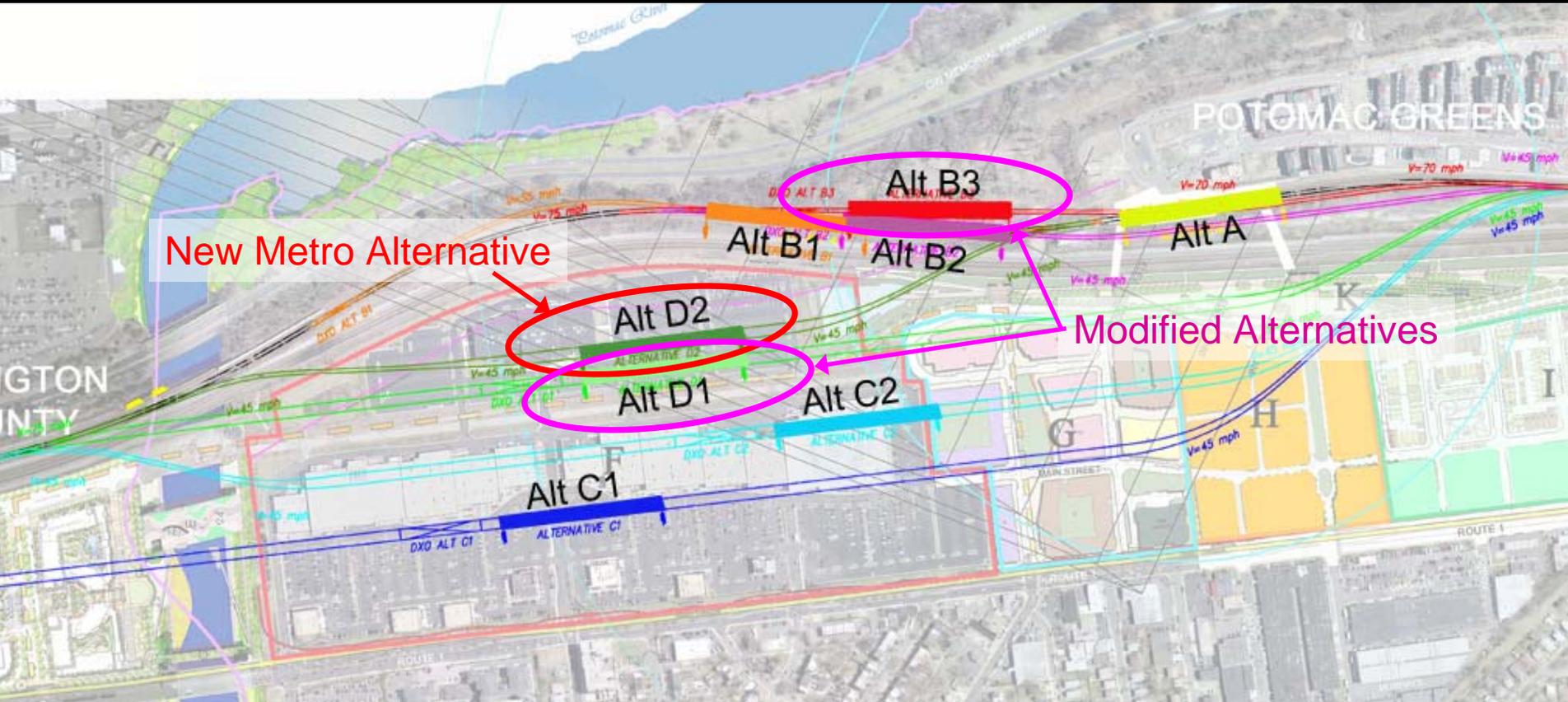


Potomac Yard Metrorail Station

Metro Feasibility

Station Location Alternatives



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

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

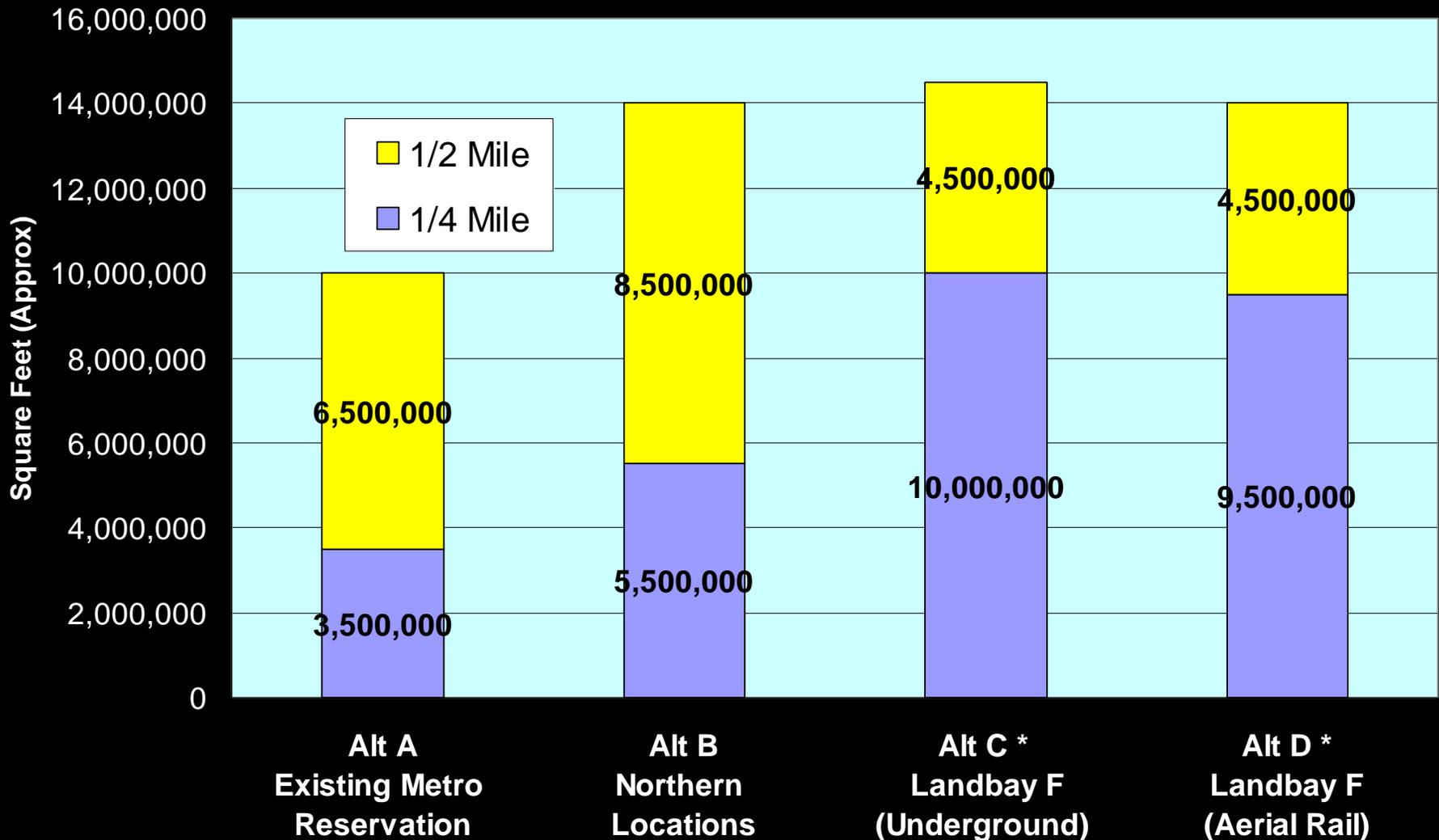
* Does not include potential development for properties west of Route 1

