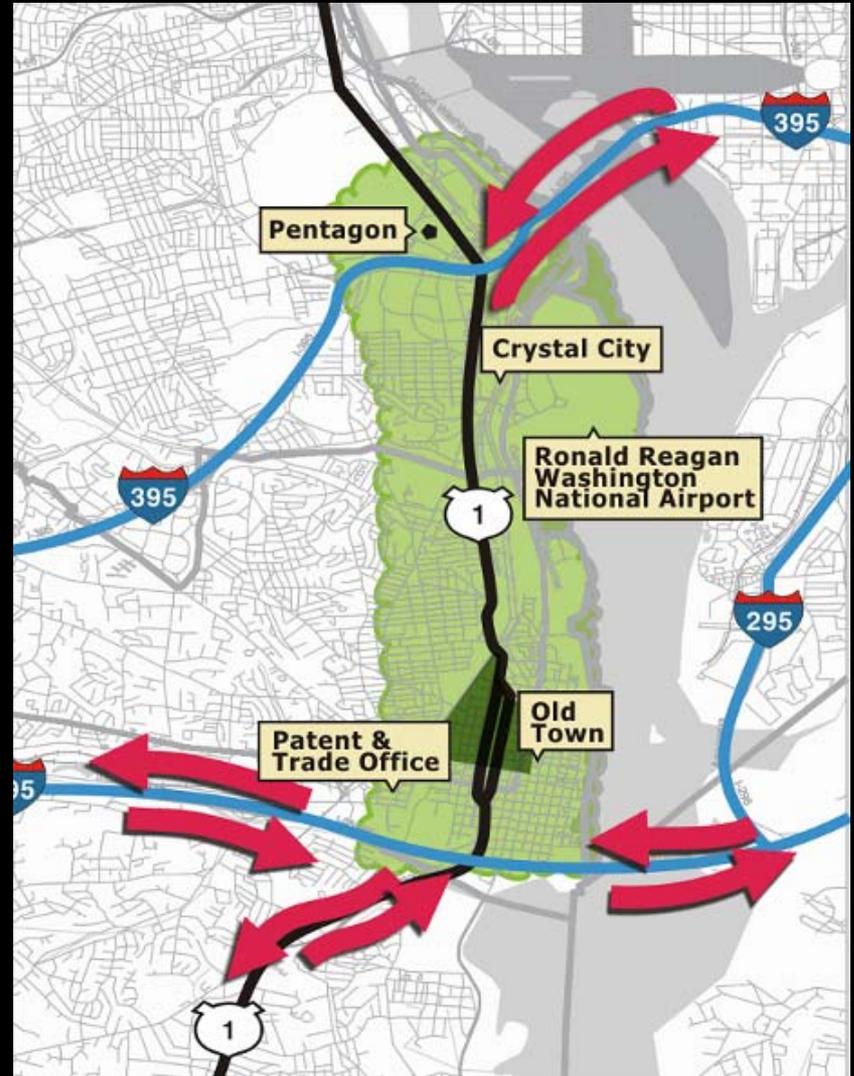


Future Transportation Network

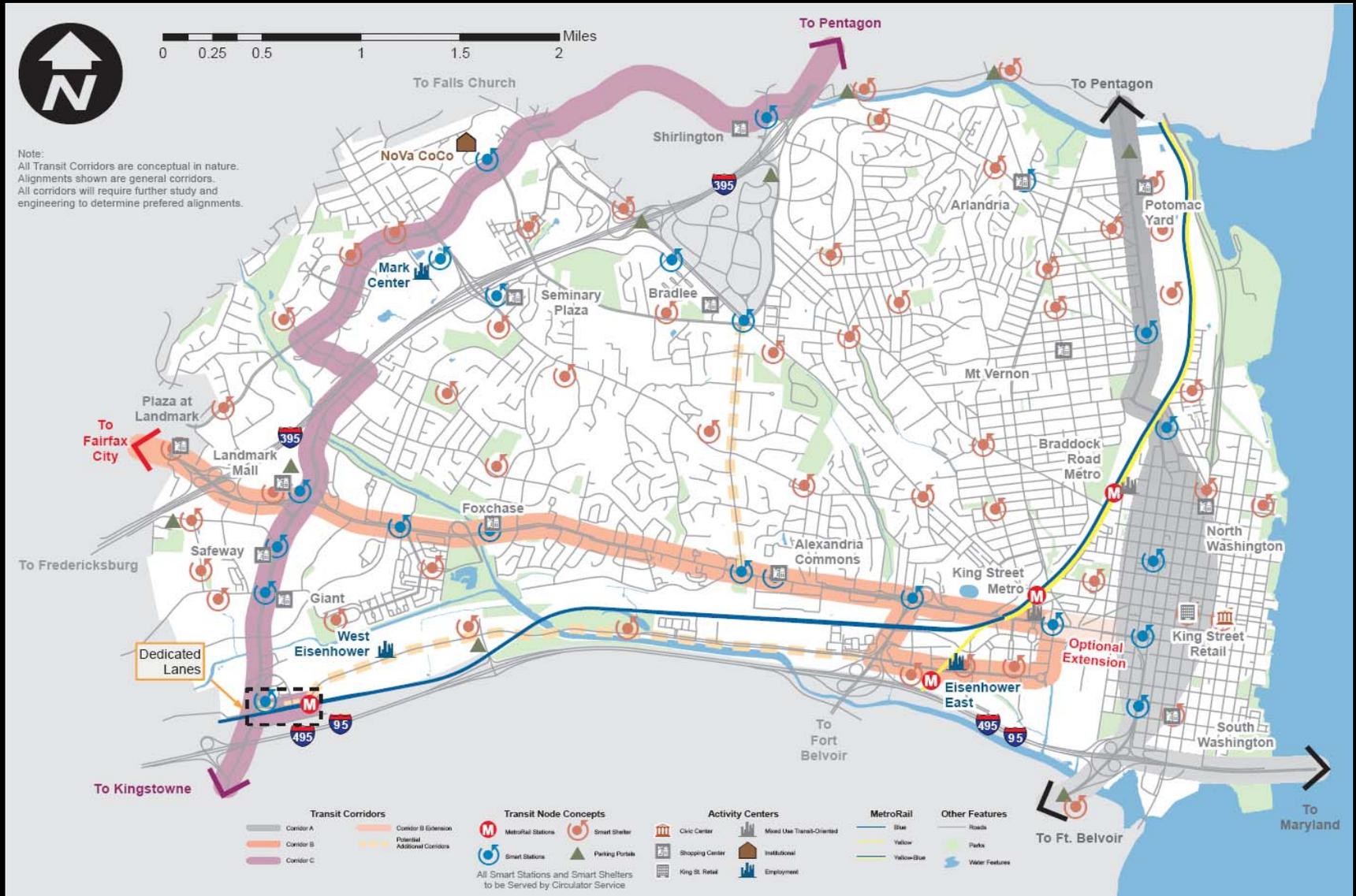


Regional Conditions

- Natural and physical barriers constrain travel options
- Major destinations along Route 1
- Beltway heavily influences traffic conditions along Route 1

