Potomac Yard Metrorail Station Design

Potomac Yard Metrorail Implementation Work Group

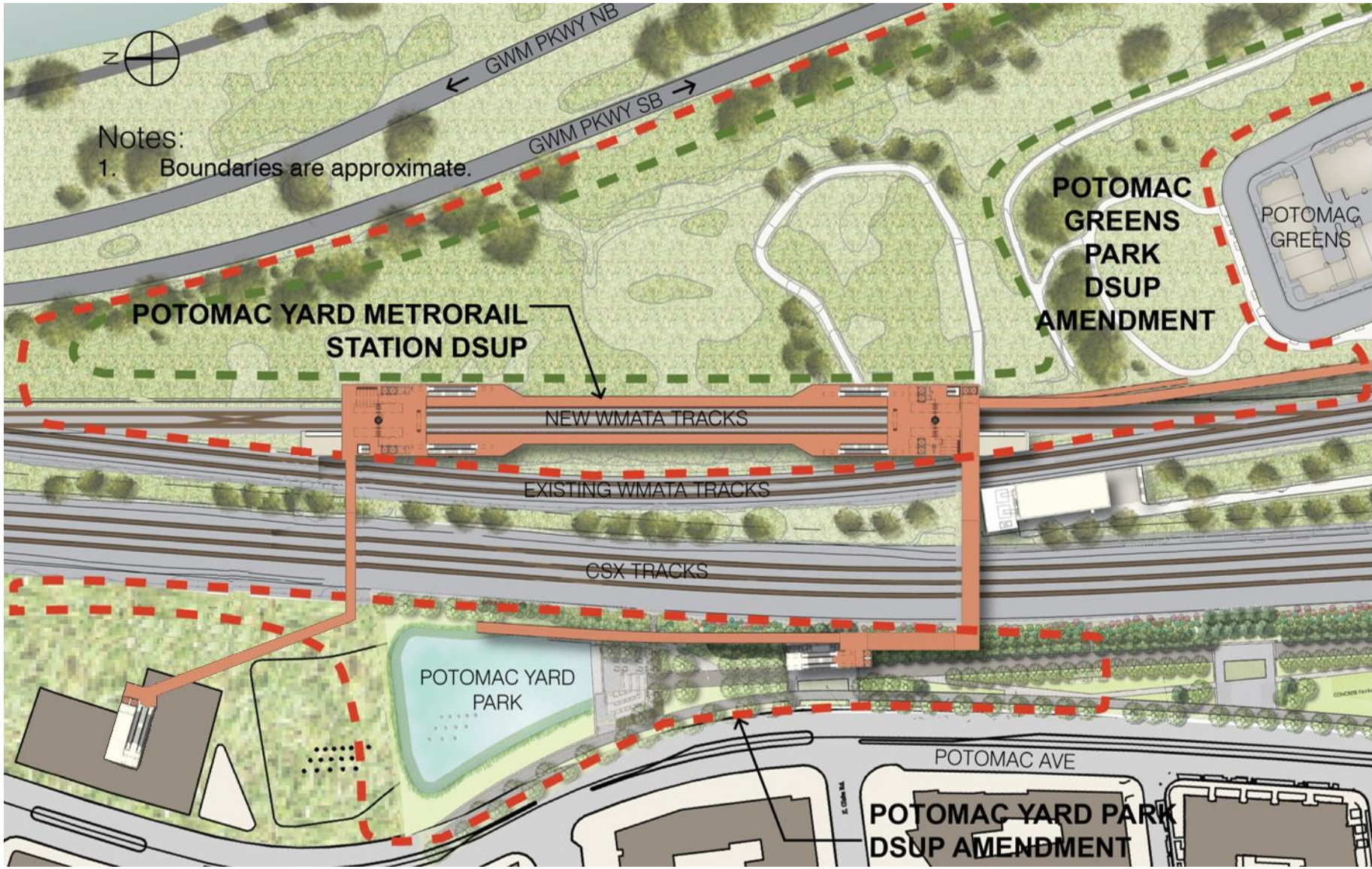
April 25, 2016

AGENDA

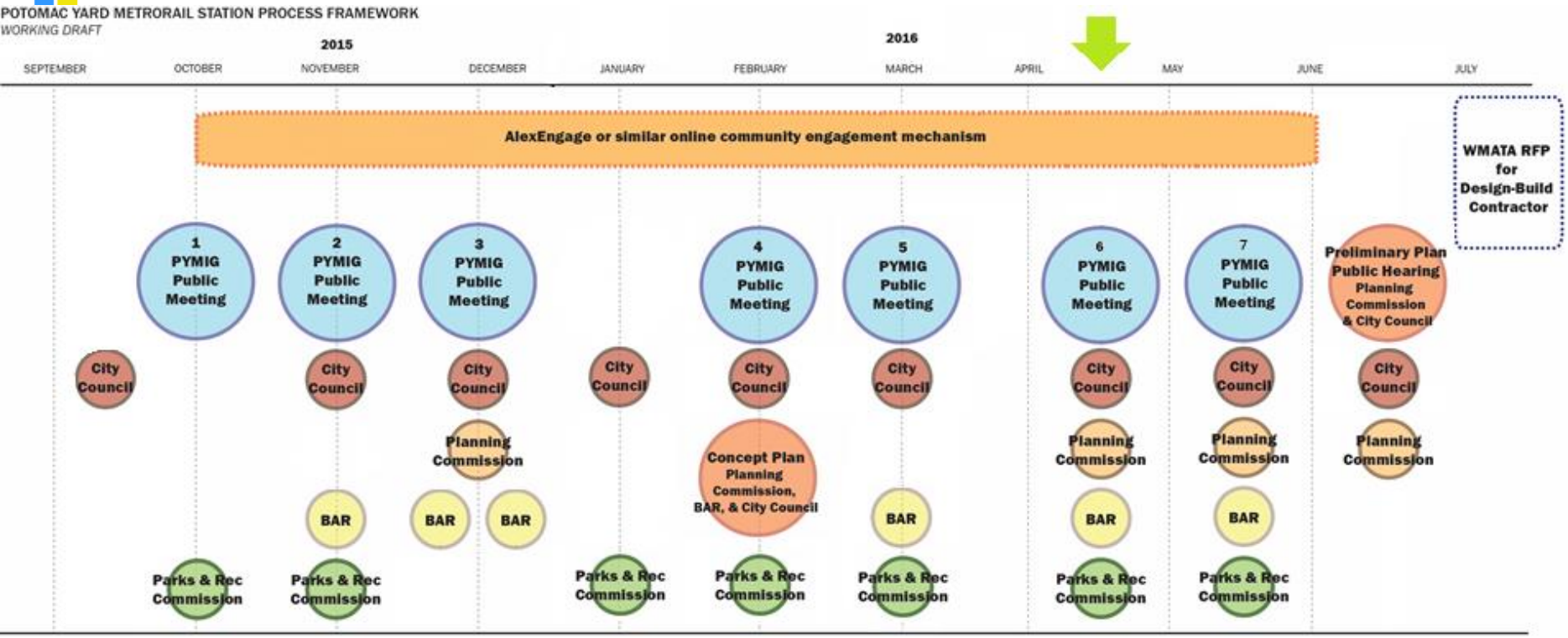
- Process Overview
- Station Design Update
- Construction Impacts
- Final EIS Update
- Next Steps

PROCESS OVERVIEW

Station Context & City Approvals



Process Schedule



WORKING DRAFT

Note: This framework is a working draft and is subject to change

What We've Heard (from AlexEngage)

Station Design Comments	
Option 1	35
Option 2	21
Against Design	13
Against ramp in Potomac Greens	11
Options are too similar	16
Not consistent with Old Town or neighborhood	8
Support ramp in Potomac Greens	7
Need more rendered views	2
Please minimize views from Pkwy	2
Potomac Yard Park Comments	
