

Agenda

Underground Transmission Line Working Group Meeting #5

Date: November 20, 2014
Time: 7:00 PM to 9:00 PM
Location: **City Hall, Sister Cities Conference Room, # 1101**

Purpose of the Meeting: Convene the fifth meeting of the Underground Transmission Line Working Group (UTLWG). Receive Dominion and PEPCO updates. Discuss draft memo to council.

Agenda

7:00 – 7:25 PM	Dominion Update: SCC Submission Delay and Progress on Analysis of Potential Alignments
7:25 – 8:30 PM	Review Recommendations Memo to Council
8:30 – 8:45 PM	Citizen Comments
8:45 – 9:00 PM	Wrap Up and Adjourn

Attachment 1 – Meeting #4 Notes
Attachment 2 – Draft recommendations memo to Council
Attachment 3 – Schedule

**UNDERGROUND TRANSMISSION LINE
AND SUBSTATION WORKING GROUP**

**Meeting #4
Meeting Notes**

DATE & TIME: October 23, 2014, 7:00 PM

LOCATION: Nannie J. Lee Recreation Center - Gold Room

ATTENDEES: **Work Group:** Elizabeth Chimento, Nathalie Simon, Ben Sylla, Patrick Harenburg, Judy Noritake, Nancy Appleby, Rick Cooper, Catherine Poulin
City of Alexandria Staff: Yon Lambert, William Skrabak, Maurice Daly, Bill Eger, Jeff Farner, Khoa Tran, Lisa Jaatinen, Christopher Spera
City Council: Council member Paul Smedberg
Dominion Virginia Power: Deborah Johnson, Charles Penn, Greg Baka, Wes Keck, Steve Quarberg
Pepco: Joe Schall, Pat Kurowski, Sean Kelly
Consultant: Chris Kocher, STV
Virginia Railway Express: Bryan Jungworth
Sailing Club of Washington: Robert Reuter
Members of the Public: Annika Moman, Charles Bailey, Tom Soapes, Steve Walz, Sally Ann Greer, Jozef Borecki, John Marten, Christa Watters, Roger Waud, Patricia Harris, Diane Hampel, Nancy Clotz, Jean Antone

Bill Skrabak called the meeting to order. He explained the work group would focus on the Routing Matrix tonight to review and narrow down their route recommendations. Bill informed the audience that a draft memo of working group recommendations will be developed next week. The findings of the memo will initially be presented to City Council at the November 11th meeting. That will be followed up by a public hearing on November 15th which will be open to public participation. City Council will then submit final recommendations to Dominion Virginia Power (DVP) on November 21st.

AGENDA:

A. Review Matrix and Alignment Narratives

Bill Eger provided a recap of the route options as they were currently categorized under Tiers 1, 2 & 3. He informed the group that there would be 1 hour to deliberate the routes and tiers to identify the 3 to 4 least objectionable options. No time would be spent discussing the overhead route option as it is off the table. Bill noted that DVP and Pepco were present in the audience should they be needed for questions or clarifications.

Nancy Appleby began by asking the working group to consider route impacts as both short term [during construction] and long term [permanent]. She was most concerned with routes with any potential impacts to the future Potomac Yard Metro station and recalled all the time and effort spent on site selection efforts.

Bill Skrabak noted that those were all valid concerns but asked that the working group to consider these routes with the caveat that certain qualifiers could be attached to the group's recommendations. For example a particular route option would be a recommendation of the working group with the qualifier that there would be no impacts to future Metro Station. He reminded the group that due to the lack of detailed information currently available, the City is analyzing in a vacuum which is why there would be a broad range of qualifiers.

Judy Noritake noted that good engineering practices can provide designs for options like the CSX route that could work around obstacles such as the Metro Station.

CSX & CSX – DRCA Alternate Routes:

- Yon Lambert noted that DVP has had conversations with CSX to discuss the possibility of that as a proposed route.
- Christopher Spera provided a legal perspective regarding the possibility of a CSX easement. He said that CSX has an easement and more utilities could be added to the public document and that the future Metro station would not be in the CSX right-of-way so there most likely would not be a conflict in that case with the exception of a Metro build alternative that requires realignment of the current CSX tracks and right-of-way. CSX and DVP have been coordinating.
- Patrick Harenburg stated that the CSX route was favorable to him due to the reduced potential for direct impacts to the surrounding communities and businesses.
- Judy Noritake asked why the CSX – DRCA Alternate route option crossed well into Arlington at the north end and questions the potential for unnecessary impacts to that area as opposed to crossing at 4-mile run as is the case with the DVP CSX route.
- Yon Lambert explained that the CSX – DRCA Alternate route option had been developed by the chairperson of the working group and that it was merely a schematic representation of the potential routing and that it should not be considered different from the original CSX route in that regard.
- Council member Paul Smedberg noted that the CSX route was part of a security corridor. He also recognized Bryan Jungworth of Virginia Railway Express (VRE) and asked if the group had identified impacts to VRE.

