



Potomac Yard Metrorail Station: Selection of the Preferred Alternative

City Council

May 16, 2015

Overview

- Background
- Staff Recommendation
- Next Steps

Potomac Yard



Build Alternatives Considered (in addition to No Build Alternative)



- LEGEND**
- █ Alternative A Station Location
 - █ Alternative B Station Location
 - █ B-CSX Design Option Station Location
 - █ Alternative D Station Location
 - - - Existing Metrorail Blue/Yellow Line
- Note: Trackwork and Bridges not shown



Staff Recommendation

- Alternative B as the preferred alternative
 - Support high-density mix of uses
 - Support adjacent communities
 - economic development, and regional benefit
- Option 2 for construction access
- Mitigation framework for impacts to the George Washington Memorial Parkway

Alternative B

- Provides maximum accessibility to the Metrorail station



Alternative B

- Provides the most transportation benefit
 - 11,300 daily trips on Metro
 - 34% daily trips using transit, walking, or bike
 - 5,000 daily auto trips removed from the road





Alternative B Station Funding Plan

Sources for Construction

Sources	Amount of Funds (millions)
General Obligation Bonds	\$ 143.6
Virginia Transportation Infrastructure Bank Loan	\$ 50.0
Northern Virginia Transportation Authority Funds	\$ 69.5
Other Sources	\$ 5.0
TOTAL	\$ 268.1

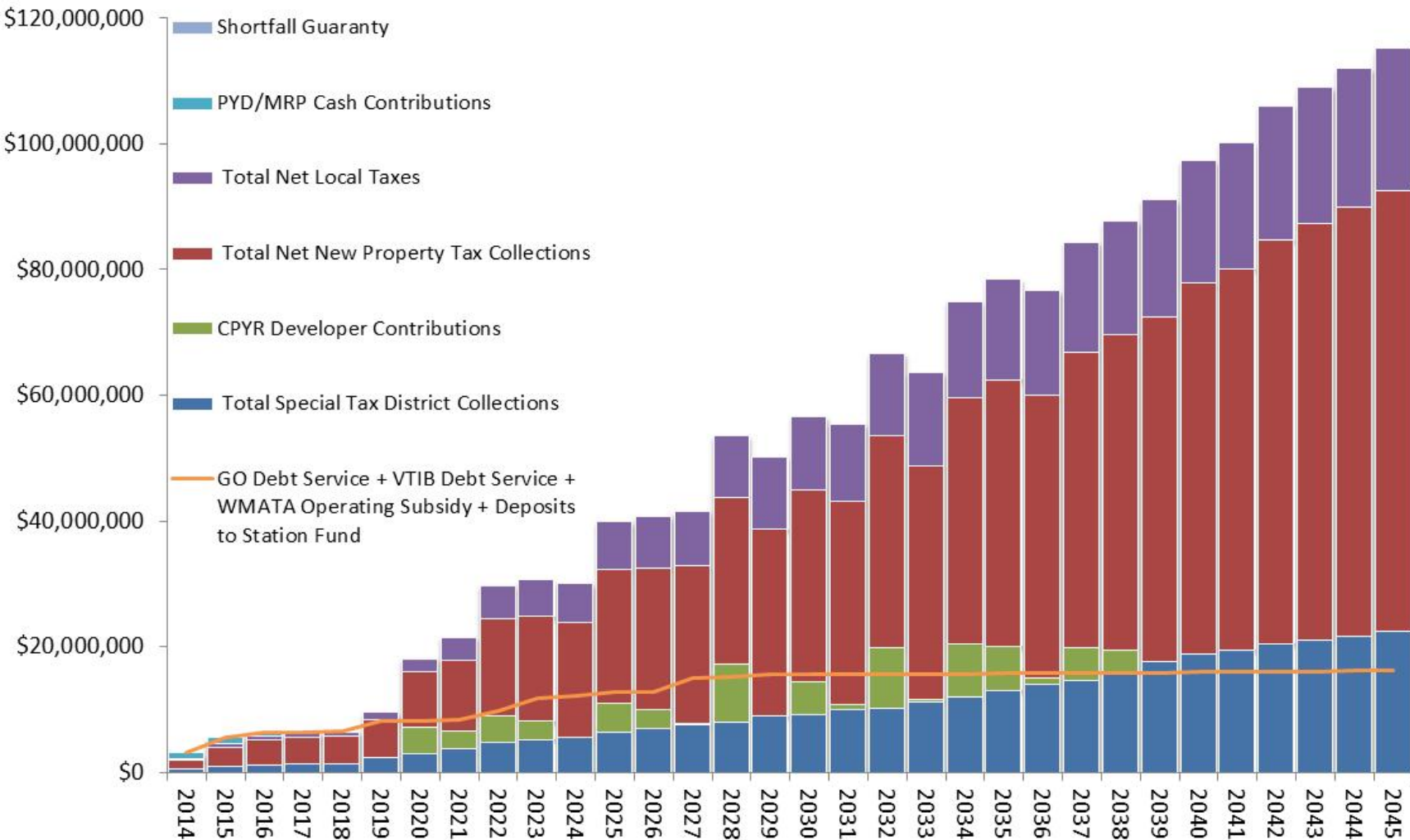
Sources for Station Debt Service and Operating Costs 2019 - 2045

