POTOMAC YARD METRORAIL STATION
ENVIRONMENTAL IMPACT STATEMENT

Scoping Summary Report

June 2011

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TABLE OF CONTENTS

TABLE OF FIGURES

TABLE OF TABLES

APPENDICES

1.0 ABOUT THE PROJECT

1.1 Purpose of the Scoping Summary Report

This report summarizes comments, feedback, and input received from the public, agencies, and stakeholders in the winter of 2011 during scoping for the Potomac Yard Metrorail Station Environmental Impact Statement (EIS). The scoping process included agency and public scoping meetings held on February 10, 2011. The scoping meetings provided an opportunity for interested agencies and the general public to comment on the project purpose and need, alternatives considered, the agency and public involvement process, and the issues to be studied in the EIS. The scoping meetings are described in more detail in Section 2.3 of this document.

1.2 Project Background and Description

The Federal Transit Administration (FTA), as the federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an EIS for the proposed Potomac Yard Metrorail Station (or "the project").

The proposed project consists of construction of a new Metrorail Station 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. Figure 1-1 on the following page shows the location of the project in north Alexandria and depicts the alternative station sites under consideration for further study in the EIS process. The project would serve existing neighborhoods and retail centers as well as high-density, transit-oriented development planned by the City of Alexandria. The project would provide access to the regional Metrorail system for the U.S. Route 1 corridor of north Alexandria, which is currently without direct access to the system. The potential project alternatives presented at the project scoping meetings are described in more detail in Section 1.2.2 below.

1.2.1 Project Purpose and Need

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station.

1.2.2 Initial Alternatives Considered

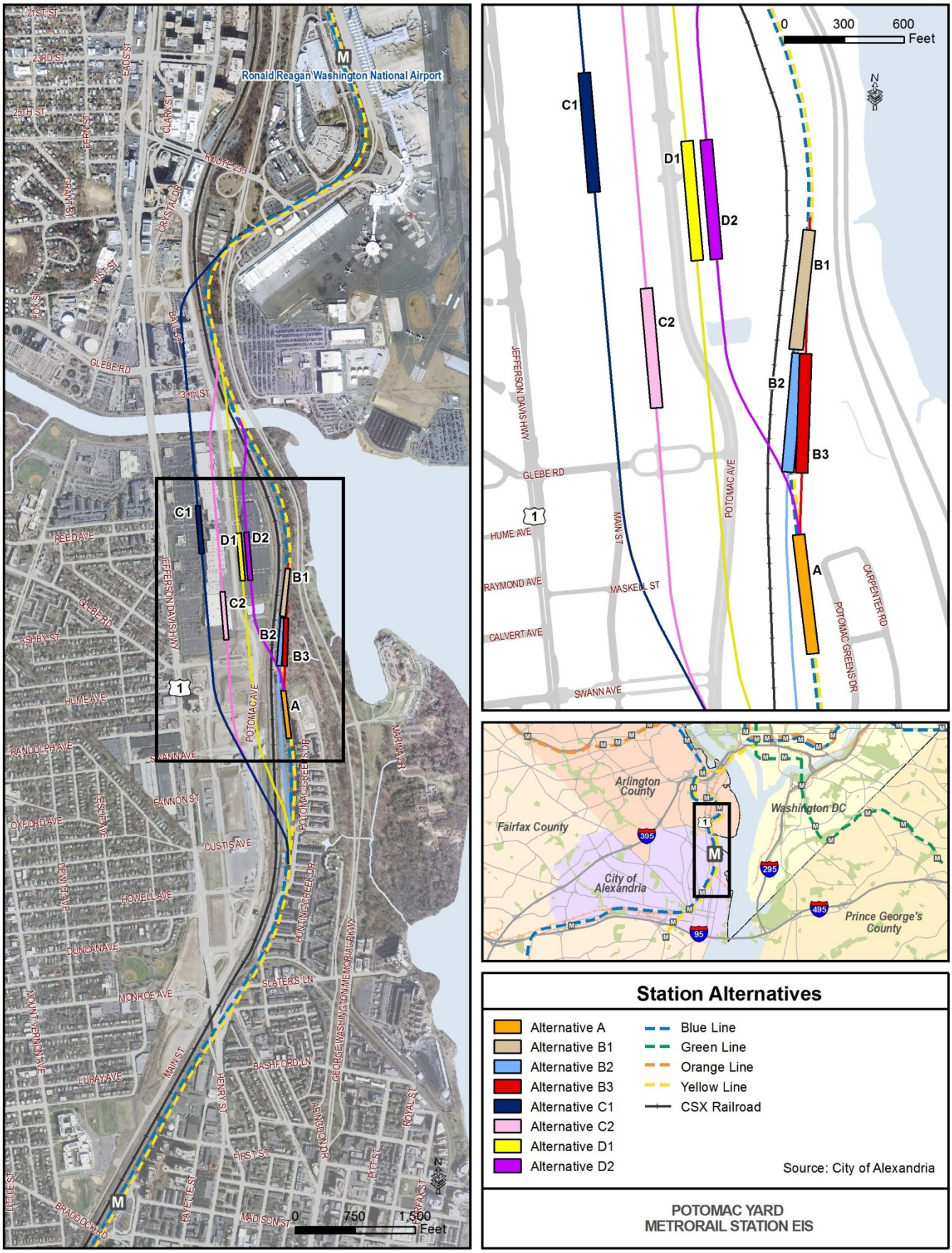
The EIS will evaluate a No Build Alternative and several Build Alternatives for the Potomac Yard Metrorail Station Project.

The No Build Alternative presented at the project scoping meetings includes the existing transportation network, plus committed improvements. The No Build Alternative includes the Crystal City/Potomac Yard Transitway but does not include a Metrorail station at Potomac Yard. Current and future year conditions for the No Build Alternative will be used as a basis for identifying the transportation, environmental, and community impacts of the proposed Potomac Yard Metrorail Station Build Alternatives and used as a baseline from which to compare each proposed action alternative.

The following potential Build Alternatives, shown in **Figure 1-1**, were presented to agencies and the general public at the project scoping meetings:

- **Metrorail Station Alternative A** would be located between the CSX Railroad tracks and the Potomac Greens Neighborhood on the north end of the neighborhood.
- **Metrorail Station Alternative B1** would be located between the George Washington Memorial Parkway and the CSX Railroad, north of Alternative A.
- **Metrorail Station Alternative B2** would be located between the George Washington Memorial Parkway and the CSX Railroad, north of Alternative A and south of Alternative B1.
- **Metrorail Station Alternative B3** would be located between the George Washington Memorial Parkway and the CSX Railroad, just east of Alternative B2.

Figure 1-1: Location Map



- **Metrorail Station Alternative C1** would be located between the CSX Railroad and U.S. Route 1.
- **Metrorail Station Alternative C2** would be located between the CSX Railroad and U.S. Route 1, just east of Alternative C1.
- **Metrorail Station Alternative D1** would be located between the CSX Railroad and U.S. Route 1, just east of Alternative C2.
- **Metrorail Station Alternative D2** would be located between the CSX Railroad and U.S. Route 1, just east of Alternative D1.

1.2.3 Agency Coordination and Public Involvement

The goal of agency coordination is to improve the environmental review process and expedite project delivery. An Agency Coordination Plan has been developed to facilitate and document FTA's interaction with other agencies and to inform them how the coordination will be accomplished. This plan is presented in **Appendix A**. This plan proposes time frames for input by those organizations and agencies. In addition, the plan includes meetings at key coordination points and identifies which persons, organizations, or agencies should be included. The meetings will include cooperating agencies, which are agencies specifically requested by FTA to participate in the National Environmental Policy Act (NEPA) process for the project; as well as participating agencies, which are governmental agencies that have an interest in the project because of jurisdictional authority, special expertise, or statewide interest.

The public will have several opportunities to participate in the EIS process and offer input during the course of the environmental study. Opportunities for public involvement include the public scoping meetings that were held in February 2011 to solicit input on alternatives being reviewed and resource areas to be studied in the EIS and future agency and public meetings to review EIS results. The process also includes a public hearing to give the public and agencies an opportunity to provide comments on the Draft EIS. The scoping process and the public hearing are conducted in compliance with federal regulations as set out in NEPA.

1.3 NEPA Requirements and Procedures and other Federal Regulations

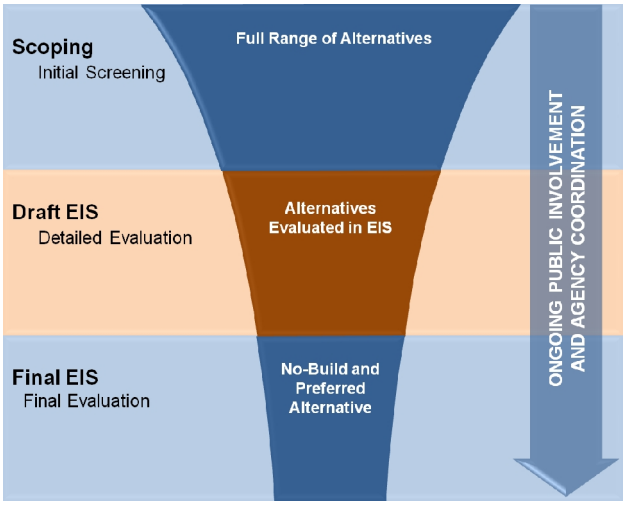
The Potomac Yard Metrorail Station EIS will be prepared in a manner that is consistent with the U.S. Department of Transportation NEPA Process under the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002.

NEPA requires federal agencies to assess the potential impacts of their actions on the human and natural environment. Throughout the EIS process, the public is provided with opportunities to review and comment on various elements of the study.

For an EIS, the NEPA process begins with the publication of a Notice of Intent (NOI) to prepare an EIS in the Federal Register. The NOI initiates the EIS scoping process and provides information on the proposed project including the time and location of public and agency scoping meetings. The scoping process is described in more detail in Section 1.4.

Figure 1-2 shows the general evaluation framework used to identify a preferred alternative during the NEPA process. This begins with identifying a full range of project alternatives and through a series of successive screenings and evaluations during the Scoping, Draft EIS, and Final EIS Phases a preferred alternative is identified. The concurrent Section 4(f) evaluation and Section 106 process will also be used to help identify the preferred alternative.

Figure 1-2: Evaluation Framework



1.4 Scoping Process

Scoping, as the name implies, is the process of determining the scope of the EIS. It takes place at the beginning of a study and serves the following purposes:

- Identifying a range of actions, reasonable alternatives, and impacts to be considered;
- Connecting previous planning decisions with current project development;
- Establishing a decision-making framework;
- Looking for opportunities to streamline the project and collaborate with partners; and
- Organizing the study and defining boundaries and responsibilities.

During the scoping process, agency and public comments are solicited in response to the information provided and are used to identify reasonable alternatives and potential environmental effects in the preparation of the EIS. SAFETEA-LU Section 6002 specifies that the lead agencies must provide participating and coordinating agencies and the public the opportunity for involvement during the development of the purpose and need statement and the identification of the range of alternatives.

2.0 SUMMARY OF SCOPING ACTIVITIES

2.1 Notice of Intent

The NOI was issued on Thursday, January 27, 2011 in the Federal Register, Vol. 76, No. 18, to advise the public of FTA's intention to prepare an EIS to assess the potential environmental impacts associated with the proposed Potomac Yard Metrorail Station project. The NOI alerted interested parties regarding the intent to prepare the EIS, provided information on the nature of the proposed project and possible alternatives, and invited public participation in the EIS process. The NOI also provided information on how and when comments on the scope of the EIS should be submitted. Additionally, the NOI supplied information, including the dates, times and locations, of the public and agency scoping meetings. The published NOI is provided in **Appendix B**.

2.2 Scoping Booklet

A scoping booklet was published to help inform interested parties of the formal scoping process required under NEPA. The scoping booklet provided information about the project including the project background and description, NEPA requirements, procedures and schedule, project's purpose and need, initial alternatives considered, issues to be considered in the EIS, agency involvement, and outreach and public participation. Copies of the scoping booklet were made available to participants at the public and agency meetings. The published scoping booklet is provided in **Appendix C**.

2.3 Public Scoping

Members of the public were invited to participate in two public scoping meetings. The meetings were intended to inform the public of the EIS process; and provide an opportunity to ask questions and comment on the purpose and need of the project, alternatives being considered, key environmental considerations, and the public and agency coordination process.

WMATA issued a press release, which was distributed to local media outlets, advertising the Potomac Yard Metrorail Station EIS and the public scoping meetings. Articles about the project were featured on www.nbcwashington.com and in the Washington Post Express daily circular. WMATA also posted an announcement of the meetings on their website. The WMATA press release can be found in **Appendix D**.

In addition to the WMATA press release, the public was notified of the public scoping meetings through print advertisements in three local newspapers. Advertisements were published in the *Alexandria Times* and the *Alexandria Gazette Packet* on February 3, 2011, and in *El Tiempo Latino* on February 4, 2011. The print advertisements are provided in **Appendix E**.

2.3.1 Public Scoping Meetings

The two public scoping meetings were held at the Cora Kelly Recreation Center in Alexandria on Thursday, February 10, 2011. The first meeting started at 4:30 pm and the second meeting started at 6:30 pm. Meeting participants were asked to sign in and were given a handout and a copy of the scoping booklet. If any member of the public wanted to give oral comments, they were asked to sign in again on a separate "speaker" sign-in sheet at the check-in desk, or with a project staff member. An "Open House" format was followed in which participants

were able to walk around the room and learn more about the project via display boards. Project staff was available to answer any questions. Following the open house, a brief presentation was given to summarize the purpose of the project, an initial set of alternative station locations, and key environmental considerations. Participants were then given a chance to make oral comments. A court reporter was present to record all comments during this time. Participants were also able to provide comments directly to the court reporter, on comment sheets, or on one of the sketch pads located around the room. Completed comment sheets could be submitted at the meeting or mailed in after the meeting.

A total of 65 members of the public attended the scoping meetings. Of these, ten members of the public offered oral comments at the meetings, and seven comments were provided on the sketch pads. One comment sheet from the public was submitted at the meetings.

2.4 Agency Scoping

2.4.1 Agency Coordination

Letters inviting potential cooperating and participating agencies to the agency scoping meeting were sent in January 2011. The letters sent to potential cooperating and participating agencies are provided in **Appendix F**. **Table 2-1** lists the agencies invited to attend the agency scoping meeting.

Table 2-1: Cooperating and Participating Agencies Invited to Attend the Agency Scoping Meeting – bold denotes agency attendance at the February 2011 scoping meeting

Cooperating Agencies	
Federal	**National Park Service (Department of Interior)**
State	**Washington Metropolitan Area Transit Authority**
Participating Federal Agencies	
Federal	U.S. Army Corps of Engineers
	Federal Aviation Administration (U.S. Department of Transportation)
	Federal Highway Administration (U.S. Department of Transportation)
	Federal Railroad Administration (U.S. Department of Transportation)
	National Capital Planning Commission
	U.S Department of Defense
	U.S. Department of Homeland Security
	U.S. Environmental Protection Agency
	U.S. Fish and Wildlife Service
Participating Non-Federal Agencies	
Regional	Metropolitan Washington Airports Authority
	Northern Virginia Transportation Commission
	Potomac and Rappahannock Transportation Commission
	Washington Metropolitan Area Transit Commission
State	Virginia Department of Agriculture and Consumer Services
	Virginia Department of Conservation and Recreation
	Virginia Department of Environmental Quality
	Virginia Department of Game and Inland Fisheries
	Virginia Department of Historic Resources
	Virginia Department of Rail and Public Transportation
	Virginia Department of Transportation
	Virginia Marine Resources Commission
Local	**City of Alexandria**
	Arlington County

2.4.2 Agency Scoping Meeting

The agency scoping meeting was held at the Cora Kelly Recreation Center in Alexandria on Thursday, February 10, 2011. The agency scoping meeting, which followed the same format as the public scoping meetings, preceded the public scoping meetings. The purpose of the agency scoping meeting was to provide an opportunity for the early identification of significant issues related to the project.

Agency and public meeting materials, including the handout, comment sheet, boards and presentation, can be found in **Appendix G.** Spanish language meeting materials were also available at the meetings and are also included in **Appendix G**.

3.0 SUMMARY OF SCOPING COMMENTS

The scoping period was open from publication of the NOI until March 15, 2011. Below is a summary of the comments received, with general responses. The scoping comments are provided in **Appendix H**.

3.1 Summary of Public Scoping Comments

Over the course of the scoping period, a total of 72 individual comments were received. Fifty (50) comments were received via email, four letters were received via the U.S. mail, and ten verbal comments were received at the public scoping meetings. One comment sheet was received at the public scoping meetings, and seven comments were written on the sketch pads provided at the meetings. The comments are summarized below by topic.

3.1.1 Purpose and Need and Goals and Objectives

Summary of Comments

While several commenters supported the purpose and need for the project, several other commenters disputed the need. Commenters who supported the purpose and need pointed to existing traffic congestion, which was percieved as discouraging shoppers from visiting Potomac Yard, as well as the scale of new development planned for the area, which they thought would be well served by a Metrorail station. However, other commenters maintained that the area is already well served by Metrorail and does not have the same level of congestion as other areas of the city. The ability of a Metrorail station to relieve congestion on U.S. Route 1 was also questioned. Commenters also questioned whether it makes sense to build a new Metrorail station when the system needs funds for maintenance and upgrades to existing infrastructure, and believed that an additional stop at Potomac Yard would degrade the quality of service offered by the Metrorail system.

Response

The purpose and need for transportation improvements in Potomac Yard will be addressed in Chapter 1 of the Draft EIS. In addition, this chapter will include the goals and objectives, which will be used to evaluate the performance of each of the alternatives. The purpose and need and goals and objectives will address issues raised by the public, including traffic congestion, travel demand, and cost effectiveness.

3.1.2 Alternatives

Summary of Comments

Commenters offered opinions on the initial alternatives presented in the scoping materials, and also proposed the consideration of additional alternatives. Suggestions and expressions of support are described in more detail below:

- *No Build Alternative*: The No Build Alternative includes the Crystal City/Potomac Yard Transitway, which some commenters suggested would be sufficient to serve the project goals. Commenters suggested the transitway would be more accessible to residents west of U.S. Route 1 and would be easier and cheaper to implement than a new Metrorail station. However, other commenters noted that the transitway would not serve the needs of the area and would be less convenient for shoppers visiting Potomac Yard.
- *Build Alternatives*: Various commenters expressed preference for specific alternatives. These included the C and D alternatives, due to their proximity to existing and planned development. The C and D alternatives were also supported because it was assumed they would have fewer environmental impacts due to the use of developed land. Some commenters opposed the A and B alternatives due to impacts to parkland and wetlands.
- *Additional Alternatives*: Additional alternatives proposed by commenters included:

- A non-metro alternative based on the Transportation Management Plan developed in 1999 for the Potomac Greens site;
- Bus and trolley service (in addition to the planned Crystal City/Potomac Yard Transitway);
- A "D3" alternative, located to the east of the existing movie theater. It was stated that this alternative would require less new track, would be on land for which an EIS has already been completed, and would be on land which is already developed;
- A parking deck located off of U.S. Route 1 to accommodate travel demand;
- A Metrorail station located elsewhere in Alexandria, where need is greater, such as "downtown" or in the West End; and
- A Virginia Railway Express (VRE) alternative.

Commenters also noted concerns regarding station design. Concerns included attention to aesthetic details, accessibility to neighborhoods and activity centers, and connections to other transit, bicycle, and pedestrian facilities. Several commenters noted the importance of minimizing walking distance.

Response

The alternatives presented during the scoping process, as well as alternatives suggested during the scoping process, will be considered and subjected to an initial alternatives screening process, which will assess whether or not each alternative is technically feasible, financially feasible, and whether it meets the project purpose and need. Alternatives which meet the screening criteria will be developed in more detail and evaluated in the Draft EIS. The Alternatives Considered chapter (Chapter 2) of the Draft EIS will describe the details of each alternative, the planning process used to identify the alternatives, the initial screening results, alternatives dismissed, and the evaluation process used to identify a preferred alternative. As alternatives are developed in further detail and evaluated, the comments received during scoping will be considered as part of the process.

3.1.3 Key Environmental Considerations

Summary of Comments

Comments regarding environmental concerns addressed a range of topics, including:

- impact to wetlands due to construction and run-off from impervious surfaces;
- potential for the release of methane from disturbed wetlands;
- potential for disturbance of contaminated soils;
- impact to Potomac Greens Park;
- impact to the view along the George Washington Memorial Parkway;
- access for sites located east of the WMATA and CSX tracks in the event of an emergency;
- air quality impacts;
- noise and vibration impacts to the Potomac Greens neighborhood;
- impacts to safety and security in the Potomac Greens neighborhood;
- light pollution from the Metrorail station;
- traffic and parking impacts;
- construction impacts to wildlife; and
- construction impacts to the Potomac Greens neighborhood, including traffic, emissions, noise, and vibration.

Response

The potential environmental impacts of each alternative, including the issues identified during scoping, will be assessed in Chapter 3 of the Draft EIS: Affected Environment and Environmental Consequences. Measures that would minimize impacts will also be identified in Chapter 3. The analysis will be completed in accordance with applicable federal, state, and local laws, regulations, and guidance. The specific environmental concerns noted during the scoping process will be included in the analysis.

3.1.4 Public Involvement and Agency Coordination Process

Summary of Comments

Commenters stressed the importance of continuing and regular public involvement, as well as cooperation between FTA, the City of Alexandria, NPS, and Arlington County.

Response

Public involvement will be ongoing throughout the NEPA process. In addition to the outreach during scoping, public involvement will include attendance at community meetings, information provided via the website and newsletters, participation at public

meetings, and a public hearing to solicit comments on the Draft EIS.

3.2 Summary of Agency Comments

Over the course of the scoping period, four comments were received via email from participating agencies. In addition, three comments were written on the sketch pads provided at the agency scoping meeting, and three verbal comments were received at the meeting.

3.2.1 Purpose and Need and Goals and Objectives

No agency comments were submitted on this topic.

3.2.2 Alternatives

Summary of Comments

One comment was submitted supporting the full development of alternatives that do not utilize George Washington Memorial Parkway land.

Response

The initial range of alternatives presented during scoping includes some options that do not utilize George Washington Memorial Parkway land. All of the alternatives identified will be subjected to the initial screening which considers factors such as technical and financial feasibility, and whether alternatives meet the project purpose and need. Alternatives which meet the screening criteria will be developed in more detail and evaluated in the Draft EIS.

3.2.3 Key Environmental Considerations

Summary of Comments

Agencies requested consideration be given to the following environmental factors:

- impacts to the George Washington Memorial Parkway, including impacts to visual conditions, noise, the tree canopy and vegetation, stormwater management, water quality, wetlands, transportation, air quality, pedestrian access, park uses, and changes to the character of the Parkway;
- conformance with applicable plans and policies;
- wetlands;
- effect of building height on airport air space interactions; and
- transportation, including parking needs and impacts.

Response

The potential environmental impacts of each alternative including the issues decribed above will be assessed in detail in Chapter 3 of the Draft EIS: Affected Environment and Environmental Consequences. Measures that would minimize impacts will also be identified in Chapter 3. The analysis will be completed in accordance with applicable federal, state, and local laws, regulations, and guidance. The specific environmental concerns noted during the scoping process will be included in the analysis.

3.2.4 Public Involvement and Agency Coordination Process

No agency comments were submitted on this topic.

4.0 SCOPING RESULTS AND NEXT STEPS

4.1 Alternatives Resulting from Scoping

Based on the comments received during the scoping process, four new alternatives will be advanced into the initial screening of alternatives, which is described in **Section 4.2**. The new alternatives to be included in the screening are described in the following sections.

4.1.1 Metrorail Station Alternative D3

This additional Metrorail station alternative would be located closer to the CSX Railroad than the D alternatives presented during scoping, in the area generally behind the existing movie theater.

4.1.2 VRE Station Alternative

The VRE Station Alternative would involve construction of a new VRE station at Potomac Yard. This station would be located at grade along the existing CSX tracks. VRE is a commuter rail service that operates almost exclusively during peak periods and in the peak direction. Unlike Metrorail, it does not provide service during the midday (except for a single midday departure on each line), nighttime, or weekends. The system has two lines that extend further out into suburban Virginia than Metrorail but with fewer stations than Metrorail. Transfer service between Metorail and VRE is available at the King Street, Crystal City, L'Enfant Plaza and Union Station Metrorail and VRE stations.

4.1.3 Bus Alternative

The Bus Alternative is a non-Metrorail alternative including changes to area bus routes and improvements to the transportation network intended to support increased trips within the corridor and provide direct access to the regional Metrorail system. This alternative would include enhancements beyond those included in the No Build Alternative. The alternative would provide enhanced transit service from the Potomac Yard area to the Crystal City and Braddock Road Metrorail stations. It would supplement the planned Crystal City/Potomac Yard Transitway service by increasing the overall service frequency along the U.S. Route 1 Corridor and providing direct service between the Metrorail stations and multiple points within Potomac Yard. The operations would correspond to Metrorail frequencies and hours of service.

4.1.4 Parking Garage Alternative

The Parking Garage Alternative would include construction of a parking deck located off of U.S. Route 1 and is intended to accommodate trips with a destination in Potomac Yard.