Mainline Boulevard Route:

- The discussion then shifted to the Mainline Boulevard route when Patrick Harenburg raised concerns that not all development impacts had been taken into account in the matrix such as impacts to future home sites. He also reiterated the impacts to the newly planted trees on Mainline Boulevard Custis Ave and felt that Mainline Boulevard should be reclassified from at Tier 2 option to a Tier 3 due to possible impacts.

- Bill Eger explained that if the transmission line was to be constructed per the Mainline Boulevard route that it could be located in the road bed to avoid conflicts such as the trees along the sides of the street.

Route-1/Slaters Lane Route:

- Elizabeth Chimento questioned if the Route-1/Slaters Lane route option should even be considered as one of the least objectionable options due to the impacts to the traveling public along Route-1 which averages around 37,000 vehicles per day.
- Judy Noritake added there would be considerable visual impacts with the Route-1 options such as the removal of existing trees or the preclusion of future plantings along this high profile corridor. She felt that the CSX route options would be a better choice for these reasons.
- Bill Skrabak said that, in regards to impacts on the Route-1 corridor, the City would insist they were made whole by the transmission line project. He also said that it would not be fair to assume that no trees would remain and suggested that the group could list avoiding aesthetics and future tree impacts as a qualifier for this route.
- Judy Noritake asked what the rent or purchase value would be for an easement in areas such as Route-1 and if the City owns the property how would they be compensated.
- Christopher Spera said that appraisals would need to be done and that transmission lines are not covered by franchise agreements. Typically compensations would come in the form of a onetime payment however City Council could elect to receive payments over time. He cautioned that the City is not at that state yet and that the State Corporation Commission (SCC) proceeding is an economic analysis. The burden of cost would be passed on to the rate payers.
- Judy Noritake said that, to help with the City's commitment for improved storm water treatment measures in the area, she would like more Best Management Practices (BMP's) and that the group should consider choosing routes which provide the most BMP opportunities.
- Bill Skrabak noted that BMP's by their nature of infiltrating water would be a challenge in future transmission line right-of-way but that offsite mitigation could be possible depending on the routing option. Conversely the transmission line location could also prevent future BMP measures by the City.
- Ben Sylla wondered if locating the duct bank down the BRT lanes would lessen impacts to trees and future redevelopment of west side of Route-1.
- Yon Lambert explained that there are plans that convert the Metroway BRT to a streetcar route in the future and that a transmission duct bank could prevent this conversion.
- Bill Eger reminded the group that they would be submitting 3-4 recommended routes as least objectionable options for DVP. He also noted that the working group had brought up a lot of positives and negatives to the Route-1 option and asked them to make a Tier designation and that they could include qualifiers such as not impacting the transitway.

- Elizabeth Chimento said that she was thoroughly opposed to the Route-1 option due to traffic impacts to the community that just endured similar inconveniences with the City's Route-1 BRT project.
- Bill Skrabak said that engineering would be a major factor on the exact location of the transmission duct bank and the long term impacts of this option.
- Jeff Farner noted that locating the transmission line of the west side of Route-1 would preclude future street trees. This could also impact the retail center redevelopment and that both the Potomac Ave and Route-1 options would have similar impacts.

Nancy Appleby then asked the working group if they would be open to elimination of all Tier 3 options and Yon Lambert reminded the group that this was the framework of the process and that most objectionable options would be eliminated. The working group agreed with this statement.

