



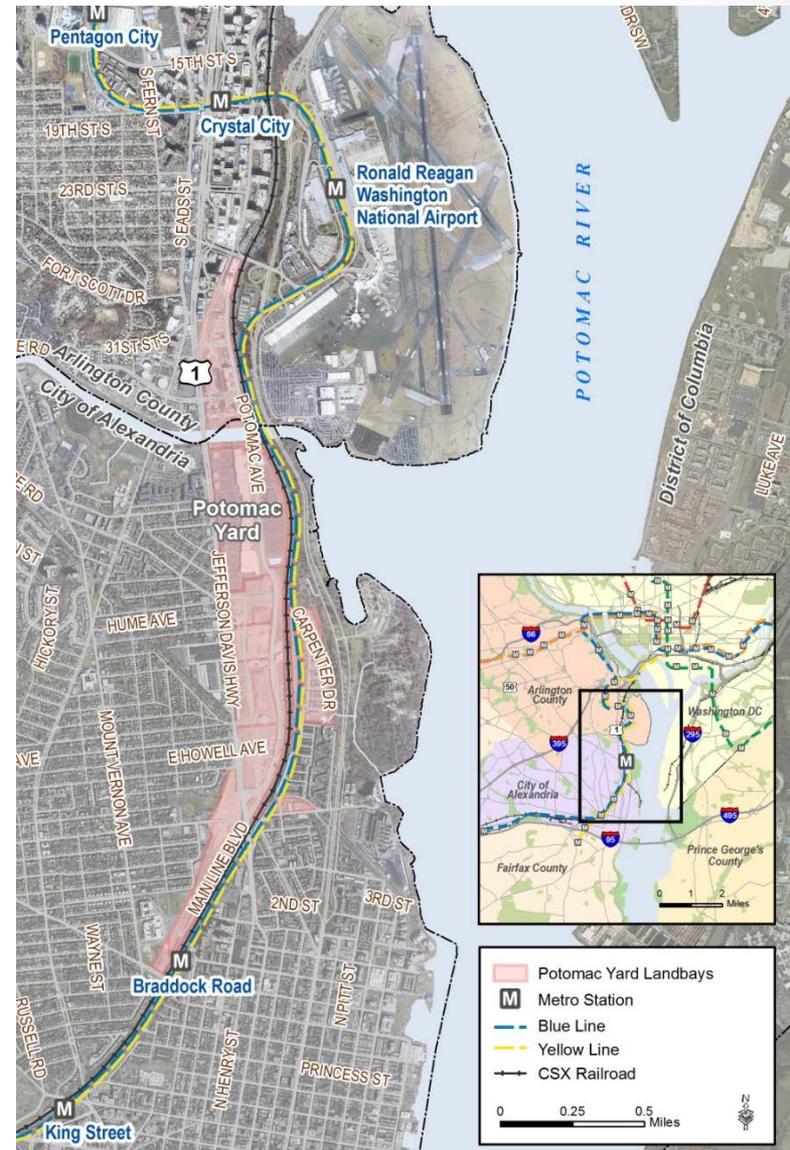
# Potomac Yard Metrorail Station Planning

Agenda Alexandria

April 28, 2014

# Potomac Yard Metrorail Station Project Overview

- Metrorail station contemplated to support travel needs of current and future residents and workers in the Potomac Yard/Del Ray area
- Adding urban infill station to regional system
- Represents an economic development initiative with citywide benefits





# Potomac Yard Metrorail Station

## Key Planning Issues

- Implementation of mixed-use transit-oriented development
- FAA height limitations
- Determining optimal and feasible station site
  - Impact on George Washington Memorial Parkway
  - Funding plan
  - Implementation schedule

