

# **Potomac Yard Metrorail Station**

## **Draft Environmental Impact Statement Update**

Potomac Yard Metrorail Implementation Work Group  
March 31, 2015

# Agenda

- Welcome
- Status of DEIS
- Overview of DEIS
- Discussions with NPS
- Overview of Outreach Plans
- Next Steps
- Questions

# Status of DEIS

- Public Comment Period

April 3, 2015 to May 18, 2015

- Hard copies available for review:

Beatley Library  
5005 Duke St

Cora Kelly Rec Center  
25 West Reed Avenue

WMATA, Room 2D-209  
600 5<sup>th</sup> St  
Washington, DC

Duncan Library  
2501 Commonwealth Ave

City Hall, Room 2300  
301 King St

Aurora Hills Library  
735 South 18<sup>th</sup> St  
Arlington, VA

- Download online at

[potomacyardmetro.com](http://potomacyardmetro.com)

[alexandriava.gov/PotomacYard](http://alexandriava.gov/PotomacYard)

# Project Purpose & Need

- Purpose
  - Improve regional transit accessibility
- Need
  - Provide additional transportation choices for residents and workers
  - Increase the share of transit and other non-auto trips
  - Support City of Alexandria redevelopment plans

# Build Alternatives (in addition to No Build Alternative)



# Costs & Funding



Alternative	Costs
Alternative A	\$209
Alternative B	\$268
B-CSX Design Option	\$351
Alternative D	\$493

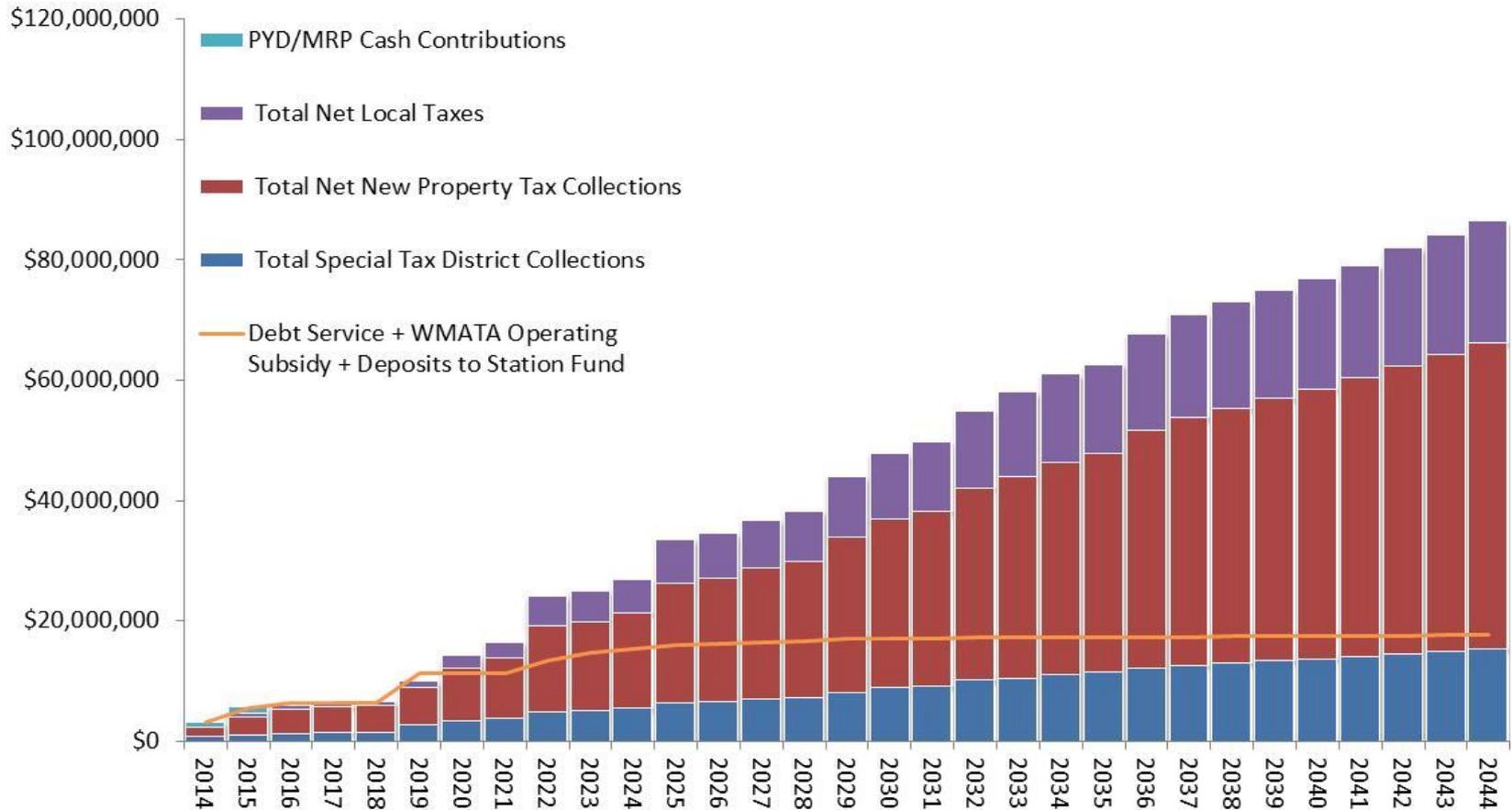
**Conceptual Capital Costs  
(millions of 2018 Dollars)**