George Washington Parkway Routes:

- Nancy Appleby said she was concerned with George Washington (GW) Parkway route options due to their impacts to trees in the national park and that she felt they should be reclassified as Tier 3 options. The reason for this would be the potential for impacts to heavily utilized landscaping within a national park and that there would be a lot of community angst over ripping up the parkway.
- Elizabeth Chimento asked if it was known how many trees would be impacted by the project.
- Bill Skrabak explained that the City does not have enough information from the preliminary nature of the layout for this route and that the group could place a qualifier into their recommendations that certain impacts would be a disqualifier.
- Elizabeth Chimento asked that if a GW parkway route was recommending by the working group would the requirement for a National Environmental Policy Act (NEPA) process and associated schedule delays preclude DVP from choosing to design and construct such a route.
- Yon Lambert explained that the City has not talked to the National Park Service (NPS) and that they do not know if DVP has any coordination with the NPS. He also said that they do not know exactly how long this particular NEPA process would take. He then asked the representatives from DVP in the room to clarify this in writing.
- Bill Skrabak asked the DVP representatives if they could shed some light on the questions from the working group related to the NPS and NEPA process.
- Greg Baka of DVP explained that it was highly likely that NEPA process would be required for a route within national park land and that it would be a lengthy process.
- Catherine Poulin said that she finds the GW parkway options favorable due the minimized impacts of local communities, businesses and properties of the people the working group represent.

Bill Eger stated that the Tier 2 options were probably the most practical and recommended the working group focus on those.

Commonwealth Avenue/ E. Glebe Road Route:

- Ben Sylla recommended that the group move the Commonwealth Avenue route option to Tier 3 due to a number of large old trees that would be impacted in the narrow available right-of-way. It is also the most heavily populated route and there would be impact to emergency vehicle response times on E. Glebe Road.

Potomac Avenue Route:

- Judy Noritake said she felt traffic impacts on Potomac Avenue would be favorable to that of Route-1 due to the lower amount of vehicles on Potomac Avenue. The transmission line could be located under the roadway to reduce impacts to the adjacent parks and this would also keep the duct bank away from potential future metro station sites.
- It was asked if the elimination of the existing Potomac Yard Substation could be part of this route and Bill Skrabak explained that this would be bundled with any of the routes as part of the project.
- Jeff Farnier joined the discussion and asked the group to think of the Potomac Avenue route as two parts. The northern half of Potomac Ave will eventually be realigned to run behind the movie theater to allow more space for the planned retail center. He suggested that the group consider a route that does not impact future development. The newly aligned Potomac Ave will also be part of a transitway which will connect the Metroway in Alexandria to the Crystal City Transitway in Arlington. Depth is a concern with duct bank placement. This means that at greater depths it would have less impact on future roadway profiles and alignments.

4 Mile Run/Potomac River & 4 Mile Run/Potomac River/GW Parkway Routes:

- Rick Cooper stated that the 4 Mile Run/Potomac River/GW Parkway Alternate would be a viable alternative to the 4 Mile Run/Potomac River route due to its more direct alignment and said it was his understanding that the curved alignment of the proposed all river route provided additional challenges for construction.

B. Develop Working Group Recommendations

- Bill Skrabak recommended the bundling of similar routes such as the GW Parkway and CSX options.
- Bill Eger asked who was not in favor of the Route-1 option and it was a unanimous vote to change to a Tier 3 options and take it off the table.
- It was then the consensus of the working group to reclassify Commonwealth Ave as a Tier 3 option.
- Potomac Ave is the preferred Tier 2 recommendation of the working group.
- After finalizing the reclassification of route options in their respective Tiers the working group created a new list of four least objectionable options.
 1. CSX & CSX – DRCA Alternate
 2. GW Parkway & Metro/GW Parkway
 3. 4 Mile Run/Potomac River & 4 Mile Run/Potomac River/GW Parkway Alternate

4. Potomac Ave

- Bill Skrabak followed up by asking the working group to compare notes and submit to get the next iteration completed prior to the 1st City Council meeting on November 11th.

C. Citizen Comments

Yon Lambert opened the meeting to public comments.

- Christa Watters questioned the difficulty of constructing the underwater options. She stated she was also very concerned of the potential loss of old growth trees on the GW Parkway route options.
- Diane Hampel introduced herself as a horticulturalist and a tree steward. She asked if the willow oaks on Potomac Ave would need to be removed. Yon Lambert said that would be dependent on the exact location of the duct bank and that the 30-foot right-of-way would prevent trees to remain or be planted in the future.
- Bryon Jungworth of Virginia Railway Express thanked the committee for their work on this matter. He said that VRE was concerned about the CSX options. He explained that there was an ongoing environmental impact statement for the corridor and that part of the VRE 2040 plan included the restoration of a 4th track. The location of a new transmission ducts bank could impact those plans. He also noted the concerns of impacts to train operations. He said that VRE would like to know if it would be allowable to operate trains over a duct bank and asked what the right-of-way needs would be.
- Sally Ann Greer also voiced her concerns for the GW Parkway options.
- Robert Reuter spoke as a representative of the Sailing Club of Washington. The club has 400 members and is located at the Washington sailing marina. The club has concerns with impacts to the lagoon and the limited existing navigable space. He submitted a depth chart exhibit to the City illustrating the depths of the lagoon and surrounding areas. Most of the Potomac in that immediate area is not navigable and they have concerns with the Potomac River options. They would be open to possible dredging operations as a mitigation effort to improve navigation channels.

