U.S. DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

POTOMAC YARD METRORAIL STATION

RECORD OF DECISION

CITY OF ALEXANDRIA, VIRGINIA

Introduction

The proposed Potomac Yard Metrorail Station ("the Project") consists of construction of a new Metrorail station and ancillary facilities located at Potomac Yard within the City of Alexandria along the existing Metrorail Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The project will serve existing neighborhoods and retail centers as well as high-density, transit-oriented development planned by the City of Alexandria. The project will provide access to the regional Metrorail system for the U.S. Route 1 corridor of north Alexandria. The Potomac Yard area is currently without direct access to regional transit services, such as Metrorail. The Federal Transit Administration (FTA) and the City of Alexandria, pursuant to the National Environmental Policy Act of 1969 (NEPA) (P.L. 91-190, as amended) and regulations promulgated by the Council on Environmental Quality (CEQ) (40 CFR parts 1500 to 1508), prepared their Final Environmental Impact Statement and Section 4(f) Evaluation, dated June 1, 2016 ("the FEIS") for the project.

FTA served as the lead Federal agency, the City of Alexandria is the project sponsor and joint lead agency, and the Washington Metropolitan Area Transit Authority (WMATA) and National Park Service (NPS) served as cooperating agencies. The National Park Service served as a cooperating agency because of the project's impacts to natural and cultural resources of the George Washington Memorial Parkway (GWMP), which is a unit of the National Park System. Under the project, NPS will consider issuance of a permit for the temporary use of land under its administration for construction staging and the exchange of property for the proposed permanent use of a portion of that land for the project. As a cooperating agency, and in accordance with the CEQ regulations (40 CFR 1501.6), NPS actively participated in the NEPA process for the Potomac Yard Metrorail Station that culminated in the FEIS.

After consultation with FTA and the City of Alexandria, review of the FEIS and other NEPA documentation, NPS, in accordance with 43 CFR 46.120, is adopting the Potomac Yard Metrorail Station EIS and making its decision to authorize the use of land within the George Washington Memorial Parkway and Greens Scenic Area easement (GSAE) as described in this ROD. As part of this decision, the United States will transfer up to 0.33 acres of fee land and up to 1.94 acres of the Greens Scenic Area necessary to construct the station to the City of Alexandria, in exchange for approximately 6.32 acres of City of Alexandria land of equal or better value. NPS has prepared and approved a Statement of Findings for impacts to Wetlands and Floodplains that documents the amount of wetlands and floodplains that will be temporarily and permanently impacted and describes how those impacts will be mitigated. NPS also concurs with the findings and the mitigation specified in the Memorandum of Agreement (MOA) executed to conclude the National Historic Preservation Act Section 106 consultation process. NPS will issue permits to access the required areas consistent with the Record of Decision. NPS has executed a Net Benefits Agreement with the City of Alexandria, documenting the benefit to the George Washington Memorial Parkway.

The FEIS fulfills the requirements of NEPA and applicable regulations, and it meets the policies set forth in NPS's Director's Order 12, Conservation Planning, Environmental Impact Analysis and Decision-Making, and the NPS NEPA Handbook.

This ROD authorizes the use of land within the George Washington Memorial Parkway and Greens Scenic Area easement for the Selected Alternative as identified in the FEIS dated June 1, 2016, for which EPA published it's NOA of the FEIS in the Federal Register (Vol. 81, No. 112) on Friday, June 10, 2016. The City of Alexandria, in consultation with the NPS and FTA, identified and committed to implementing specific minimization and mitigation measures to reduce the impact of the Selected Alternative on the visual, cultural, natural and operational aspects of the George Washington Memorial Parkway and Greens Scenic Area easement. The minimization and mitigation measures pertain to station design, off-site mitigation of impacted wetlands, restoration of temporarily impacted wetland areas and other natural areas, restoration of cultural landscape elements, vegetative screening, invasive species management, a land exchange agreement, and other compensatory mitigation projects.

This approval is conditioned on the City of Alexandria's implementation of the commitments contained in the FEIS, the FTA's ROD, the MOA, the NPS Statement of Findings for Floodplains and Wetlands, the Net Benefits Agreement, and this ROD that relate to the Project's impacts on the George Washington Memorial Parkway and Greens Scenic Area easement. The decision made by NPS and documented herein is the culmination of consultation efforts between NPS, FTA, the City of Alexandria, and WMATA in the NEPA process, as well as in Section 106 consultation and review under Section 4(f) of the US Department of Transportation Act, 49 U.S.C. 303(c). During these two latter processes, NPS served as a consulting party and official with jurisdiction, respectively.

This ROD includes descriptions of the project purpose, need, and background; a description of the Potomac Yard Metrorail Station Selected Alternative; synopses of other alternatives considered; a statement of the decision made and the basis for the decision; a description of measures to minimize and mitigate environmental harm; and an overview of public involvement and agency consultation in the decision-making process. Attachments A through F to this ROD include:

- **Attachment A:** the Section 106 Memorandum of Agreement
- **Attachment B:** Determination of Non-Impairment
- **Attachment C:** Selected Alternative Map C-1
- **Attachment D:** NPS Statement of Findings for Floodplains and Wetlands
- **Attachment E:** Net Benefits Agreement between the City of Alexandria and National Park Service
- **Attachment F:** Final Section 4(f) Evaluation
- **Attachment G:** Summary of Environmental Impacts

PROJECT PURPOSE AND NEED

Project Purpose

The purpose of the project is to improve local and regional transit accessibility to and from the Potomac Yard area adjacent to the U.S. Route 1 corridor for current and future residents, employees, and businesses.

Project Need

Currently, the project area is not served by direct access to regional transit services, such as Metrorail. This area is served by local bus services that operate in the U.S. Route 1 corridor, including the Crystal City/Potomac Yard Transitway (also known as "Metroway"). Direct access to the Metrorail system will facilitate regional transit trips.

Traffic congestion will increase on U.S. Route 1 even without the proposed development in Potomac Yard. Increasing the share of transit trips would help to manage congestion, reduce auto trips and emissions along transit corridors, and make efficient use of existing infrastructure.

Due to the constrained capacity of the roadway network, additional transportation options are also needed to support the City of Alexandria's redevelopment plans by accommodating travel demand through transit and other non-auto modes. Direct regional transit access would provide more transportation choices for residents and workers and would enhance connections to regional employment and activity centers.

NPS Purpose and Need

The purpose of the Federal action by NPS is to respond to FTA's proposed project, considering the purpose and resources of the George Washington Memorial Parkway (GWMP) and its accompanying administered properties, including the Greens Scenic Area easement (GSAE), as expressed in statute, regulation, and policies.

The Federal action by NPS is needed because the applicant has requested an exchange of properties and submitted preliminary plans to construct and operate a new Metrorail station at Potomac Yard. The project will require NPS to issue a permit for the temporary use of land under its administration for construction staging and undertake the exchange of property for the proposed permanent use of a portion of that land for the project. Construction will require the use of a temporary construction staging area within the GSAE, which is administered by NPS. The station and realigned track facilities will have permanent visual impacts on the GWMP. NPS will need to consider the project's impacts to natural and cultural resources of the GWMP as part of its action.

PROJECT BACKGROUND

The construction of a Metrorail station in Potomac Yard was considered and planned in early WMATA planning documents. At the time the Blue and Yellow Line tracks were built, the area was occupied by the Richmond, Fredericksburg & Potomac (RF&P) Railroad Potomac Yard, and a station was identified for a station to be added later. The *Final Environmental Impact Statement, Metropolitan Washington Regional Rapid Rail Transit System* (August 1975, p. 188) cites the provision for a future station at Potomac Yard, although at the time, the City of Alexandria decided to proceed with a station near existing development further south at Braddock Road. Beginning in the late 1980s, the rail yard was phased out, and the area was being considered for redevelopment. By 1992, the existing rail yard was rezoned to allow for redevelopment, and, by the late 1990s, commercial stores were built, followed by residential units, office space, retail, and park space. The commercial stores on the northern portion of the site within the City of Alexandria were intended as an interim use, until demand was sufficient for higher-density uses. Currently, portions of Potomac Yard are still under development, either under construction or planned for higher-density mixed-use redevelopment.

Since removal of the former rail yard, multiple plans have included construction of a Metrorail station in Potomac Yard to serve new development. A Potomac Yard Metrorail Station was included in WMATA's 1999 *Transit Service Expansion Plan*, the 2010 *Financially Constrained Long-Range Transportation Plan for the National Capital Region* (CLRP), and earlier WMATA and regional transportation plans. A Metrorail station at Potomac Yard was also included in the City of Alexandria's 1992 and 2008 *Transportation Master Plans* and 2010 *North Potomac Yard Small Area Plan* (NPYSAP). In the *Potomac Yard Metrorail Station Concept Development Study* (2010), the City of Alexandria and WMATA collaborated to identify, examine, and screen potential locations for a Potomac Yard Metrorail station. The study analyzed eight potential locations.

George Washington Memorial Parkway Description

The GWMP, which includes the Mount Vernon Memorial Highway (MVMH), serves as a memorial to George Washington, as the Parkway was conceived as a route connecting his home at Mount Vernon and the Patowmack Canal in Great Falls, Virginia.

The MVMH is nationally significant as the first parkway built and maintained by the U.S. government. The intended purpose of the MVMH was to provide an appropriately designed commemorative pilgrimage route

to Mount Vernon as a memorial to George Washington. Its purpose as a commemorative pilgrimage route is its most significant historic characteristic. Integral to its character and significance, numerous national monuments, historic sites, parks, and other landscaped green spaces are visible along the corridor. The MVMH links Mount Vernon, in Fairfax County, with the Arlington Memorial Bridge. The original 15.2-mile segment was designed and landscaped to maximize scenic, aesthetic and commemorative qualities along its route.