# North Potomac Yard Development Contributions for Potomac Yard Metrorail Station

- Memorandum of Understanding (MOU) executed in 2010
  - Applies to Alternative B site
  - \$10/sf for first 4.9 million sf = \$49 million
  - \$10/sf accelerates up to \$32 million in event of shortfall
- New development team (Lionstone/JBG) proposes to reduce MOU obligation
- Replanning of North Potomac Yard in 2016 proposed

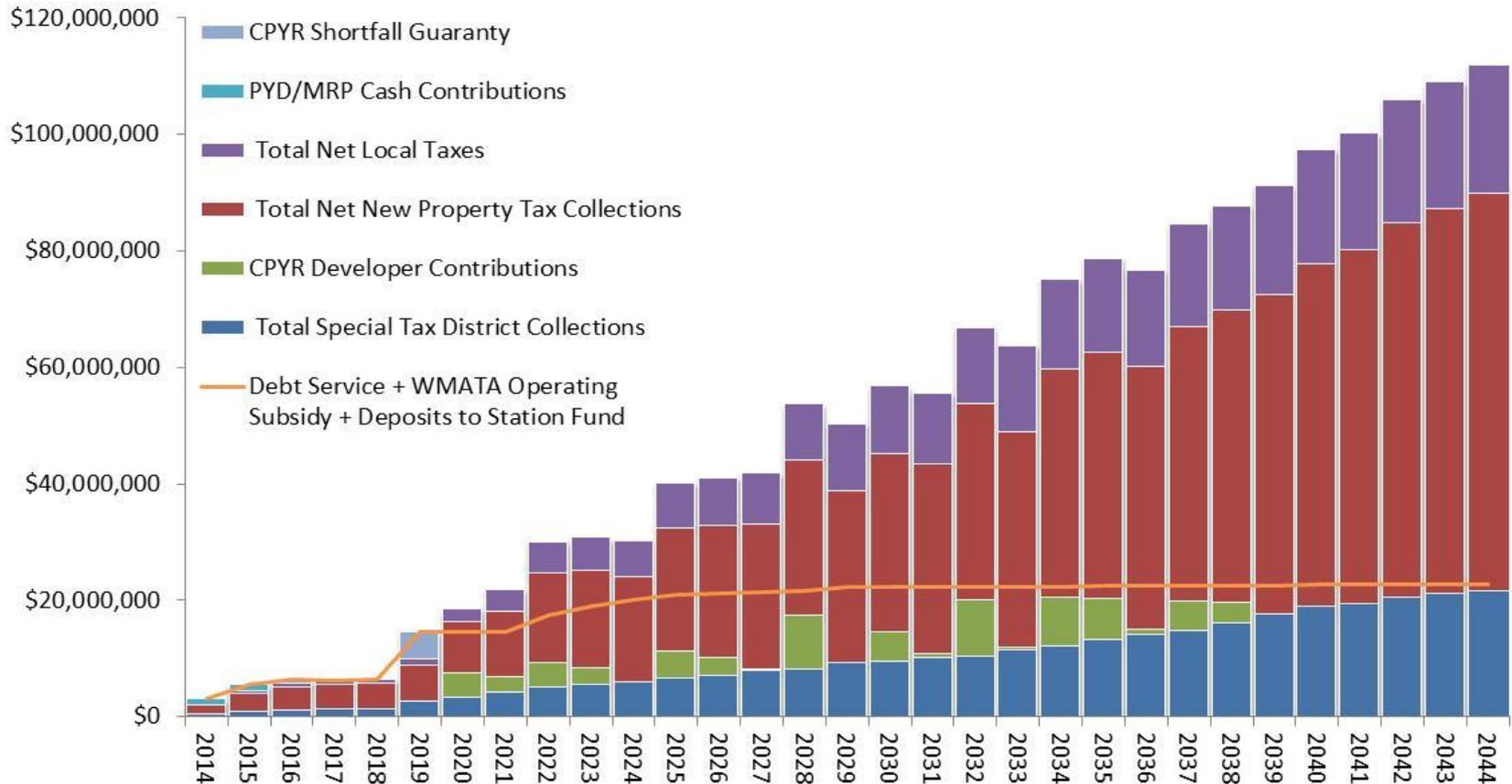
## Alternative A has positive cash flow but \$1.4 million additional funding will need to be identified