D. Wrap Up and Adjourn

Yon Lambert asked the working group for any additional concerns and once there were none he called the meeting adjourned at 9:12pm.

DRAFT

City of Alexandria, Virginia

MEMORANDUM

DATE: TBD

TO: Honorable Mayor and Members of City Council, Rashad M. Young, City Manager

FROM: Jay Nestlerode, Chair, Ad Hoc Underground Transmission Line and Substation Working Group

SUBJECT: Dominion's Proposed 230 kV Underground Transmission Line Project – Working Group's Recommendations

EXECUTIVE SUMMARY

City Council passed a resolution on June 24, 2014 to establish an Ad Hoc Underground Transmission Line and Substation Working Group (Working Group) in response to a Dominion Virginia Power (Dominion) proposal to construct a 230 kilovolt (kV) electrical transmission line between Arlington and Alexandria. The mandate of the Working Group as set forth in this resolution is to (i) examine quality of life, economic, electric reliability, environmental and transportation impacts associated with the proposed Dominion project and (ii) make recommendations to staff, the City Manager and Council on matters pertaining to the project. This memo outlines the efforts of this group to date. The Working Group membership can be found on page 4 of this memorandum.

The Working Group held five meetings at which it learned of the ostensible need for the project and discussed potential regional electrical alternatives to eliminate what Dominion characterizes as violation of federal reliability standards due to increased electrical demand in Northern Virginia. The Working Group heard from Dominion on proposed route alignments that will accomplish Dominion's preferred electrical alternative. Dominion advised the Working Group that it will include an overhead option in its project filing with the Virginia State Corporation Commission (SCC) for a Certificate of Public Convenience because, according to Dominion, the SCC requires inclusion of that option. Additionally, Pepco gave the Working Group a brief overview of its Substation C design proposal to be located at the former NRG's power plant site in Alexandria. Pepco promised to come back to the Working Group in December 2014 with more detailed design information.

To date, the City and the Working Group have yet to receive from PJM, Dominion and Pepco, detailed technical information necessary to evaluate the need for the project and/or whether the project will actually and effectively address reliability issues related to Dominion's assertion that it will serve Alexandria's increased electrical demand.

Based on concerns expressed by Working Group members, questions posed during the public comment portion of the first meeting, and in order to facilitate the evaluation of each potential alignment, City staff developed a matrix and one-page narrative summaries for the Working Group to evaluate a total of 13 alignments, 10 of which was proposed by Dominion and 3 by the members of the Working Group. Staff initially grouped these 13 alignments into three tiers to reflect the extent of their impacts to the City and its residents: Tier 1 includes the least objectionable alignments and Tier 3 represents the most objectionable alignments. The Working Group ultimately organized all the proposed alignments into either Tier 1 or Tier 3 following its discussion on the pros and cons of each alignment. The Working Group also reached consensus on initial suggestions for mitigating the negative impact of the project. Based on its deliberations, the Working Group's recommendations to the City Council and City Manager include the following:

- The City should oppose strongly all alignments assigned by the Working Group to Tier 3 (most objectionable). These include:
 - All overhead line options;
 - The Mt Jefferson Park Trail and Mt Jefferson Park Trail Alternate Alignment;
 - The Mainline Boulevard Alignment.
 - The Route 1/Slaters Lane Alignment;
 - The Commonwealth Avenue/East Glebe Road Alignment and
- Dominion should consolidate the existing Potomac Yard North Substation with the Glebe Substation and install appropriate underground lines that connect the Potomac Yard North Terminal Station and Glebe Road Substation.
- The equipment needed to accommodate the new 230 kV line at the Potomac River Substation C should not simply be an addition to the existing site. Rather, Substation C should be re-designed to consolidate the existing substation with the new equipment, while minimizing its footprint and emphasizing architectural, historic, and community harmony and integration with Alexandria's Waterfront Plan.
- Dominion should limit its submission to the SCC and prioritize the SCC's consideration of, the proposed alignments to those that the Working Group has categorized as "least objectionable," subject to the limiting conditions stated below. They are, in descending order of preference:
 - a) CSX; CSX/DRCA Alternate
Limiting Condition:

- Neither alignment will preclude or adversely impact siting currently under study for the future Potomac Yard Metro, or the operation and efficacy of the future Potomac Yard Metro.

b) Four Mile Run/ Potomac River and Four Mile Run/Potomac River/GW Parkway Alternate

Limiting Conditions: Similar to those applied to c) below.

c) GW Parkway Alignments (Metro/GW Parkway; GW Parkway)

Limiting Conditions

- ~~Every effort will should be made to minimize loss of mature trees and other vegetation.~~
- ~~Every effort will should be made to minimize the interruption or closure of bike trail along the Parkway.~~
- ~~Every effort will should be made to minimize any loss of public's use of the National Park lands along the Parkway.~~
- ~~No lines will be constructed in the roadway. Traffic studies by an independent consultant shall conclusively demonstrate that impaired traffic flow on the Parkway during and after construction of the project will not result in significant economic loss to Old Town Alexandria. Every effort will should be made to minimize traffic issues along the Parkway.~~

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d) Potomac Avenue

Limiting Conditions:

- Locate the entirety of the right-of-way within the existing roadway (western portion) of Potomac Avenue.
 - Locate the entirety of the right-of-way in a manner that does not impact the existing Potomac Yard Park, central median or street trees.
 - Locate the entirety of the right-of-way within the Potomac Yard retail center (Landbay F) in a manner that does not preclude the implementation of the North Potomac Yard Plan, including without limitation, planned development, transit way and open space – parks (Landbay E) and Landbay K extension in North Potomac Yard.
 - Minimize traffic and public safety interruptions.
- Dominion should make every effort to consider the most preferred alignment (i.e., CSX and the CSX/DRCA Alternative) before considering the next in the Working Group's order of preference, as listed above.
 - The City should identify, and obtain from Dominion and Pepco, their pledge to take action to mitigate negative impacts on the City of Alexandria and its residential and business community arising from, or related to, the project.
 - The City should identify, and obtain from Dominion and Pepco, tangible benefits for the City of Alexandria and its residential and business community.

• Traffic analysis shall be performed by Dominion to demonstrate that impaired traffic flow during and after construction of the project will not result in significant economic loss to the City.

• Approved routes to Substation C from the west should explore the utilization of the existing railroad Right of Way.

• The City should identify that the project, as proposed by Dominion, is required by federal mandate or by health and safety concerns and is pursued with the interests of the City of Alexandria’s residential and business communities in the forefront. The City should continue to review the need for the project, perform independent due diligence, work with specialized consultants and outside counsel retained by the City to develop strategies for the City’s participation in the SCC process; and the City should participate fully throughout the SCC’s consideration and approval of the project.

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In conclusion, the Work Group remains committed to examining the impacts of the project and encourages City Council and the City Manager to remain vigilant as Dominion’s Application for a Certificate of Public Convenience is considered by the SCC and, if applicable, by others.

BACKGROUND, DISCUSSION AND RECOMMENDATIONS

I. Introduction

In June 2014, Dominion formally approached the City with its proposed project to build a 230 kV underground transmission line that connects the Dominion Glebe Road Substation to Pepco’s Potomac River Substation C, on the site of the former NRG’s power plant in Alexandria. In response, the Alexandria City Council passed a resolution to establish the Ad Hoc Underground Transmission Line and Substation Working Group. The scope of the Working Group’s work, as set forth in the City Council’s Resolution, is to examine quality of life, economic, electric reliability, environmental and transportation impacts associated with the project, and to make recommendations to staff, the City Manager and Council on matters pertaining to the project.

The Working Group membership is:

Jason Nestlerode, Chair
Nancy J. Appleby
Elizabeth Chimento
Rick Cooper
Patrick Harenburg
Judy Noritake
Catherine Poulin
Nathalie Simon
Ben Sylla

Given what the City understood about the Project and Dominion announced intention to file its application for approval with the SCC in late November 2014, the mission of the Working Group, beyond evaluating the need for the Project, was to:

- Identify the impacts of the proposed routes, defined as alignments that connect the Dominion Substation in Arlington to the Pepco Substation C;
- Consider additional alignments, to the extent feasible;
- Review Pepco Substation C siting and design options; and
- Prepare a recommendations memorandum to the City Manager and City Council responding to the items outlined above.

