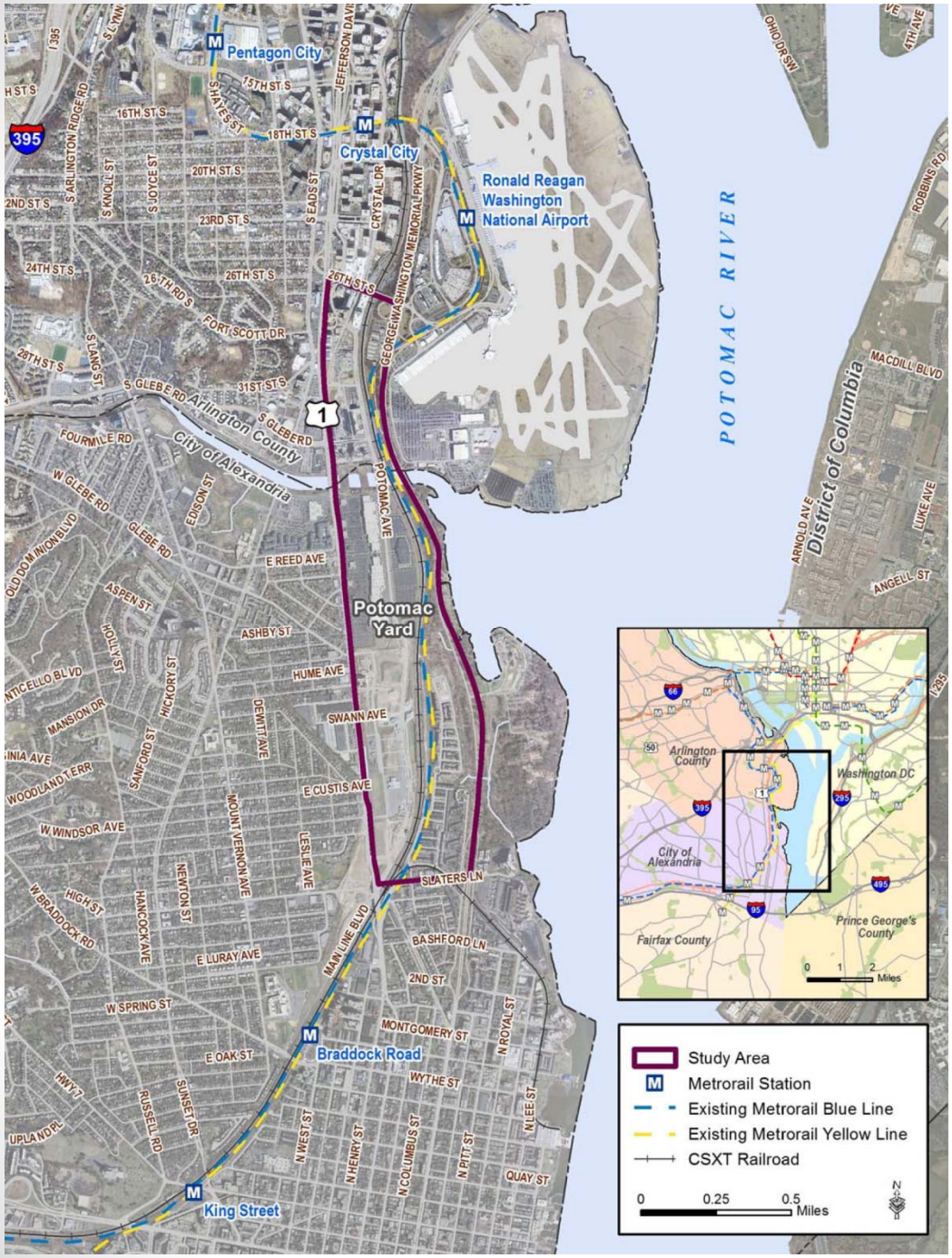
Potomac Yard Metrorail Station
Environmental Impact Statement

PYMIG Meeting

January 30, 2013

Agenda

- Welcome and Review of Project to Date
- Results of Remaining Technical Reports
  - Visual Resources
  - Cultural Resources
  - Transportation
  - Air Quality
  - Noise and Vibration
  - Construction
  - Economic Impacts
  - Secondary and Cumulative
- Schedule
- Next Steps



Study Area

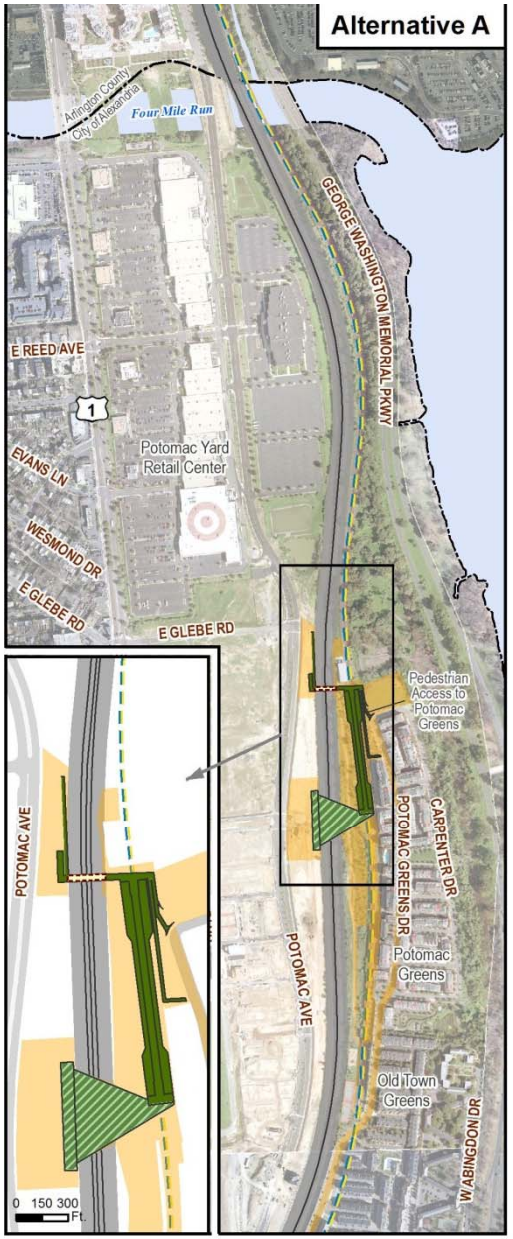
Study area bounded by:

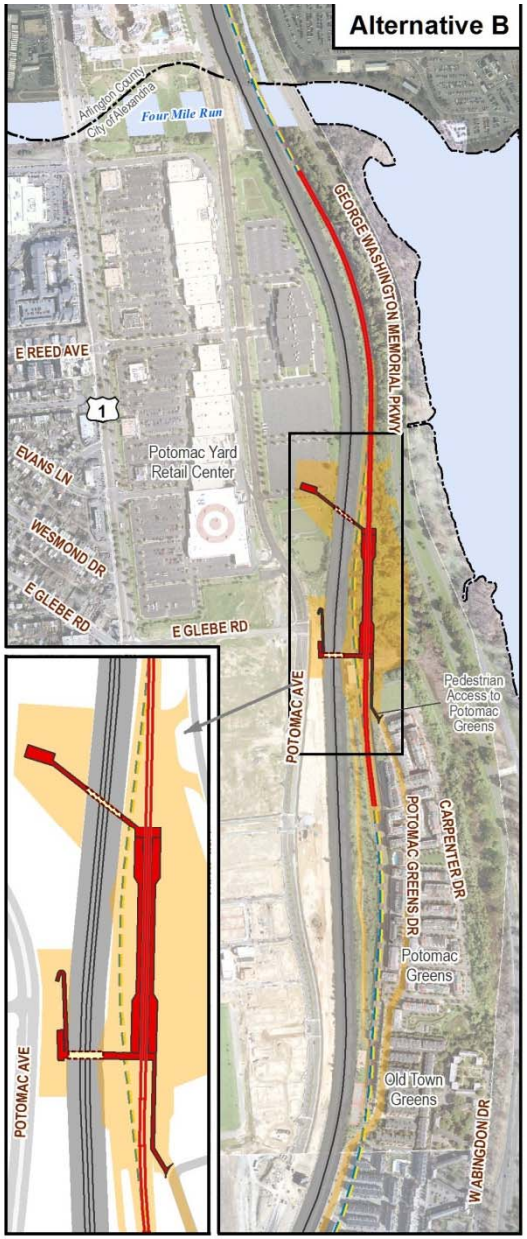
- Route 1 on the west
- George Washington Memorial Parkway and Potomac Greens Drive on the east
- Slaters Lane on the south
- Ronald Reagan National Airport Access Road on the north

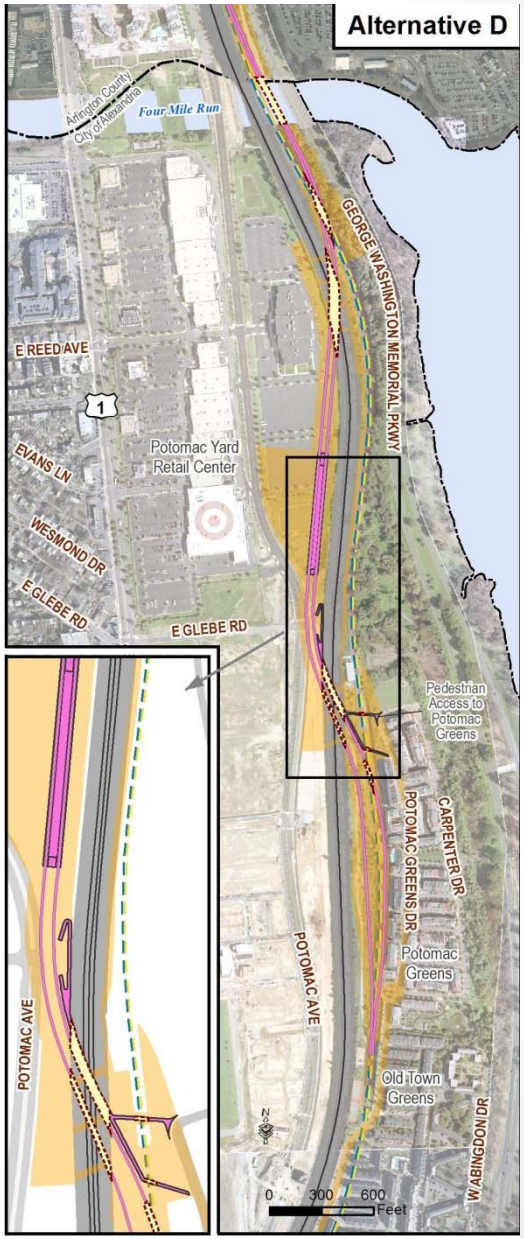
Progress to Date

- Potomac Yard Metrorail Station Concept Development Study (February 2010)
- Scoping Report (June 2011) & first meeting of Potomac Yard Metrorail Implementation Group (PYMIG)
- Screening Document and meeting of PYMIG (October 2011)
- Refinement of Alternatives (October 2011)
- Proposed Station Locations, and meeting of PYMIG (February 2012)
- Review of Public Input and Decision Making (May 2012)
- Review of 4f/6f/106 processes (May 2012)
- Social, Economic, Environmental, and Transportation Impact Identification and Assessment (on-going)

