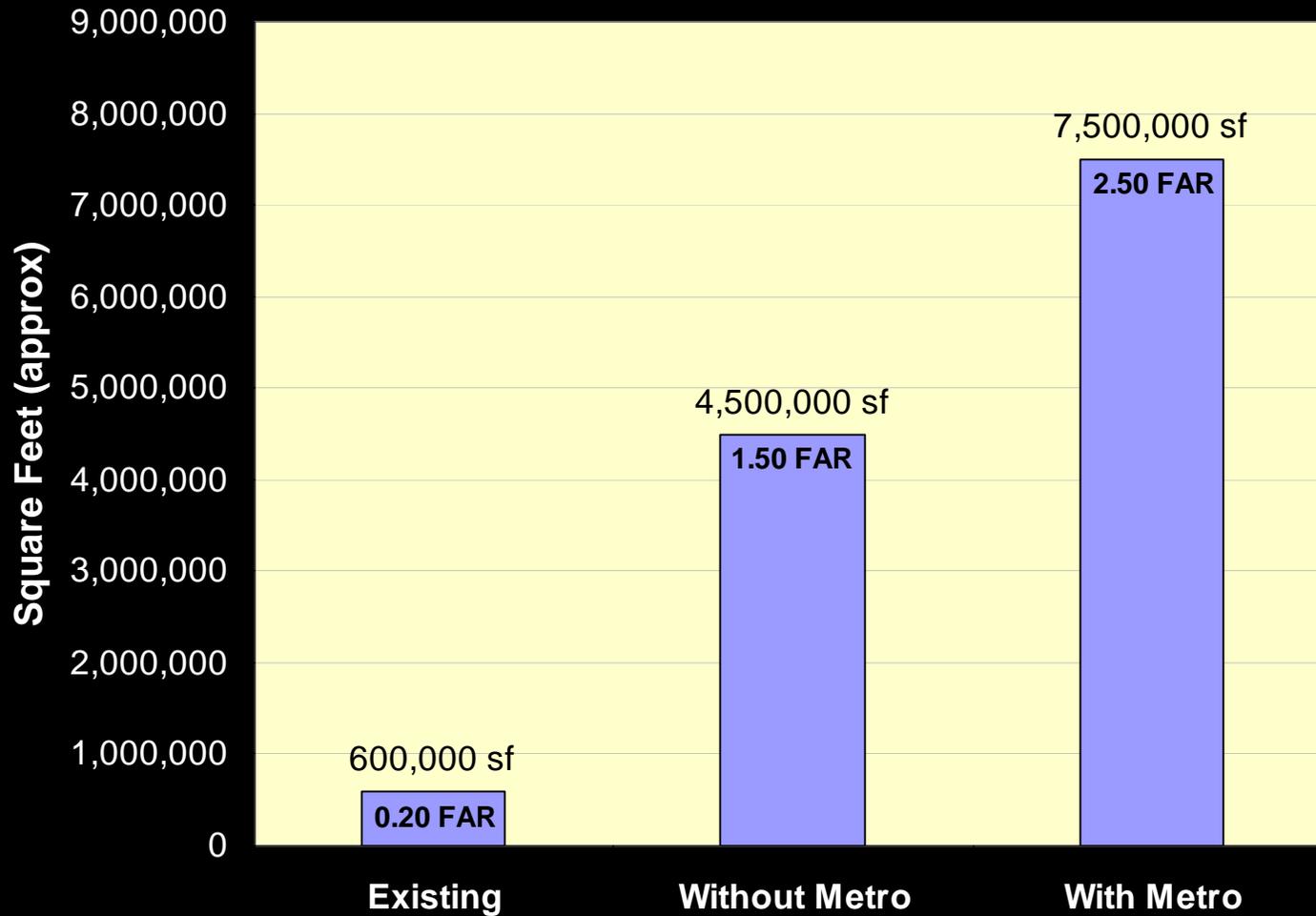
Rendering of what Aerial Station could look like