The MVMH was incorporated as a component of the larger GWMP, as directed by the Capper-Cramton Act of 1930, and over the subsequent 30 years the parkway was extended north through Arlington County and Fairfax County to its present terminus at I-495 near McLean, Virginia. The Capper-Cramton Act, 46 Stat. 482, approved May 29, 1930, appropriated Federal funds to the National Capital Park and Planning Commission for the expeditious, economical, and efficient development and completion of projects including the GWMP, which was to include the shores of the Potomac and adjacent lands from Mount Vernon to a point above Great Falls, VA. The lands acquired as part of the MVMH were to be managed as part of the memorial parkway under the authority conferred by the Act approved February 26, 1925. All GWMP-administered lands (which includes the MVMH) within the project's Area of Potential Effects (APE) are listed in the National Register of Historic Places (NRHP).

The GWMP comprises a total of 7,146 acres and extends 38.3 miles on both sides of the Potomac River in Virginia and Maryland. In continuation of the intent of the MVMH, the purpose of the GWMP is to commemorate the first president, preserve the natural setting of the shoreline of the Potomac River and provide a high-quality entryway to Washington, DC. Beyond the project study area, the northern section of the GWMP includes both sides of the Potomac River from Arlington Memorial Bridge to the Capital Beltway/Interstate 495, a distance of 9.7 miles in Virginia, and the 6.6 mile Clara Barton Parkway in Maryland. This portion protects scenic vistas, contains numerous historic architectural and archeological resources, and serves as another quality entryway into Washington, DC. Construction of the remainder of the GWMP (beyond the MVMH) continued after 1932 through 1970.

The project study area contains the portion of the GWMP in northern Alexandria and southern Arlington County. This segment of the GWMP includes the historic MVMH and park recreational facilities added later as part of the GWMP; these facilities include the Daingerfield Island Marina and Mount Vernon Trail, both along the Potomac River and across the Parkway from the project site. The western side of the Parkway in the vicinity of the project site contains areas planted as part of the original landscape design of the George Washington Memorial Parkway and associated historic Mount Vernon Memorial Highway. These locations have since returned to a more naturally vegetated state, although some of the species from the planting plans are still present.

Greens Scenic Area Easement Description

The Greens Scenic Area easement (GSAE) comprises 15.27 acres that are administered by NPS and located on land owned by the City of Alexandria to the north and east of the Potomac Greens neighborhood along the west side of the GWMP. In March 2015, the Keeper of the National Register determined that the GSAE is eligible for listing in the NRHP as a resource that contributes to the scenic qualities of the MVMH and GWMP, which are listed in the NRHP.

The United States of America and Commonwealth Atlantic Properties (the owner of Potomac Yard at the time) signed the Release Agreement and Scenic Easement in 2000. The agreement enabled redevelopment of land in Arlington County that had been restricted to railroad uses under a 1938 indenture, negated the right to build a highway interchange onto the GWMP, and established a perpetual scenic easement over a portion of Potomac Greens (known as the Greens Scenic Area). The purpose of the easement, as stated in the title documents, is to conserve and preserve the natural vegetation, topography, habitat, and other natural features within its area. The scenic easement stipulates that no improvements shall be constructed or installed within the Greens Scenic Area, that no clearing, grading, or tree removal shall be permitted, and

that the Greens Scenic Area shall not otherwise be disturbed without prior written approval of the United States.

In 2004, during development of the Potomac Greens neighborhood, the underlying fee simple property interest was dedicated to the City of Alexandria for Potomac Greens Park. The transfer did not affect the terms of the Greens Scenic Area perpetual easement, which is currently located on portions of the City public park. A small portion at the southern end of the GSAE (0.19 acres) is on property owned by the Potomac Greens Homeowners Association.

Currently, the GSAE comprises naturally vegetated areas, consisting of forest and wetlands with publicly accessible trails.

SCOPE OF NPS RESPONSIBILITY

The Selected Alternative for the Potomac Yard Metrorail Station project is the Selected Alternative described in Section 2.5.2 of the FEIS. The Selected Alternative will permanently occupy portions of the GWMP property and GSAE and also use portions of both properties for temporary construction staging activities. The elements of the Selected Alternative that affect lands in NPS jurisdiction include: the Selected Alternative station building, new track, earthen berms, and retaining walls. As described in the next section, the NPS's role is to decide whether to 1) authorize WMATA to construct, maintain, and operate these elements of the Selected Alternative; and if so, to 2) authorize the City of Alexandria and WMATA to undertake the minimization and mitigation measures required for impacts to the GWMP and GSAE.

NPS DECISION (SELECTED ACTION)

With this ROD, on the review of the alternatives described in the FEIS and DEIS, NPS will allow WMATA, through an NPS Special Use Permit, to construct the Selected Alternative within the GWMP and the GSAE, as described in the June 2016 Potomac Yard Metrorail Station FEIS, subject to minimization and mitigation measures described in this ROD. NPS also approves the Statement of Findings for Floodplains and Wetlands provided in **Attachment D**. NPS concurs with the findings and the mitigation specified in the MOA provided in **Attachment A**, executed to conclude the National Historic Preservation Act Section 106 consultation process. NPS will issue permits to access the required areas consistent with the ROD. NPS has also executed a Net Benefits Agreement provided in **Attachment E** with the City of Alexandria, documenting the benefit to the George Washington Memorial Parkway. NPS will enter into a Land Exchange Agreement following execution of this ROD for the exchange of NPS land from the GWMP and the GSAE to accommodate the station and connecting track.

In summary, the authorized action includes the following:

Selected Alternative Description

Selected Alternative, entire Station project – The Selected Alternative consists of the construction of a new Metrorail station along the existing Blue and Yellow Line in the vicinity of Potomac Yard (see **Attachment C, Map C-1**). The station will be located between the GWMP and the CSXT right-of-way, north of the Potomac Greens neighborhood and east of the existing Potomac Yard Shopping Center (North Potomac Yard) and the CSXT right-of-way. The site is partially within Potomac Greens Park, GWMP parkland, and the GSAE (administered by NPS).

The station will be at-grade with a side platform layout. Additional station facilities will include two pedestrian bridges from the station over the CSXT right-of-way to the existing and planned development in Potomac Yard. The bridge at the southern end of the station will provide pedestrian/bicycle access between Potomac Yard and the Potomac Greens neighborhood.

The Selected Alternative includes the realignment of approximately 650 feet of existing track, as well as the installation of approximately 1,450 feet of new track to provide a straight section of track for the proposed station location and meet other WMATA track design requirements. Special track work – a double crossover – will be required approximately 100 feet north of the station.

Design refinements following the FEIS incorporated more detailed engineering and architectural design that further minimized visual, property, wetlands, and other impacts to the GWMP and GSAE. The refinements did not expand the Project Limit of Disturbance or station height and massing as presented in the FEIS. The current design that incorporates the refinements is documented in the *City of Alexandria Potomac Yard Metro and Parks Staff Report on the Master Plan Amendment, Rezoning and Development Special Use Permits* and *Plans for the Station (June 2016)* which are provided as attachments to the Section 106 MOA, which is included as **Attachment A** of this Record of Decision.

Design of the east-facing side of the station and realigned track has been refined as a hybrid of the two design options for the Selected Alternative, incorporating both earthen berms and some smaller retaining walls.

- The earthen berm extends up to the level of the station access road at approximately 20-feet. Above the berm, the height of the exposed station wall below the track level is approximately 3-feet.
- A retaining wall is provided below the level of station access road along a portion of the road near the middle of the station platform. The wall has a length of approximately 170-feet and a height of approximately 13-feet.
- Under a portion of the realigned Metrorail track north of the station, a retaining wall is provided along the east-facing side. The wall has a length of approximately 400-feet and a maximum height of 12-feet in the middle that tapers down to 0-feet at its north and south ends.

Architectural design of the station was further elaborated in detail. Required design elements for the station are stated in the City of Alexandria's approved Development Special Use Permit #2016-0004 for the proposed station. In summary, the approach for the design is based on using materials that reflect both the design heritage of the GWMP as well as the natural, wooded environment in which the station will sit. The station is also designed to sit lightly in the landscape and not take a monumental approach, minimizing visual impacts to the GWMP.

Public access between the neighborhoods via the pedestrian/ bicycle bridge at the south end of station will be available during Metrorail station operating hours rather than 24 hours. The south bridge entrance pavilion location shifted approximately 100 feet to the north to line up visually with the East Glebe Road intersection and fit in better with the design of Potomac Yard Park.

The north pedestrian bridge was modified to have a perpendicular crossing of CSXT tracks based on engineering considerations to shorten the length of the bridge span between piers.

The conceptual plans for construction access at this point in the project development will no longer specify a single-direction circulation pattern for construction traffic at the northern end of the Potomac Greens neighborhood along Carpenter Road and Potomac Greens Drive. Instead, the exact routing and directionality along these two streets will be determined during later design phases to best minimize impacts to the residential community.

FTA and the City of Alexandria assessed each of the refinements individually and then collectively to determine the anticipated change in effects, if any, to the natural and built environment. FTA has determined that these design refinements since the FEIS are typical of refinements made by a project sponsor as public and agency outreach continues and engineering design advances in response to that outreach during the NEPA process. In addition, FTA has determined in accordance with 23 CFR 771.129 that the design do not result in new impacts beyond those evaluated in the FEIS. Refinements that affect historic resources have been included in the Section 106 MOA provided in **Attachment A** of this ROD. Therefore, no supplemental environmental documentation is warranted beyond inclusion of these design refinement findings in the

Record of Decision. FTA and the City of Alexandria will continue to address concerns related to the Project's design and will strive to reduce impacts as the Project moves into final design.