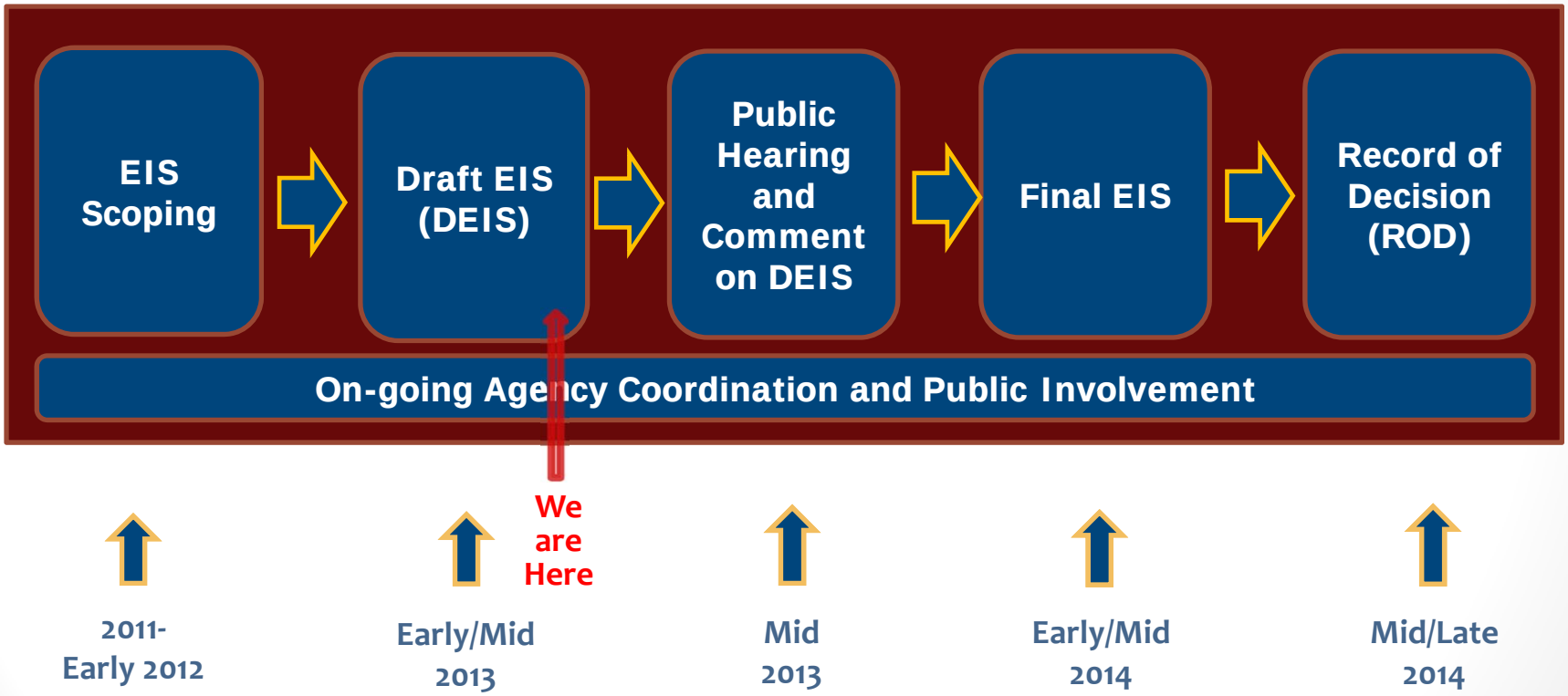
Build Alternatives



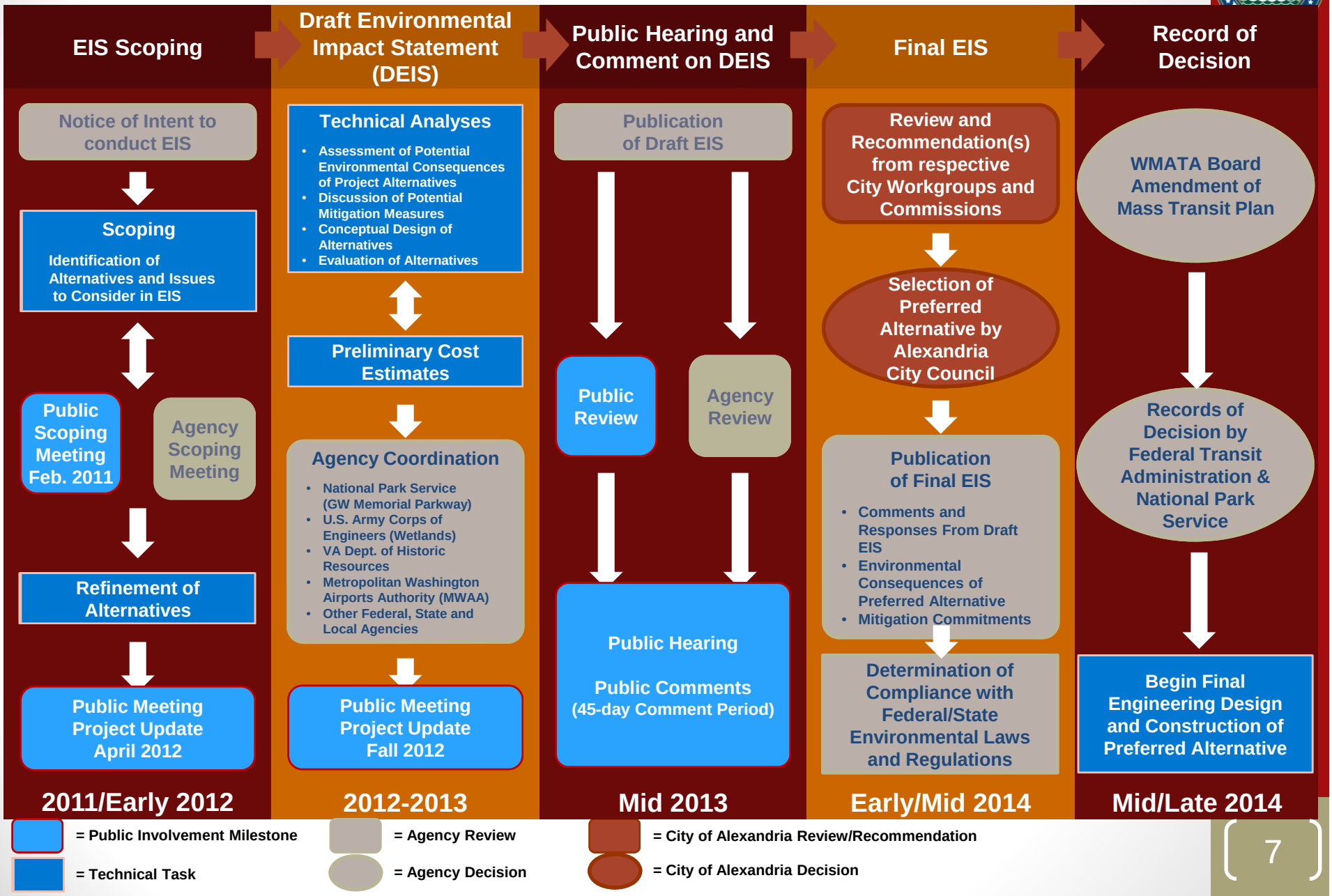


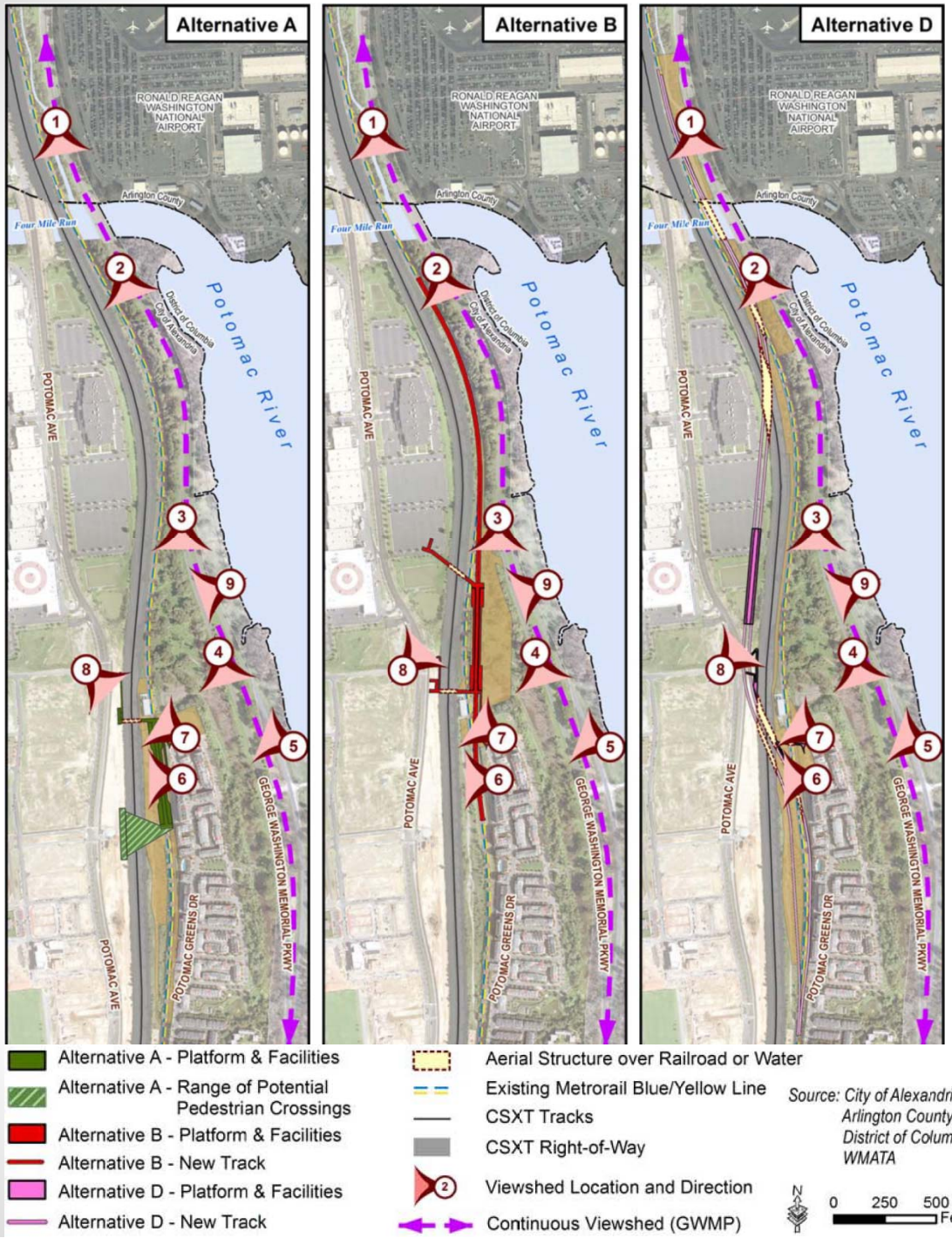


EIS Process


EIS Scoping
Draft EIS (DEIS)
Public Hearing and Comment on DEIS
Final EIS
Record of Decision (ROD)
On-going Agency Coordination and Public Involvement
We are Here
2011- Early 2012
Early/Mid 2013
Mid 2013
Early/Mid 2014
Mid/Late 2014

EIS Public Input and Decision Making Flowchart





