

**ATTACHMENT H**

**Department of Planning and Zoning Projected Development  
Graphics**

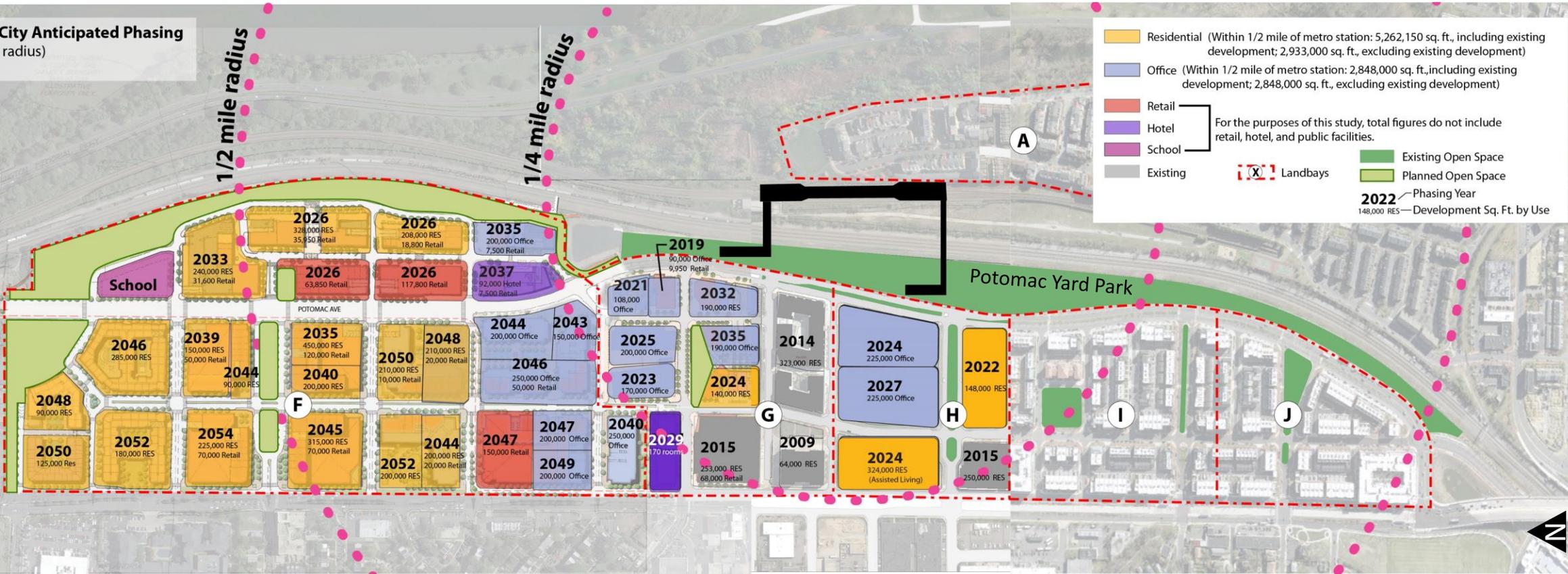
# alternative A

**Alternative A: City Anticipated Phasing**  
(1/4 and 1/2 mile radius)  
April 19, 2019

	Residential (Within 1/2 mile of metro station: 5,262,150 sq. ft., including existing development; 2,933,000 sq. ft., excluding existing development)
	Office (Within 1/2 mile of metro station: 2,848,000 sq. ft., including existing development; 2,848,000 sq. ft., excluding existing development)
	Retail
	Hotel
	School
	Existing
	Existing Open Space
	Planned Open Space
	Landbays

For the purposes of this study, total figures do not include retail, hotel, and public facilities.

**2022** — Phasing Year  
148,000 RES — Development Sq. Ft. by Use



## Assumptions:

1. Radii is taken from center of station.
2. Office is generally focused within the 1/4 mile for each alternative.
3. Potomac Yards Park is maintained for each alternative.
4. Location of the Metrorail station and track alignment are depicted for illustrative purposes only.