Sources	Amount of Funds (millions)
Developer Contributions	\$ 72.0
Tier I Special Tax District	\$ 278.3
Tier II Special Tax District	\$ 20.3
Net New Taxes/Other	\$ 21.5
TOTAL	\$ 392.1



Alternative B Financing Plan

- Results in \$1.5 billion in net revenue to the City over 30 years



GWMP/Scenic Easement



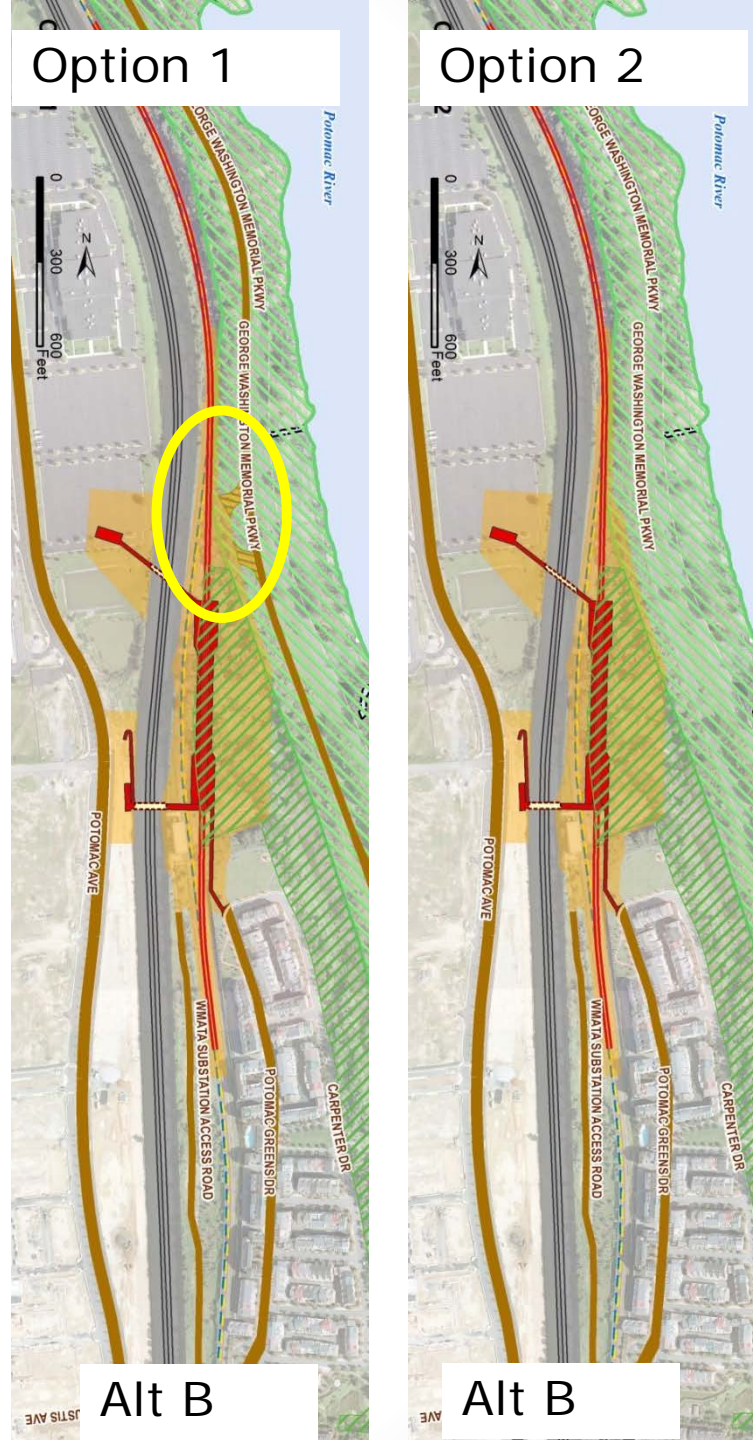
George Washington Memorial Parkway Mitigation



