

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

Site Constraints

Wetlands



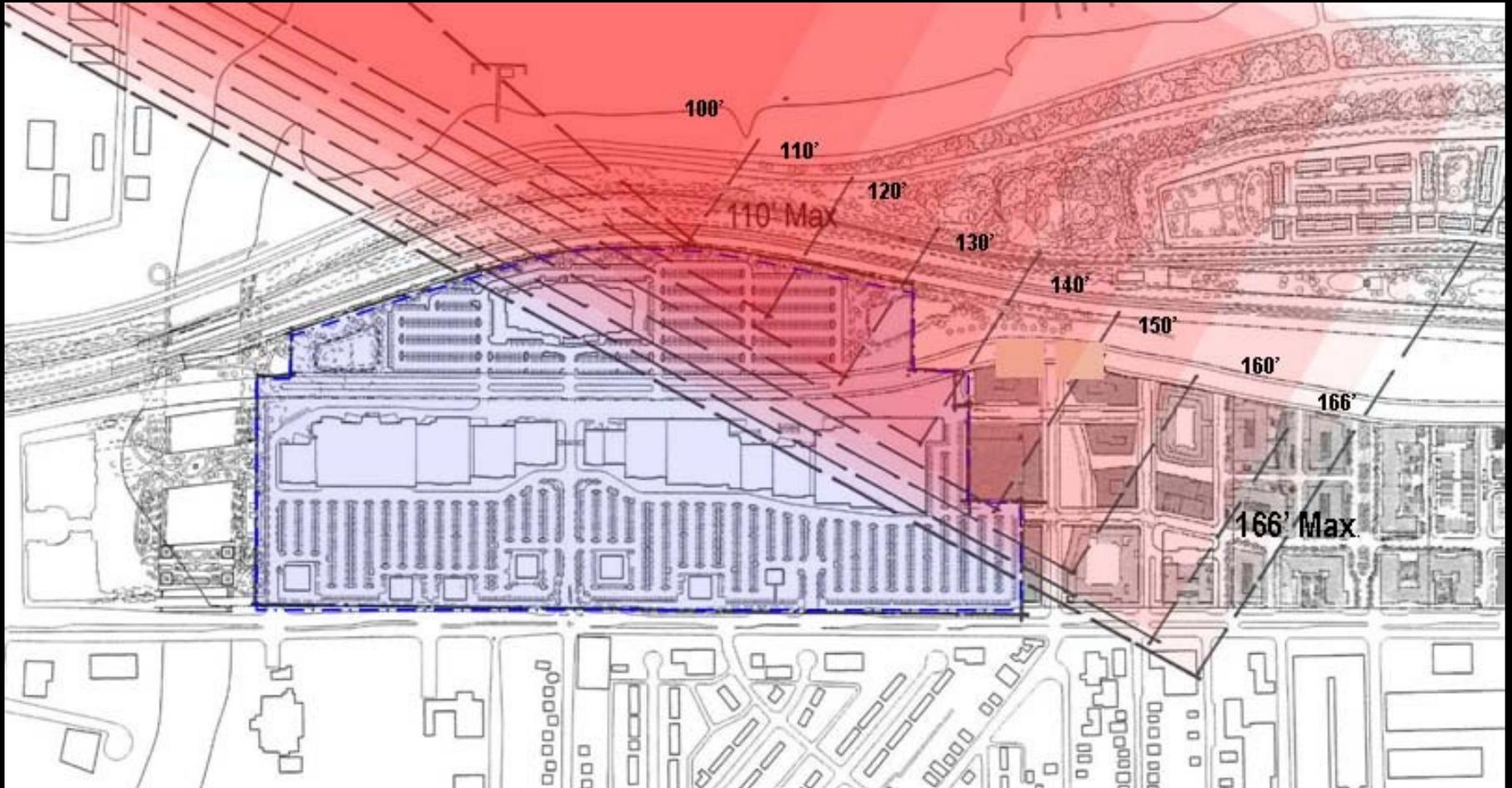
Potomac Greens



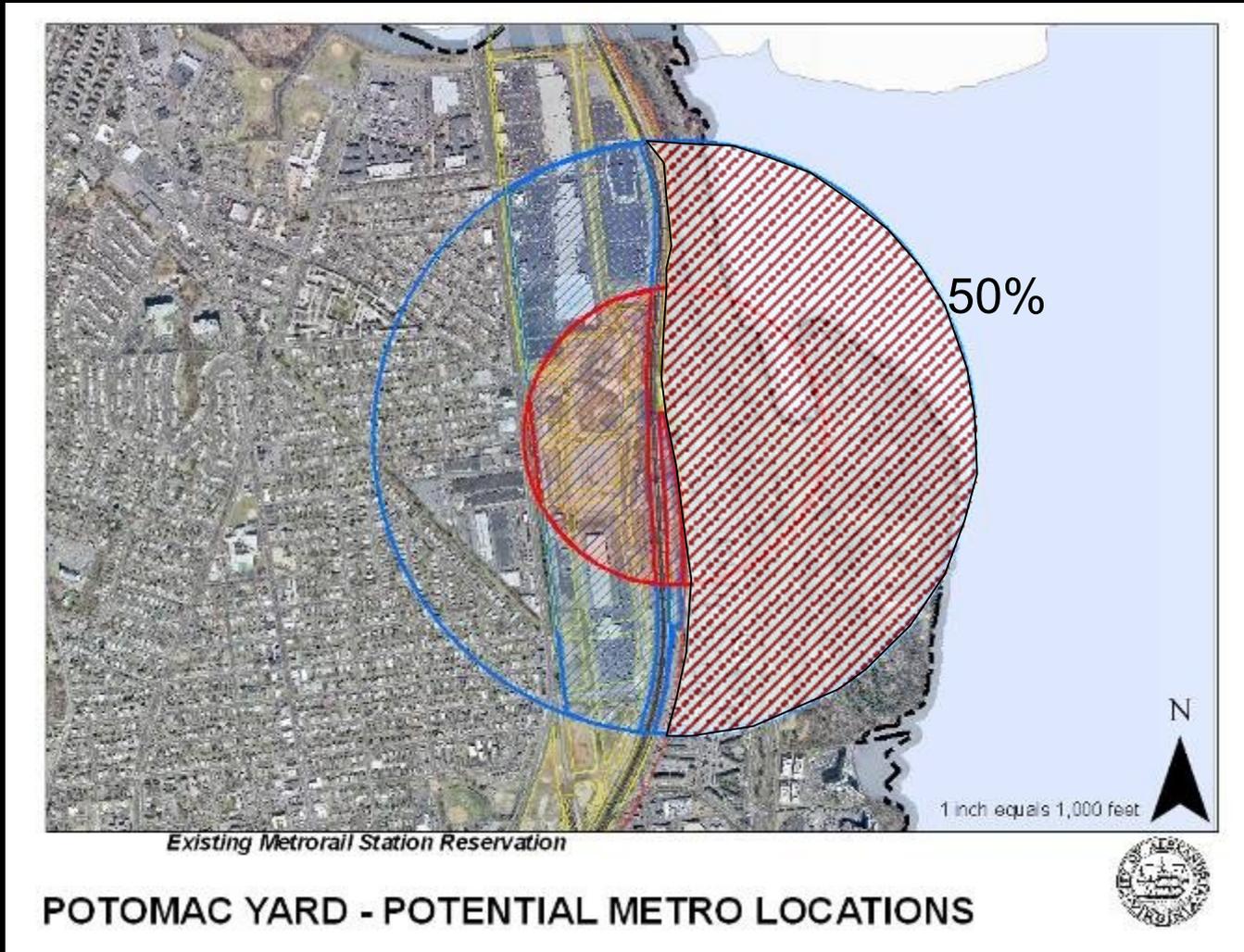
Park Service

CSX Tracks