# Development Plan with Potomac Yard Metrorail Station Alternatives

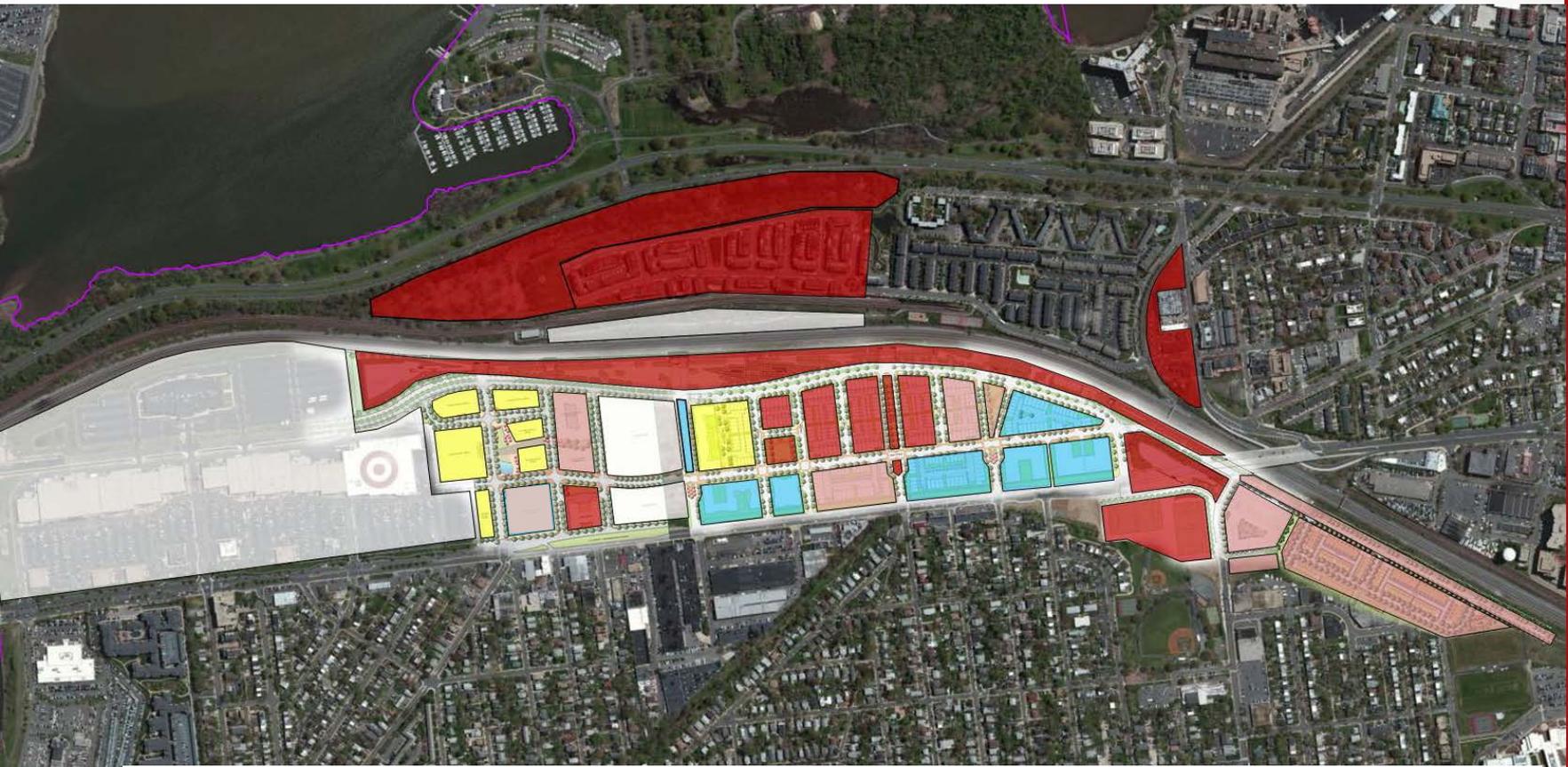
## LEGEND

### Building Heights

	Less than 55 ft		101 ft - 150 ft
	56 ft - 80 ft		151 ft - 200 ft
	81 ft - 100 ft		201 ft - 250 ft



# Potomac Yard Development Activity



<b>Key:</b>	<b>Completed</b>	<b>Under Construction</b>	<b>Approved</b>	<b>DSUP Approved Pending FSP+BLD</b>	<b>Pending</b>
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# North Potomac Yard Redevelopment