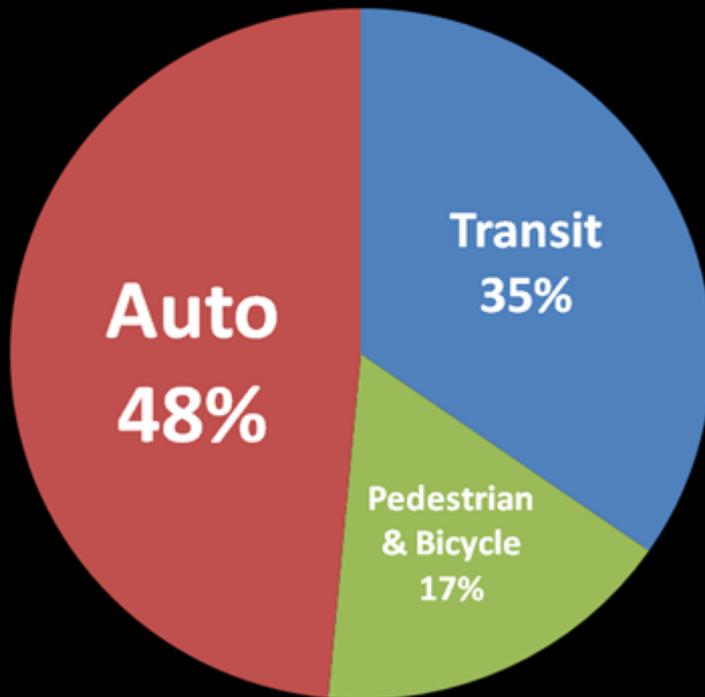


Future Transit Corridors

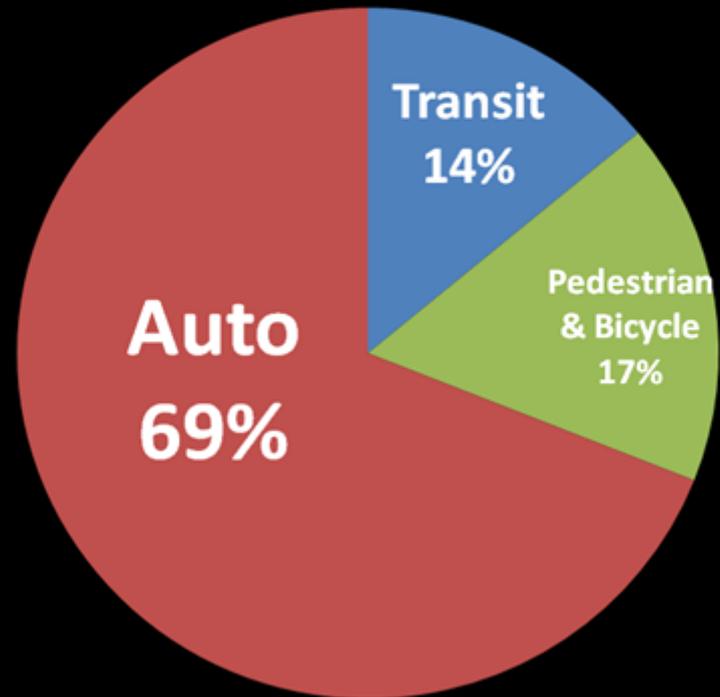


Travel Mode Choice

Scenario Including a New Metro Station



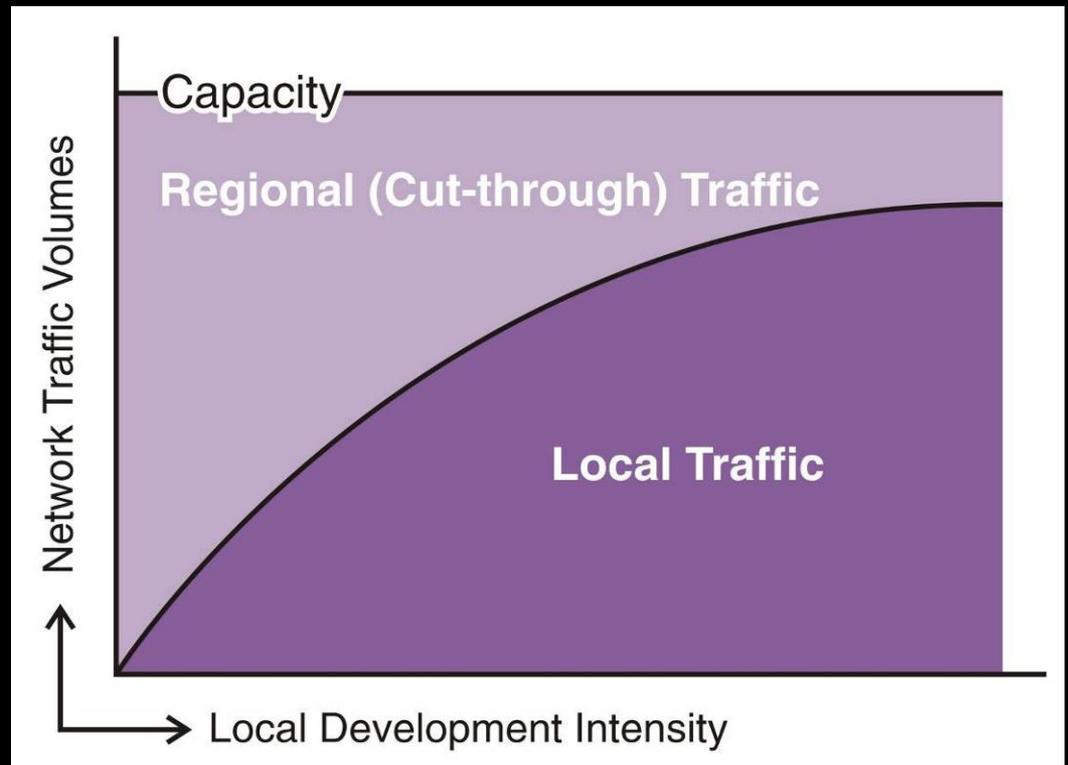
Scenario Not Including a new Metro Station



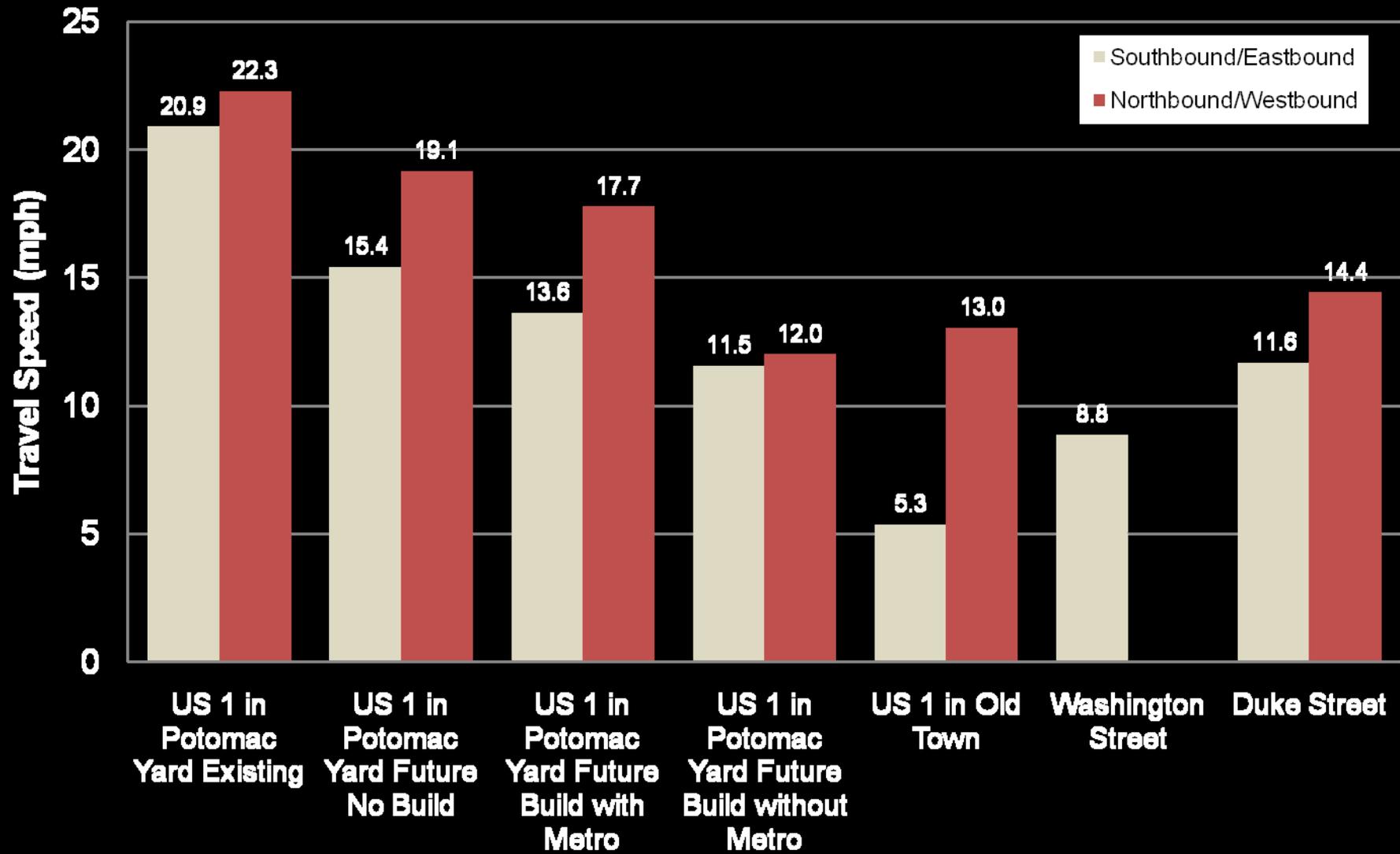


What does this assessment tell us?

- Congestion on US 1 will continue
- Local growth in a constrained network results in:
 - “squeezing out” of regional trips
 - Peak hour spreading (extended duration of congestion)