Visual Resources

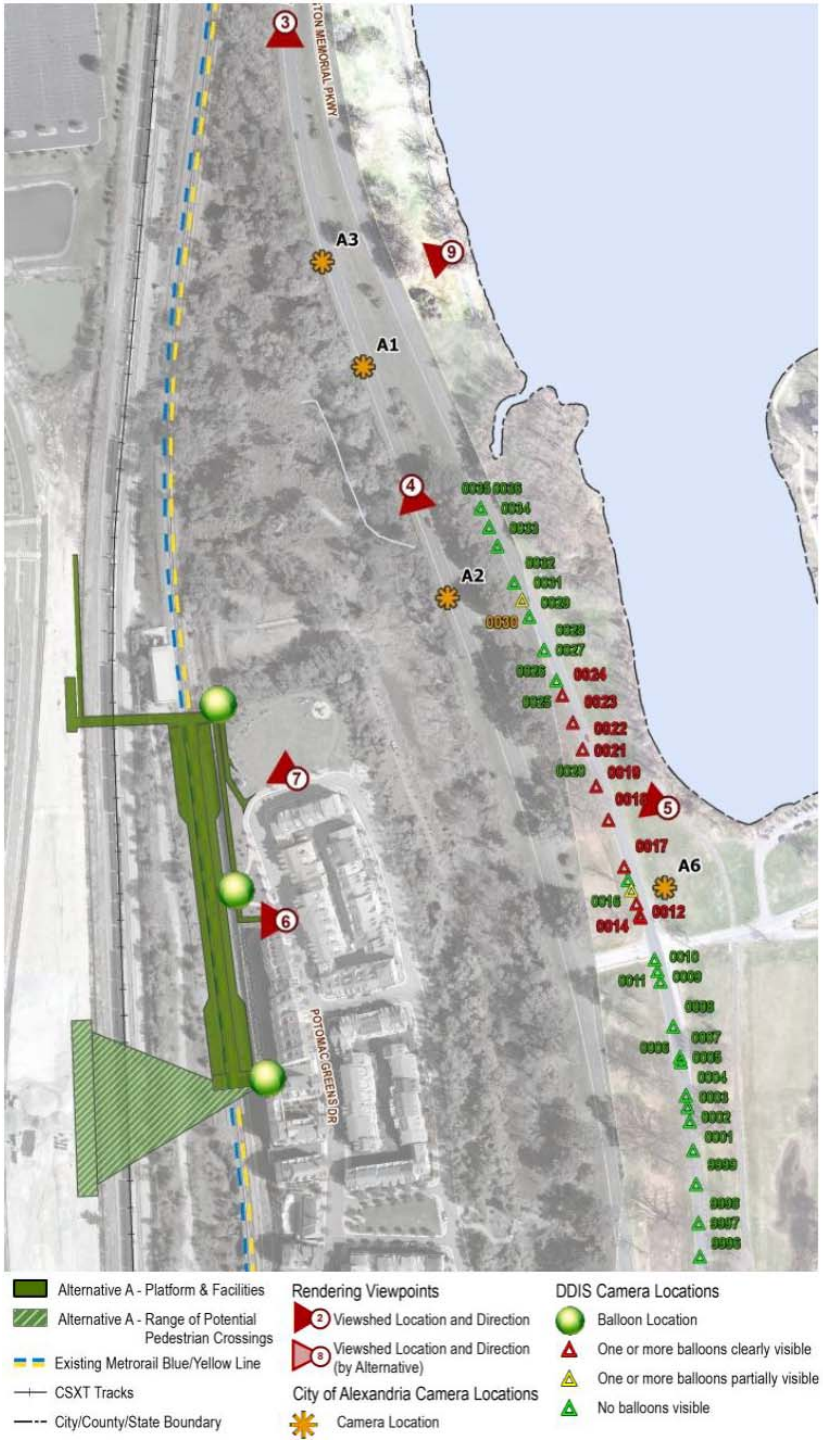
Analysis Reviewed:

- Visual Character
- Visual Quality
  - Vividness
  - Intactness
  - Unity
- Visual Sensitivity
- Impact

Balloon Tests

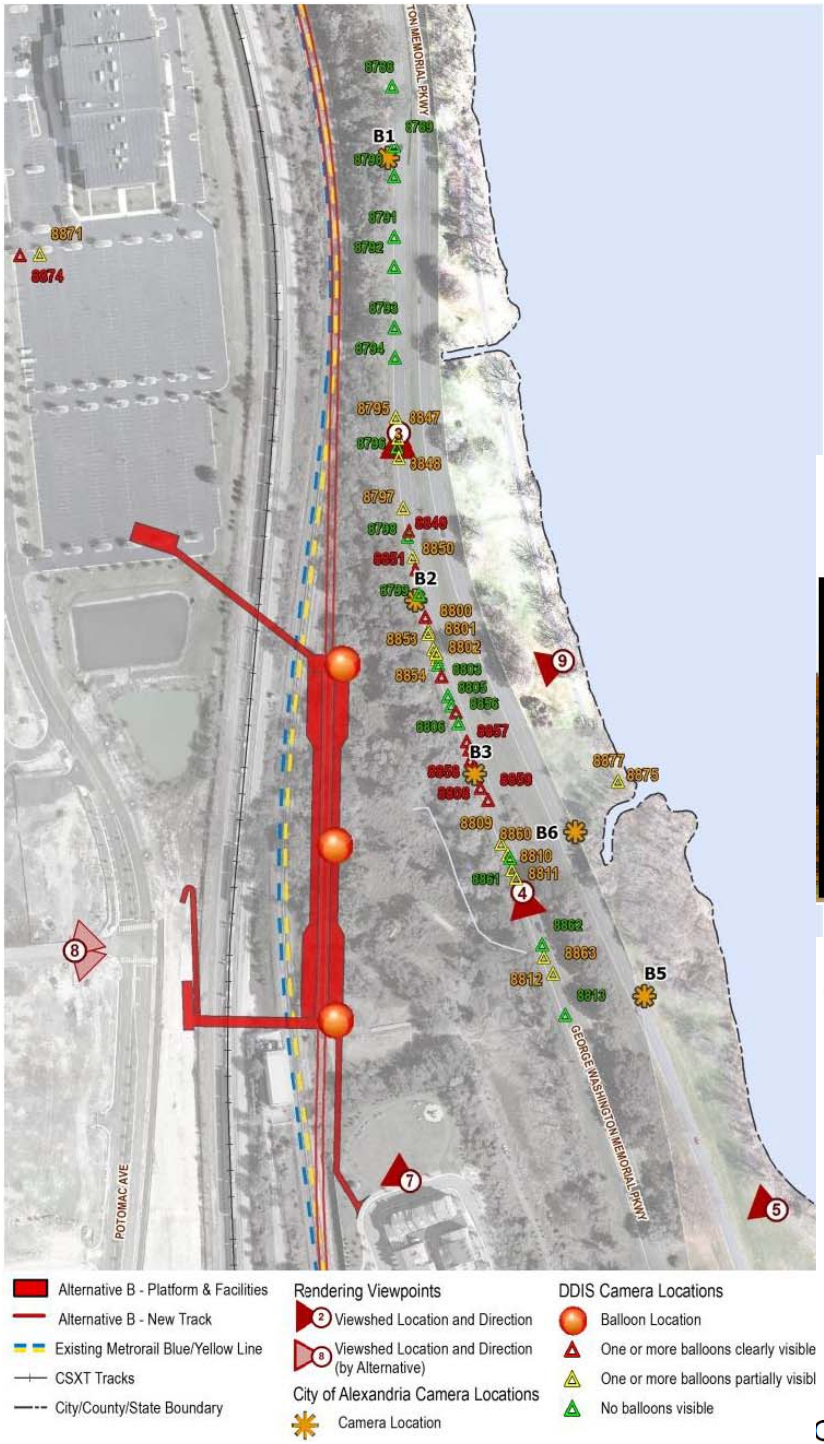
- Conducted November 19-20, 2012
- Used to visually represent the elevations of the proposed station locations.
- Still photos were taken at viewsheds as denoted.
- Will be used to validate visual resources report.