- 69 acres
- Existing interim use
  - 600,000 sf retail
- Approved in 2010
  - Mixed-use
  - 7.5 million sf
- Eventually replaces retail center
- Phased redevelopment starting no later than 2019



# FAA Height Limitations



# EIS Process

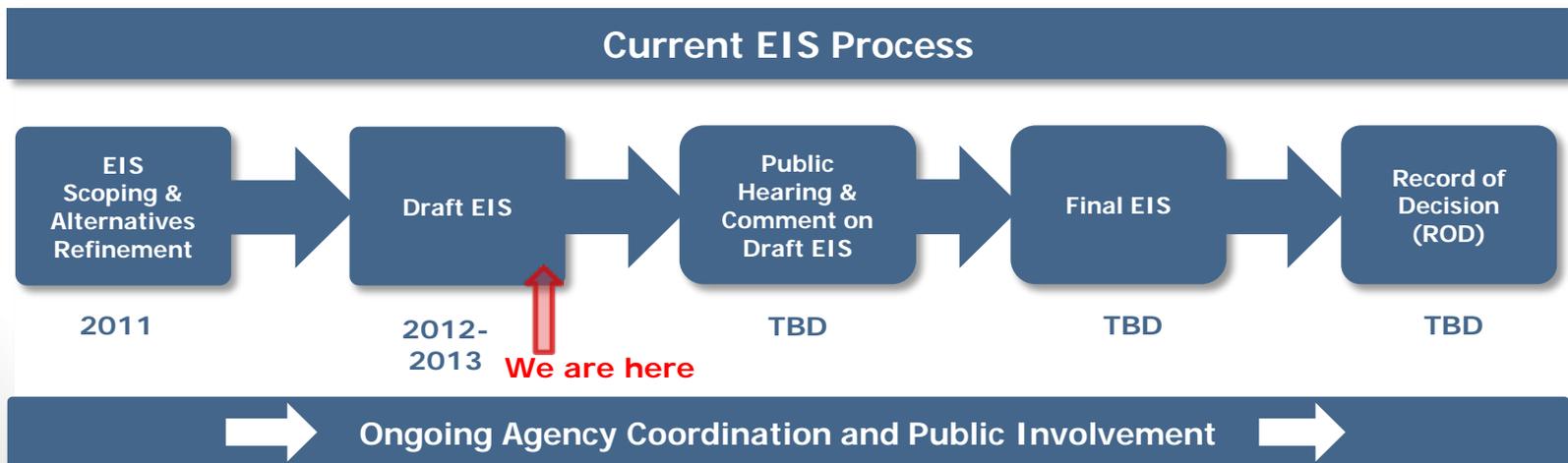
- What is an EIS?

- Documents potential environmental impacts
  - Natural or built environment
  - Social fabric
  - Transportation
  - Economy of the area



- Why an EIS?

- Required for the project to be eligible for federal grants/loans
- Required because some of the alternatives impact the George Washington Memorial Parkway





# Environmental Impact Statement (EIS)

- National Environmental Policy Act (NEPA)
- Extensive and exacting requirements
- Federal lead agency:
  - Federal Transit Administration (FTA)
- Project sponsor and joint lead agency:
  - City of Alexandria
- Cooperating agencies:
  - National Park Service (NPS)
  - Washington Metropolitan Area Transit Authority (WMATA)
- WMATA manages EIS contract
- Civic engagement/public hearings