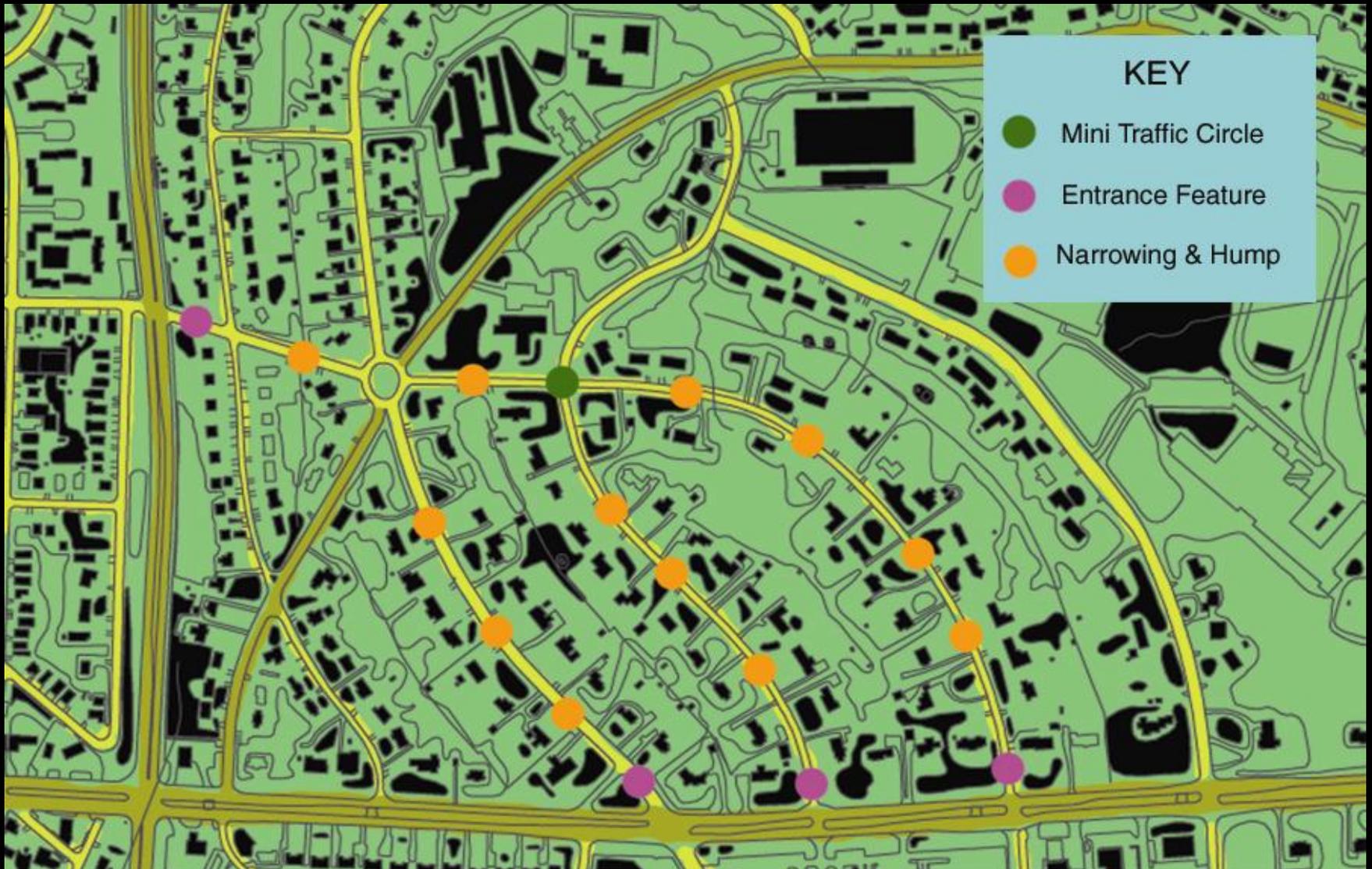
PM Peak Hour Travel Speed in Alexandria



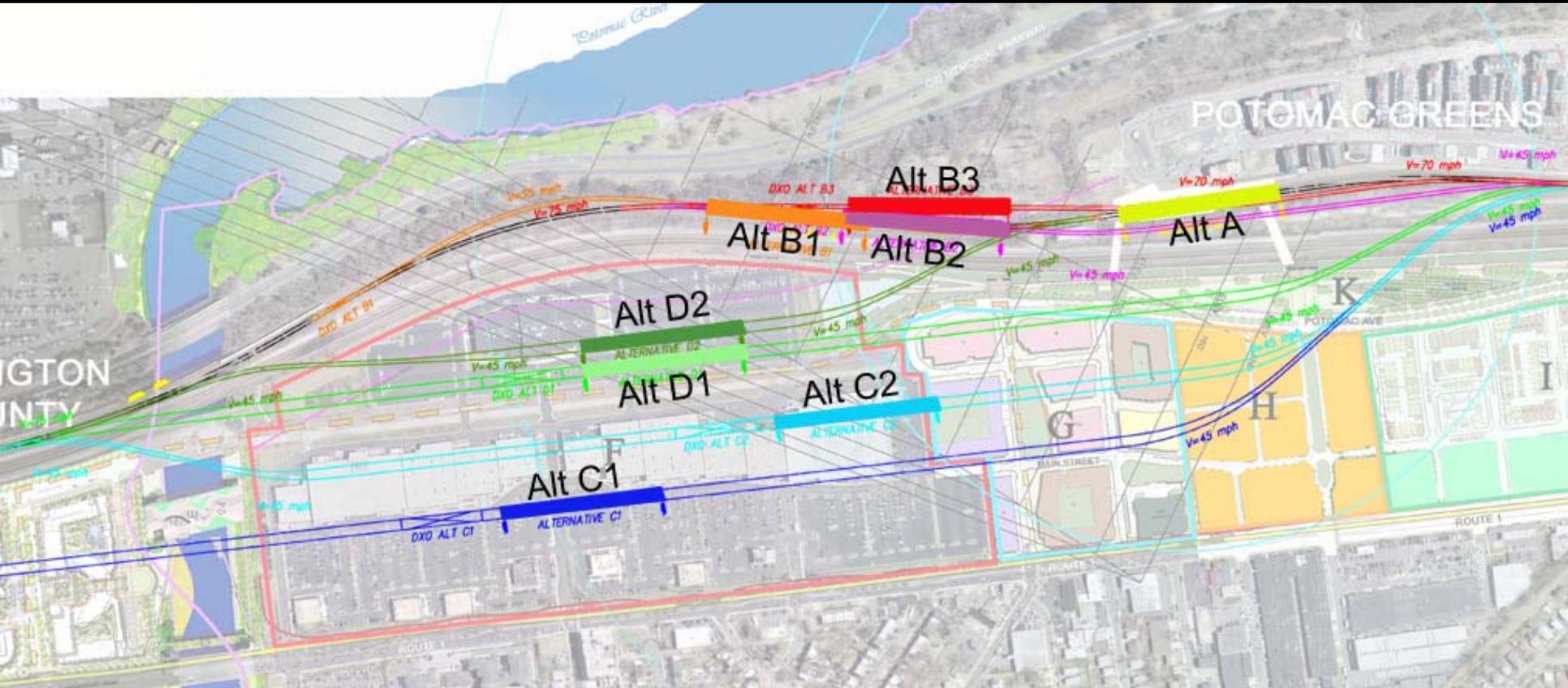
Future Spot Transportation Challenges



Comprehensive Neighborhood Protection



Metrorail Station Location Alternatives

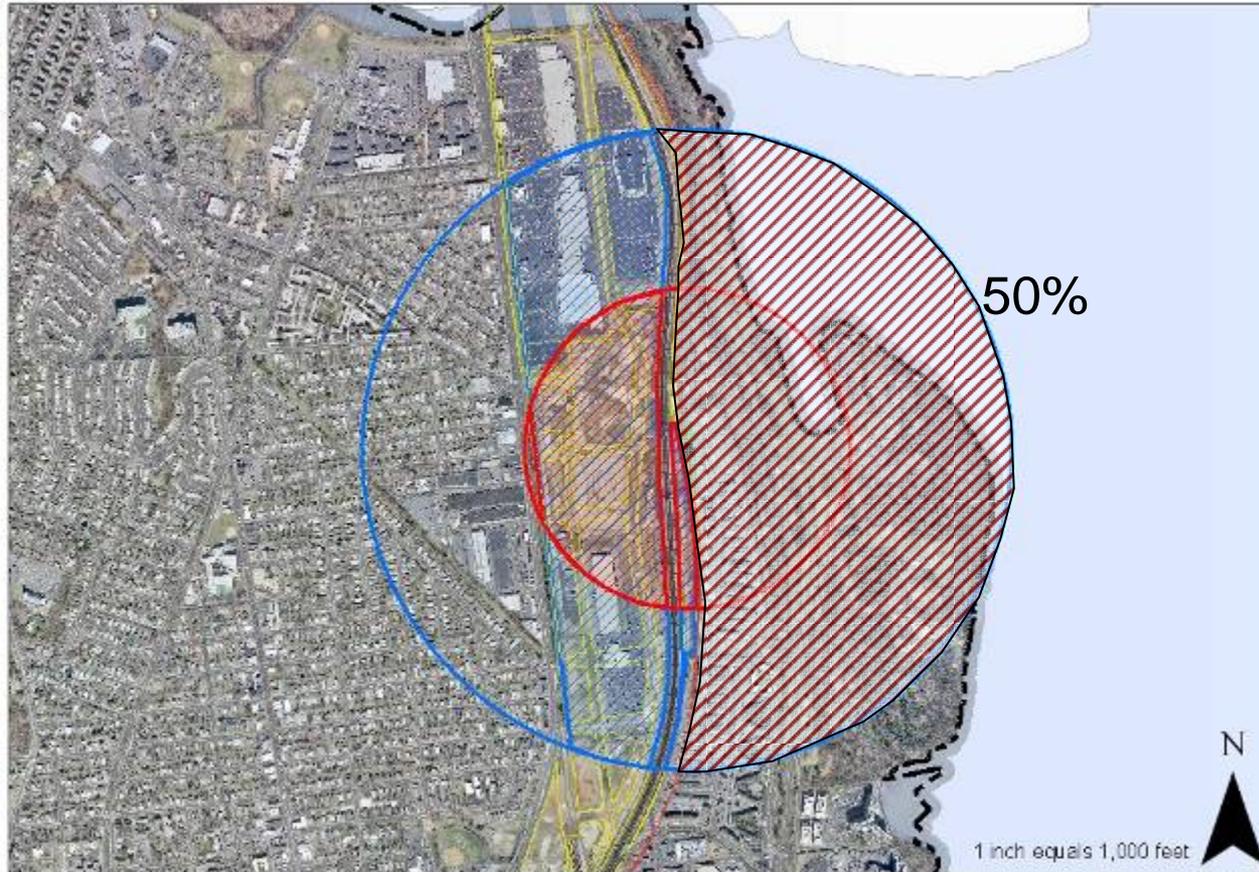


- Alt A – Existing Reservation
- Alt B – Northern Stations
- Alt C – Underground
- Alt D – Aerial