Preliminary Visual – Alt A



Balloon Test Photo & Rendering

Preliminary Visual – Alt B



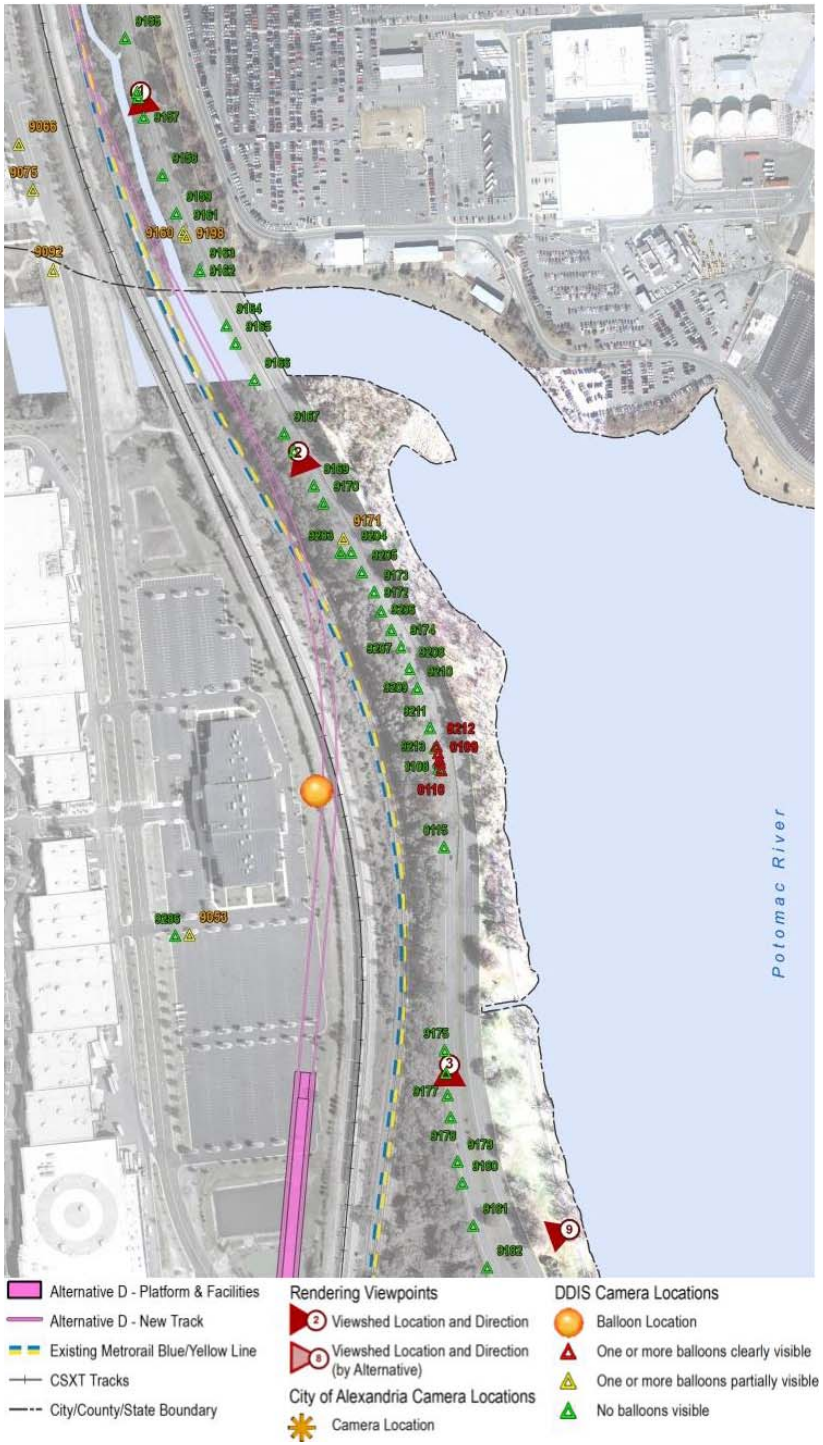
Balloon Test Photo & Rendering

Height from balloon test

ORIGINAL

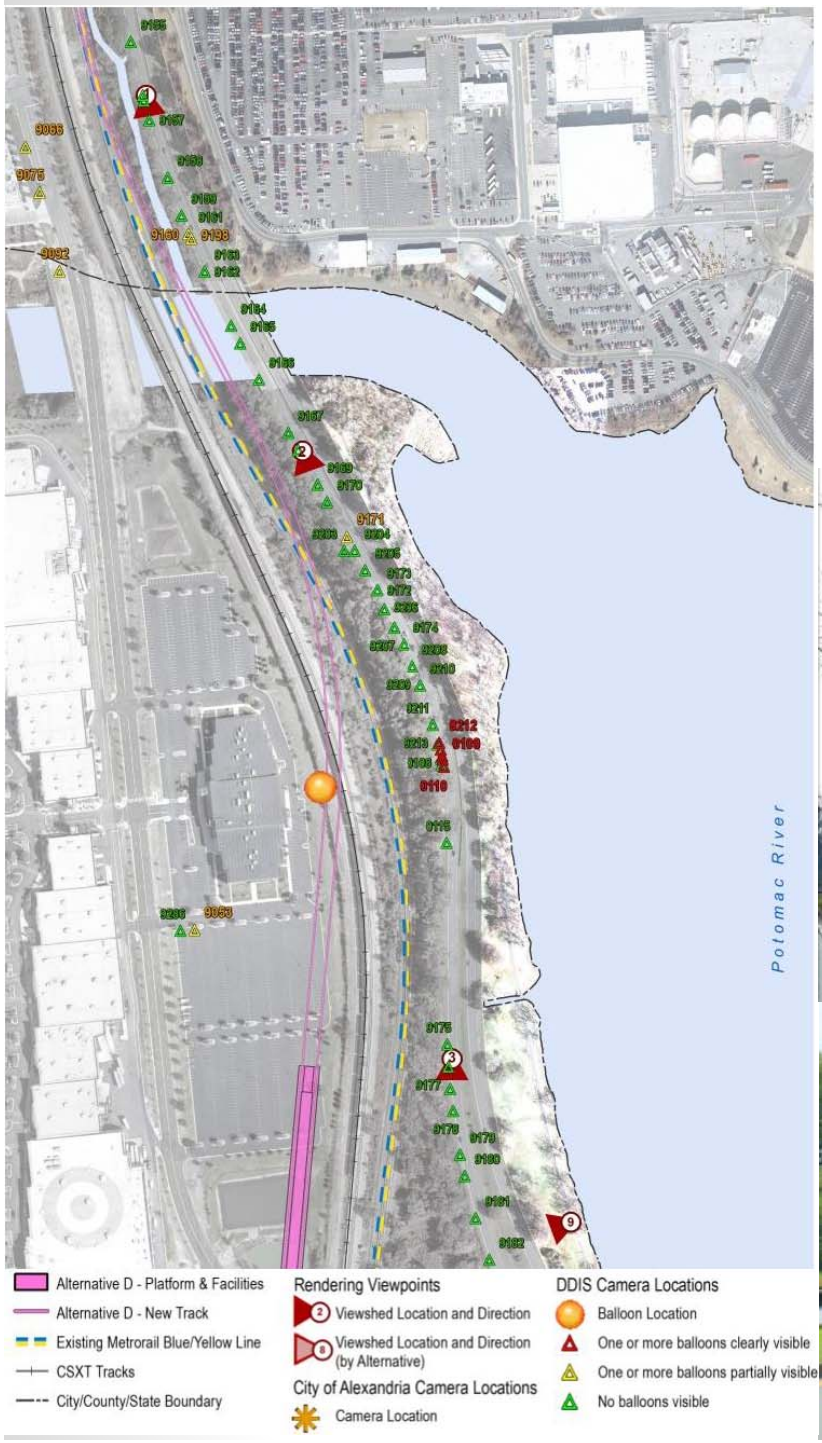
ENLARGED

Preliminary Visual – Alt D



Balloon Test Photo & Rendering

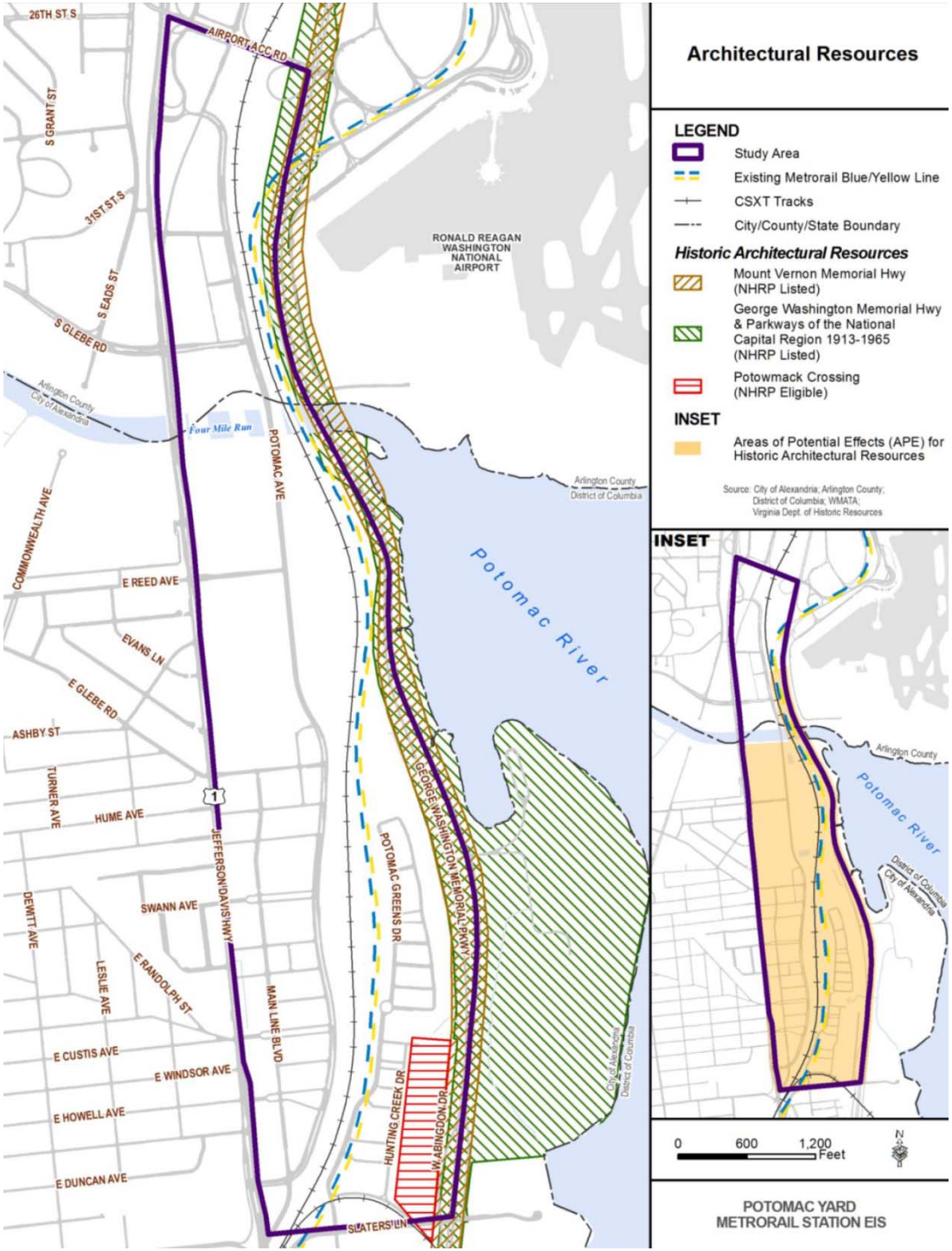
Preliminary Visual – Alt D



Balloon Test Photo & Rendering

Preliminary Visual Resources

- Under the No-Build, Potomac Yard development will be seen from George Washington Memorial Parkway (GWMP)
- Under Build Alternatives, station and future Potomac Yard development will be seen from some GWMP viewsheds but vegetation will partially screen structures



Cultural Resources

- Mount Vernon Memorial Highway
- Parkways of the National Capital Region
- George Washington Memorial Parkway
- Potowmack Crossing at Old Town Condominiums
- Old and Historic Alexandria District

NOTE: Archaeological Resource analysis is ongoing per testing completed in Aug 2012