Balancing Issues – Cost vs. Value

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

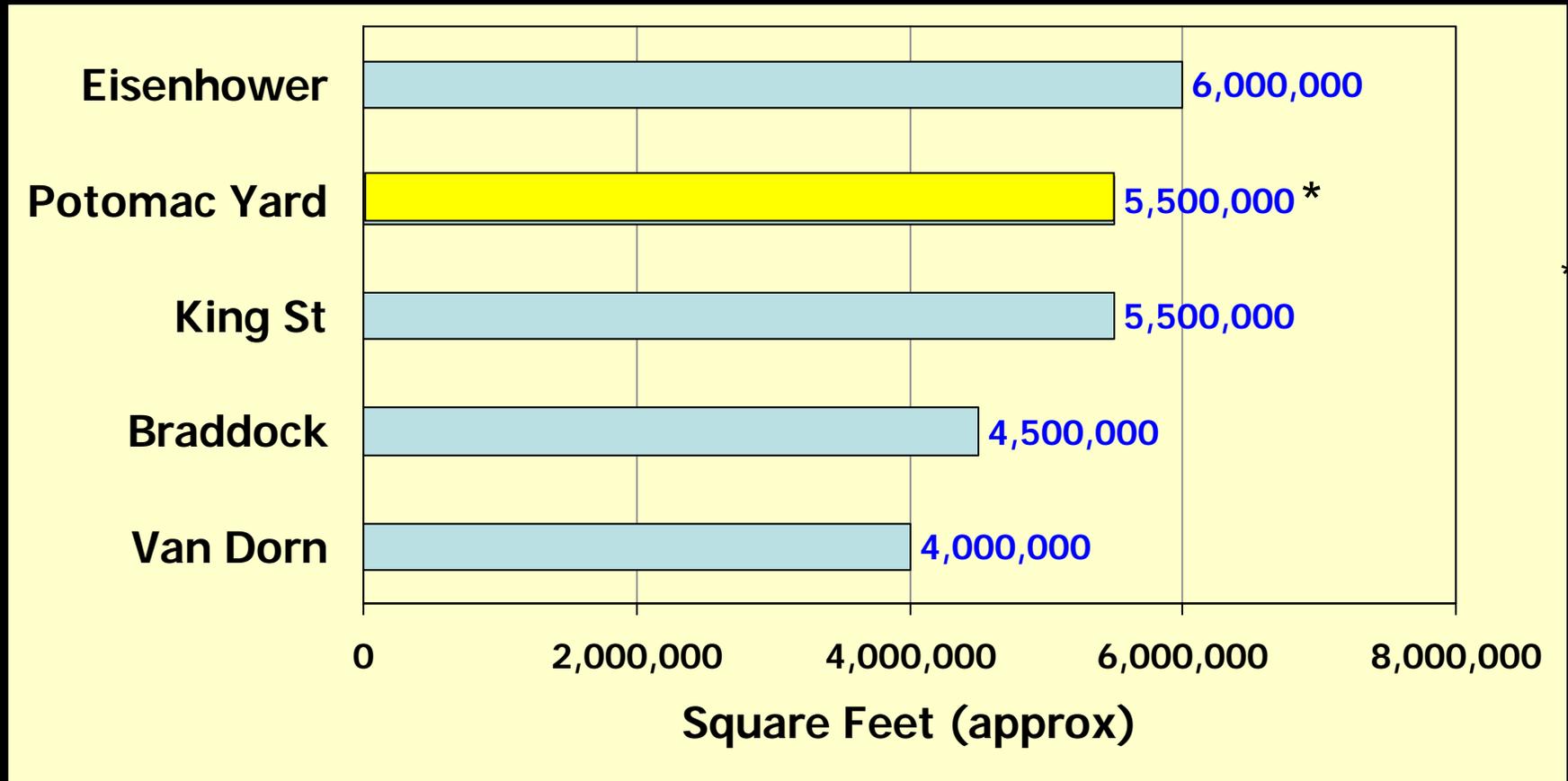


Potential Density – ¼ and ½ mile walksheds



* **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 subject to change

Economic Value Added by Metro

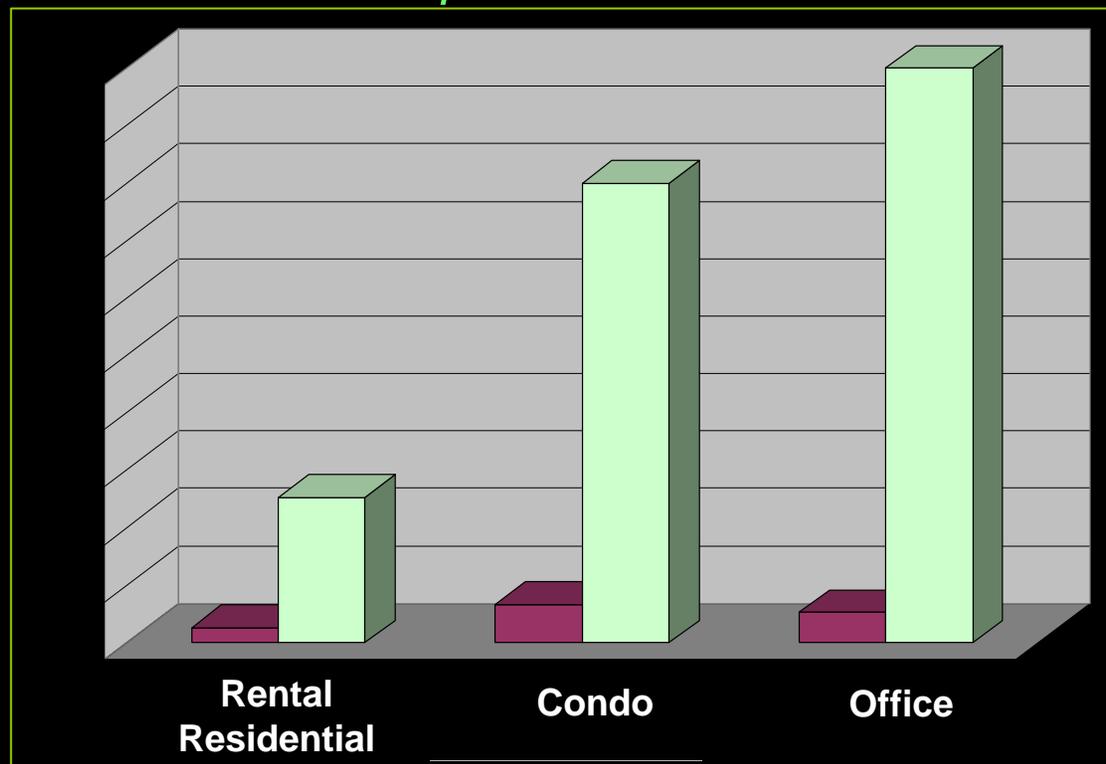
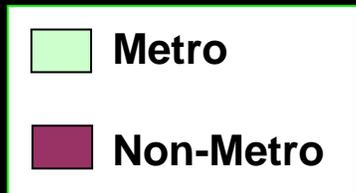
- ***W-ZHA Analysis - Metro Impact on Developer Proffer Potential:***