Summary of Alternatives

	Alternative A (Existing)	Alternative B (Northern)	Alternative C (Underground)	Alternative D (Aerial)
Development within ¼ mile	+/- 3.5	+/- 5.5	+/- 10	+/- 9.5
Development within ½ mile	+/- 10	+/- 14	+/- 14.5	+/- 14
Estimated Cost 2012 dollars (in millions)	\$140-180	\$150-200	\$410-520	\$200-260

Walkshed



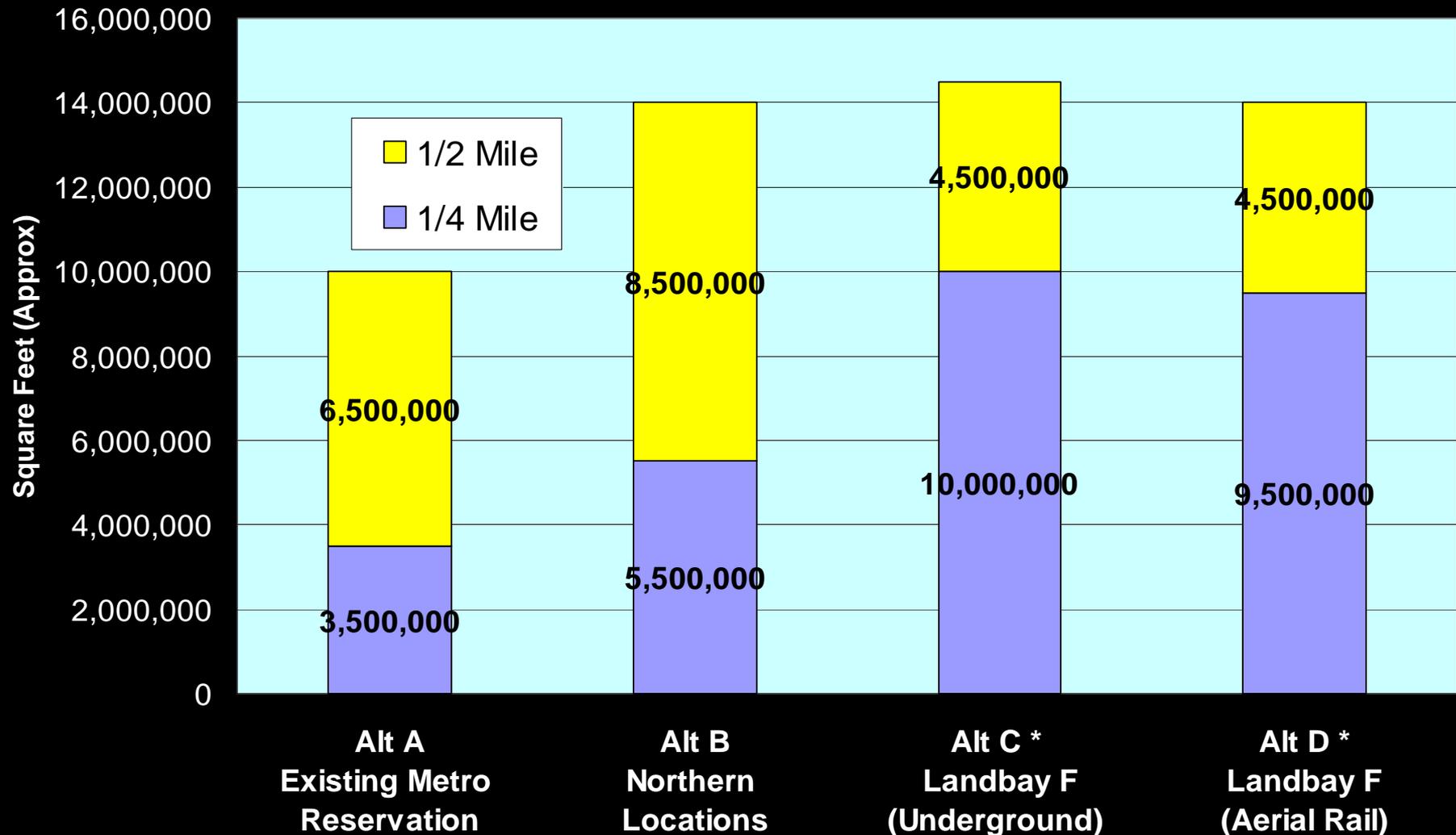
Existing Metrorail Station Reservation

POTOMAC YARD - POTENTIAL METRO LOCATIONS



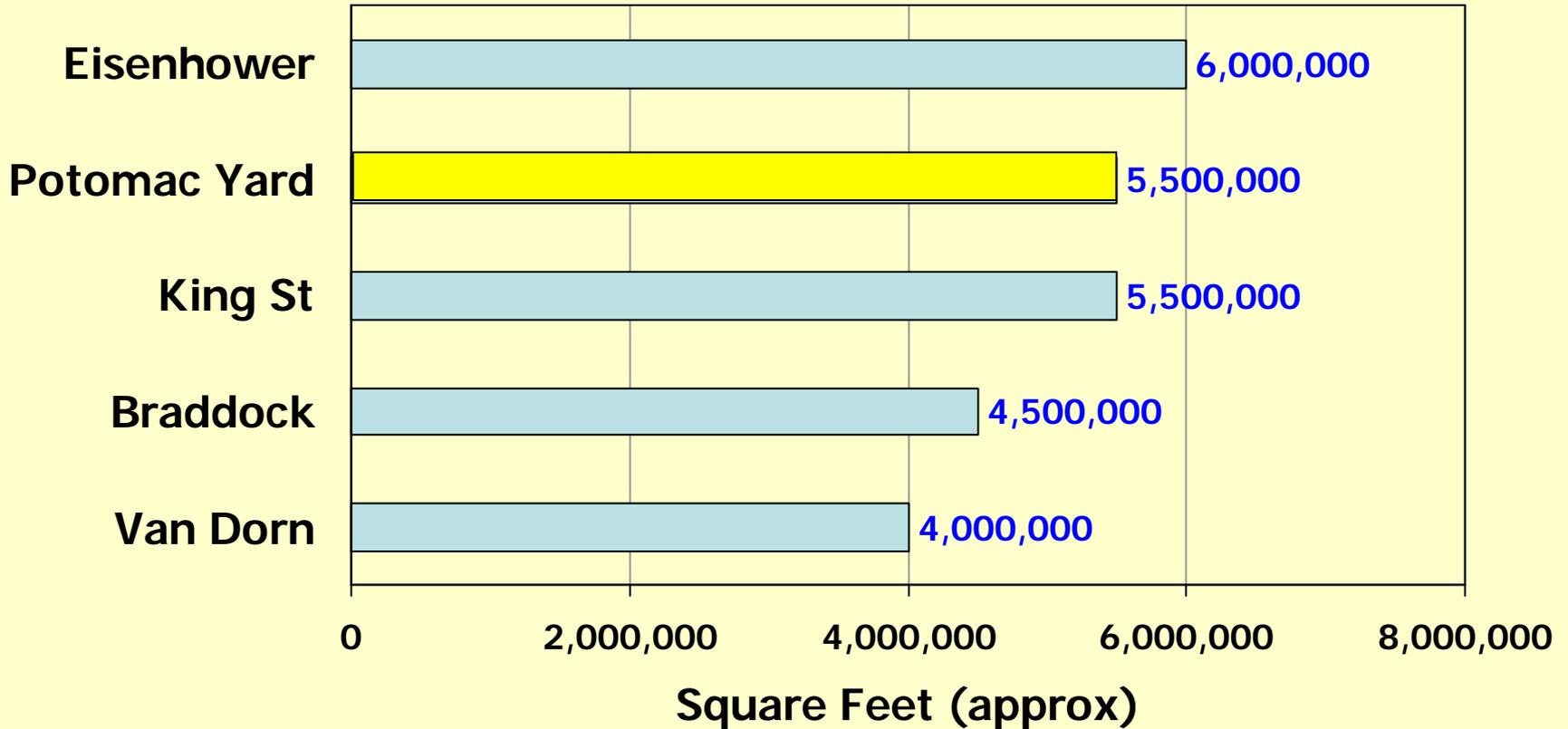
Approximately 50% of walkshed cannot be developed