The Selected Alternative will be designed to include standard station elements for an urban Metrorail station without Park & Ride or off-street Kiss & Ride facilities. Bicycle parking facilities will be provided at each station entrance in accordance with Metrorail station access guidelines and design criteria. Other pedestrian and bicycle improvements will be provided in the vicinity of the station as recommended in City of Alexandria plans.

Passengers will enter the Selected Alternative station at the mezzanine level, which will include a station manager's kiosk, fare gates, and fare vendors. Service and ancillary rooms required for electrical, mechanical, and plumbing services will be located between the mezzanine and platform levels.

The tracks and ties will remain in place for the segment of the existing Metrorail line that will no longer be needed for the Selected Alternative.

Selected Alternative within NPS-Administered Properties – An area of GWMP property, located just north of the proposed Metrorail station, will be required to accommodate the track connecting the station to the existing Metrorail mainline and the construction access and staging area for the installation of a crossover switch on the realigned track. Up to 0.33 acre of GWMP property will be permanently required to accommodate the connecting track, and up to 0.42 acre of GWMP property will be temporarily used to accommodate construction access and staging. No access will be provided from the GWMP roadway for the project.

An area of the GSAE, located on the site of and east of the proposed Metrorail station, will be required to accommodate the new track and station building and the associated construction access and staging area. Up to 1.94 acres of the GSAE will be permanently required to accommodate the station building and connecting track, and up to 3.09 acres of the GSAE will be temporarily used to accommodate construction access and staging.

These areas required for the project will occur within historic properties associated with the GWMP that are listed in the NRHP, including the MVMH, GWMP, and Parkways of the National Capital Region (PNCR); the GSAE is eligible for listing in the National Register of Historic Places as a contributing resource to those historic properties. Proposed project elements within the historic properties include permanent land transfers, construction of the station facility and realigned track including retaining walls and earthen berms within the boundaries of the historic properties, temporary construction access and staging areas, temporary and permanent visual effects, and temporary and permanent loss of vegetation and plantings. These effects have been documented by FTA in the Potomac Yard Metrorail Station Section 106 review process in coordination with NPS and the Virginia Department of Historic Resources. The Section 106 MOA provided in **Attachment A** includes the minimization and mitigation measures that will be undertaken with regard to the cultural resources of the GWMP.

Portions of the station and new track will be constructed within the 100-year floodplain within the GWMP and GSAE. A Statement of Findings for Floodplains and Wetlands has been prepared in accordance with NPS Director's Order #77-2 and is provided in **Attachment D**. The Statement of Findings classifies the proposed Metrorail station as a Class I Action. Class I Actions are defined as proposed actions that would construct administrative, residential, and warehouse buildings; non-excepted parking lots; or other manmade features which by their nature entice or require individuals to occupy the site, are prone to flood damage, or result in impacts to natural floodplain values. Design features to manage flood conditions and proposed mitigation measures are stated in the Statement of Findings. The City of Alexandria Department of Transportation and Environmental Services, the Virginia Department of Conservation and Recreation Floodplain Management Program, and Federal Emergency Management Agency (FEMA) are expected to offer project specific design recommendations to mitigate floodplain impacts at the permitting stage. Proposed mitigation will be consistent with permitting requirements, and local, state, and Federal regulatory

requirements, including the NPS Statement of Findings, and with the new EO 13690 that addresses resiliency to flooding and the increased risk due to climate change.

Portions of the station and new track will be constructed within NPS regulated wetlands. A Statement of Findings for Floodplains and Wetlands has been prepared in accordance with NPS Director's Order #77-1 and is provided in **Attachment D**. NPS mitigation requirements are identified in the Statement of Findings. Permanent impacts to wetlands regulated by NPS will be compensated through off-site wetland restoration, and temporary impacts to wetlands regulated by NPS will be compensated through both off-site wetland restoration and on-site restoration. In the case where both NPS and U.S. Army Corps of Engineers (USACE) procedures apply to wetland mitigation, coordination with the appropriate USACE office will be initiated early in the process to reduce potential duplication of effort, and the USACE Joint Permit Application and NPS processes will be initiated at the design phase of the project.

Construction of the station is anticipated to begin in 2017, continue for about three years, and conclude in late 2020. WMATA will coordinate with NPS during design with regard to construction duration and timeframes. As stated in the Section 106 MOA provided in **Attachment A,** final design specifications and the final site plan will be subject to review by NPS. WMATA will obtain a NPS Special Use Permit prior to construction that will detail construction timeframes.

The sequence of major construction activities within the lands administered by the GWMP and GSAE will consist of:

- Fencing off the construction site and staging areas;
- Clearing and grading to prepare the construction site and staging areas;
- Relocating any utilities;
- Constructing foundations and walls for the station;
- Constructing the station structure, platforms, mezzanines, and roof;
- Completing trackwork for the new mainline segment through the station;
- Establishing the train control systems and traction power systems;
- Connecting the new track segment to existing mainline and re-routing trains along the new track;
- Completing station architectural finishes;
- Grading and landscaping the station area; and
- Restoring natural areas and cultural landscape elements within construction staging areas.

Construction will require the removal of trees in areas planted as part of the original landscape design of the GWMP and associated historic MVMH. These locations have since returned to a more naturally vegetated state, although some of the species from the planting plans are still present. Vegetation proposed for removal from the GWMP includes trees that are approximately 20 to 70 years old of various species and are identified in the FEIS, Section 3.9 Cultural Resources, with reference to the 2009 NPS *Cultural Landscape Report – The Vegetation of the George Washington Memorial Parkway*. Construction within the GSAE will require clearing vegetation and ground leveling of the site for construction staging.

Construction staging and equipment storage areas will remove much of the vegetation that currently provides a visual barrier between the Parkway roadway and the proposed location of the Metrorail station. Under the Selected Alternative, construction activity will be located relatively close to the Parkway roadway within the GSAE, with little visual barrier to the GWMP, altering the vegetated appearance of the area due to the clearance of treed area and associated herbaceous vegetation along the east side of the

Metrorail tracks. Construction equipment will be placed within GWMP viewsheds, thereby introducing new features not previously present.

Users of the GWMP roadway and the Mount Vernon Trail will experience temporary visual and noise effects throughout the three-year project construction duration related to vegetation clearance and construction equipment in staging areas adjacent to GWMP property near the station and also on a strip of GWMP property along the realigned track. GWMP facilities in the vicinity, including the Mount Vernon Trail and Daingerfield Island marina and recreational fields, will remain open for public use, and the roadway will remain open to general vehicular traffic in both directions of travel during the duration of construction.

WMATA and the City of Alexandria will implement the specific measures described in the "Minimization and Mitigation Measures" section of this ROD. The minimization and mitigation measures pertain to station design, off-site mitigation of impacted wetlands, restoration of temporarily impacted wetland areas and other natural areas, restoration of cultural landscape elements, vegetative screening, invasive species management, a land exchange agreement, and other compensatory mitigation projects.

All other elements of the Selected Alternative are outside of NPS jurisdiction and are described in the FEIS which NPS has considered as a cooperating agency.

As also documented in the Potomac Yard Metrorail Station Section 106 MOA, signed October 24, 2016, NPS will continue to coordinate with WMATA, the City of Alexandria, and FTA regarding the design and construction of the Potomac Yard Metrorail Station project, including minimization and mitigation measures as they relate to the GWMP and the GSAE.

ALTERNATIVES CONSIDERED

The CEQ regulations require a ROD to "identify all alternatives considered by the agency in reaching its decision, specifying the alternative or alternatives which were considered to be environmentally preferable" (40 CFR 1505.2(b)). Through NPS's involvement in the EIS, Section 106, and Section 4(f) processes, it considered alternatives as follows.

Alternatives Development and Screening

The Scoping process for the EIS was conducted from January 27, 2011 through March 15, 2011 and identified a full range of potential alternatives. Following scoping, a total of 36 initial alternatives were evaluated and screened to select those that were responsive to the Project's purpose and need, consistent with land use and development plans, and technically feasible. This review is described in detail in the DEIS, Section 2.2 *Screening Process*. Build Alternatives A, B, and D – representing three different Metrorail station locations – emerged from the Scoping process. A design option of Build Alternative B, identified as "B-CSX Design Option," was developed at the request of NPS in an effort to avoid and minimize adverse impacts of Alternative B to the GWMP.

The DEIS evaluated these four technically feasible alternatives that met the project's Purpose and Need, as well as the No Build (No Action) Alternative:

- **No Build Alternative**: The existing transportation network, plus all of the committed transportation projects within the study area, except the Potomac Yard Metrorail Station. These projects include: completion of the Potomac Yard street network, future pedestrian/bicycle bridge between Potomac Yard and Potomac Greens, and expansion of local bus services.
- **Build Alternative A**: The construction of a new Metrorail station along the existing Metrorail tracks between the CSXT railroad tracks and the north end of the Potomac Greens neighborhood, generally within the "Metrorail Reservation" identified as part of the *Potomac Yard/Potomac Greens Small Area Plan* (1999).

- **Build Alternative B**: The construction of a new Metrorail station along a segment of realigned tracks, between the GWMP and the CSXT railroad tracks, north of the Potomac Greens neighborhood and east of the existing Potomac Yard Shopping Center. Portions of this alternative were located within the Greens Scenic Area easement.
- **B-CSX Design Option:** A variation of Build Alternative B with the construction of a Metrorail station located east of the existing Potomac Yard movie theater on land currently occupied by the CSXT tracks. This design option was developed at the request of NPS and would require the relocation of the CSXT tracks to the west, providing the room necessary for the station and realigned Metrorail tracks to avoid GWMP property and the Greens Scenic Area easement. B-CSX Design Option required construction access only from the Rail Park and Potomac Yard.
- **Build Alternative D**: The construction of a new Metrorail station west of the CSXT railroad tracks near the existing Potomac Yard Shopping Center. This alternative required elevated tracks, starting north of Four Mile Run, crossing over the CSXT tracks into Potomac Yard, and then crossing over the CSXT tracks again to reconnect to the existing Metrorail line near the Potomac Greens neighborhood. Build Alternative D required construction access from the GWMP to construct the realigned track near Four Mile Run, in addition to construction access from Potomac Greens Drive, the Rail Park, and Potomac Yard.