- Alternative A has positive cash flow overall but additional funding will need to be identified to cover a small, \$1.4 million amount in 2019.
- Lower development buildout over the forecast period is offset by the lowest overall station construction cost of all scenarios; maximum annual debt service is \$15.4 million.
- After 2019, debt service is covered by revenue from special taxes and property taxes.
- No developer (CPYR) contributions are available for Alternative A.



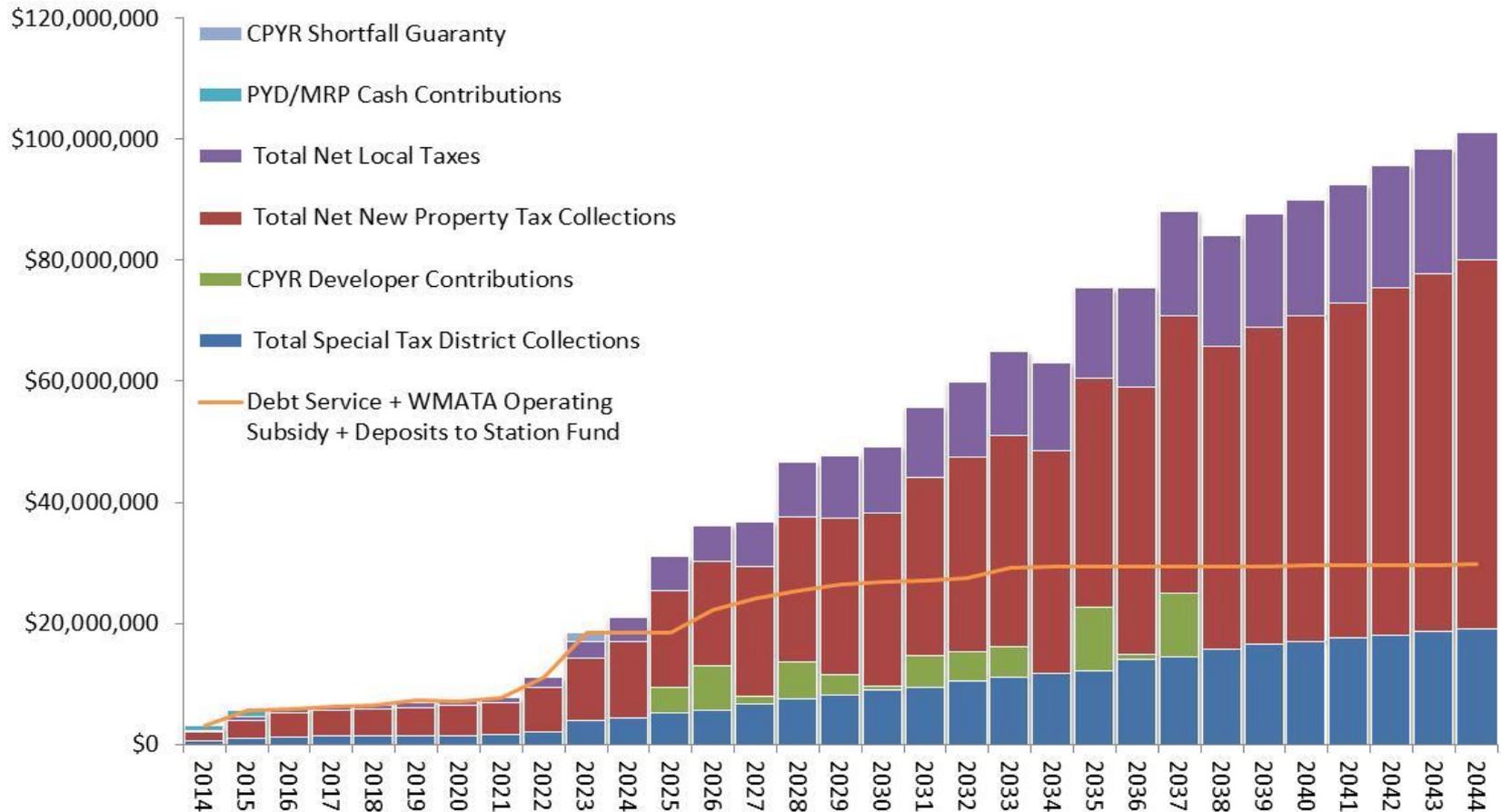
## Alternative B has positive cash flow due over the entire forecast period

