

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 5th St

Washington, DC

Duncan Library

2501 Commonwealth Ave

City Hall, Room 2300

301 King St

Aurora Hills Library

735 South 18th St

Arlington, VA

- Download online at

potomacyardmetro.com

alexandriava.gov/PotomacYard

wmata.com/hearings

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

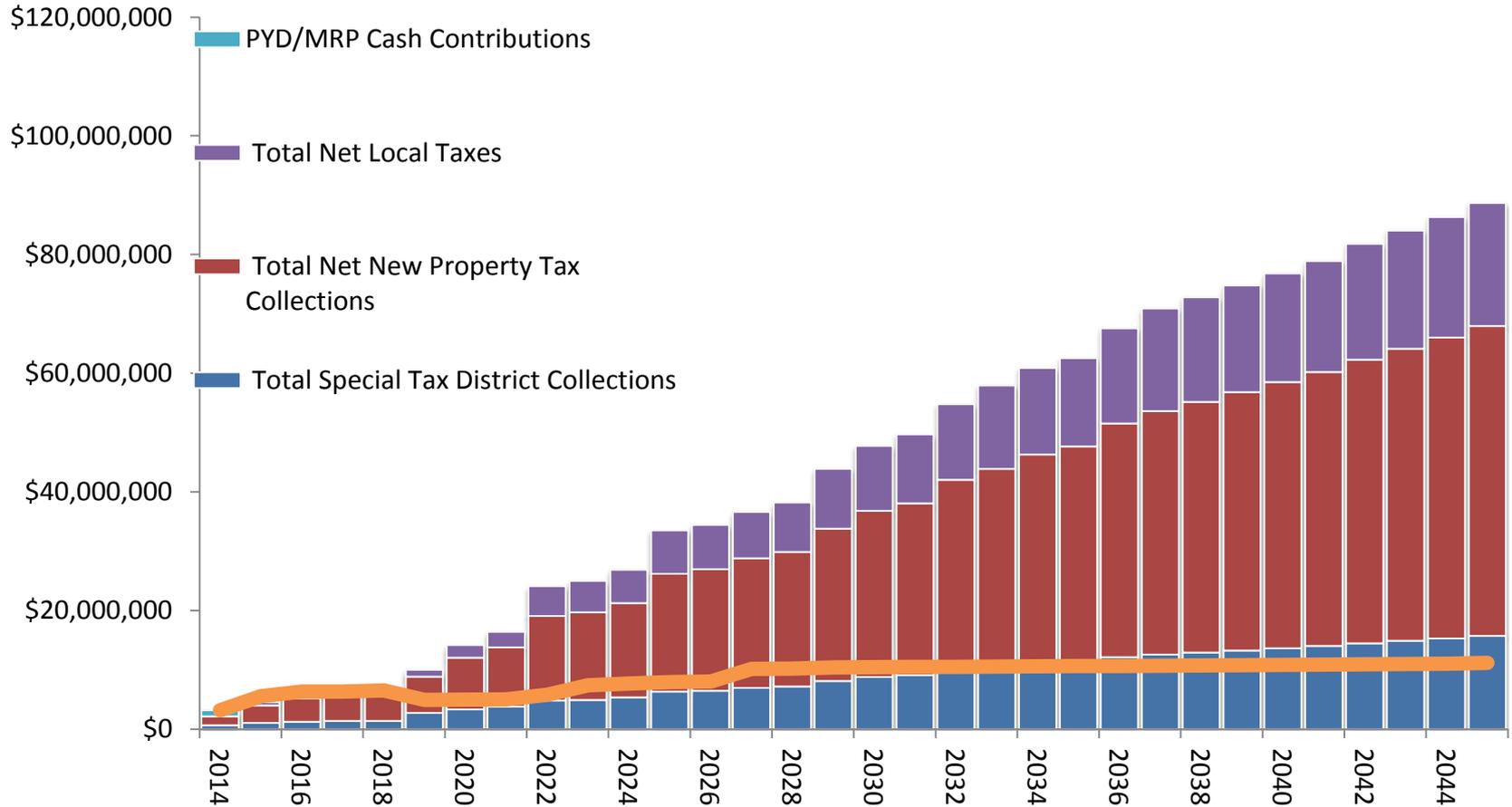


Alternative	Costs
Alternative A	\$209
Alternative B	\$268
B-CSX Design Option	\$351
Alternative D	\$493

