Potomac Yard Metrorail Station:
Staff Recommendation for the Preferred Alternative

Environmental Policy Commission

May 4, 2015

Agenda

- Role of EPC & Process
- Background
- Alternatives Considered
- Staff Recommendation
- Next Steps
- Questions

Requested Role of EPC

- Determine if the staff recommendation adequately balances environmental impacts in accordance with the Eco-City Alexandria Charter and Eco-City Action Plan 2030
- Provide comments on preferred alternative
- Comments will be forwarded to City Council

Eco-City Charter Vision

ECO-CITY ALEXANDRIA

"We see Alexandria as a city where social well-being is supported by a strong economy and sustained by a healthy environment"

Guiding Principles, Transportation

- Promote transit and pedestrian- and bike-friendly transportation networks to reduce dependence on cars.
- Integrate transportation and land use in order to ensure a healthy environment while continuing economic growth.

Eco-City Environmental Action Plan 2030 - Targets

By 2020:

- Reduce daily per capita VMT by 5% every 5 years
- Increase transit commuters by 25% (baseline 2000)

By 2030:

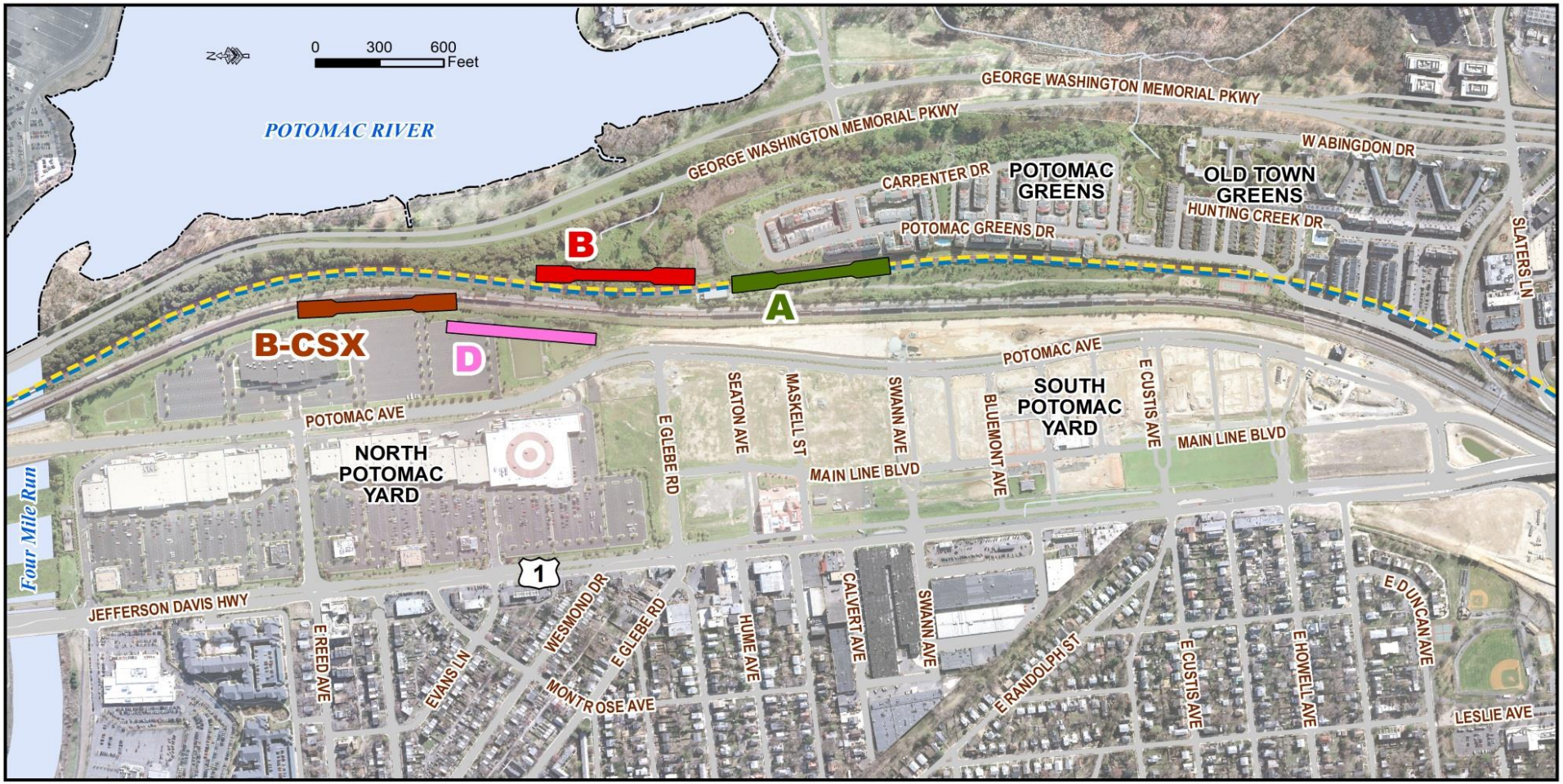
- Increase number of non-SOV commuting trips to 50%