Build Alternatives A and B included two temporary construction access options for the purposes of comparing effects despite the fact that NPS policies prohibit commercial vehicles under *NPS Management Policies 2006* and Federal regulations at 36 CFR 5.6.

Selection of the Locally Preferred Alternative

On May 20, 2015, Build Alternative B, Option 2 Construction Access (No Construction Access from the GWMP) as described in the DEIS, was selected by the City of Alexandria as the LPA for the Project. Prior to the Council's consideration of the LPA, City staff provided to City Council members for their review copies of the DEIS, City staff summary of all comments received during the public comment period, the City staff recommendation report (*Potomac Yard Metrorail Station: Staff Recommendation for the Preferred Alternative,* April 24, 2015), and copies of resolutions by City boards and commissions regarding the LPA, The City Council's selection of the LPA is documented in Alexandria City Council Resolution 2676. (https://www.alexandriava.gov/uploadedFiles/2015-04-24%20Staff%20Report_w%20appendices.pdf).

FEIS Section 2.3.3, *Support for Project Purpose and Need,* evaluates the degree to which each of the alternatives evaluated support the purpose and need. DEIS Section 2.5.2 *Evaluation of Alternatives, Environmental Consequences*, provided a comparison of the environmental effects of each of the alternatives evaluated in the DEIS. **Attachment G** provides a summary of the environmental impacts of all of the alternatives studied in the DEIS and the design refinements to Locally Preferred Alternative is below.

The Federal Transit Administration's Preferred Alternative

FTA determined its Preferred Alternative is Alternative B, Option 2 Construction Access, which is based on the comparison of the environmental effects of each alternative and the degree to which they meet the stated the purpose and need, along with supporting technical memoranda, the DEIS, and FEIS.

Refinement of the Locally Preferred Alternative

The locally preferred Alternative includes the design refinements included in Section 2.5.2 and Table 2-3 of the FEIS, and additional design refinements following the FEIS that incorporated more detailed engineering and architectural design that further minimized visual, property, wetlands, and other impacts to the GWMP and Greens Scenic Area easement, as authorized by 23 U.S.C. 139(f)(4)(D). The design

refinements since the FEIS are described above and detailed in **Attachment C** of the FTA ROD. Because the design of Alternatives A, B-CSX Design Option, and D did not change, no further analysis of those alternatives was performed for the FEIS. In selecting the Selected Alternative, and in making the decisions set forth in this ROD, NPS considered the environmental consequences of the Selected Alternative, Alternatives A and D, and B-CSX Design Option from both the DEIS and the FEIS, as summarized in **Attachment G.**

Subsequent to the definition of the Selected Alternative for the FEIS, additional design refinements were made to further minimize environmental impacts based on more detailed architectural and engineering design. This refinement that is incorporated into the Selected Alternative resulted from an extensive process involving the City of Alexandria, WMATA, and NPS. Regular meetings were set up with the City of Alexandria's Potomac Yard Implementation Group (PYMIG) and the Old and Historic Alexandria District (OHAD) Board of Architectural Review (BAR), as the principal conduits for public input and comments, along with additional, regularly scheduled meetings with NPS. Additional meetings were held with representatives of the United States Commission on Fine Arts and the National Capital Planning Commission.

In summary, the current approach for the architectural design of the Selected Alternative is based on using materials that reflect both the design heritage of the GWMP as well as the natural wooded environment in which the station will sit. Materials such as stone, naturally weathering metals, and earth tone colors are part of the basic strategy for the station, which will both blend quietly into the landscape when their weathering process is complete, as well as offer exceptional longevity and low-maintenance. The station is also designed to sit lightly in the landscape and not take a monumental approach.

Along the eastern side of the station and realigned track, the current design incorporates elements of both station design options considered in the FEIS, including modified earthen berms and shorter, retaining walls.

Further details regarding the design elements and refinements are provided in the plans attached to the Section 106 MOA (see **Attachment A**).

ENVIRONMENTALLY PREFERABLE ALTERNATIVE

The NPS is required to identify the environmentally preferable alternative in its NEPA documents. According to the Department of the Interior (DOI) regulations implementing NEPA (43 CFR 46.30), the environmentally preferable alternative is the alternative "that causes the least damage to the biological and physical environment and best protects, preserves, and enhances historical, cultural, and natural resources." The environmental impacts of all of the alternatives identified in the FEIS and DEIS are summarized in **Attachment G.** While the Selected Alternative does have benefits as described in the "Basis for NPS Decision," it does not meet the definition of environmentally preferable. The Selected Alternative will introduce a new element on the Parkway that will have short- and long-term impacts to the natural and cultural resources of the GWMP and GSAE. The environmentally preferable alternative is the No Build Alternative, which is the only alternative that avoids such impacts.

BASIS FOR NPS DECISION

In this ROD, NPS authorizes the use of NPS land for the Selected Alternative within the GWMP property and within the GSAE, with minimization and mitigation commitments as described in the ROD. The NPS concurs that this project will serve as an overall benefit to the surrounding community and Metro ridership as a whole, and that the Selected Alternative best meets the overall project's Purpose and Need (See FEIS, Section 2.6, Evaluation of Alternatives Considered in the FEIS) compared to the alternatives identified in the FEIS and DEIS. Because the design of Alternatives A, B-CSX, and D did not change, no further environmental analysis of those alternatives was performed for the FEIS. In selecting the Selected Alternative, and in making the decisions set forth in this ROD, NPS considered the environmental

consequences of the Preferred Alternative, Alternatives A and D, and Design Option B-CSX as set forth in both the DEIS and the FEIS, as summarized in **Attachment G**

The Project will maximize the number of people that can utilize public transit to and from the Potomac Yard area, noticeably decreasing of the number of cars from adjacent roadways. The Metrorail station will be located within a walkable distance (0.25 miles) of this quickly expanding urban community and creates the opportunity for smart growth within the region.

The transportation and land use benefits of the Potomac Yard Metrorail Station, do however come with adverse impacts to the GWMP and GSAE. During the EIS process, the City of Alexandria and WMATA, in coordination with the NPS, refined the design, where reasonably feasible, to avoid and minimize impacts to NPS-administered resources and keep NPS right-of-way requirements to a minimum. Where adverse impacts of the Selected Alternative were unavoidable, the City of Alexandria and WMATA committed to specific minimization and mitigation measures developed in coordination with NPS that are intended to offset remaining impacts to the Parkway and GSAE. These commitments are described in the next section of this ROD. To mitigate the effects and impacts to GWMP and GSAE, the NPS and the City of Alexandria entered into a Net Benefits Agreement that when fully implemented would mitigate the loss of park and easement land and the impacts to resources. These unavoidable impacts to NPS resources arose from specific WMATA station and track design requirements, the minimization of impacts to existing residential communities, and the overall need to locate the station close to the planned North Potomac Yard redevelopment to maximize the transportation and land use benefits.

MINIMIZATION AND MITIGATION MEASURES

In consultation with NPS during the FEIS and prior to the NPS and FTA RODs, FTA, the City of Alexandria, and WMATA identified and committed to implementing specific minimization and mitigation measures to reduce the impact of the Selected Alternative on the visual, cultural, and natural aspects of the GWMP and GSAE. The minimization and mitigation measures are provided in the Section 106 MOA (**Attachment A**) and in the Net Benefits Agreement between the City of Alexandria and NPS (**Attachment E**). The FEIS analyzes the mitigation measures identified in the Net Benefits Agreement. To the extent that future mitigation measures are identified pursuant to the Net Benefits Agreement, NPS will perform the appropriate level of environmental review prior to implementing any such measure. The following is a discussion of the minimization and mitigation measures specific to the GWMP and GSAE.

Land Exchange Agreement

Since the Selected Alternative will require the permanent use of up to 0.33 acre of the GWMP and up to 1.94 acres of the GSAE to accommodate the station and connecting track, a land exchange between the City of Alexandria and the United States will be necessary. The land conveyed to the United States as part of this land exchange must be of equal or greater value than the land conveyed by the United States to the City.

As set forth in the Section 106 MOA (see **Attachment A**) and the Net Benefits Agreement between the City of Alexandria and NPS (see **Attachment E**), the United States will convey to the City of Alexandria in fee up to 0.33 acres of land within the GWMP, and it will release its easement over as much as 1.94 acres of the GSAE to the extent needed for the construction of the station. The terms of the United States easement over a portion of the GSAE not used for the station or construction activities, as much as 7.25 acres in size, will remain unchanged.

The City will convey to the United States, in fee, the remaining 6.32 acres of the GSAE. If the Environmental Site Assessments to be conducted in accordance with the Net Benefits Agreement determine that the land to be conveyed to the United States is contaminated and unable to be accepted by NPS, a different parcel or parcels of equal appraised fair market value mutually agreeable to the City and NPS will be exchanged. Within 120 days of execution of the ROD by FTA and the ROD by NPS, assuming the

decisions in those RODs are consistent with the Net Benefits Agreement, the City and NPS shall enter into a land exchange agreement that will designate the specific parcels to be exchanged, and provide the terms, conditions, and process by which the land exchange shall occur.