Residential Rental Value: Increase about \$350/unit

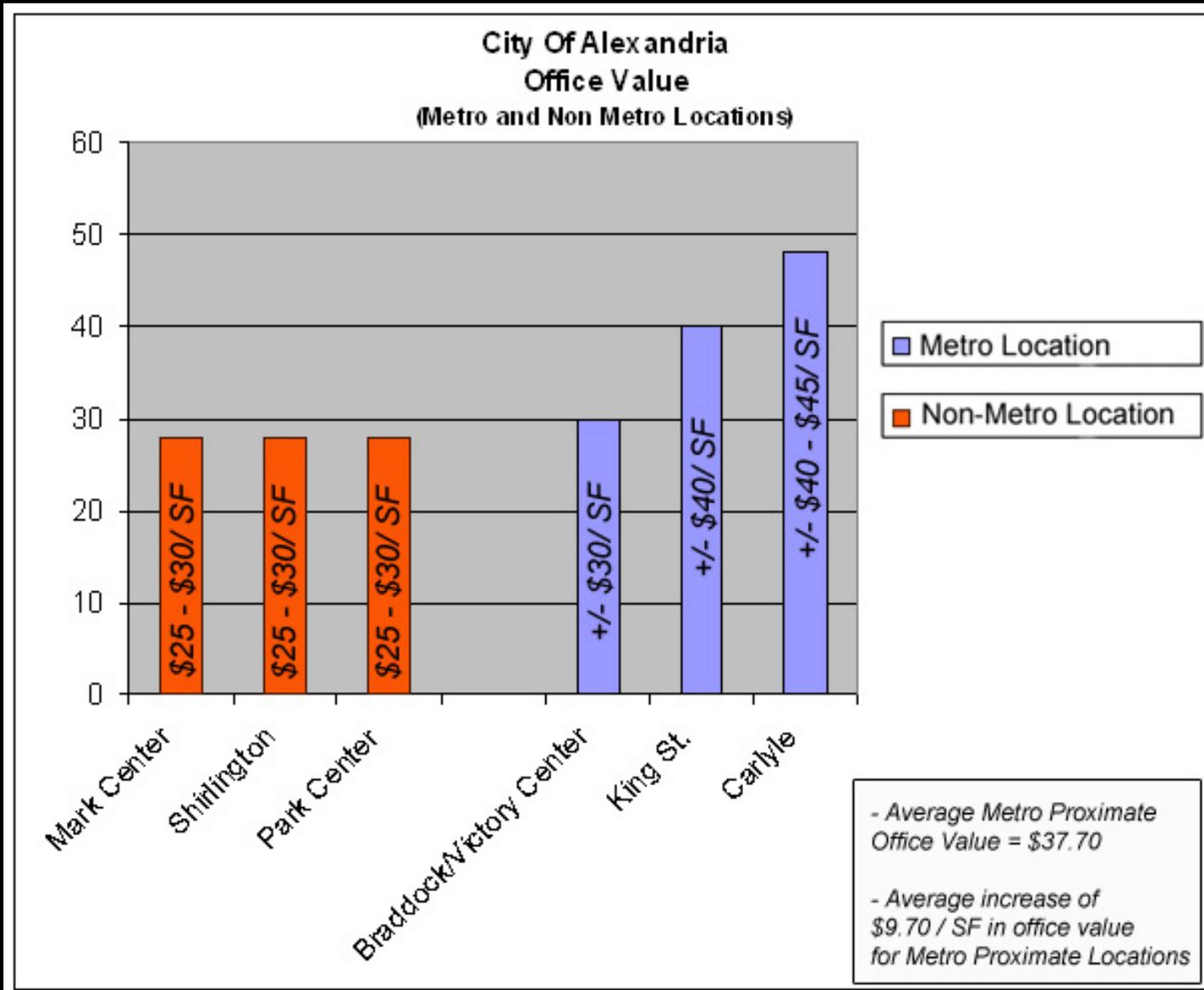
Condo Value: Increase about \$20/sf in residential value