Potential Density – ¼ and ½ mile walksheds



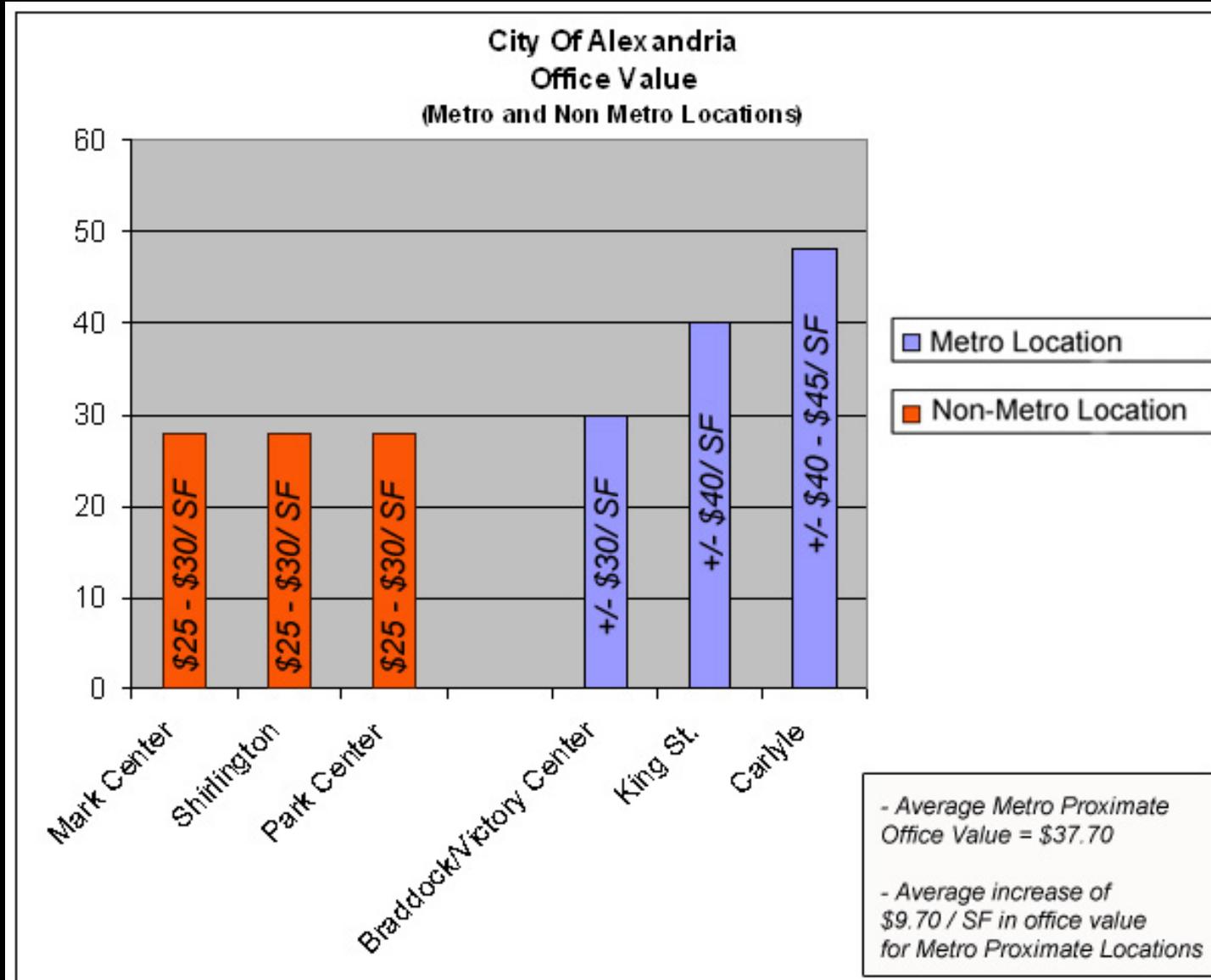
* **NOTE:** Development for Landbay F was assumed equal (in size and distribution) for each alternative and does not account for likely increases in density for alternatives located within the main body of Potomac Yard.