Process

In this exchange, United States will transfer to the City of Alexandria up to 0.33 acre of GWMP land and release up to 1.94 acre of the GSAE that is needed for the Selected Alternative, and the City of Alexandria will transfer a 6.32 acre portion of City property currently covered by the GSAE, to the United States.

The financial valuation and exchange of the permanent land will be determined through an approved appraisal process between United States and the City of Alexandria following all applicable Federal and State laws and practices. The general steps of the land exchange include the following:

1. The property being exchanged is identified by NPS.
2. The NPS-NCR Lands Office contacts the DOI Office of Valuation Services (OVS) and provides details of exchange.
3. OVS prepares Statement of Work (SOW) to be used by contract appraiser.
4. OVS provides SOW and a list of qualified and DOI-approved appraisers to the City of Alexandria.
5. City of Alexandria hires appraiser from list.
6. Appraiser prepares appraisal based on DOI SOW.
7. OVS reviews appraisal for conformance with SOW and applicable regulations.
8. Once appraisal is approved OVS informs the NPS-NCR Lands Office of appraisal acceptance.
9. Proceed with transaction and enter into agreement.

Commitments in the Section 106 Memorandum of Agreement

Station and Landscape Design

The Section 106 MOA (**Attachment A**) provides the following stipulations regarding station and landscape design:

- Completion of a current conditions landscape plan for all areas of vegetation to be removed from the GWMP and GSAE, prior to construction. Evaluate the number, type, size, age, and health of vegetation. Include restoration plan as referenced in the FEIS. Integrate the timeline, identify responsible parties, and stipulate professional standards for final review and approval.
- Restoration of the vegetative screening along the western side of the MVMH/GWMP and along the GSAE in areas used for construction of the Undertaking, in a manner consistent with plans attached to the Section 106 MOA, which are based on 2009 Cultural Landscape Report, The Vegetation of the George Washington Memorial Parkway, Central Section: Alexandria to Arlington Memorial Bridge.
- The station shall be designed and constructed in a manner consistent with the architectural renderings and plans attached to the Section 106 MOA. These concepts were developed in cooperation with representatives of NPS, the City of Alexandria, and WMATA.

Design Review

Pursuant to the requirements of Stipulation IV of the Section 106 MOA (see **Attachment A**), the City of Alexandria shall submit to the signatories for a thirty (30) day review and comment period, the Certificate of Appropriateness (prepared for City of Alexandria Board of Architectural Review) and the Final Site Plan for the proposed Potomac Yard Metrorail Station, including, but not limited to, architectural elevations, site and landscape plans, construction staging areas, and storm water management. FTA will ensure that all comments received in a timely manner are addressed in the final plan. If any party fails to respond within the thirty (30) day review period, FTA may assume the non-responding party has no comments. WMATA

and the City shall address all comments received in preparation of the final design. Written approval shall be obtained by all signatories for the final design before construction commences.

Net Benefits Agreement

The following summarizes the minimization and mitigation provisions of the Net Benefits Agreement between the City of Alexandria and NPS, which is provided in **Attachment E.**

Station and Landscape Design

The City shall work to ensure that the design of the Potomac Yard Metro Station and related landscaping, including planting, plant selection and berms, will be done in a manner that mitigates the visual impact of the station on the GWMP and includes NPS as a participant in the design process. More specific stipulations are provided in the Section 106 MOA summarized above.

North Potomac Yard Development Visual Aesthetics near GWMP

The City shall impose limitations on height and other restrictions on items such as materials, signage, and lighting on portions of North Potomac Yard adjacent to the GWMP via ordinance. In addition, the City of Alexandria will seek an agreement, if possible, with the property owner to establish the restrictions on heights, signage and lighting as legally binding covenants or easements.

Design-Build Process

The City shall work with WMATA to develop a design-build process that enables a higher level of City of Alexandria involvement with specific high-visibility elements of the station, and incorporates NPS participation into this process. In addition, as set forth in the Net Benefits Agreement, the City, in cooperation with WMATA, shall develop potential alternative construction staging locations that minimize or avoid the use of the GWMP to the extent reasonably practicable.

Other Net Benefits Agreement Mitigations

The City shall provide funding for the NPS Impact Fund Account, which was established by the July 10, 2015, MOA between NPS and The Conservation Fund. The funds will be used to fund appropriate compensatory mitigation projects to minimize or offset the unavoidable impacts of the Potomac Yard Metrorail Station project on natural and cultural resources within the GWMP. The funds shall be used and distributed in amounts outlined in the agreement for the following projects:

- Preparation of a stormwater management plan for Daingerfield Island and the adjacent section of the GWMP, where there is a known stormwater issue;
- Implementation of the stormwater management plan described above for Daingerfield Island and the adjacent section of GWMP, with a maximum project area of approximately 45 acres;
- Preparation of a Daingerfield Island Master Plan, which will address improvements to visitor services, facilities, recreation, and park amenities;
- Implementation of the recommendations of the Daingerfield Island Master Plan referenced herein;
- Implementation of repairs and improvements to the Mount Vernon Trail within the City of Alexandria;
- Vegetation survey for the south section of the GWMP (from Four Mile Run to Mount Vernon) to evaluate the number, type, size, age, and health of the existing vegetation;
- Preparation of a GWMP Facility Management plan that will include a drainage plan; and
- Reservation of a portion of the funds to contribute to all or some of the following projects (as determined by NPS):

- Preparation of an updated NRHP nomination for the MVMH;
- Preparation of a Cultural Landscape Report for the GWMP south of Alexandria to include treatment recommendations;
- Implementation of treatment recommendations based on the findings of the Cultural Landscape Report for the GWMP (Virginia Tech, 2009) and the Cultural Landscape Report for GWMP south of Alexandria;
- Invasive plant management, restoration planting, and monitoring efforts for GWMP within the vicinity of the project area and south of Alexandria;
- Preparation of an Archeological Overview and Assessment of the GWMP south of Alexandria;
- Completion of a Viewshed Protection Plan to include a viewshed inventory and assessment of the south section George Washington Memorial Parkway north and south of Alexandria;
- Completion of a Visitor Use Survey and Visitor Use Management Plan for the entire GWMP; and
- Preparation of a Resource Stewardship Strategy for the entire GWMP.

Floodplains and Wetlands

Mitigation for permanent and temporary impacts to floodplains and wetlands are described in detail in the Statement of Findings for Floodplains and Wetlands, prepared in accordance with NPS Director's Order #77-2 and provided in **Attachment D**. Construction of the proposed Metrorail station in the Potomac Yard area is not possible without use of floodplain and wetlands due to physical site and land use constraints, engineering constraints, and other environmental constraints as described in the Statement of Findings. Other non-Metrorail transportation alternatives would not be able to meet the project Purpose and Need described in the EIS. Measures to mitigate the impacts of the Selected Alternative to flood plains and wetlands are summarized in the following subsections.

Floodplains

Design features to manage flood conditions at the proposed station include the following:

- The station facilities and railroad tracks will be elevated above the 100-year and 500-year floodplain areas.
- Storage and utilities which serve the station will be installed above both the 100-year and 500-year floodplain elevations.
- The station structure will be oriented parallel to the direction of floodwater flow, generally following the edge of the floodplain.

Mitigation will also include flood-proofing and other design techniques that will prevent the structure from collapsing or being damaged during a flood. To the extent that it is practicable to do so, construction equipment and materials will be stored in areas of higher elevation within the construction staging area to reduce the potential for flood damage. This will also reduce the potential for equipment and stored items to be moved by floodwaters and result in further damage and safety risks downstream.

The City of Alexandria will offer project specific design recommendations to mitigate floodplain impacts at the permitting stage. Proposed mitigation will be consistent with permitting requirements of the City's floodplain ordinance and any NPS recommendations.

Wetlands

Permitting for the proposed project will be conducted through the United States Army Corps of Engineers (USACE), Norfolk District, and the Virginia Department of Environmental Quality (VADEQ). In addition to NPS wetland mitigation requirements, USACE and VADEQ will determine avoidance, minimization, restoration, and compensatory mitigation requirements for wetlands regulated under Section 404 of the Clean Water Act and the applicable state regulations. Up to 3.25 acres of temporarily impacted wetlands are located within the GSAE and adjacent portion of the GWMP. Specific wetland mitigation strategies will be determined through the JPA and NPS processes for unavoidable impacts to wetlands resulting from the Selected Alternative. Mitigation measures that address the individual requirements of each of the USACE, VADEQ, Virginia Marine Resources Commission (VMRC), and NPS will be determined as part of the Joint Permit Application (JPA) process and in compliance with NPS Director's Order 77-1, where appropriate.

A wetland mitigation plan will be developed which will outline all aspects of avoiding, minimizing, and compensating for all temporary and permanent wetland impacts associated with the project. The wetland mitigation and monitoring plan shall be reviewed and approved by NPS prior to implementation, in addition to approval by the regulatory agencies (USACE, VADEQ). Wetlands impacted by temporary construction activities will be restored to original grade and planted with native vegetation in accordance with the NPS-approved plan. Temporary impacts will be restored as soon as practicable after construction in a particular area has stopped and in compliance with the Virginia Erosion and Sediment Control Handbook. The planted areas of emergent wetlands are anticipated to take one to two growing seasons to fill in.

Final monitoring requirements for the restored and mitigated areas will be determined through coordination with regulatory agencies (including the USACE and VADEQ) and details will be included in the mitigation plan approved by NPS. Two monitoring events of the compensatory mitigation and restored areas shall take place each year, in the spring and the fall, for the first three years, and one monitoring event for the fourth and fifth years, either in spring or fall, based on weather conditions. Additional monitoring after five years may be necessary based on the ecological success of the compensatory mitigation site and any adaptive management applied.