To date, the Working Group has held five meetings to examine several aspects of the project. A number of members of the Working Group also attended the Dominion public information meeting held on October 1, 2014. The Working Group meetings focused on the following themes: understanding the need for the project; process/scope of work; review of Dominion's proposed alignments; and information exchange and questions.

The Working Group heard presentations by PJM Interconnection (PJM), Dominion and Pepco. PJM explained that the project is needed to ensure reliability, and to address a projected demand for increased electricity in Northern Virginia including Alexandria and Arlington.

Dominion gave a Project overview, including six potential regional solution alternatives that it considered before selecting the project. Dominion also presented a map (Attachment 1) showing the nine potential underground alignments that connect the Glebe Road and Potomac Substation C Substations. The nine alignments are:

1. Commonwealth Avenue/ E. Glebe Road;
2. Route 1/ Slaters Lane;
3. Potomac Avenue;
4. CSX;
5. Metro/ GW Parkway;
6. GW Parkway;
7. Mount Jefferson Park Trail;
8. Main Line Boulevard and
9. Four Mile Run/ Potomac River.

After further consideration, Working Group members proposed another three potential underground alignments (Attachment 2), for a total of twelve potential underground Alignments:

1. Potomac River/ GW Parkway;
2. Mount Jefferson Park Trail/ DRCA Alternate and
3. CSX/ DRCA Alternate.

On September 25, 2014, following its initial presentation to the Working Group on September 11, 2014, Dominion presented to the Working Group, Dominion's proposed overhead line alignment along Potomac Avenue. Dominion stated that at least one overhead alignment must

be submitted with its application for Certificate of Public Convenience to the Virginia State Corporation Commission (SCC).

Pepco provided a brief overview of its Substation C design and promised to come back to the Working Group in December 2014 with more detailed design information.

Based on the concerns that the Working Group and questions from the community expressed at the Working Group's September 11, 2014 meeting, and to facilitate the evaluation of each potential alignment, staff developed a matrix (Attachment 3) listing the following impact areas for each alignment:

- Traffic;
- Open space;
- Future development;
- Environment;
- School/population;
- Right-of-way;
- Aesthetics;
- Cost;
- Catalyst (for co-benefits/development) and
- Beneficial result(s).

Staff also developed a one-page summary for each potential alignment, including a re-cap of positive and negative impacts (Attachment 4) and grouped the twelve potential underground alignments and the overhead line alignment into three tiers:

- Tier 1 includes the alignments that City staff identified as having the least impact on the City's existing rights-of-way and various aspects of the community at large.
- Tier 2 includes the alignments that City staff identified as having some impact on City's existing rights-of-way and various aspects of the community at large.
- Tier 3 includes the underground alignments that City staff identified as having the most negative impact on the City's existing rights-of-way and the community at large because of their overarching negative impact on Alexandria's quality of life, environmental condition, and future development. Tier 3 also includes any overhead alignment(s).

This matrix and the one-page summary for each alignment were used by the Working Group in its evaluation of the potential alignments and led to the recommendations described in Section III of this memorandum.

II. Correspondence, Information and Issues

To date, the City and the Working Group have yet to receive from PJM, Dominion and Pepco, detailed technical information necessary to evaluate the need for the project and/or whether the project will actually and effectively address reliability issues related to Dominion's assertion that

it will serve Alexandria's increased electrical demand. On several occasions, the City and the Working Group have formally requested PJM and Dominion to provide specific information related to this evaluation. These requests have been unanswered to date.

Likewise, after several requests by both City staff and the Working Group, the Working Group has obtained from Dominion only superficial information on the six regional alternatives that Dominion reports to have considered before deciding on its preferred alternative, the 230 kV transmission line between Dominion Glebe Road Substation in Arlington and the Pepco Substation C located at the NRG site in Alexandria.

Although Dominion has participated in every meeting of the Working Group, it has not yet provided any substantive information that the Working Group or the community requested.

The lack of information available to the Working Group is exacerbated by the abbreviated time allowed by Dominion for consideration by the City and the Working Group of the Project.