VMT: Vehicle Miles Traveled
SOV: Single-Occupant Vehicle

Potomac Yard

Build Alternatives Considered

(in addition to No Build Alternative)



LEGEND

- Alternative A Station Location
- Alternative B Station Location
- B-CSX Design Option Station Location
- Alternative D Station Location
- Existing Metrorail Blue/Yellow Line

Note: Trackwork and Bridges not shown

Staff Recommendation

- Staff recommends the EPC endorse the selection of Alternative B on the basis that the location adequately balances environmental impacts in accordance with the Eco-City Alexandria Charter and Eco-City Action Plan 2030

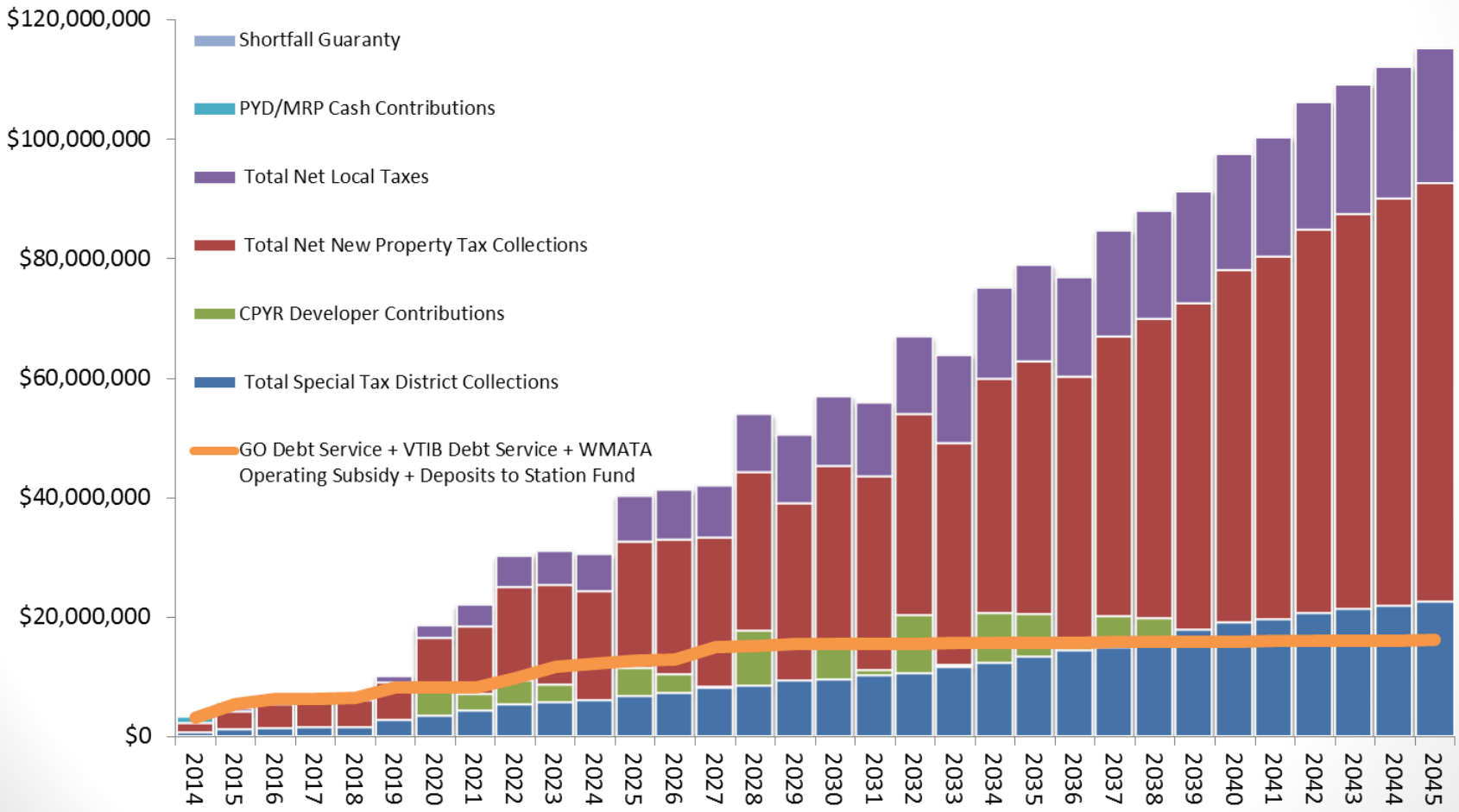
Alternative B

Alternative B

- Provides maximum accessibility to the Metrorail station

Alternative B

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

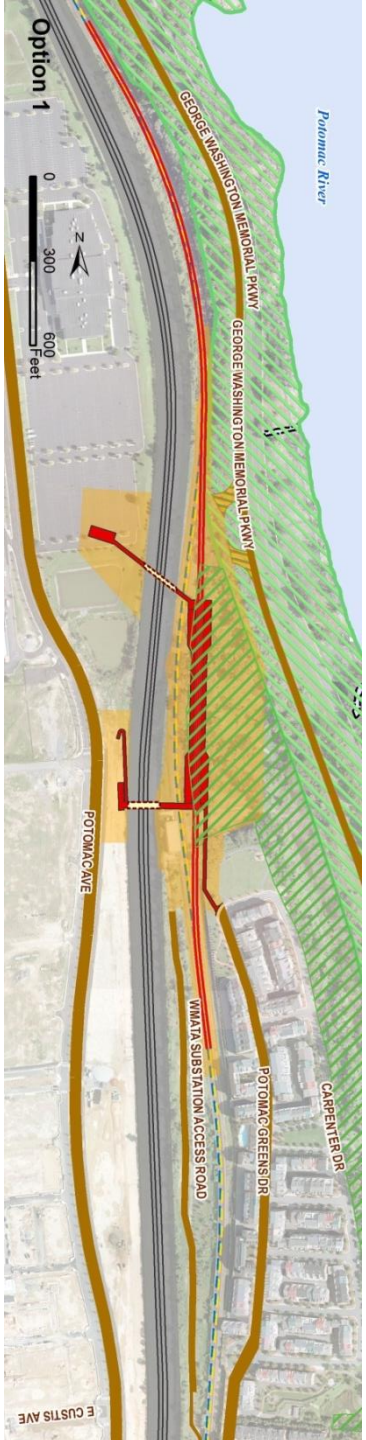


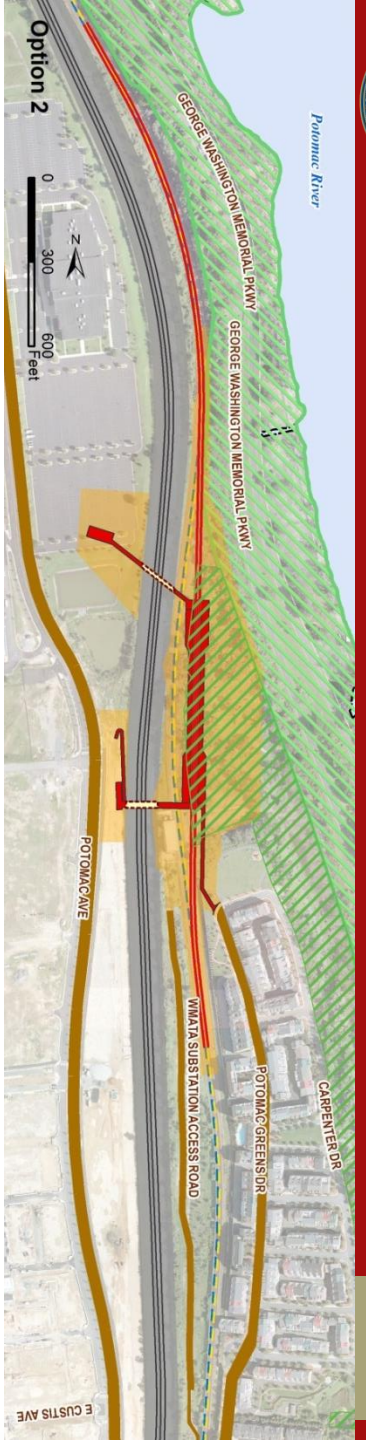
George Washington Memorial Parkway Mitigation

- ONLY applies for Alternative B
- Framework for a "net benefit agreement" between the City and NPS
  - Landscaping to screen station
  - NPS participation in station design
  - Potomac Yard height, lighting, signage protection