Subsequent to each monitoring event, a report shall be submitted to NPS, in addition to USACE and VADEQ, which will include, but not be limited to, a narrative of the site conditions, representative color photographs of each mitigation and restoration site with corresponding photo location map, and the performance metrics included in the NPS-approved mitigation plan. Proposed performance metrics will include, but not be limited to, success criteria including species diversity, stem density, survival, and aerial cover, of native and invasive species to ensure the restored plant community is established. An analysis of the soil profiles of each wetland shall be provided, including soil texture, color, and horizon development. A water budget and development of hydrological indicators shall also be included.

The mitigation plan will include adaptive management provisions for regrading, planting, or additional work depending on unanticipated changes in site conditions (e.g., supplementation of topsoil, deer fencing, browse control, and goose control). Performance metrics for wetland restoration will be evaluated at the end of each growing season during the monitoring period, and adjustments would be made to mitigation areas using adaptive management techniques as necessary. If a monitoring event determines that major earth work or structures may be needed to meet restoration performance metrics, then the regulatory agencies would need to review and approve proposed adaptive management strategies in coordination with NPS.

Compensatory mitigation for wetland impacts will occur off-site at the Dyke Marsh Wildlife Preserve (Dyke Marsh) restoration project. The 4.37 acres of total temporary and permanent impact will be compensated at no less than a 1:1 ratio at Dyke Marsh. As described in the *Dyke Marsh Wetland Restoration and Long-term Management Plan / Final Environmental Impact Statement* (NPS, 2014), the Dyke Marsh project's proposed restoration and creation is for tidal marsh restoration and creation and for bottomland hardwood forest restoration to a lesser extent. According to the Dyke Marsh EIS, the wetland restoration

and creation will change the sediment transport, enhance wildlife habitat, and reduce threats via erosion to threatened and endangered species.

The project sponsor for the Potomac Yard Metrorail Station, the City of Alexandria, will provide funds for the compensation for Dyke Marsh up to $1 million per impacted acre (up to $4.37 million). Exact cost estimates on this restoration are not available at this time, and may be adjusted at the time the NPS issues the City of Alexandria its Special Use Permit. These funds will be held in the NPS Impact Fund Account, which was established by the July 10, 2015, MOA between the National Park Service and The Conservation Fund. The funds will be paid into this account and administered pursuant to the terms of that MOA. These funds will go solely towards the restoration at Dyke Marsh through the construction of containment cells that will be filled with appropriate hydraulic slurry approved by the USACE for level of contaminants, particle grain size, and consolidation rates. The size and configuration of containment cells may be adjusted to address design and construction constraints. After the cells are completed, they will either be planted using appropriate native species or allow for natural recruitment of vegetation to occur.

To minimize temporary construction impacts to wetlands, various measures will be undertaken. Prior to submittal of the USACE JPA, a hydrologic and hydraulic (H&H) study will be conducted to establish baseline conditions that will model surface and near-surface flows, so that more quantitative impacts can be established. Surface water recharge and discharge patterns will be identified such that existing drainage patterns will be maintained during construction. Through the H&H modeling, appropriate Best Management Practices (BMPs) will be used to mitigate or improve the water retention, nutrient transformation, and retention of sediments and other particulates.

Impacts will be minimized through the use, to the maximum extent practicable, of raised temporary driveways constructed of crushed gravel, culverts, and erosion controls to maintain surface water drainage and quality. The boundaries of the temporary access driveways will be clearly delineated to prevent vehicles and equipment from operating outside the limits of disturbance. In addition to the H&H study, monitoring of groundwater will be performed to establish baseline conditions prior to construction. After the construction is complete, groundwater monitoring will be performed to show restoration consistent with baseline conditions.

Water Quality

Measures to minimize potential impacts to water quality are described below under "Groundwater and Soils." BMPs, as outlined in guidance, policies, standards, and specifications, and all other applicable requirements, would be used to minimize construction-related impacts to water quality.

Groundwater and Soils

Temporary impacts to groundwater, including diversions, will be ameliorated according to the temporary impact restoration plan to address any changes in flow, discharges, recharge, increased pollution, soil compaction, or increased flow rate, turbidity and sedimentation. After construction is complete, all temporary impact areas, including access roads, will be restored. The restoration will include removal of fill to prior grade, amelioration of soil compaction, and revegetation to NPS standards.

To minimize the effects of construction on soil, a sediment and erosion control plan will be developed as part of the construction documents for the site and will require measures needed to minimize impact to the site and surrounding water bodies. Once graded and established, access driveways are typically covered with stone or rock used to disperse storm water sheet flows and minimize soil erosion from wind. These measures include engineering controls such as drainage culverts and filter fabric to protect the integrity of the temporary access driveways and minimize impacts to the existing site drainage patterns and water quality. Silt fence will also be required as part of the soil and erosion plan to prevent stormwater run-off. The soil erosion and control measures will be inspected periodically and replenished as necessary throughout the project's construction phase. After construction is complete, all temporary impact areas, including access driveways, will be restored. The restoration will include removal of fill to prior grade,

amelioration of soil compaction, and revegetation. In accordance with state and local regulations, BMPs to ensure soils are restored will be used and may include soil stabilization and revegetation practices such as laying down topsoil, mulching, aeration, incorporation of suitable soil types, and other measures to ensure permeability. Suitable mulch or other soil stabilizing practices will be used on all areas that have been regraded and covered by topsoil or topsoil substitutes. Therefore, short-term impacts on soils from excavation and fill activities will be minor.

Hazardous and Contaminated Materials

Temporary measures taken during construction, such as construction worker health and safety practices, management of excavated contaminated soil, and construction dewatering management and permitting will be implemented during construction to prevent exposure to potential contaminants at Recognized Environmental Conditions (RECs) and releases to the environment. The avoidance measures will be outlined in a Site Management Work Plan or in equivalent site plans in accordance with Virginia Hazardous Waste Management Regulations (VHWMR). The Site Management Work Plan will be site specific and will also include pre-emergency planning and coordination with outside parties, personnel roles, lines of authority and communication, emergency recognition and prevention, safe distances and places of refuge, site security and control, evacuation routes and procedures, decontamination procedures, emergency medical treatment and first aid, emergency alerting and response procedures, and critique of response and follow-up.

Soil disturbance will be lessened by use of driven piles, shafts, or sheeting, rather than drilled shafts to accommodate any excavations. In areas of the site where pile foundations may need to be installed by alternative methods due to geotechnical and/or vibration concerns, impacts from the generation of potentially contaminated fill, soil, and groundwater will be mitigated in accordance with the Site Management Work Plan.

Following the conclusion of construction activities, vegetation will be restored in construction staging and access areas, and new vegetation will be planted in association with permanent project facilities to mitigate impacts to various resources. Restored natural vegetation areas, including wetlands and wooded upland, and newly planted vegetation for visual screening, cultural landscape restoration, and other project mitigation purposes, will be monitored in accordance with approved permits to ensure their establishment and growth.

The Virginia Pollutant Discharge Elimination System (VPDES) sets standards for discharging pollutants into surface waters of the Commonwealth. The project will file a notice of intent for coverage under the VPDES construction general permit and stormwater management program regulations. A site-specific stormwater pollution prevention plan (SWPPP) will be developed, outlining the steps that the contractor will take to comply with the permit, including water quality and quantity requirements, to reduce pollutants in the stormwater runoff from the construction site. The SWPPP also specifies all potential pollutant sources that could enter stormwater leaving the construction site and covers methods used to reduce pollutants in stormwater runoff during and after construction.

These regulations and other potential hazardous materials regulations described in Section 9 of the Phase I ESA (provided in Volume II of the FEIS) will be followed and documented for on site management of wastes. The construction specifications established for the project will establish detailed procedures to guide the removal, treatment, storage, transportation, and disposal of hazardous materials that comply with local, state, and Federal laws and guidelines. These procedures include documentation of licenses, permits, and certificates required for the treatment, storage, and disposal of hazardous wastes at qualified facilities.

Chesapeake Bay Preservation Areas

The GSAE contains a Resource Protection Area designated by the City of Alexandria under Virginia's Chesapeake Bay Preservation Act (see FEIS, Chapter 3 Environmental Consequences, Section 3.16 Navigable Waterways and Coastal Zones).

To comply with the City of Alexandria's Chesapeake Bay Preservation Ordinance, the Selected Alternative will disturb no more land than is necessary through construction BMPs, preserve indigenous vegetation by developing and implementing an invasive species plan for the project site (see "Invasive Species Management Plan" below), develop a project-specific landscape plan (see "Station and Landscape Design" above), and minimize impervious surface cover by excluding off-street parking and bus facilities (see "Selected Alternative Description" above).

Mitigation will be developed in accordance with VADEQ Chesapeake Bay Local Assistance Department (CBLAD), Riparian Buffers Modification & Mitigation Manual planting recommendations or other mitigation deemed appropriate to the satisfaction of the City of Alexandria Director of the Department of Transportation and Environmental Services. Contribution to the City of Alexandria Water Quality Improvement Fund may be acceptable in combination with mitigation strategies.

Invasive Species Management Plan

The project will develop and implement an Invasive Species Management Plan that addresses the removal and management of invasive species to improve the quality of natural habitat and mitigate reduction in natural habitat within the station site, new track right-of-way, and construction staging areas due to the project. The plan can serve as a reference for best practices and can support decisions and problem solving as progress is made in reaching vegetative condition goals. A management plan can help ensure consistency among several cooperating agencies, maintain continuity through project personnel changes, educate and engage stakeholders and citizens, and support efforts to obtain additional resources for invasive species management. The plan will address restoration of vegetation cleared during construction and installation of permanent plantings used in landscaping and screening the station site, including, for example, ensuring that restoration plantings and seed mixes consist of native stock and are free and clear of invasive or noxious weeds.