4.2 Key Environmental Considerations

The following key environmental considerations to be addressed in the EIS were identified at the outset of the scoping process for review and comment by the scoping process participants:

- neighborhood and community resources
- noise and vibration
- historic and cultural resources
- parks and parklands
- water resources, wetlands, and habitats
- air quality and climate change
- land use and zoning
- consistency with local plans
- environmental justice
- economic development
- visual and aesthetics
- transportation
- hazardous materials/contamination
- soils and geologic resources
- utilities
- energy
- construction
- secondary and cumulative effects
- Section 4(f) and Section 6(f) resources

One additional environmental consideration, Safety and Security, was suggested during the scoping process. Agency representatives and the public emphasized the importance of considering the effects of the project on the following:

- wetlands
- hazardous materials/contamination
- parkland including the George Washington Memorial Parkway
- visual resources
- air quality
- noise and vibration
- safety and security
- transportation including access, traffic, parking, and airport airspace
- construction impacts
- consistency with local plans and policies

The environmental considerations identified at the outset of the scoping process plus the added Safety and Security consideration will be addressed in the EIS.

4.3 Next Steps

The alternatives presented during the scoping process, described in **Section 1.2.2**, as well as the four new alternatives suggested during the process and described in **Section 4.1**, will be advanced to the initial screening of alternatives. This screening will assess each alternative based on technical and financial feasibility and consistency with the project's purpose and need. Those alternatives which meet the initial screening criteria will be developed more fully and evaluated as part of the Draft EIS.

An annotated outline has been developed for the Draft EIS based on NEPA, the National Historic Preservation Act, and Section 4(f) requirements and the comments received during the scoping period. This outline is presented in **Appendix I**. The Draft EIS will begin with the identification of the alternatives considered in the EIS based on the results of the scoping process and the initial feasibility screening. The Draft EIS will also include documentation of the affected environment, which includes identifying existing conditions and potential opportunities and constraints relative to the proposed project. Based on this information, the potential

impacts of each of the remaining project alternatives will be assessed and documented. The project alternatives will also undergo a detailed evaluation based on potential impacts and their performance relative to the project purpose and need, the project goals and objectives, as well as financial feasibility.

Upon completion of the Draft EIS, a Notice of Availability will published and the Draft EIS will be circulated to all interested parties and those having jurisdiction over the proposed action. The Draft EIS will also be available for public review for a minimum period of 45 days, beginning no later than 15 days prior to a public hearing for the project and extending for 30 days after the hearing. The Draft EIS will provide decision-makers with valuable information on which to base the selection of a preferred alternative.

The Final EIS will then be prepared, documenting the preferred alternative and comparing its impacts to the No Build Alternative. In the Final EIS, a greater level of detail on design, impacts and mitigation, and mitigation commitments, where applicable, will be provided. Finally, Records of Decision (RODs) will be issued by FTA and NPS, documenting the results of the EIS process.

Appendix A:

Agency Coordination Plan

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POTOMAC YARD METRORAIL STATION
ENVIRONMENTAL IMPACT STATEMENT

Agency Coordination Plan

May 2011

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Revision History:

Revision	Date
0	April 21, 2011
1	May 4, 2011

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Table of Contents

Table of Figures

Table of Tables

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1.0 PURPOSE OF THE COORDINATION PLAN

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU 6002) requires the lead agencies to establish a plan for coordinating public and agency involvement during the environmental review process. This plan informs the public and other agencies of how agency coordination will be accomplished for the Potomac Yard Metrorail Station Environmental Impact Statement (EIS). The Coordination Plan is intended to define how and when the lead agencies will communicate information about the EIS to the cooperating and participating agencies and to the public. The plan also identifies how input from agencies and the public will be solicited and considered.

The Federal Transit Administration (FTA) is the lead federal agency for the development of the EIS. The City of Alexandria (City) is the project sponsor and joint lead agency. FTA has determined that an EIS is the appropriate Class of Action for this project to comply with the National Environmental Policy Act (NEPA).

The goal of the Agency Coordination Plan is to expedite and improve the environmental review process by clearly establishing agency roles, responsibilities, and expectations. The plan aims to promote good project management through coordination, scheduling, and early resolution of issues. This plan will:

- Identify the early coordination efforts;
- Identify cooperating and participating agencies to be involved in agency coordination;
- Establish the timing and form for agency involvement in defining the project's purpose and need, study area, the range of alternatives to be investigated, and methods and data reports, as well as reviewing the Draft EIS and the selection of the preferred alternative and mitigation strategies;
- Establish the timing and form for public opportunities to be involved in defining the project's purpose and need, study area, the range of alternatives to be investigated, providing input on issues of concern and environmental features, and commenting on the findings presented in the Draft EIS; and
- Describe the communication methods that will be used to inform the community about the project.

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2.0 PROJECT BACKGROUND

2.1 Project Purpose and Need

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. Currently the study area is not served by Metrorail. An additional access point for the project area was originally recommended in WMATA's 1999 *Transit Expansion Plan* and is now included in the 2010 National Capital Region's *Financially Constrained Long-Range Transportation Plan* and has been incorporated into the adopted *City of Alexandria Comprehensive Plan*.

The planned redevelopment and projected travel demand provide an opportunity to increase the transit mode share to more than 50 percent of the trips to and from the project area. Ridership forecasts for 2030 estimate the number of riders accessing the system at the Potomac Yard Metrorail Station would be between 12,600 and 15,900 on an average weekday (*Potomac Yard Metrorail Station Concept Development Study*, 2010). These forecast volumes exceed Year 2030 projections for other existing stations in the City of Alexandria at King Street, Braddock Road, and Eisenhower Avenue.

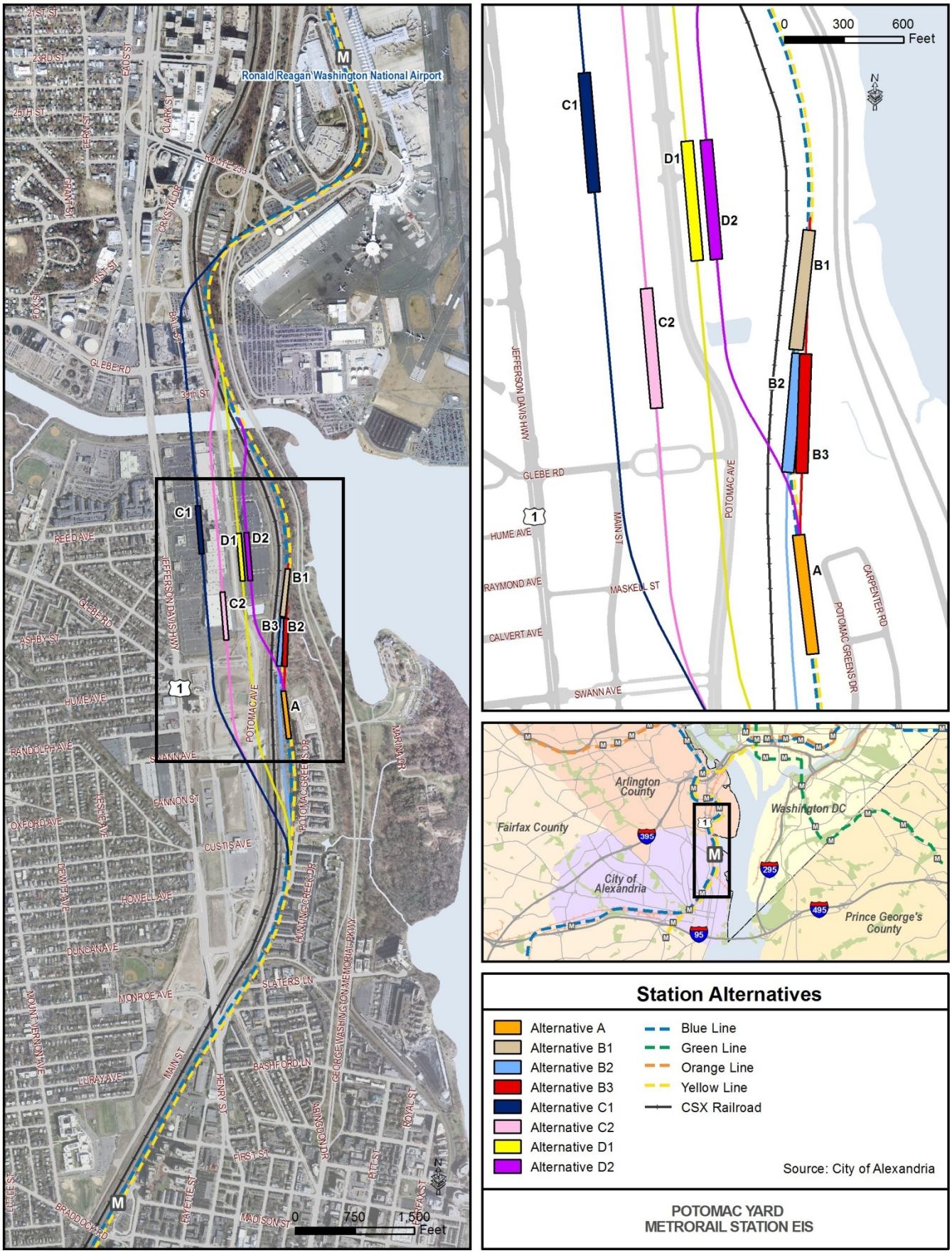
The station is needed to address existing and future travel demand to the area, resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center which includes up to 10.7 million square feet of new development. The project area is located within a 3.1-mile segment of the Metrorail system that currently does not have a station access point and is the longest portion of the Metrorail system with similar development densities that is not served by a station.

The study area is currently served by local bus services that operate in mixed traffic and have numerous stops to serve local travel in the U.S. Route 1 corridor. This results in relatively long transit travel times to access the site. The planned Crystal City-Potomac Yard Transitway will improve reliability of local transit services along the U.S. Route 1 corridor; however, regional access to the regional Metrorail system is still needed. The project would also provide a safe and reliable alternative to automobile travel to and from the Potomac Yard area.

2.2 Location

As shown in **Figure 2-1,** the project study area is located in the northeast area of the City of Alexandria, in proximity to the City's boundary with Arlington County. Potomac Yard was a former railyard owned by CSX Transportation and its predecessor railroads. Eight alternative station locations (shown in Figure 2-1) are being evaluated at this phase in the NEPA process.

Figure 2-1: Project Study Area and Station Alternatives



3.0 AGENCY COORDINATION

3.1 List of Agencies, Roles and Responsibilities

A total of 21 federal, state, regional, and local agencies will be involved as participating or cooperating agencies for this project. The lead, cooperating, and participating agencies for the Potomac Yard Metrorail Station EIS are listed in **Table 3-1.** The full list of agencies invited to be cooperating or participating agencies is provided in **Attachment 1**.

3.1.1 Lead Agencies

FTA is the designated lead federal agency for this project. As the lead federal agency, FTA is responsible for the implementation of NEPA regulations, including management of the SAFETEA-LU 6002 process, preparation of the EIS, and provision of opportunities for public and agency involvement.

The City of Alexandria is the project sponsor and the joint lead agency, as provided for in 23 U.S.C. 139(c)(3).

3.1.2 Cooperating Agencies

Pursuant to 40 CFR 1501.6, cooperating agencies are those governmental agencies specifically requested by FTA to participate during the environmental evaluation process for the project. The United States Department of Transportation NEPA regulations (23 CFR 771.111(d)) require that those federal agencies with jurisdiction by law (with permitting or land transfer authority) be invited to be cooperating agencies in the NEPA process. FTA may also invite any agency with special expertise with respect to any environmental issue, which should be addressed in the EIS to be a cooperating agency. A state or local agency of similar qualifications or, when the effects are on lands of tribal interest, a Native American tribe, may by agreement with the lead agencies also become a cooperating agency. Cooperating agencies are also invited to be participating agencies. An example of the cooperating agency invitation letter, mailed by FTA during scoping, is provided in **Attachment 2**.

Cooperating agencies are responsible for reviewing the EIS for sufficiency, as well as providing comments on purpose and need, impact assessment methodologies, and the range of alternatives. The cooperating agencies for the Potomac Yard Metrorail Station EIS are:

- National Park Service (NPS). NPS owns and operates the George Washington Memorial Parkway within the study area.

- Washington Metropolitan Area Transit Authority (WMATA). WMATA owns and operates the Metrorail system.

The U.S. Army Corps of Engineers (USACE) declined the invitation to be a cooperating agency, but expressed its intent to act as a participating agency. The USACE has jurisdiction over waters of the U.S., including wetlands.

If new information reveals the need to request another agency to serve as a cooperating agency, FTA will issue that agency an invitation.

3.1.3 Participating Agencies

Participating agencies are federal and non-federal governmental agencies that may have an interest in the project, and are therefore formally invited to participate in the environmental review of the project. Any federal agency that is invited to participate in the environmental review process for a project shall be designated as a participating agency unless the invited agency informs the lead agency, in writing, by the deadline specified in the invitation that the invited agency (1) has no jurisdiction or authority with respect to the project, (2) has no expertise or information relevant to the project, and (3) does not intend to submit comments on the project. A state, tribal, or local agency must respond affirmatively to the invitation to be designated as a participating agency. An example of the invitation letter sent to potential federal participating

agencies is provided in **Attachment 3**, and an example of the invitation letter sent to potential non-federal participating agencies is provided in **Attachment 4**. The U.S. Department of Homeland Security declined the invitation to be a participating agency.

Table 3-1: Lead, Cooperating, and Participating Agencies

Jurisdiction	Agency	Agency Type/ Coordination Role	Regulatory Role or Technical Expertise
Federal	Federal Transit Administration (FTA)	Lead Federal Agency	NEPA Compliance
	National Park Service (NPS)	Cooperating Agency	Federal Parklands
	U.S. Environmental Protection Agency	Participating Agency	NEPA Compliance/ Hazardous Materials/ Federal Sustainable Communities Initiatives
	U.S. Army Corps of Engineers (USACE)	Participating Agency	Wetlands and Water Quality
	U.S. Department of Defense	Participating Agency	Economic, Security and Travel Demand Management
	Federal Aviation Administration (FAA)	Participating Agency	Airport Clear Zones
	Federal Highway Administration (FHWA)	Participating Agency	Roadway Traffic and Operations
	Federal Railroad Administration (FRA)	Participating Agency	Federal Regulator - adjacent Class I Freight Rail Corridor
	National Capital Planning Commission (NCPC)	Participating Agency	Specific Regulatory Authorities in the National Capital Region
	U.S. Fish and Wildlife Service	Participating Agency	Federally Listed Threatened and Endangered Species
Regional	Washington Metropolitan Area Transit Authority (WMATA)	Cooperating Agency	NEPA Compliance
	Metropolitan Washington Airports Authority	Participating Agency	Ronald Reagan Washington National Airport Operator
State	Virginia Department of Rail and Public Transportation	Participating Agency	Operational & Capital Funding for Transit Agencies
	Virginia Department of Transportation	Participating Agency	Roadway Traffic and Operations
	Virginia Department of Historic Resources (VDHR)	Participating Agency	Cultural Resources
City of Alexandria	City of Alexandria	Joint Lead Agency and Project Sponsor	Local Project Jurisdiction
	Alexandria Police Department	Participating Agency	Local Project Jurisdiction
	Department of Planning and Zoning (P&Z)	Participating Agency	Local Project Jurisdiction
	Office of Historic Alexandria	Participating Agency	Local Project Jurisdiction
Other Jurisdictions	Arlington County Department of Environmental Services (DES)	Participating Agency	Neighboring Jurisdiction

All participating agencies will be responsible for the following:

- Participating in the scoping process;
- Providing comments on purpose and need, methodologies, and the range of alternatives;
- Identifying any issues of concern regarding the project's environmental or socioeconomic impacts; and
- Providing meaningful and timely input on unresolved issues.

Accepting the designation as a participating agency does not indicate project support and does not provide an agency with increased oversight or approval authority beyond its statutory limits, if applicable.

If, during the progress of the project, new information indicates that an agency not previously requested to be a participating agency does indeed have authority, jurisdiction, acknowledged expertise or information relevant to the project, then FTA will promptly extend an invitation to that agency to be a participating agency. FTA will consider whether this new information affects any previous decisions on the project.

3.2 Initial Coordination, Coordination Points, and Responsibilities

3.2.1 Initial Coordination

After several initial coordination meetings, FTA notified the City of Alexandria that an EIS would be required for construction of a new Metrorail station at Potomac Yard in a letter dated July 20, 2010. Following the project initiation, FTA prepared a Notice of Intent (NOI) to prepare an Environmental Impact Statement, as required by 40 CFR 1501.7. The NOI was published in the *Federal Register* (Vol. 76, No. 18) on Thursday, January 27, 2011. Invitation letters were sent to potential cooperating and participating agencies on January 27, 2011.

Notification of the preparation of the EIS, as well as an announcement of the public scoping meetings, was published in the *Alexandria Times* and the *Alexandria Gazette Packet* on February 3, 2011, and in *El Tiempo Latino* on Februrary 4, 2011.

3.2.2 Agency Scoping Meeting

An agency scoping meeting was held on February 10, 2011 at the Cora Kelly Recreation Center in Alexandria, Virginia. The purpose of the agency scoping meeting was to provide an opportunity for the early identification of significant issues related to the project. The agency scoping meeting preceded the public scoping meeting which occurred on the same date and at the same location.

As part of the scoping process, a Scoping Booklet was produced and made available via the internet (copies were also available at the scoping meeting). The booklet included an overview of and invited comments on the project and the NEPA process, the purpose and need, and the initial range of alternatives. Comments were due by March 15, 2011 (30 days from the snow date for the scoping meeting).

3.2.3 Resource Specific Coordination

As discussed, participating agencies likely have a specific regulatory role in the environmental review process pursuant to federal law. The project team may need to consult with a participating agency on specific regulatory matters as appropriate. The consultations would occur throughout the EIS development process.

Other participating agencies may have a specific technical or regulatory role under state or local law. The project team will consult with agencies as appropriate where their expertise is needed. Consultations would be held throughout the EIS process. Coordination with participating agencies may occur in the form of conference calls, emails or meetings.

3.2.4 Coordination Points

Cooperating and participating agencies will have defined opportunities for meaningful participation in the decision-making process for the project. These opportunities are outlined in **Table 3-2**.

3.2.5 Project Contact and Website

The FTA project contact for the Potomac Yard Metrorail Station EIS is Melissa Barlow. She can be contacted via phone at 202-219-3565 or via email at melissa.barlow@dot.gov. Information on the project is also provided on the internet at http://potomacyardmetro.com/.

3.3 Other Opportunities for Agency Involvement

3.3.1 Public Meetings

The public meeting schedule will coincide with the scoping stage, identification of existing conditions, and circulation of the Draft EIS. Agencies identified in this Plan will be formally notified of the public meetings and the public hearing planned for March 2013.

3.3.2 Public Hearing

The WMATA Compact requires a public hearing before the WMATA Board of Directors make a change to the Mass Transit Plan, including adding a station. This hearing is typically combined with the public hearing required following publication of the Draft EIS.

The public hearing is anticipated to occur in March 2013. The public hearing and a 45-day review period will provide a formal opportunity for review and comment on the Draft EIS.

Table 3-2: Coordination Points and Responsibilities (as of May 2011)

Coordination Point	Format	Timeframe	Lead Agency Responsibility	Input from Agencies	Agencies Responsible for Input
Project Management Team (PMT) Meetings Lead and Cooperating Agencies	Meeting	Bi-Monthly November 2010 through Fall 2013	Draft project materials and analysis; identification of issues and coordination needs	Collaboration and input on project materials and analysis, as well as project issues and coordination needs	Cooperating agencies
Issue Notice of Intent (NOI)	*Federal Register* notice	January 2011	Publish NOI in the *Federal Register* and notices in local newspaper; invite agencies and public to scoping meetings	Comments on NOI	Participating and cooperating agencies; general public
Issue Cooperating and Participating Agency Invitation Letters	Letter	January 2011	Send letters inviting agencies to act as cooperating or participating agencies	Letter accepting or declining the invitation	Participating and cooperating agencies (all invited)
Project Scoping ▪ Agency Coordination, Document Review Timeframes, and Scheduling ▪ Data Sources and Previous Studies	Agency Scoping Meeting (2/10/11), Resource Agency Meetings, Conference Calls, Phone or Email (as required), Written Correspondence	February 2011 – March 2011	Provide materials and hold scoping meeting; include draft purpose and need statement, initial range of alternatives, and potential environmental effects	Comments on draft purpose and need, initial range of alternatives, and issues of concern	Participating and cooperating agencies; general public
Impact Assessment Methodologies	Resource Agency Meetings, Conference Calls , Phone or Email (as required), Written Correspondence	March 2011 – Fall 2011	Provide opportunity to collaborate on the development and review of methodologies required for the analysis of alternatives	Collaboration and input through the development of methodologies, and comments on proposed methodologies	Participating and cooperating agencies
Impact Assessment and Evaluation of Alternatives	Resource Agency Meetings, Conference Calls , Phone or Email (as required), Written Correspondence	March 2011 – Fall 2012	Identification of potential impacts to resources as a result of the alternatives	Identification of any issues of concern regarding potential environmental or socioeconomic impacts of the alternatives, including issues that could substantially delay permit approval	Participating and cooperating agencies
Circulation of Draft EIS	Public hearing; notice of public availability of document; document for review and comment	Spring 2013	Make available the Draft EIS to cooperating and participating agencies and the public with the identified preliminary preferred alternative	Comments on the Draft EIS	Participating and cooperating agencies; general public

Coordination Point	Format	Timeframe	Lead Agency Responsibility	Input from Agencies	Agencies Responsible for Input
Circulation of Final EIS	Notice of availability of document; document for review	Fall 2013	Make available the Final EIS to cooperating and participating agencies and the public	None	None
Issue Record of Decision (ROD)	*Federal Register* and newspaper notice	Winter 2014	Publish ROD in local newspaper and the *Federal Register*	None	None

4.0 PROJECT SCHEDULE

The initial project schedule is shown in **Table 4-1** and **Figure 4-1**. The schedule includes key milestones and decision-points in the EIS process.

Table 4-1: Initial Project Schedule (as of May 2011)

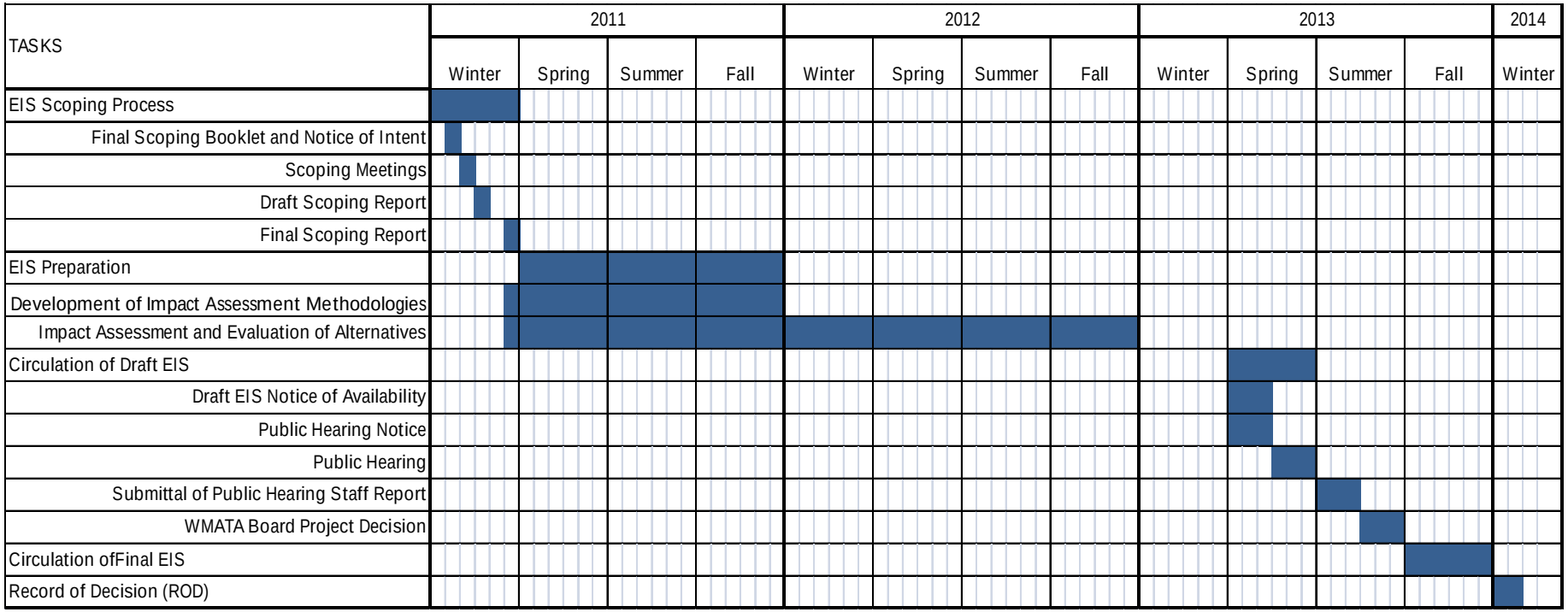
Project Milestone	Timeframe
Scoping	
Final Scoping Booklet and Notice of Intent	January 2011
Scoping Meetings	February 2011
Draft Scoping Report	February 2011
Final Scoping Report	March 2011
Public Meetings	
Progress of EIS, Public Meeting	Fall 2011
Public Hearing and Notice of Draft EIS and Final EIS	
Draft EIS Notice of Availability	Spring 2013
Public Hearing Notice	Spring 2013
Public Hearing	Spring 2013
Submittal of Public Hearing Staff Report	Summer 2013
WMATA Board Project Decision	Summer 2013
Final EIS Notice of Availability	Fall 2013
Record of Decision	Winter 2014

4.1 Agency Coordination Plan Update Schedule

In order to ensure that the agency coordination plan is updated as the project evolves, the plan will be revised approximately every six months. The Agency Coordination Plan will be updated as follows:

- Fall 2011
- Spring 2012
- Fall 2012
- Spring 2013

Figure 4-1: Initial Project Schedule (as of May 2011)