- Framework for “net benefit agreement” between the City and NPS
 - Landscaping to screen station
 - NPS participation in station design
 - Potomac Yard height, lighting, signage protection
 - Exchange of 13 acres of City land for 0.16 acres of NPS land
 - Stormwater management plan and improvements
 - Daingerfield Island master plan and improvements
 - Improvements to Mount Vernon Trail
 - **Total \$12 Million**

Construction Access

- Two construction access options evaluated:
 - Option 1 **includes** access to the GWMP
 - Option 2 **excludes** access to the GWMP
- Staff recommends **Option 2**





Outreach since February 2015

- Briefings with boards and commissions
- Community Meetings
 - 250 residents reached
- Three open houses
 - 100 residents reached
- Farmers Markets and Earth Day
 - 175 residents reached
- Extensive media coverage



Most Frequent Comments (as of May 15)

Comment Topic	Count *
For Build Alternative B	32
For No Build	10
Need for Bicycle & Pedestrian Access; Bicycle Parking	10
Impacts to GWMP	8
Opposition to Tier II Special Tax District	8
For Alternative A	6
For B-CSX Design Option	5
Impacts on Traffic and East Glebe	4
Against B-CSX Design Option	2
Financial Feasibility	2

* *Multiple comments from one individual on the same topic were counted once*

109 comments received 3/27 – 5/15

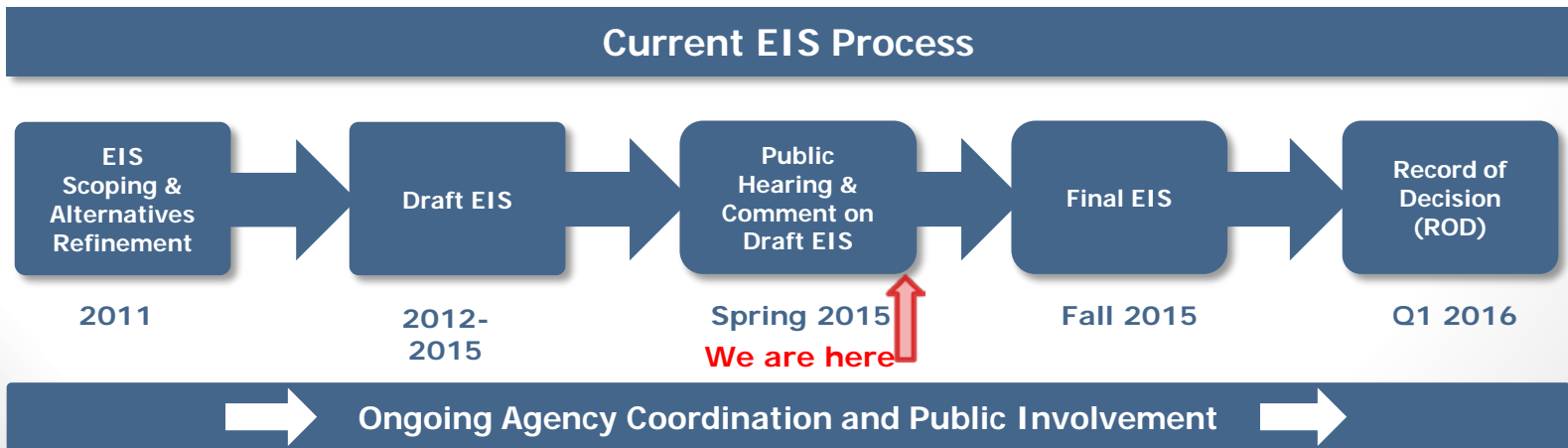
- Oral (at WMATA/NEPA Public Hearing)
- Public comments at Boards & Commissions
- Written