  - City would exchange large portion of Potomac Greens Park for needed NPS land
    - Puts parkland under single ownership and management
  - Stormwater management plan and improvements
  - Daingerfield Island master plan and improvements
  - Repairs and improvements to Mount Vernon Trail
  - Other benefits to GWMP

Construction Access

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





Next Steps

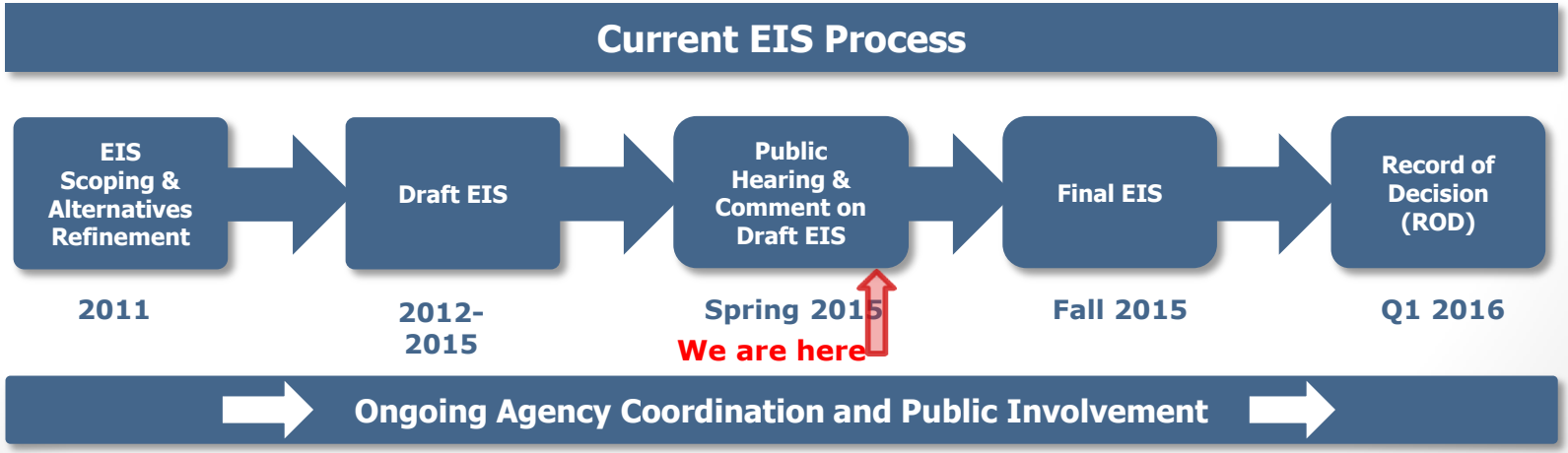
- Staff recommendation will be discussed at board, commission, and committee meetings in May
- City Council public hearing:

  Saturday, May 16, 2015

  9:30 a.m.