Keep park flexible	26
Keep park continuous with rest of existing park	5
Keep park structured	6

Concerns	
Safety (security)	21
Construction traffic in neighborhood	17
Environmental (health)	16
Funding	11
Potomac Greens will turn into a kiss-and-ride	9
People will park in neighborhood	9
Construction noise	8
Loss of playground and tennis courts	6
Damage to houses during construction	5
Light pollution at night	5
Overall condition of WMATA	5
Night-time work	4
Ensure enough bike parking	4
No 24/7 access	3
Need for sound barriers	3
Special Tax District concerns	3
No need for Metro (proximity of Braddock Road)	2
Need to keep ADA compliance in mind	2
Ensure wetlands restoration	2
Ensure plenty of trash bins	1

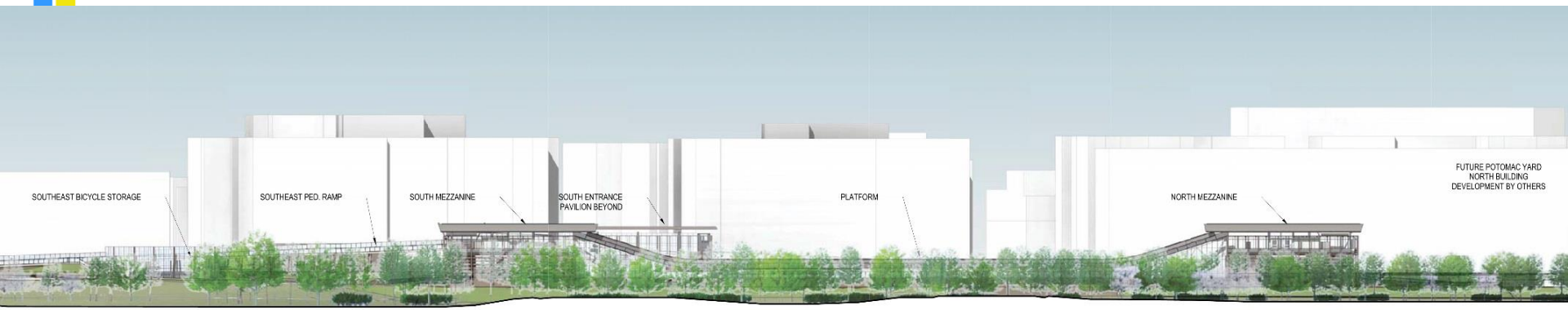
What We've Heard (April 18 Meeting)

