Alexandria City Council
Arlington County Board
Joint Work Session

October 14, 2010
1. Welcome and Introductions
2. Purpose and Overview of Coordination Efforts
3. Route 1 Corridor Development and Transit Initiatives
4. Beauregard / Van Dorn / Columbia Pike Corridors Development and Transit Initiatives
5. Four Mile Run Restoration Project
6. Community Energy Plan
7. Closing Remarks
2. Purpose and Overview
Overview

• Joint initiatives
  – CCPY Transitway and Route 1 Streetcar
    • Sustainability study
    • Joint earmarks
  – Beauregard-Columbia Pike transit
  – Four Mile Run Restoration Project

• Staff meeting monthly

• Joint Manager meeting in spring 2010
Regional Development and Transit Corridors
3. Route 1 Corridor Development and Transit Initiatives
Route 1 Corridor Context
Pentagon to Braddock Road
Potential Development: Alexandria

Potential Alexandria Potomac Yard Development

- Existing: 0.8
- Exist+ Approved: 1.9
- Capacity: 6.9

*Total square feet will vary depending on size of dwelling units in future approvals*
Potential Development: Alexandria
Existing corridor transit ridership
Weekday bus boardings: 6,800
Weekday rail boardings: 58,400
Planned Transit Service in Route 1 Corridor
Transit Project Status: Alexandria

Segment A
by: Alexandria
In planning
$2 M
Developer

Segment B
by: Alexandria
In planning
$13.5 M
Federal, State, Developer

Segment C
by: Alexandria
In planning
$16.0 M
Developer

Metrorail Station
by: Alexandria
In planning
$240 M
Tax Districts, TIF, Developers

Streetcar Conversion
by: Alexandria
In planning
$140 M
Federal / Local
Potomac Yard Metrorail Station
Potomac Yard Metrorail Station
## Project Implementation Schedule*

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*Adapted from the Potomac Yard Metrorail Station Concept Development Study, February 3, 2010
Potomac Yard Metrorail Station Financing
Planned Uses and Sources of Funding

TOTAL: $496.6 Million

**Uses**
- $221.6 M
- $240 M
- $35 M

**Sources**
- $194 M
- $229 M
- $74 M

**Planned Uses**
- Studies, Design, Construction
- Capitalized Interest
- Debt Service Interest

**Sources of Funding**
- Developer Contributions
- Net New Tax Revenues
- Special Tax District Revenues
Potential Development: Arlington

Potential Arlington Route 1 Corridor Development

- Existing: 15.8 Million SF
- Exist+ Approved: 18.3 Million SF
- Capacity: 27.2 Million SF

Existing: 13.0 SF
- Residential: 4.0 SF
- Office: 3.0 SF
- Hotel: 4.0 SF
- Retail & Other: 3.1 SF
- Other: 3.0 SF

Exist+ Approved: 15.3 Million SF
- Residential: 4.7 Million SF
- Office: 3.1 Million SF
- Hotel: 6.5 Million SF
- Retail & Other: 3.7 Million SF

*Total square feet will vary depending on size of dwelling units in future approvals
Potential Development: Arlington
Transit Project Status: Arlington

Streetcar Conversion
by: Arlington
In planning
$140 M
Funding not finalized

Segment F
by: Arlington
Future
$8 M
Funding not identified

Segment E
by: Arlington
In design
$7.8 M
Federal, State, Local

Columbia Pike
by: Arlington, Fairfax - In planning
$160 M (Federal, State, Local)

Segment D
by: Arlington
In design
$9.0 M
Federal, State, Local
Potential Development

Potential Combined Route 1 Corridor Development

- **Existing**
  - Residential: 13.0
  - Office: 4.0
  - Hotel: 3.6

- **Exist+ Approved**
  - Residential: 16.1
  - Office: 5.4
  - Hotel: 3.9

- **Capacity**
  - Total: 34.1
  - Residential: 25.8
  - Office: 7.4
  - Hotel: 4.8

*Total square feet will vary depending on size of dwelling units in future approvals*
CCPY Bus Transitway and Route 1 Streetcar: Two Projects

- $20.5 million in Federal funds identified specifically for bus transitway
- Preserving Federal participation requires completing NEPA
- Bus transitway sets the stage for streetcar:
  - Building high quality stations
  - Increasing frequencies
  - Attracting more transit ridership
- NEPA requires maintaining distinctions between the CCPY bus and Route 1 streetcar projects
Integrating Development and Transportation