Attachment 1

Agencies Invited to be Participating or Cooperating Agencies

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Jurisdiction	Agency	Agency Type/ Coordination Role	Regulatory Role or Technical Expertise
Federal	Federal Transit Administration (FTA)	Lead Federal Agency	NEPA Compliance
	National Park Service (NPS)	Cooperating Agency	Federal Parklands
	National Park Service/George Washington Memorial Parkway	Cooperating Agency	Federal Parklands
	U.S. Environmental Protection Agency	Participating Agency	NEPA Compliance/Hazardous Materials/Federal Sustainable Communities Initiatives
	U.S. Army Corps of Engineers (USACE)	Potential Cooperating Agency	Wetlands and Water Quality
	U.S. Department of Defense	Participating Agency	Economic, Security and Travel Demand Management
	U.S. Department of Homeland Security	Participating Agency	Transit System Security
	Federal Aviation Administration (FAA)	Participating Agency	Airport Clear Zones
	Federal Highway Administration (FHWA)	Participating Agency	Roadway Traffic and Operations
	Federal Railroad Administration (FRA)	Participating Agency	Federal Regulator - adjacent Class I Freight Rail Corridor
	National Capital Planning Commission (NCPC)	Participating Agency	Specific Regulatory Authorities in the National Capital Region
	U.S. Fish and Wildlife Service	Participating Agency	Federally Listed Threatened and Endangered Species
Regional	Washington Metropolitan Area Transit Authority (WMATA)	Cooperating Agency	NEPA Compliance
	Northern Virginia Transportation Commission (NVTC)	Participating Agency	Joint Partner Agency for VRE
	Potomac Rappahannock Transportation Commission (PRTC)	Participating Agency	Joint Partner Agency for VRE
	Metropolitan Washington Airports Authority	Participating Agency	Ronald Reagan Washington National Airport Operator
	Washington Metropolitan Area Transit Commission	Participating Agency	Private Sector Motor Carrier Regulation
State	Virginia Department of Agriculture and Consumer Services	Participating Agency	Endangered and Threatened Plant and Insect Species Compliance
	Virginia Department of Conservation and Recreation	Participating Agency	Threatened and Endangered Species and Natural Resource Conservation
	Virginia Department of Environmental Quality	Participating Agency	Coastal Zone Management Program Compliance
	Virginia Department of Game and Inland Fisheries	Participating Agency	Threatened and Endangered Species Compliance
	Virginia Department of Rail and Public Transportation	Participating Agency	Operational & Capital Funding for Transit Agencies
	Virginia Department of Transportation	Participating Agency	Roadway Traffic and Operations
	Virginia Department of Historic Resources (SHPO)	Participating Agency	Cultural Resources
	Virginia Marine Resources Commission	Participating Agency	Wetlands Compliance
City of Alexandria	City of Alexandria	Joint-Lead Agency, Project Applicant and Sponsor	Local Project Jurisdiction
	Alexandria Fire Department	Participating Agency	Local Project Jurisdiction
	Alexandria Health Department	Participating Agency	Local Project Jurisdiction
	Alexandria Police Department	Participating Agency	Local Project Jurisdiction
	City Manager's Office	Participating Agency	Local Project Jurisdiction
	Department of Planning and Zoning (P&Z)	Participating Agency	Local Project Jurisdiction
	Department of Recreation, Parks and Cultural Activities	Participating Agency	Local Project Jurisdiction
	Department of Transportation and Environmental Services (T&ES)	Participating Agency	Local Project Jurisdiction
	Office of Historic Alexandria	Participating Agency	Local Project Jurisdiction
Other Jurisdictions	Arlington County Department of Community Planning, Housing and Development (CPHD)	Participating Agency	Neighboring Jurisdiction
	Arlington County Department of Environmental Services (DES)	Participating Agency	Neighboring Jurisdiction

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Attachment 2

Example Invitation Letter to Cooperating Agencies

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U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

JAN 25 2011

To Potomac Yard Metrorail Station NEPA Process Invitees

Subject: Invitation to become a Cooperating Agency Pursuant to NEPA
Potomac Yard Metrorail Station
Alexandria, Virginia

Dear NEPA Process Invitees:

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station. The attached project summary, which includes a project description and location map, provides more details. The National Park Service is a cooperating agency on this project because at least one of the alternatives has the potential to impact the George Washington Memorial Parkway, a unit of the national park system that is listed on the National Register of Historic Places.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating and/or participating agencies in the environmental review process. A participating agency is any federal, state or local agency or Native American tribe that has an interest in the project. Participating agencies are afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, participating agencies are asked to:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A cooperating agency is any federal, state, or local agency or Native American tribe that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. Your agency has been identified as one that may have an interest in this project because of its regulatory role or special expertise; accordingly, you are being extended this invitation to become actively involved as a cooperating agency in the environmental review process for the project.

As a cooperating agency, you will have a higher degree of authority, responsibility, and involvement in the environmental review process. In addition to those responsibilities detailed for participating agencies, we request your agency:

- Participate in scoping and other early stages of the environmental review process;
- Participate in the preparation of environmental analyses concerning portions of the EIS for which your agency has special expertise; and
- Provide comments on the range of alternatives to be assessed in the EIS, the criteria and methodology for evaluating the alternatives, and the scope of issues to be addressed in the EIS as well as any other issues you identify as important.

We expect your agency's involvement to entail only those areas under its jurisdiction.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, a written response to this invitation is not due until after the interagency scoping meeting anticipated to take place on February 10, 2011 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3:00 pm. You or your delegate is invited to represent your agency at this meeting. If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the meeting will be held at the same time on the snow date of February 15, 2011.

If, after this meeting, you elect to become a cooperating agency, please sign the enclosed agreement and mail or transmit electronically to Melissa P. Barlow by March 15, 2011. Mailed responses should be sent to:

Melissa P. Barlow Community Planner
Federal Transit Administration -DC Metro
1990 K Street, NW, Suite 510
Washington, DC 20006
(202) 219-3565 office
(202) 219-3545 fax
Melissa.barlow@dot.gov email

If you do not accept this invitation to become a cooperating agency, your agency will become a participating agency as defined by Section 6002. **If, however, you elect not to become a participating agency, please complete and sign the enclosed document by March 15, 2011,** indicating that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Melissa Barlow at 202-219-3565 or Melissa.barlow@dot.gov.

Sincerely,

Letitia A. Thompson
Region III Administrator

Attachments: Project Summary
Agreement

cc: Jim Ashe, WMATA
Sandra Marks, City of Alexandria

I CONCUR our agency's role as a cooperating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

_____
Print or Type NameTitle

_____
Name of Agency and Phone number or Email

_____
SignatureDate

I CONCUR our agency's role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

_____
Print or Type NameTitle

_____
Name of Agency and Phone number or Email

_____
SignatureDate

I DECLINE our agency's role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002 for the following reasons (check appropriate reasons):

_____Have no jurisdiction or authority with respect to the project
_____Have no expertise or information relevant to the project
_____Do not intend to submit comments on the project

_____
Print or Type NameTitle

_____
Name of Agency and Phone number or Email

_____
SignatureDate

Please email or mail a response by March 15, 2011 to:
Melissa P. Barlow, Community Planner, Federal Transit Administration-DC Metro, 1990 K Street NW, Suite 510, Washington, DC 20006, 202-219-3545 (fax) or Melissa.barlow@dot.gov.

Attachment 3

Example Invitation Letter to Participating Agencies (Federal)

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U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

JAN 25 2011

To Potomac Yard Metrorail Station NEPA Process Invitees

Subject: Invitation to become a Participating Agency Pursuant to NEPA
Potomac Yard Metrorail Station
Alexandria, Virginia

Dear NEPA Process Invitees:

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station. The attached project summary, which includes a project description and location map, provides more details. The National Park Service is a cooperating agency on this project because at least one of the alternatives has the potential to impact the George Washington Memorial Parkway, a unit of the national park system that is listed on the National Register of Historic Places.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating and/or participating agencies in the environmental review process. Because of its regulatory role or technical expertise, your agency has been identified as one that may have an interest in this project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, we request your agency:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, a written response to this invitation is not due until after the interagency scoping meeting anticipated to take place on February 10, 2011 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3:00 pm. You or your delegate is invited to represent your agency at this meeting. If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the meeting will be held at the same time on the snow date of February 15, 2011.

If, after this meeting, you elect not to become a participating agency, please complete and sign the enclosed document by March 15, 2011, indicating that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

All responses must be mailed or transmitted electronically to Melissa Barlow prior to March 10, 2011. Mailed responses should be sent to:

Melissa P. Barlow Community Planner
Federal Transit Administration -DC Metro
1990 K Street, NW, Suite 510
Washington, DC 20006
(202) 219-3565 office
(202) 219-3545 fax
Melissa.barlow@dot.gov email

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Melissa Barlow at 202-219-3565 or Melissa.barlow@dot.gov.

Sincerely,

Letitia A. Thompson
Region III Administrator

Attachments: Project Summary
Agreement

cc: Jim Ashe, WMATA
Sandra Marks, City of Alexandria

I CONCUR our agency's role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

_____

Print or Type NameTitle

_____

Name of Agency and Phone number or Email

_____

SignatureDate

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reasons):

_____Have no jurisdiction or authority with respect to the project
_____Have no expertise or information relevant to the project
_____Do not intend to submit comments on the project

_____

Print or Type NameTitle

_____

Name of Agency and Phone number or Email

_____

SignatureDate

Please email or mail a response by March 15, 2011 to:
Melissa P. Barlow, Community Planner, Federal Transit Administration-DC Metro, 1990 K Street NW, Suite 510, Washington, DC 20006, 202-219-3545 (fax) or Melissa.barlow@dot.gov.

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Attachment 4

Example Invitation Letter to Participating Agencies (Non-Federal)

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U.S. Department
of Transportation
Federal Transit Administration

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

JAN 25 2011

To Potomac Yard Metrorail Station NEPA Process Invitees

Subject: Invitation to become a Participating Agency Pursuant to NEPA
Potomac Yard Metrorail Station
Alexandria, Virginia

Dear NEPA Process Invitees:

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station. The attached project summary, which includes a project description and location map, provides more details. The National Park Service is a cooperating agency on this project because at least one of the alternatives has the potential to impact the George Washington Memorial Parkway, a unit of the national park system that is listed on the National Register of Historic Places.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating and/or participating agencies in the environmental review process. Because of its regulatory role or technical expertise, your agency has been identified as one that may have an interest in this project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, we request your agency:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, a written response to this invitation is not due until after the interagency scoping meeting anticipated to take place on February 10, 2011 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3:00 pm. You or your delegate is invited to represent your agency at this meeting. If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the meeting will be held at the same time on the snow date of February 15, 2011.

If, after this meeting, you elect to become a participating agency, please sign the enclosed agreement and mail or transmit electronically to Melissa Barlow prior to March 15, 2011.

Mailed responses should be sent to:

Melissa P. Barlow Community Planner
Federal Transit Administration -DC Metro
1990 K Street, NW, Suite 510
Washington, DC 20006
(202) 219-3565 office
(202) 219-3545 fax
Melissa.barlow@dot.gov email

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact Melissa Barlow at 202-219-3565 or Melissa.barlow@dot.gov.

Sincerely,

Letitia A. Thompson
Region III Administrator

Attachments: Project Summary
Agreement

cc: Jim Ashe, WMATA
Sandra Marks, City of Alexandria

I CONCUR our agency's role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

_____

Print or Type NameTitle

_____

Name of Agency and Phone number or Email

_____

SignatureDate

Please email or mail a response by March 15, 2011 to:
Melissa P. Barlow, Community Planner, Federal Transit Administration-DC Metro, 1990 K Street NW, Suite 510, Washington, DC 20006, 202-219-3545 (fax) or Melissa.barlow@dot.gov.

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Appendix B:

Notice of Intent

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In view of escorting requirements, non-Government attendees should plan to arrive 15 minutes before the meeting begins. Requests for reasonable accommodation should be made to Sherry Booth prior to Tuesday, February 8th. Requests made after that date will be considered, but might not be possible to fulfill.

Personal data is requested pursuant to Public Law 99–399 (Omnibus Diplomatic Security and Antiterrorism Act of 1986), as amended; Public Law 107–56 (USA PATRIOT Act); and Executive Order 13356. The purpose of the collection is to validate the identity of individuals who enter Department facilities. The data will be entered into the Visitor Access Control System (VACS–D) database. Please see the Privacy Impact Assessment for VACS–D at *http://www.state.gov/documents/organization/100305.pdf* for additional information.

For additional information, contact Deputy Outreach Coordinator Tiffany Enoch, Office of Economic Policy Analysis and Public Diplomacy, Bureau of Economic, Energy and Business Affairs, at (202) 647–2231 or *EnochT@state.gov.*

Dated: January 21, 2011.

Maryruth Coleman,

Office Director, Office of Economic Policy Analysis and Public Diplomacy, U.S. Department of State.

[FR Doc. 2011–1785 Filed 1–26–11; 8:45 am]

BILLING CODE 4710–07–P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

Commercial Space Transportation Advisory Committee—Public Teleconference

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of Commercial Space Transportation Advisory Committee Teleconference.

SUMMARY: Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. 92–463, 5 U.S.C. App. 2), notice is hereby given of a teleconference of the Commercial Space Transportation Advisory Committee (COMSTAC). The teleconference will take place on Tuesday, February 15, 2011, starting at 1:30 p.m. Eastern Standard Time. Individuals who plan to participate should contact Susan Lender, DFO, (the Contact Person listed below) by phone or e-mail for the teleconference call in number.

The proposed agenda for this teleconference is to continue the discussion started during the January 20, 2011, teleconference. This discussion concerns the structure of the COMSTAC working groups and the organization of the COMSTAC meetings themselves.

Interested members of the public may submit relevant written statements for the COMSTAC members to consider under the advisory process. Statements may concern the issues and agenda items mentioned above or additional issues that may be relevant for the U.S. commercial space transportation industry. Interested parties wishing to submit written statements should contact Susan Lender, DFO, (the Contact Person listed below) in writing (mail or e-mail) by February 11, 2011, so that the information can be made available to COMSTAC members for their review and consideration before the February 157, 2011, teleconference. Written statements should be supplied in the following formats: One hard copy with original signature or one electronic copy via e-mail.

An agenda will be posted on the FAA Web site at *http://www.faa.gov/go/ast.*

Individuals who plan to participate and need special assistance should inform the Contact Person listed below in advance of the meeting.

FOR FURTHER INFORMATION CONTACT: Susan Lender (AST–100), Office of Commercial Space Transportation (AST), 800 Independence Avenue, SW., Room 331, Washington, DC 20591, telephone (202) 267–8029; e-mail *susan.lender@faa.gov.* Complete information regarding COMSTAC is available on the FAA Web site at: *http://www.faa.gov/about/office_org/headquarters_offices/ast/advisory_committee/.*

Issued in Washington, DC, January 21, 2011.

George C. Nield,

Associate Administrator for Commercial Space Transportation.

[FR Doc. 2011–1769 Filed 1–26–11; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for a Potomac Yard Metrorail Station in Alexandria, VA

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to prepare an Environmental Impact Statement.

SUMMARY: The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is issuing this Notice of Intent (NOI) to advise the public that it proposes to prepare an Environmental Impact Statement (EIS) to assess the potential environmental impacts associated with the proposed construction and operation of the Potomac Yard Metrorail Station. The proposed project, described more completely within, would consist of the construction of a Metrorail infill station along the existing combined Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of this notice is to alert interested parties regarding the intent to prepare the EIS, to provide information on the nature of the proposed project and possible alternatives, and to invite public participation in the EIS process.

DATES: Comments on the scope of the EIS, including the project's purpose and need, the alternatives to be considered, the impacts to be evaluated, and the methodologies to be used in the evaluations should be sent before March 15, 2011. *See* **ADDRESSES** below for the address to which written comments may be sent. Scoping meetings to accept comments on the scope of the EIS will be held on the following date:

- *Agency Scoping Meeting:* Thursday, February 10, 2011, Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3 p.m. Representatives from Federal, State, regional, Tribal, and local agencies that may have an interest in any aspect of the project will be invited to serve as either participating or cooperating agencies.
- *Public Scoping Meetings:* Thursday, February 10, 2011, Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 4:30 p.m. and 6:30 p.m.

The buildings used for the scoping meetings are accessible to persons with disabilities. Spanish language materials and interpreters will be provided at the scoping meetings. Anyone who requires special assistance at a scoping meeting should contact Jim Ashe at WMATA at (202) 962–1745 or *jashe@wmata.com* at least 3 days prior to the meeting. A scoping packet is available on the project Web site at *http://www.potomacyardmetro.com* or by contacting Jim Ashe at the telephone number or e-mail address above. Copies

will also be available at the scoping meetings.

If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the public and agency scoping meetings will be held at the same times on the snow date of February 15, 2011.

ADDRESSES: Comments will be accepted at the public scoping meetings or they may be sent on or before March 15, 2011 by e-mail to *comments@potomacyardmetro.com* or by regular mail to Potomac Yard Metrorail Station EIS, P.O. Box 25132, Alexandria, VA 22313.

FOR FURTHER INFORMATION CONTACT: Melissa Barlow, Community Planner, Federal Transit Administration, DC Metro Office, 1990 K Street, NW., Suite 510, Washington, DC 20006, *Melissa.barlow@dot.gov* or (202) 219–3565; or Jim Ashe, Manager, Environmental Planning and Compliance Washington Metropolitan Area Transit Authority, 600 5th Street, NW., Washington, DC 20001, *jashe@wmata.com* or (202) 962–1745.

SUPPLEMENTARY INFORMATION:

Scoping

FTA invites all interested individuals, organizations, public agencies, and Native American Tribes to comment on the scope of the EIS, including the project's purpose and need, the alternatives to be studied, the impacts to be evaluated, and the evaluation methods to be used. Comments should address (1) feasible alternatives that may better achieve the project's purpose and need with fewer adverse impacts, and (2) any significant environmental impacts relating to the alternatives.

NEPA "scoping" (Title 40 of the Code of Federal Regulations (CFR) § 1501.7) has specific and fairly limited objectives, one of which is to identify the significant issues associated with alternatives that will be examined in detail in the document, while simultaneously limiting consideration and development of issues that are not truly significant. It is in the NEPA scoping process that potentially significant environmental impacts—those that give rise to the need to prepare an environmental impact statement—should be identified; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement, thereby keeping the statement focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations—"to make the environmental impact statement process more useful to decision makers and the public; and to reduce paperwork and the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives… [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses." Executive Order 11991, of May 24, 1977. Transit projects may also generate environmental benefits; these should be highlighted as well—the impact statement process should draw attention to positive impacts, not just negative impacts.

Once the scope of the environmental study, including significant environmental issues to be addressed, is settled, an annotated outline of the document will be prepared and shared with interested agencies and the public. The outline serves at least three worthy purposes, including (1) documenting the results of the scoping process; (2) contributing to the transparency of the process; and (3) providing a clear roadmap for concise development of the environmental document.

Purpose and Need for the Project

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station.

The project area in Alexandria is located in the Northern Virginia portion of the Washington metropolitan region, which is expected to see approximately 30% population growth in the next 30 years. The project area is located adjacent to existing residential neighborhoods to the west and southeast and an approximately 600,000 square-foot retail center. The existing retail center is approved for redevelopment of 2.25 million square feet of mixed-use development including office, retail, residential and hotel uses. Other properties in the Potomac Yard redevelopment area are approved for a total of approximately 4 million square feet of development. This additional development will impact the existing roadway network with increased travel demand adding additional vehicle and transit trips. The transportation network in the project area is limited by the heavy rail to the east and limited east-west connectivity west of Route 1.

Currently the project area is not served by Metrorail or any other rapid transit services which provide regional connectivity. The project area is located between two Metrorail stations located 3.1-miles apart. This gap between the Ronald Reagan Washington National Airport Station and the Braddock Road Station is the longest for the portions of the Metrorail system that serve urban residential and commercial corridors. This area is currently served by local bus services that operate in mixed traffic along the congested US Route 1 corridor, yet they have numerous local stops resulting in slow transit travel speeds. This results in relatively long transit travel times to access the area. The Crystal City-Potomac Yard Transitway, which will provide bus priority lanes on nearby Route 1, will improve reliability of local transit services along the Route 1 corridor however, access to the Metrorail system is still needed to accommodate longer regional transit trips.

The anticipated 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,* and earlier WMATA and regional transportation plans, in addition to the City of Alexandria's 1992 and 2008 Transportation Master Plans and *North Potomac Yard Small Area Plan.* Establishing a new access point to the regional Metrorail system would provide more transit-friendly development patterns supported by improved access to transit as well as a safe and reliable alternative to automobile travel to and from the Potomac Yard area. Improved access to the regional system is also needed to accommodate a greater share of travel to and from the area on transit, potentially reducing reliance on single-occupant vehicle use, decreasing automobile emissions, and improving regional air quality. The Washington Metropolitan area has been identified as a non-attainment area for ozone and particulate matter since the concentrations of these pollutants exceed acceptable levels as designated by the EPA.

Possible Alternatives

The alternatives expected to be addressed in the EIS include:

No Action Alternative: The No Action Alternative represents future conditions in the EIS analysis year of 2035 without the Potomac Yard Metrorail Station

Project. The No Action Alternative includes the existing transit and transportation system in the Washington, DC region plus planned improvements for which the need, commitment, financing, and public and political support have been identified, and which may reasonably be expected to be implemented. This alternative is included in the Draft EIS as a means of comparing and evaluating the impacts and benefits of the Potomac Yard Metrorail Station alternatives.

Build Alternatives: Proposed build alternatives are being evaluated for the project. Potomac Yard is located in the City of Alexandria and the southern edge of Arlington, VA. The area is roughly bound by U.S. Route 1 (Jefferson Davis Highway) to the west, the George Washington Memorial Parkway on the east, Four Mile Run to the north, and E. Howell Avenue on the south.

The study corridor where the project would be located is approximately 1.5 miles in length. Build alternatives will be analyzed that are either along or just to the west of the existing WMATA right-of-way for the Blue and Yellow lines in this area. Build alternatives include:

- *Metrorail Station Alternative A:* Station Alternative A would be located along the existing mainline tracks between the George Washington Memorial Parkway and the CSX Railroad tracks and adjacent to the Potomac Greens Neighborhood.
- *Metrorail Station Alternative B1:* Station Alternative B1 would be located along the existing mainline tracks between the George Washington Memorial Parkway and the CSX Railroad, just to the north of Alternative A.
- *Metrorail Station Alternative B2:* Station Alternative B2 would be located along a short segment of realigned track between the George Washington Memorial Parkway and the CSX Railroad, to the north of Alternative A and to the south of Alternative B1.
- *Metrorail Station Alternative B3:* Station Alternative B3 would be located along a short segment of realigned track between the George Washington Memorial Parkway and the CSX Railroad, just to the east of Alternative B2.
- *Metrorail Station Alternative C1:* Station Alternative C1 would be located along realigned Metrorail track between the CSX Railroad and Route 1.
- *Metrorail Station Alternative C2:* Station Alternative C2 would be located along realigned Metrorail track between the CSX Railroad and Route 1, just east of Alternative C1.
- *Metrorail Station Alternative D1:* Station Alternative D1 would be located along realigned Metrorail tracks between the CSX Railroad and Route 1, just east of Alternative C2.
- *Metrorail Station Alternative D2:* Station Alternative D2 would be located along realigned Metrorail tracks between the CSX Railroad and Route 1, just east of Alternative D1.

Possible Effects

FTA will evaluate project-specific as well as indirect and cumulative effects to the existing physical, social, economic, and environmental setting in which the proposed station would be located. The permanent, long-term effects to the region could include, but are not limited to effects to traffic and transportation; land use and socioeconomics; visual character and aesthetics; noise and vibration; historical and archaeological resources; community impacts; natural resources; air quality and climate change; and visual impacts upon the setting of the George Washington Memorial Parkway, a unit of the national park system. Investigation may reveal that the proposed project will not affect or not substantially affect many of these areas. Measures to avoid, minimize, or mitigate any significant adverse impacts will be identified.

FTA Procedures

The regulations implementing NEPA, as well as provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA–LU), call for public involvement in the EIS process for transportation projects. In accordance with Section 6002 of SAFETEA–LU, FTA will: (1) Extend an invitation to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project to become participating agencies (any interested party that does not receive an invitation to become a participating agency can notify any of the contact persons listed earlier in this NOI); (2) provide an opportunity for involvement by participating agencies and the public to help define the purpose and need for the proposed project, as well as the range of alternatives for consideration in the EIS; and (3) establish a plan for coordinating public and agency participation in, and comment on, the environmental review process. A Public Involvement Plan and an Agency Coordination Plan will be developed outlining public and agency involvement for the project. These will be available on the project Web site, *http://www.potomacyardmetro.com,* or through written request. Opportunities for comment will be provided throughout the EIS process, including public and agency meetings, the project Web site, a mailing address, and a phone information line. Comments received from any of these sources will be considered in the development of the final scope and content of the environmental documents.

An invitation to become a participating or cooperating agency, with scoping materials appended, will be extended to other Federal and non-Federal agencies and Native American Tribes that may have an interest in the proposed project. It is possible that FTA will not be able to identify all Federal and non-Federal agencies and Native American Tribes that may have such an interest. Any Federal or non-Federal agency or Native American Tribe interested in the proposed project that does not receive an invitation to become a participating agency should notify at the earliest opportunity the Project Manager identified above under **ADDRESSES**.

Summary/Next Steps

With the publication of this NOI, the scoping process for the project begins. After the publication of the Draft Scoping Document, a public comment period will begin, allowing the public to offer input on the scope of the EIS until March 15, 2011. Public comments will be received through those methods explained earlier in this NOI and will be incorporated into the Annotated Outline. This document will detail the scope of the EIS and the potential environmental effects that will be considered during the study period. After the completion of the Draft EIS, a public hearing and another public commenting period will allow for input on the EIS, and these comments will be incorporated into the Final EIS report before publication.