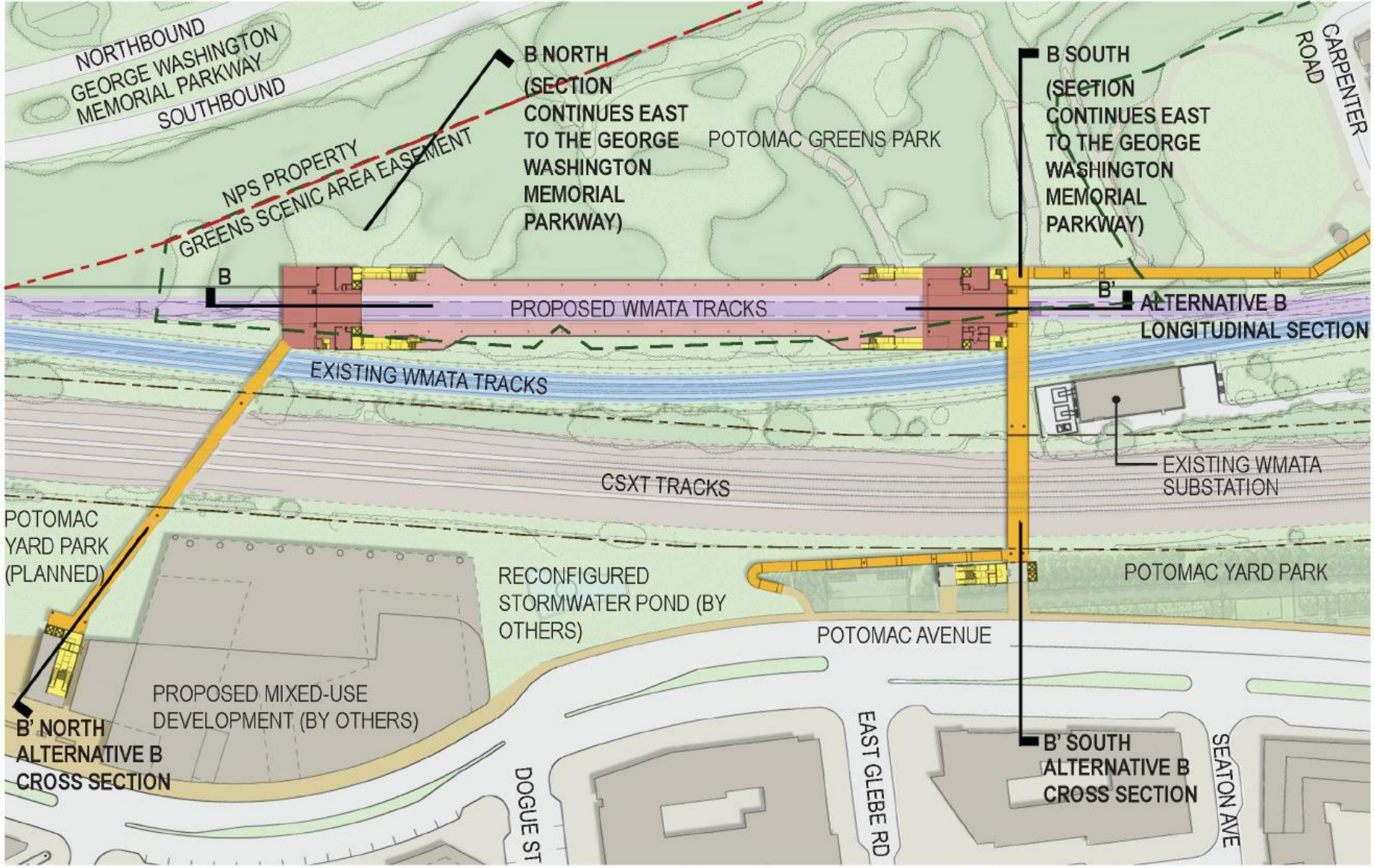
  City Council Chambers

  Alexandria City Hall
- Preferred alternative decision by City Council on May 20
- Complete Final EIS (Q4 2015)
- Record of Decision (Q1 2016)