Impact / Benefits to Transit Corridor



Impact / Benefits to Transit Corridor

Development Potential of Lbay F



Urban Amenities

Four Mile Run Restoration Master Plan



Quality Building Types & Uses



Urban Amenities

Civic Spaces



Transportation



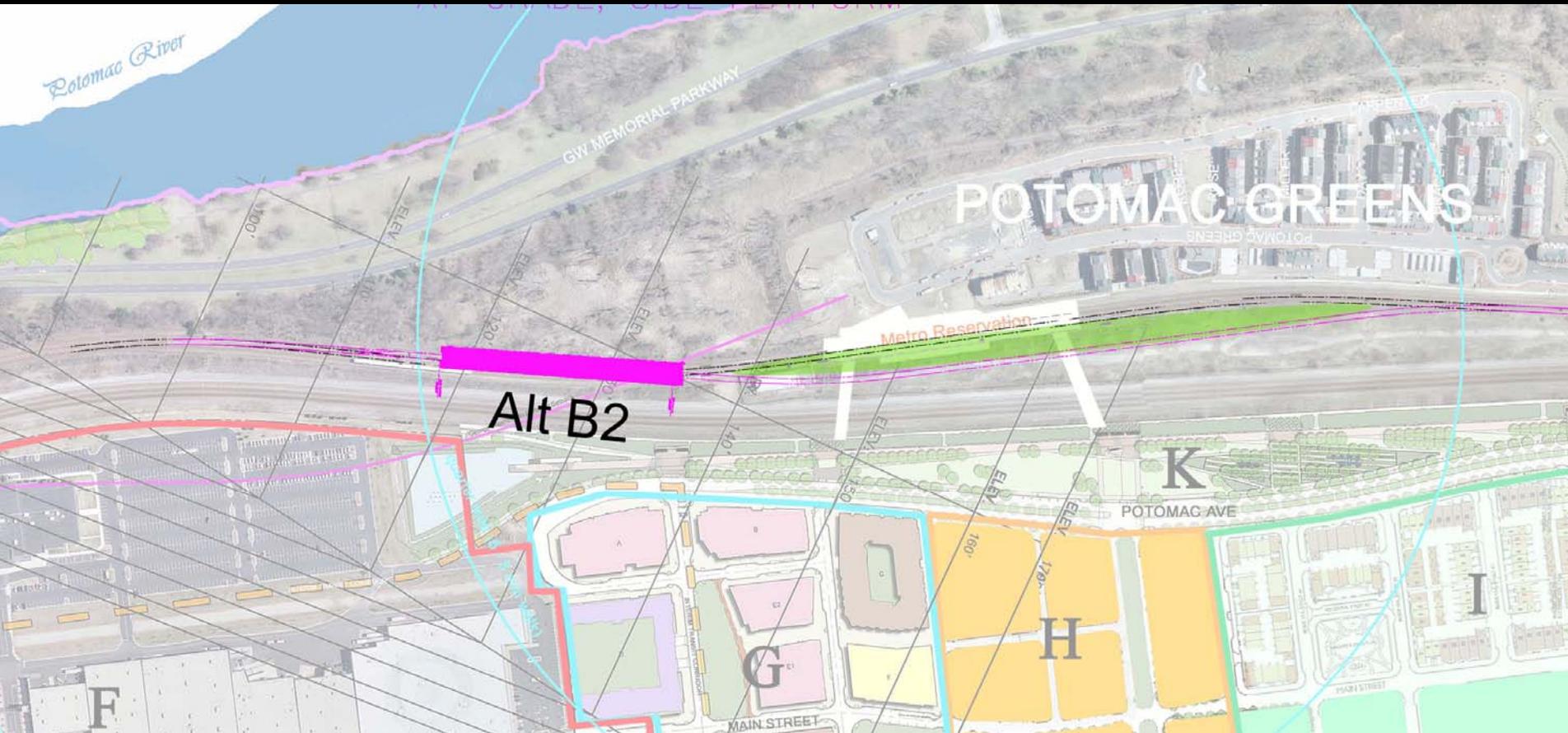
Other Amenities

- Affordable Housing
- Streetscape Improvements – Route 1
- Green Buildings – Sustainability
- Public Art
- Civic Facilities
- Visual & Aesthetic Benefits