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

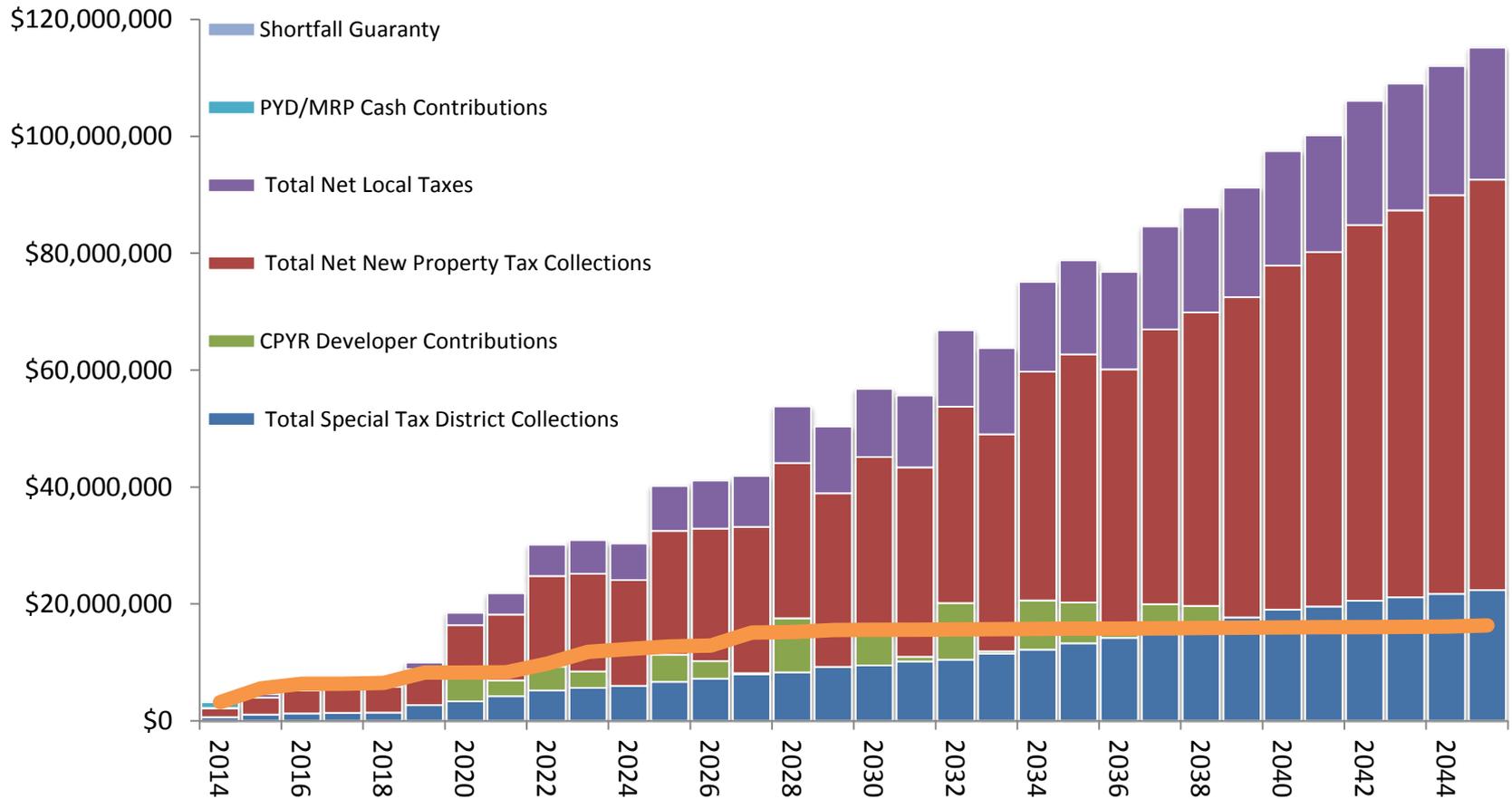
Alternative A has positive cash flow over the entire forecast period

- Alternative A has positive cash flow, with the majority of debt service covered by special tax revenue.
- Lower development buildout over the forecast period is offset by the lowest overall station construction cost of all scenarios; maximum annual debt service is \$8.8 million (GO bonds and VTIB loan combined).
- No developer (CPYR) contributions are available for Alternative A.