Paperwork Reduction

The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, it is FTA policy to limit insofar as possible distribution of complete printed sets of environmental documents. Accordingly, unless a specific request for a complete printed set of environmental documents is received (preferably at the conclusion of scoping), FTA and its grantees will distribute only the executive summary of the environmental document together

with a Compact Disc of the complete environmental document. A complete printed set of the environmental document will be available for review at the grantee's offices and elsewhere; an electronic copy of the complete environmental document will also be available on the project Web site, *http://www.potomacyardmetro.com.*

Other

The City of Alexandria is pursuing USDOT Discretionary Capital Grant funding for the project. The EIS will be prepared in accordance with NEPA and its implementing regulations issued by the Council on Environmental Quality (40 CFR parts 1500–1508) and with the FTA/Federal Highway Administration regulations "Environmental Impact and Related Procedures" (23 CFR part 771). Related environmental procedures to be addressed during the NEPA process include, but are not limited to, Executive Order 12898 on Environmental Justice; Section 106 of the National Historic Preservation Act; and Section 4(f) of the DOT Act (49 U.S.C. 303).

Issued on: January 20, 2011.

Letitia A. Thompson,

Regional Administrator, Federal Transit Administration Region III, Philadelphia, Pennsylvania.

[FR Doc. 2011–1761 Filed 1–26–11; 8:45 am]

BILLING CODE 4910–57–P

DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Petition for Exemption From the Vehicle Theft Prevention Standard; Suzuki

AGENCY: National Highway Traffic Safety Administration (NHTSA), Department of Transportation (DOT).

ACTION: Grant of petition for exemption.

SUMMARY: This document grants in full the American Suzuki Motor Corporation's (Suzuki) petition for an exemption of the Kizashi vehicle line in accordance with 49 CFR part 543, *Exemption from the Theft Prevention Standard.* This petition is granted because the agency has determined that the antitheft device to be placed on the line as standard equipment is likely to be as effective in reducing and deterring motor vehicle theft as compliance with the parts-marking requirements of the 49 CFR part 541, *Federal Motor Vehicle Theft Prevention Standard.*

DATES: The exemption granted by this notice is effective beginning with the 2012 model year.

FOR FURTHER INFORMATION CONTACT: Ms. Deborah Mazyck, Office of International Policy, Fuel Economy and Consumer Programs, NHTSA, 400 Seventh Street, SW., Washington, DC 20590. Ms. Mazyck's phone number is (202) 366–4139. Her fax number is (202) 493–2990.

SUPPLEMENTARY INFORMATION: In a petition dated October 22, 2010, Suzuki requested an exemption from the parts-marking requirements of the Theft Prevention Standard (49 CFR part 541) for the MY 2012 Suzuki Kizashi vehicle line. The petition requested an exemption from parts-marking pursuant to 49 CFR part 543, *Exemption from Vehicle Theft Prevention Standard,* based on the installation of an antitheft device as standard equipment for an entire vehicle line. The agency informed Suzuki by telephone on November 29, 2010, of the areas of insufficiency with respect to its October 22, 2010 petition for exemption. On December 10, 2010, Suzuki submitted supplementary information to the agency addressing its areas of insufficiency.

Under § 543.5(a), a manufacturer may petition NHTSA to grant exemptions for one line of its vehicle lines per year. In its petition, Suzuki provided a detailed description and diagram of the identity, design, and location of the components of the antitheft device for its Kazashi vehicle line. Suzuki will install its passive antitheft device as standard equipment on the line. Key features of the antitheft device will include an electronically coded key fob, Body Control Module (BCM), Engine Control Module (ECM) and a passive immobilizer. Suzuki's submission, along with its supplementary information is considered a complete petition as required by 49 CFR 543.7, in that it meets the general requirements contained in § 543.5 and the specific content requirements of § 543.6. Suzuki stated that the proposed device is designed to be active at all times without direct intervention by the vehicle operator and is fully armed immediately after the ignition has been turned off and the key is removed. The device will provide protection against unauthorized starting and fueling of the engine. Suzuki further stated that the device will also incorporate an audible and visible alarm feature as standard equipment. The lights will flash and the horn will sound in the event of unauthorized vehicle entry.

Suzuki stated that the antitheft device will also utilize a special ignition key and decoder module. Before the vehicle can be operated, the coded key fob must be confirmed to authorize start and fuel of the engine. Specifically, Suzuki stated that the BCM sends a signal and an electronically-coded identification number to the key fob. If the correct key fob is used, it conducts a calculation and sends the result to the BCM. The BCM also conducts its own calculation and verifies that the BCM and key fob calculation result are identical. If the results are identical, the BCM will send data to the ECM allowing the vehicle to start. If either the key fob identification number or calculation result are not an exact match with the BCM information, Suzuki stated that the ECM will prohibit operation of the vehicle.

In addressing the specific content requirements of 543.6, Suzuki provided information on the reliability and durability of the proposed device. To ensure reliability and durability of the device, Suzuki conducted tests based on its own specified standards. Suzuki provided a detailed list of the tests conducted on the components of its immobilizer device and believes that the device is reliable and durable since it complied with the specified requirements for each test. According to the information provided by Suzuki, the components of the device were tested and the results confirm that the device performed as designed, meeting compliance in climatic, chemical environments, and immunity to various electromagnetic radiations.

Suzuki stated that although there is no theft data available to show the theft reduction benefits for the Kizashi vehicle line at this time, it has compared the effectiveness of its antitheft device with devices which it believes are functionally and operationally similar to its proposed device. Suzuki stated that data published by the agency, the Highway Loss data Institute and the National Insurance Crime Bureau show the effectiveness of passive immobilizer devices at reducing and deterring theft. Suzuki stated that the agency's theft data show that the theft rate for the 1999 Nissan Maxima equipped with a standard passive immobilizer is 2.5 thefts per thousand vehicles, compared to a theft rate of 5.2 thefts for the 1998 Nissan Maxima without a passive immobilizer, a reduction of more than 50 percent. Additionally, Suzuki noted that data from the Highway Loss Data Institute show that overall theft losses for the 1999 Nissan Maxima (with a passive immobilizer) were reduced by over 85 percent compared to the overall losses for the 1998 Nissan Maxima (without a passive immobilizer). Suzuki provided further information showing

Appendix C:

Scoping Booklet

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POTOMAC YARD METRORAIL STATION
ENVIRONMENTAL IMPACT STATEMENT

Scoping Booklet

January 2011

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1.0 ABOUT THE PROJECT

1.1 Project Background and Description

The Federal Transit Administration (FTA), as the federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station (or "the project").

The proposed project consists of construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. Figure 1-2 on the following page shows the location of the project in north Alexandria and depicts the alternative station sites under consideration for further study in the EIS process. The project would serve existing neighborhoods and retail centers as well as high-density, transit-oriented development planned by the City of Alexandria. The project would provide access to the regional Metrorail system for the U.S. Route 1 corridor of north Alexandria, which is currently without direct access to the system. The project alternatives under study are described in more detail in Section 3 of this document.

1.2 NEPA Requirements and Procedures

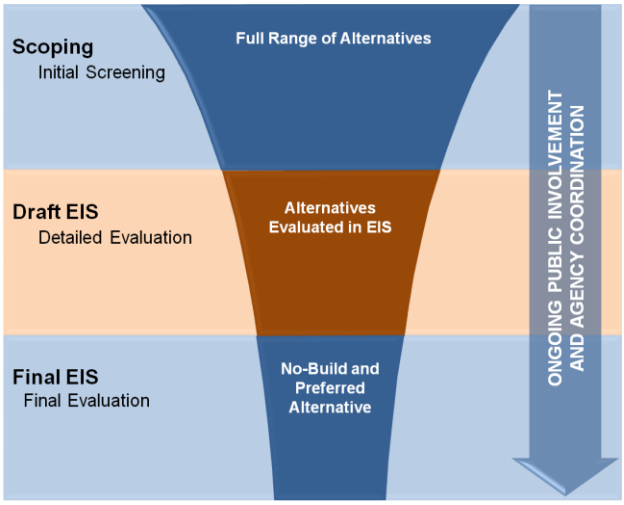
The Potomac Yard Metrorail Station EIS will be prepared in a manner that is consistent with the U.S. Department of Transportation National Environmental Policy Act (NEPA) Process under the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002.

NEPA requires federal agencies to assess the potential impacts of their actions on the human and natural environment. Throughout the EIS process, the public is provided with opportunities to review and comment on various elements of the study.

For an EIS, the NEPA process begins with the publication of a Notice of Intent (NOI) to prepare an EIS in the Federal Register. The NOI initiates the EIS scoping process and provides information on the proposed project including the time and location of public and agency scoping meetings. The scoping process is described in more detail in Section 1.3.

Figure 1-1 shows the general evaluation framework used to identify a preferred alternative during the NEPA process. This begins with identifying a full range of project alternatives and through a series of successive screenings and evaluations during the Scoping, Draft EIS, and Final EIS Phases a preferred alternative is identified.

Figure 1-1: Evaluation Framework

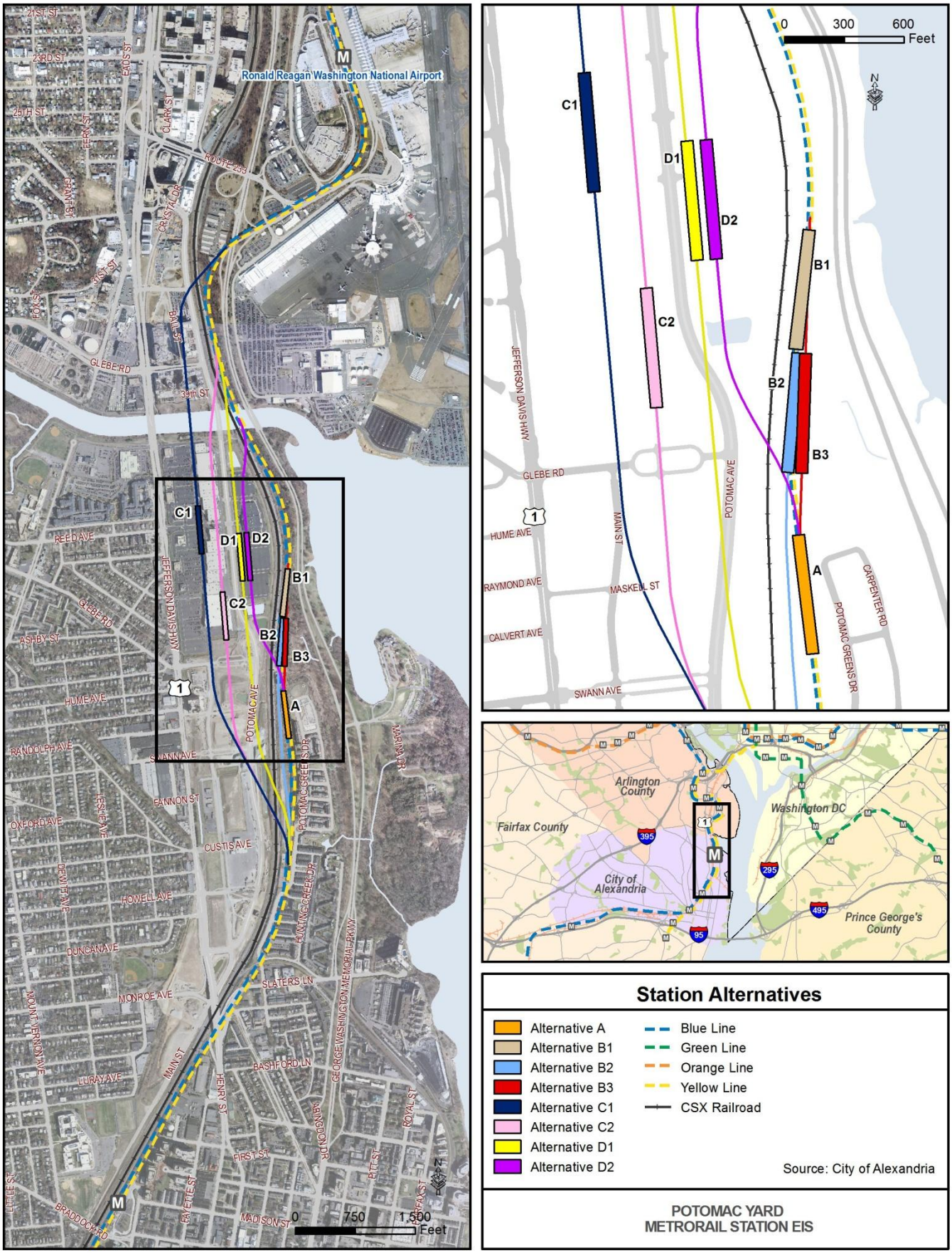


After scoping, the Draft EIS phase begins with documentation of the affected environment, which includes identifying existing conditions and potential opportunities and constraints relative to the proposed project. Based on this information, the potential impacts of each of the remaining project alternatives are assessed and documented. The project alternatives also undergo a detailed evaluation based on potential impacts and their performance relative to the project purpose and need in addition to the goals and objectives.

Upon completion of the Draft EIS, a Notice of Availability is published. The Draft EIS is circulated to all interested parties and those having jurisdiction over the proposed action and is made available for public review for a minimum period of 45 days, beginning no later than 15 days prior to a public hearing for the project and extending for 30 days after the hearing. The Draft EIS provides decision-makers with valuable information on which to base the selection of a preferred alternative.

The Final EIS will then be prepared, documenting the preferred alternative and comparing its impacts to the No Build Alternative. In the Final EIS, a greater level of detail on design, impacts and mitigation, and mitigation commitments, where applicable, will be provided. Finally, a Record of Decision (ROD) will be issued by FTA, documenting the results of the EIS process.

Figure 1-2: Location Map



1.3 Scoping Process

Scoping, as the name implies, is the process of determining the scope of the EIS. It takes place at the beginning of a study and serves the following purposes:

- Identifying a range of actions, reasonable alternatives, and impacts to be considered;
- Connecting previous planning decisions with current project development;
- Establishing a decision-making framework;
- Looking for opportunities to streamline the project and collaborate with partners; and
- Organizing the study and defining boundaries and responsibilities.

During the scoping process, agency and public comments are solicited in response to the information provided and are used to identify reasonable alternatives and potential environmental effects in the preparation of the EIS. SAFETEA-LU Section 6002 specifies that the lead agencies must provide participating and coordinating agencies and the public the opportunity for involvement during the development of the Purpose and Need statement and the identification of the range of alternatives to be considered. As part of this process, the study is providing the opportunity for public comment on the Scoping Booklet (this document).

In addition, these documents and items are being provided to federal, state, regional, tribal, and local agencies with jurisdictional authority or the potential to be impacted by the project for their review and comment. The Scoping Booklet is intended to inform participants of the project and the potential project features planned for consideration in the EIS.

During the scoping process, the full range of alternatives will undergo an initial screening analysis to assess their basic feasibility. See Figure 1-1 for an illustration of the refinement of alternatives throughout the NEPA process. Any alternatives that are clearly not feasible from either a constructability or an environmental perspective will not advance to be evaluated in the EIS. The potential screening criteria include:

- Technical and financial feasibility;
- Performance relative to project purpose, need, goals and objectives;
- General consistency with land use and development plans;
- Potential adverse environmental effects permitted by regulatory agencies; and
- Feasibility of potential environmental mitigation requirements.

1.3.1 Scoping Meetings

Scoping meetings will be conducted at the following date and location:

Date: February 10, 2011

Times: 3:00 pm (agency scoping meeting)
4:30 pm (first public scoping meeting) and
6:30 pm (second public scoping meeting)

Location:
Cora Kelly Recreation Center
25 West Reed Avenue
(at the intersection of Commonwealth and Reed Avenues)
Alexandria, Virginia

An agency scoping meeting will begin at 3:00 pm. Representatives from federal, state, regional, tribal, and local agencies that may have an interest in any aspect of the project will be invited to serve as either participating or cooperating agencies. They will be invited to come to the agency scoping meeting to review project information and comment on the project purpose and need, agency and public coordination process, alternatives considered, and potential environmental effects addressed in the EIS.

Two public scoping meetings will be held to solicit comments on the scope of the EIS from the public. The first public scoping meeting will begin at 4:30 pm, and the second will begin at 6:30 pm in the same location. A back-up date of Thursday, February 15, 2011 has been set in the event that the meetings cannot be held on February 10 due to inclement weather or another reason.

The meeting will include an open house period where participants will be able to view display boards and handouts with project information and provide comments to staff. This will be followed by a brief presentation summarizing the project information and a comment period. The public will have the opportunity to provide written comments or oral comments documented by a court reporter.

1.3.2 Submitting Comments

Comments will be accepted at the scoping meetings or they may be sent on or before March 15, 2011 by the following methods:

- **By email to:**
  comments@potomacyardmetro.com
- **By U.S. postal mail to:**
  Potomac Yard Metrorail Station EIS
  P.O. Box 25132
  Alexandria, VA 22313

Comments will be documented and considered in refining the project purpose and need, alternatives considered, potential environmental effects to be studied, and agency coordination and public involvement process for the project. Written comments will be accepted until March 15, 2011 (30 days after the alternative scoping meeting date). Following this formal scoping process and comment period, a Final Scoping Report will be provided to agencies and the public describing the results of the scoping process and the refined project purpose and need, alternatives considered, potential environmental effects to be studied, and agency coordination and public involvement process.

2.0 PURPOSE AND NEED

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station.

The project area in Alexandria is located in the Northern Virginia portion of the Washington metropolitan region, which is expected to see approximately 30 percent population growth in the next 30 years. The project area is located adjacent to existing residential neighborhoods to the west and southeast and an approximately 600,000 square-foot retail center to the north. The existing retail center is approved for redevelopment, with 2.25 million square feet of total mixed-use development including office, retail, residential and hotel uses. Other properties in the Potomac Yard redevelopment area are approved for a total of approximately 4 million square feet of development. This additional development will impact the existing roadway network with increased travel demand adding additional vehicle and transit trips. The transportation network in the project area is limited by the heavy rail tracks to the east and limited east-west connectivity west of Route 1.

Currently, the project area is not served by Metrorail or any other rapid transit services which provide regional connectivity. The project area is located between two Metrorail stations that are 3.1 miles apart. This gap between the Ronald Reagan Washington National Airport Station and the Braddock Road Station is the longest for the portions of the Metrorail system that serve urban residential and commercial corridors. This area is currently served by local bus services that operate in mixed traffic along the congested U.S. Route 1 corridor, yet they have numerous local stops resulting in slow transit travel speeds. This results in relatively long transit travel times to access the site. The Crystal City/Potomac Yard Transitway, which will provide bus priority lanes on nearby Route 1, will improve reliability of local transit services along the Route 1 corridor; however, direct access to the Metrorail system is still needed to accommodate longer regional transit trips.

The anticipated 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, in addition to the City of Alexandria's 1992 and 2008 Transportation Master Plans and *North Potomac Yard Small Area Plan*. Establishing a new access point to the regional Metrorail system would promote more transit-friendly development patterns supported by improved access to transit as well as a safe and reliable alternative to automobile travel to and from the Potomac Yard area. Improved access to the regional system is also needed to accommodate a greater share of travel to and from the site on transit, potentially reducing reliance on single-occupant vehicle use, decreasing automobile emissions, and improving regional air quality. The Washington Metropolitan area has been identified as a non-attainment area for ozone and particulate matter because the concentrations of these pollutants exceed acceptable levels as designated by the U.S. Environmental Protection Agency.

The draft goals and objectives in Table 2-1 address the project purpose and need and will be used in the development and evaluation of project alternatives.

Table 2-1: Project Goals and Objectives

Project Goals	Project Objectives
Goal 1: Improve access to the regional Metrorail system	• Support WMATA's current system expansion plans for the Metrorail system • Support regional long-range transportation plans • Maximize access and minimize travel times for regional transit trips to and from existing and planned development in the Potomac Yard area
Goal 2: Serve population and employment growth in the Potomac Yard area	• Maximize accessibility of transit to existing and planned population and employment within the project study area • Support the City of Alexandria's redevelopment plans and transportation plans and policies for Potomac Yard and the U.S. Route 1 corridor
Goal 3: Accommodate travel demand and improve regional air quality	• Increase transit ridership to and from the Potomac Yard area • Increase overall transit mode share for trips in the Potomac Yard area • Reduce automobile vehicle miles traveled
Goal 4: Provide a cost-effective and financially feasible transportation investment	• Maximize ridership for existing transit infrastructure • Minimize capital and operating costs • Provide financially feasible transportation choices • Provide opportunities for private sector funding
Goal 5: Enhance transportation and pedestrian safety	• Minimize walking distances from the station to residential and commercial development • Maximize direct connections with surface transit services and planned pedestrian and bicycle facilities • Minimize potential for conflicts between pedestrians, transit users, and automobile traffic

3.0 INITIAL ALTERNATIVES CONSIDERED

The EIS will evaluate a No Build Alternative and several Build Alternatives for the Potomac Yard Metrorail Station Project.

The No Build Alternative includes the existing transportation network, plus committed improvements included in the CLRP, the *FY2011-2016 Transportation Improvement Program for the Washington Metropolitan Region* (TIP), the City of Alexandria *FY2010-2015 Capital Improvement Program*, and the Washington Metropolitan Transit Authority *FY2011-2016 Capital Improvement Program*. The No Build Alternative includes the Crystal City/Potomac Yard Transitway but does not include a Metrorail station at Potomac Yard. Current and future year conditions for the No Build Alternative will be used as a basis for identifying the transportation, environmental, and community impacts of the proposed Potomac Yard Metrorail Station Build Alternatives.

The *Potomac Yard Metrorail Station Concept Development Study* (2010) completed by the City of Alexandria and WMATA examined a number of potential station locations along the existing Metrorail tracks and along alternative alignments west of the existing parallel CSX freight rail tracks. All of the station alternatives included in the previous study, as shown in Figure 1-1, have been identified for consideration in the EIS scoping process. Additional alternatives may emerge as a result of the scoping process. The following Build Alternatives are being considered in the scoping process:

- **Metrorail Station Alternative A** would be located between the George Washington Memorial Parkway and the CSX Railroad tracks and west of the Potomac Greens Neighborhood.
- **Metrorail Station Alternative B1** would be located between the George Washington Memorial Parkway and the CSX Railroad, just to the north of Alternative A.
- **Metrorail Station Alternative B2** would be located between the George Washington Memorial Parkway and the CSX Railroad, to the north of Alternative A and to the south of Alternative B1.
- **Metrorail Station Alternative B3** would be located between the George Washington Memorial Parkway and the CSX Railroad, just to the east of Alternative B2.
- **Metrorail Station Alternative C1** would be located between the CSX Railroad and Route 1.
- **Metrorail Station Alternative C2** would be located between the CSX Railroad and Route 1, just east of Alternative C1.

- **Metrorail Station Alternative D1** would be located between the CSX Railroad and Route 1, just east of Alternative C2.

- **Metrorail Station Alternative D2** would be located between the CSX Railroad and Route 1, just east of Alternative D1.

4.0 POTENTIAL ENVIRONMENTAL EFFECTS

The EIS will evaluate existing conditions and potential effects to the built and natural environment from the No Build and Build Alternatives. Where standard methodologies exist for assessing potential environmental effects, they will be used and tailored accordingly. Draft methodologies for evaluating potential effects to resources will be prepared in advance of the Agency Scoping Meeting, and provided to the agencies that have been invited to be cooperating or participating agencies for the project via email or regular mail if requested. Agencies will have the opportunity to comment on proposed methodologies during the scoping comment period. Comments must be submitted by March 15, 2011.

Environmental effects to be analyzed in the EIS include:

Neighborhood and Community Resources: This section considers effects on neighborhoods, social groups, community facilities, and community cohesion in the study area.

Noise and Vibration: This section considers effects on sensitive receptors such as residential, retail, hotel, and institutional uses in the study area.

Historic and Cultural Resources: This section considers effects on historic and cultural resources that include historic districts, sites, buildings, structures, and other objects included in, or eligible for inclusion in, the National Register of Historic Places. The George Washington Memorial Parkway is a historic resource within the study area.

Parks and Parklands: This section considers effects on publicly-owned parks and recreation lands within the study area, including potential impacts to viewsheds and the George Washington Memorial Parkway.

Water Resources, Wetlands, and Habitats: This section considers effects on water resources, including surface water resources, water quality, wetland systems, floodplains, critical areas, and groundwater. It also considers effects on ecosystems and protected species.

Air Quality and Climate Change: This section considers greenhouse gas emissions and effects on climate change and regional air quality.

In addition to the potential environmental effects described above, other aspects to be addressed in the EIS include:

- Land Use and Zoning
- Consistency with Local Plans
- Environmental Justice
- Economic Development
- Visual and Aesthetics
- Transportation
- Hazardous Materials/Contamination
- Soils and Geologic Resources
- Utilities
- Energy
- Construction
- Secondary and Cumulative Effects
- Section 4(f) and Section 6(f) Resources

5.0 AGENCY COORDINATION AND PUBLIC INVOLVEMENT

Opportunities for the public and agency stakeholders to participate in the EIS process and offer input will be provided at several points during the course of scoping and the preparation of the EIS. Table 5-1 lists project milestones for public involvement.

Section 6002 of SAFETEA-LU identifies two types of agencies that are to be involved in the planning process: cooperating and participating agencies. Cooperating agencies are agencies that have a specific regulatory role in the environmental review process pursuant to federal law. Participating agencies are governmental agencies that may also have a regulatory responsibility or interest in the project because of their jurisdictional authority, special expertise, or statewide interest. WMATA, as the regional transit agency, and NPS, as the manager of the George Washington Memorial Parkway, are cooperating agencies for this project.