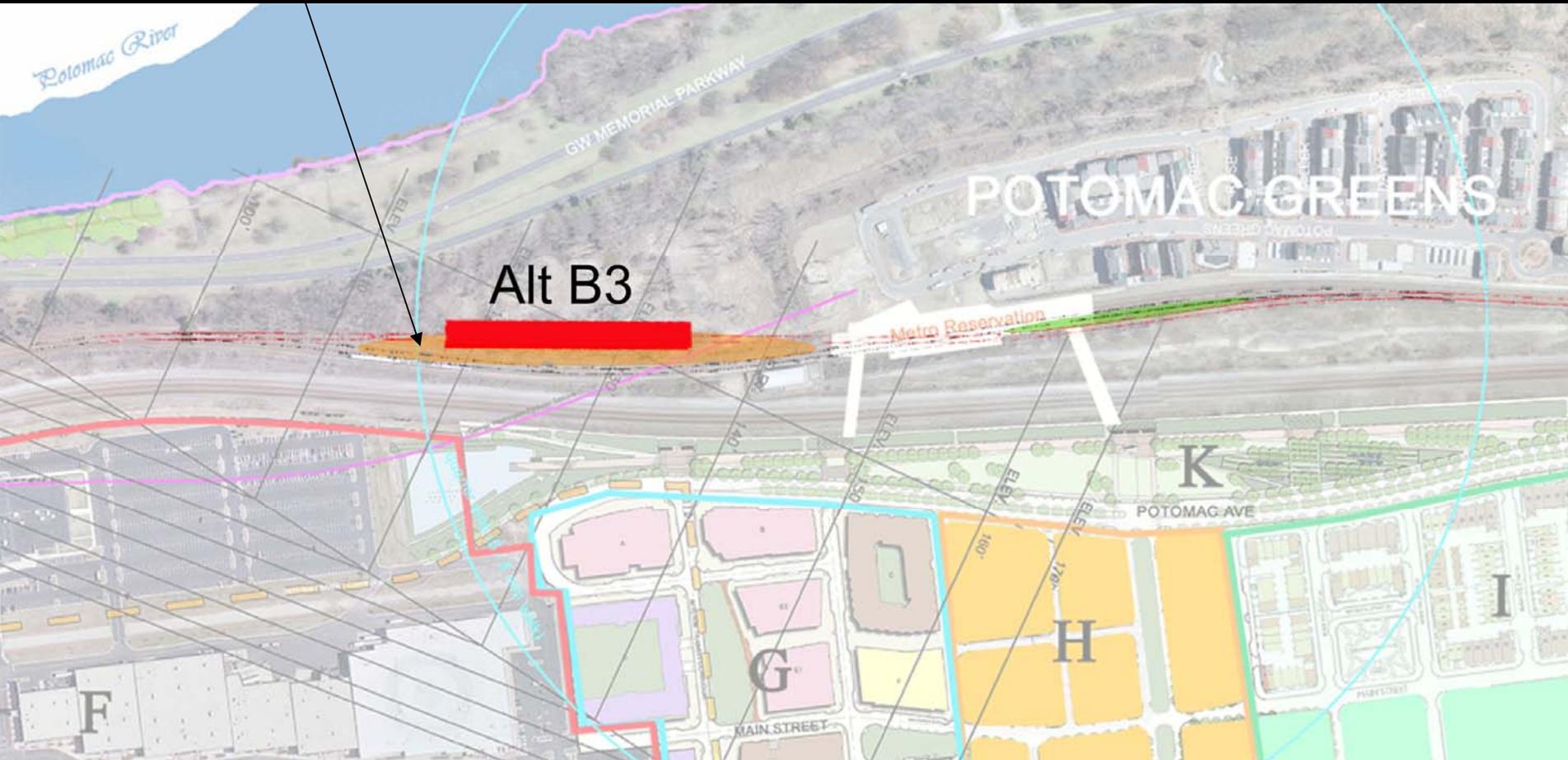
Open Space Impacts – Alt B2

Gain +/- 3 acres in Rail Park (Landbay D)