FAA Height Restrictions

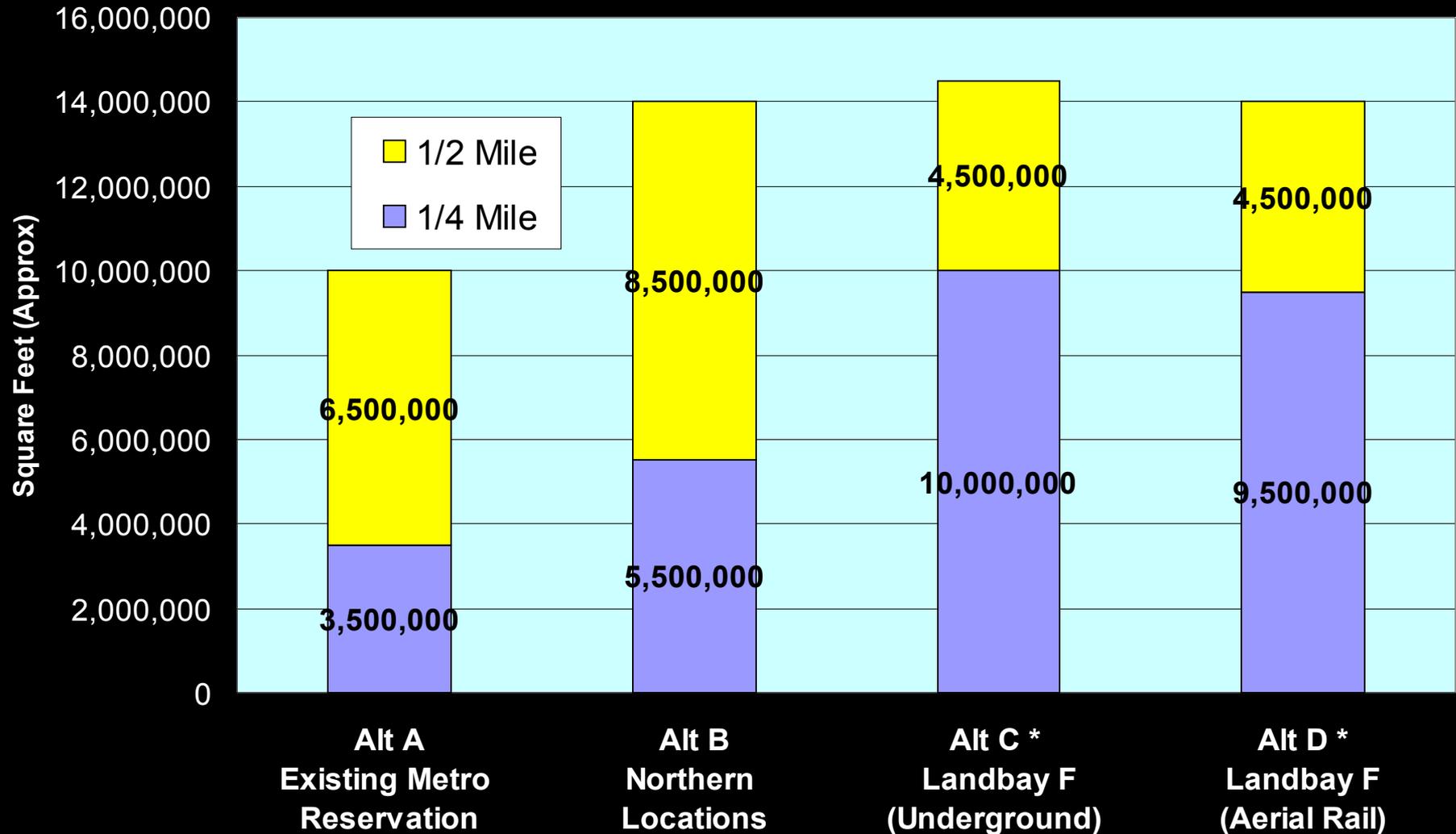


Walkshed



Approximately 50% of walkshed cannot be developed

Potential Density – ¼ and ½ mile walksheds



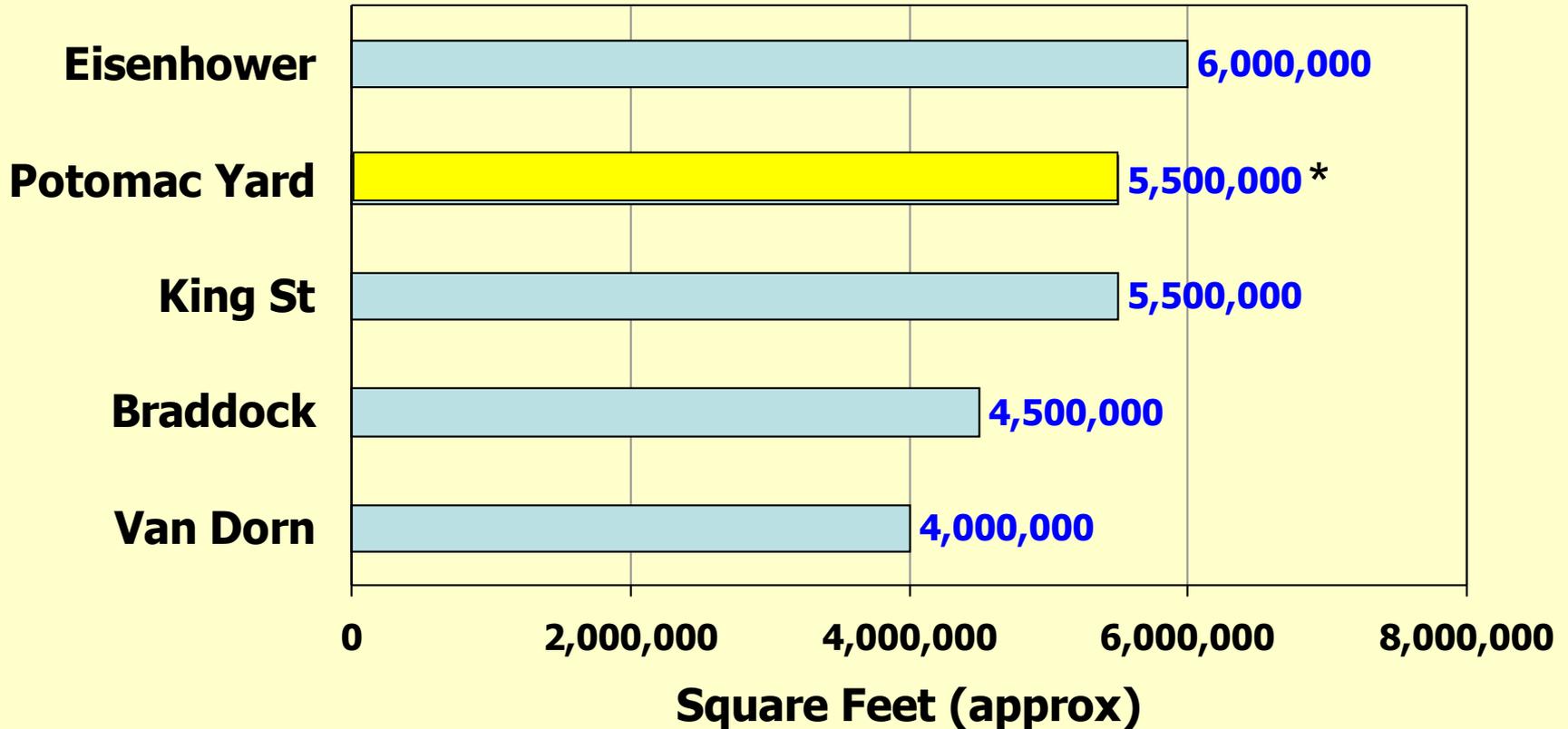
* NOTE: Development for Landbay F was assumed equal (in size and distribution) for each alternative and does not account for likely increases in density for alternatives located within the main body of Potomac Yard.