- Alternative B has positive cash flow due in part to the agreed upon developer contributions and use of \$4.6 million developer provided shortfall guaranty.
- Developer contributions are collected from 2019 to 2037 and total \$72 million.
- Alternative B also benefits from the combination of the second lowest station cost and the highest buildout forecast.
- Maximum annual debt service is equal to \$20.5 million.



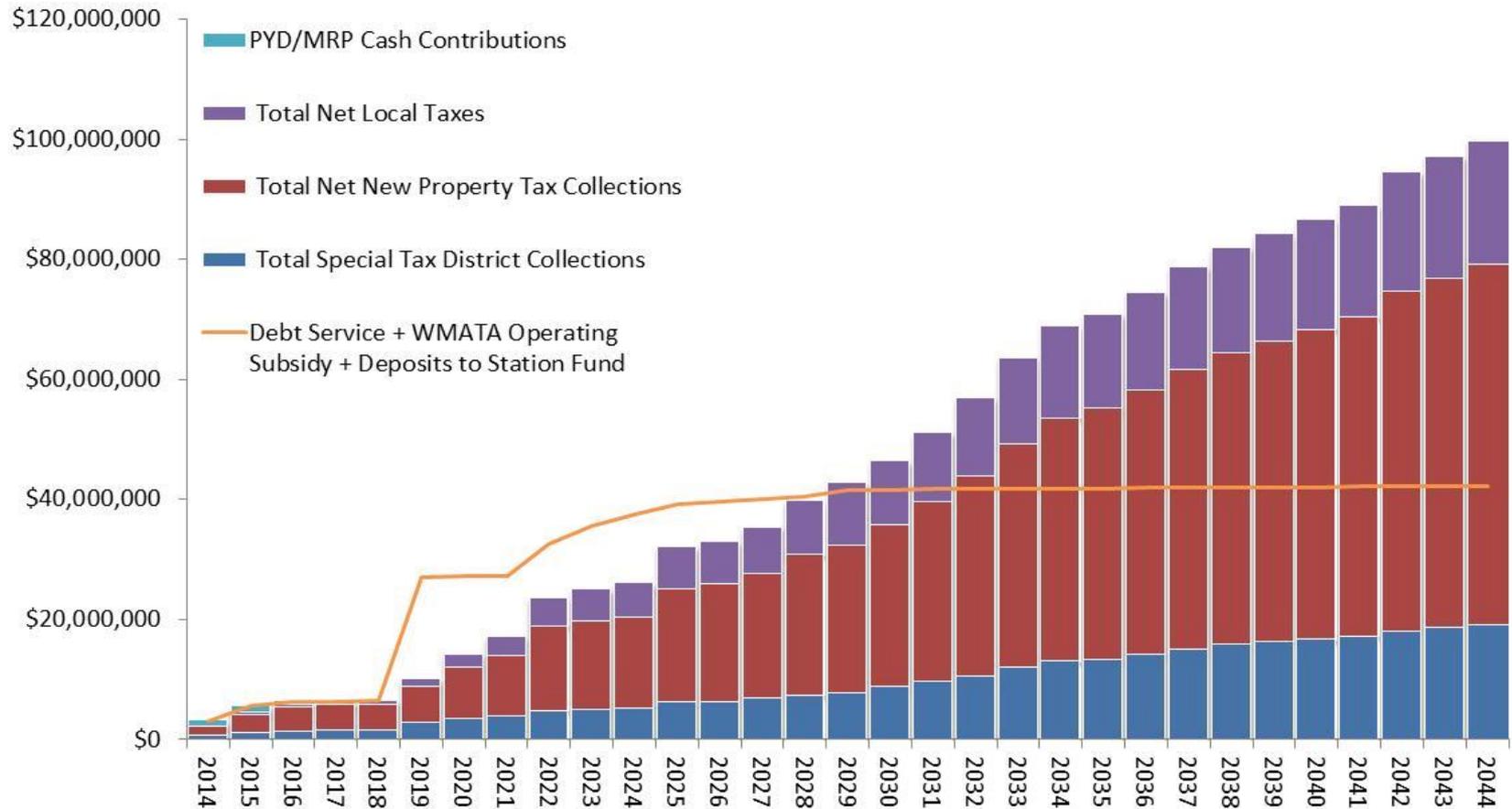
## Design Option B-CSX has positive cash flow despite higher station costs due to construction timing lag

- Design Option B-CSX has positive cash flow due to a 3-year lag in the construction start, developer contributions, and the shortfall guaranty.
- Total developer contributions equal \$61 million.
- Total buildout is similar to Alternative B but 1.3 million square feet of early development is lost.
- Station construction cost is significantly higher than Alternatives A & B; maximum annual debt service is \$28 million.