Alternative B has positive cash flow over the entire forecast period

- Alternative B has positive cash flow over the entire forecast period, and also benefits from developer contributions.
- Developer contributions are collected from 2020 to 2038 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 \$13.9 million (GO bonds and VTIB loan combined).

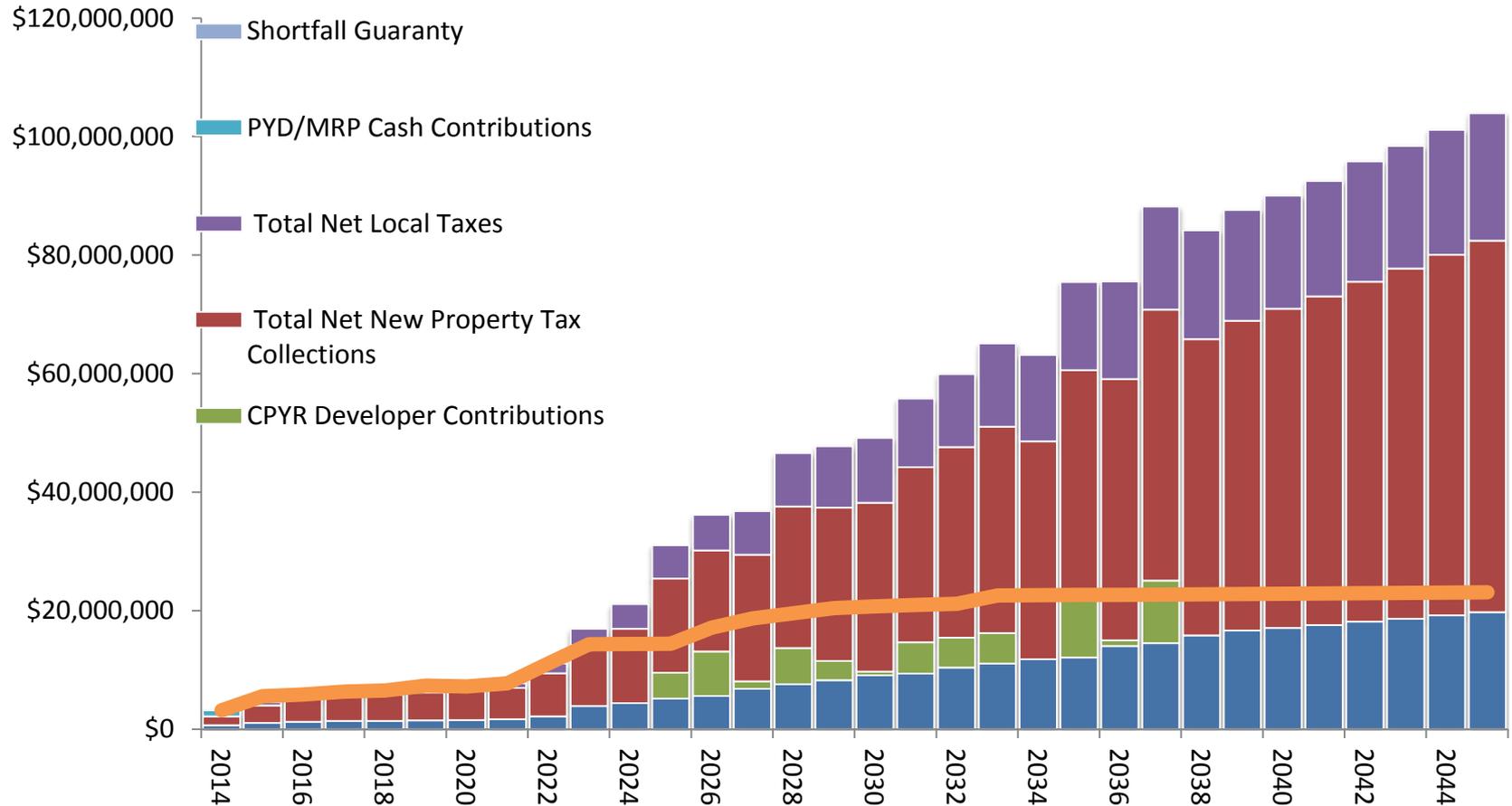


North Potomac Yard Development Contributions for Potomac Yard Metrorail Station

- 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

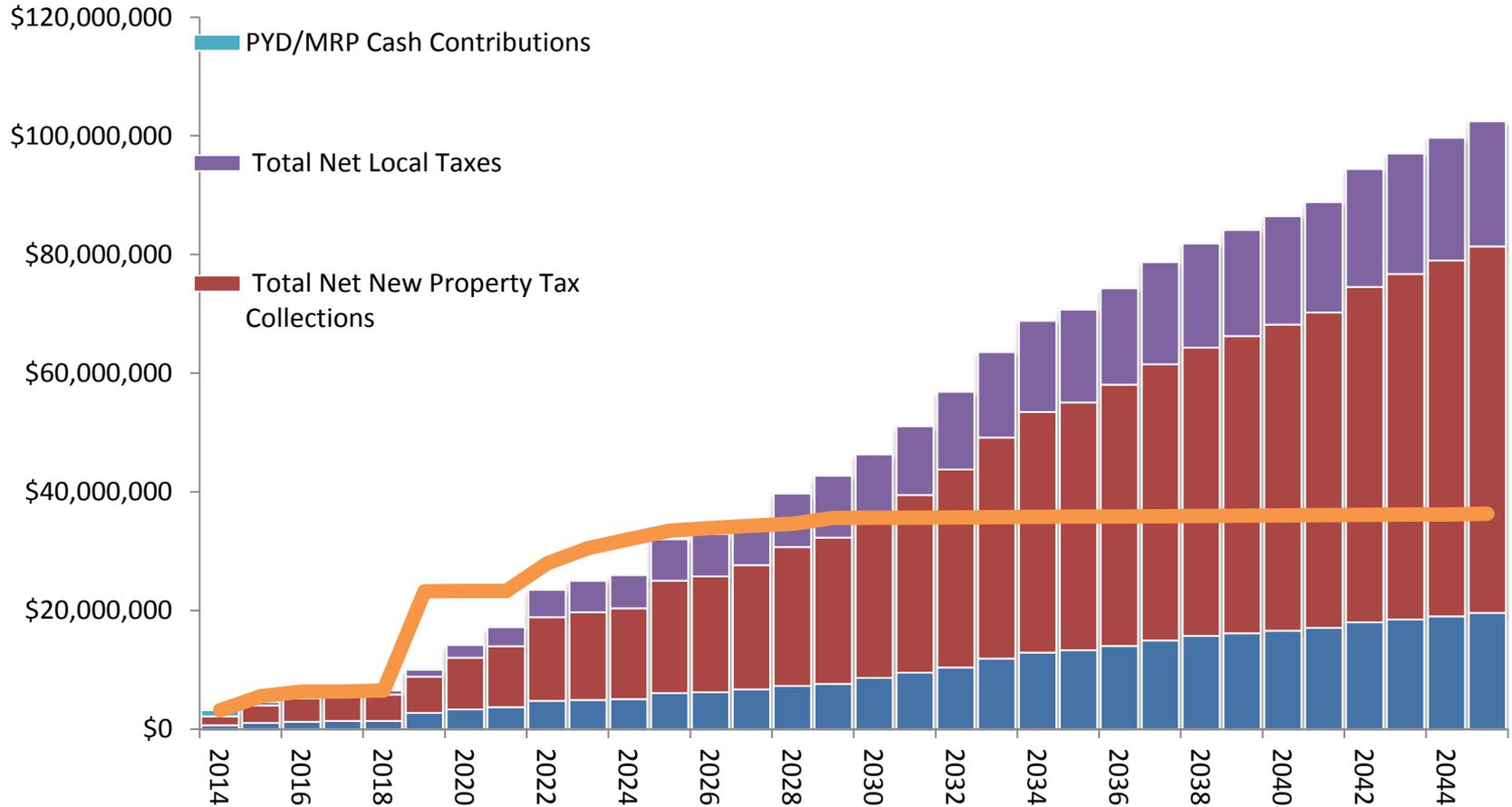
Design Option B-CSX has positive cash flow despite higher station costs due to construction timing lag