Balancing Issues – Cost vs. Value

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



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

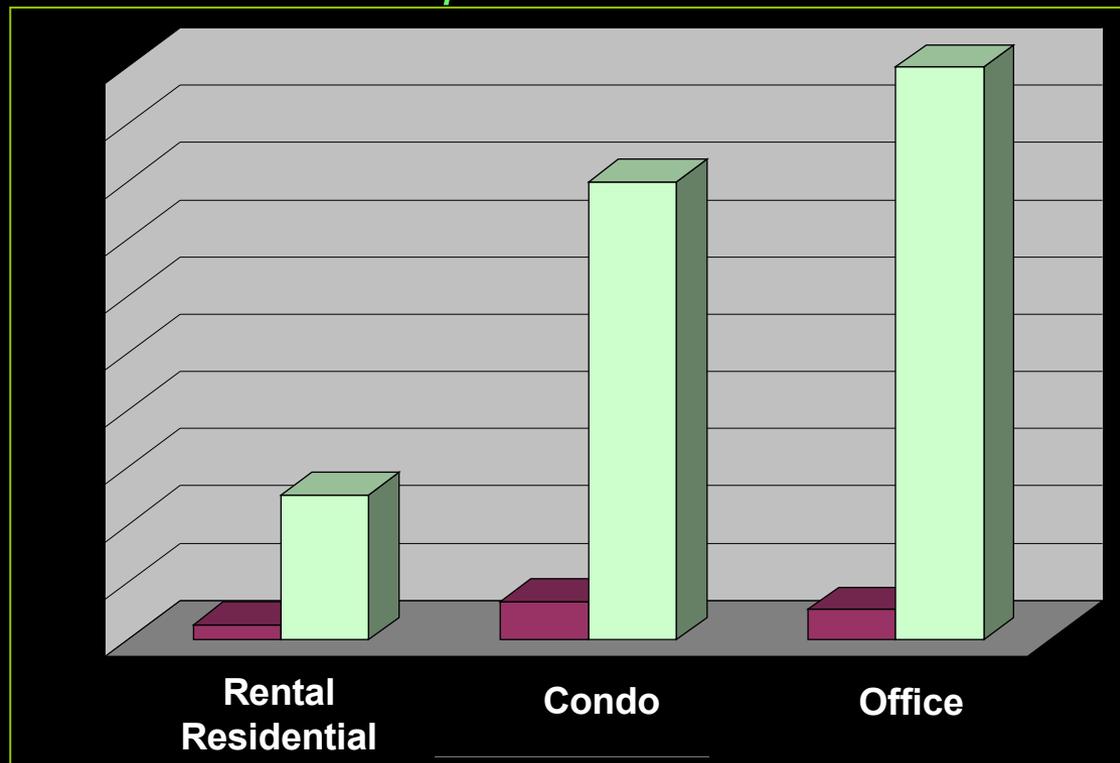
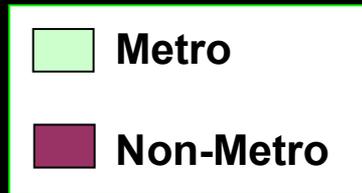
- ***W-ZHA Analysis - Metro Impact on Developer Proffer Potential:***

Residential Rental Value: Increase about \$350/unit

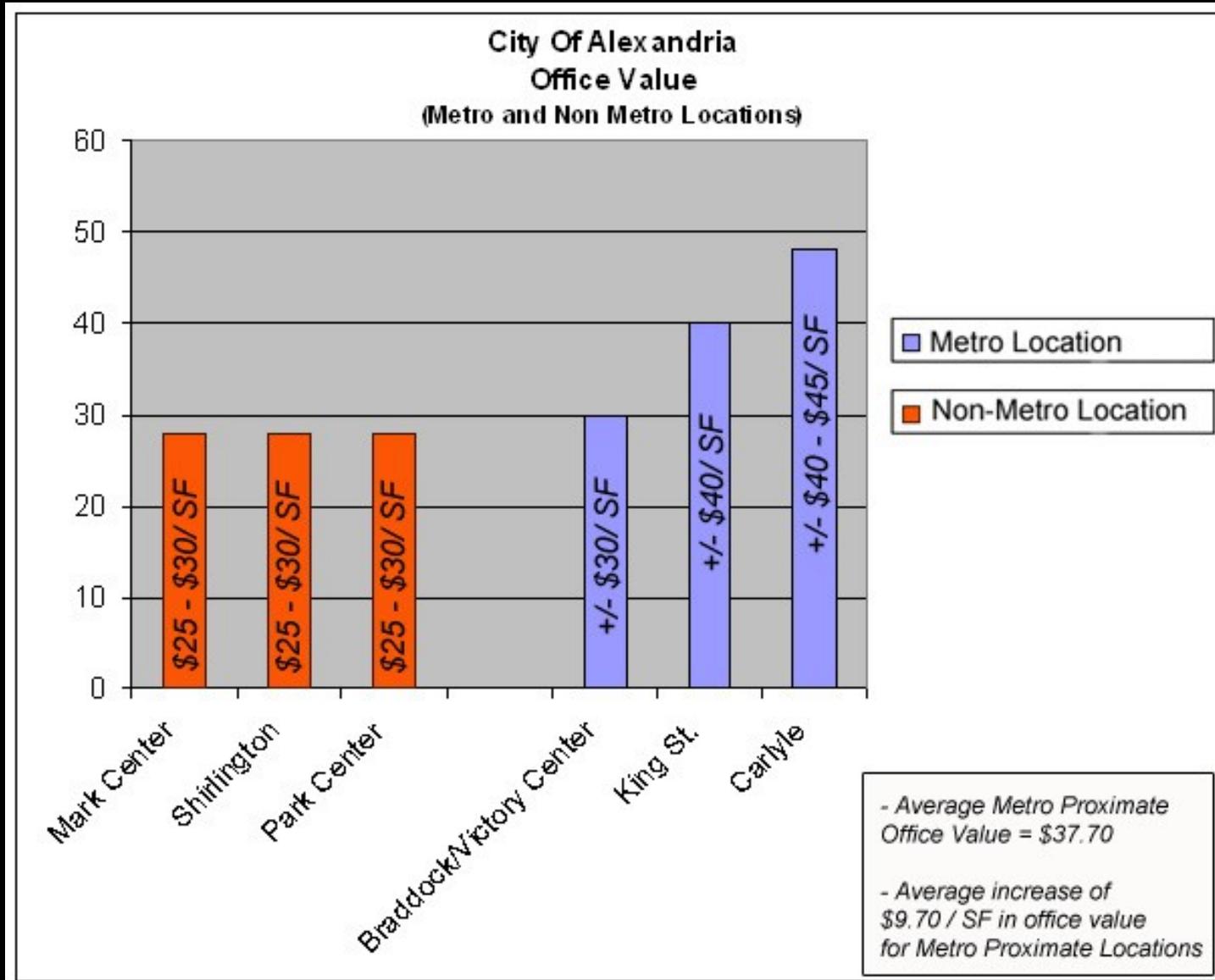
Condo Value: Increase about \$20/sf in residential value