- Presence/handling of hazardous materials
- Noise, light, and dust during construction
- Damage to homes and infrastructure
- Timing of construction
- Removal of tennis courts and relocation of parks
- Communication with community during construction
- Alternatives for access and staging
- Traffic and appropriate haul routes
- Parking management
- Ability of WMATA to manage system maintenance
- Station mass (is it possible to reduce the mass?)
- Potomac Greens access to station
  - Support/don't support
  - Suggestion to not have bridge open 24/7
- Security/crime
- Special tax districts
- Justification for preferred alternative
- Adequacy of environmental analysis

DESIGN UPDATE

Station Design - Precedents

CONTEXT : LANDSCAPING

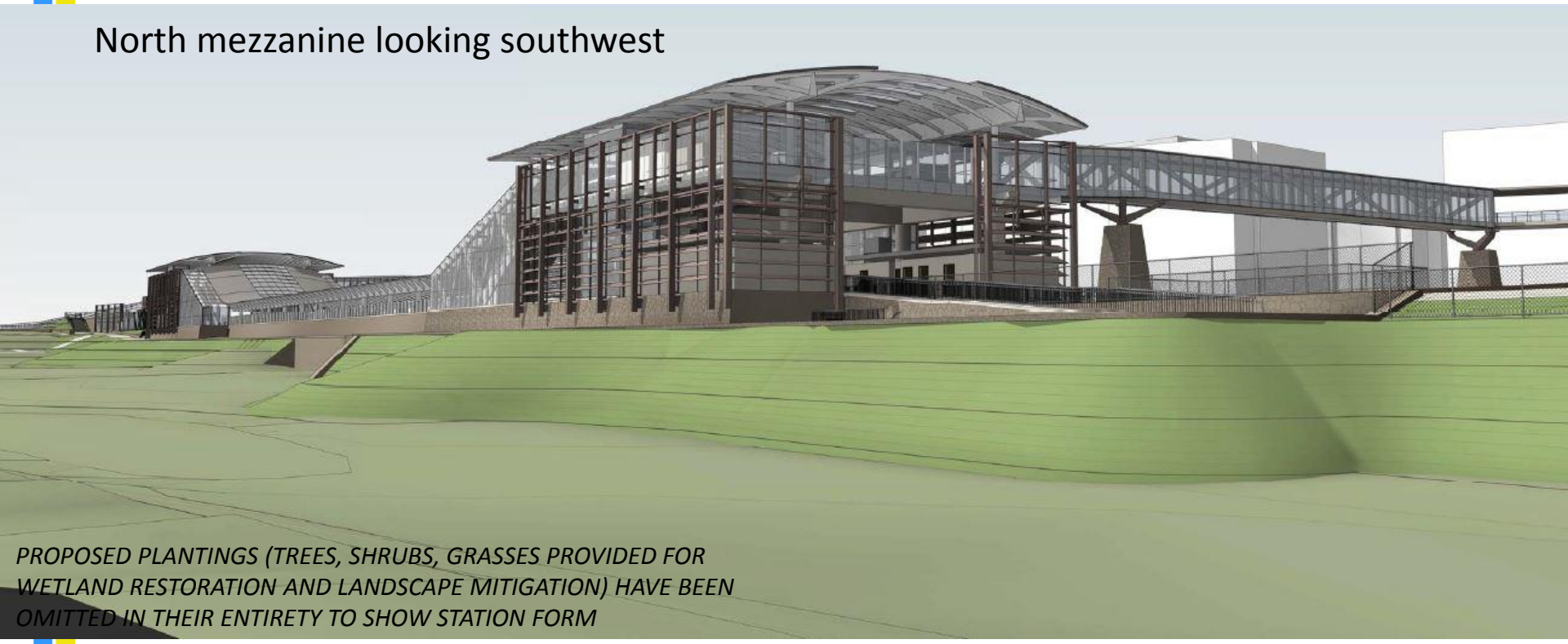


Elevation view looking west

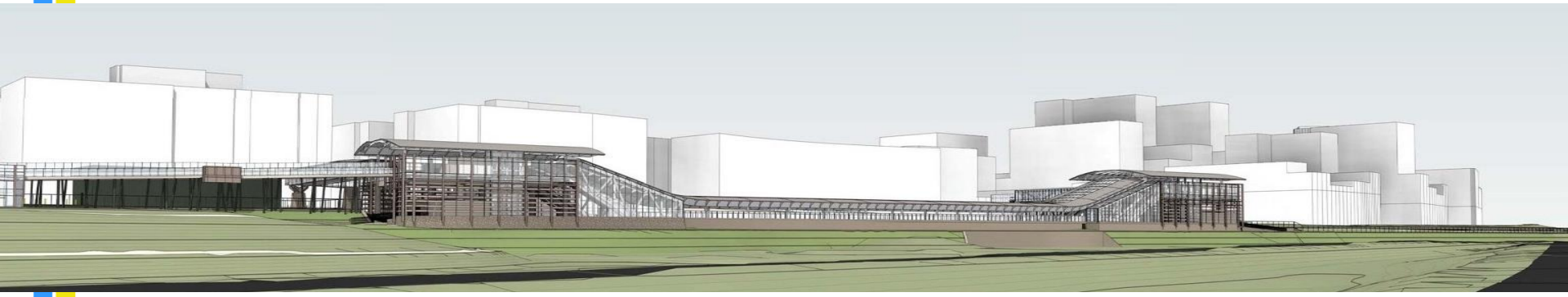
CONTEXT : LANDSCAPING

View from George Washington Memorial Parkway Southbound Lane with Landscaping