Table 5-1: Project Milestones for Public Involvement

Project Milestone	Timeframe
Scoping	
Final Scoping Booklet and Notice of Intent	January 2011
Scoping Meetings	February 2011
Draft Scoping Report	February 2011
Final Scoping Report	March 2011
Public Meetings	
Progress of EIS, Public Meeting	Fall 2011
Appear at Community Meetings, by Request	
Outreach Targeted to Low-Income, Minority, ADA Communities	
Public Hearing and Notice of DEIS and FEIS	
Draft EIS Notice of Availability	Winter 2013
Public Hearing Notice	Winter 2013
Public Hearing	Spring 2013
Submittal of Public Hearing Staff Report	Summer 2013
WMATA Board Project Decision	Summer 2013
Final EIS Notice of Availability	Fall 2013
Record of Decision	Winter 2014

Stakeholders will be kept apprised of developments throughout the EIS process, through project team meetings at regular intervals, email and other correspondence, and teleconference when necessary. Agency coordination will take place before the scoping process begins, but stakeholders will be asked to participate in the EIS process as it progresses. Stakeholders include the Federal Transit Administration; staff from the offices of federal, state, and local elected officials; staff from the City of Alexandria; transportation agencies; environmental groups; local businesses; transit riders; and members of minority and low-income communities.

Community organizations and neighborhood homeowner associations within a half-mile of the project alternatives will be brought into the public involvement process early and frequently over the course of the EIS process. In addition to the project scoping meetings, project briefings and updates will be scheduled with these groups over the course of the project. Their comments will be documented and considered in the impact assessment process. Responses to comments will be prepared and documented.

The public will also be kept informed through periodic project newsletters that highlight project progress, interim work products, key decisions, evaluation of alternatives, and other key EIS results. The newsletters and meeting notices will be mailed to residents that live within a half-mile of the project alternatives. A database of residents and mailing addresses for this area will be developed based on publicly available tax assessment and other data. The newsletters and meeting notices will be mailed to these individuals. Email addresses of public meeting participants will also be requested as a supplemental means of keeping participants informed. The project-specific website at www.potomacyardmetro.com has been established to provide the public with another means of obtaining information about the project.

6.0 NEXT STEPS

After the publication of this document, the public comment period will begin. Comments will be accepted until March 15, 2011. Comments will be documented and considered in refining the scope of the EIS and the range of potential environmental effects that will be considered during the study period.

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Appendix D:

Press Release

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Contact: Metro Office of Media Relations
Metro Media Line: 202/962-2007

FOR IMMEDIATE RELEASE
January 24, 2011

PUBLIC MEETINGS ANNOUNCED FOR POTOMAC YARD METRORAIL STATION EIS
Transportation Agencies Invite Public to Offer Input on Potential New Metro Station

Two public meetings will take place in February in support of a study that will evaluate a potential new Metrorail station in the Potomac Yard area of the City of Alexandria.

The study, which will culminate in an Environmental Impact Statement (EIS) document, is being conducted by the lead agency, the Federal Transit Administration, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), the City of Alexandria, and the National Park Service.

Both meetings will take place on **Thursday, February 10, 2011** at **Cora Kelly Recreation Center**, 25 W. Reed Avenue in Alexandria. The first meeting will take place from 4:30 pm to 6:00 pm, and the second from 6:30 pm to 8:00 pm.

All members of the public are invited to the public "Scoping" meetings to learn about the EIS process; ask questions; and comment on the purpose and need of the project, alternatives being considered, key environmental considerations, and the public and agency coordination process.

No RSVP is required to attend the meetings. A court reporter will be present to record participant comments for the study's public record. If participants would like to offer their input at one of the meetings, they will be asked to sign in at the registration table upon arrival.

Transit is available to Cora Kelly: DASH bus route AT10 or Metrobus routes 10A/B/E. Parking is available at the site. The facility is handicap-accessible. Participants with other needs to be accommodated are asked to e-mail comments@potomacyardmetro.com at least three days before the meetings.

Meeting materials will be available in both English and Spanish, and a Spanish-language translator will be present.

If City of Alexandria schools are closed on February 10 due to inclement weather, the make-up date will be Tuesday, February 15.

A website has been established for the project, www.potomacyardmetro.com, where visitors may obtain information about the study.

If members of the public cannot attend either meeting, but would like to offer their input, they can do so by sending an e-mail to comments@potomacyardmetro.com.

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If you would like more information about this subject, please call WMATA's Office of Media Relations on the Media Line at 202/962-2007. Information can also be obtained at the project website: www.potomacyardmetro.com.

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Appendix E:

Print Advertisements

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olence Behind Closed Doors

estic violence is on the as the city's Battered nen's Shelter celebrates 0th anniversary.

By Michael Lee Pope
Gazette Packet

ike many victims of domestic violence, Rachel felt like she had nowhere to turn. Trapped in an abusive relationship and afraid to leave her husband, she became in a cycle of violence — until she reached omestic violence service provider in North- nia, where she found a support group and e. Now that she's divorced, Rachel is one of teers who help staff the tered Women's Shelter — mous single-family house way on a quiet Del Ray ere women and children e until a restraining or- een issued.

ally enjoy working the said Rachel, who did not ive her last name for fear abuser might track her he person on the other e phone is in crisis, and I ng able to give something n it's needed the most." ed has never been greater, g to experts in domestic and statewide statistics. de database that collects ion from local providers at the problem of domes- ce is on the rise across Virginia. The num- line calls has grown by 8 percent from 2009 and the number of women, children and men staying in a domestic violence emergency shelter on an average night has increased 22 percent. More than 2,000 families were turned away last year because existing shelters were full, a 54 percent increase over the previous year.

"We've seen a downturn in the economy and an increase in substance abuse," said Gena Boyle, domestic violence advocacy manager for the Virginia Sexual and Domestic Violence Action Alliance. "And we know both of these lead to an increase in domestic violence."

HERE IN ALEXANDRIA, the numbers also show an increased need for services at a time when local government is trying to cut back. In 2009, for example, the Battered Women's Shelter was home for 53 women and 38 children. The following year it was 61 women and 52 children. The court system has also seen an increase, with domestic spousal abuse cases rising from 165 in 2007 to 211 in 2009. Prosecutors say domestic violence remains a problem despite changes in the last 30 years in how the cases are handled.

An image from a National Institute of Justice study on domestic violence.

"I don't think you are ever going to eliminate the problem, in spite of your best efforts," said Commonwealth's Attorney Randy Sengel. "But in the last 20 years there's been a sea change in the way these cases are handled."

When police are called to a domestic violence case, an arrest can be mandatory if probable cause can be established — even if the victim does not want to press charges. Suspects are taken into custody by a special unit of the Alexandria Police Department and prosecuted by a commonwealth's attorney who specializes in domestic violence cases. Victims and their children have access to the Battered Women's Shelter — the first of its kind in Northern Virginia when it opened its doors 30 years ago.

"The idea was that it was supposed to be as anonymous and nondescript as possible," said Councilwoman Del Pepper, who was an aide to Mayor Chuck Beatley in 1981. "That way the women and children could feel secure."

ALEXANDRIA'S SHELTER became a city-owned

See Shelter's 30 ™, Page 25

Anniversary

of the Commission for Women will be commemo- 30th anniversary of the Battered Women's Shelter roStage production on Feb. 10 of "His Eye is on the a play written by Larry Parr and directed by Gary eption starts at 6:30 p.m., and the performance will :30 p.m. A live auction will take place during the on. Tickets at $75, and proceeds will benefit the a Domestic Violence Program. For more informa- 703-548-9044.

Alexandria Times

HARTMANN

FROM | 1

ecutive headhunters looking to use his skills to improve cities around the country.

When hired six years ago, the city council charged Hartmann with oiling some rusty parts of City Hall: Alexandria's poor image among business owners, an opaque budget process, lacking customer service and a public safety force that could use some work. He did what was asked of him, Euille said.

"He has collaborated closely with council and city staff to build an outstanding management team; successfully guided the city through economic difficulties; increased government transparency; implemented organizational efficiencies, and improved customer service," Euille said. "The legacy of his work is a strong government, focused on the future, that is more accountable, effective, and responsive to the needs of its community and residents."

The biggest snafu in recent memory occurred under Hartmann's watch, when in 2008 a massive communication void allowed an ethanol facility to set up shop a stone's throw from an elementary school, a Metro station and two housing developments — without the knowledge or blessing of City Hall. The fire department was unprepared to fight a potentially explosive fire. Hartmann accepted full blame, and every internal correspondence related to the oversight was made public online.

Still, Hartmann achieved a culture change, Euille said, and the city manager agreed.

"When council hired me we sensed we were not held in favor with the business community, we did not have the customer service they wanted to have … and those became really big pieces of the chain of command in the city," Hartmann said. "It's all about how we treat people differently and how we engage the public that uses city services.

"And indeed I think there are other communities that could use my skills to do just that for them. Organizational development is something that's very stimulating for me."

Seminole County covers 345 miles, compared with Alexandria's 15, and has a population of about 365,000 — more than double Alexandria's.

"I'm sure he has some fire left and a desire to be in very challenging situations," Euille said. "He's not at retirement age. It's not that he's bored but the challenges become less as it becomes a routine job."

FILE PHOTO

City Manager Jim Hartmann, center, works with Mayor Bill Euille, right, at Alexandria's emergency command center during last year's record-breaking snowstorm.

ROUNDBALL

FROM | 16

Maroon, the Saints overcame Georgetown Prep, 57-50, and Bullis, 64-61. The twin victories put the Saints even on the season, but SSSAS remains 1-4 in conference play.

The Saints welcome Landon to Alexandria at 7:30 p.m., February 4, before facing St. Albans at 6 p.m., February 8.

Ireton winless in 2011

The streak continues at Bishop Ireton after the Cardinals came away from a matchup against Good Counsel with another loss — their 10th in a row.

The Falcons outplayed the 8-13 Cardinals in a 65-54 route in Maryland. Good Counsel outscored Ireton in the first three quarters, racking up a 15-8 lead in the first eight minutes of the game.

Despite the loss, Ireton's Marcus Hayes gave a good performance. The junior guard earned 20 points in the defeat.

Now 0-10 in their conference, the Cardinals face Carroll at 7:30 p.m., February 3 and then McNamara at 7:30 p.m., February 4.

- Derrick Perkins

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ANA CUBAS/ETL

RITMO. Lilo González, cantando con madres e hijos participantes del programa Proyecto Familia, el martes 1.

González también fue maestro en su pueblo natal.

Oklahoma City, y al ver la aceptación de la música salvadoreña, González empezó a componer sus propias canciones.

"Me inspiro en mis vivencias que son las mismas por las que pasamos los inmigrantes de El Salvador en la década de los 80", relató. "La música es muy poderosa y a través de ella puedes cuestionar situaciones de la vida y cambiar actitudes", añadió.

En 1989 participó a nivel local en el festival OTI de la canción con su tema "Amor sin papeles", con la que ganó el primer lugar.

"La canción cuenta mi historia y la de muchos y dice así: 'si me deportan a mí, te aseguro yo te llevo en alma de mi guitarra y si te vas conmigo te voy a llevar a mi pueblo'", cantó González cerrando sus ojos. "Con las canciones matamos la nostalgia", sonrió.

Con esa canción fue al festival OTI nacional en Miami, Florida, y contó que, a pesar de no haber ganado, "aproveché que estaba en televisión y hablé de la situación de los inmigrantes sin papeles como yo". En 1990 volvió a participar a nivel nacional en el festival de la música con el tema de su autoría "Ningún ser humano es ilegal", y obtuvo el segundo lugar.

"Esta canción es la historia de muchos que emigran sin saber cuándo volverán a su tierra", narró con tristeza. "Para mí pasaron 10 años antes de poder regresar y fue un viaje de emociones y contradicciones porque muchos de mis conocidos murieron durante la guerra", agregó.

Esas dos canciones forman parte de su primer disco titulado "A quien corresponda" y ahora trabaja en el repertorio para su segundo disco que saldrá en agosto o septiembre con el posible título "Love, Life and Memories".

Hoy en día, González —quien aprendió a tocar la guitarra en las calles— aún usa sus conocimientos de pedagogía al impartir clases de música en diferentes escuelas y programas del área.

ANA CUBAS/ETL

CONEXIÓN. González con una de sus fans, en el centro de Arlington, el 1.

Sus canciones tuvieron éxito en varios festivales.

"A la edad de tres meses un niño empieza a desarrollar su cerebro y la música es el instrumento perfecto para motivarlos a aprender y que vean el mundo de otra forma", aseguró González. "La música me conecta con ellos de una manera increíble solo al entrar al salón de clase los pequeñitos ya se empiezan a mover y a querer cantar", enfatizó.

Gloria Starr, directora de Proyecto Familia, afirmó que los niños disfrutan la clase de González que es la más esperada "A Lilo lo adoran porque es una persona con un gran carisma, que no sólo los incentiva a cantar, sino que se toma el tiempo para sentarse y platicar con ellos", afirmó Starr.

González señaló que enseñar es una de sus mayores satisfacciones, porque los gestos más "nobles y sinceros los he recibido de los pequeños". Y contó que en cierta ocasión que fue a un concierto en El Salvador un niño de 12 años se le acercó al final y le dijo "¿Verdad que usted canta con el corazón?" a lo que él respondió "Sí hijo". El niño se apresuró a decirle "es que su canción me llegó hasta el fondo de mi corazón". "Esas son las cosas que me motivan a seguir cantando", concluyó.

Ver video en www.eltiempolatino.com

A17 Salidas: bellas orquídeas en el Smithsonian | A19 Salud: los jóvenes ya no quieren abrigarse | A22 Show: mineros visitan la tierra del ratón Mickey

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Appendix F:

Invitation Letters to Cooperating and Participating Agencies

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U.S. Department
of Transportation
Federal Transit
Administration

January 20, 2011

[Insert Agency Representative]

[Insert Agency Name and Address]

Re: Invitation to become a Cooperating Agency in the Environmental Review Process for Potomac Yard Metrorail Station, Alexandria, Virginia

Dear *[Agency Representative]*:

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station. The attached project summary, which includes a project description and location map, provides more details. The National Park Service has been invited to be a cooperating agency on this project because at least one of the alternatives has the potential to impact the George Washington Memorial Parkway, a unit of the national park system that is listed on the National Register of Historic Places.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating and/or participating agencies in the environmental review process. A participating agency is any federal, state or local agency or Native American tribe that has an interest in the project. Participating agencies are afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, participating agencies are asked to:

- Provide input on the impact assessment methodologies and level of detail in the agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and
- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of the agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

A cooperating agency is any federal, state, or local agency or Native American tribe that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. Your agency has been identified as one that may have an interest in this project because of its regulatory role or special expertise; accordingly, you are being extended this invitation to become actively involved as a cooperating agency in the environmental review process for the project.

As a cooperating agency, you will have a higher degree of authority, responsibility, and involvement in the environmental review process. In addition to those responsibilities detailed for participating agencies, we request your agency:

- Participate in scoping and other early stages of the environmental review process;
- Participate in the preparation of environmental analyses concerning portions of the EIS for which your agency has special expertise; and
- Provide comments on the range of alternatives to be assessed in the EIS, the criteria and methodology for evaluating the alternatives, and the scope of issues to be addressed in the EIS as well as any other issues you identify as important.

We expect your agency's involvement to entail only those areas under its jurisdiction.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, a written response to this invitation is not due until after the interagency scoping meeting anticipated to take place on February 10, 2011 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3:00 pm. You or your delegate is invited to represent your agency at this meeting. If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the meeting will be held at the same time on the snow date of February 15, 2011.

If, after this meeting, you elect to become a cooperating agency, please sign the enclosed agreement and mail or transmit electronically to *[Insert FTA contact name]* prior to March 15, 2011. Mailed responses should be sent to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

If you do not accept this invitation to become a cooperating agency, your agency will become a participating agency as defined by Section 6002. **If, however, you elect not to become a participating agency, please complete and sign the enclosed document by March 15, 2011**, indicating that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact *[insert name and telephone number]*.

Sincerely,

[Insert FTA Regional Planning Director]

Attachments: Project Summary

Agreements

cc: *Washington Metropolitan Area Transit Authority, City of Alexandria*

I CONCUR our agency's role as a cooperating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

_____ _____

Print or Type Name Title

_____ _____

Signature Date

Please email or mail a response by March 15, 2011 to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

I DECLINE our agency's role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002 for the following reasons (check appropriate reasons):

_____ Have no jurisdiction or authority with respect to the project

_____ Have no expertise or information relevant to the project

_____ Do not intend to submit comments on the project

_____ _____

Print or Type Name Title

_____ _____

Signature Date

Please email or mail a response by March 15, 2011 to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

U.S. Department
of Transportation
Federal Transit
Administration

January 20, 2011

[Insert Agency Representative]

[Insert Agency Name and Address]

Re: Invitation to become a Participating Agency in the Environmental Review Process for Potomac Yard Metrorail Station, Alexandria, Virginia

Dear *[Agency Representative]*:

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS) for the proposed Potomac Yard Metrorail Station. The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station. The attached project summary, which includes a project description and location map, provides more details. The National Park Service has been invited to be a cooperating agency on this project because at least one of the alternatives has the potential to impact the George Washington Memorial Parkway, a unit of the national park system that is listed on the National Register of Historic Places.

Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users establishes an enhanced environmental review process for certain FTA projects, increasing the transparency of the process, as well as opportunities for participation. The requirements of Section 6002 apply to this project. As part of the environmental review process, lead agencies must identify, as early as practicable, any other Federal and non-Federal agencies that may have an interest in the project, and invite such agencies to become cooperating and/or participating agencies in the environmental review process. Because of its regulatory role or technical expertise, your agency has been identified as one that may have an interest in this project; accordingly, you are being extended this invitation to become actively involved as a participating agency in the environmental review process for the project.

As a participating agency, you will be afforded the opportunity, together with the public, to be involved in defining the purpose of and need for the project, as well as in determining the range of alternatives to be considered for the project. In addition, we request your agency:

- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

In order to give your agency adequate opportunity to weigh the relevance of your participation in this environmental review process, a written response to this invitation is not due until after the interagency scoping meeting anticipated to take place on February 10, 2011 at the Cora Kelly Recreation Center, 25 West Reed Avenue, Alexandria, VA at 3:00 pm. You or your delegate is invited to represent your agency at this meeting. If the City of Alexandria public schools are closed due to inclement weather on February 10, 2011, the meeting will be held at the same time on the snow date of February 15, 2011.

If, after this meeting, you elect not to become a participating agency, please complete and sign the enclosed document by March 15, 2011, indicating that your agency:

- Has no jurisdiction or authority with respect to the project;
- Has no expertise or information relevant to the project; and
- Does not intend to submit comments on the project.

All responses must be mailed or transmitted electronically to ***[Insert FTA contact name]*** prior to March 10, 2011**.** Mailed responses should be sent to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact *[insert name and telephone number]*.

Sincerely,

[Insert FTA Regional Planning Director]

Attachments: Project Summary

Agreement

cc: *Washington Metropolitan Area Transit Authority*

City of Alexandria

I CONCUR our agency's role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

_____ _____

Print or Type Name Title

_____ _____

Signature Date

I DECLINE FOR THE FOLLOWING REASONS (check appropriate reasons):

_____ Have no jurisdiction or authority with respect to the project

_____ Have no expertise or information relevant to the project

_____ Do not intend to submit comments on the project

_____ _____

Print or Type Name Title

_____ _____

Signature Date

Please email or mail a response by March 15, 2011 to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

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U.S. Department
of Transportation
Federal Transit
Administration

January 20, 2011

[Insert Agency Representative]

[Insert Agency Name and Address]

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- Provide input on the impact assessment methodologies and level of detail in your agency's area of expertise;
- Participate in coordination meetings, conference calls, and joint field reviews, as appropriate; and

- Review and comment on sections of the pre-draft or pre-final environmental documents to communicate any concerns of your agency on the adequacy of the document, the alternatives considered, and the anticipated impacts and mitigation.

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If, after this meeting, you elect to become a participating agency, please sign the enclosed agreement and mail or transmit electronically to *[Insert FTA contact name]* prior to March 15, 2011. Mailed responses should be sent to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

Additional information will be forthcoming during the scoping process. If you have questions regarding this invitation, please contact *[insert name and telephone number]*.

Sincerely,

[Insert FTA Regional Planning Director]

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I CONCUR our agency's role as a participating agency on the Potomac Yard Metrorail Station Project under SAFETEA-LU 6002:

_____ _____

Print or Type Name Title

_____ _____

Signature Date

Please email or mail a response by March 15, 2011 to:

[Insert FTA Contact Person and Title]
Federal Transit Administration, Region III
[Insert address, Fax, and email address]

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Appendix G:

Meeting Materials

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Appendix G:

Meeting Materials

Scoping Meeting Handout

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POTOMAC YARD METRORAIL STATION ENVIRONMENTAL IMPACT STATEMENT

Proposed Action

The Federal Transit Administration (FTA) as the Federal lead agency, in cooperation with the City of Alexandria, the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is initiating the preparation of an Environmental Impact Statement (EIS). The proposed project includes the construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station.

Purpose and Need for the Potomac Yard Metrorail Station

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station.

The project area in Alexandria is located in the Northern Virginia portion of the Washington metropolitan region, which is expected to see approximately 30% population growth in the next 30 years. The project area is located adjacent to existing residential neighborhoods to the west and southeast and an approximately 600,000 square-foot retail center. The existing retail center is approved for redevelopment, with 2.25 million square feet of total mixed-use development including office, retail, residential and hotel uses. Other properties in the Potomac Yard redevelopment area are approved for a total of approximately 4 million square feet of development. This additional development will impact the existing roadway network with increased travel demand contributing additional vehicle and transit trips. The transportation network in the project area is limited by the heavy rail tracks to the east and limited east-west connectivity west of Route 1.

Currently the project area is not served by Metrorail or other rapid transit services which provide regional connectivity. *(continued on page 2)*

Public Scoping Meeting Agenda

Open House

View the display boards with information about the Potomac Yard Metrorail Station EIS. Project staff will be available to answer questions about the existing conditions and the proposed project.

Presentation

A brief presentation will summarize the purpose of the project, an initial set of alternative station locations for the project, and key environmental considerations.

Opportunity to Provide Comments

Provide your comments and observations about the project and the EIS process.

The project area is located between two Metrorail stations, located 3.1 miles apart. This gap between the Ronald Reagan Washington National Airport Station and the Braddock Road Station is the longest for the portions of the Metrorail system that serve urban residential and commercial corridors. This area is currently served by local bus services that operate in mixed traffic along the congested U.S. Route 1 corridor, yet they have numerous local stops resulting in slow transit travel speeds. This results in relatively long transit travel times to access the site. The Crystal City/Potomac Yard Transitway, which will provide bus priority lanes on nearby Route 1, will improve reliability of local transit services along the Route 1 corridor; however, direct access to the Metrorail system is still needed to accommodate longer regional transit trips.

The anticipated 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*, and earlier WMATA and regional transportation plans, in addition to the City of Alexandria's 1992 and 2008 Transportation Master Plans and *North Potomac Yard Small Area Plan*. Establishing a new access point to the regional Metrorail system would provide more transit-friendly development patterns supported by improved access to transit as well as a safe and reliable alternative to automobile travel to and from the Potomac Yard area. Improved access to the regional system is also needed to accommodate a greater share of travel to and from the site on transit, potentially reducing reliance on single-occupant vehicle use, decreasing automobile emissions, and improving regional air quality. The Washington Metropolitan area has been identified as a non-attainment area for ozone and particulate matter because the concentrations of these pollutants exceed acceptable levels as designated by the EPA.

Proposed Metrorail Station Locations

City of Alexandria plans for the Potomac Yard site include a high-density mixture of uses such as office, residential, retail, hotel, and other appropriate uses.

The *Potomac Yard Metrorail Station Concept Development Study* (2010) completed by the City of Alexandria and WMATA examined a number of potential station locations along the existing Metrorail tracks and along alternative

METRORAIL STATION ALTERNATIVES

Metrorail Station Alternative A would be located between the George Washington Memorial Parkway and the CSX Railroad tracks and west of the Potomac Greens Neighborhood.

Metrorail Station Alternative B1 would be located between the George Washington Memorial Parkway and the CSX Railroad, just to the north of Alternative A.

Metrorail Station Alternative B2 would be located between the George Washington Memorial Parkway and the CSX Railroad, to the north of Alternative A and to the south of Alternative B1.