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

Developer Proffer Potential



Economic Value Added by Metro

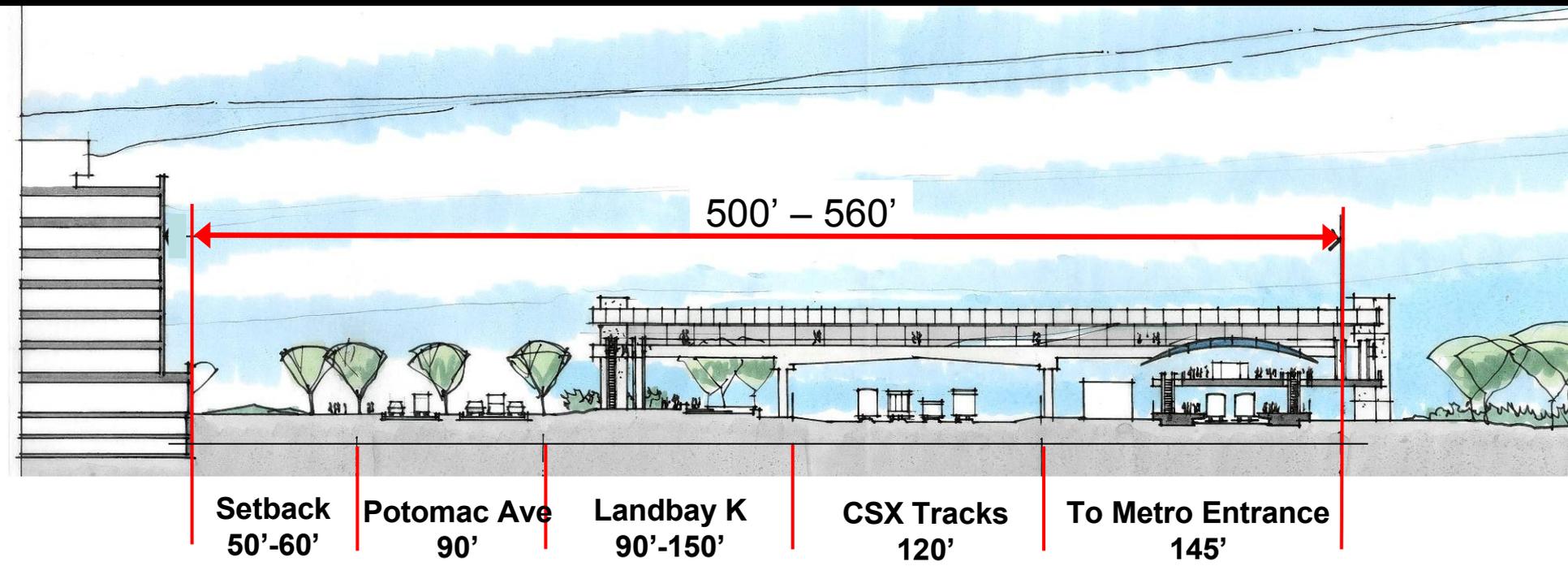


Potential Ridership

- Design
- Uses
- Density