• Focus community development around high quality / high capacity transit
• Provide connected street network giving travel options to all users
• Maximize viable transportation choices for workers, residents and visitors
• Apply Best Practices in TDM to reduce vehicular travel
• Monitor development and transportation performance with measurable targets
Combined Potential Development Needs

• To support high density development
  – High Capacity Transit options
  – Transportation Demand Management
  – Pedestrian and Bicycle Friendly Infrastructure
  – Parking Management
  – Minimum Densities

• Development conditioned upon major transit investments (facilities and services – up to $600M in capital cost)

• Require development project approvals

• New Metrorail Station a precondition for higher development density in Alexandria
Benefits of Coordinated Planning

- Provide high-capacity, high-quality transit to serve growth in the Crystal City / Potomac Yard corridor
- Connect new development to the existing Metrorail system
- Provide new infill Metrorail station to support high-density development
- Set the stage for long-term transit improvements
- Joint project between Arlington and Alexandria
Discussion of Coordination Opportunities

- Project Management
- Interim and future operations planning
- Alexandria decision to participate in streetcar environmental study
- Continue to identify funding opportunities
- Streetcar technology selection
- Sustainable design opportunities
4. Beauregard / Van Dorn and Columbia Pike Corridors Development and Transit Initiatives
Beauregard-Van Dorn and Columbia Pike Corridors
Planning and Proposed Development

- **Landmark/Van Dorn Corridor Plan** – proposed over 17.2 million square feet where 4.9 exists today
- **Beauregard Corridor Plan** – planning and transportation analysis underway
Landmark/Van Dorn Corridor Plan
Existing Transit Service – Beauregard Corridor

Avg. Weekday DASH Ridership: 5,153

Existing Corridor Transit Ridership
Avg. Weekday DASH Ridership: 5,153
Avg. Weekday WMATA Ridership: 7,530
Planned Transit Service
Beauregard / Van Dorn Corridor
Columbia Pike Corridor Revitalization & Form-Based Code
Existing Transit Service – Columbia Pike

Existing corridor transit ridership
Weekday bus boardings: 15,000
Planned Transit Service
Columbia Pike Alignment Alternatives
Beauregard / Van Dorn / Columbia Pike Corridors Potential Transitway Connection

- Possible Connection at NVCC campus
- Maintenance Facility Location
- Inter-operability
- System operator(s)
Discussion

• Alignment / Corridor Connection

• Coordination with Fairfax County

• Location of maintenance facility

• Vehicle Technologies

• System Operator(s)

• Potential for terminus in Alexandria
5. Four Mile Run Restoration Project
Project Vision:

Four Mile Run will become a model of urban ecological restoration. Through the sensitive and sustainable integration of a restored natural stream channel with an active urban environment the Four Mile Run corridor will be a place where the communities of Arlington County and the City of Alexandria can gather, recreate and celebrate a shared waterfront legacy.
1983: Flood control project completed for lower 2.3 miles – Shirlington to Potomac River

2006: Master Plan adopted for multiple objective restoration after 6 year planning process ($1M EPA grant)

2009: Design Guidelines adopted


- Monthly meetings, since 2005
- Led by joint Arlington-Alexandria Citizen Joint Task Force with 1 main workgroup and multiple subcommittees
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Demonstration Project: Tidal Corridor Restoration

- Wetland and streambank restoration, Mt. Vernon Ave to Route 1 area
- 60% designs nearly complete
- 90% designs by end of year
- $7M cost estimate; ~$5M funded (~$3M EPA STAG funds)
Non-Tidal Corridor Restoration

- Alluvial stream restoration, Shirlington to Mt. Vernon Ave
- 60% designs completed by USACE 2009
- Final design within a few years
- $9M cost estimate; ~$1.6M local share each jurisdiction (17.5% Arlington) + (17.5% Alexandria), $6.75M USACE (65%)
• Key linkage in vicinity of South Eads Street and Commonwealth Avenue
• VDOT grant for bridge design completed and construction funding TBD
• Design competition completed March 2010
• Formal design contract underway with winning firm (Grimshaw Arup Scape)
• City recently acquired four parcels (63,803 sq ft) adjacent to stream at Mt. Vernon Ave. for $4,800,000