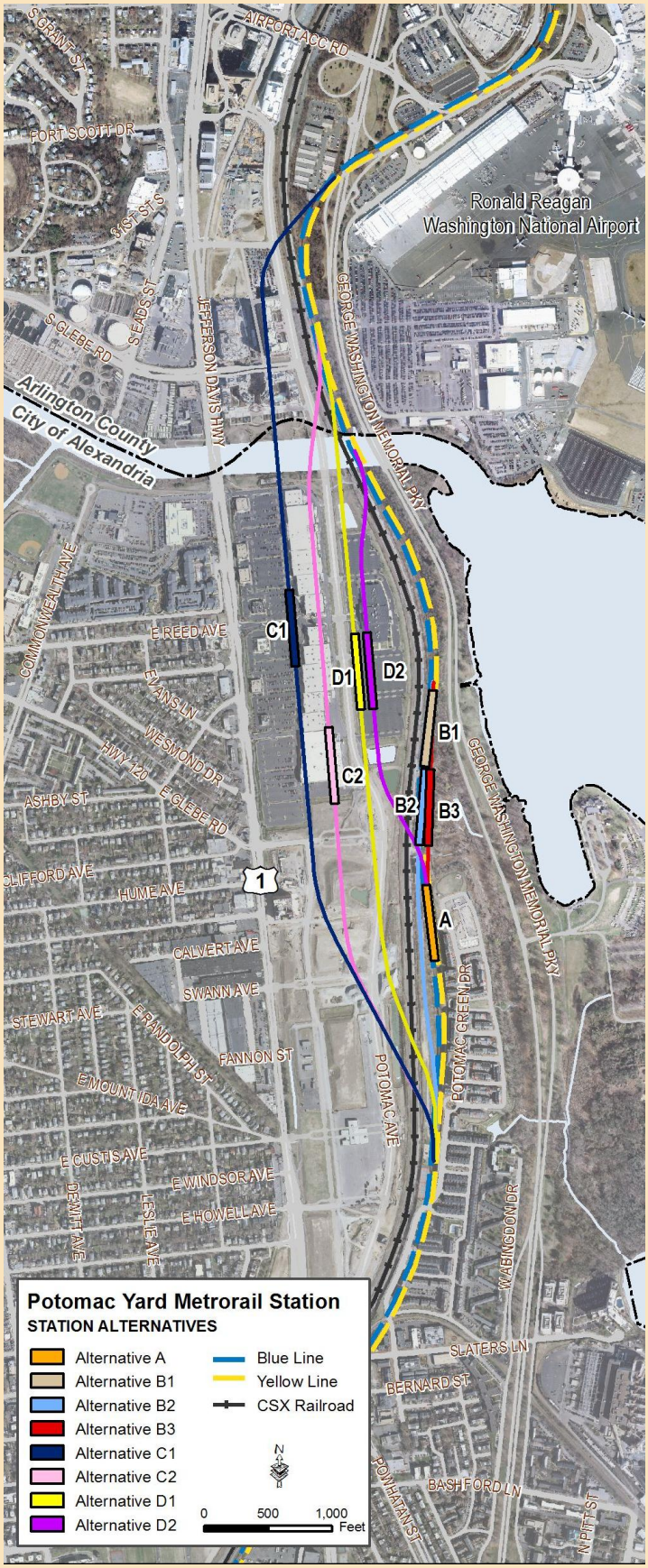
Metrorail Station Alternative B3 would be located between the George Washington Memorial Parkway and the CSX Railroad, just to the east of Alternative B2.

Metrorail Station Alternative C1 would be located between the CSX Railroad and Route 1.

Metrorail Station Alternative C2 would be located between the CSX Railroad and Route 1, just east of Alternative C1.

Metrorail Station Alternative D1 would be located between the CSX Railroad and Route 1, just east of Alternative C2.

Metrorail Station Alternative D2 would be located between the CSX Railroad and Route 1, just east of Alternative D1.



alignments west of the existing parallel CSX freight rail tracks. All of the station alternatives included in the previous study have been identified for consideration in the EIS scoping process. Additional alternatives may emerge as a result of the scoping process.

Environmental Impact Statement (EIS)

The EIS will document potential environmental impacts of the alternatives. Among key areas to be reviewed for potential impacts are community facilities, parklands, historic and cultural resources, traffic, hazardous and contaminated materials, air quality and climate change, noise and vibration, wetlands, protected species and habitats, and construction impacts.

Agency Coordination

An Agency Coordination Plan will be developed to facilitate and document FTA's interaction with other agencies and to inform them how the coordination will be accomplished. The goal of the plan is to expedite and improve the environmental review process by clearly establishing agency interactions and expectations. This plan proposes time frames for input by those organizations and agencies. In addition, the plan proposes a schedule of meetings at key coordination points and identifies which persons, organizations, or agencies should be included. The meetings will include cooperating agencies, which are agencies specifically requested by FTA to participate in the NEPA process for the project; as well as participating agencies, which are governmental agencies that have an interest in the project because of jurisdictional authority, special expertise, or statewide interest.

Public Involvement

Opportunities for the public to participate in the EIS process and offer input will be provided at several points during the course of the environmental study. These include public scoping meetings to solicit input on alternatives being reviewed and resource areas to be studied in the EIS and a public hearing to give the public and agencies an opportunity to provide comments on the Draft EIS. The scoping process and the public hearing will be conducted in compliance with federal regulations as set out in the National Environmental Policy Act of 1969 (NEPA), as amended.

Key Dates

Publication of Notice of Intent to prepare an EIS	January 2011
Public and Agency Scoping Meetings	February 2011
Draft EIS/WMATA Public Hearing	Spring 2013
City of Alexandria Council Decision	Summer 2013
EIS Record of Decision	Fall 2013

Project Information

Visit the project website at **www.potomacyardmetro.com**.

Mail your comments to the following address:

Potomac Yard Metrorail Station EIS
P.O. Box 25132
Alexandria, VA 22313

or email them to:

comments@potomacyardmetro.com

Lead Agency

Federal Transit Administration

Project Sponsor

City of Alexandria

Cooperating Agencies

Washington Metropolitan Area Transit Authority

National Park Service

ESTACIÓN DE METRORAIL DE POTOMAC YARD
DECLARACIÓN DE IMPACTO AMBIENTAL

Acción Propuesta

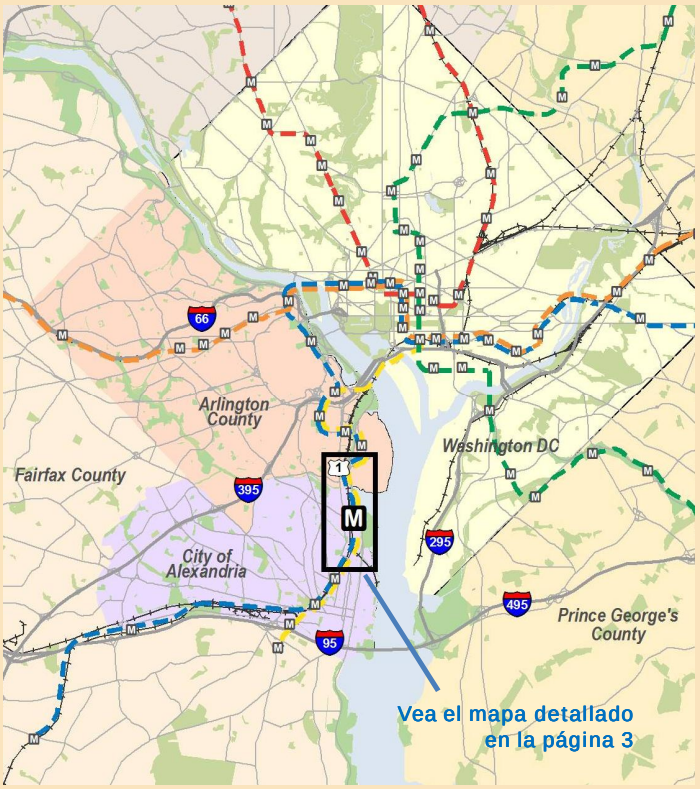
La Administración Federal de Transporte Público ("Federal Transit Administration" o FTA por sus siglas en inglés), la agencia principal del proyecto, en colaboración con la Ciudad de Alexandria, la Autoridad de Tránsito del Área Metropolitana de Washington (WMATA por sus siglas en inglés), y el Servicio Nacional de Parques, comienza la elaboración de una Declaración de Impacto Ambiental ("Environmental Impact Statement" o EIS por sus siglas en inglés). El proyecto propuesto consiste en la construcción de una estación nueva de Metrorail, ubicada en el Potomac Yard dentro de la Ciudad de Alexandria, en las Líneas Azul y Amarilla entre las estaciones de Ronald Reagan Washington National Airport (el Aeropuerto Nacional) y Braddock Road.

Propósito y Necesidad para la Estación de Metrorail de Potomac Yard:

El propósito del proyecto es mejorar el acceso al área de Potomac Yard y proveer más opciones de transporte para los residentes, trabajadores, y negocios, los actuales y futuros, por crear un nuevo punto de acceso al sistema regional de Metrorail. Este acceso adicional se necesita para manejar la demanda vial actual y futura que resulta del desarrollo planificado por la Ciudad de Alexandria en la cercanía de la estación propuesta; este desarrollo será un centro de actividad con una mezcla de usos diseñados de manera compatible con el transporte colectivo.

El área del proyecto se sitúa en la región metropolitana de Washington, dentro del Norte de Virginia, lo cuál anticipa un crecimiento de población de aproximadamente 30% en los próximos 30 años. El área del proyecto se ubica al lado de varios barrios residenciales que están al oeste y al sureste, e incluye un centro comercial existente ("Potomac Yard Center") de aproximadamente 600,000 pies cuadrados que está cerca del sitio de la estación propuesta. Este centro comercial existente ya tiene aprobación para ser convertido a una urbanización nueva con una mezcla de usos, incluso oficina, comercio, vivienda y hotel, y que tiene un tamaño total de 2.25 millones pies cuadrados. Los otros terrenos en el distrito de Potomac Yard tienen aprobación para la construcción de un total adicional de 4 millones pies cuadrados de desarrollo nuevo. El desarrollo adicional afectará a la red vial por aumentar la demanda de tránsito y contribuir más viajes de vehículos particulares y de transporte público. La red de transporte en el área se limita por las vías férreas al este y la falta de conexiones este-oeste al lado oeste de la Ruta 1 (U.S. Route 1).

Actualmente el área del proyecto no tiene servicio de Metrorail ni otros servicios rápidos de transporte colectivo con conectividad regional. *(continúa a la página 2)*



Programa de las Reuniones para la Identificación de Temas a Investigar ("Scoping" en inglés)

Jornada de Casa Abierta

Lea las tablillas informativas y los folletos con información sobre la Declaración de Impacto Ambiental de la Estación de Metrorail de Potomac Yard. Habrá equipo de proyecto que habla español para contestar preguntas sobre las condiciones en el área del estudio y sobre el proyecto propuesto.

Presentación

Habrá una presentación breve para dar un resumen del proyecto, las alternativas preliminares de los sitios potenciales de la estación, y las cuestiones medioambientales.

Oportunidad para Comentarios

Presente sus comentarios y observaciones sobre el proyecto y el proceso de elaborar la Declaración de Impacto Ambiental (EIS).

El área del proyecto se ubica entre dos estaciones de Metrorail que se separan por 3.1 millas de distancia. Esta brecha entre las estaciones de Ronald Reagan Washington National Airport (el Aeropuerto Nacional) y Braddock Road es la más larga por un corredor urbano comercial y residencial en el sistema de Metrorail. El área tiene servicio local de autobús, con rutas que operan en el tráfico vehicular mixto del corredor de Route 1 y que tienen muchas paradas locales, los cuales resultan en velocidades lentas de tránsito. Así que cuesta mucho tiempo llegar al área por transporte público. La planificada Vía de Transporte Público de Crystal City/Potomac Yard ("Crystal City/Potomac Yard Transitway") tendrá carriles exclusivas por la Route 1, y mejorará la fiabilidad de los servicios de transporte público local por el corredor. Sin embargo, se necesita acceso directo al sistema de Metrorail para servir a los viajes regionales de distancias más largas.

La propuesta Estación de Metrorail de Potomac Yard se incorporó en el *Plan de Aumento de Servicio de Transporte Público* de 1999 de WMATA, la *Actualización del Plan con Límite Presupuestario de Largo Plazo para la Región de la Capital Nacional de 2010*, otros planes anteriores de WMATA, planes anteriores de transporte regional, y los planes de la Ciudad de Alexandria, incluso los Planes de Transporte de 1992 y 2008 y el *Plan del Distrito Norte de Potomac Yard*. La creación de un nuevo punto de acceso al sistema regional de Metrorail promovería tipos de desarrollo que son compatibles con el transporte colectivo y apoyaría un modo de transporte seguro y fiable como alternativa al uso del carro particular para ir a/de Potomac Yard. Acceso mejorado al sistema regional también se necesita para acomodar más uso del transporte público, lo que puede disminuir la dependencia de los carros particulares, disminuir la contaminación del aire por los carros, y mejorar la calidad del aire regional. El área metropolitana de Washington ya es designado como un área que no conforme a las reglas de ozono y hollín fino en el aire, porque las concentraciones de estas contaminantes sobrepasan los niveles permitidos por la Agencia de Protección del Medioambiente del los Estados Unidos (la EPA por sus siglas en inglés).

Sitios Propuestos para la Estación

Planes de la Ciudad de Alexandria para Potomac Yard requieren una urbanización densa con una mezcla de usos como oficina, vivienda, comercio, hotel, y otros usos aptos. El *Estudio de Elaboración de Conceptos para la Estación de Metrorail de Potomac Yard* (2010), fue realizado por la Ciudad de Alexandria y WMATA. *(continúa a la página 3)*

Alternativas de la Estación de Metrorail

Alternativa de Estación de Metrorail A – ubicada entre la George Washington (GW) Memorial Parkway y la vía férrea de CSX, y al oeste del barrio de Potomac Greens.

Alternativa de Estación de Metrorail B1 – ubicada entre la GW Memorial Parkway y la vía férrea de CSX, justo al norte de la Alternativa A.

Alternativa de Estación de Metrorail B2 – ubicada entre la GW Memorial Parkway y la vía férrea de CSX, al norte de la Alternativa A y al sur de la Alternativa B1.

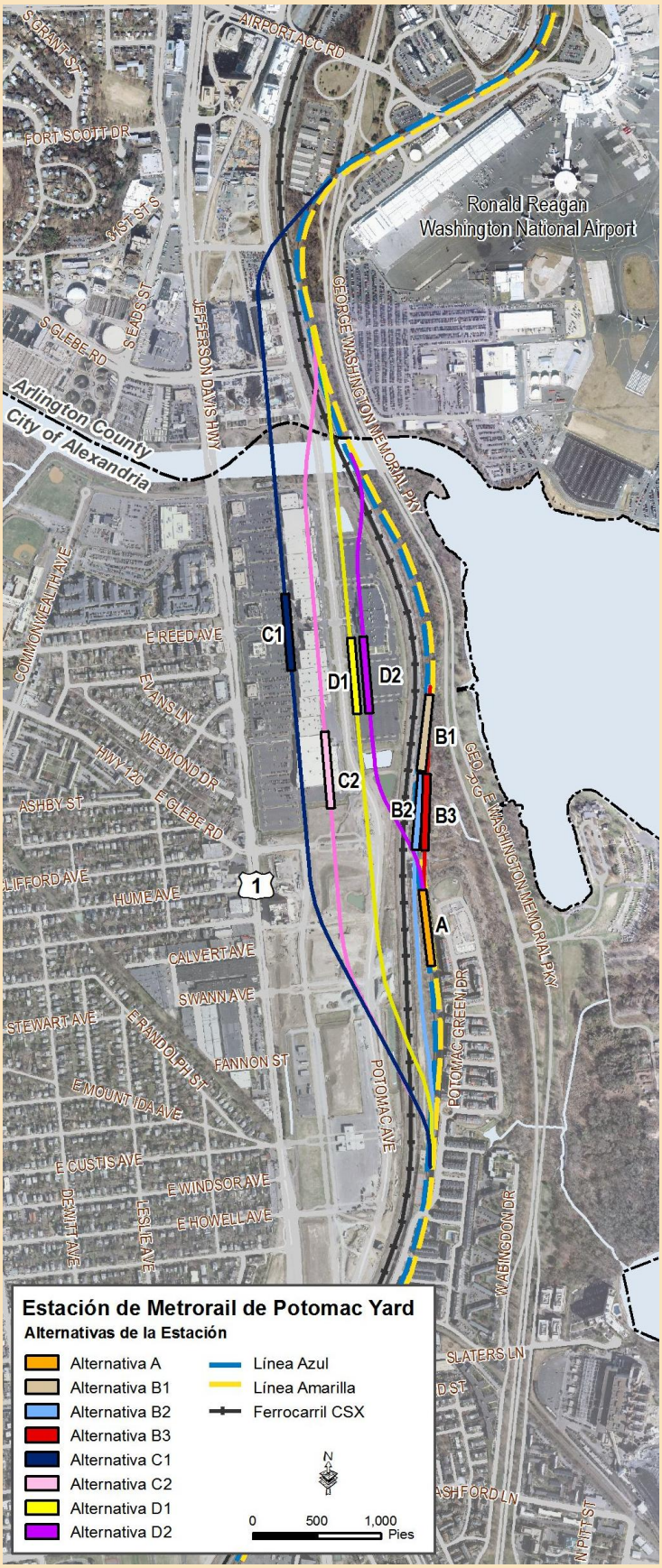
Alternativa de Estación de Metrorail B3 – ubicada entre la GW Memorial Parkway y la vía férrea de CSX, justo al este de las Alternativa B2.

Alternativa de Estación de Metrorail C1 – ubicada entre la vía férrea de CSX y la Ruta 1 (U.S. Route 1).

Alternativa de Estación de Metrorail C2 – ubicada entre la vía férrea de CSX y la Ruta 1 (U.S. Route 1), justo al este de la Alternativa C1.

Alternativa de Estación de Metrorail D1 – ubicada entre la vía férrea de CSX y la Ruta 1 (U.S. Route 1), justo al este de la Alternativa C2.

Alternativa de Estación de Metrorail D2 – ubicada entre la vía férrea de CSX y la Ruta 1 (U.S. Route 1), justo al este de la Alternativa D1.



El estudio evaluó varios sitios potenciales para la estación a lo largo de la vía férrea actual de Metrorail y por otros alineamientos alternativos propuestos al oeste de la vía del ferrocarril de carga de CSX (paralela a la vía de Metrorail). Todas las alternativas de sitios de estaciones del estudio anterior se consideran en el proceso actual de "scoping" para la EIS. Alternativas adicionales pueden surgir como resultados del proceso de "scoping".

Declaración de Impacto Ambiental (EIS por sus siglas en inglés)

La EIS recordará los impactos medioambientales potenciales de las alternativas. Entre los temas de que se evaluarán los impactos potenciales, son: recursos comunitarios, parques y zonas verdes, recursos históricos y culturales, tráfico vehicular, materiales contaminados y peligrosos, calidad del aire, cambio climático, ruido y vibración, pantanos, especies protegidos y hábitat natural, y efectos de construcción.

Coordinación con Agencias

Un plan de Coordinación con Agencias se elabora para facilitar, guiar y anotar la colaboración de FTA con las otras agencias. La meta del plan es facilitar y mejorar el proceso de revisión medioambiental por establecer la colaboración y expectativas de las agencias. El plan propone un programa para solicitar las opiniones de estas organizaciones y agencias. Además, el plan propone fechas para reuniones durante las etapas claves de coordinación y identifica las personas, organizaciones, o agencias que deben ser involucradas. Las reuniones de coordinación involucrarán a las agencias colaboradoras, que son las agencias invitadas específicamente por la FTA a participar en el proceso del proyecto, y a las agencias participativas, que son las agencias que tienen un interés en el proyecto por la razón de su autoridad de jurisdicción, pericia especial, o ámbito al nivel estatal.

Participación Pública

Habrá oportunidades para la participación pública durante el proceso de la EIS y para la presentación de comentarios en varios puntos durante el estudio ambiental. Éstas son las reuniones públicas de "scoping" que solicitan comentarios sobre las alternativas y los temas de recursos a investigar por la EIS, y una audiencia pública en que el público y las agencias tendrán la oportunidad de presentar comentarios sobre la EIS Preliminar. El proceso de "scoping" y la audiencia pública se realizarán de manera conforme a la Ley Nacional de Política Ambiental de 1969 (NEPA por sus siglas en inglés) y sus enmiendas.

Fechas Claves

Publicación del Aviso de Intento a elaborar una EIS	Enero de 2011
Reuniones de “Scoping” para las Agencias y el Público	Febrero de 2011
EIS Preliminar/Audiencia Pública de WMATA	Primavera de 2013
Decisión por el Consejo de la Ciudad de Alexandria	Verano de 2013
Documento de Decisión sobre la EIS	Otoño de 2013

Información sobre el Proyecto

Visite el sitio web del proyecto a www.potomacyardmetro.com.

Envíe sus comentarios a la dirección de correo:

Potomac Yard Metrorail Station EIS
P.O. Box 25132
Alexandria, VA 22313

o envíelos por correo electrónico a:

comments@potomacyardmetro.com

Agencia Principal

La Administración Federal de Transporte Público (FTA)

Patrocinador del Proyecto

La Ciudad de Alexandria

Agencias Colaboradoras

La Autoridad de Tránsito del Área Metropolitana de Washington (WMATA)

El Servicio Nacional de Parques (NPS)

Appendix G:

Meeting Materials

Presentation Slides

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Potomac Yard Metrorail Station Environmental Impact Statement

Scoping Meeting

February 10, 2011

Purpose of Today's Meeting

An Environmental Impact Statement (EIS) is being prepared for a new Metrorail Station at Potomac Yard.

At today's meeting, we need your input on:

- Purpose and need for the project
- Alternatives being considered
- Key environmental considerations
- Public involvement and agency coordination process

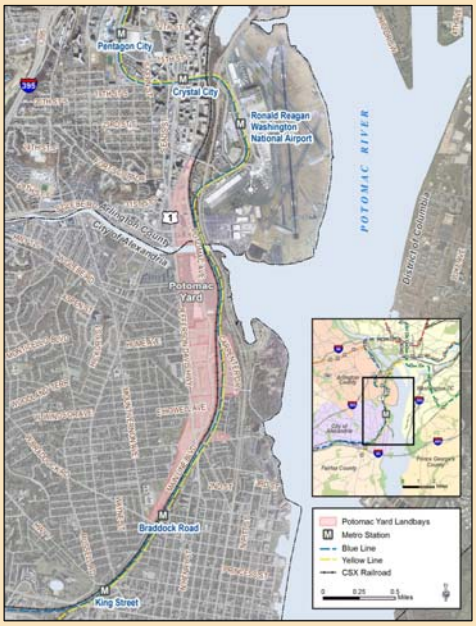
Please provide us with your comments!

Purpose of Scoping

Scoping takes place at the start of the process to notify agencies, organizations, and the public that an EIS is being prepared for the project.

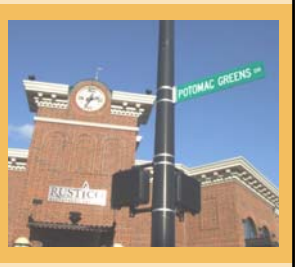
- Solicits input from the public
- Helps guide the direction of the EIS
- Ensures that agencies and the public understand what the EIS is about and how it is being prepared

Study Area

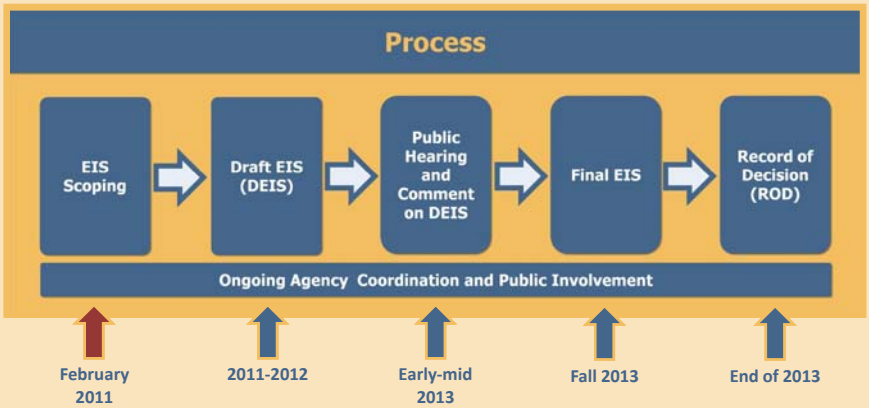


Purpose and Need

- Improve access to regional Metrorail system
- Accommodate current and future population, employment, and travel demand
- Increase transit ridership and mode share
- Provide infrastructure improvements that are cost-effective and financially feasible
- Enhance safety for transit riders and pedestrians



EIS Process



No Build Alternative

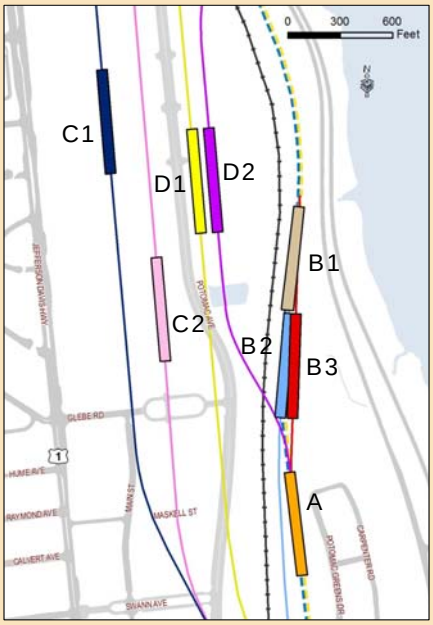
1) Existing transportation network plus committed transportation improvements through 2016
2) Crystal City/Potomac Yard Transitway
3) Citywide transportation improvements