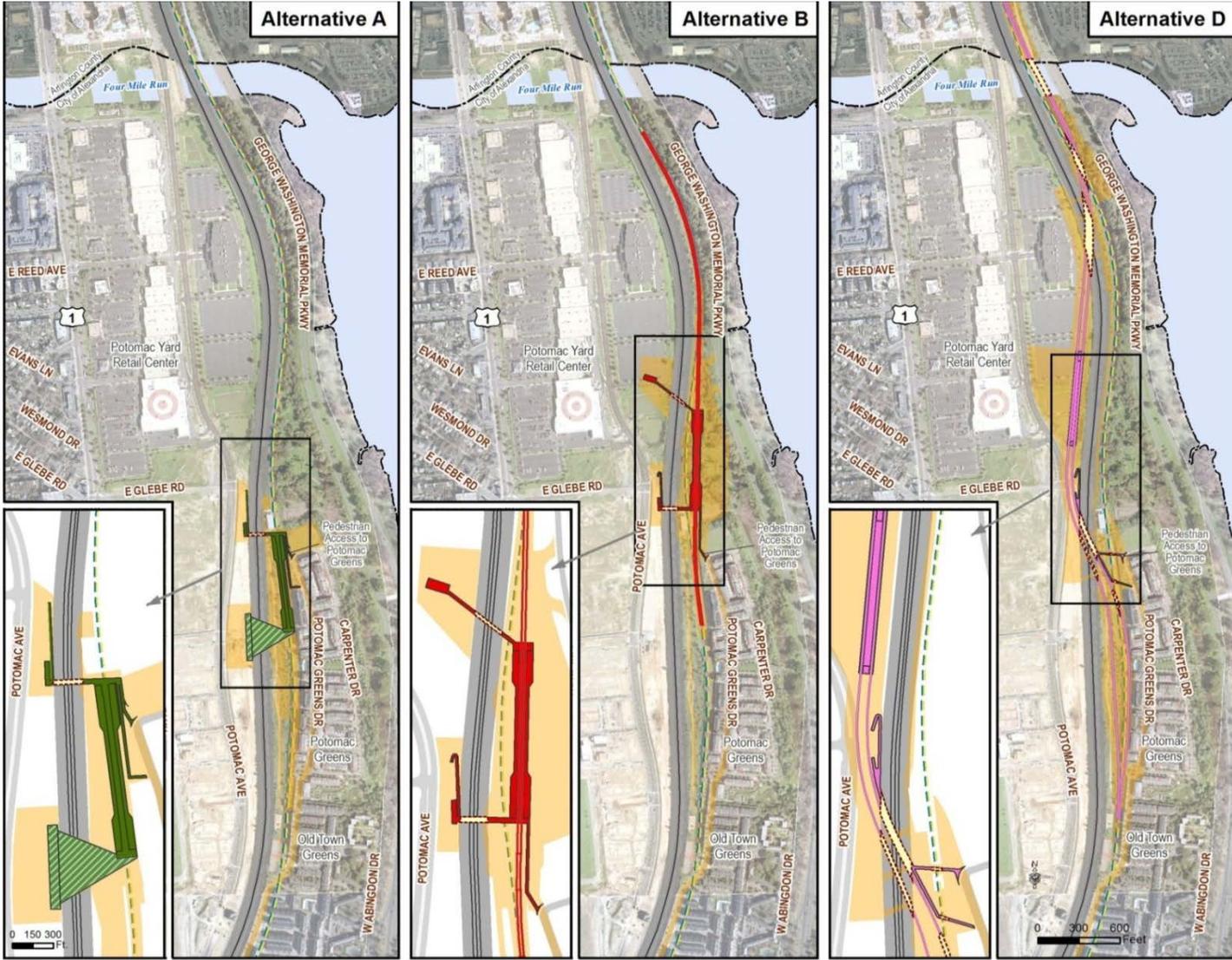
# Key Mitigation Issues

- Construction
- Impact on Potomac Greens Park
- 1999 Scenic Easement
- Wetlands
- NPS-owned land
- Visual impacts
- B-CSX Option