The Invasive Species Management Plan will be developed in compliance with EO 13112 regarding Invasive Species (1999) and NPS Management Policies (2006). Development of the Invasive Species Plan will be funded by the City of Alexandria, with review and approval by NPS, prior to implementation. The City of Alexandria, NPS, and WMATA will establish a mutually acceptable collaborative process for development, review, and approval of the plan prior to initiating plan development. The process will define specific roles, responsibilities, deliverables, approvals, and a schedule for plan development. Provisions related to construction of the project and on-site restoration immediately following construction will be undertaken by WMATA. WMATA will remove any invasive species present and re-plant with native species on the project site, including the construction staging area. Post-restoration monitoring will be undertaken in accordance with approved permits.

Air Quality

To minimize temporary construction-related effects on air quality, project construction activities will comply with Virginia Department of Environmental Quality (VADEQ) requirements for fugitive dust and emissions, as well as any local regulations. BMPs will be implemented during construction to minimize total dust and emissions. Minimization measures may include the following:

- Minimization of exposed erodible earth area in the construction staging areas to the extent possible;
- Stabilization of exposed earth with grass, pavement, or other cover as early as possible;
- Revegetation of any disturbed land post-construction;
- A stabilizing agent (i.e., calcium chloride, water) will be applied to the construction staging work areas and construction access roads to minimize dust;
- Trucks leaving the construction site will be loaded in a manner to prevent dropping materials, debris, and dirt onto public streets and will be cleaned of mud and dirt clinging to the body of the vehicle and wheels before leaving the construction site to minimize the potential for dirt tracking and fugitive dust;

- Stockpiled material will be covered, shielded, and stabilized as necessary and trucks carrying dirt from the site will have their loads covered to minimize fugitive dust;
- Clean fuels including ultra-low sulfur diesel fuel, compressed natural gas, or emulsified fuels for diesel equipment will be used;
- Low-emission construction equipment will be used where feasible;
- Construction equipment with emission control devices such as diesel particulate filters will be used;
- Unnecessary idling will be limited to no more than three minutes;
- A pollution control program will be established that addresses compliance with all requirements of the Clean Air Act.

Regular updates for the general public will be provided with information on construction activities that may temporarily produce dust or other emissions and a hotline will be provided for inquiries and complaints to resolve any problems in a timely manner. At this stage of project design, further details are not available regarding the levels, duration, and frequency of construction activities and types of equipment used with potential to create emissions and fugitive dusts. Project development during the design phase will further define proposed measures to minimize construction impacts.

Noise and Vibration

For the Selected Alternative, all construction activities will comply with WMATA's design criteria to ensure that noise impacts are minimized during construction. The WMATA design criteria establish standards that must be met and procedures that must be followed for the preparation of design drawings and specifications and to guide construction activities for WMATA facilities. These standards include measures to minimize noise and vibration impacts. Although WMATA, as a Federally chartered agency, is exempt from local noise ordinances, project construction activities will comply with local construction noise and vibration limits whenever feasible and reasonable in accordance with WMATA construction specifications. The following control measures could be incorporated into the construction process to effectively minimize noise and vibration impacts in the community:

- Whenever possible, conducting all construction activities during the daytime and during weekdays in accordance with local noise ordinances (City of Alexandria's Noise Control Code, Section 11-5);
- Where practical, erect temporary noise barriers between noise generating construction activities occurring within the construction staging areas and noise-sensitive residential, recreational, and commercial receptors in the Potomac Greens, Old Town Greens, and Potomac Yard neighborhoods as well as the GWMP;
- Require the use of housings or enclosures to minimize the effects of noise producing machinery;
- Require the use of efficient silencers on air intakes for equipment;
- Require the use of efficient intake and exhaust mufflers on internal combustion engines;
- Require that the lining of hoppers and storage bins include sound deadening material;
- Conduct truck loading, unloading, and hauling operations so that noise is kept to a minimum;
- Locate construction equipment and material staging areas away from sensitive receptors;
- Operate especially high noise and vibration sources as far away from sensitive receptors as possible;
- In accordance with the Public Communication Plan (described in FEIS Chapter 4, Public and Agency Involvement, Section 4.2.6.1):
    - Notify the public of construction operations and schedules, especially particularly disruptive activities;
    - Provide clear complaint resolution procedures, such as a Noise Complaint Hotline to address issues and resolve complaints quickly;
- Utilize construction methods that minimize vibration and comply with any local regulations governing vibration;

- Establish a vibration control plan that identifies monitoring locations and the timing of monitoring measurements to be taken at the construction site boundaries and at nearby residential, commercial, and industrial property lines to ensure compliance with WMATA and City of Alexandria vibration regulations; and
- Conduct all operations in a manner that will minimize, to the greatest extent feasible, disturbance to the public in areas adjacent to the construction activities and to occupants of nearby buildings.

All mitigation and minimization measures will be confirmed during the final design phase of the project when the details of the project components and the construction scenarios will be finalized.

Although NPS has several policies regarding noise impacts on Federal parks such as the GWMP included in the 2006 Management Policies, including "Cultural Soundscape Management" (section 5.3.1.7), none of these policies specifically addresses impacts on heavily traveled roadways. Since GWMP visitors using the parkway generate noise due to the resulting automobile traffic, the parkway is not a sensitive land use as defined by the FTA guidelines and will not be adversely affected by noise from the construction or operation of the project under the FTA guidelines. However, NPS and WMATA will identify potential additional measures to minimize any additional adverse noise impacts to passive uses (such as walking and bird-watching) along the parkway during construction.

Traffic

Under the Selected Alternative no construction vehicles will use the GWMP to access the site.

Safety and Security

All work on the project must meet WMATA Safety standards and WMATA will update its Safety and Security Program for the project with elements required by CSXT and other agencies as needed. Mutual aid agreements for emergency response during construction will be developed among the City of Alexandria, Arlington County, and WMATA. These agreements will identify the roles and responsibilities of each jurisdiction in responding to emergencies, general policing and security, and emergency access. On-going communication with neighboring property owners and the surrounding community regarding construction activities will also be established.

Public and Stakeholder Outreach and Communication

Public outreach activities and information exchange will continue after the environmental review process. A Public Communication Plan will be developed to continue outreach through the design, engineering and construction phases of the Potomac Yard Metrorail Station. Information regarding final design and construction activities will be disseminated via the City of Alexandria project website, the City's social media accounts, the project e-mail distribution list, newsletters, public meetings, and news releases, as necessary.

The City of Alexandria's Potomac Yard Metrorail Implementation Work Group(PYMIG) will function as a forum for the public outreach process through station opening and allow the group to consider the variety of issues that will arise as the project moves into design and construction.

As the project sponsor, the City of Alexandria is committed to continuing a robust public involvement process during the construction of the Potomac Yard Metrorail Station. The Public Communication Plan will describe in detail strategies to (1) inform the public of construction plans, (2) provide regular updates on construction, traffic detours and other impacts such as noise and vibration, and (3) solve problems that arise during construction. The project sponsor will achieve these goals in part by requiring the construction contractor to commit to a spectrum of outreach activities and efforts to mitigate the impacts of construction. Possible outreach activities include:

- Establishing a project construction office on-site that is accessible to the general public;
- Providing a project hotline for inquiries or complaints;

- Establishing the position of a project construction outreach specialist; this person will be employed by the construction contractor and will field all construction-period comments and complaints, coordinate with the City of Alexandria, and respond to public concerns;
- Continuing to maintain the project website to post information on construction progress, schedule, traffic and pedestrian detours, and other pertinent issues;
- Posting notifications in the project area;
- Hosting construction kick-off meetings for adjacent property owners and neighborhoods before construction begins to outline work, schedules, detours, and construction mitigation;
- Coordinating with WMATA to prepare for and publicize planned service disruptions to the Blue and Yellow Line services, such as single tracking and weekend outages, and ensure compliance with WMATA policies for mitigating construction impacts (such as noise, vibration, dust, pedestrian and vehicular access); and
- Providing regular updates on construction work to local media (newspapers, radio stations, TV stations).

PUBLIC AND AGENCY INVOLVEMENT IN THE EIS PROCESS

From the initiation of the EIS process that culminated in this ROD, public involvement has had an essential role in the design and planning of the Potomac Yard Metrorail Station. Ongoing public outreach was conducted throughout the process, and specific public meetings were held to present project information and solicit public comments on project scoping, alternatives considered, and preliminary environmental effects. A public hearing and comment period were held to solicit oral and written comments on the DEIS.

As a cooperating agency and in accordance with the CEQ regulations (40 CFR 1501.6), NPS actively participated in the NEPA process for the Potomac Yard Metrorail Station that culminated in the FEIS.

Public Scoping

FTA developed a Notice of Intent (NOI) to prepare an EIS for the proposed Potomac Yard Metrorail Station. The NOI was published in the Federal Register (Vol. 76, No. 18) on Thursday, January 27, 2011.

- Potential cooperating and participating agencies were invited to attend an interagency scoping meeting held on February 10, 2011, at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, Virginia. In addition to presenting an overview of the project, the meeting provided an opportunity for the early identification of significant issues related to the project.
- Two public scoping meetings were held on February 10, 2011, at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, Virginia, at 4:30 pm and 6:00 pm. Public input was sought on the purpose and need for the project, alternatives being considered, key environmental considerations, and the public involvement and agency coordination process.
- A public meeting to review the EIS alternatives was held on Thursday, April 19, 2012 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, Virginia. In addition to presenting an overview of the Project, the environmental review process, the EIS alternatives, Project schedule, and next steps, the meeting provided an opportunity for public comment. Comments were incorporated into materials for subsequent public meetings, and the DEIS incorporated additional explanation, where needed, to address questions from the public.