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

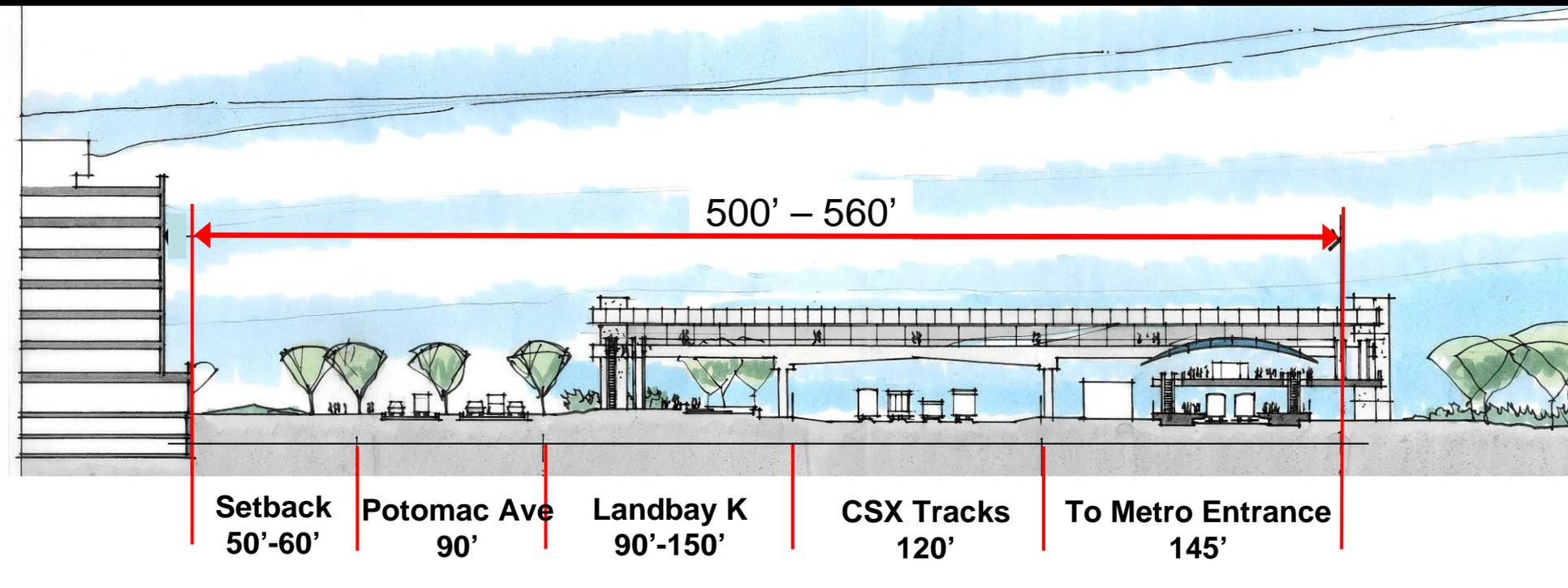


Balancing Issues – Cost vs. Value

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

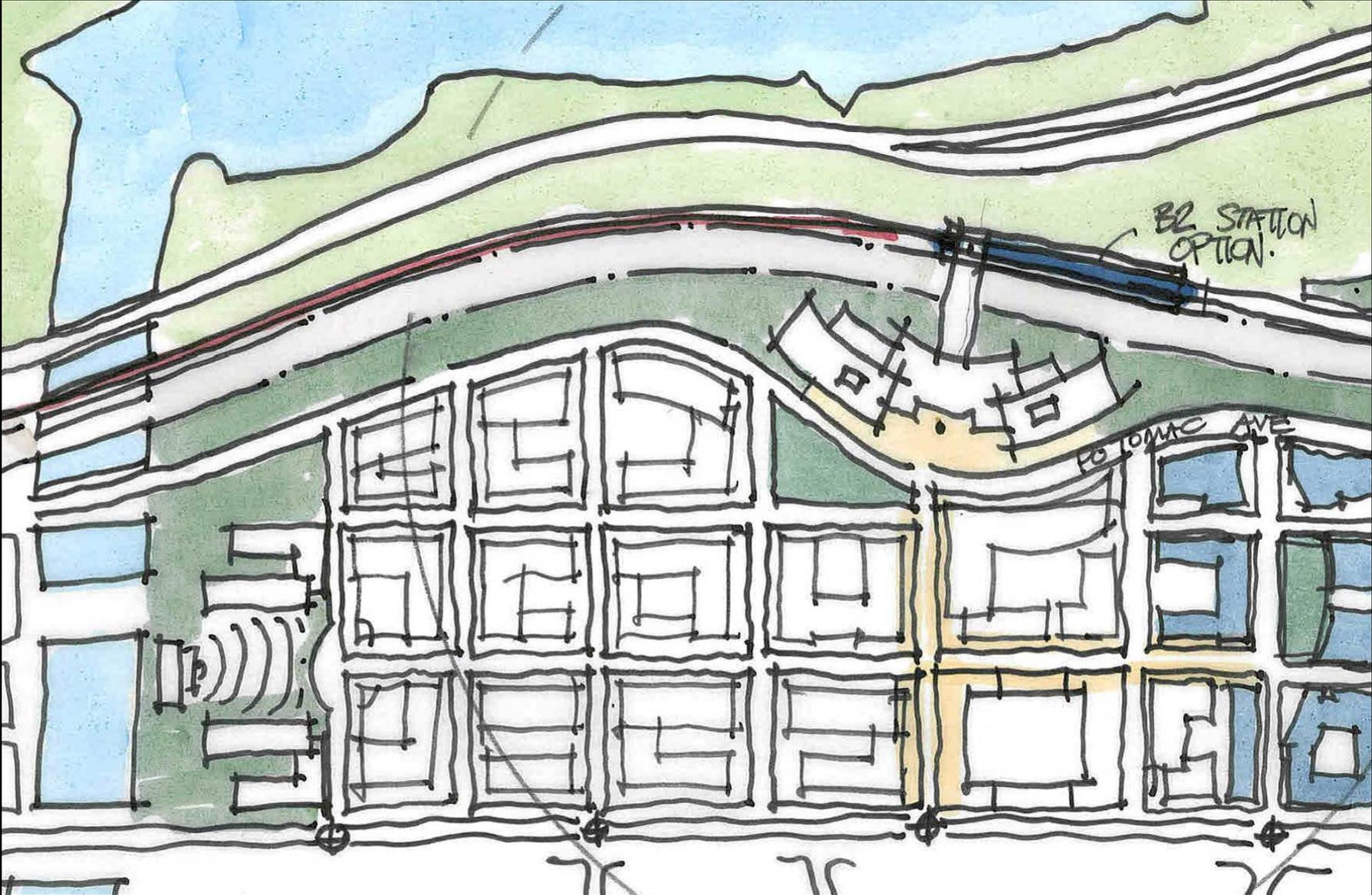


Accessibility Challenges with Existing & Northern Stations

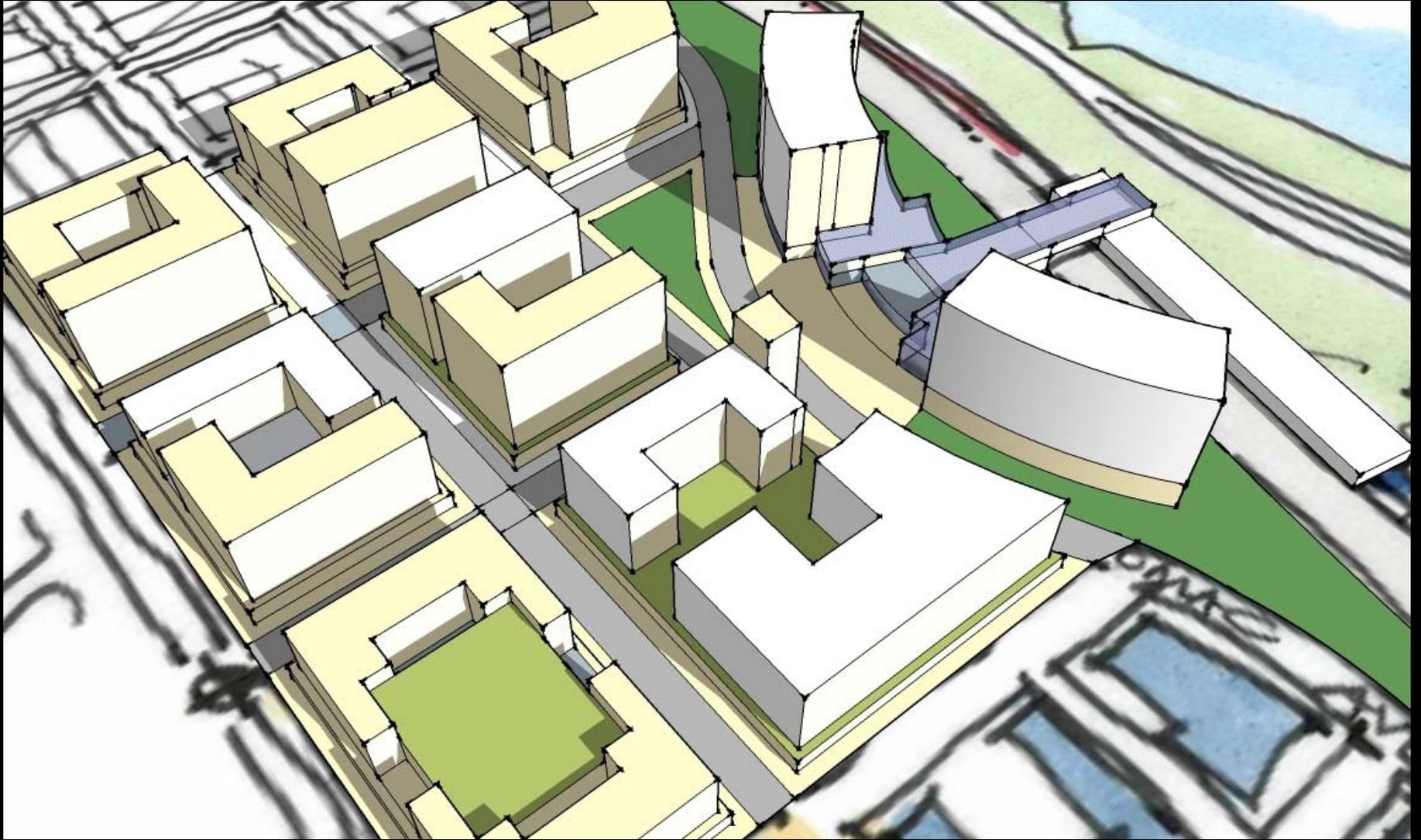


Cross-Section of Possible Station Design

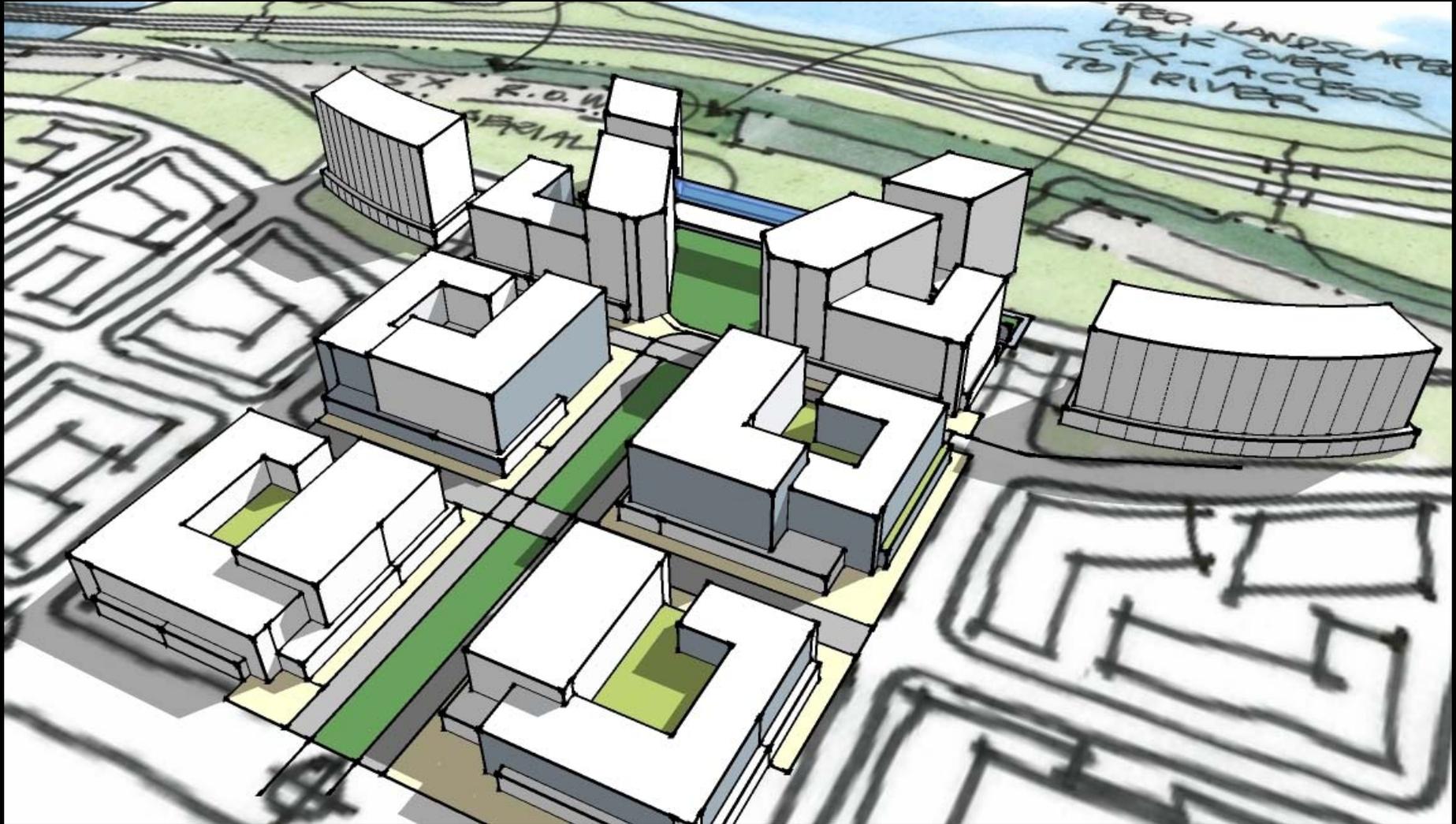
Potential Access – Alternative B (Northern)