# Progress to Date

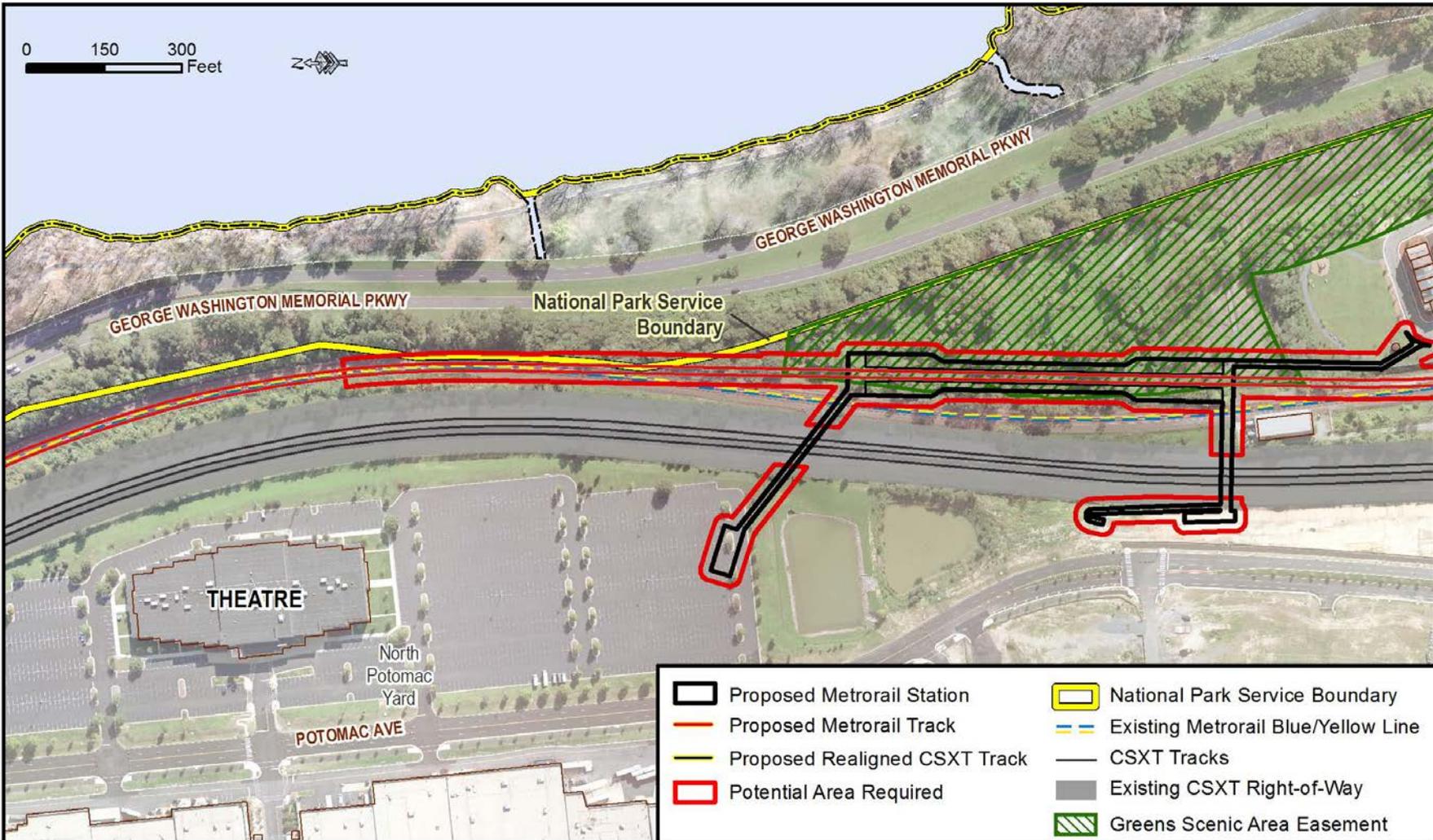
- Screened 36 alternatives
- Evaluating four (4) prime alternatives which were deemed technically feasible
- Each alternative has different impacts and consequences
- Draft EIS will be completed following review of how key impacts and consequences could potentially be mitigated