It is clear that the proposed project is complex, both technically and logistically. The Working Group has struggled within the short time mandated by Dominion to gain technical knowledge to assess the complex issues related to the project. While Dominion has represented that additional information will be available after it has filed its Application with the SCC, its failure to provide information before filing leaves the Working Group and the City few innovative solutions to consider in such a short timeframe.

A summary of all correspondence between the City and/or the Working Group and other stakeholders is listed in Attachment 5.

III. Recommendations

While acknowledging the constraints under which the Working Group has worked described in Section II, the Working Group unanimously makes the following recommendations for City Council's consideration.

A. Oppose All Tier 3 Alignments

Overhead Line Alignment: At the second meeting of the Working Group (September 25, 2014), Dominion mentioned that as part of its due diligence for its Application to the SCC, Dominion is required to propose an overhead line alignment for the SCC's consideration. Dominion did not offer the Working Group any additional information about the overhead alignment, including that its proposed route for the overhead alignment is along Potomac Avenue. That information was made available only on October 1, 2014, at Dominion's one and only public information meeting on the proposed project. Of note, the overhead images and ground photos Dominion used to illustrate an overhead line along Potomac Avenue were outdated and did not accurately represent recent housing and open space development in the area.

Dominion's overhead alignment would negatively impact the existing businesses and residents along Potomac Avenue: 83 residential buildings and 519 residences in buffer area, and potential impacts to open space along Potomac Avenue.

Most importantly, Alexandria is a densely populated area. An overhead high-voltage transmission line would have significantly negative aesthetic and property value impacts on the City, residents, businesses, and the community at large for many years to come. Additionally, an overhead transmission line has the potential to adversely affect current and future development and raise health concerns.

The Working Group recommends that City Council definitively and firmly oppose any proposal by Dominion for an overhead alignment.

Underground Alignments: The City should strongly oppose all Tier 3 underground alignments identified by the Working Group, which includes:

- Mt Jefferson Park Trail and Mt Jefferson Park Trail Alternate
- Mainline Boulevard
- Route 1/ Slaters Lane
- Commonwealth Avenue/ East Glebe Road

B. Relocate the Existing North Potomac Yard North Substation to the Glebe Substation and Place Lines Connecting to Glebe Substation Underground.

The North Potomac Yard Small Area Plan requires the relocation of the North Potomac Yard Substation and replace of three existing above-ground poles with underground equipment and lines. The Working Group recommends requiring that Dominion consolidate the existing North Potomac Yard North Substation with the existing Glebe Road Substation, as part of the project. This recommendation would require Dominion to incorporate into its Application to the SCC for the project the relocation and undergrounding of utilities.

C. Potomac River Substation C Design Should Be Located with Consideration of Future Redevelopment of the NRG Site; Minimize the Footprint of Potomac River Substation C; Design and Screen Potomac River Substation C in a Manner Appropriate for its Visually Prominent Location.

As part of the project, Pepco will construct an addition to its existing Potomac River Substation in the parking lot of NRG's retired power plant. The addition will have significant impacts on an important and visually prominent redevelopment site in the City.

As currently proposed, the expanded Potomac River Substation will occupy the entire surface parking lot, adjacent to the George Washington Memorial Parkway, causing a significant reduction in land available for redevelopment. Additionally, expanding the size of the Substation will put it in closer proximity to adjoining residential uses (e.g., Harbor Terrace and Marina Towers) and adjoining commercial uses. The expansion of the existing Substation also

will create an even larger structure on its visually prominent site immediately adjacent to the George Washington Memorial Parkway and at the gateway to Old Town Alexandria.

The NRG site is an important redevelopment site for the City and its residential and business community. It will be a key part of the upcoming Old Town North Small Area Plan. The City should investigate all possibilities to ensure that the location and design of the Substation is done in a comprehensive manner that considers the long-term redevelopment of the NRG site, including visual, physical, and environmental impacts to the residential and commercial uses adjacent to the site.

The Working Group recommends that Pepco and/or NRG revise the substation proposal to include the following:

- Consolidate proposed Substation C with the existing Substation.
- Enclose the existing and proposed Substations entirely within a roofed structure.
- Minimize the size, footprint and impact of operations of the proposed and existing Substations by, among other things, applying advanced technology to the design and operation of the Substation C.
- Consult with the City Planning and Zoning Department and all applicable Boards and Commissions regarding building design and landscaping to ensure the facility is screened, which includes using high quality design and building materials.
- Provide landscaping, decorative fencing or other buffering and aesthetic features as part of the overall design.