## Alternative D is not financially feasible

- Alternative D is not financially feasible, as shown by the sizable funding gap that begins in 2019 and ends in 2028.
- This funding gap is due primarily to the substantially higher station construction cost, which results in maximum annual debt service of \$40 million.
- A funding gap of \$91 million exists under this alternative.



# Local Plans

## Maximum Building Heights in Potomac Yard



\* Building heights based on the density allowed with Alternative B

# Construction Access & Staging

## Option 1

### Alternative A



### Alternative B



- Two options evaluated: access from GWMP or from Potomac Greens
- NPS regulations do not permit construction access from GWMP when other access is available

#### Construction Access and Impact Area

- Staging Area
- Access Route
- Staging Access Driveway
- Existing Metrorail Blue/Yellow Line
- Existing CSXT Tracks
- Existing CSXT Right-of-Way
- ▨ Greens Scenic Area Easement
- ▨ George Washington Memorial Parkway (NPS Property)

## Option 2

### Alternative A



### Alternative B



# Construction Access & Staging

## B-CSX Design Option

## Alternative D



North



South

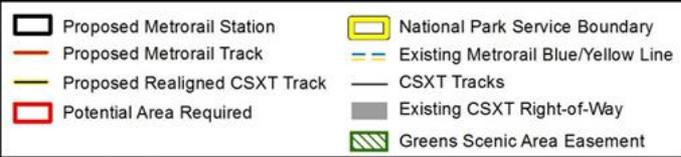


North



South

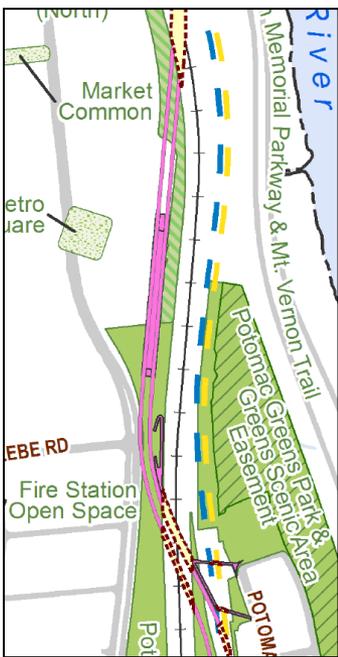
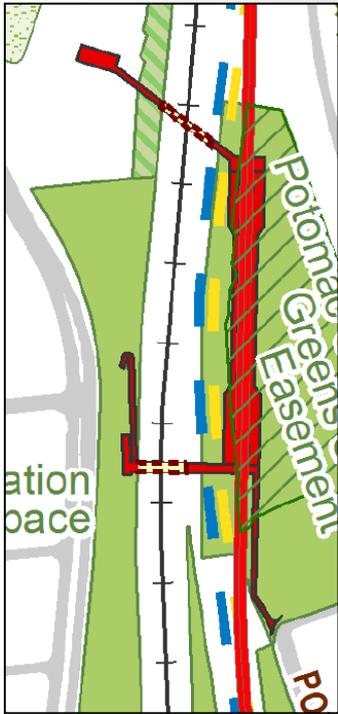
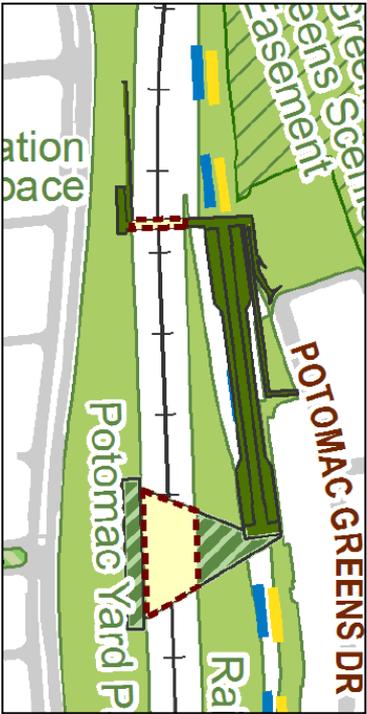
# NPS Lands & Greens Scenic Area Easement