Cultural Resources: Preliminary Findings

Alternative	MVMH	PNCR	GWMP	Potowmack	O&HAD
No-Build	No Impact				
Alternative A	No direct adverse effects. No indirect adverse effects			No Impact	No Impact
Alternative B	Direct and potential indirect adverse effects to visuals, traffic and construction			No Impact	Direct Impact
Alternative D	Direct and potential indirect adverse effects to visuals, traffic and construction			No Impact	Direct Impact

MVMH – Mount Vernon Memorial Highway
PNCR – Parkways of the National Capital Region
GWMP – George Washington Memorial Parkway
O&HAD – Old & Historic Alexandria District

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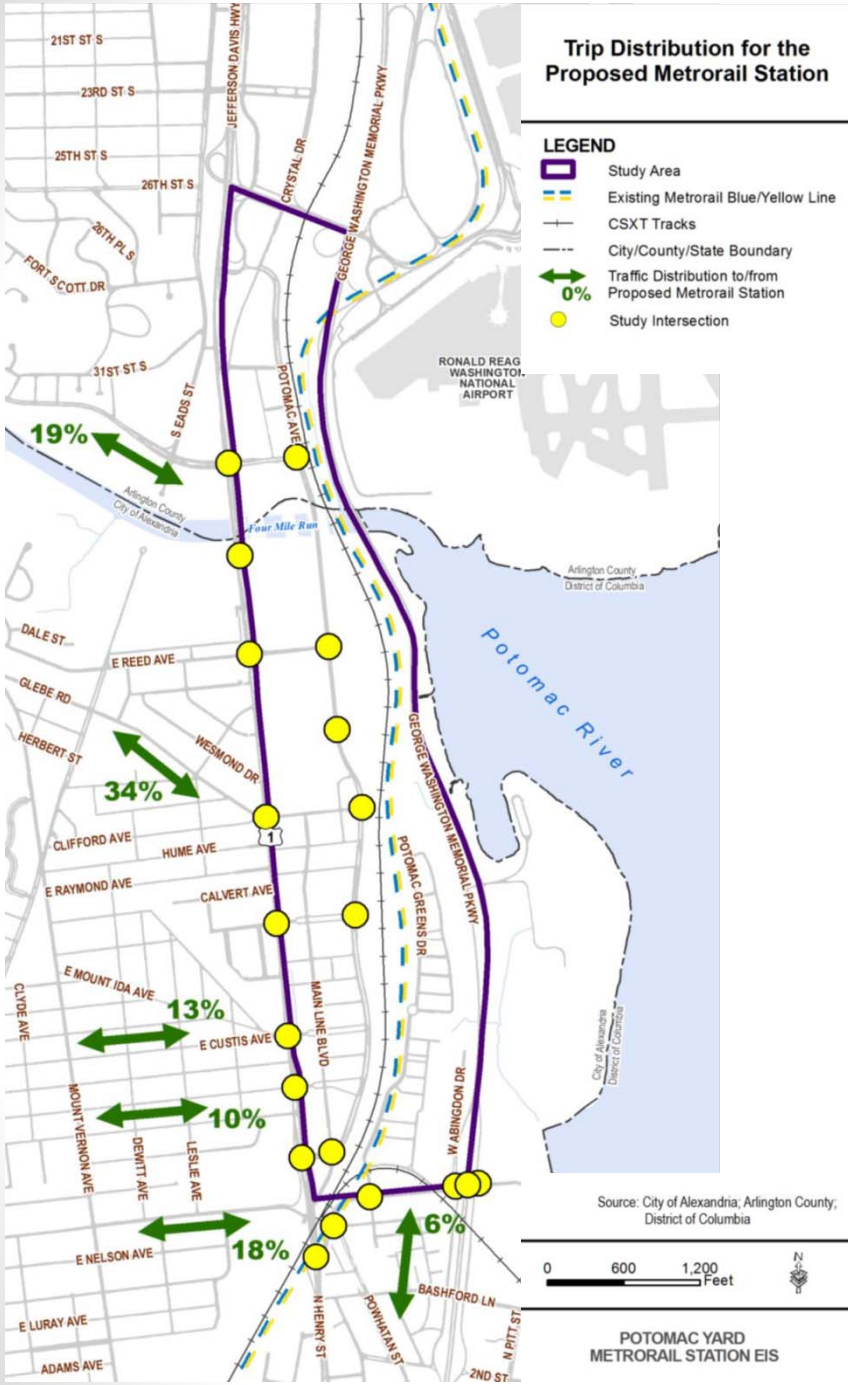


Transportation

Analysis Reviewed:

- Roadway Network
- Traffic Conditions
- Rail Operations
- Rail Ridership
- Surface Transit Network
- Bicycle & Pedestrian Facilities
- Parking & Access
- Airport Facilities & Operations