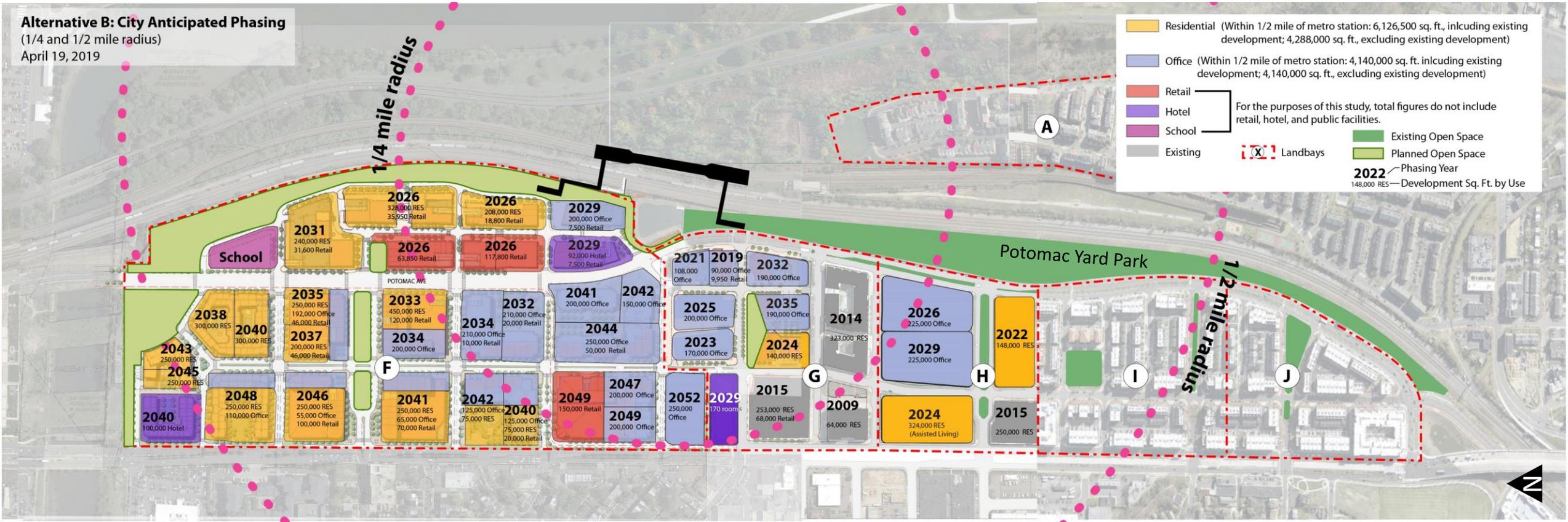
# alternative B

**Alternative B: City Anticipated Phasing**  
(1/4 and 1/2 mile radius)  
April 19, 2019

	Residential (Within 1/2 mile of metro station: 6,126,500 sq. ft., including existing development; 4,288,000 sq. ft., excluding existing development)
	Office (Within 1/2 mile of metro station: 4,140,000 sq. ft. including existing development; 4,140,000 sq. ft., excluding existing development)
	Retail
	Hotel
	School
	Existing
	Landbays
	Existing Open Space
	Planned Open Space

For the purposes of this study, total figures do not include retail, hotel, and public facilities.