• Re-use plan for public spaces connected to Four Mile Run under development

• Joint programming potential
Current and Future Funding

• Federal STAG Funds
• FED/VDOT Transportation Enhancement Grant
• USACE Cost-Share
• Jurisdictional Capital Improvement Programs
• NEA Grant
• Developer Proffers
Funding and Timing Issues

- CIP funding in place for most of stream corridor environmental restoration
- STAG funding may only be used for in-stream environmental work
- Additional funding needed for design and implementation of near stream elements
- Identification of pedestrian/bicycle and nature trail locations, design and funding
$8,700,000 developer contribution (adjusted annually for CPI after 2010)
Timing of funding is tied to phases of North Potomac Yard over 20-year build out
Further clarification to be provided upon Metro Station study completion
Future Decisions

- Construction synergies and efficiencies appear to exist between planned and funded in-stream improvements, and desired but not funded nature trail improvements
- Sequencing and pricing of construction
- Development of proposed Capital Improvement Program (CIP) project plan
- Identification of additional local capital funding needed beyond grant match
Discussion

- Project website:
  - [http://www.novaregion.org/restoration.htm](http://www.novaregion.org/restoration.htm)
Purpose

• **Recommend countywide goals for long-term, mid-term and short-term reduction of greenhouse gas (GHG) emissions** as well as key strategies and actions to be taken by government, the private sector, the non-profit sector and individuals to meet those goals. **Energy use** is the predominant cause of GHG emissions and is therefore the primary focus of this effort.

• **Produce a Community Energy Plan (CEP) that will be the foundation for an Energy Master Plan, which could ultimately become an element of Arlington County’s Comprehensive Plan.**

*Adopted by Arlington County Board, January 1, 2010*

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Project Task Force (30 members)

- **Businesses**
  - JBG
  - Little Diversified Architectural Consulting
  - Lockheed Martin
  - Marriott International
  - SRA International
  - Turner Construction
  - VA Hospital Center
  - Vornado

- **Citizens**
  - Arlington Civic Federation
  - Commissions

- **Educational Institutions**
  - Arlington Public Schools
  - Virginia Tech

- **Energy & Energy Tech Industry**
  - Dominion Virginia Power
  - United Solar Ovonics (Uni-Solar)
  - Washington Gas

- **Local, State and Federal Govts**
  - The Pentagon
  - US EPA
  - Commonwealth of Virginia Senate

- **Nonprofits/Associations**
  - Apartment and Office Building Association
  - Arlington Chamber of Commerce
  - Arlington Partnership for Affordable Housing
  - Arlingtonians for a Clean Environment
  - Pew Center on Global Climate

- **Regional Transportation Authorities**
  - Metro Washington Airports Authority
  - Metro Washington Area Transit Authority
CEP Project Timeline

• **January 2010** - Project Kick-Off
  – Bi-monthly Task Force meetings
  – Monthly Technical Working Group meetings
• **April & October 2010**
  – Community Energy Town Hall meetings
• **July 2010** - Energy modeling efforts
• **September 2010** - Preliminary recommendations presented
• **April 2011** – County Board considers Community Energy Plan
• **TBD** - Implementation Plan

Economic, Energy and Environmental Future
Community Energy Plan: Smart Growth – Part II

Competitiveness
- Energy cost
- Employment
- Investment

Security
- Supply security
- Supply quality
- Flexibility

Environment
- Greenhouse Gas Reduction

Three Groups of Benefits
Arlington CEP Framework

• Energy efficiency – *If you don’t need it don’t use it*
  – Efficient buildings, vehicles
  – Urban design for transport efficiency
  – Local employment for commuting efficiency
• Heat Recovery – *If it’s already there – use it*
  – Distributed combined heat and power
  – Use existing “waste” heat
  – Structure commercial sites to maximize “waste” heat use
• Renewable energy – *If it makes sense, go carbon free*
  – Renewable electricity – Photovoltaic, Wind, Run-of-river Hydro
  – Renewable heat - Solar thermal, Biomass, geothermal
  – Renewable heat and power – waste-to-energy, biomass
• Energy distribution – *Invest where it makes sense*
  – Flexibility – electricity, gas, heating, cooling, ….  
  – Accepts multiple fuels and energy conversion technologies
  – Optimize local / regional investment choices

Integrated Solution – Tailored for the County
Questions?
6. Closing Remarks