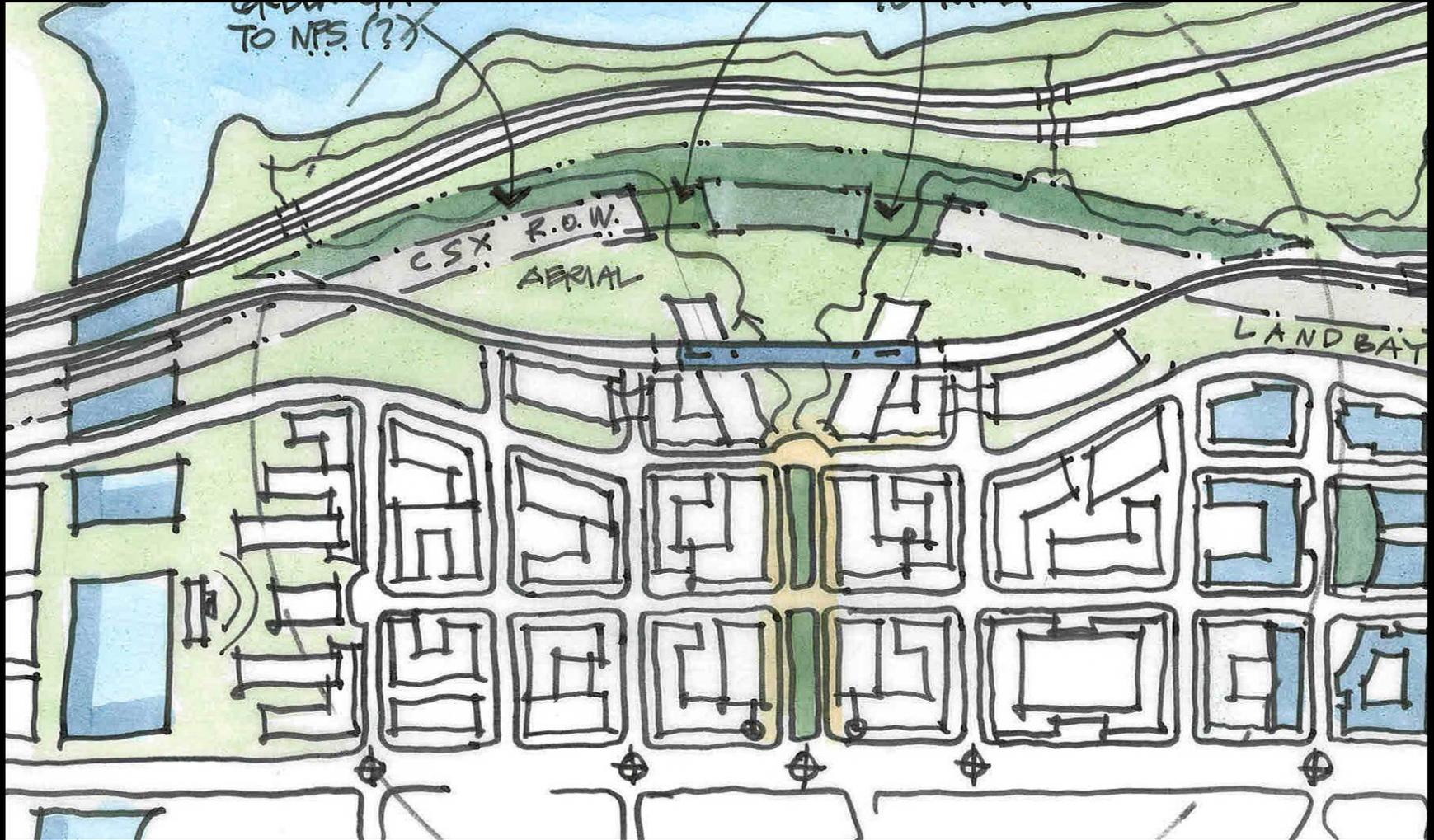
Potential Access – **Alternative B (Northern)**



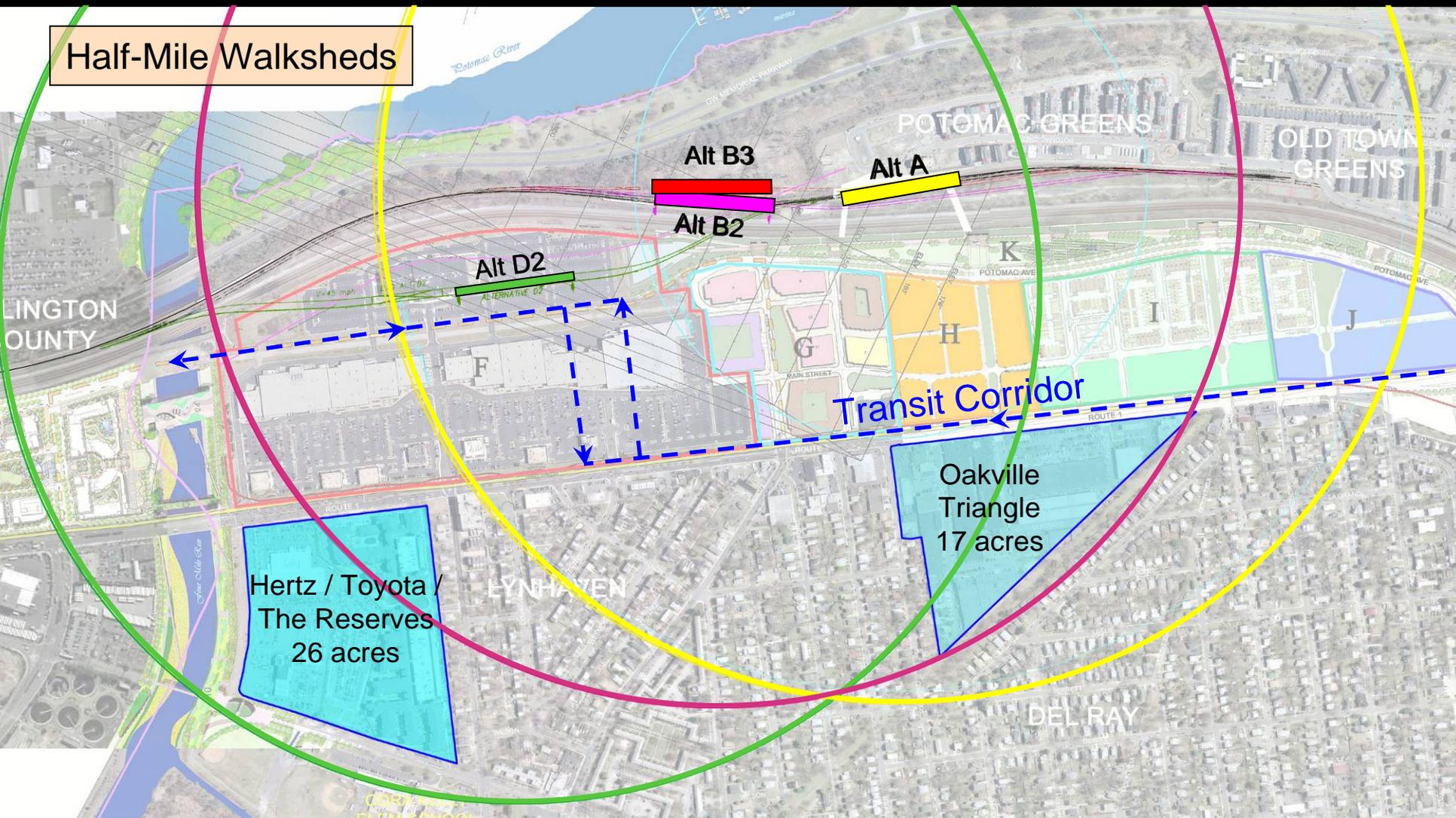
Potential Access – Alternative D (Aerial)



Potential Access – Alternative D (Aerial)