- Walking Distance – Proximity

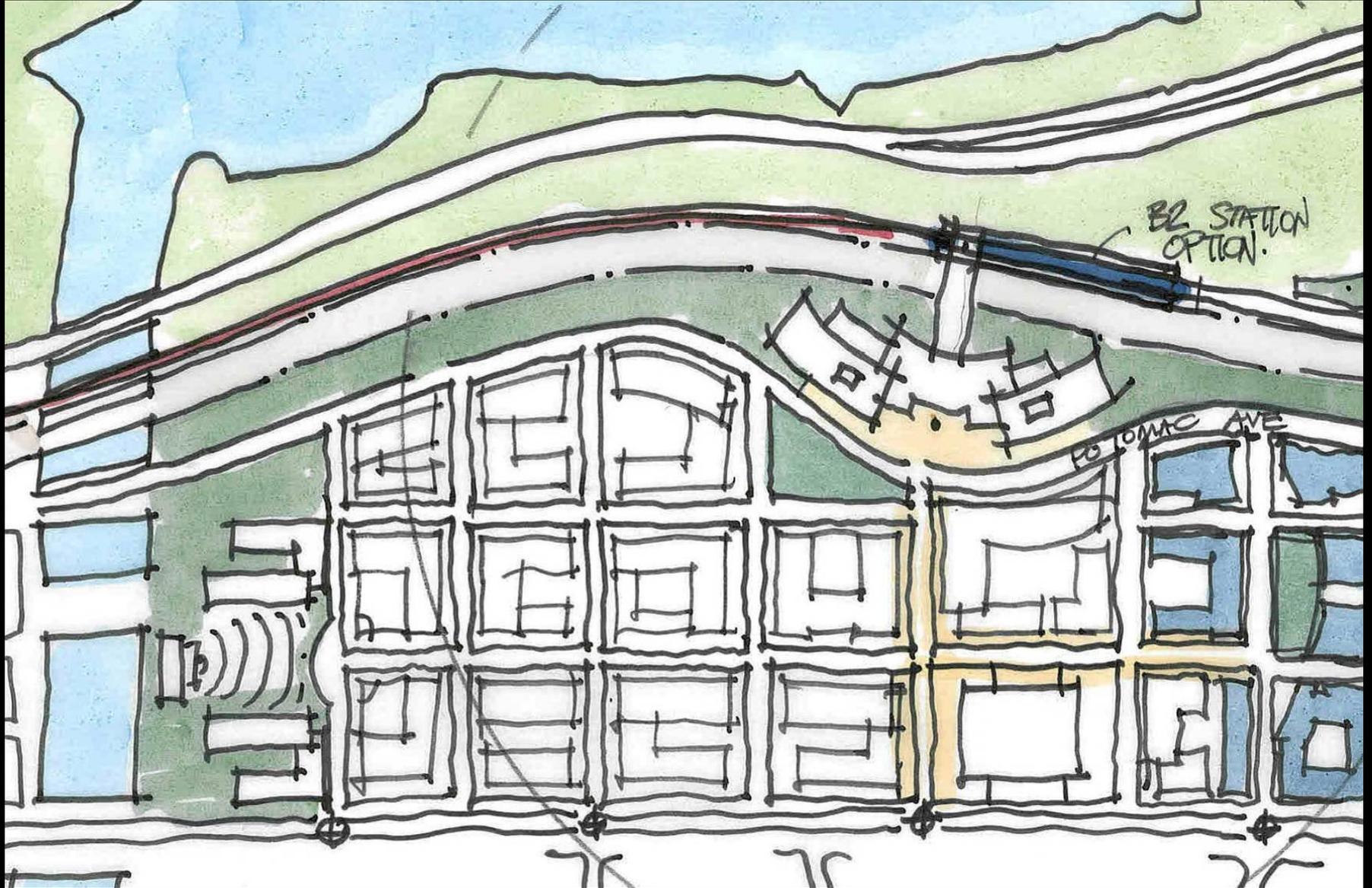


Accessibility Challenges with Existing & Northern Stations

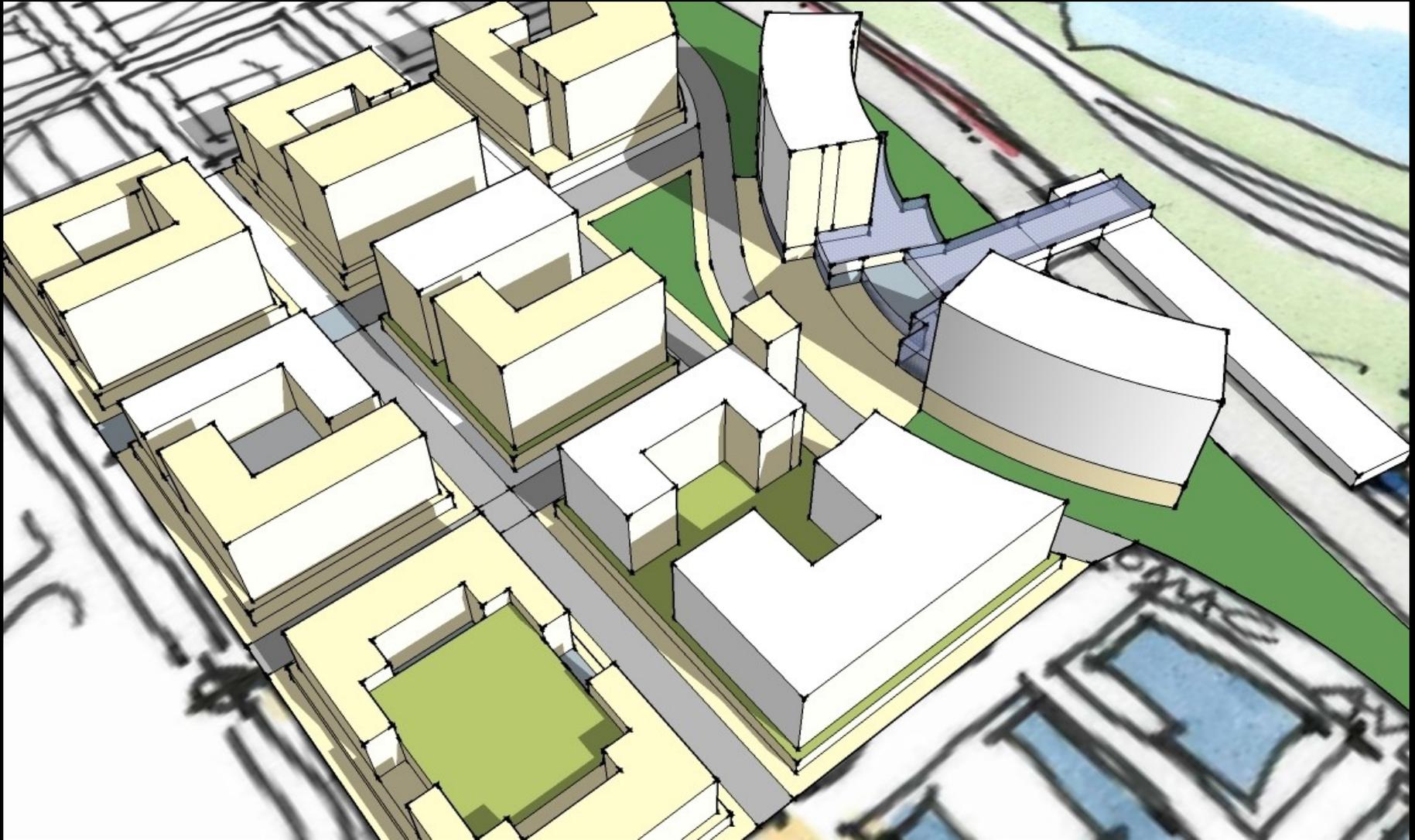