PEDESTRIAN BRIDGE -TRUSS



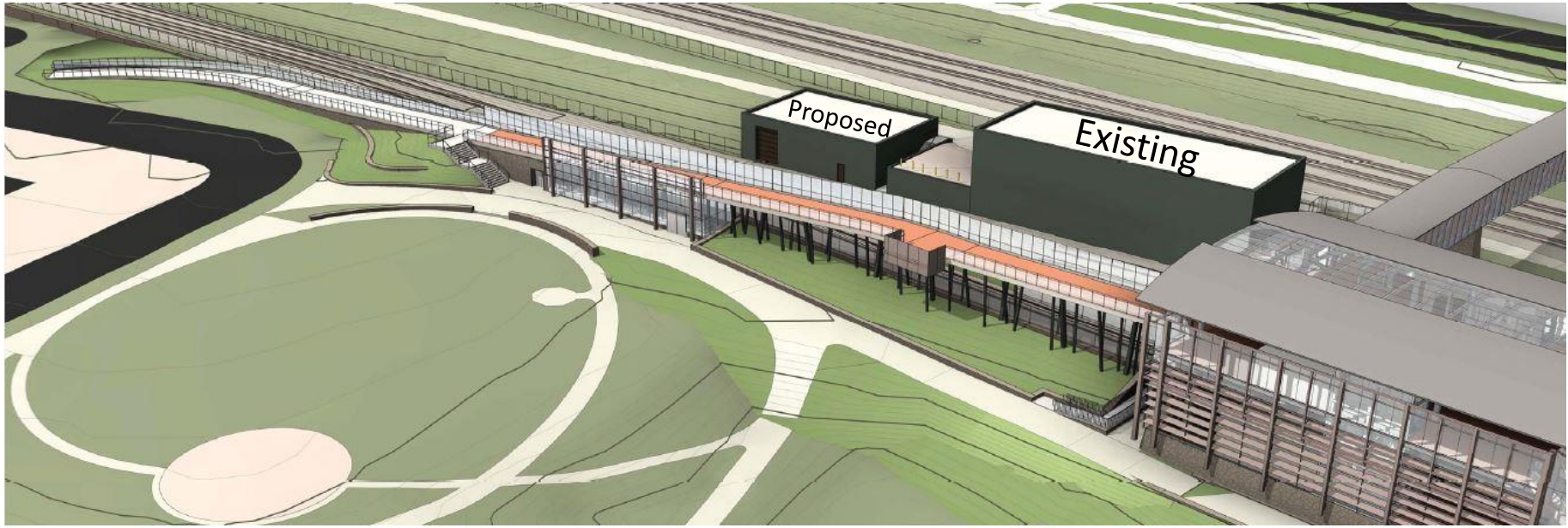
Pedestrian Bridge - East View

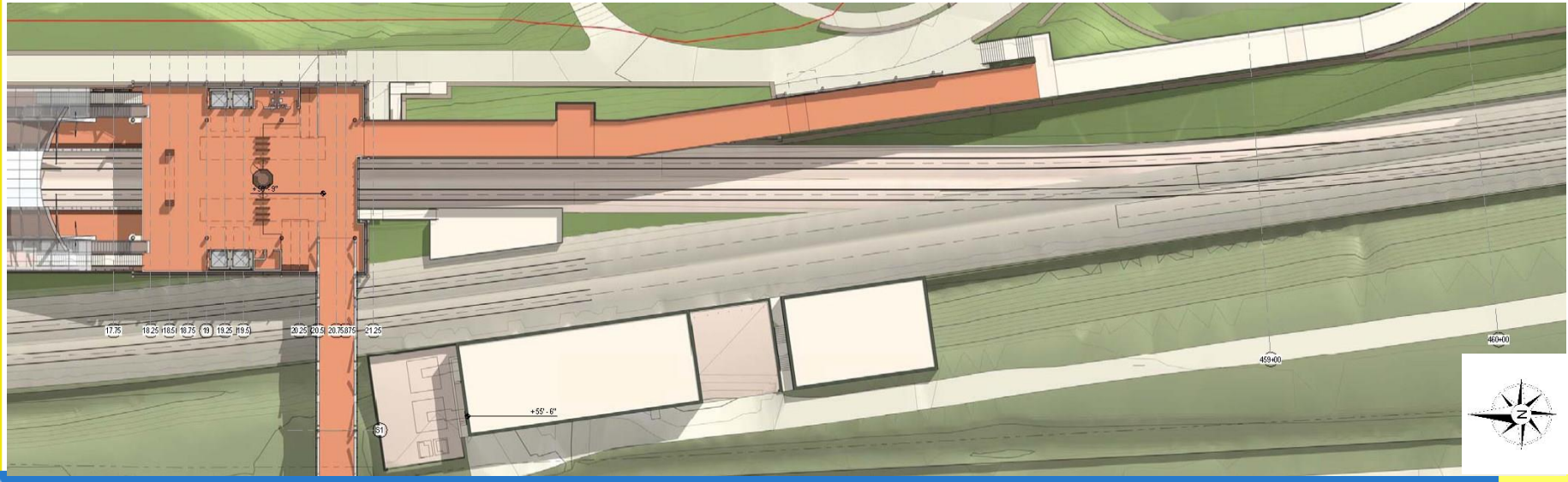


View from George Washington Memorial Parkway Northbound Lane

Note: Median plantings have been omitted

East Ramp and New AC Building

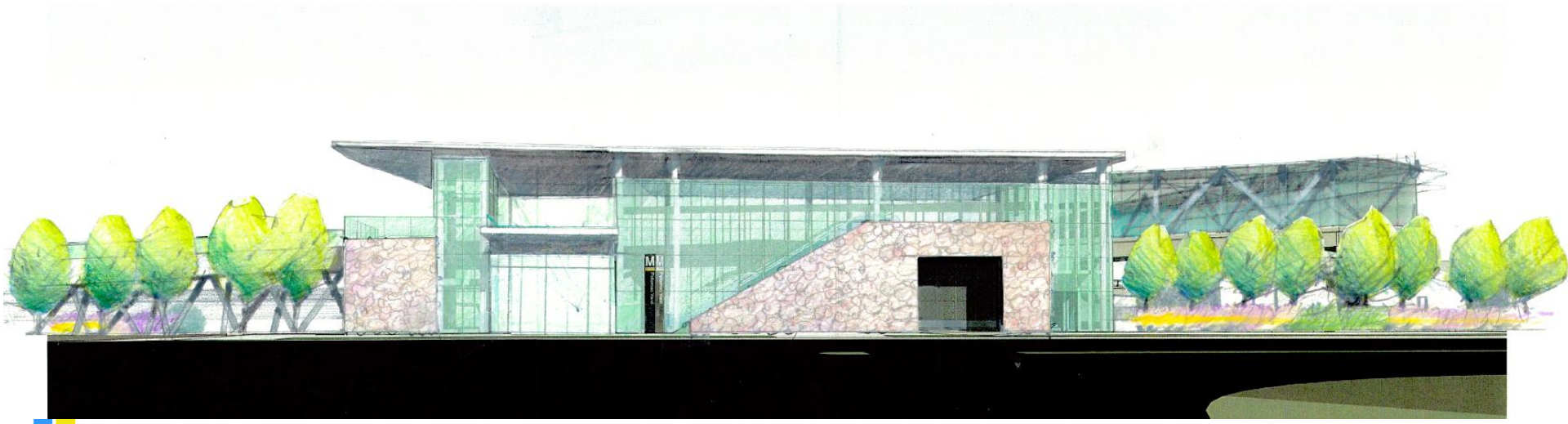




East Bicycle / Pedestrian Ramp: With Landscaping

View from Potomac Greens Drive

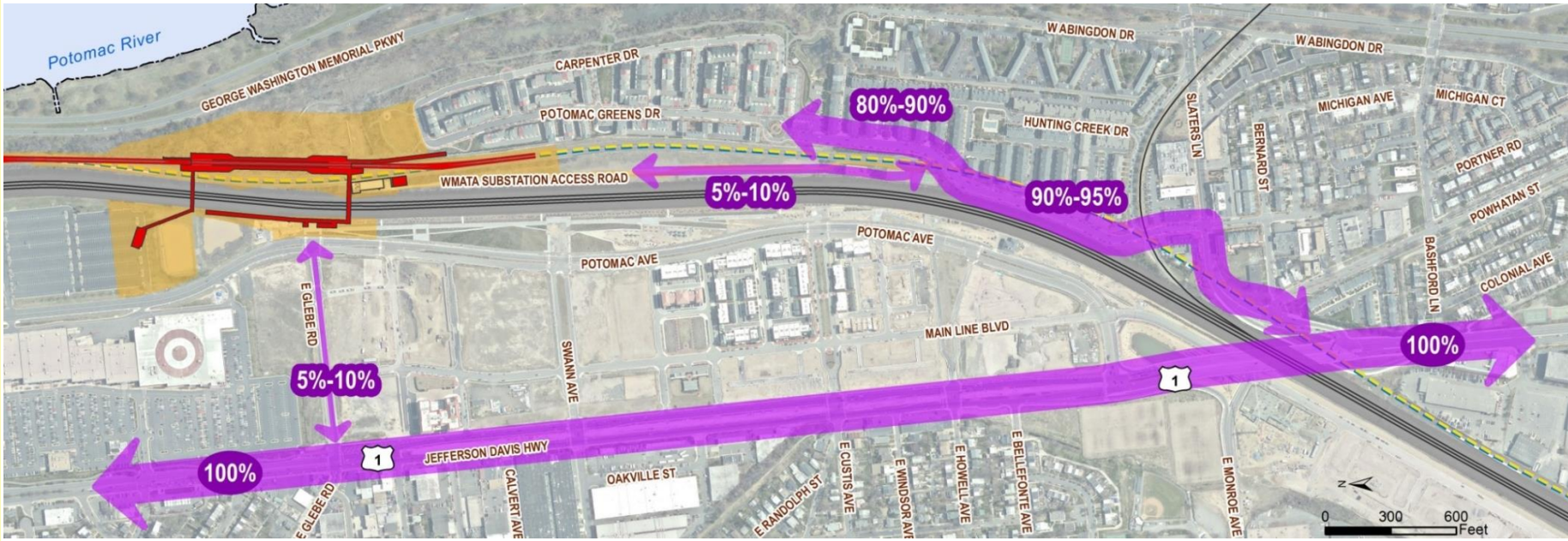
Western Pavilion (at East Glebe Road)