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

Developer Proffer Potential



Economic Value Added by Metro



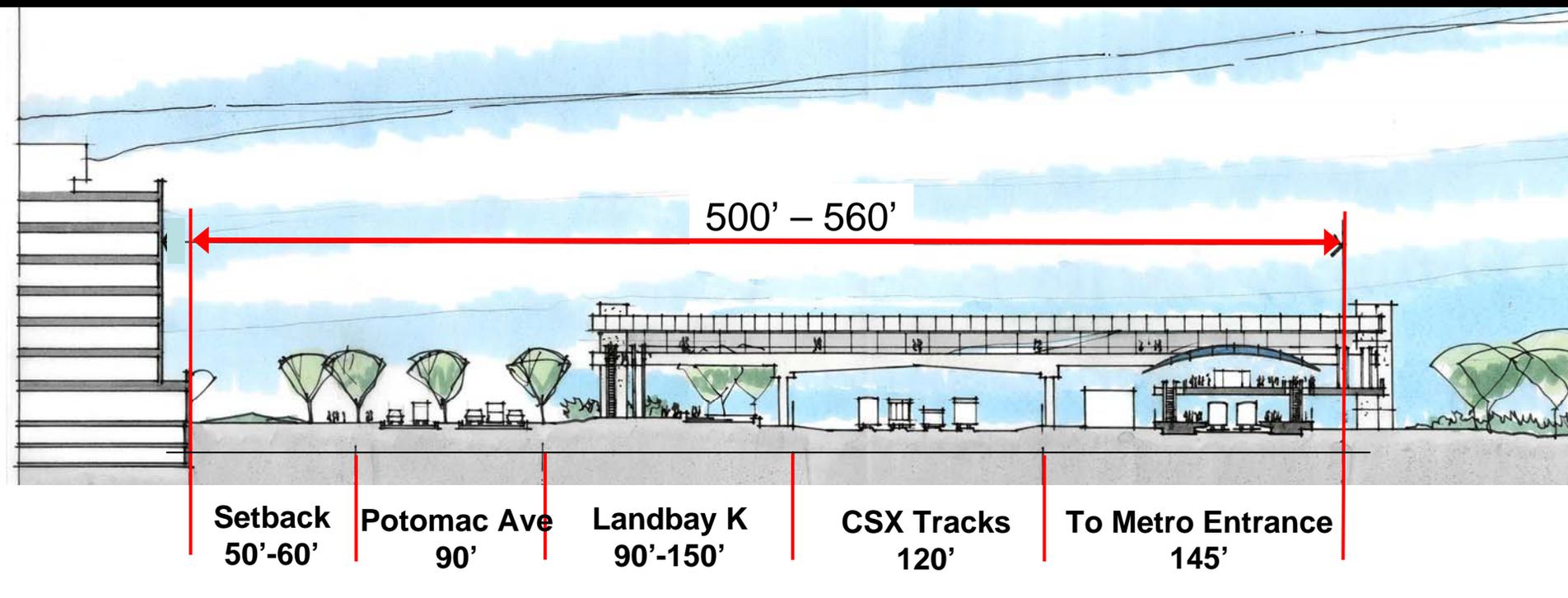
Potential Ridership

- Design
- Uses
- Density
- Walking Distance – Proximity

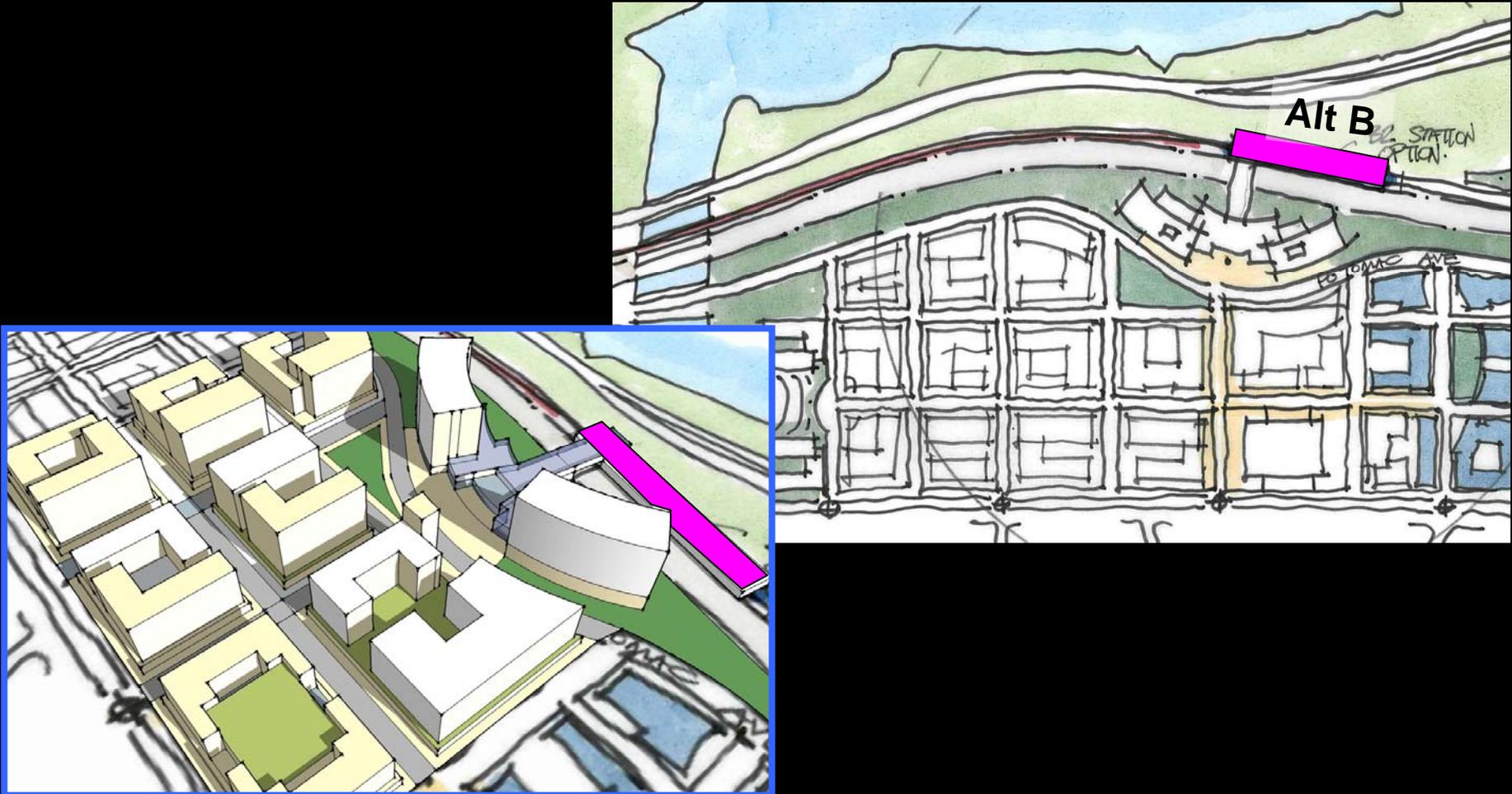


Accessibility Challenges with Existing & Northern Stations

Cross-Section of Possible Station Design

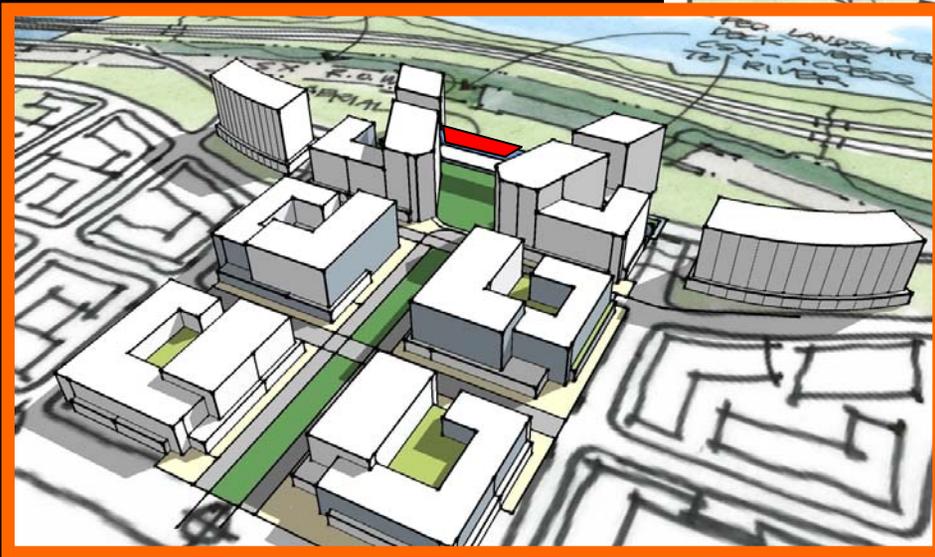
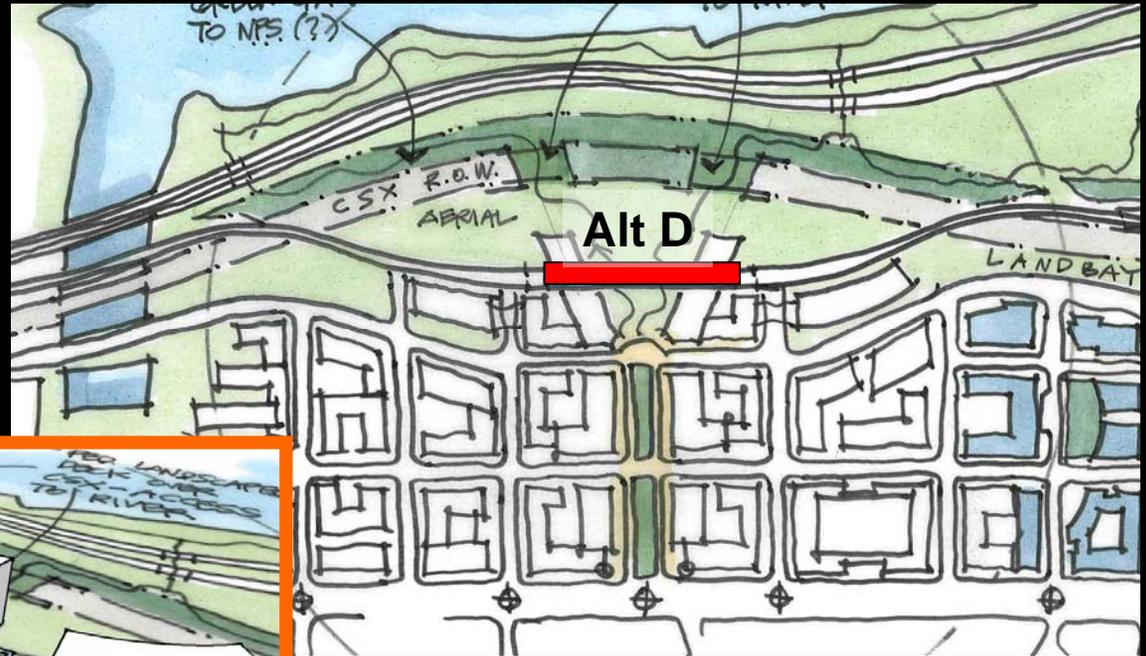