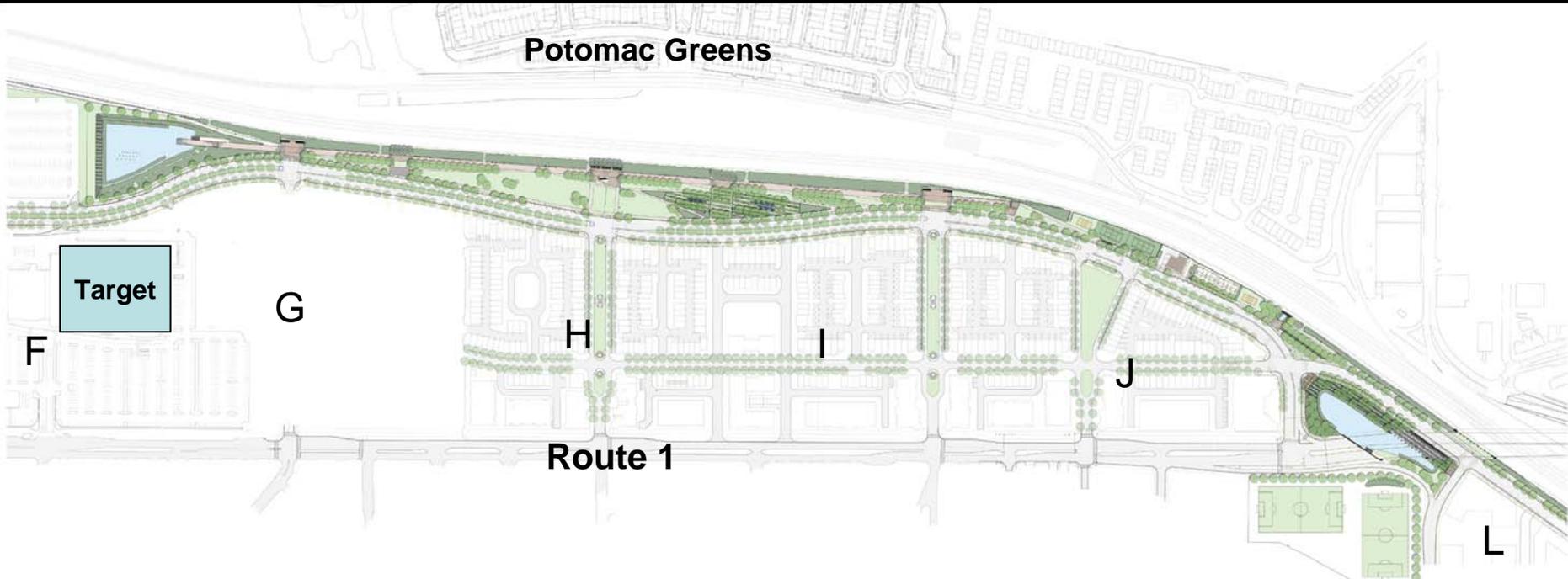


Open Space Impacts – Alt B3

Reduces Potomac Greens Park by +/- 3 acres

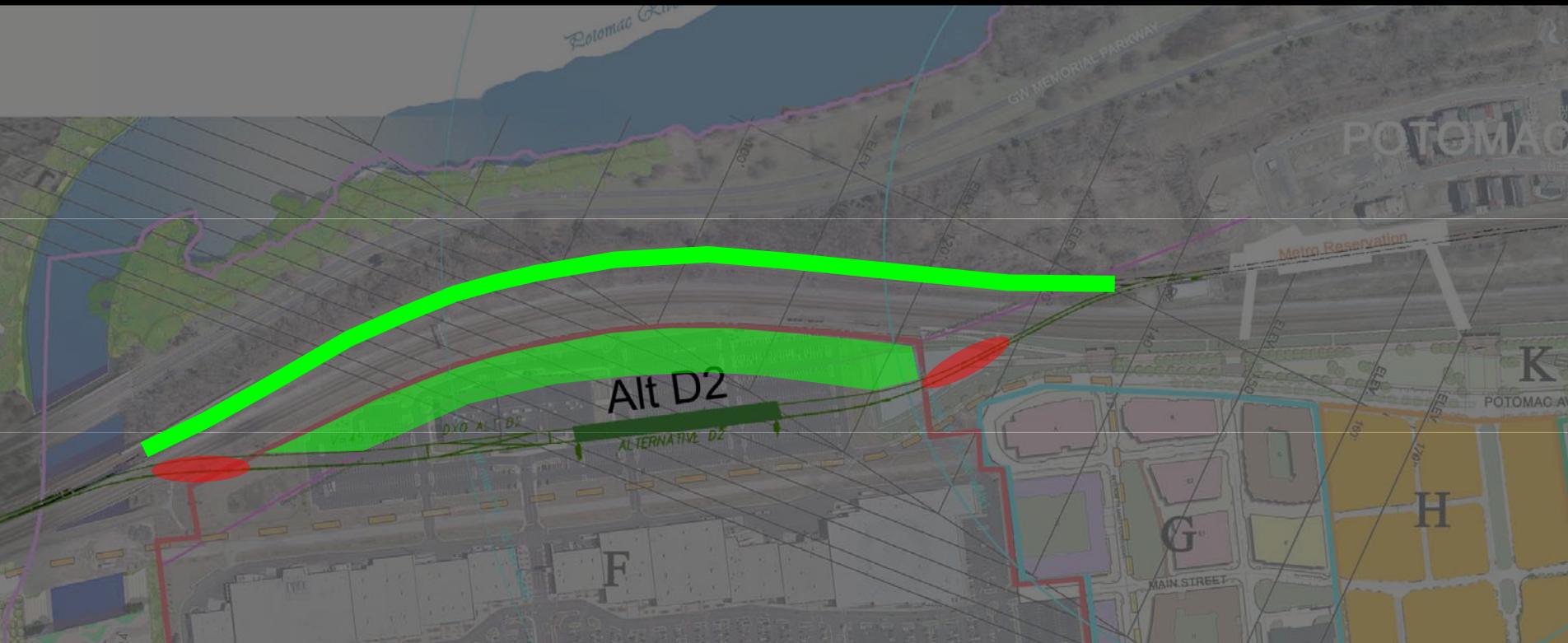


Open Space Impacts – Landbay K



Open Space Impacts – Alt D2

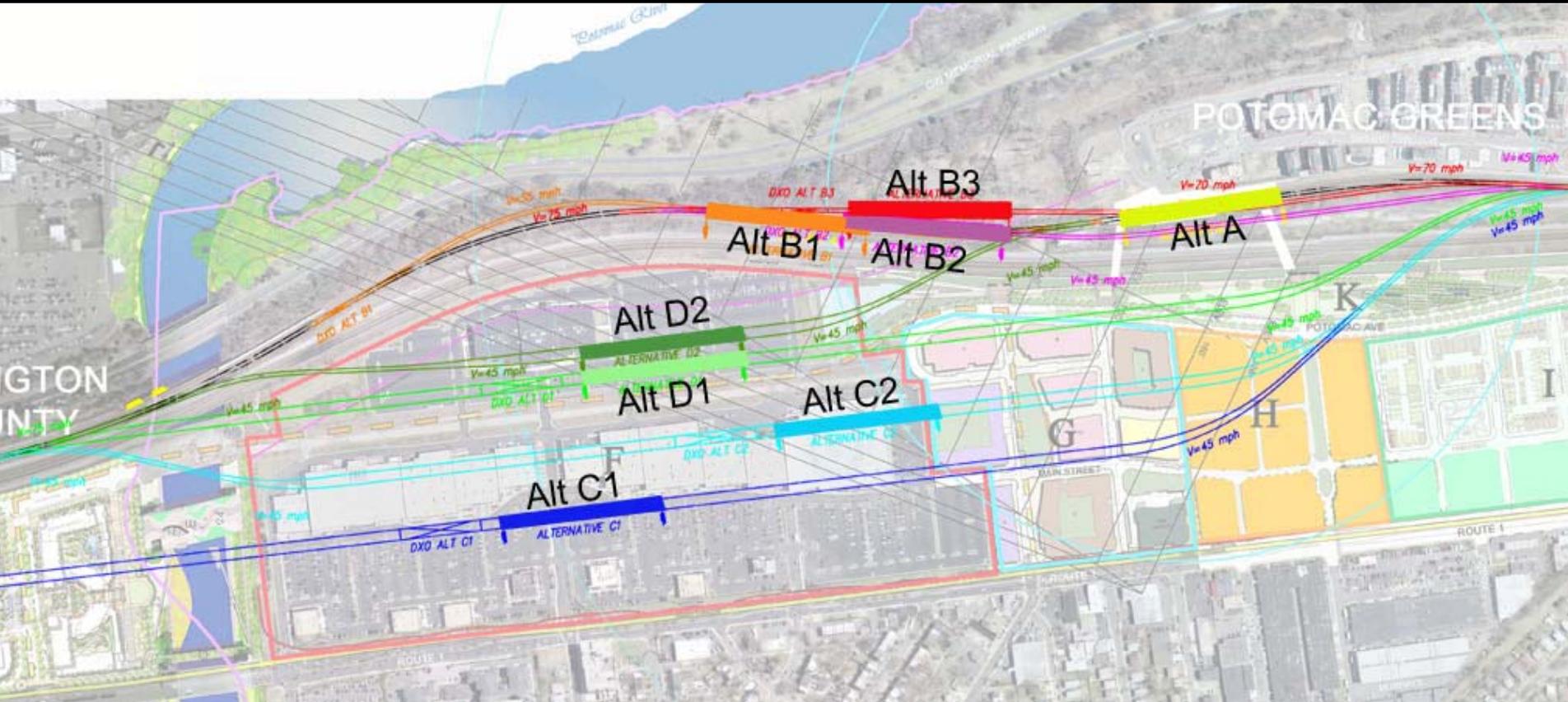
- Increase GW Parkway Buffer
- Substantially Increase Landbay K
- Aerial Tracks would cross over Landbay K



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"

Station Location Alternatives



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

$\frac{1}{4}$ and $\frac{1}{2}$ Mile Walksheds