Boards and Commissions

- Unanimous support from:
 - Board of Architectural Review
 - Environmental Policy Commission
 - Planning Commission
 - Park and Recreation Commission
 - Transportation Commission
 - Potomac Yard Metrorail Implementation Work Group
- Comments:
 - Involvement throughout the process
 - Design should minimize visual impacts
 - Minimize construction impacts
 - Ensure quality bicycle and pedestrian access and bicycle parking

Next Steps

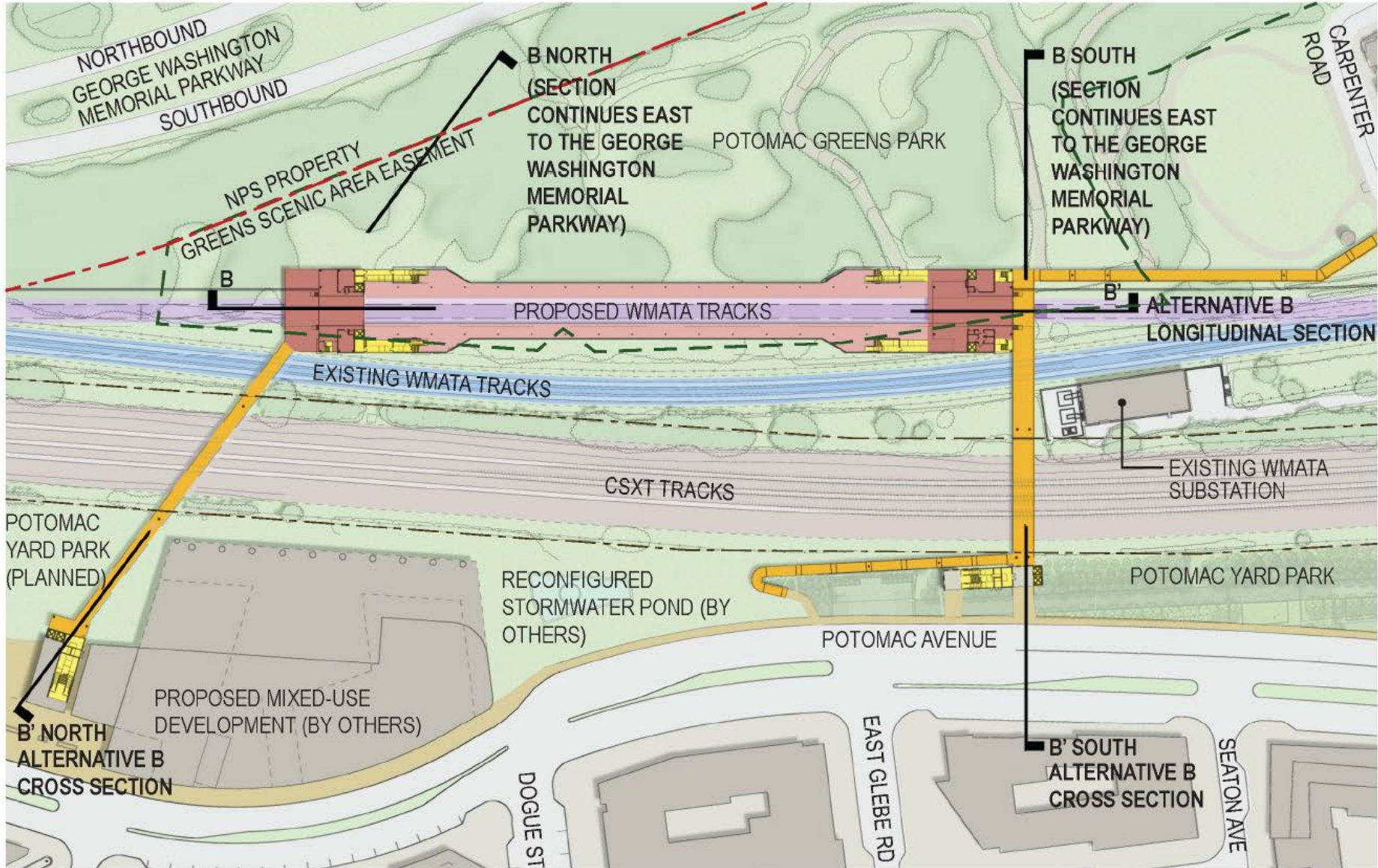
- Complete Final EIS (Q2 2015 - Q4 2015)
- Develop MOU with WMATA (Q2 2015 – Q4 2015)
 - Staff developing plan to integrate City and WMATA processes (DSUP and Design-Build)
 - Result will be a Memorandum of Understanding outlining roles and responsibilities in the design-build process
- Amend Agreement with WMATA (Q3 2015)
 - Authorize and fund design-build contractor selection process
- Negotiate Net Benefit Agreement (Q3 2015 – Q1 2016)
- Record of Decision (Q1 2016)