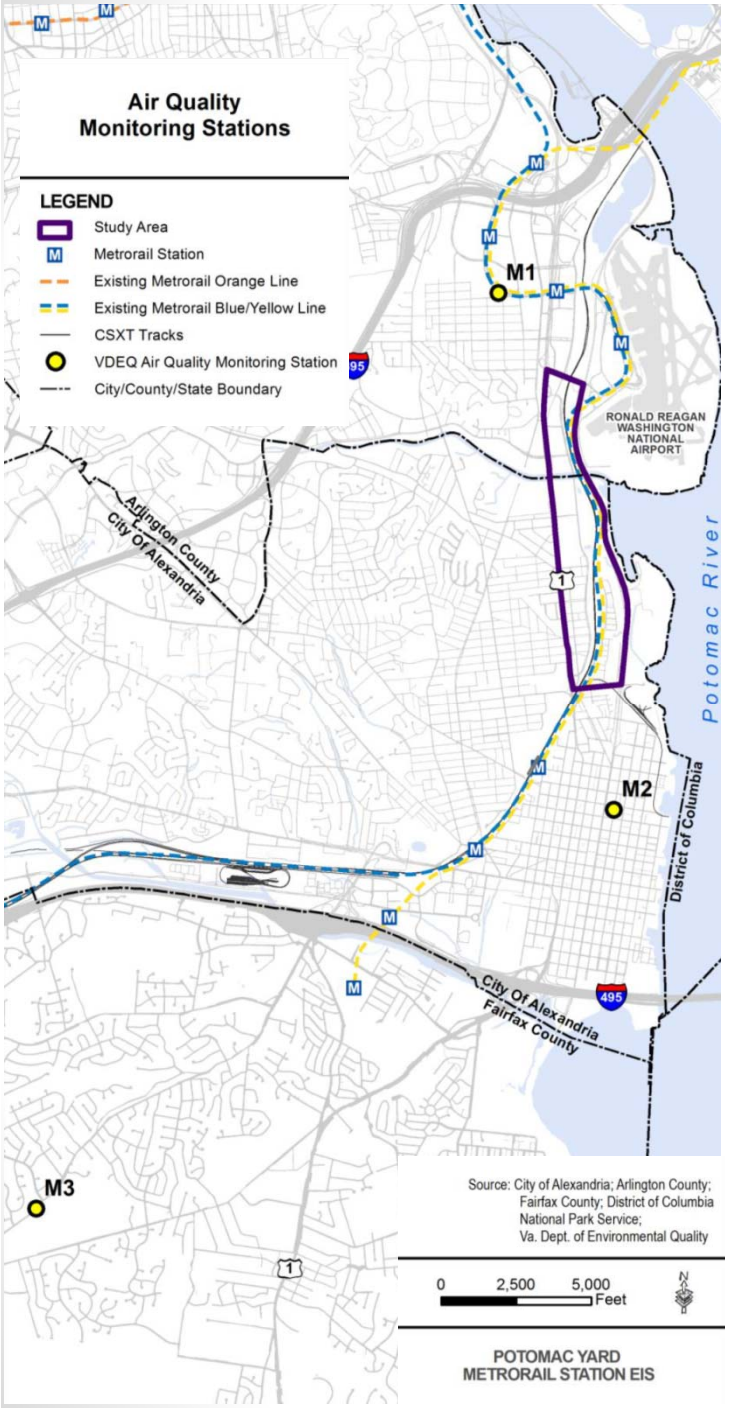
Transportation: Preliminary Findings

Alt	Roads	Traffic*	Rail Ops	Rail Ridership (2040)	Transit	Bike/ Ped	Park-ing	Airport
No-Build	No effect	Rt 1/E Glebe LOS E in AM/PM peak (2040)	No impact	No change	CCPY Additional changes to DASH/ WMATA routes	24-hour access between PY and PG/OTG	No effect	No effect
Alt A	No effect	No effect	One additional non-peak 8-car train required on Yellow Line	9,979	No effect beyond No-Build	No effect beyond No-Build	No effect	No effect
Alt B	No effect	No effect		10,013				
Alt D	No effect	No effect		10,018				

* Required a two LOS grade change if LOS A/B/C or one level if LOS D/E/F
PY – Potomac Yard
PG/OTG – Potomac Greens/Old Town Greens Neighborhood(s)

Preliminary Transportation Impacts

- Traffic will continue to increase in both the No-Build and Build Alternatives but within acceptable Levels of Service
- One additional train will be necessary in each of the Build Alternatives in the off-peak direction as well to maintain headways
- With or without the Metrorail station, a 24-hour access pedestrian/bicycle bridge will be provided between Potomac Yard and Potomac Greens/Old Town Greens



Air Quality

Analysis Reviewed:

- Pollutants
  - Carbon Monoxide (CO)
  - Nitrogen Dioxide (NO_2)
  - Ozone (0_3)
  - Sulfur Dioxide (SO_2)
  - Particulate Matter (PM_{10})
  - Lead (Pb)
- Greenhouse Gas Emissions
- Regional Air Quality Conformity
- Hot-Spot Analysis (none needed)

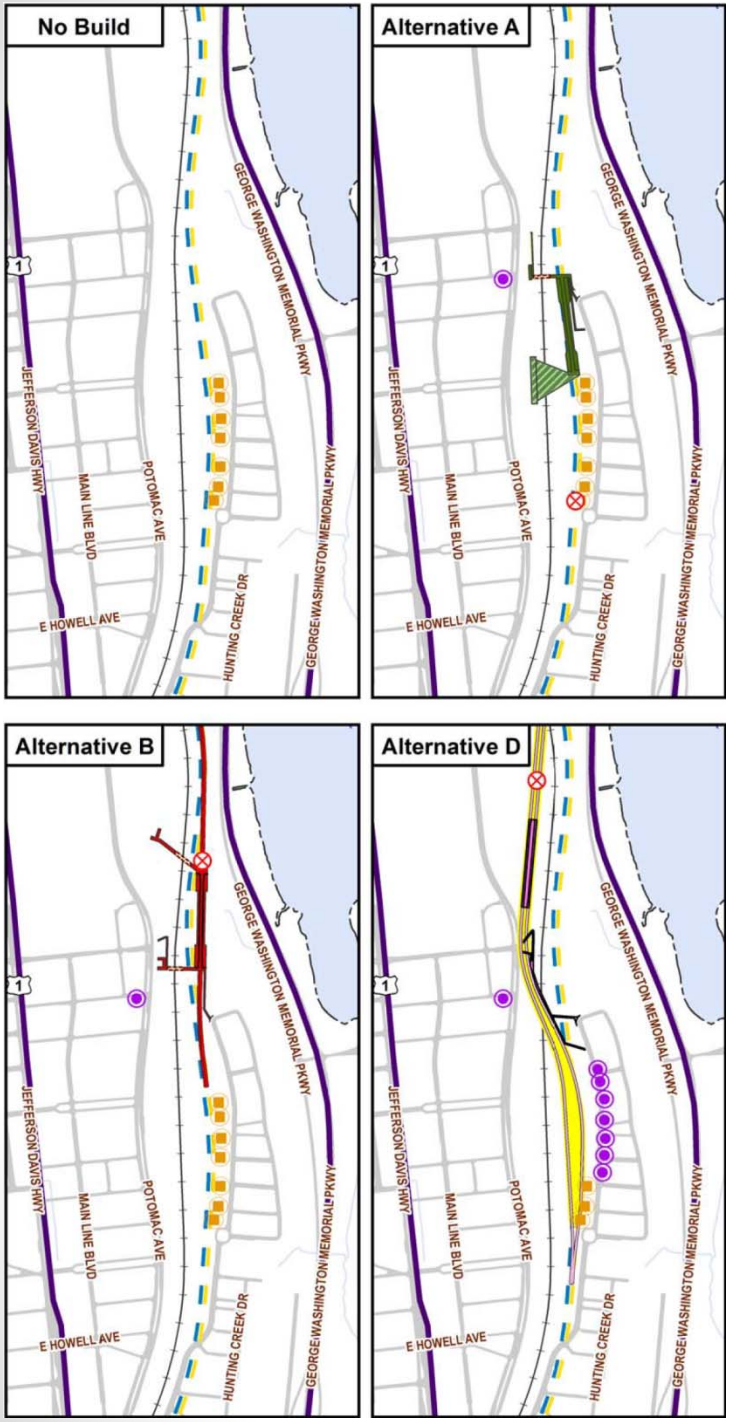
Air Quality: Preliminary Findings

Alternative	Pollutants	Green House Gases	VMT change (miles/weekday)
No-Build	Similar to existing conditions	No change from baseline	No change
Alternative A	Included in TPB 2012 CLRP*	VMT for all build alternatives decreases. Minimal/insignificant effect on GHG emissions from baseline	(2,410)
Alternative B			(2,430)
Alternative D			(2,653)

Note: This project is not a project of local air quality concern under 40 CFR93.123(b)(1). Therefore, not potential effects are expected on regional air quality.
TPB 2012 CLRP – MWCOG Transportation Planning Board 2012 Constrained Long Range Plan
VMT – Vehicle Miles Traveled

Preliminary Air Quality Impacts

- All Build Alternatives have temporary impacts during construction
- All Build Alternatives reduce vehicles from roads
- All Build Alternatives reduce emissions



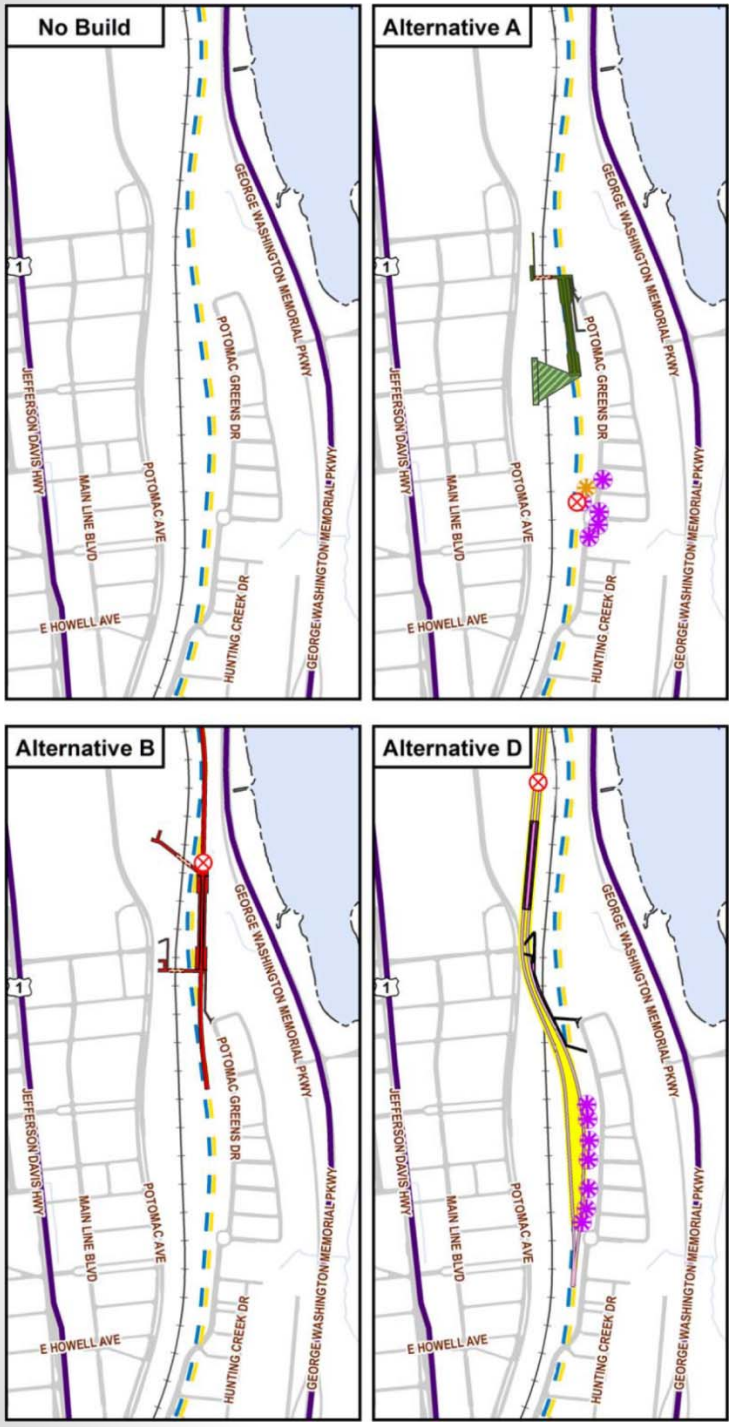
Noise

Existing Noise at Representative Locations in the Vicinity of the Potomac Yard Metrorail Station