Cross-Section of Possible Station Design

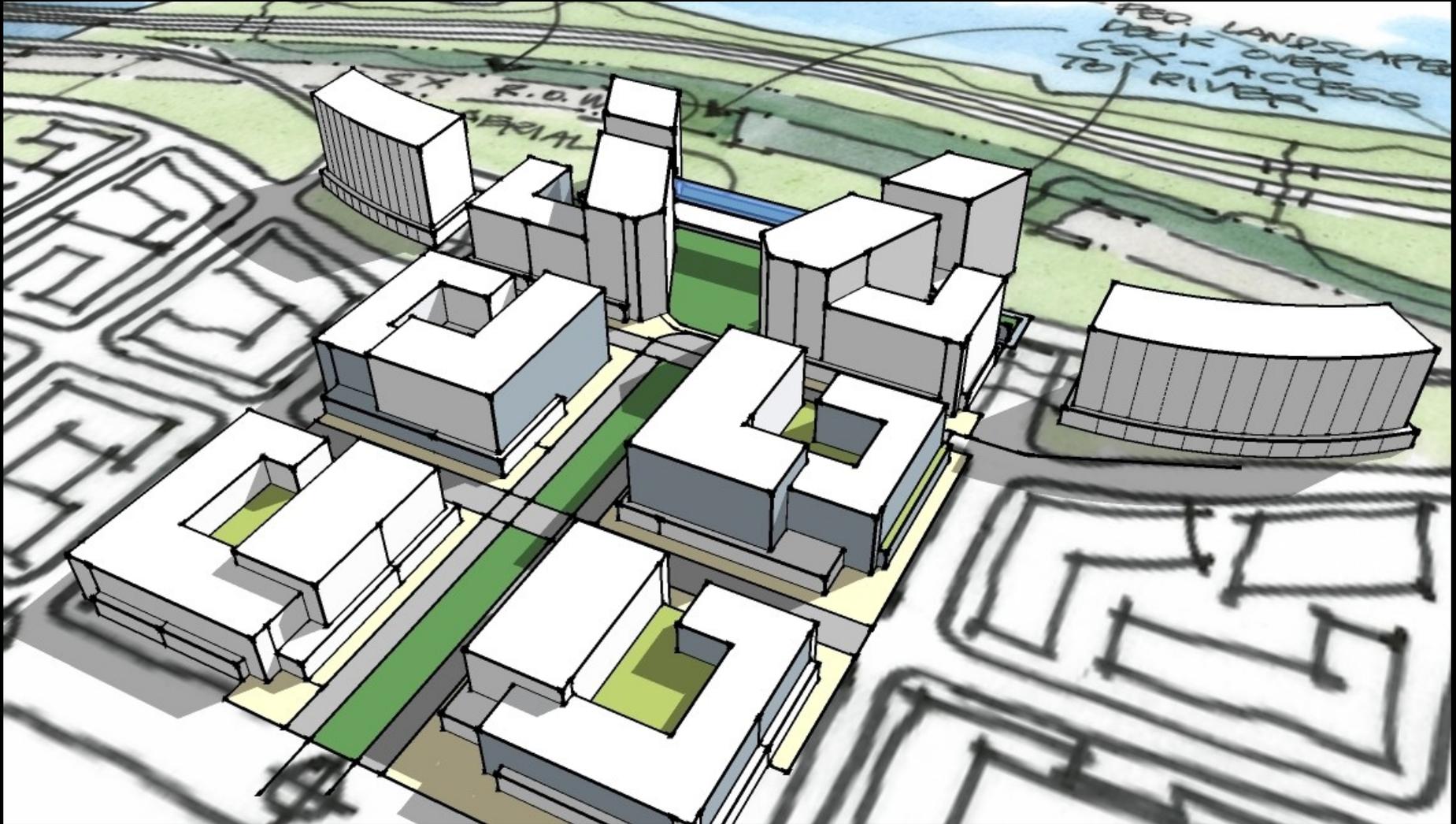
Potential Access – Alternative B (Northern)



Potential Access – **Alternative B (Northern)**



Potential Access – Alternative D (Aerial)