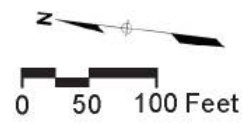


Questions?

**For more information, visit:
www.alexandriava.gov/PotomacYard**

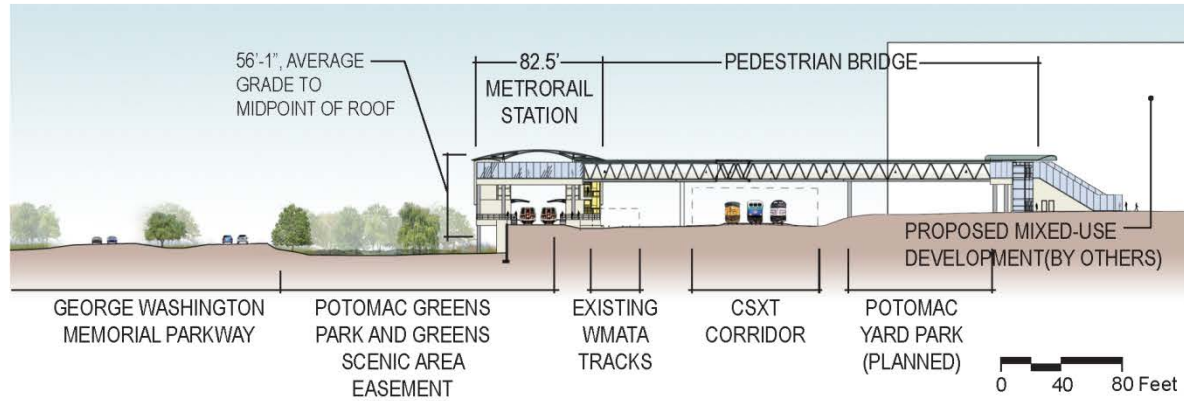


- MEZZANINE
- PEDESTRIAN RAMP OR BRIDGE
- EXISTING WMATA ROW
- SIDEWALK
- STATION PLATFORM
- STAIRS, ESCALATOR, OR ELEVATOR
- PROPOSED WMATA ROW
- ROADWAY
- GREENS SCENIC AREA EASEMENT
- CSXT TRACKS ROW
- NPS PROPERTY LINE