Potential Access – Alternative B (Northern)



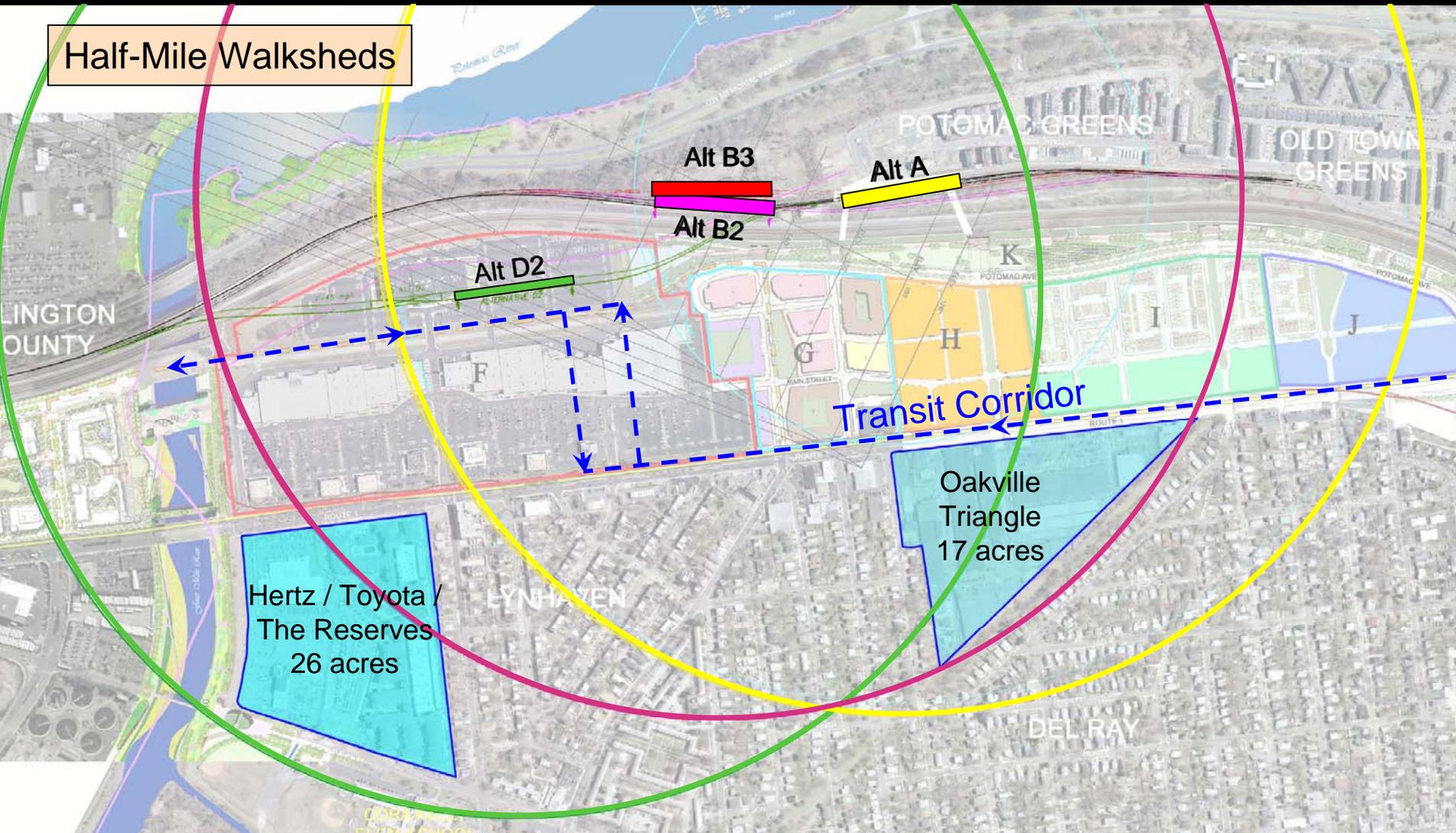
Rendering of what Northern Station could look like

Potential Access – Alternative D (Aerial)