Location	Land Use	Peak hr L_{eq} (dBA)	24-hr L_{dn} (dBA)
Potomac Greens, Potomac Greens Drive	Residential	63	63
Lynhaven, E Glebe Rd	Residential	72	72
Potomac Greens Park/Trail (north of Potomac Greens)	Park	63	--
Potomac Yard (proposed development)	Residential	60	62

LEGEND

- Study Area
- Existing Metrorail Blue/Yellow Line
- CSXT Tracks
- City/County/State Boundary
- Alternative A - Platform & Facilities
- Alternative A - Range of Potential Pedestrian Crossings
- Alternative B - Platform & Facilities
- Alternative B - New Track
- Alternative D - Platform & Facilities
- Alternative D - New Track
- FTA Criteria - Noise Increase Moderate Exceedance
- WMATA Criteria - Noise Threshold Exceedance
- Proposed Elevated Track/ Aerial Track Structure
- Proposed Track Crossover



Vibration

Items Reviewed:

- Vibration
  - Existing plus new
    - FTA – increase of 3VdB and exceed 72VdB
    - WMATA – exceed 80VdB

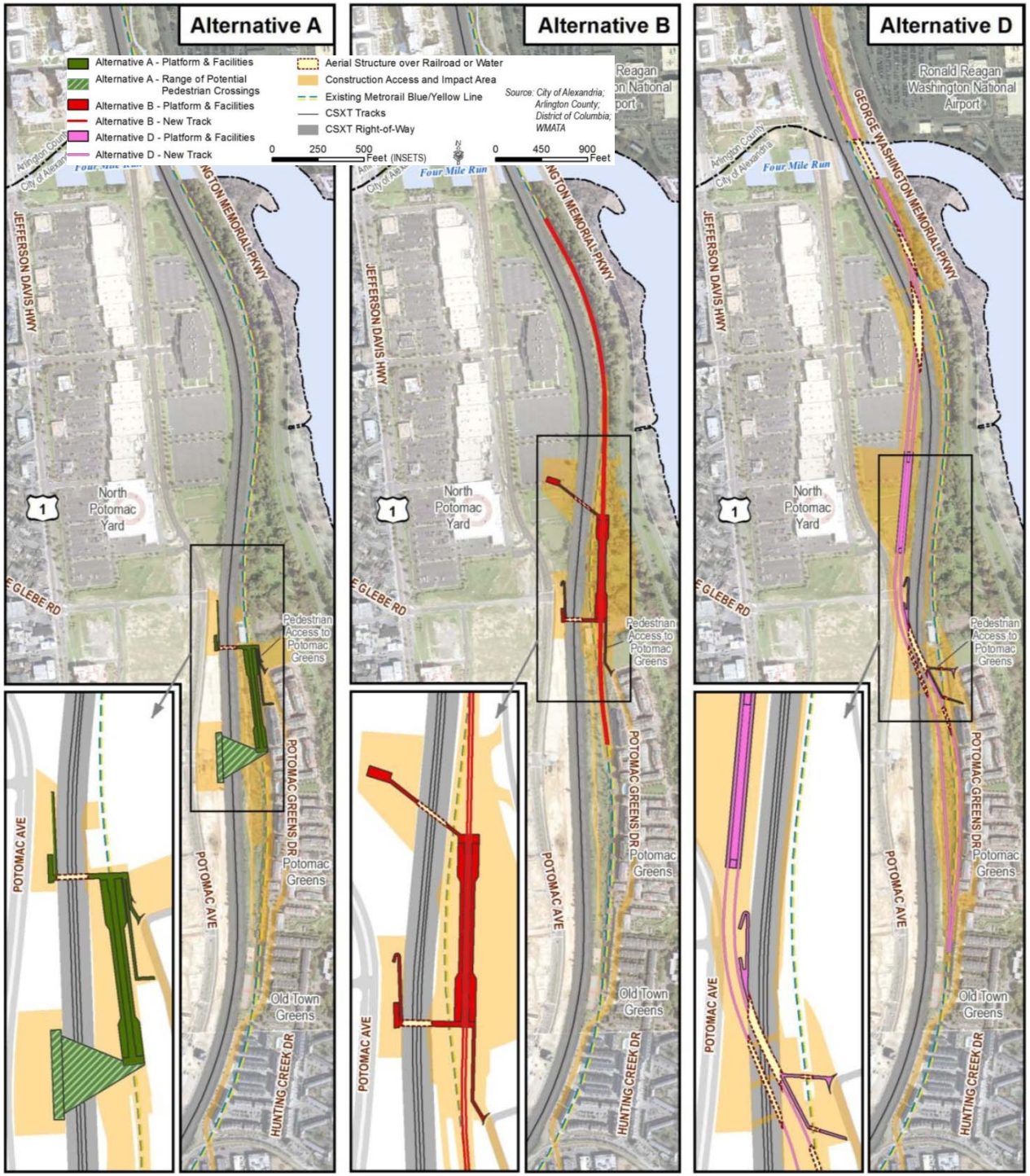
Noise & Vibration: Preliminary Findings

Alternative	Noise*		Vibration		Construction Impacts	
	FTA	WMATA	FTA	WMATA	Noise	Vibration
No-Build	0	7	No change		No Change	
Alternative A	1 Moderate (residence)	7	6	1	Anticipated at closest residences & commercial properties	
Alternative B	1 Moderate (residence)	7	0	0		
Alternative D	8 Moderate (residences)	3	7	0		

Noise is measured in the number of exceedences of the standard for moderate (M) or severe (S).
NOTE: FTA criteria accounts for the change in noise level from baseline conditions.
WMATA does not account for a change in the baseline but at a point in time.

Preliminary Noise & Vibration Impacts

- The No-Build and all Build Alternatives result in noise and vibration to those residences closest to Potomac Greens Park
- Additional noise and vibration will be observed by these residences most with Alternatives A and D due to the location of track/station



Construction

Items Reviewed:

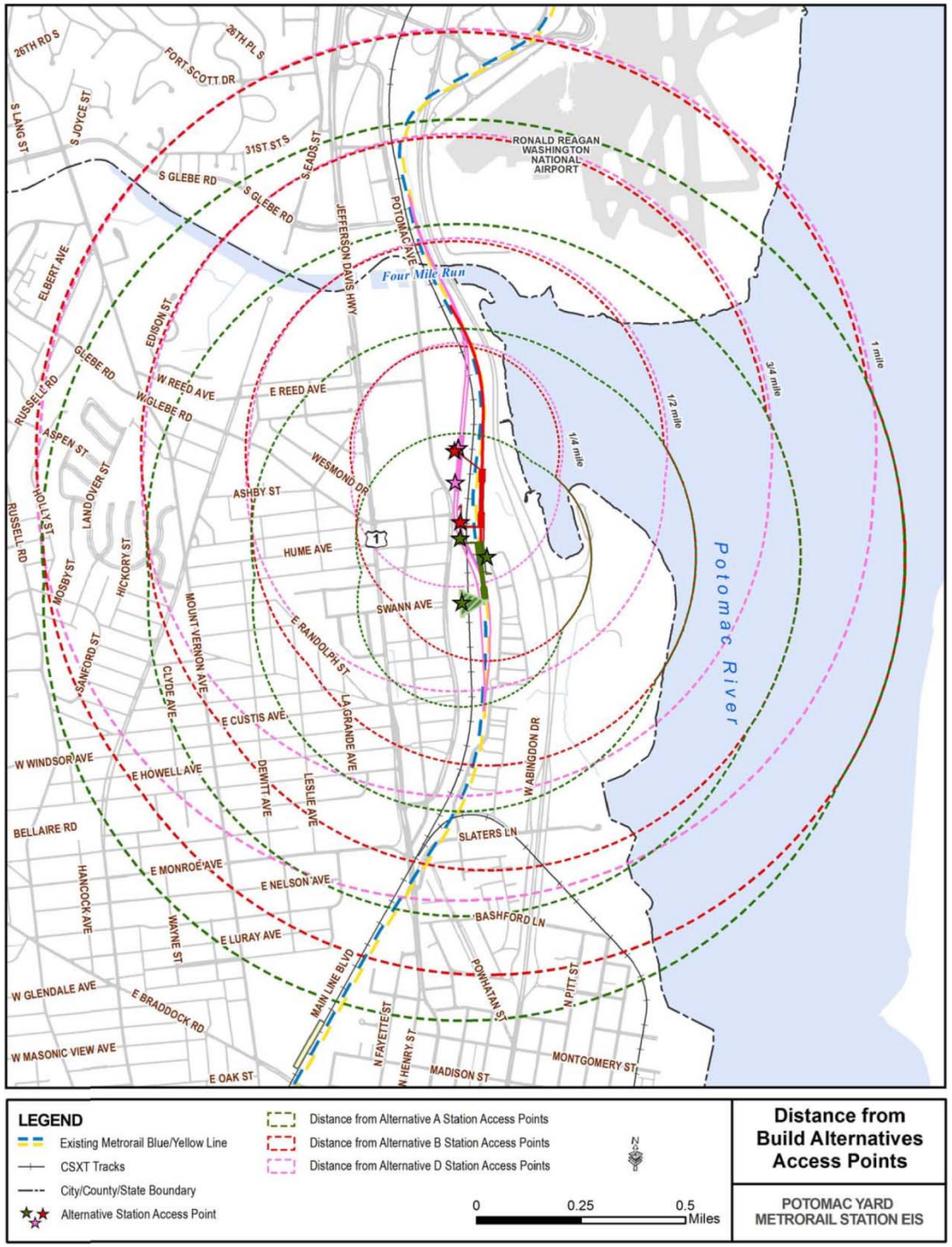
- Construction Staging and Laydown Areas
- Adjacent Buildings & Infrastructure