- Greens Scenic Area Easement impacts:
  - Alternative B: 1.71 acres
- Preliminary property impacts:
  - Alternative B: 0.16 acre
  - Alternative D: 1.43 acres
- Alternative B or D would require approval by NPS and land exchange

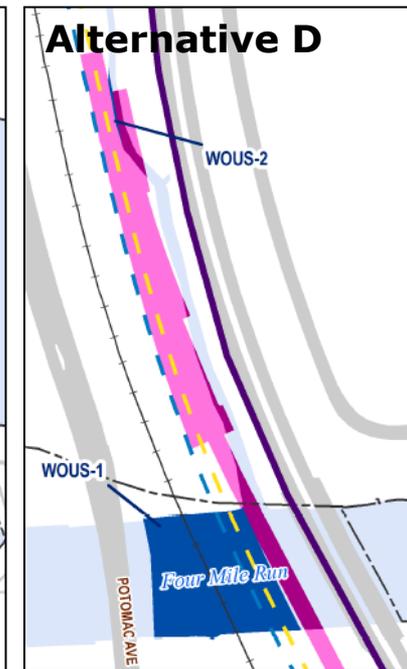
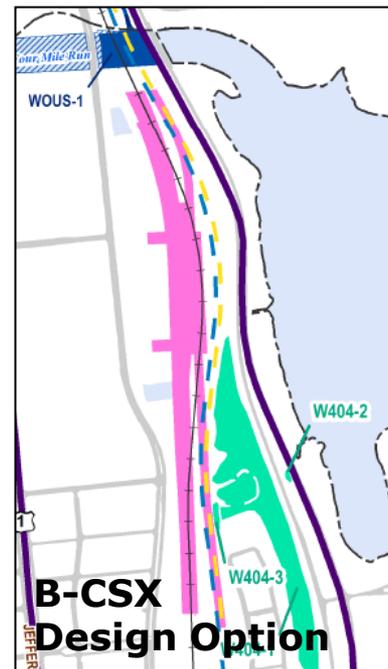
# City Parklands

- Alternative A
  - Park impacts due to pedestrian bridge touchdowns.
- Alternative B
  - Park impacts due to station and pedestrian bridge touchdowns.
- B-CSX Design Option
  - Park impacts due to realigned CSX tracks
- Alternative D
  - Park impacts due to aerial tracks and station.



# Wetlands (Waters of the United States)

- Wetland/WOUS impacts:
  - Alternative A: 0.02 acre
  - Alternative B: 1.28 acres
  - Alternative D: 0.56 acre
- Mitigation to be determined through coordination with USACE and NPS



USACE: U.S. Army Corps of Engineers  
NPS: National Park Service

# Visual Resources: Views from Potomac Greens

Looking NW from Potomac Greens Park



**No Build Alternative**



**Alternative B**



**Alternative A**



**Alternative D**

*All views represent opening year  
B-CSX Design Option not visible from this location*

# Visual Resources: Views from Potomac Yard

Looking SE from E. Glebe Rd



**No Build Alternative**



**Alternative A**

*All views represent opening year;  
B-CSX Design Option not visible from  
this location*

Looking NE from E. Glebe Rd



**No Build Alternative**



**Alternative B**



**Alternative D**

# Visual Resources: Views from the George Washington Memorial Parkway



**No Build Alternative**



**Alternative A**

Looking NW  
from GWMP



**No Build Alternative**



**Alternative B**

Looking SW  
from GWMP



**No Build Alternative**



**Alternative D**

Looking SW  
from GWMP  
north of Four  
Mile Run

*All views represent opening year; B-CSX Design Option view not available for opening year*