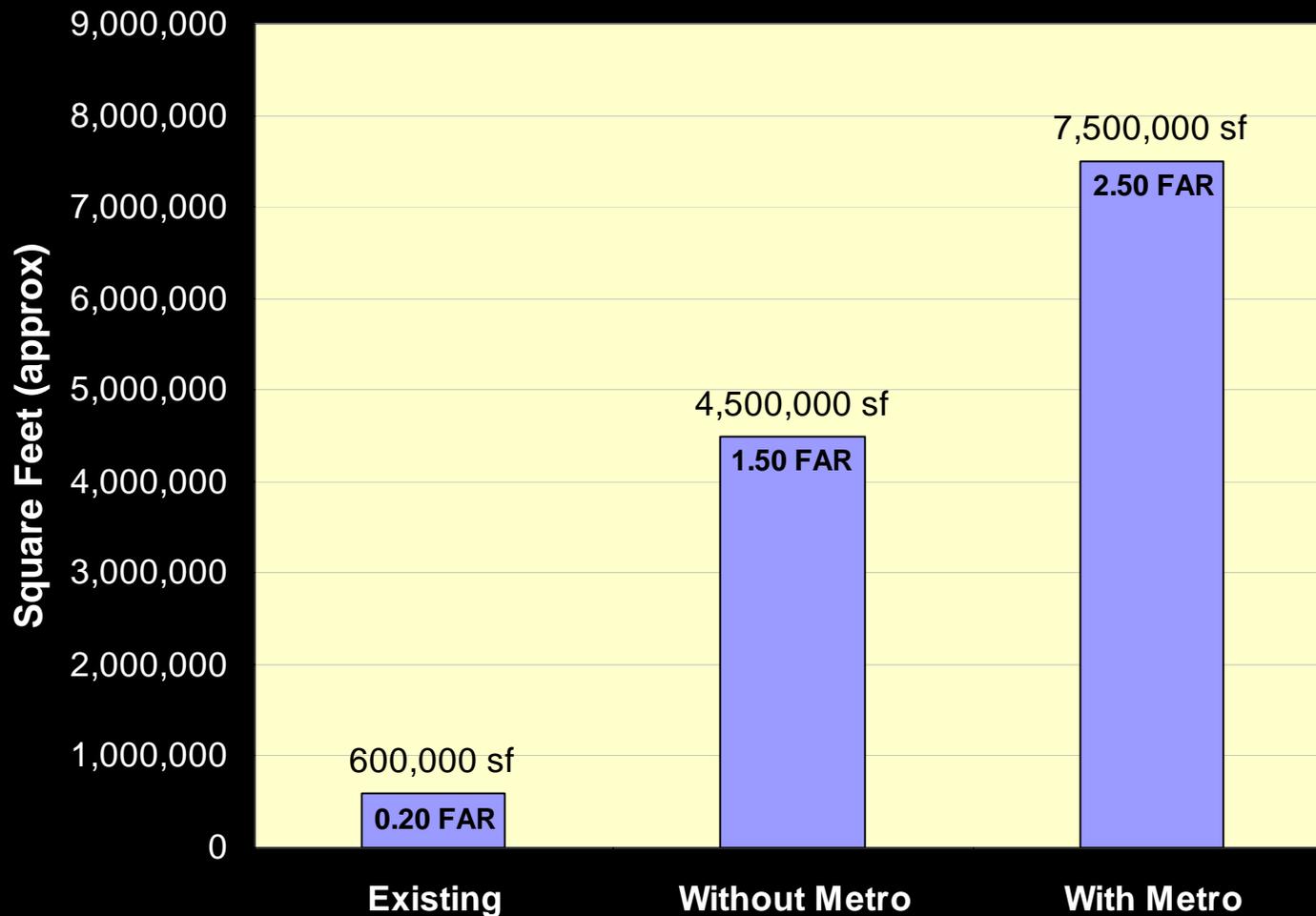
Rendering of what Aerial Station could look like