Public Review of the Draft Environmental Impact Statement (DEIS)

EPA published its Notice of Availability (NOA) of the DEIS in the Federal Register on Friday, April 3, 2015, which marked the beginning of the public comment period. This process included a public hearing and a 46-day comment period from April 3, 2015 through May 18, 2015. In addition, the City of Alexandria held three public meetings in late March/early April 2015 to provide the public the opportunity to learn more about the potential environmental effects of the Project and the technical analyses in the DEIS in

advance of the public hearing. The meetings used an "open house" format in which participants were able to review display boards and ask Project staff questions.

The public hearing on the DEIS was held on April 30, 2015 at Cora Kelly Recreation Center, 25 West Reed Avenue, in Alexandria, Virginia. Approximately 100 people attended the public hearing. Before the public hearing, an informal open house was held from 6:30 pm to 7:00 pm.

160 comment submissions were received on the DEIS during the comment period. Comments were submitted on behalf of public entities (including the Federal government, state government, local government, and public agencies), community organizations/non-profits, businesses, and individuals. The project team received correspondence electronically through e-mail, by comment card, and by testimony during public hearings.

Most comment submissions addressed multiple topics, resulting in a total of 379 comments broken down by topic area. A number of comments focused on support for Build Alternative B, financial resources, vehicle traffic, construction impact, taxes, and bicycle access. The FEIS, Chapter 6, contains the detailed summary of the comments with project team responses. Copies of all original comments submitted are included in the WMATA Public Hearing Staff Report found in Volume II of the FEIS.

Public Release of the Final Environmental Impact Statement (FEIS)

The City of Alexandria held a series of public meetings in April through June 2016 to provide an opportunity for the public to learn more about the potential construction impacts of the Project, status of the FEIS, and other ongoing work related to the Project.

EPA published FTA's NOA of the FEIS in the Federal Register (Vol. 81, No. 112) on Friday, June 10, 2016, which marked the beginning of the 30-day review and no-action period. The review period ended on Monday, July 11, 2016.

REGULATORY AGENCY AND OTHER CONSULTATION

In addition to consulting with FTA, the City of Alexandria, and WMATA during the development and refinement of the Selected Alternative and NEPA process, NPS served as a consulting party in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended) and as an official with jurisdiction in accordance with Section 4(f) of the US Department of Transportation Act of 1966.

National Historic Preservation Act - Section 106

With the signing of the MOA on October 24, 2016 FTA completed consultation in accordance with Section 106, which requires federal agencies to consider the impacts of their undertakings on historic properties. Section 106 regulations require that FTA identify historic properties listed in or eligible for listing in the National Register of Historic Places (NRHP) within the Project's APE; assess effects to historic properties; avoid, minimize, and/or mitigate any adverse effects; and consult with Virginia's State Historic Preservation Officer, as represented by the Virginia Department of Historic Resources (DHR), and other consulting parties throughout the Section 106 process, as appropriate. NPS served as a consulting party to FTA's Section 106 consultation. In that role, NPS participated in meetings with FTA and the other consulting parties regarding Project effects on historic properties, including the GWMP, and other associated historic properties, which include the MVMH and PNCR.

In the Section 106 consultation process, FTA determined that the Potomac Yard Metrorail Station will result in adverse effects on the GWMP, the MVMH, and PNCR, resulting from permanent land transfers, construction of the station facility and realigned track including a retaining wall or earthen berm within the boundaries of the historic properties, temporary construction access and staging areas, temporary and permanent visual effects, and temporary and permanent loss of vegetation and plantings. The GSAE is eligible as a contributing resource to the GWMP, the MVMH, and PNCR, so effects by the Selected

Alternative on the easement are described under those NRHP-listed properties. For the Selected Alternative, permanent transfers will be necessary for the permanent operation of the Metrorail station facility. NPS concurs with FTA's determination of effects.

A signed Section 106 MOA between FTA, the City of Alexandria, WMATA, DHR, and NPS containing conditions and stipulations regarding the construction of the Potomac Yard Metrorail Station on and near the GWMP, is provided in **Attachment A** of this ROD. The MOA is a refinement of the draft MOA that was included in the FEIS. Refinements to the MOA since the FEIS was published, are the result of further coordination among FTA, the City of Alexandria, WMATA, NPS, and DHR regarding project minimization and mitigation commitments related to the affected historic properties and how best to define those in the MOA.

US Department of Transportation Act - Section 4(f)

FTA cannot approve a transportation project that uses a Section 4(f) property, as defined in 23 CFR 774.17, unless FTA determines that:

- There is no feasible and prudent avoidance alternative, as defined in 23 CFR 774.17, to the use of land from the Section 4(f) property, and the action includes all possible planning, as defined in 23 CFR 774.17, to minimize harm to the property resulting from such use (23 CFR 774.3(a)); or
- The use of the Section 4(f) property, including any measure(s) to minimize harm (such as any avoidance, minimization, mitigation, or enhancement measures) committed to by the applicant will have a *de minimis* impact, as defined in 23 CFR 774.17, on the property (23 CFR 774.3(b)).

Section 4(f) applies to all transportation projects that require funding by the USDOT. As a USDOT agency, and because the Selected Alternative will use portions of several properties protected by Section 4(f) including the GWMP, FTA completed a Section 4(f) evaluation as part of the FEIS in accordance with the Section 4(f) regulations at 23 CFR Part 774.

For the purposes of Section 4(f), the GWMP is considered a park and a historic property. Coinciding with the area of the Parkway at the project site are two other historic properties, the MVMH and PNCR. The Selected Alternative will require the total use of up to 0.75 acre of the GWMP, MVMH, and PNCR related to a land transfer along the western boundary of the park and historic properties that will be permanently used for realigned track (up to 0.33 acre) and a permit from NPS for temporary use of the GWMP necessary for construction staging areas (approximately 0.42 acre). The land transfer will result in the removal of existing vegetation that currently provides a visual barrier between the GWMP and Potomac Yard. Construction staging and material laydown areas will require a permit from NPS for the clearing of vegetation and disturbance of soils in the areas designated for these activities for the Selected Alternative. The Selected Alternative will not provide access for construction vehicles from the Parkway to the proposed station location and construction staging areas.

For the purposes of Section 4(f), the GSAE is considered a park and a historic property. The Selected Alternative will require the total use of up to 5.03 acres of the GSAE related to a land transfer along the western boundary of the park that will be permanently used for station facilities and realigned track (up to 1.94 acres) plus a permit for temporary use of the Greens Scenic Area necessary to provide a staging area for construction equipment (approximately 3.09 acres). The permanent use will impact existing vegetation intended to provide a visual buffer to the CSXT tracks and Potomac Yard from the Potomac Greens Park. Construction staging, material laydown areas, and access driveways will require a permit from NPS for the clearing of vegetation and disturbance of soils in the areas designated for these activities for the Selected Alternative.

As an official with jurisdiction over the 4(f)-protected Parkway property and the GSAE and as a NEPA cooperating agency, NPS coordinated with FTA, the City of Alexandria, and WMATA to refine the Selected Alternative design. This refinement process has resulted in a design that minimizes impacts on the

Parkway and provides appropriate mitigation commitments for remaining impacts. The Final Section 4(f) Evaluation is provided in **Attachment F** of this ROD.

CONCLUSION

As documented in the FEIS, the following key factors support implementation of the Selected Alternative:

- The Selected Alternative would meet the Project's purpose and need.
- The Selected Alternative will maximize the number of people taking transit to and from the Potomac Yard area by providing direct access to Metrorail thus removing thousands of cars from adjacent roadways, and puts the Metrorail station within 0.25 mile of the most development and creates the best opportunity for smart growth and walkable urban community.
- The Selected Alternative, where reasonably feasible, avoids or minimizes effects on the GWMP.
- Some adverse impacts on the Parkway cannot be overcome due to WMATA design criteria, the need to locate the station near the North Potomac Yard development, and the need to avoid adverse impacts to adjacent residential communities. Where adverse impacts of the Selected Alternative remain, the City of Alexandria and WMATA committed to specific minimization and mitigation measures developed in coordination with NPS that are intended to offset remaining effects to the GWMP and GSAE. These commitments are described in this ROD, the Section 106 MOA, and the Net Benefits Agreement.
- NPS considered the City of Alexandria and WMATA's refinements to the Selected Alternative as well as their minimization and mitigation commitments to NPS regarding the Parkway, and determined through application of the criteria in Section 1.4.5 of its Management Policies 2006 that implementing the Potomac Yard Metrorail Station Selected Alternative on portions of the GWMP and GSAE will not rise to levels that constitute impairment of the resources or their values or violate the NPS Organic Act (**Attachment B**).

The CEQ regulations (40 CFR 1506.10) require at least 30 days between publication of the FEIS and issuance of a ROD; this waiting period begins when the Notice of Availability of the FEIS is published in the Federal Register. For this Project, the Notice of Availability of the FEIS was issued on June 10, 2016. (81 FR 112). Therefore, the required 30-day waiting period between the FEIS and this ROD has elapsed.

The official responsible for implementing the selected action is the Regional Director of the National Capital Region, Washington, D.C.

Based upon the above considerations, NPS in cooperation with FTA, the City of Alexandria, and WMATA approves the Potomac Yard Metrorail Station Selected Alternative for implementation.

Robert A. Vogel

11-1-16

Robert A. Vogel
Regional Director

Date

Attachment A: Section 106 Memorandum of Agreement
Attachment B: Determination of Non-Impairment
Attachment C: Selected Alternative Map C-l
Attachment D: NPS Statement of Findings for Floodplains and Wetlands
Attachment E: Net Benefits Agreement between the City of Alexandria and National Park Service
Attachment F: Final Section 4(f) Evaluation
Attachment G: Summary of Environmental Impacts