# Current Build Alternatives

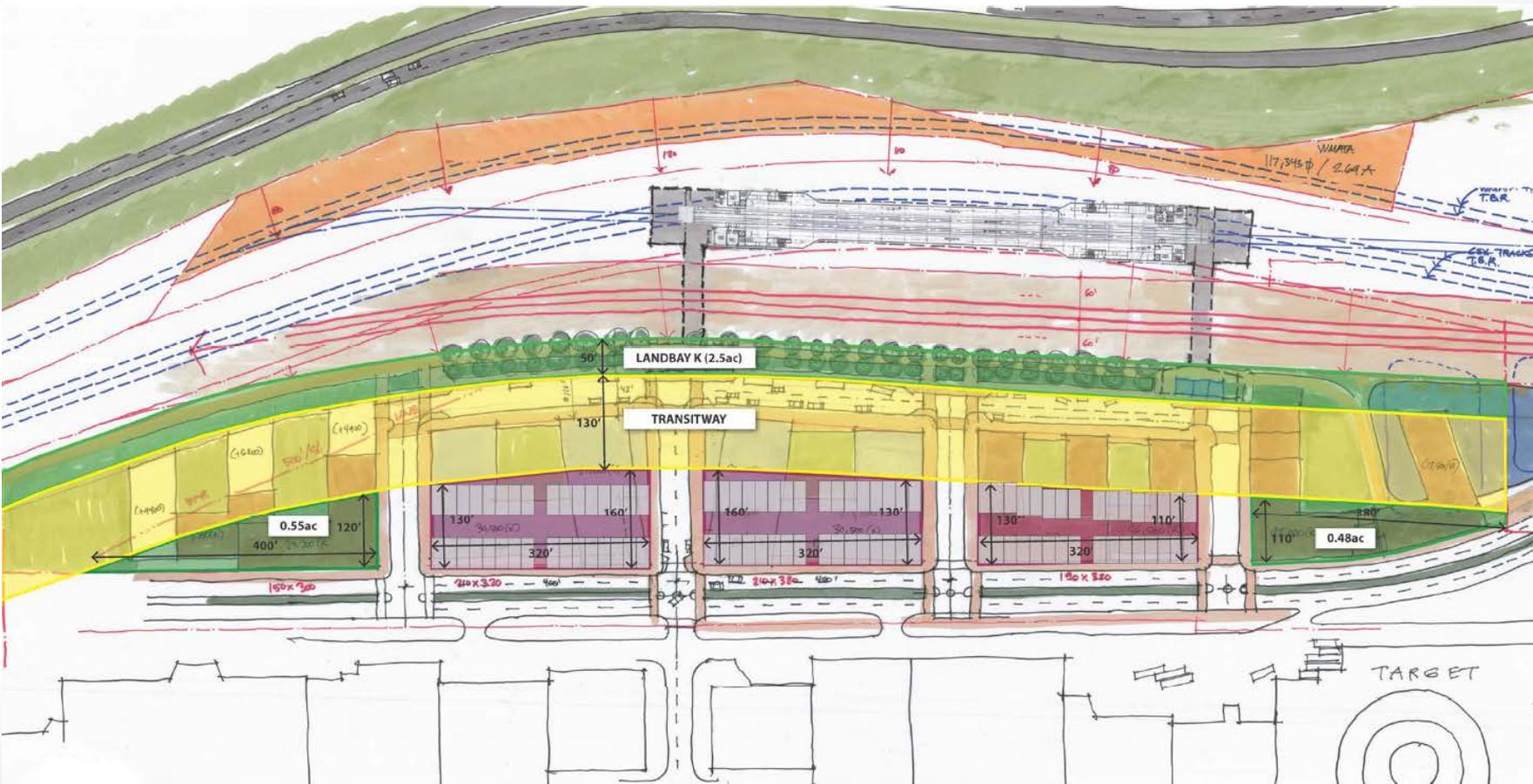


# Alternative B

## Relationship to Scenic Easement and NPS Fee Simple Property



# B-CSX Option





# Projected Cost of Build Alternatives

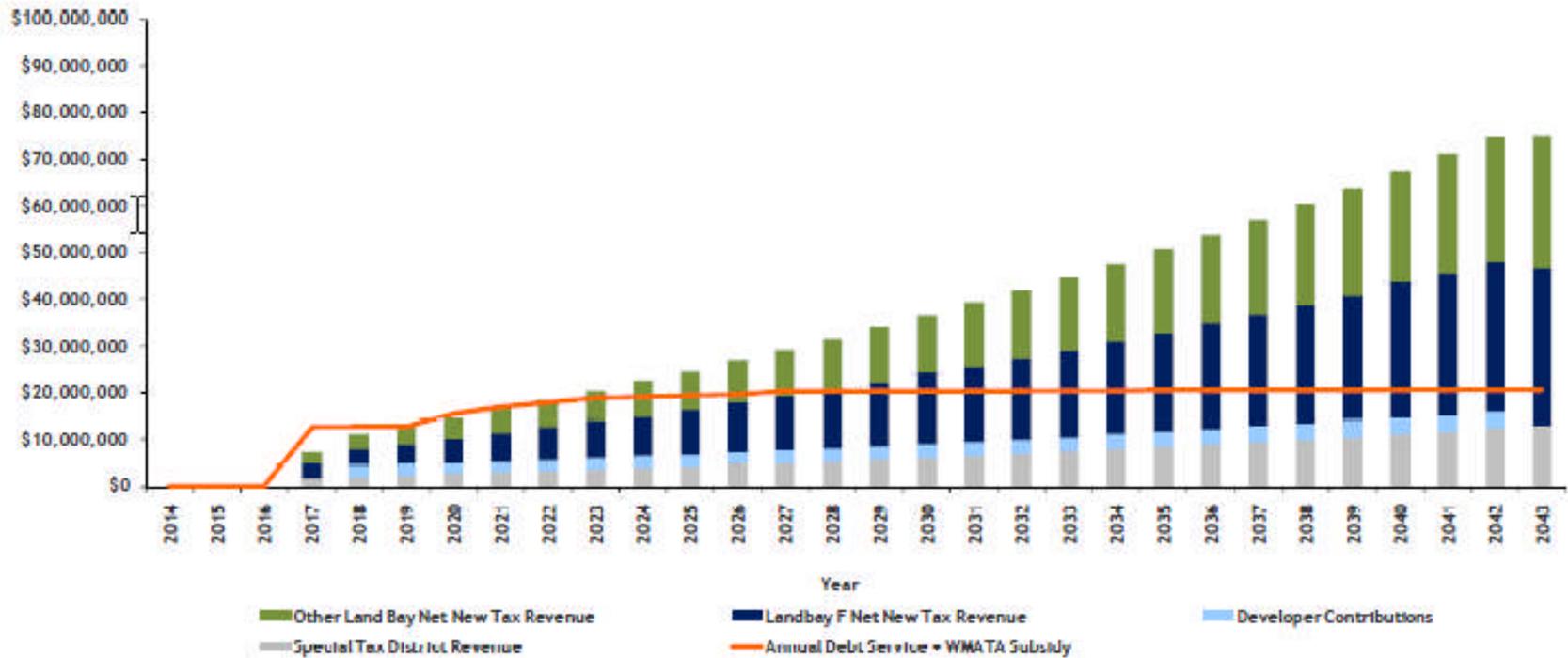
(assumes 85% of high end estimate; excludes differential tax revenue impacts)

- Alternative A \$209 million
- Alternative B \$268 million
- B-CSX Option \$351 million
- Alternative D \$492 million

# Funding

- Sources
  - Net new Potomac Yard tax revenue (primarily real estate taxes)
  - Special Tax District real estate tax levies
  - Developer contributions (variable)
- Bonds or federal loan to finance station
- Federal/state/NVTA funds not previously assumed
  - \$66 million in NVTA funds to be requested
  - \$25 million TIGER grant application
  - State assistance being pursued
- Bond rating agencies briefed annually starting in 2010

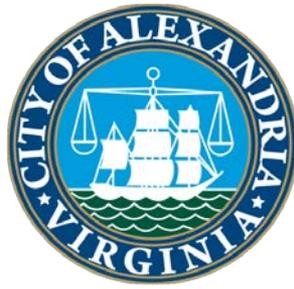
# Project Financing (2010 Study)





# Next Steps

- Complete studies and models (May 2014)
- PYMIG meeting (May 15, 2014)
- Update and release Draft EIS (Fall 2014)
- Further civic engagement and public hearings (Fall 2014)
- Select *Locally Preferred Alternative* (January 2015)
- Final EIS and Records of Decision by FTA and NPS (Fall 2015)



# Thank You

**For more information, visit:  
[www.alexandriava.gov/PotomacYard](http://www.alexandriava.gov/PotomacYard)**