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



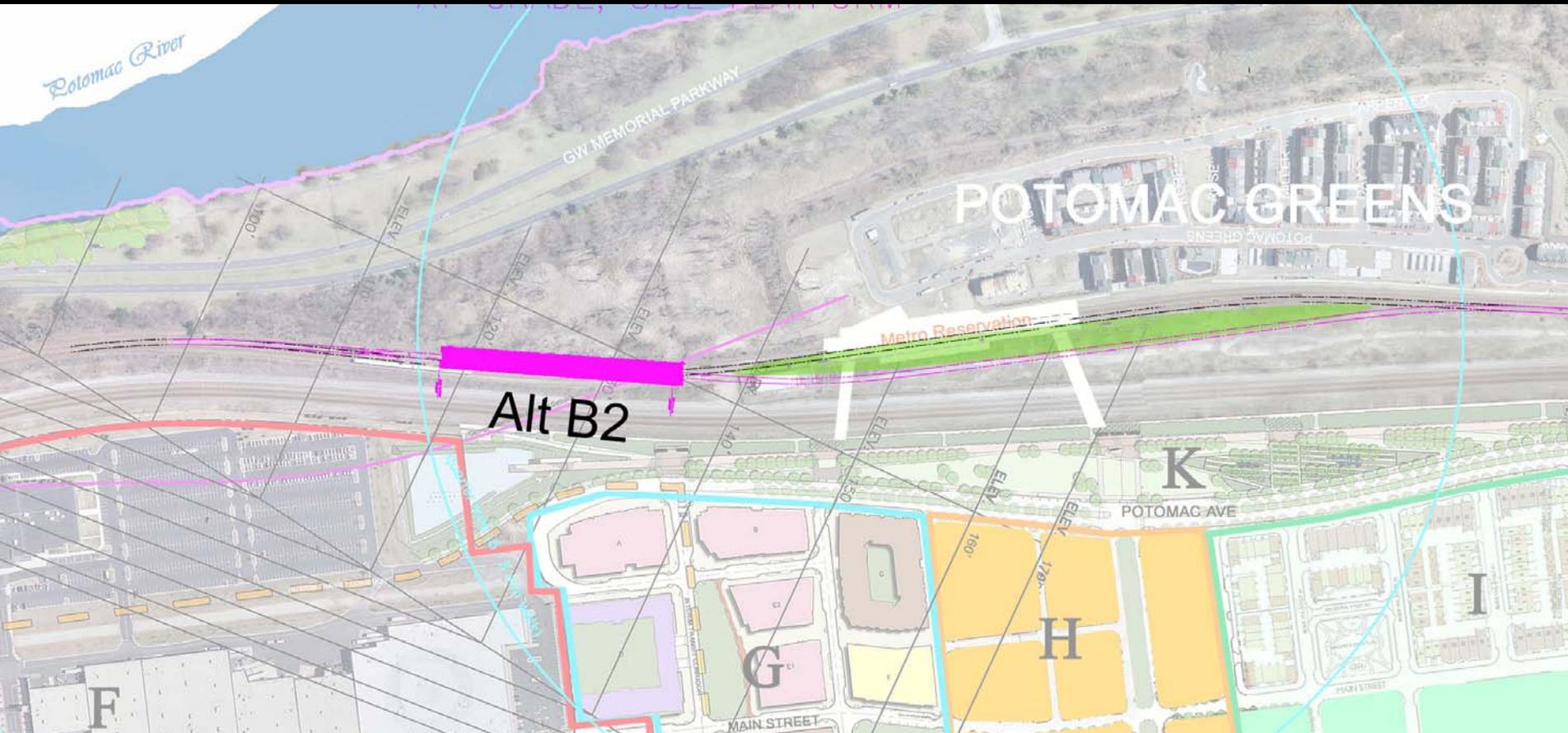
Other Amenities

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



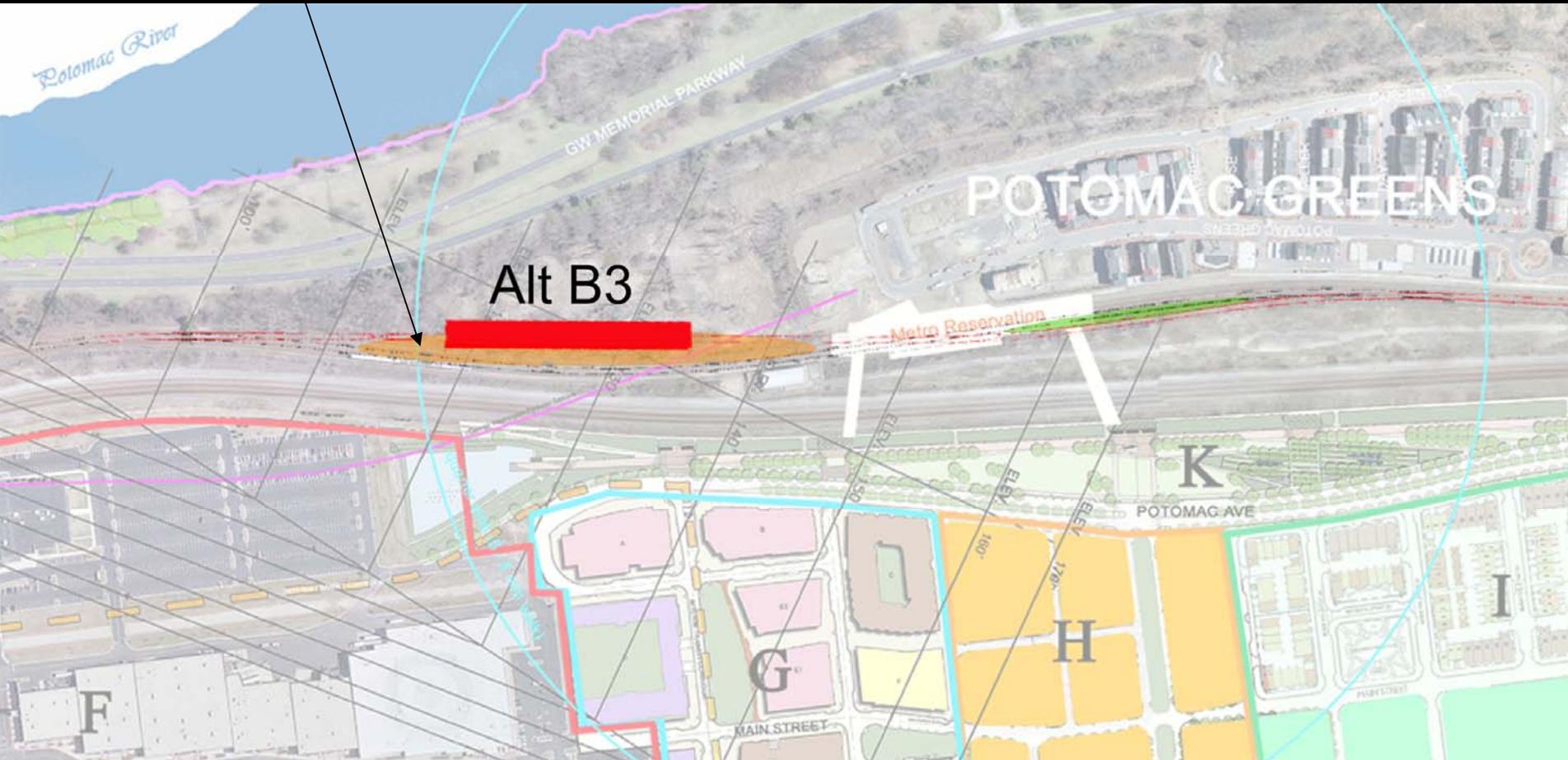
Open Space Impacts – Alt B2

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

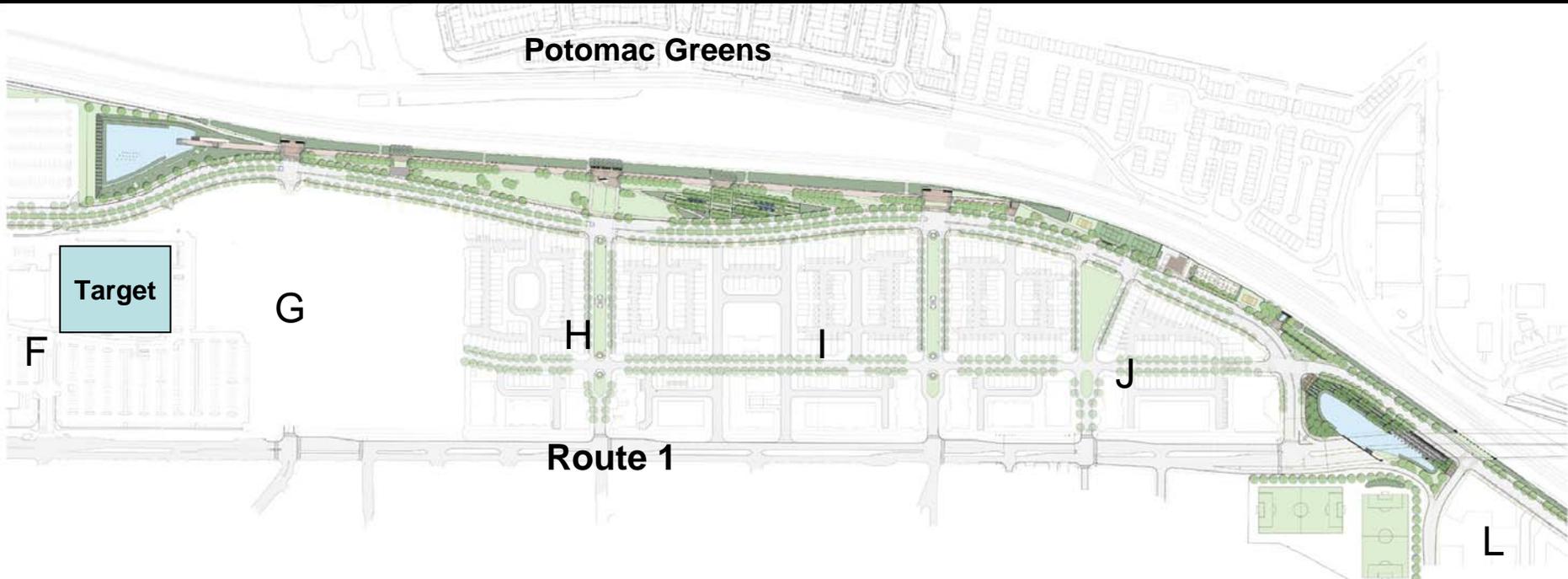


Open Space Impacts – Alt B3

Reduces Potomac Greens Park by +/- 3 acres

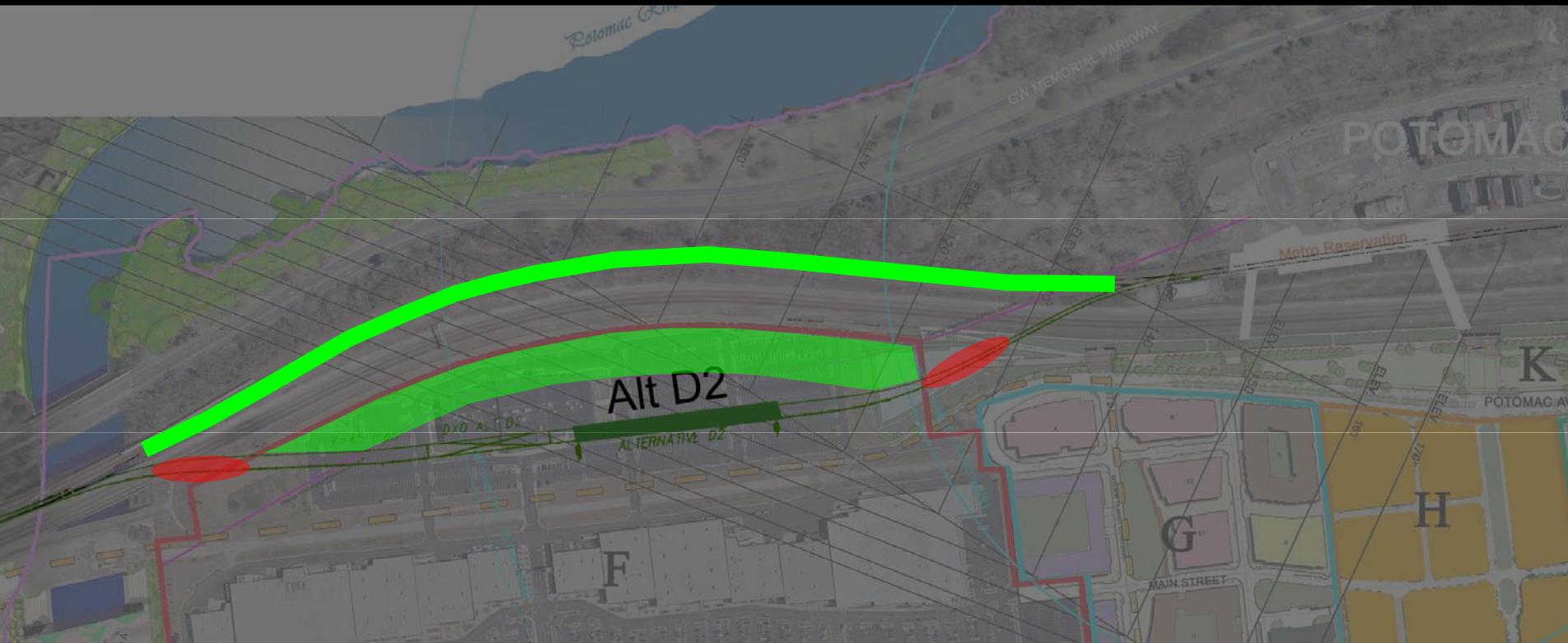


Open Space Impacts – Landbay K



Open Space Impacts – Alt D2

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

