CHARRETTE OPTION ONE: METRO LANDING

Criteria	Group 1	Group 2	Group 3	Total
Provides the best pedestrian environment/experience	1	1	2	4
Connection between BRT, Metro, and destinations	Mixed	2	3	5+
Unique building forms, curvilinear form of Potomac Ave and central urban park	Mixed	1	3*	4+

* Group score was not taken. Individual preferences were tallied. Assumes each option has a high rating based on preference.

ILLUSTRATIVE AFTER FULL BUILDOUT

Group 1:
- Metro seems isolated across Potomac Ave (1)
- Potomac Ave is very wide (1)
- Difficult pedestrian experience getting across Potomac Ave (very wide, need to wait for light)
- Yes, closer to BRT, but concern would be with pedestrian crossing the right-of-way
- Like BRT dropping off more central to the development (Opt. 2)
- Like pond next to plaza (Opt. 2 South)
- Plaza could be done well in Option 1

Group 2:
- Metro is divorced from development
- Least pedestrian experience
- Less cohesive plaza design
- Plaza feels broken up/integrating the two plazas a challenge
- BRT connection is strong
- Connectivity to Metro strong, weak for connectivity to neighborhood

Group 3:
- Pedestrian access from BRT/Metro is jumbled
- BRT arrives closest to Metro of 3 options
- Crossing Potomac Ave-pedestrian nightmare/difficult, speed of vehicles

CHARRETTE OPTION TWO: NORTH METRO LANDING

Criteria	Group 1	Group 2	Group 3	Total
Provides the best pedestrian environment/experience	3	3	3	9
Connection between BRT, Metro, and destinations	3	3	2	8
Unique building forms, curvilinear form of Potomac Ave and central urban park	3	3	3*	9

* Group score was not taken. Individual preferences were tallied. Assumes each option has a high rating based on preference.

ILLUSTRATIVE AFTER FULL BUILDOUT

Group 1:
- Minimizes width of street crossings (frames pedestrian space)
- North Entrance-Least overlaps. Most office use
- Seems like a good pedestrian experience-terminates vista
- Sensory experience, like way buildings wrap
- Further North, more office workers
- Provides good access between Metro and BRT
- Option to connect to the park
- Nice urban room
- Good visibility coming in
- A little issue with whether there is something to see coming down the middle of the street.

Group 2:
- Buildings can great a canyon effect
- Kind of hidden
- Integrated into the park
- No road around office privatizes park, delineation of office building to park important
- Has strong connection between the plaza, not the road
- Activates and creates a memorable open space
- Potential challenge and opportunity to integrate Metro, park, and plaza
- More fun stuff immediately adjacent
- Breaks distance of two Metro stations

Group 3:
- Visual connection between BRT & Metro
- Comfortable crossing-plaza framed by buildings
- Best pedestrian experience, visual connection from blocks away, spills out into the park

CHARRETTE OPTION TWO: SOUTH METRO LANDING

Criteria	Group 1	Group 2	Group 3	Total
Provides the best pedestrian environment/experience	1/2	2	1	4/5
Connection between BRT, Metro, and destinations	1/2	1	1	3/4
Unique building forms, curvilinear form of Potomac Ave and central urban park	1/2	2	3*	6/7

* Group score was not taken. Individual preferences were tallied. Assumes each option has a high rating based on preference.

ILLUSTRATIVE AFTER FULL BUILDOUT

Group 1:
- South Entrance-Less distance on bridge
- Feels like a bottleneck coming off the metro
- Awkward relationship to everything else
- Like pond next to plaza
- Ability to circulate vehicles

Group 2:
- Plaza all in one piece
- Activates the plaza
- Relationship to adjacent uses is strong
- Constraint - How attractive will the south pond be?
- Lower than 2N, 2N better connected

Group 3:
- No visual connection to Metro from BRT
- Very tightly constrained
- Seems urban/small-just a stop not necessarily a civic plaza

Report-Out Comments/General Questions

Group 1:

- What about bridging across Potomac Ave and landing Metro on West side of Potomac Yards?
- Fundamental question-what do we want Potomac Ave to be?
- People will continue to use Potomac Ave-doesn't matter how wide/narrow it is
- Retail as destination as you exit/enter the station

Group 2:

- Keep the park as large as possible
- The plaza design should be more curvilinear

Group 3:

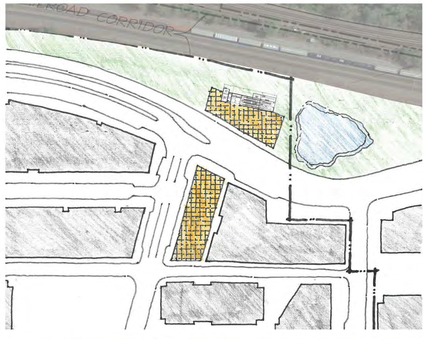
- Like to explore the diagonal access in 2010 plan/ Option 1 in Option 2
- Important that full build out looks intentional
- Crossing Potomac Ave is an obstacle no matter where it is (alignment to the west requires crossing point in 5 places)
- Kiss and ride drop off accommodation works better in Option 2 (No off street parking)
- Metro drop off can be accommodated in Option 1 as well
- Careful about width/character of Potomac Ave, as well as its growth

Scoring Criteria Received from Public

Criteria	Option 2 North	Option 1	Option 2 South
Provides the best pedestrian environment/experience	12	7	6
Connection between BRT, Metro, and destinations	11	8	6
Unique building forms, curvilinear form of Potomac Ave and central urban park	12	7	6

Option 2 North

35



Option 1

22

Option 2 South

18