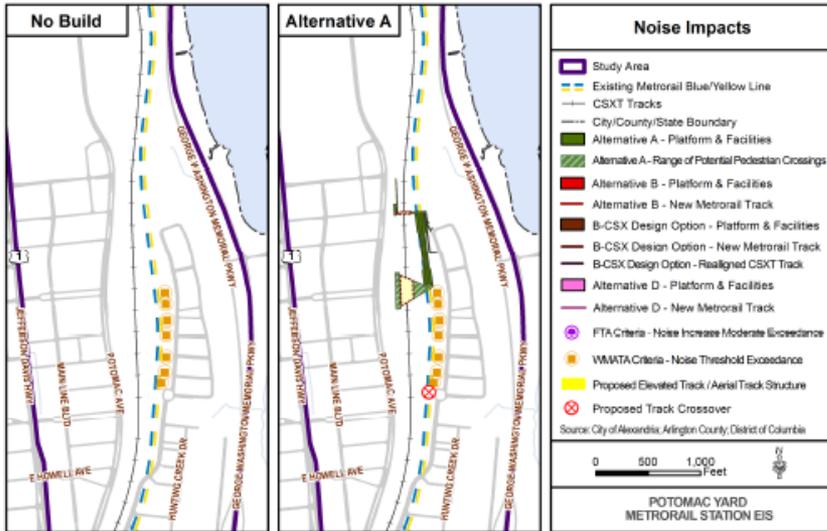
# Cultural Resources

- Resources:
  - George Washington Memorial Parkway/  
Mount Vernon Memorial Highway
  - Five potentially eligible archaeological resources
- All Build Alternatives have potential for visual impacts to GWMP/MVMH
- Alternatives A, B, and D would create impacts by removing trees
- Alternatives B and D would require land transfer
- Construction access:
  - Alternatives A and B: Access from GWMP would potentially affect 2 archaeological resources
  - Alternative D would potentially affect 1 archaeological resource

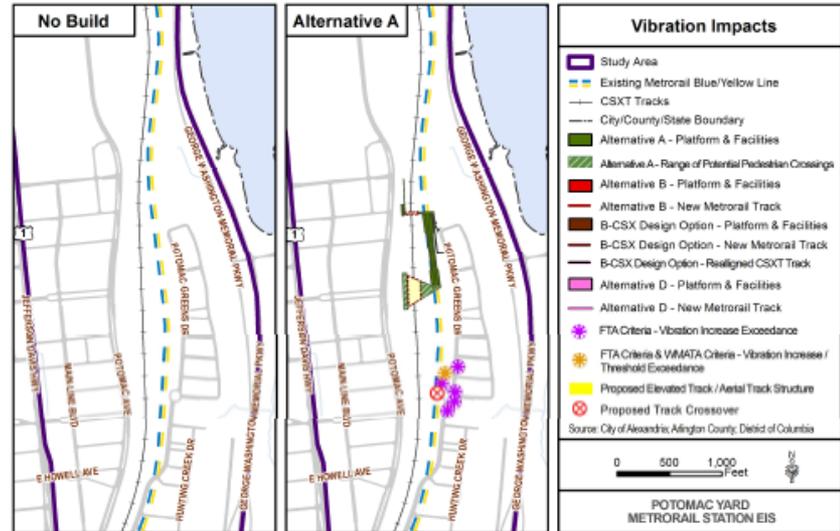


# Noise &Vibration

## Noise

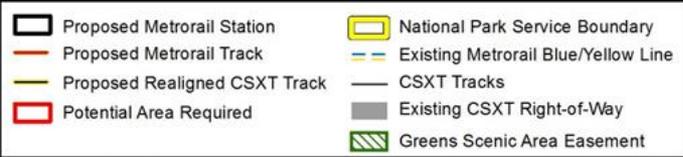


## Vibration



# Transportation

- Build Alternative B has the highest projected ridership
- Build Alternatives planned as urban stations
  - No Kiss & Ride, Park & Ride
  - Primarily accessed by foot, bike, or bus
  - No significant increase in automobile traffic
  - Parking regulations and enforcement will be needed



# Discussions with the National Park Service

- To implement Alternative B, City and NPS would need to reach a “net benefit agreement”
- Sufficient mitigation would be required to result in a BETTER Parkway than would exist with the No Build Alternative

# Alternative B – George Washington Memorial Parkway Mitigation

- Framework for a “net benefit agreement” between the City and NPS
  - City would exchange large portion of Potomac Greens Park for needed NPS land
    - Puts parkland under single ownership and management
  - Stormwater management plan and improvements
  - Daingerfield Island master plan and improvements
  - Repairs and improvements to Mount Vernon Trail
  - Other benefits to GWMP
  - Potomac Yard height, lighting, signage protection
  - NPS participation in station design

# What's Next?

Mon	Tues	Weds	Thurs	Fri	Sat
Mar 30	31 PYMIG	April 1	2	3 DEIS Comment Period Opens	4
6	7	8 Community Open House	9	10	11
13 Community Open House	14	15	16	17	18
20	21	22	23	24 Release Staff Report	25
27	28	29 BAR	30 WMATA/ NEPA Public Hearing	May 1	2
4 Environmental Policy Commission	5 Planning Commission	6	7 Parks & Rec Commission	8	9
11 Transportation Commission (tentative)	12	13 PYMIG	14	15	16 City Public Hearing
18 DEIS Comment Period Closes	19	20 Select Preferred Alternative	21	22	23