- Design Option B-CSX has positive cash flow due to a 3-year lag in the construction start and developer contributions.
- 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 \$21 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 2027.
- This funding gap is due primarily to the substantially higher station construction cost, which results in maximum annual debt service of \$34 million.
- A funding gap of \$47 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

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

B-CSX Design Option

Alternative D



North



South

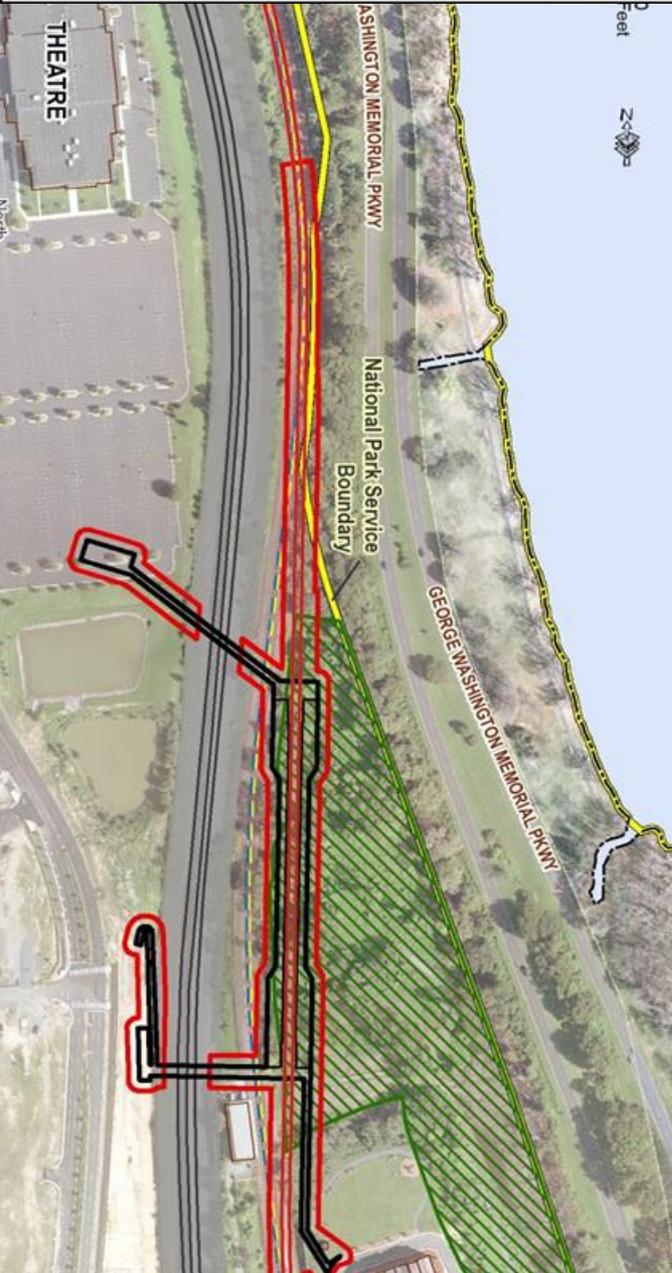
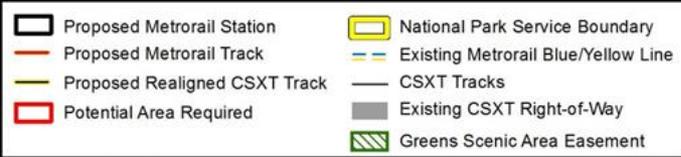