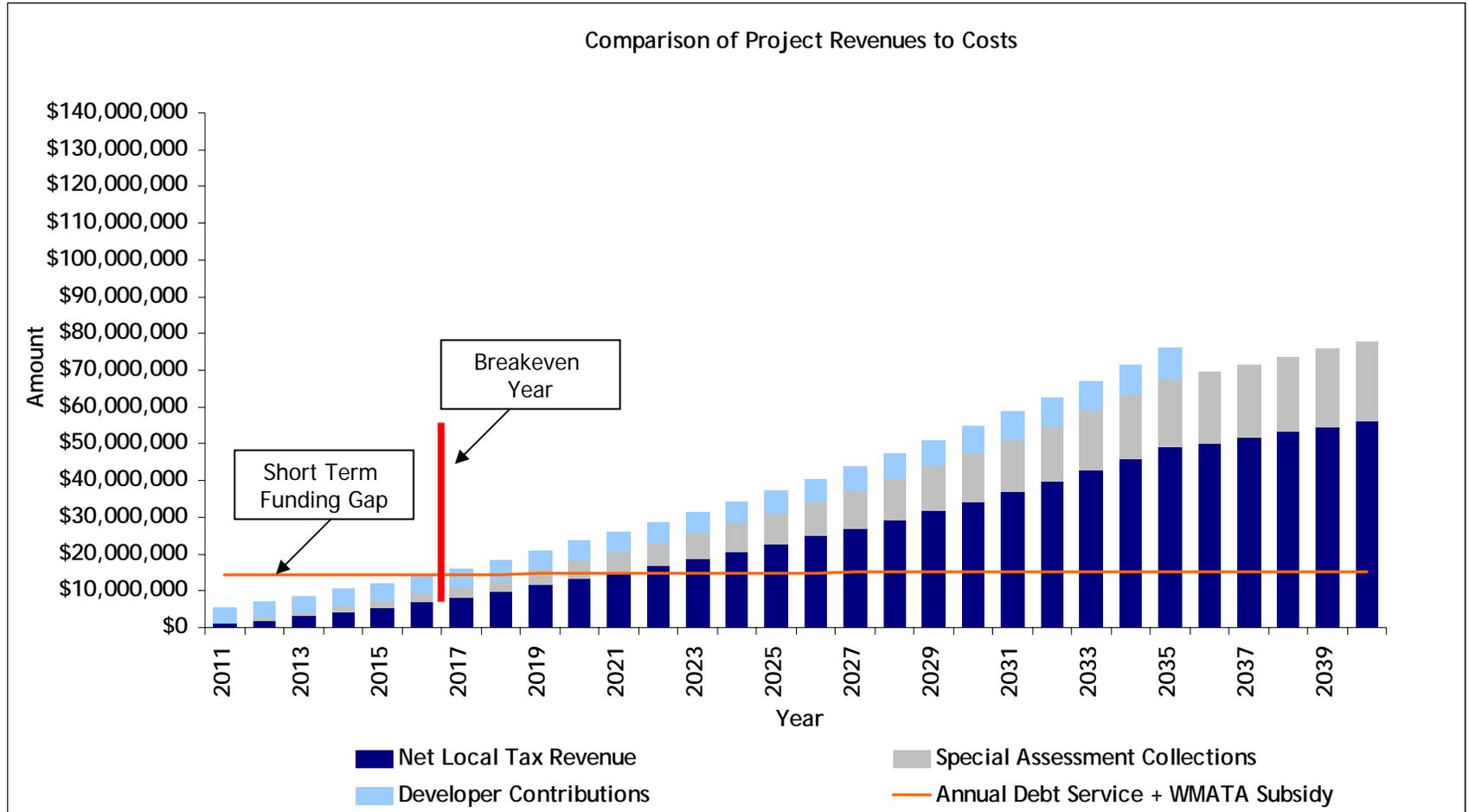


Transportation Master Plan

"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 Financial Analysis

Indicative Scenario: Hypothetical Comparison of Project Revenue and Cost



Summary of Comments from Metrorail Feasibility Work Group

- Metro station alternatives A1, B2/B3, and D2 should continue to be evaluated
- Concern about cost and funding, particularly the City's ability to participate in funding
- The financial analysis is needed to inform next steps of the feasibility process