Bus Stops , ADA Access, and Bus Shelter Replacement

Bicycle Facilities and Safety Enhancements

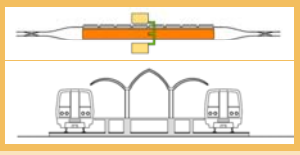
Pedestrian Accommodations

Build Alternatives

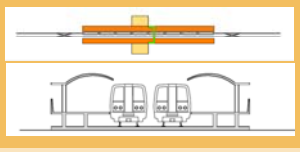


Typical Station Layouts

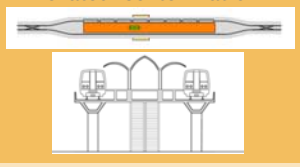
Ground Level: Center Platform



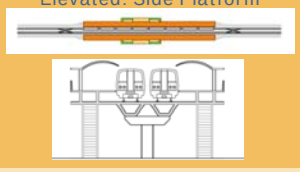
Ground Level: Side Platform



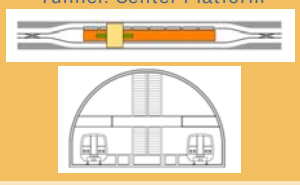
Elevated: Center Platform



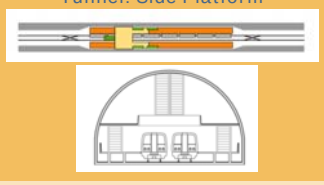
Elevated: Side Platform



Tunnel: Center Platform



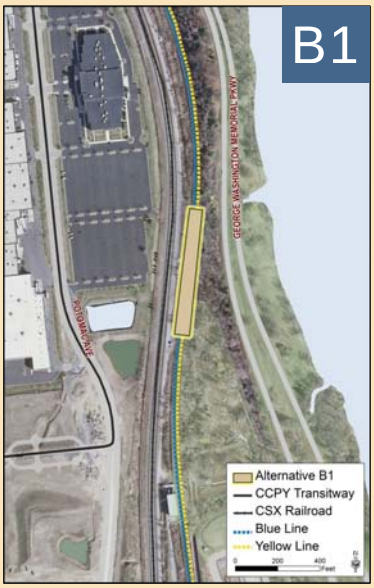
Tunnel: Side Platform



Station Alternatives A and B1

A

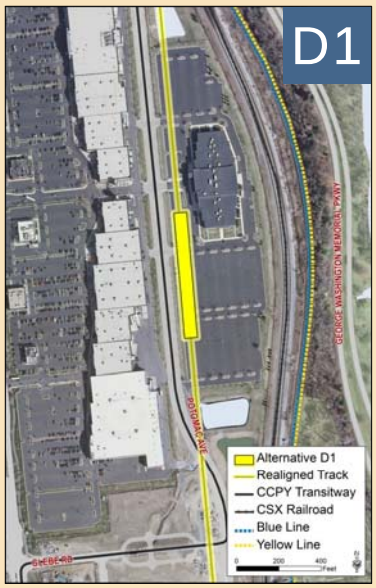
B1

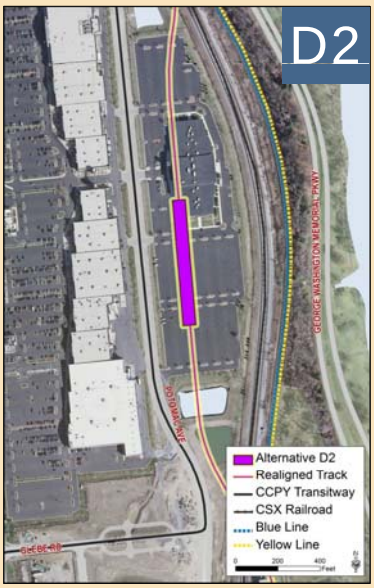


Station Alternatives B2 and B3

Station Alternatives C1 and C2

Station Alternatives D1 and D2

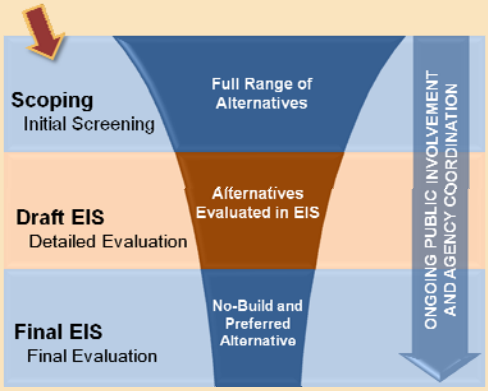




Initial Screening of Alternatives

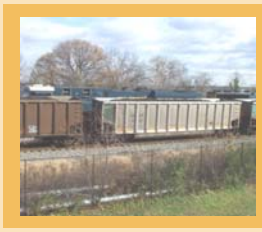
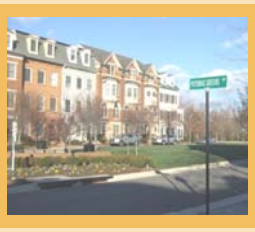
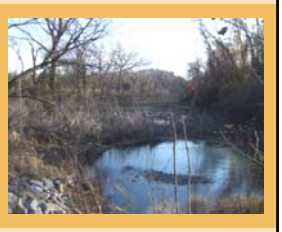
Potential screening criteria include:

- Technically or economically feasible?
- Meets project purpose, need, goals, and objectives?
- General consistency with land use and development plans?
- Potential adverse environmental effects permitted by regulatory agencies?
- Potential environmental mitigation requirements?



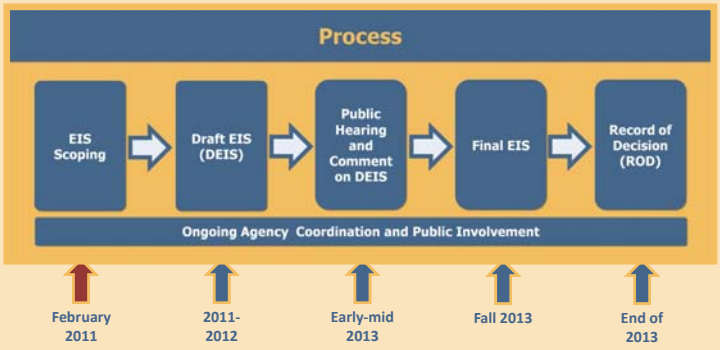
Key Environmental Considerations

- Neighborhood and community resources
- Noise and vibration
- Historic and cultural resources
- Parks and parklands
- Water resources, wetlands, habitats, and climate change
- Air quality (including greenhouse gases)
- Real estate acquisitions and displacements

Next Steps

1. Continue receiving scoping comments until March 15, 2011
2. Document results of the scoping process
3. Determine alternatives to be considered in the EIS
4. Initiate EIS analysis and documentation
5. Continue public involvement and agency coordination



How Can You Participate?

Today's Meeting:

- Review the information on the display boards and handouts.
- Provide written comments on the large tablets or comment cards.
- Provide comments verbally to the court reporter.

Additional Opportunities:

- Visit the project website at **www.potomacyardmetro.com**
- E-mail comments to:
  comments@potomacyardmetro.com
- Mail comments to:
  Potomac Yard Metrorail Station EIS
  P.O. Box 25132
  Alexandria, VA 22313

Deadline to submit Scoping comments: March 15, 2011

Lead Agency: Federal Transit Administration

Project Sponsor: City of Alexandria

Cooperating Agencies:
Washington Metropolitan Area Transit Authority
National Park Service

Comments at Today's Meeting

If you would like to speak at today's meeting:

- Please sign-up at the reception table or see staff with sign-up sheets.
- Limit your comments to 3 minutes maximum. The moderator will indicate when your time has expired.
- Elected officials may have up to 5 minutes to speak.
- Your comments will be recorded by a court reporter who will prepare a transcript of the meeting. The transcript will be included in the Scoping Document.
- You may also provide comments directly to the court reporter immediately after the comment session if you would prefer not to speak publicly.
- You may also provide written comments on the comment cards and submit them at the reception table or mail them in after the meeting to:

  Potomac Yard Metrorail Station EIS
  P.O. Box 25132
  Alexandria, VA 22313

Thank You For Your Participation!

www.potomacyardmetro.com

Appendix G:

Meeting Materials

Display Boards

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POTOMAC YARD METRORAIL STATION

ENVIRONMENTAL IMPACT STATEMENT

Scoping Meeting

WELCOME

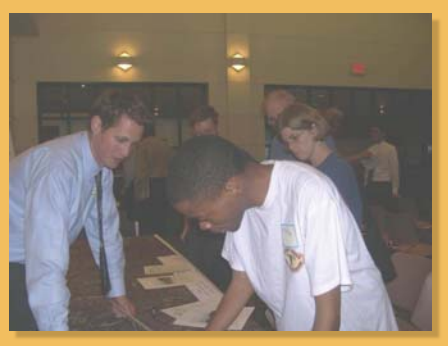
PLEASE SIGN-IN

OVERVIEW

What is the Purpose of Scoping?

Scoping takes place at the start of the process to notify agencies, organizations, and the public that an Environmental Impact Statement (EIS) is being prepared for the project.

- Solicits input on:
  - *Purpose and need for the project*
  - *Alternatives being considered*
  - *Key environmental considerations*
  - *Public involvement and agency coordination process*
- Helps guide the direction of the EIS
- Ensures that agencies and the public understand what the EIS is about and how it is being prepared



Agenda

Open House
View the display boards and handouts with information about the Potomac Yard Metrorail Station EIS. Project staff will be available to answer questions about the existing conditions and the proposed project.

Presentation
A brief presentation will summarize the purpose of the project, an initial set of alternative station locations, and key environmental considerations.

Opportunity to Provide Comments
Provide your comments and observations about the project and the EIS process.

ENVIRONMENTAL IMPACT STATEMENT APPROACH

The Potomac Yard Metrorail Station Environmental Impact Statement (EIS) will be prepared in a manner that is consistent with the U.S. Department of Transportation (USDOT), National Environmental Policy Act (NEPA) Process under the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Section 6002.

SAFETEA-LU Section 6002 Requirements

- Must be used for all transportation EISs
- Supplements NEPA regulations for USDOT projects
- Encourages development of the Preferred Alternative at a greater level of detail
- Defines an "environmental review process" which includes NEPA and any environmental permit, approval or licensing process required for a transportation project

Agency Coordination under SAFETEA-LU 6002

- FTA and City of Alexandria must identify and formally invite participating agencies
- FTA and City of Alexandria must develop a coordination plan that addresses participation by other agencies and the public
- Participating Agencies are provided a project schedule that outlines review timeframes for the EIS as well as anticipated public meeting dates
- Communications with participating agencies may include face-to-face meetings, conference calls, email and participation in public meetings
- Coordination plan may include a schedule developed in consultation with participating agencies

Participating Agencies

- Participating Agencies include all federal, state, and local agencies and tribes with an interest in the project
- Participating Agencies can include Cooperating Agencies
- If invited, a federal agency must participate or it relinquishes all rights and authority over the project
- Responsible for identifying any concerns which may substantially delay approval or result in permit denial

Key Coordination Activities

- Project Scoping
- Coordination plan and schedule
- Purpose and Need
- Alternatives development and selection
- Impact assessment methodologies and level of detail
- Environmental considerations

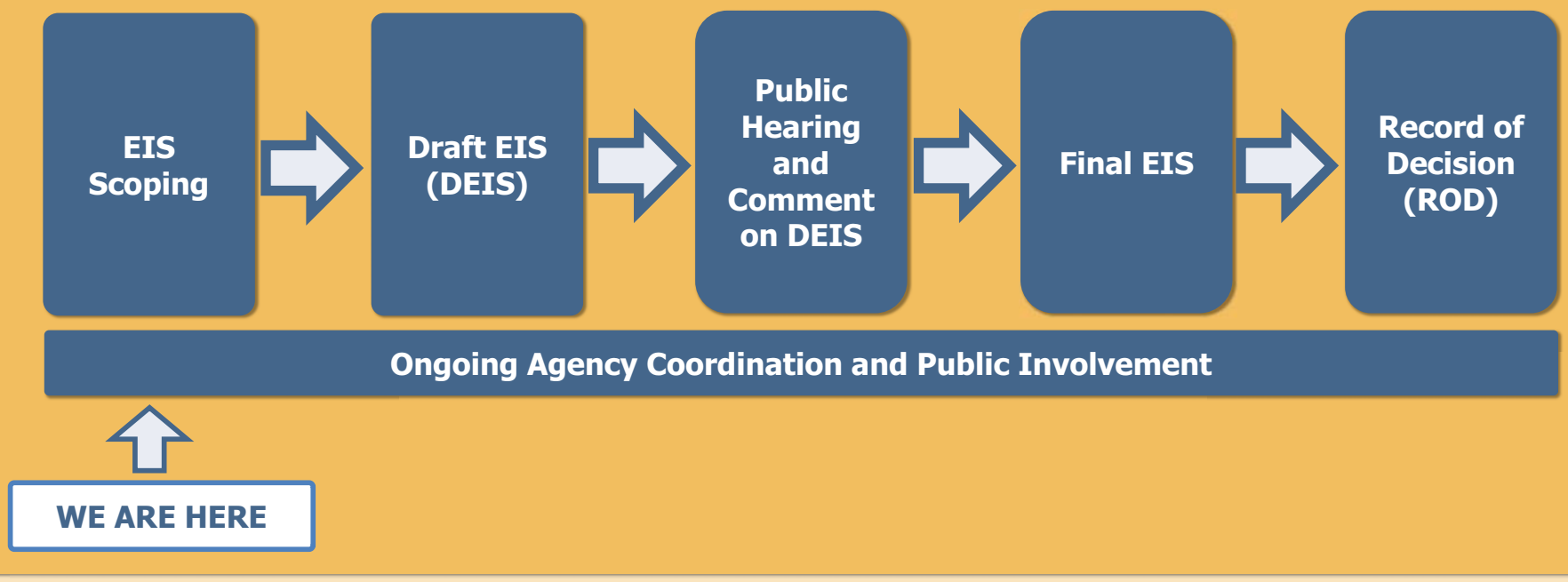
APPLICABLE REGULATIONS, GUIDANCE & POLICIES

The Potomac Yard Metrorail Station EIS will be conducted in accordance with all applicable local, state and federal regulations, guidance and policies. These include (but are not limited to) the regulations, guidance, and policies listed below.

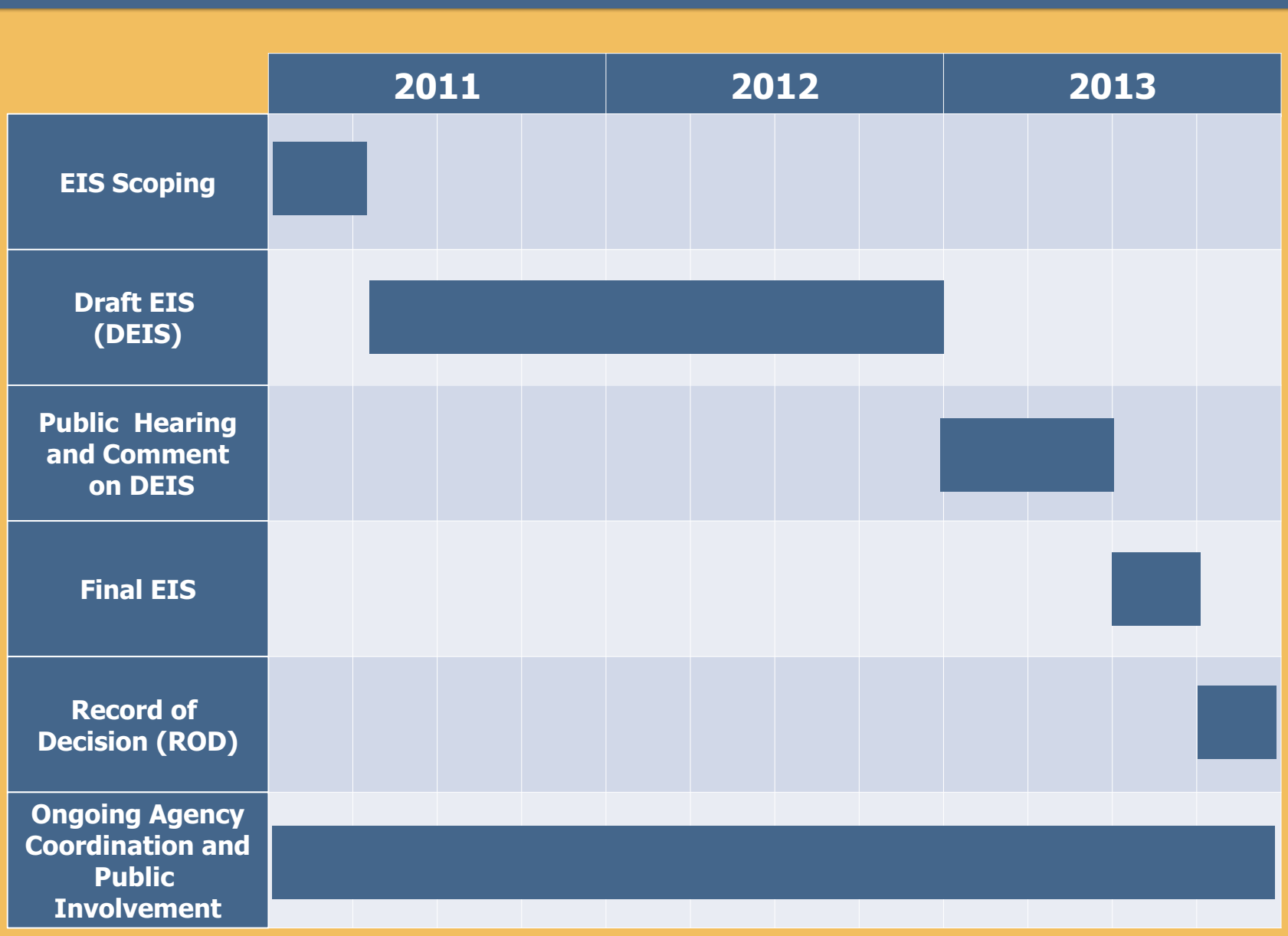
- National Environmental Policy Act (NEPA)
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)
- U.S. Department of Transportation Act of 1966, Section 4(f) (Public Parklands)
- U.S. Land and Water Conservation Fund Act of 1965, Section 6(f) (Parklands)
- National Historic Preservation Act, Section 106 (Historic/Cultural Resources)
- Americans with Disabilities Act
- Executive Order No. 11988 (Floodplain Management)
- Executive Order No. 12898 (Environmental Justice)
- Executive Order No. 13045 (Protection of Children from Environmental Health Risks)
- Coastal Zone Management Act
- Clean Water Act
- Clean Air Act and Amendments
- Endangered Species Act
- WMATA Compact
- Chesapeake Bay Preservation Act
- Release Agreement and Scenic Easement (between Commonwealth Atlantic Land, Inc. and the National Park Service)

EIS PROCESS AND SCHEDULE

Process



Schedule



NO BUILD ALTERNATIVE

The No Build Alternative for the Potomac Yard Metrorail Station consists of the existing transportation network and all committed improvement projects in the region's long-range transportation plans.

Crystal City/Potomac Yard (CCPY) Transitway

Existing Transportation Network PLUS Committed Transportation Improvements through 2016 from:

- 2010 Financially Constrained Long-Range Plan for the National Capital Region (CLRP)
- FY 2011-2016 Transportation Improvement Program for the Washington Metropolitan Region (TIP)
- City of Alexandria FY 2010-2015 Capital Improvement Program
- Washington Metropolitan Area Transit Authority FY 2011-2016 Capital Improvement Program

Citywide Transportation Improvements:

- Transit Service Improvements for Pedestrians
- Bus Shelter Replacement Program
- Americans with Disabilities Act (ADA) Access at Bus Stops
- Sidewalk, Curb, and Gutter Program
- On-Street Pedestrian and Bicycle Safety Enhancements

Bus Stops

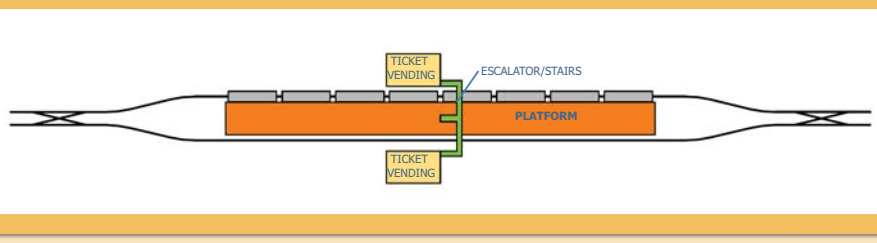
Bicycle Facilities

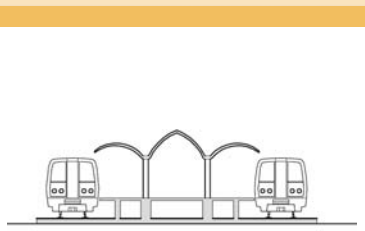
Pedestrian Accommodations

TYPICAL STATION DESIGN

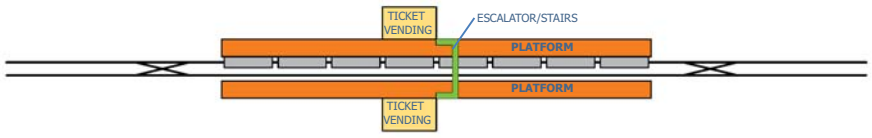
Several different station platform designs are possible for the project. Below are examples of each station platform design type as well as design requirements for the project.

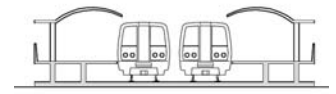
Ground Level: Center Platform

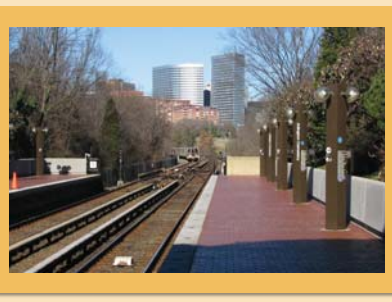




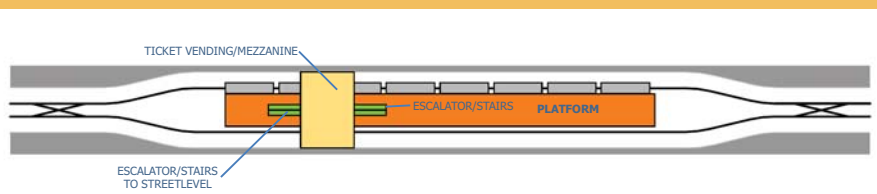
Ground Level: Side Platform

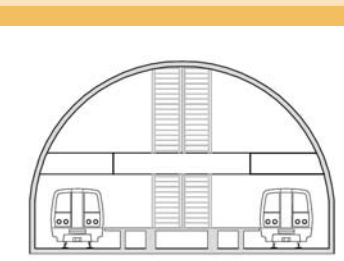




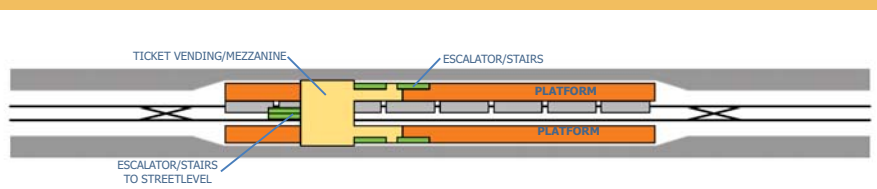


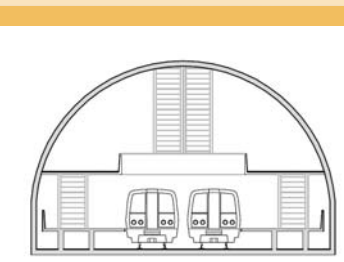
Tunnel: Center Platform



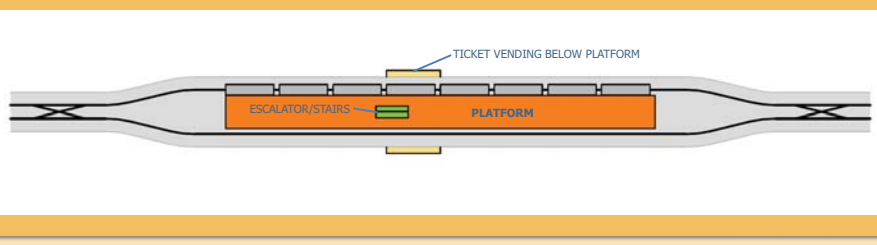


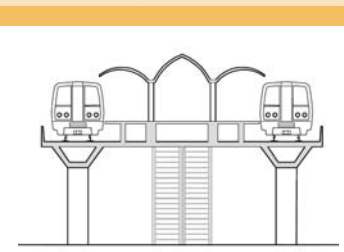
Tunnel : Side Platform

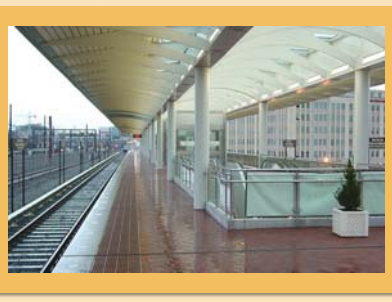




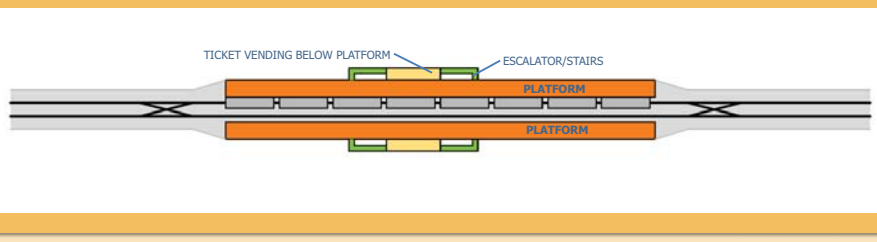
Elevated: Center Platform

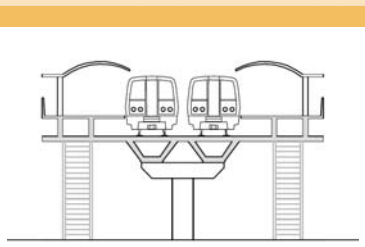






Elevated: Side Platform





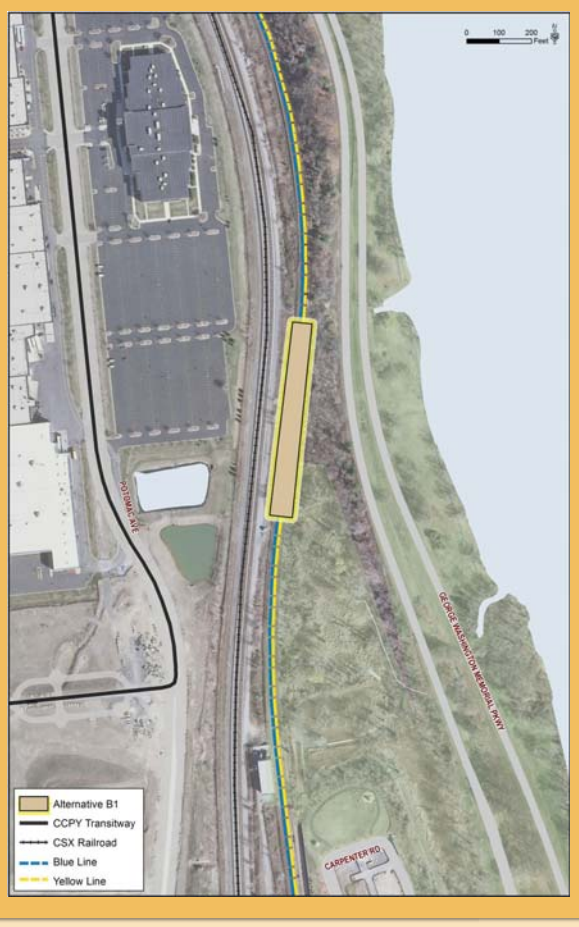
Station Design Requirements

- 600-foot long platform (8 car train length)
- 730 feet of level, straight track at the station
- Maximum grade at station is 0.35%
- Multiple elevators for ADA accessibility
- Adjacent double cross-over ('x' shaped track) for operational flexibility
- Ancillary space for operations, maintenance, and storage