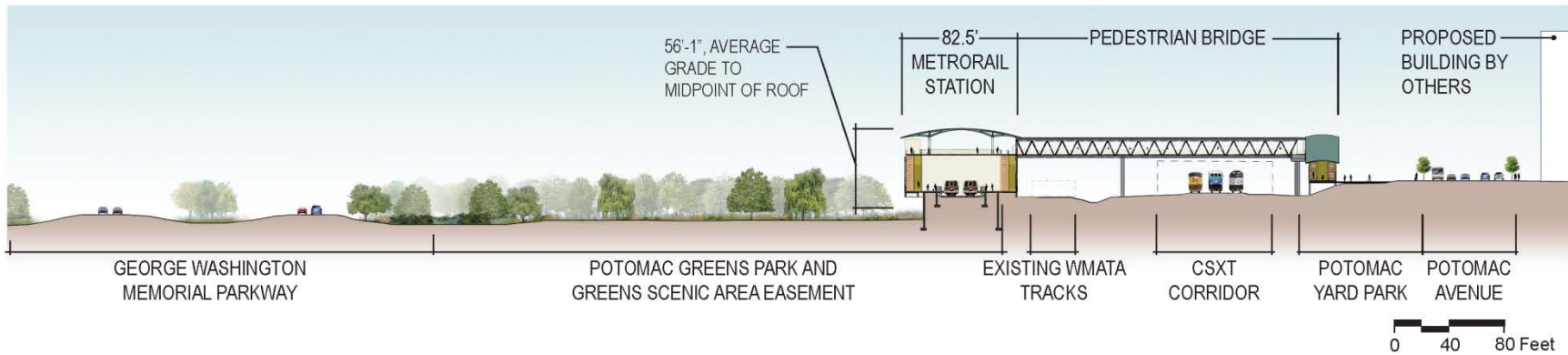


NOTE: THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN OF THE STATION, AMENDMENTS TO OPEN SPACE, AND THE PEDESTRIAN BRIDGES WILL OCCUR AS PART OF THE DESIGN-BUILD PROCESS AND WILL REQUIRE ALL APPLICABLE WMATA AND CITY APPROVALS.

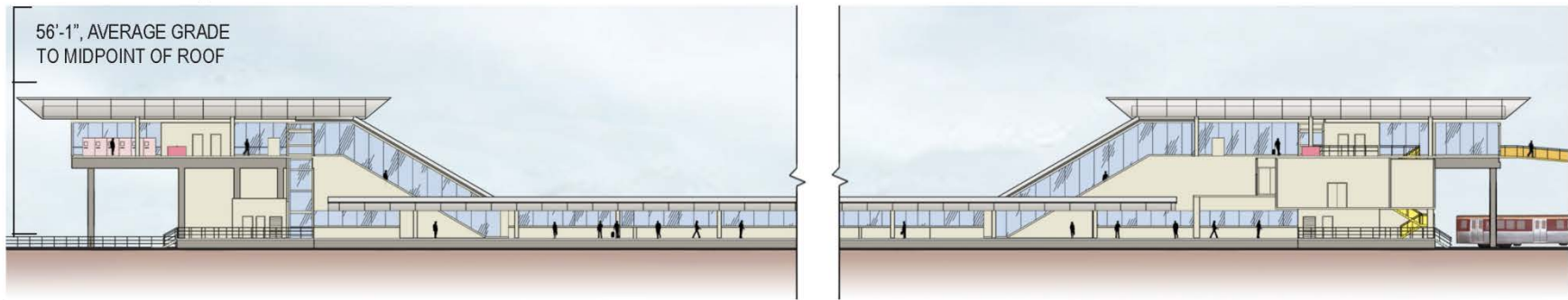
Alternative B-B' North Cross Section - View South



Alternative B-B' South Cross Section - View South



Alternative B-B' Longitudinal Section - View East



- ESCALATOR
- STAIRS
- PEDESTRIAN RAMP
- FARE GATE
- FARE VENDING MACHINE

0 20 40 Feet

NOTE: SECTIONS DEPICT CONCEPTUAL DESIGNS. ALL DESIGNS OF THE STATION ARE SUBJECT TO ALL APPLICABLE WMATA AND CITY APPROVALS.

Alternative B