Construction: Preliminary Findings

	No-Build	Alternative A	Alternative B	Alternative D
Transportation	No impact	Metrorail operations – shutdowns within 76 hour window & single tracking CSXT right-of-way–work within 25-feet of CSXT track for pedestrian & rail bridges Public Roadways/Private Driveways – temporary impact based on final design.		
Neighborhoods & Community Resources		Residential neighborhoods adjacent to project impacted by construction vehicles. Some activities would take place at night when Metrorail service is not operational and would require temporary lighting. Staging activities will occur in portions of Potomac Greens Park and Potomac Yard Park restricting use by neighborhood residents during construction		
EJ		No adverse impacts to Low income or minority residents		
Visual Resources		Temporary impacts including removal of vegetation expected		
Cultural Resources		No impact	Impact due to access off GWMP and use of scenic easement area	Impact due to access off GWMP
Parklands		Temporary construction impacts to parkland (City and/or NPS) anticipated		
Air Quality		Short term/temporary impacts on ambient air quality affecting immediate vicinity of construction		
Noise		Anticipated noise impacts during construction at neighboring residences		
Vibration		Anticipated vibration impacts during construction at neighboring residences		
Water Resources		Temporary impacts to wetlands, floodplains, and resource protection areas		
Ecosystems		Temporary impacts may displace wildlife directly or indirectly		
Haz/Contam Mat		Potential exists to encounter Fly Ash, TPH, Cinder Ballast, and Groundwater		
Utilities		Stormwater, water, sanitary, petroleum pipeline and Metrorail ductbank utilities		
Economic Effects		Increased employment and tax revenue. Financial Plan outlines debt service		

Preliminary Construction Impacts

- Construction traffic will be seen on City roadways for all Build Alternatives
- Some construction work to happen outside of normal work hours (during 76 hour Metrorail outages) and single tracking
- Vegetation will be removed in areas for construction access/laydown. After construction, will be replaced in-kind or better
- Construction will result in temporary impacts related to noise, vibration, water resources, parkland, air quality, visual quality



Economic Impacts

- Construction-related Employment
- Operations-related Employment
- Station Accessibility Impacts
- Evaluation of Additional Tax Base Impacts
- Property Premium Impacts

Economic Impacts: Preliminary Findings

Alt	Construction (persons employed in job-years)[1]	Operations (persons employed in job-years)[1]	Annual City Property Tax Revenue	Tax Gains due to development (over No-Build)	Travel Time Savings[2]	Travel Cost Savings[3]
No Build	No impact	No impact	$321.7M	-	-	-
Alt A	1,400-2,700	10	$321.7M	$3.6M	$40.3M	$9.82M
Alt B	1,800-3,400	10	$321.7M	$6.8M	$40.4M	$9.85M
Alt D	2,900-5,900	10	$321.7M	$3.8M	$41.3M	$9.90M

[1] Persons includes those directly, indirectly or induced employment due to construction of the station. These numbers are shown in job years. With construction anticipated at 30-months, numbers shown in these columns should be divided by 2.5 for a total amount of direct, indirect or induced jobs from construction of the station.

[2] Total Hours saved equated to monetary value based on OMB guidance over a 20-year horizon based on $2012.

[3] Total difference between costs of driving an automobile and taking metrorail over a 20-year horizon based on $2012

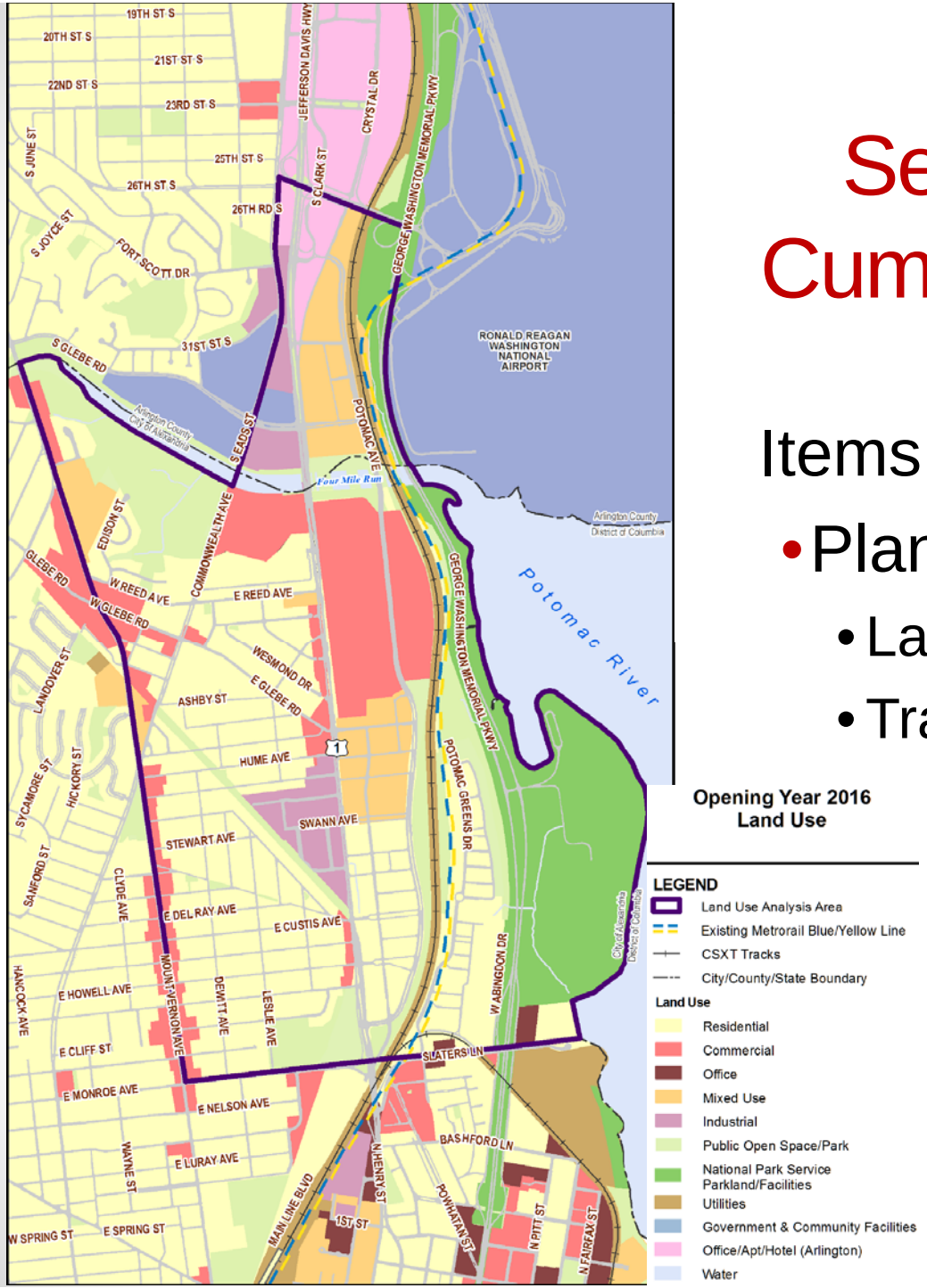
Preliminary Economic Impacts

- All build alternatives provide increased employment in the area
- All build alternatives provide additional tax revenue due to development for the City
- All build alternatives provide for travel time and cost savings to users of the Metrorail system.

Secondary and Cumulative Impacts

Items Reviewed:

- Planned Development
  - Land Use
  - Transportation



Secondary and Cumulative Effects: Preliminary Findings

Alt	2040 total sq ft (millions)	Transportation	Visual Resources	Air Quality
No-Build	9.250	Increased traffic due to lack of transit access	Tall buildings in PY will be seen from GWMP	Development anticipated in PY will go elsewhere and result in increased VMT
Alt A	11.275*	Provision of Metrorail station will help offset additional trips from development	Tall buildings in PY and metrorail station will be seen from GWMP and Potomac Greens	By providing access to Metrorail, approximately 4,000 trips per day by automobile will be diverted to Metrorail
Alt B	13.075			
Alt D	11.375*			

* Anticipated land use based on what would be accepted if Alternative A or Alternative D were the preferred Alternative and a revision to the North Potomac Yard Small Area Plan was completed.

Please NOTE: Construction on any of the build alternatives will occur with other construction in the area and will result in cumulative construction impacts

PY – Potomac Yard

Preliminary Secondary and Cumulative Impacts

- With the addition of a Metrorail station at Potomac Yard, vehicle trips from new development will be partially off-set due to Metrorail access and use
- With any Build Alternative, development will occur with sufficient amenities to control impacts to the region. Otherwise development will still occur but likely outside of the core area increasing environmental and transportation impacts

Schedule

- Further delays due to review times of DEIS

Item	Original Completion	Updated/ Anticipated
Draft Environmental Impact Statement	Jan 2013	May 2013
Public Hearing	Feb 2013	June 2013
City determination of Locally Preferred Alternative	March-May 2013	July - Sept 2013
Final Environmental Impact Statement	Feb 2014	June 2014
Begin Design/Build	Mid 2014	Late 2014
Complete Design/Build	Late 2016	Mid 2017
Opening of Station	Late 2016	Mid 2017

Next Steps

- Financing Plan for each Alternative
- Next PYMIG meeting – Financing Plan (tentatively Mid April 2013)
- Public Meeting (anticipated March 13, 2013)
- Community Forums (May/June)

- Release of DEIS (anticipated May 27, 2013)
- Public Hearing (anticipated June 24, 2013)

For more information on this project or other capital or planning projects in Potomac Yard:

www.alexandriava.gov/potomacyard

For the project website see:

www.potomacyardmetro.com