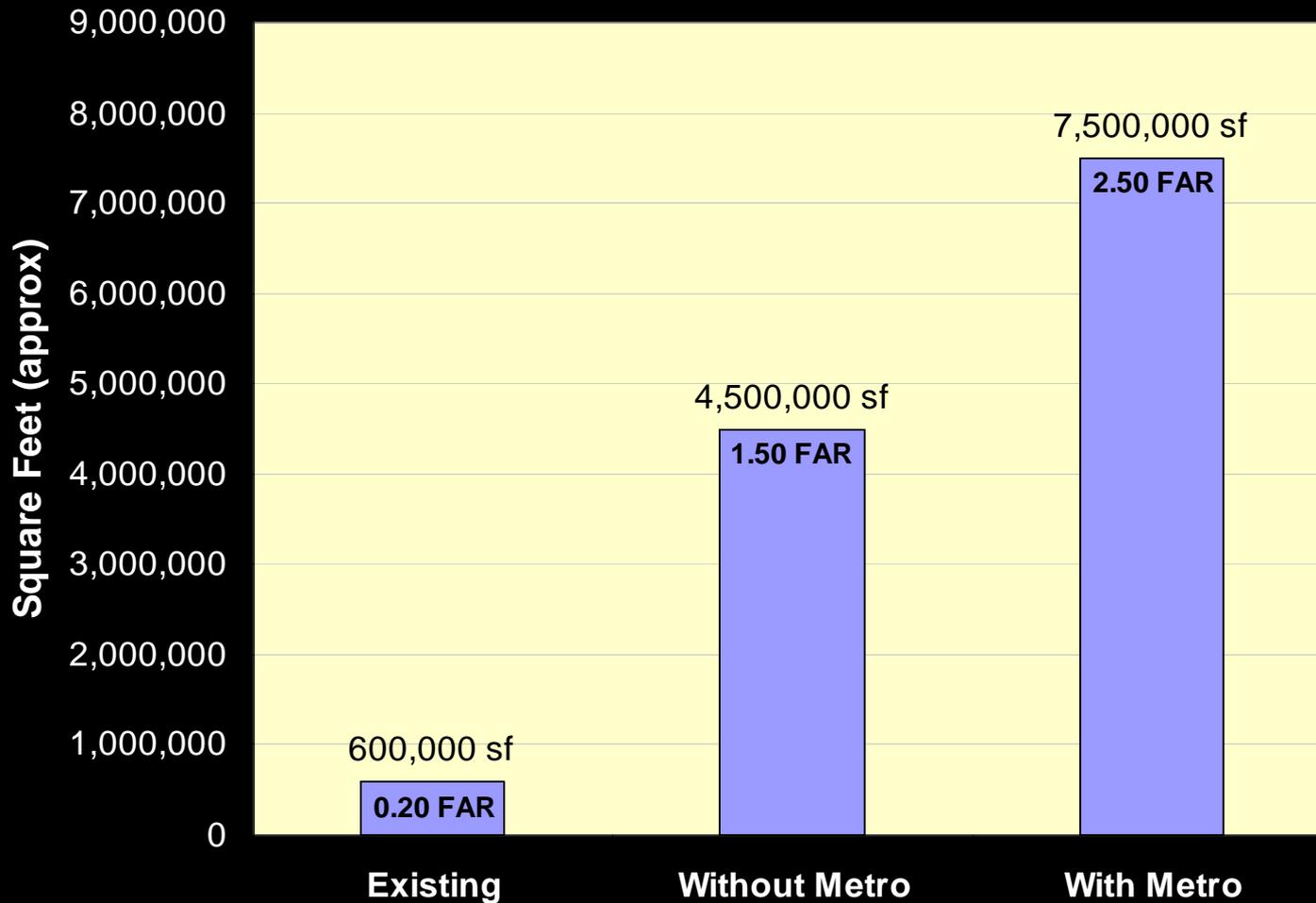


Impact / Benefits to Transit Corridor



Impact / Benefits to Transit Corridor

Development Potential of Lbay F

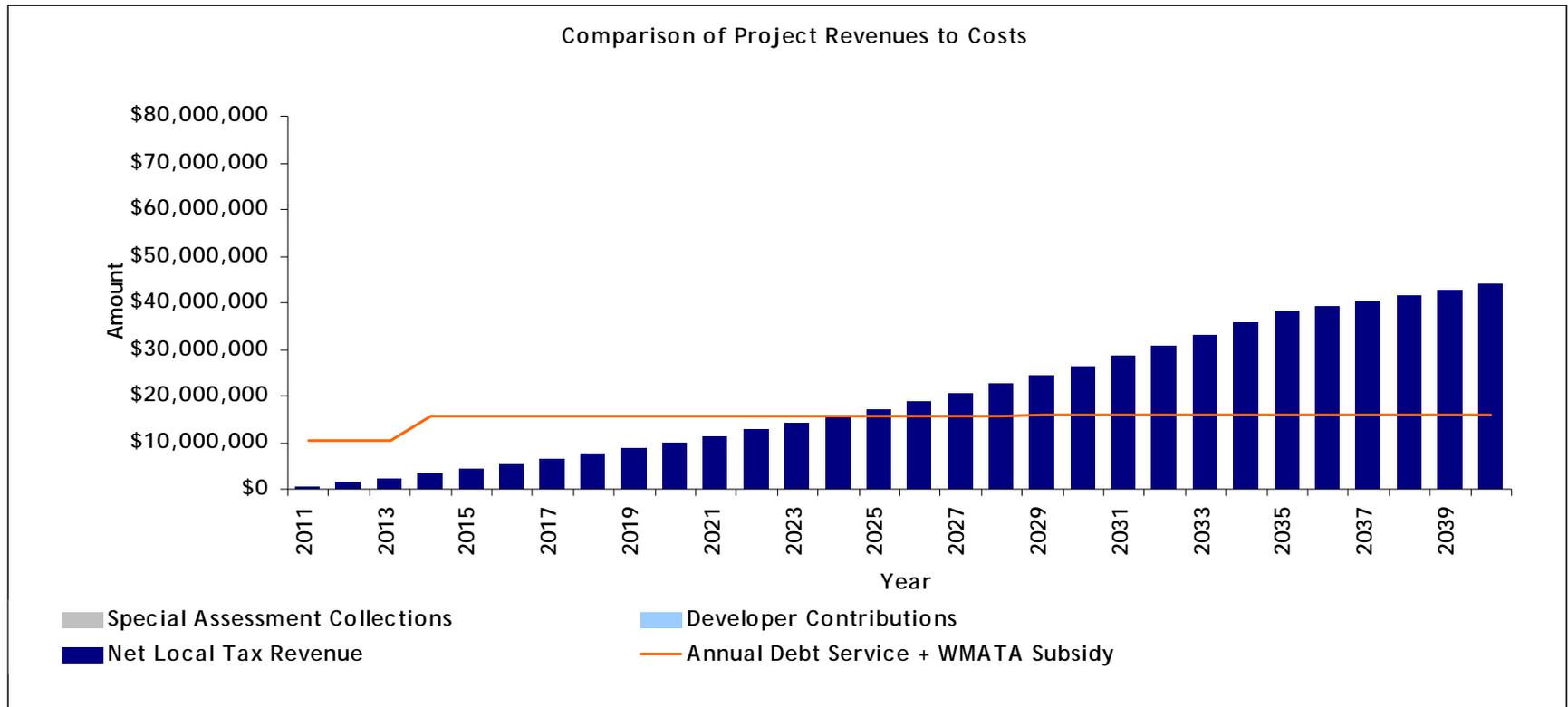


Station Alternative D2

100% Local Tax

Results

- Size of Funding Gap: \$74.6 million
- Breakeven Year: Year 2025
- NPV: \$5.9 million

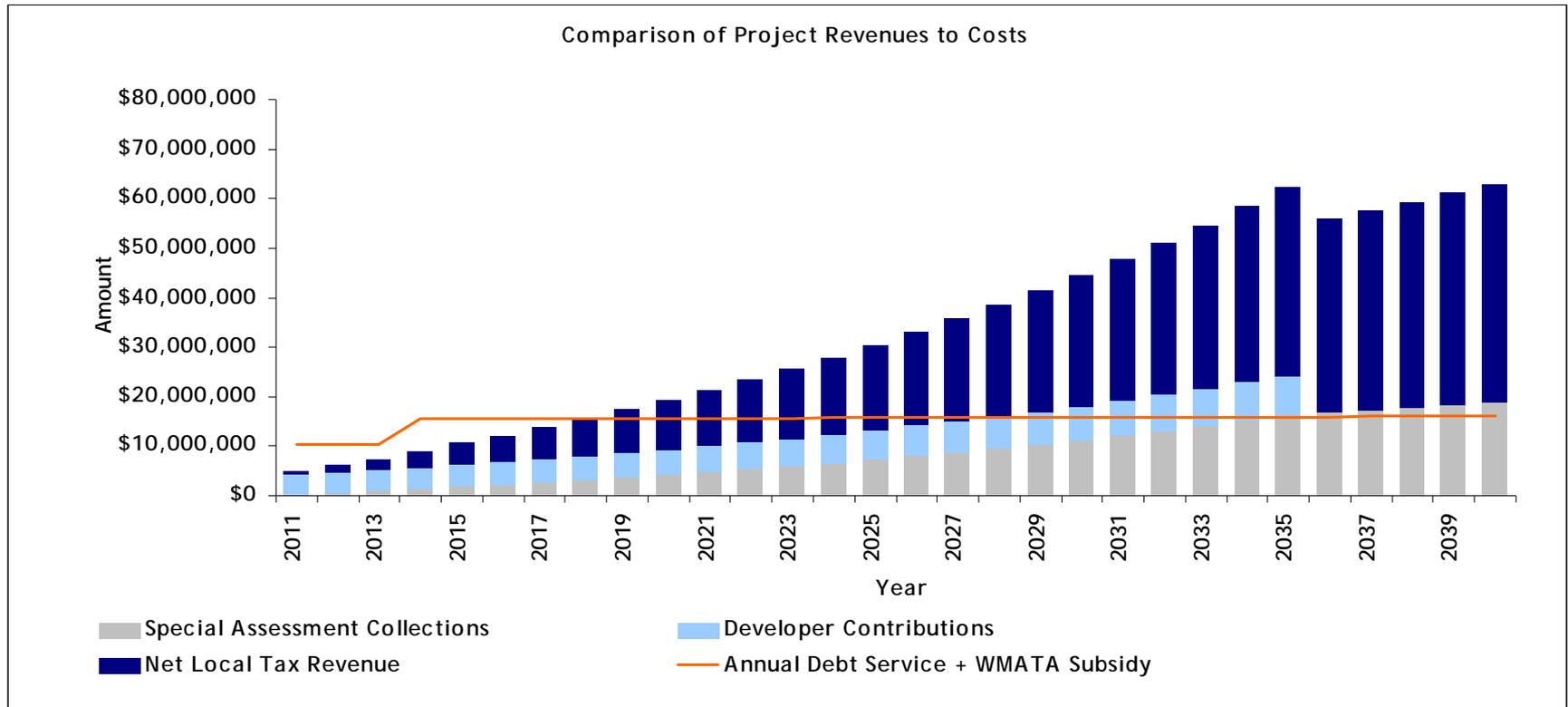


Station Alternative D2

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