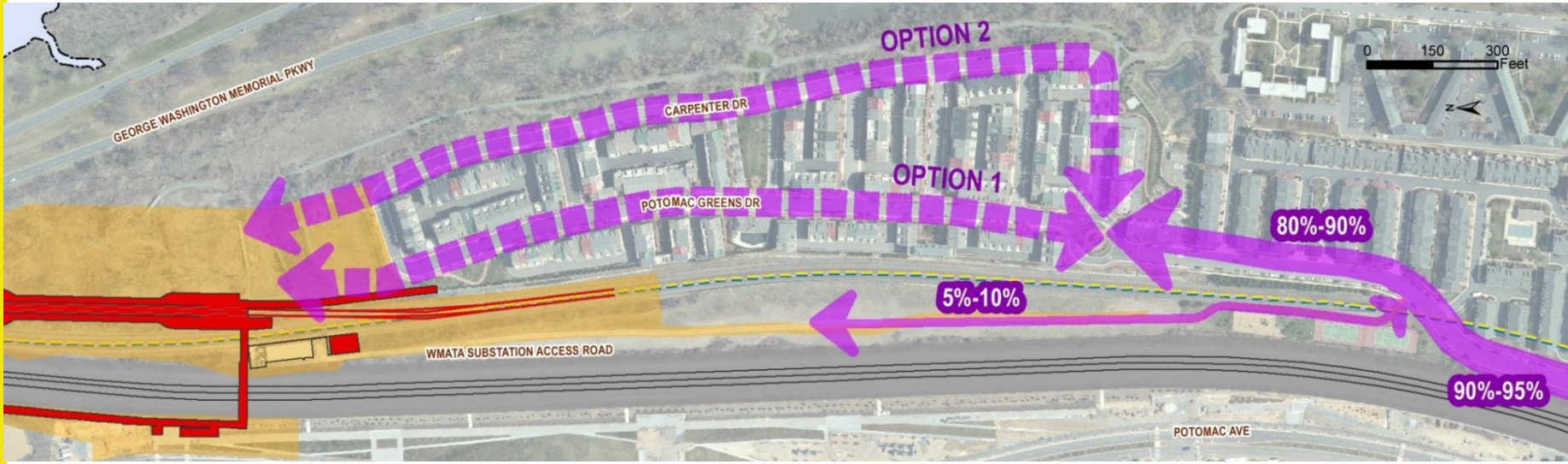


View looking east

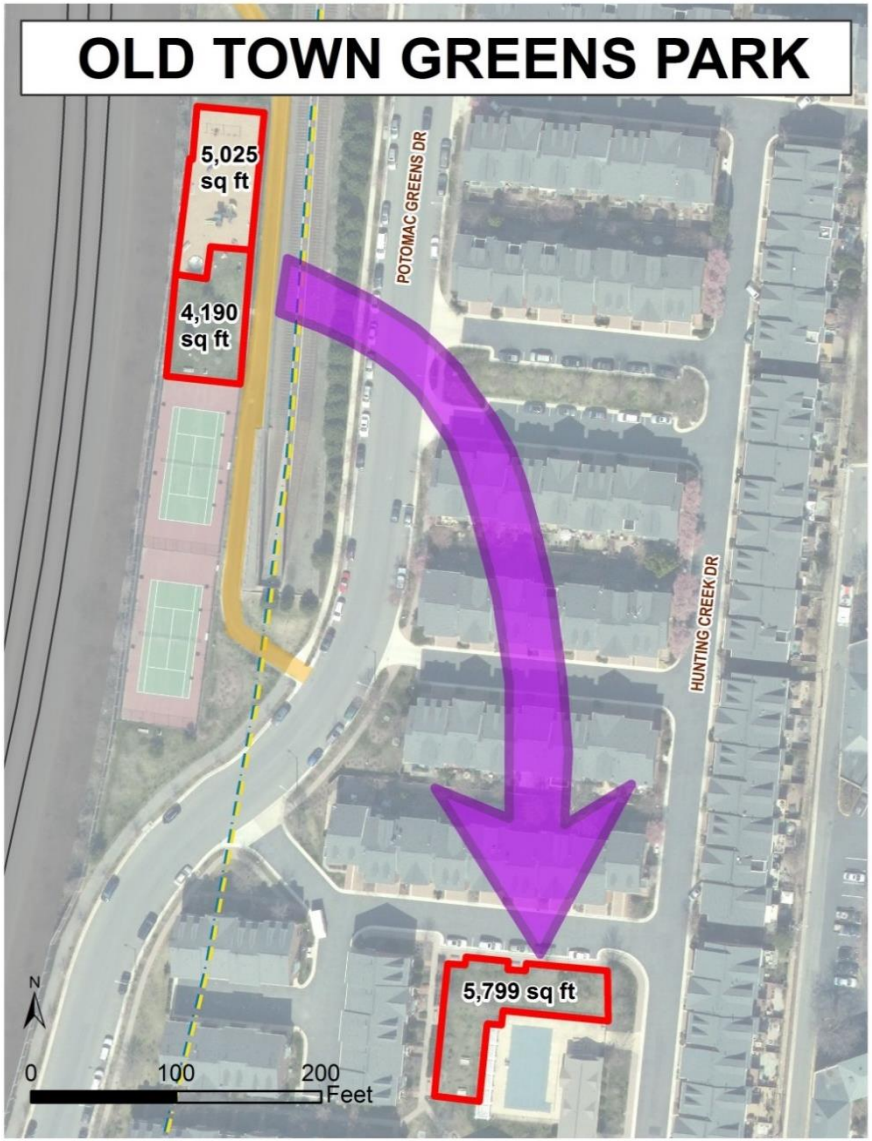
TEMPORARY CONSTRUCTION IMPACTS