# Overview of Outreach Plans

Phase	Timeframe
Pre-DEIS Release <ul style="list-style-type: none"><li>• Overview of key issues</li></ul>	Winter 2015
DEIS Comment Period <ul style="list-style-type: none"><li>• Detailed review of DEIS</li><li>• Submit comments on DEIS</li></ul>	April 3 – May 18, 2015
Staff Recommendation <ul style="list-style-type: none"><li>• Discuss staff recommendation</li></ul>	April 24 – May 18, 2015
Preferred Alternative	May 20, 2015

# Opportunities for Comment on the DEIS

- Submit written comments between April 3, 2015 and May 18, 2015
- By email: [comments@potomacyardmetro.com](mailto:comments@potomacyardmetro.com)  
or  
[writtentestimony@wmata.com](mailto:writtentestimony@wmata.com)

- By mail:

Potomac Yard Metrorail Station EIS  
P.O. Box 16531  
Alexandria, VA 22302

or

Office of the Secretary  
WMATA  
600 Fifth Street NW  
Washington, DC 20001

- WMATA/NEPA Public Hearing:

**Thursday, April 30, 2015 at 6:30 p.m.**

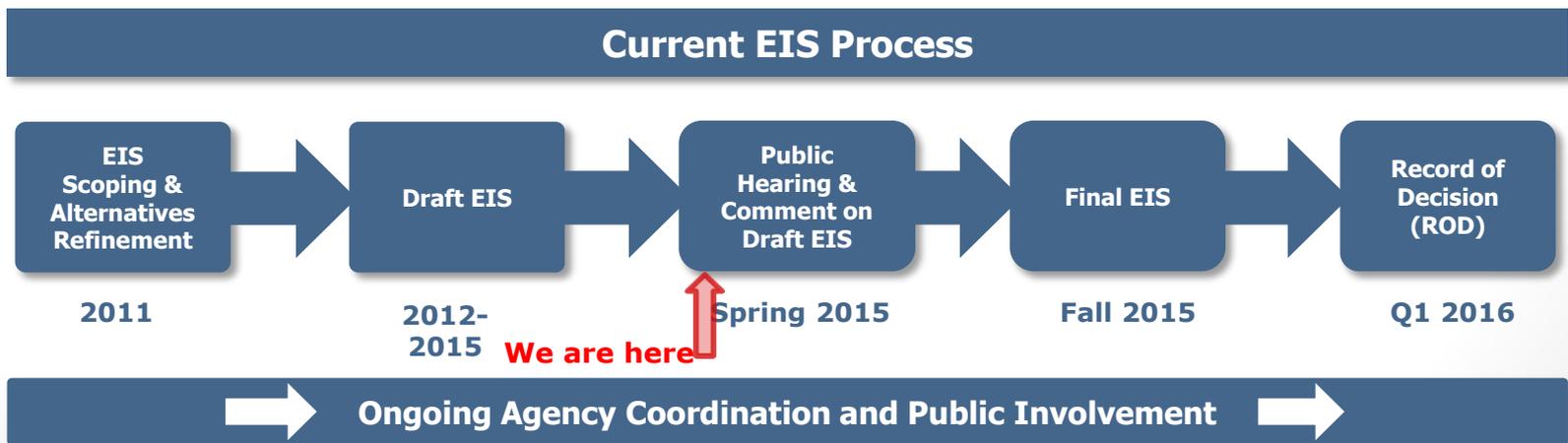
Cora Kelly Recreation Center  
25 W. Reed Ave  
Alexandria, VA 22305

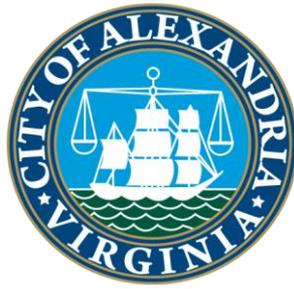
# Opportunities for Comment on the Preferred Alternative

- The staff recommendation for the preferred alternative will be released in late April.
- City Council public hearing:  
**Saturday, May 16, 2015**  
9:30 a.m.  
City Council Chambers  
Alexandria City Hall
- The staff recommendation will be discussed at board, commission, and committee meetings in May:
  - Planning Commission
  - Transportation Commission
  - Board of Architectural Review (Old and Historic District)
  - Parks and Recreation Commission
  - Environmental Policy Commission
  - Potomac Yard Metrorail Station Implementation Work Group

# Next Steps

- DEIS now available for review
- Official comment period begins **April 3**
- Staff recommendation for preferred alternative to be released **Late April**
- Preferred alternative decision by City Council on **May 20**
- Complete Final EIS (Q4 2015)
- Record of Decision (Q1 2016)





# Questions?

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