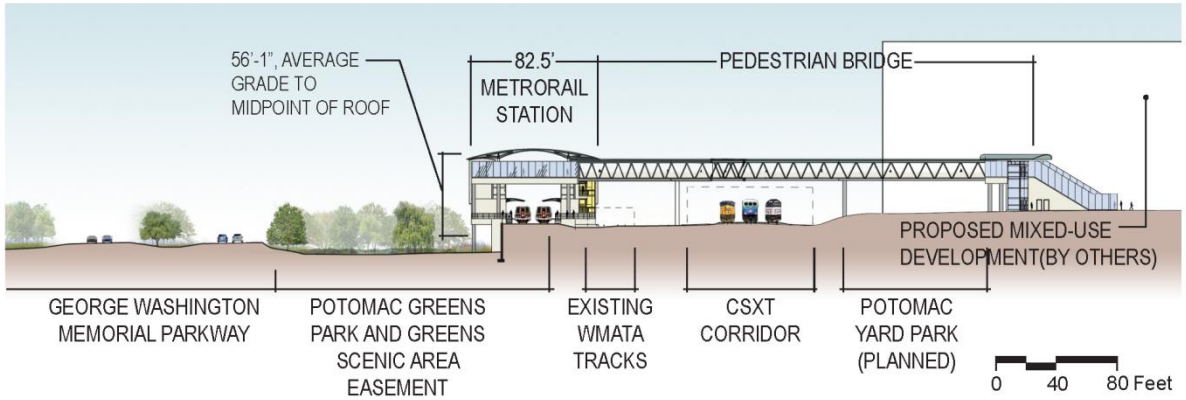
Questions?

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

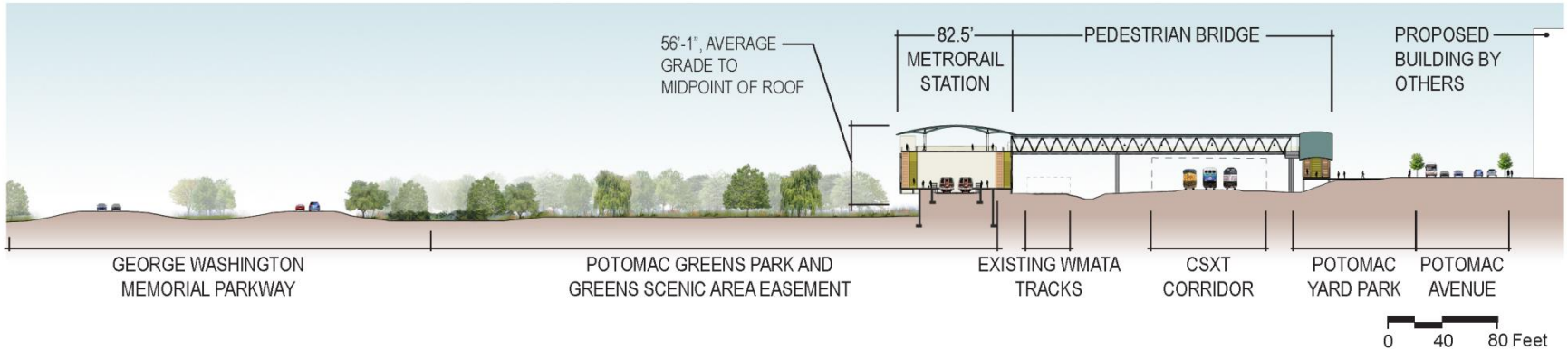


NOTE: THIS DRAWING IS FOR ILLUSTRATIVE PURPOSES ONLY. THE FINAL DESIGN OF THE STATION, AMENDMENTS TO OPEN SPACE, AND THE PEDESTRIAN BRIDGES WILL OCCUR AS PART OF THE DESIGN-BUILD PROCESS AND WILL REQUIRE ALL APPLICABLE WMATA AND CITY APPROVALS.