North



South

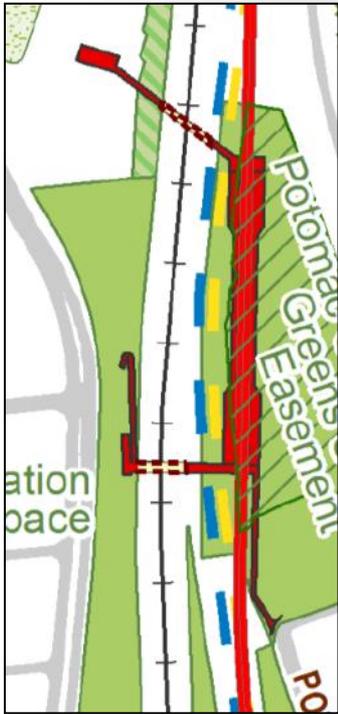
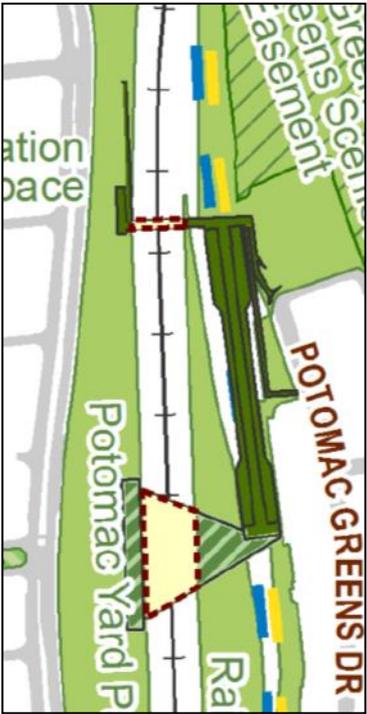
NPS Lands & Greens Scenic Area Easement



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

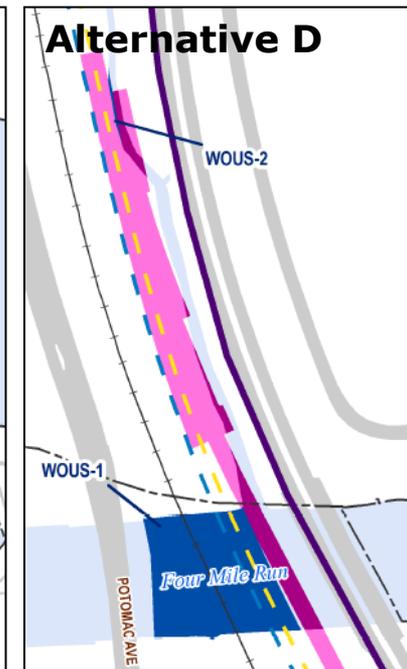
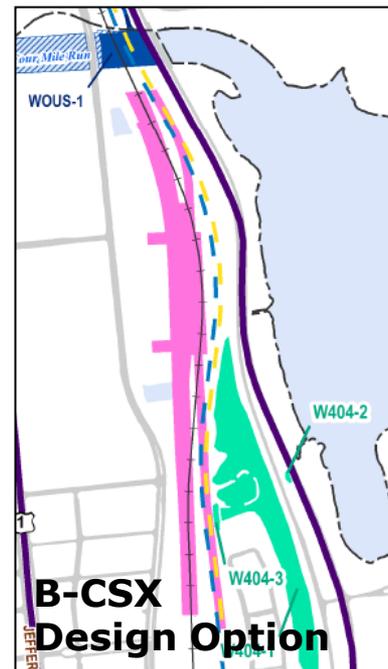
City Parklands