**2022** — Phasing Year  
148,000 RES — Development Sq. Ft. by Use

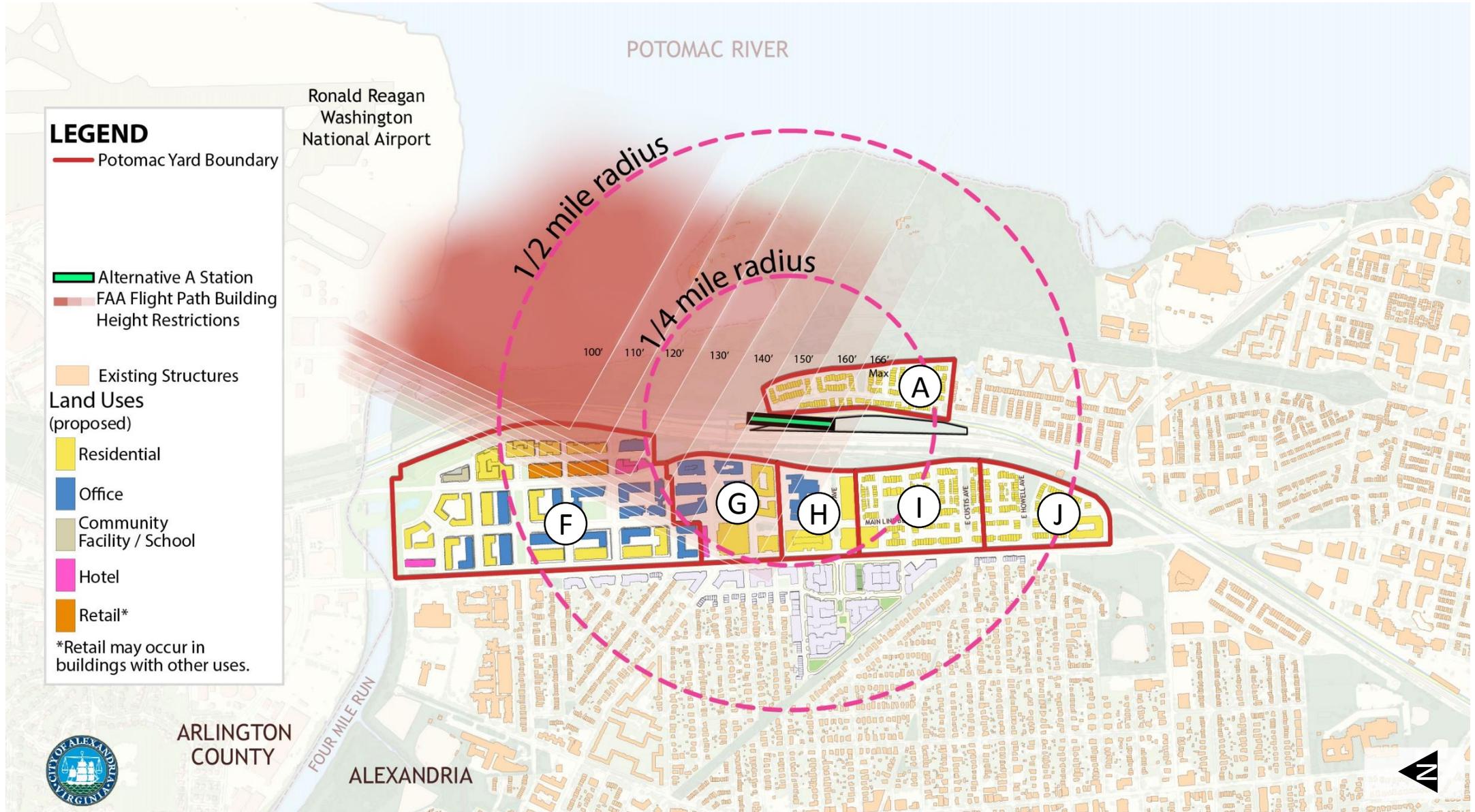


**Assumptions:**

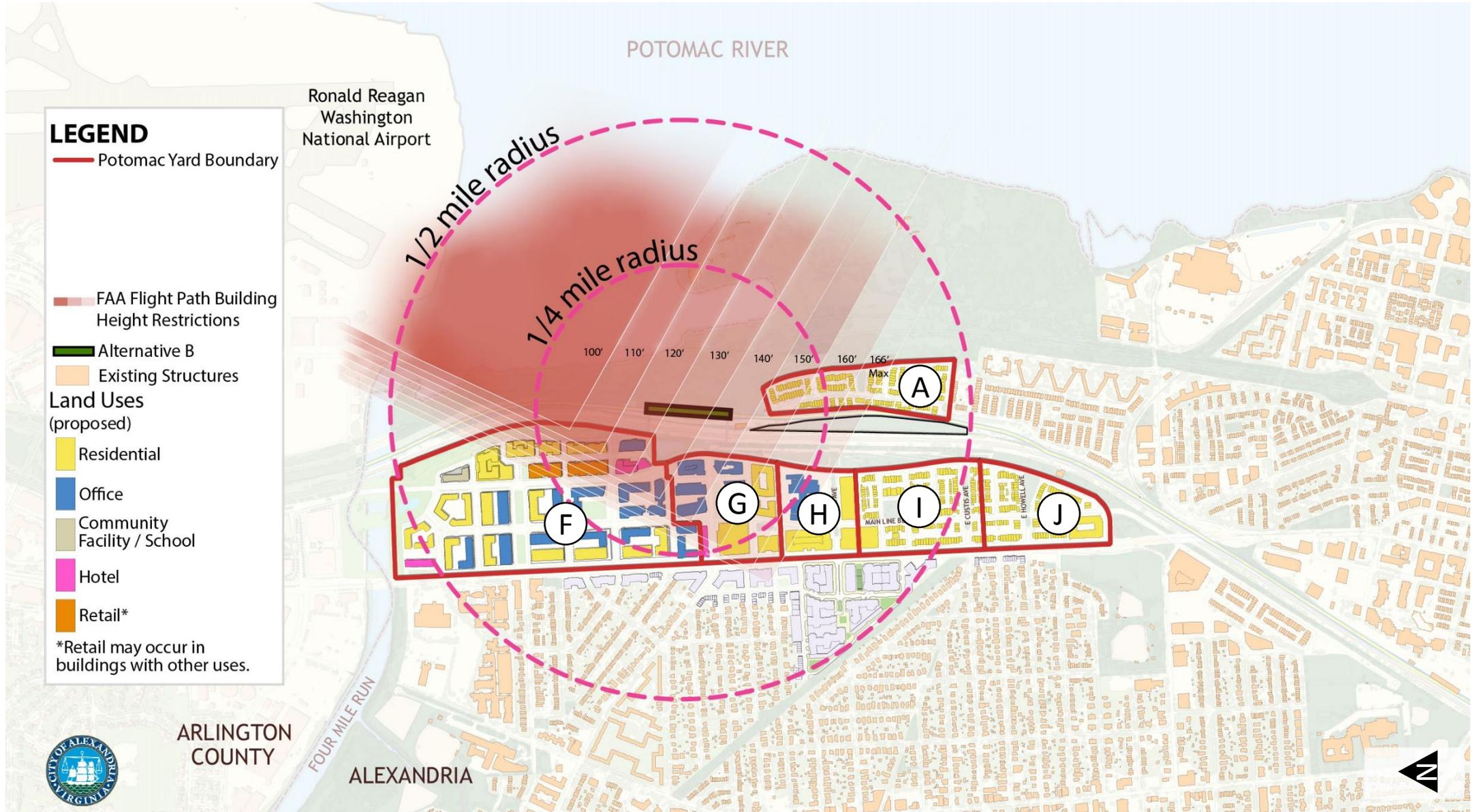
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2. Office is generally focused within the 1/4 mile for each alternative.
3. Potomac Yards Park is maintained for each alternative.
4. Location of the Metrorail station and track alignment are depicted for illustrative purposes only.



# FAA flight path height restrictions: alternative A



# FAA flight path height restrictions: alternative B



# FAA flight path height restrictions: alternative B-CSX