D. Working Group's Four Tier 1 Least-Objectionable Alignments

After consideration of all impact areas for each potential alignment, and in consultation with City staff, the Working Group concluded that the following four alignments pose the least overall impact to the City and its residential and business community, these options are ranked in descending order, the first being the least objectionable:

1. CSX; CSX/DRCA Alternate
Limiting Condition:
 - Neither alignment will preclude or adversely impact siting currently under study for the future Potomac Yard Metro, or the operation and efficacy of the future Potomac Yard Metro.
2. Four Mile Run/ Potomac River and Four Mile Run/Potomac River/GW Parkway Alternate
Limiting Conditions: Similar to those stated in 3 below.
3. GW Parkway Alignments (Metro/GW Parkway; GW Parkway)

Limiting Conditions:

- Neither alignment will result in significant loss of trees and other vegetation.
- Neither alignment will result in the interruption or closure of bike trail along the Parkway.
- Neither alignment will cause any loss of public's use of the National Park lands along the Parkway.
- ~~No lines will be constructed in the roadway. Traffic studies by an independent consultant shall conclusively demonstrate that impaired traffic flow on the Parkway during and after construction of the project will not result in significant economic loss to Old Town Alexandria.~~

4. Potomac Avenue

Limiting Conditions:

- Locate the entirety of the right-of-way within the existing roadway (western portion) of Potomac Avenue.
- Locate the entirety of the right-of-way in a manner that does not impact the existing Potomac Yard Park, central median or street trees.
- Locate the entirety of the right-of-way within the Potomac Yard retail center (Landbay F) in a manner that does not preclude the implementation of the North Potomac Yard Plan, including without limitation, planned development, transit way and open space – parks (Landbay E) and Landbay K extension in North Potomac Yard.
- Minimize traffic and public safety interruptions.

The Working Group recommends that Dominion submit to the SCC only the foregoing “Least-Objectionable Alignments” in the project filing with the SCC.

E. Identify and Pursue Potential Mitigation or Benefits

The Working Group acknowledges the significant cost of the project, it also believes that the lasting economic benefits of the project will flow to Dominion and Pepco. The Working Group also recognizes that the impacts of each alignment are different. In each case, however, the negative impacts of the project consistently burden the City and its residents, businesses, and community at large, not Dominion or Pepco. Therefore, the City should pursue with Dominion potential mitigation specific to each alignment.

The Working Group recommends:

- Dominion should make every effort to consider the most preferred alignments (i.e., CSX and the CSX/DRCA Alternative) before considering the next in the Working Group's order of preference.
- The City should identify and obtain from Dominion and Pepco, their pledge to take action to mitigate negative impacts on the City of Alexandria and its residential and business community arising from, or related to, the project.

- The City should identify, and obtain from Dominion and Pepco, tangible benefits for the City of Alexandria and its residential and business community.
- The City should identify that the Project, as proposed by Dominion is required by federal mandate or by health and safety concerns and that it is pursued with the interests of the City of Alexandria's residential and business community in the forefront. The City should continue to review the need for the Project, perform independent due diligence, work with specialized consultants and outside counsel retained by the City to develop strategies for the City's participation in the SCC process; and the City should participate fully throughout the SCC's consideration and approval of the project.
- Traffic analysis shall be performed by Dominion to demonstrate that impaired traffic flow during and after construction of the project will not result in significant economic loss to the City.
- Approved routes to Substation C from the west should utilize the existing railroad Right of Way and not Slaters Lane or Massey's Lane.

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CONCLUSION

In conclusion, the Working Group remains committed to examining the impacts of the project and encourages City Council and the City Manager to remain vigilant as Dominion's application proceeds through the SCC process.

Copies: Mark Jinks, Deputy City Manager
 Chris Spera, Deputy City Attorney
 Yon Lambert, Acting Director, Department of Transportation and Environmental Services
 Karl Moritz, Acting Director, Department of Planning and Zoning
 James Spengler, Director, Department of Recreation, Parks, and Cultural Activities

Underground Transmission Line Working Group Schedule

PJM Load Analysis Subcommittee Conference Call	11-24-14
PJM Planning Committee Meeting	12-04-14
PJM Transmission Expansion Advisory Committee	12-04-14 and 12-09-14
December UTLWG Meeting	12-11-14 (tentative date)
City Council Legislative Hearing	1-13-15
City Council Public Hearing	1-24-15