Construction Access





Potential Temporary Park Relocation



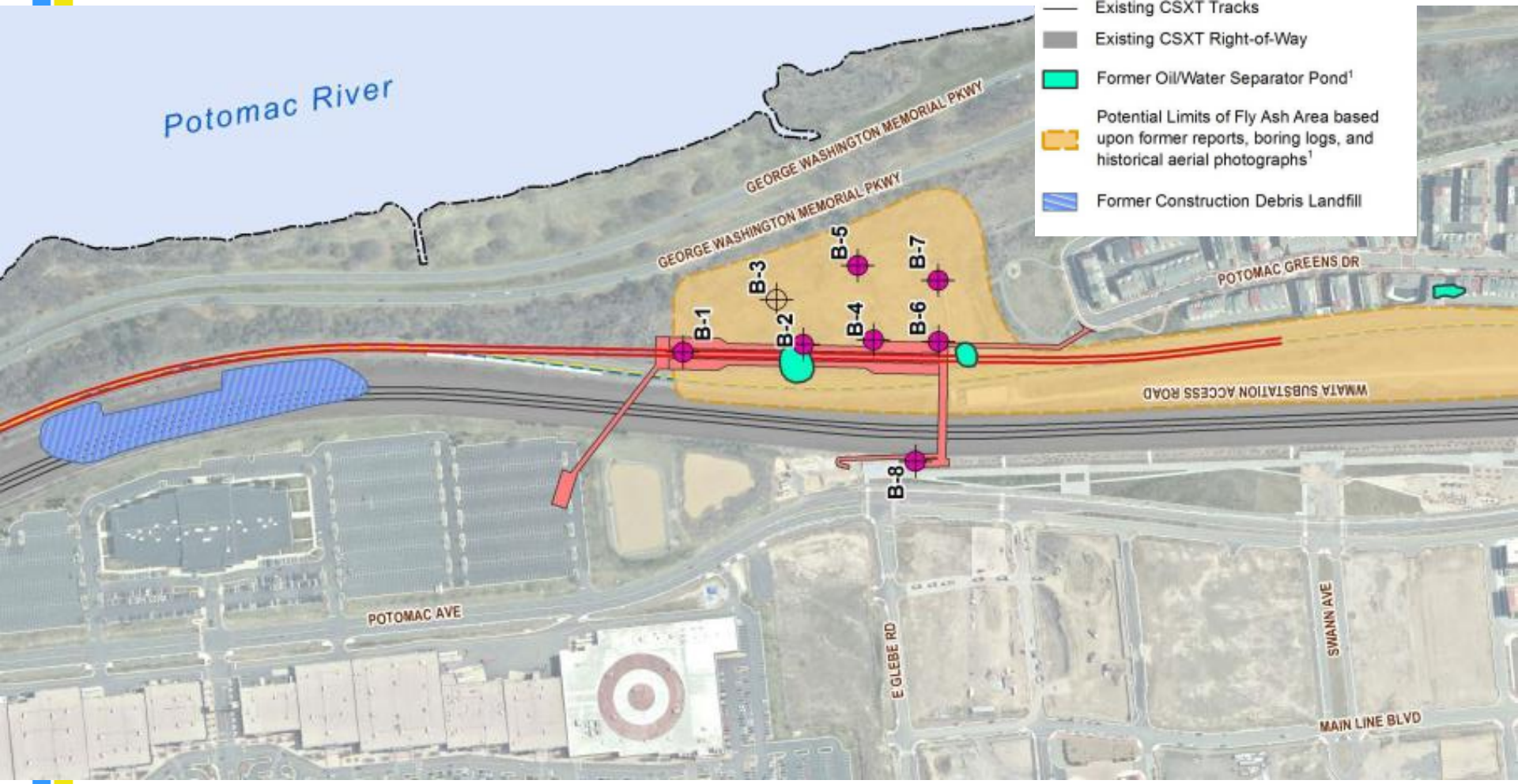
Project Impacts
Concerns and Potential Mitigation