- 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

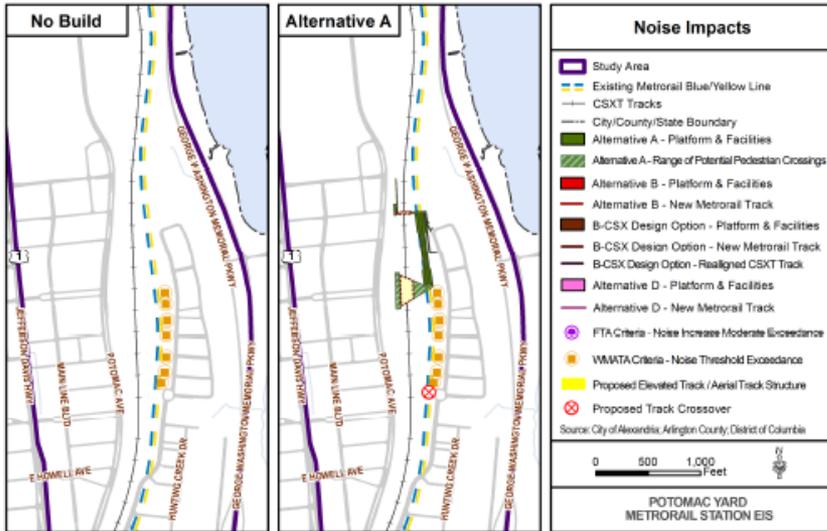
Cultural Resources

- 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

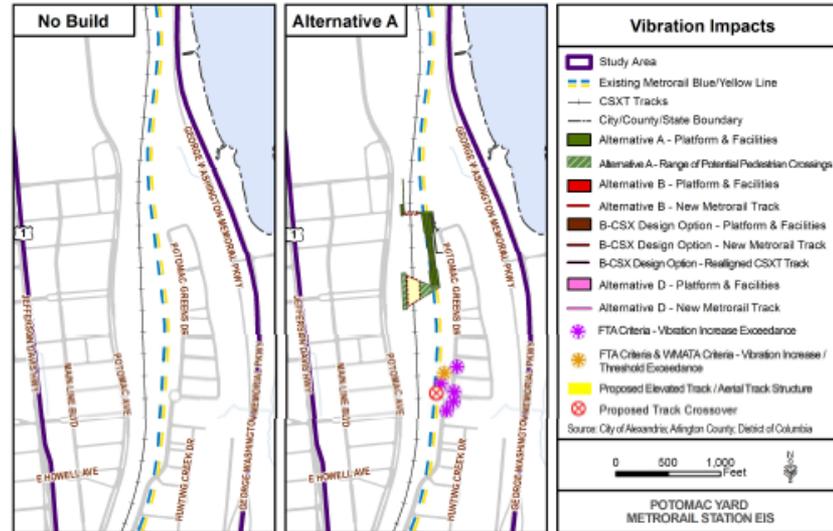


Noise & Vibration

Noise

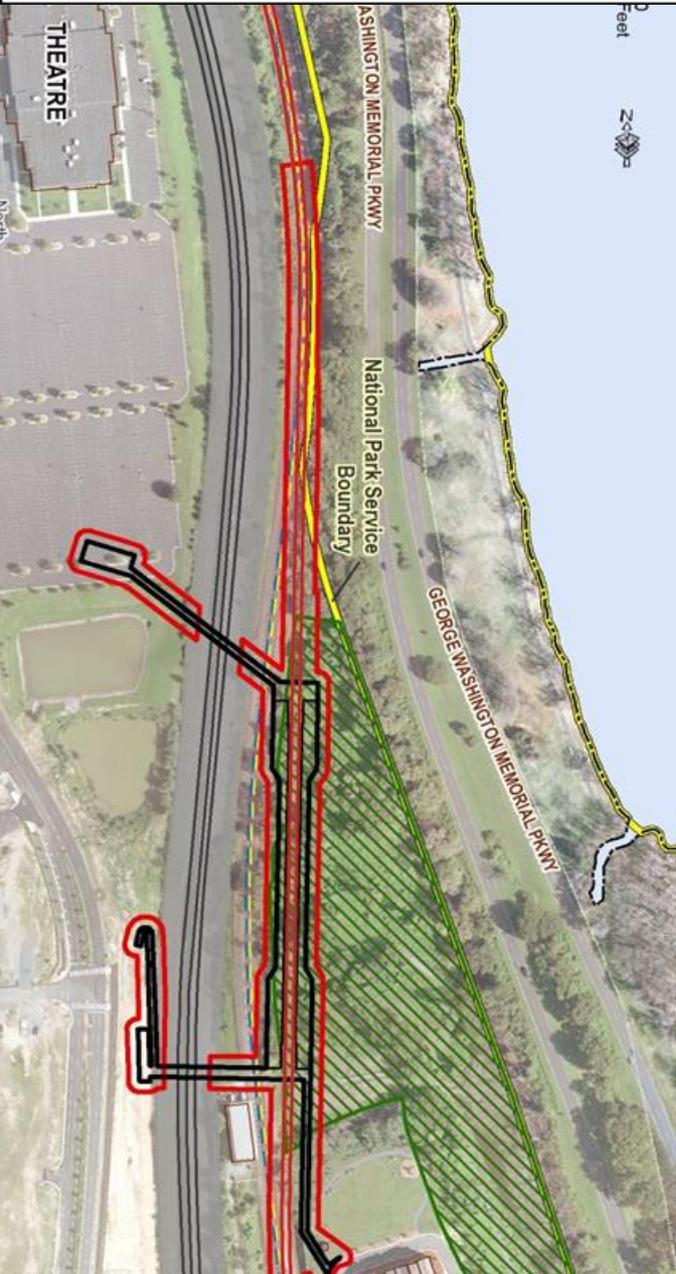
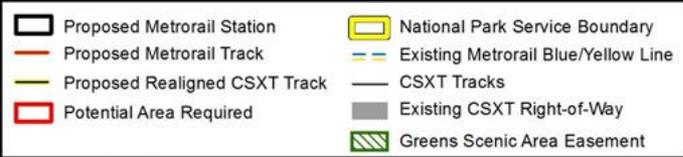