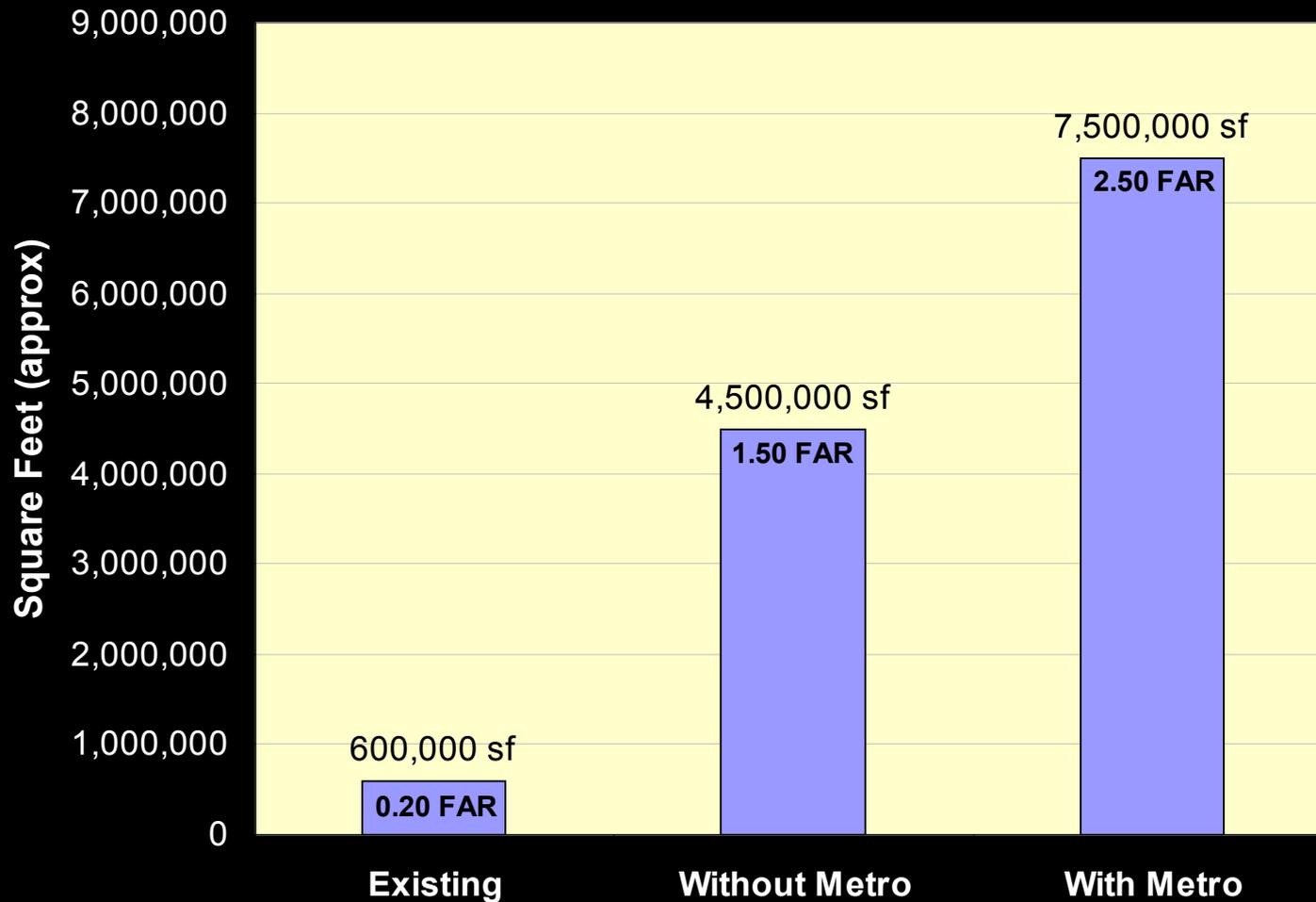


Potential Access – Alternative D (Aerial)



Impact / Benefits to Transit Corridor

Development Potential of Lbay F

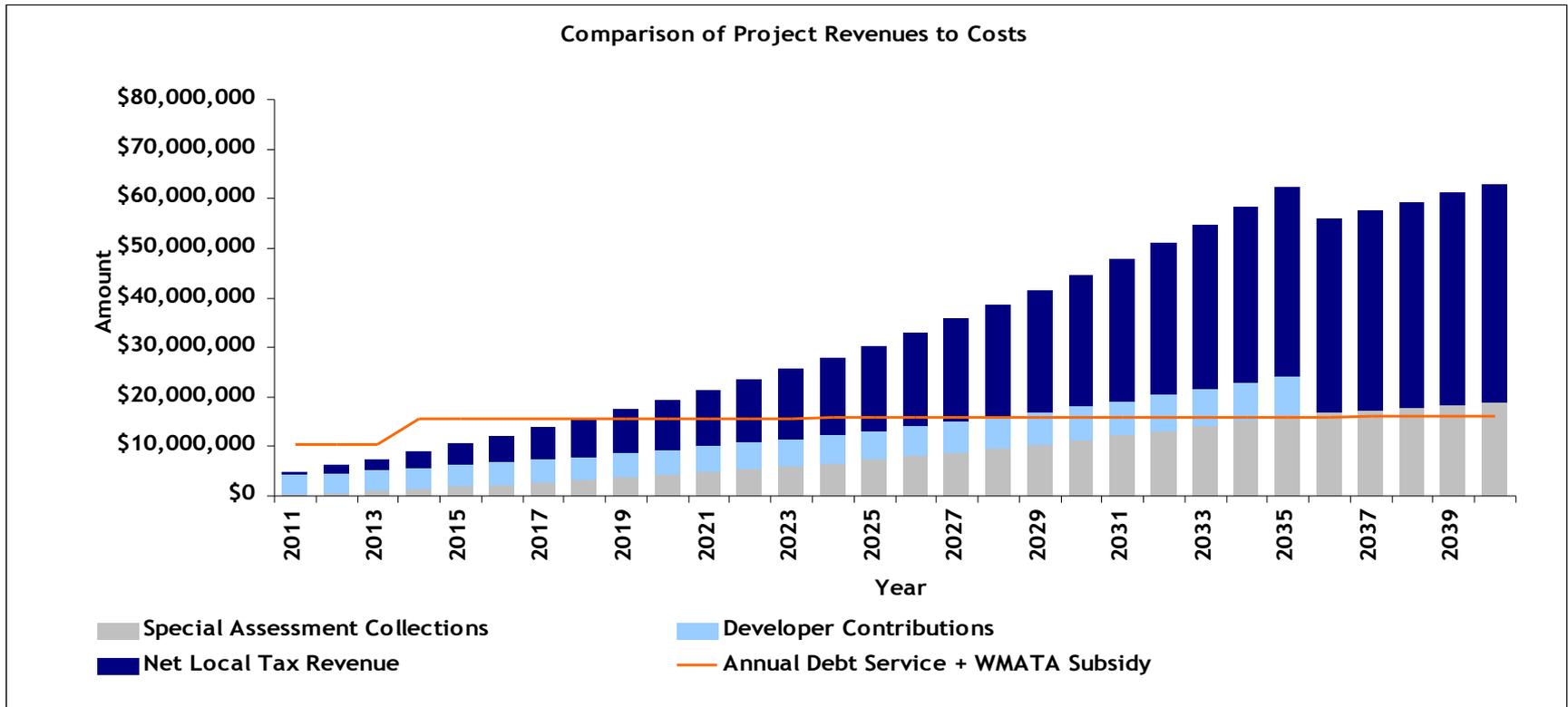


Station Alternative D2

100% Local Tax + Developers Contributions + Special Assessment

Results

- Size of Funding Gap: \$24.1 million
- Breakeven Year: Year 2019
- NPV: \$182.8 million



Station Alternative D2

Closing the Funding Gap with Upfront Developer Contributions

Results

- Size of Funding Gap: \$890 thousand
- Breakeven Year: Year 2021
- NPV: \$192.2 million