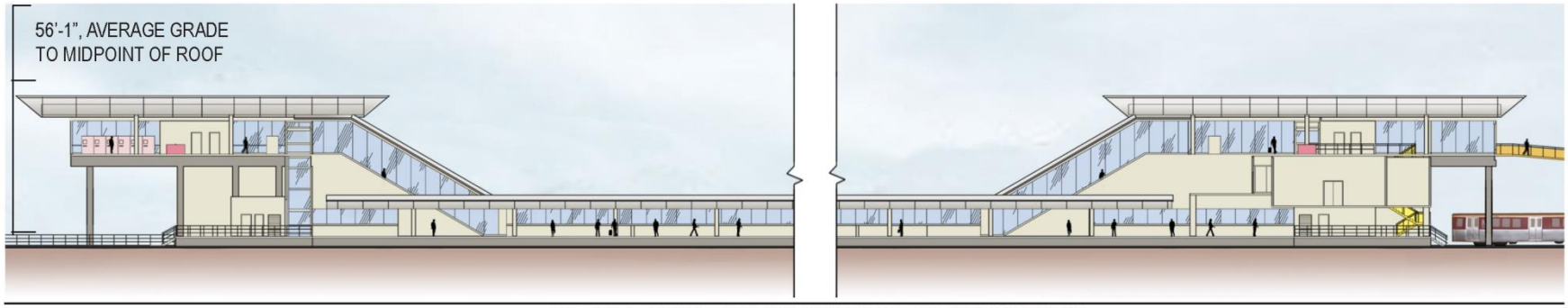
Alternative B-B' North Cross Section - View South



Alternative B-B' South Cross Section - View South



Alternative B-B' Longitudinal Section - View East



POTOMAC GREENS PARK AND GREENS SCENIC AREA EASEMENT

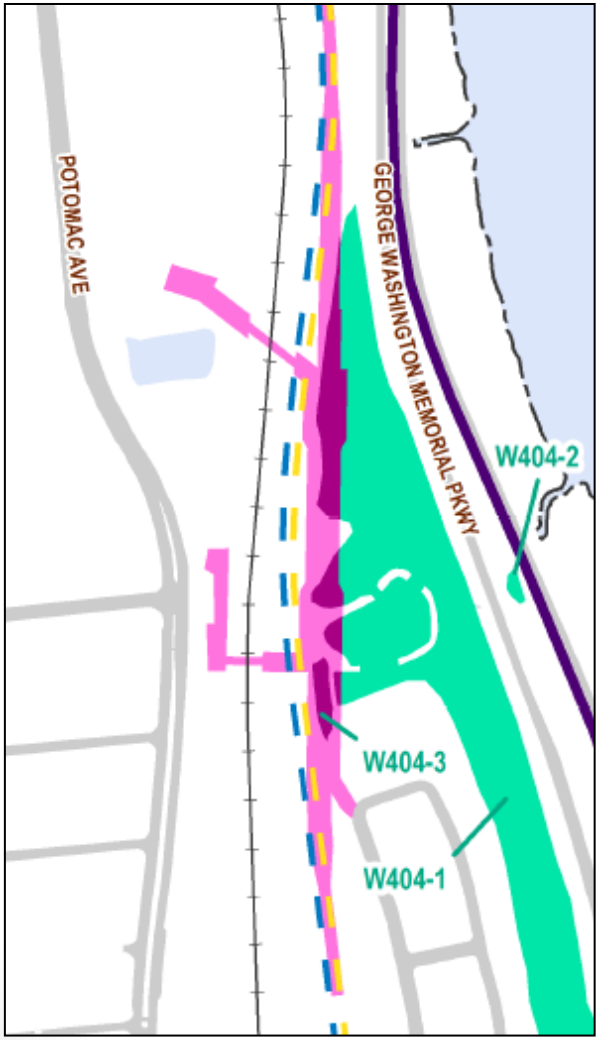
ESCALATOR | STAIRS | PEDESTRIAN RAMP | FARE GATE | FARE VENDING MACHINE

0 20 40 Feet

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

Wetlands

Alternative B



- Preliminary Wetland/WOUS impacts of Alternative B: 1.28 acres
- Staff recommends that wetland impacts be minimized through design to the greatest extent practicable
- Mitigation to be determined through coordination with USACE and NPS

USACE: U.S. Army Corps of Engineers
NPS: National Park Service