Vibration



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

Overview of Outreach Plans

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

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?	12	13 PYMIG	14	15	16 City Public Hearing
18 DEIS Comment Period Closes	19	20 Select Preferred Alternative	21	22	23

Opportunities for Comment on the DEIS

- Submit written comments between April 3, 2015 and May 18, 2015
- By email: comments@potomacyardmetro.com
or
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.

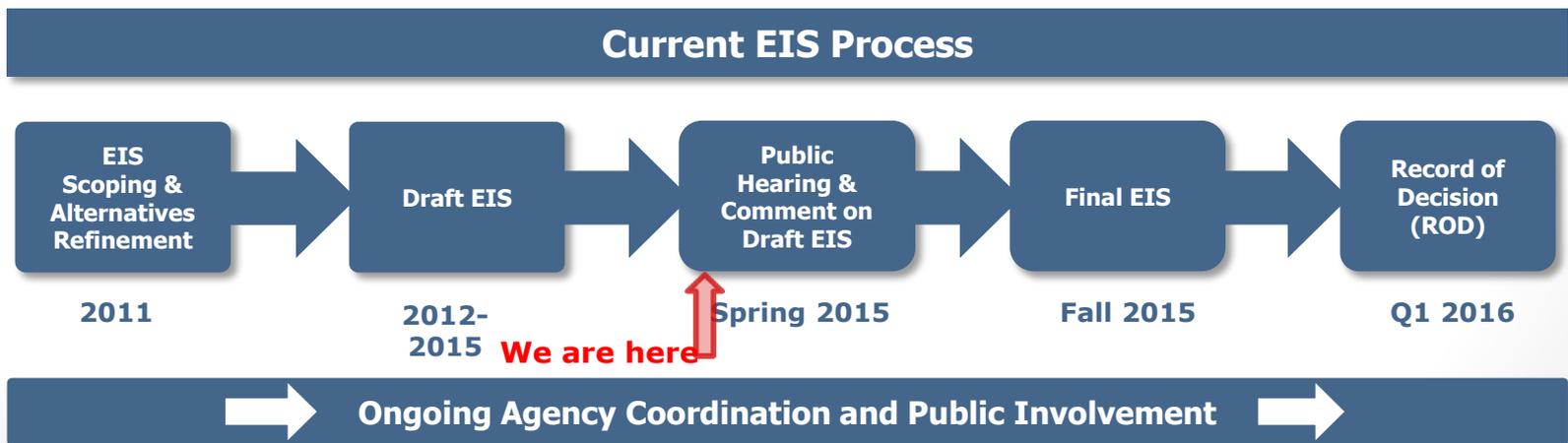
Cora Kelly Recreation Center
25 W. Reed Ave
Alexandria, VA 22305

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