Concerns	Potential Mitigation
Construction Traffic & Parking	Restrict Hours Bus Workers Secure Site Inspector Presence Time Restrictions
Contaminated Soils	Testing of Materials Prior to Removal Ensure Proper Handling
Construction Noise	Noise Mitigation
Night Work	Provide Advance Notice Minimize Frequency
Damage to Homes	Pre-Construction Home Inspections
Temporary Loss of Amenities	Work with Community to Relocate
Security Concerns During and After Construction	Secure Construction Site Secure Access when Station Closes

Contaminated Soils

- The site is part of a former rail yard (Potomac Yard)
- Environmental remediation took place in the early-mid 1990s
- Following remediation, EPA determined the site needed no further action
- Phase I and Phase II Environmental Site Assessments (ESAs) prepared as part of the environmental analysis for the Potomac Yard Metrorail Station
- Sources of contamination include:
  - Flyash
  - Dredge spoils
  - Three oil-water separator ponds (previously removed)
- Ten samples collected from seven borings for Phase II ESA
  - Arsenic exceeded EPA risk screening levels in all samples
  - No other metal exceeded the risk screening level
  - Petroleum hydrocarbons detected in one sample
    - Believed to be a remnant of the oil-water separator ponds
  - A single PCB (Aroclor 1260) detected in low concentrations (below the risk screening level) at two locations

Phase II ESA Boring Locations



Environmental Site Management

- Steps to protect workers and community during construction:
  - Place two-foot layer of clean soil over site to provide construction yard with a firm base
  - Layer will encapsulate or hold contaminated media in place
  - Any soil removed from site will be tested and disposed of properly
  - Trucks will be covered before departing site
  - Site will have an erosion and sediment control plan
  - Site will be enrolled in the Virginia Voluntary Remediation Program, which will provide third-party oversight of construction activities
- Following construction:
  - Wetlands will be restored according to a plan approved by the U.S. Army Corps of Engineers

NEXT STEPS

Community Engagement (May-June)

- Community Meeting
  - May 11, 2016 (6:30 – 8:30 p.m., Durant Center)
- Open Houses
  - May 17, 2016 (6:00 – 8:00 p.m., Charles Houston)
  - June 2, 2016 (6:30 – 8:30 p.m., Charles Houston)
- Potomac Yard Metrorail Implementation Work Group (PYMIG)
  - May 23, 2016 (6:30 – 8:30 p.m., Charles Houston)
- Del Ray Farmers Market
- Four Mile Run Farmers Market
- Updates to Civic Associations
- Updates to Boards and Commissions
- Planning Commission public hearing: June 2016
- City Council public hearing: June 2016

Final EIS Update

- Latest round of comments from FTA and NPS received April 18
- Final EIS will be circulated for public review for 30 days (anticipated Spring 2016)
- Final EIS includes proposed mitigation
- EIS process finalized with the Records of Decision from FTA and NPS (anticipated Summer 2016)

Next Steps

- Continued Community Engagement
- Develop construction impact mitigation elements
- Develop RFP documents for D/B contract
- Finalize EIS
- BAR Work Sessions – Concept Approval
- DSUP Approval Process
  - PC and CC Public Hearings in June 2016

QUESTIONS?

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