METRORAIL STATION ALTERNATIVES

Metrorail Station Alternative A - Located between the George Washington (G.W.) Memorial Parkway and the CSX Railroad tracks

Metrorail Station Alternative B1 - Located between the G.W. Memorial Parkway and the CSX Railroad, just north of Alternative A

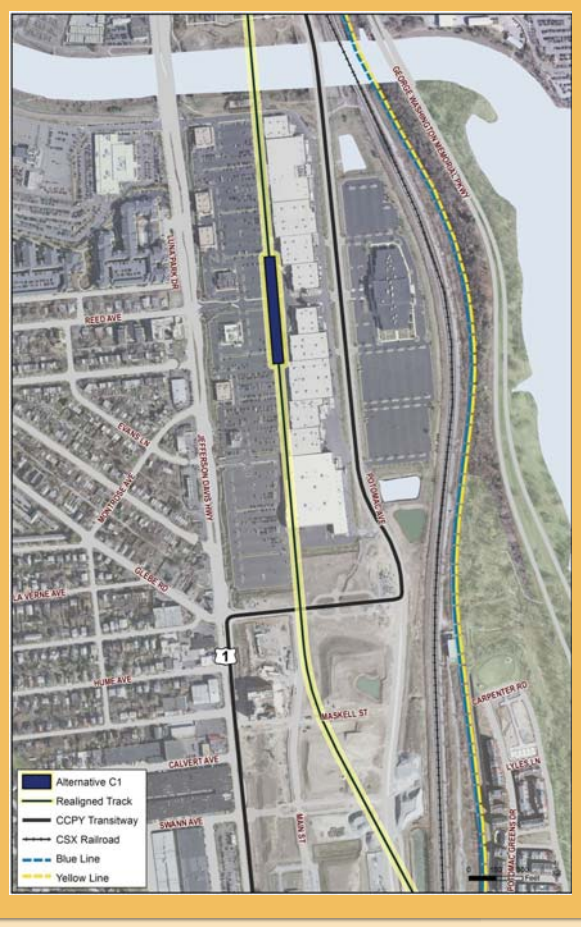


Metrorail Station Alternative B2 - Located between the G.W. Memorial Parkway and the CSX Railroad, north of Alternative A and south of Alternative B1

Metrorail Station Alternative B3 - Located between the G.W. Memorial Parkway and the CSX Railroad, just to the east of Alternative B2

METRORAIL STATION ALTERNATIVES

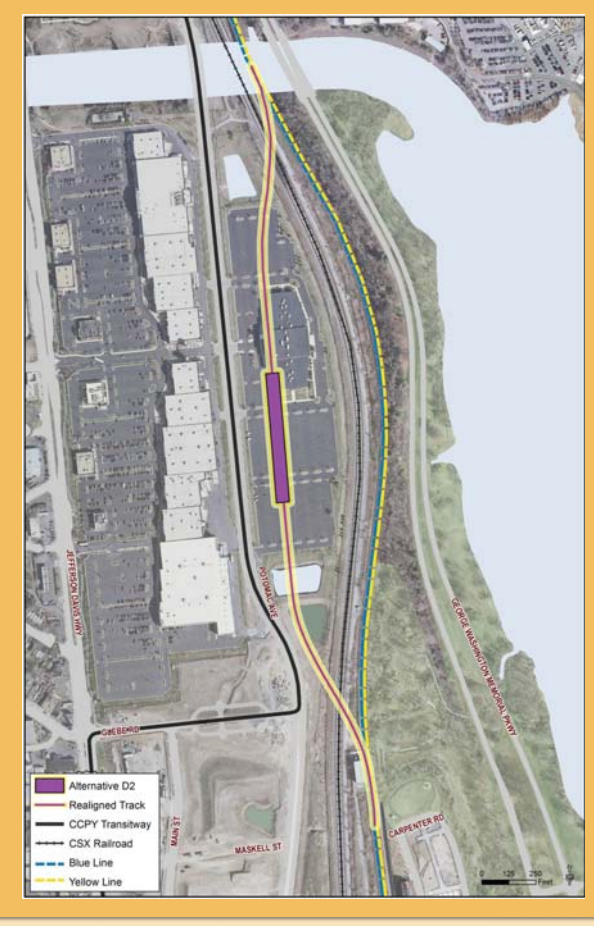
Metrorail Station Alternative C1 - Located between the CSX Railroad and Route 1



Metrorail Station Alternative C2 – Located between the CSX Railroad and Route 1, just east of Alternative C1

Metrorail Station Alternative D1 - Located between the CSX Railroad and Route 1, just east of Alternative C2

Metrorail Station Alternative D2 – Located between the CSX Railroad and Route 1, just east of Alternative D1

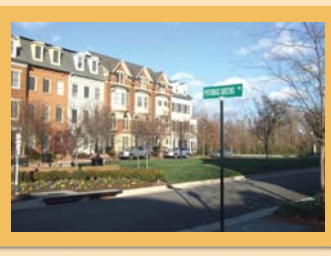


KEY ENVIRONMENTAL CONSIDERATIONS

The Potomac Yard Metrorail Station EIS will address potential environmental effects. These include (but are not limited to) the following:

Neighborhood and Community Resources

- Considers effects on neighborhoods, social groups, community facilities, and community cohesion in the study area.

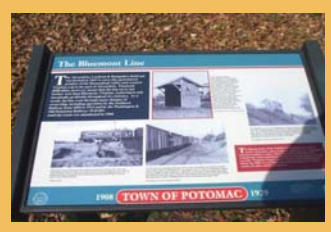


Noise and Vibration

- Considers effects on sensitive receptors such as residential, retail, hotel, and institutional uses in the study area.

Historic and Cultural Resources

- Considers effects on historic and cultural resources that include:
  - *Historic districts*
  - *Sites*
  - *Buildings*
  - *Structures*
  - *The George Washington Memorial Parkway*
  - *Other sites included in, or eligible for inclusion in, the National Register of Historic Places*



Parks and Parklands

- Considers effects on publicly owned parks and recreation lands within the study area, including potential impacts to viewsheds and the George Washington Memorial Parkway.

Water Resources, Wetlands, Habitats, and Climate Change

- Considers effects on water resources, including:
  - *Surface water resources*
  - *Water quality*
  - *Wetland systems*
  - *Floodplains*
  - *Critical areas*
  - *Groundwater*
- Considers effects on ecosystems and protected species.

Air Quality

- Considers greenhouse gas emissions and effects on climate change and regional air quality.

Real Estate Acquisitions and Displacements

- Considers potential locations and effects of real estate acquisitions and displacements.

PURPOSE AND NEED

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station.

Improve Access to the Regional Metrorail System

- Infill station at Potomac Yard included in land use and transit plans since 1990s
- 3.1 miles between the existing Braddock Road and Ronald Reagan Washington National Airport Metrorail stations
- Current transit service includes local buses in mixed traffic
- Planned Crystal City/Potomac Yard Transitway will improve local transit service, but need for regional transit access will remain

Accommodate Current and Future Population, Employment, and Travel Demand

- Northern Virginia is expected to see approximately 30% population growth in the next 30 years
- The existing 600,000 square-foot retail center, located adjacent to the project area, is approved for redevelopment, including 2.25 million square feet of mixed-use development including office, retail, residential and hotel uses
- Other properties in the Potomac Yard redevelopment area are approved for a total of approximately 4 million square feet of development

Increase Transit Ridership and Mode Share

- Reduce reliance on single-occupant vehicle use, decreasing automobile emissions and improving regional air quality

Provide Cost-Effective and Financially Feasible Infrastructure Improvements

- Leverage existing infrastructure investment in the regional transit system
- Increase transit ridership and transit system revenues
- Provide financially feasible transportation system enhancements
- Provide opportunity for private sector funding

Enhance Safety for Transit Riders and Pedestrians

- Support the establishment of a safe and reliable alternative to automobile travel
- Support the establishment of a pedestrian- and transit-friendly environment that minimizes conflicts with high-traffic roadways

GOALS AND OBJECTIVES

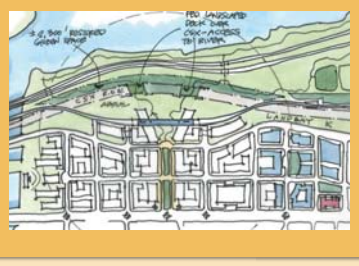
The draft goals and objectives address the project purpose and need and will be used in the development and evaluation of project alternatives.

Goal 1: Improve Access to the Regional Metrorail System

- Support WMATA's current system expansion plans for the Metrorail system
- Support regional long-range transportation plans
- Maximize access and minimize travel times for regional transit trips to and from existing and planned development in the Potomac Yard area

Goal 2: Serve Population and Employment Growth in the Potomac Yard Area

- Maximize accessibility of transit to existing and planned population and employment within the project study area
- Support the City of Alexandria's redevelopment plans and transportation plans and policies for Potomac Yard and the Route 1 corridor



Goal 3: Accommodate Travel Demand and Improve Regional Air Quality

- Increase transit ridership to and from the Potomac Yard area
- Increase overall transit mode share for trips in the Potomac Yard area
- Reduce automobile vehicle miles traveled

Goal 4: Provide a Cost-effective and Financially Feasible Transportation Investment

- Maximize ridership for existing transit infrastructure
- Minimize capital and operating costs
- Provide financially feasible transportation choices
- Provide opportunities for private sector funding

Goal 5: Enhance Transportation and Pedestrian Safety

- Minimize walking distances from the station to residential and commercial development
- Maximize direct connections with surface transit services and planned pedestrian and bicycle facilities
- Minimize potential for conflicts between pedestrians, transit users, and automobile traffic

HOW CAN YOU PARTICIPATE?

Public involvement is essential to the success of the Potomac Yard Metrorail Station EIS. Listed below are several different ways to submit comments.

Today's Meeting

- Review the information on the display boards and handouts
- Provide written comments and suggestions on individual comment cards
- Provide comments verbally to the court reporter during or after the meeting

Anytime

- Visit the project website at **www.potomacyardmetro.com**
- Mail your comments to the following address:

  Potomac Yard Metrorail Station EIS
  P.O. Box 25132
  Alexandria, VA 22313

- or email them to:

  comments@potomacyardmetro.com

Lead Agency

Federal Transit Administration

Project Sponsor

City of Alexandria

Cooperating Agencies

Washington Metropolitan Area Transit Authority

National Park Service

Potomac Yard Metrorail Station EIS, Public Scoping Meeting – February 10, 2011

Comment Sheet

If you have comments or suggestions about the Potomac Yard Metrorail Station EIS, please write them below and place the sheet in the yellow box marked "Comments" at the registration table. Thank you for taking the time to attend this meeting and for offering your input!

If you would prefer to submit your comments later, you may do so by mailing this sheet to Potomac Yard Metro Station EIS, PO Box 25132, Alexandria VA 22313; or by sending an e-mail to comments@potomacyardmetro.com. Comments received before March 15, 2011, will become part of the public record for the Potomac Yard Metrorail Station EIS. You may submit comments anonymously, or provide your name and contact information:

Name: _____

Representing: _____

Mailing Address: _____

E-mail Address: _____

Appendix H:

Scoping Comments

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Comments Received During Scoping

Last Name	First Name	Comment ID	Comment Date	Comment
Abalos	Cynthia McKay	67	3/15/2011	I am a resident of the Potomac Greens neighborhood and am disturbed by the possibility of a Metro station being built in our neighborhood, especially at the alternative of building one east of the tracks. I am shocked that anyone would even propose building a station in this park and wetlands area, which is home to much wildlife and has a short run-off to the Potomac River. I hope that wiser minds will prevail and remove this alternative from consideration before this ecologically sensitive area is destroyed.
Anderson	Mark	31	2/4/2011	Good Afternoon- My name is Mark Anderson and I am a resident of Alexandria, VA. For now, I have one question regarding the EIS for the proposed Potomac Yard Metro Station. Why is there not a D3 locations, that would put the proposed station to the right of the existing Regal Movie theater location, which I know will not be there when the Potomac Yards project is completed? Based on all of the sites being examined, this might make the most sense. The adjustment to the existing metro track would be less than the other proposals, plus the site would be on land that has already had an EIS completed, and holds an existing commercial structure. I welcome your comments. Thank you.

Last Name	First Name	Comment ID	Comment Date	Comment
Anderson	Mark	14	2/10/2011	Thank you, Mr. Mayor. Thank you, other officials. My name is Mark Anderson, and I'm a resident of Potomac Greens as well. 705 Rose Square is my address. And I think that what I was concerned about when the EIS came forward, the proposed scoping meeting, that there were only going to be a few options available, but I'm encouraged to see that Metro has taken it upon itself to look at options in the categories of C and D, which make total sense, rather than options A and B, because you've already got developed land that's going to be changed over and stuff, so a lot of the environmental stuff's already been taken care of, removal of heavy contaminated dirt and stuff has also been taken care of. So that makes, far as I'm concerned, much more sense than going through the whole process for A and B to figure out if any of those options are good. I'm stating here a concern also is a -- just recently elected as one of the board members of the Potomac Greens Homeowner Association. A lot of our residents have come to me concerning just things like particulate matter, especially when Potomac Greens Drive looks like it's going to be the construction route should either Options A and B be considered for the Metro station, going back in for two plus years. We have a growing, young community with a lot of children. Concerned about heavy equipment moving up and down, a lot of diesel emissions, sound, vibrations, host of other things we're concerned about. Also, in disturbing wetlands, now that that park is back there, a very nice, pristine park, we're also concerned about the release of greenhouse gases. As we know, methane is a much heavier greenhouse gas than CO2 and even water vapor, for that matter, and those wetlands, if disturbed, will release lots of methane into the air, thus contributing to greenhouse gas emissions. So I'm encouraged to see that Options C and D are on the table for consideration, and I hope those will be given strong consideration. Thank you.
Anonymous		10	2/10/2011	Detail the nature and history of land ownership and rights of way and scenic easements.
Anonymous		16	2/10/2011	Accommodate long-term bike parking with a bike hotel like at Union Station.
Anonymous		15	2/10/2011	Enhance and ensure pedestrian connections to neighborhoods.
Anonymous		11	2/10/2011	Research prior legal decisions
Anonymous		17	2/10/2011	You need to show in the alternatives the alignments, as they cross Four Mile Run, and where they are aligned in Arlington
Anonymous		9	2/10/2011	Stormwater management should be an issue

Last Name	First Name	Comment ID	Comment Date	Comment
Anonymous		3	2/10/2011	If tracks move, what happens to land where existign tracks are? Will revert to NPS?
Anonymous		2	2/10/2011	Need to define parking needs and impacts
Anonymous		1	2/10/2011	Maps should show NPS boundary
Anonymous		12	2/10/2011	Operation and maintenance costs?
Bhaduri	Moushumi	68	3/15/2011	As a resident of Potomac Greens, I'm opposed to the current plan for building Metro at Sites A,B1,B2 and B3. I have experienced the New York Ave Metro construction. The vibrations from the pounding pylons cause cracks in my previous home located on 3rd and G streets N.E. This construction at Sites A,B1,B2 and B3 have potential for worse damage. Secondly, a Metro on eastern side of WMATA and CSX tracks (sites A,B1,B2 and B3) will destroy the Wetlands. There is a bird sanctuary in the Wetlands. I have witnessed multiple sightings of bald eagles, owls, foxes and beavers. Also, the function of the Wetlands to provide a natural filtration system for water flowing into the Potomac River and eventually, the Chesapeake Bay will be compromised. Construction will cause residents of Potomac Greens to be exposed to noise pollution, diesel fuel emissions and compromised pedestrian safety along Potomac Greens Drive. Lastly, the history of industrial use in Potomac Railway Yard has left the soil contaminated with heavy Metals and hydrocarbons. Wonder why none of the homes in Potomac Greens have basements. So, responsible plan should be to eliminate Alternative Metro Sites A,B1,B2, and B3 if the environment is of true concern.

Last Name	First Name	Comment ID	Comment Date	Comment
Cannady	Katy	23	2/10/2011	I am Katy Cannady. I live in Alexandria, in the Rosemont neighborhood. I suggest to you that ultimately the best solution here is the no- build alternative. I think probably very few people here understand the transit corridor which is already approved and being planned which would connect Crystal City to the Braddock Road Metro. The route has been laid out. It was designed in part to be accessible to people who live on the opposite side of Route 1 from Potomac Yard. It could be put into place much more quickly than a Metro. All you need for bus rapid transit and at some time in the future a rail line, but in the beginning all you need for rapid is a dedicated lane so that the bus doesn't have to fight with the cars for space and time. This is a quicker, easier solution. It does not require any of the controversial tax increment financing that the City of Alexandria would have to use for a Metro. It would serve people very well. And it would not degrade the Metro system because it would increase its ridership because people would go either to Crystal City, if that was more convenient, or to the Braddock Road Metro station, and people like me could get on at the Braddock Road Metro station and use it to go a lesser distance than Crystal City. We have to remember, when I worked, which I don't anymore, I was a regular Metro rider, and when you add stations there's a little bit of incremental degradation of the system. People want to go fast, especially when they're going to work, and the more stops you put the less fast it goes and the less attractive it is. I think a no-build alternative with a transit corridor would feed riders into Metro, is a very good thing. It'd come quicker. It'd be cheaper. It's a better thing. Thank you.
Cannady	Katy	35	2/10/2011	Please add me to your e-mail list. This new Metro is an unneeded, over priced “improvement” that can in no way relieve congestion on Route 1, already at a very high level. The plan includes adding seven million square feet of development to the Alexandria portion of the Yard. This amount has already been approved by the Alexandria City Council contingent on the development of the Metro station. This level of development has to take place to afford the project some tax increment financing. Even with that the taxpayers of Alexandria will still be liable for an enormous payment. The Alexandria planning department, at the time of the approval of this small area plan, stated that at seven million square feet, only half of the trips generated would be on the Metro system. The other half will be driving on Route 1. That means increased traffic with the Metro, not less, as many people doubtless assume. In addition Arlington is building a BRT route on its portion of the Yard. There is also an approved plan for this BRT to run from the Crystal City Metro to the Braddock Road Metro. So we can create a useful mass transit option for all of Potomac Yard without a Metro. There appears to be no funding source for the BRT if the Metro plan moves forward.

Last Name	First Name	Comment ID	Comment Date	Comment
carafri@aol.com		28	1/31/2011	I'm outraged that this is even being considered when the western half of the City of Alexandria has NO Metro rail at all. The Potomac Yard area is conveniently close to Reagan National, Crystal City & Braddock road. It isn't gridlocked like other parts of the city and has plenty of parking. Why on earth would you put another stop in that area before doing something about areas in far greater need of a metro stop? How about a metro station near Seminary & Beauregard?
Chiblow	Lisa	76	3/14/2011	I was wondering if you could tell me when the next community meeting will be regarding the Potomac Yard metro and EIS. Thank you for your time.
Colon	Alfredo E.	69	3/15/2011	In response to the guidelines set forth in the Potomac Yard Metrorail Station EIS Scoping Booklet dated January 2011, the following comments are being submitted for consideration with regards to the overall Potomac Yard Metrorail Station EIS Scoping effort. Concerns: 1) There needs to be a comprehensive traffic study conducted on all the roads leading into each of the Potomac Yard Metrorail Station Alternatives, with particular consideration to (a) the safety of children in nearby neighborhoods and using parks adjacent to the Metrorail Station Alternatives, and (b) access into and out of the Metrorail Station in case of emergencies. 2) In addition to the toxic pollutants currently in the ground and introduced or released during construction of the Metrorail Station Alternatives, the environmental impact study needs to consider the impact of all the construction debris and the trash generated once the Station is operational, and the Potomac Yards developed. As it is the wetland east of the existing metrorail tracks are full of empty plastic water bottles and other trash carried by the runoff from near and not so nearby neighborhoods. 3) There needs to be a comprehensive traffic study conducted of the impact that each Potomac Yard Metrorail Station Alternative and a developed Potomac Yards will have not just on the traffic and commuting on Alexandria, but its impact to nearby Crystal City, Arlington, and to commuters originating or commuting to points in Fairfax. I thank you in advance for studying and evaluating the foregoing in the EIS.
Der	Chris	18	2/10/2011	Station must provide the best balance of accessibility to planned commercial and residential space
Der	Chris	18	2/10/2011	Walkability to resources near Metro station.
Der	Chris	18	2/10/2011	Station design must attract high levels of ridership and high use of CCPY Transitway.
Der	Chris	18	2/10/2011	Please avoid alternatives that inhibit Metro use, walkability, sustainable development, and use of public transportation.

Last Name	First Name	Comment ID	Comment Date	Comment
Der	Chris	25	2/10/2011	My name is Christopher Der, and I live on the west end of Alexandria, but I feel like this is an important issue for all the residents of Alexandria to take note of since it's in our city, and input from every resident of Alexandria is crucial to this development. And my comments as far as the proposed Potomac Yard Metro is that I feel like there should be a very high level of effective and constant community involvement throughout the process and that there's also a high level of cooperation between the FTA, the City of Alexandria and Arlington County throughout the entire process. The station, wherever it will be, should provide the best balance of accessibility to any sort of planned commercial and residential space in the Potomac Yard area. The walkability to different types of resources near the proposed Metro is crucial, as well. The station design and location should try to attract as much Metro ridership as possible and also encourage high usage of the Crystal City/Potomac Yard Transitway. And the most important thing, I feel, is that any alternative that would inhibit Metro usage or inhibit walkability or go against sustainable development and the use of public transit should be alternatives that should not be considered. Thank you.
Der	Chris	18	2/10/2011	Constant community involvement and effective cooperation between the FTA, Alexandria, and Arlington on a high level is crucial for success

Last Name	First Name	Comment ID	Comment Date	Comment
Dickey	Laura	22	2/10/2011	These are prescription. I'm not trying to hide or anything. I've lost my second pair of glasses in a month. I didn't sign up right away. I should've known better. So I'm going to just throw some things out. You talk about C, 2, 1, 3, B. It means nothing to myself. I'm an art teacher. Where is it on the existing track? Why aren't we using the existing track? Why aren't we sticking it where the movie theater is? Why aren't we protecting the wildlife and protecting the people? We've had over a decade of pile driving, light pollution, sound pollution, dump trucks, et cetera, runoff. I live down the street, and I work right behind Braddock Metro at the school, and I've been involved in construction in my life. And so when I went and asked the big Potomac Yard LLC that we held at my school, and I said, "What happens to the runoff, and what about the wildlife," they said, "We're taking care of it." Well, they did. I walk over about an inch of ice, water, sewage, dirt, because they drained it right over the teacher's parking lot. That is no joke. Okay? So I really -- you've got a small parcel of land. We really do want a Metro. It should've been done, as you know and I know, a long time ago, so now we have to do all this malarkey. So I'm asking you, I put my email on, if you'd make it clearer, where do all these fall? And I see the nice pictures, and again I'm going to say, we really need you to protect the wildlife because I've got -- I live down the street in these weird little row houses, and I've got hawks sitting in my tree because they're being run out of their lands, and that's, quite frankly, why a lot of us live here. I didn't live here for highrises like Gateway. I lived here because it used to be called the City of Trees, and you could get coffee and meet people., but you could still go for a run or a bike ride or rollerblading or something and get some peace and quiet. So I know that's a lot. You've got a lot of people. But if you could email some stuff, in particular, about the runoff, about the noise, the light, et cetera. I appreciate when you said about vibrations because when they did Four Mile Run they cracked all our streets and houses. And I called a cousin who deals with this stuff in Colorado, and he gave me all the physics and everything, and then they told me it didn't exist. So I'd appreciate you all just keep funneling this information for us. We appreciate that a great deal. Thank you. And I –

Last Name	First Name	Comment ID	Comment Date	Comment
DiValentin	Lynda	51	3/14/2011	I am a resident of the Alexandria neighborhood of Del Ray. I attended the Public Scoping Meeting on February 10, 2011. I would like to provide my comments about the project. I do not see purpose or need for adding another Metrorail Station in the vicinity of Potomac Yard and support the NO BUILD ALTERNATIVE in full. •I work in DC on NY Ave 2 blocks from the White House. It is 7.2 miles from my house. When I take the Metro, it takes me 1 hour each way if I walk to Braddock Road station and it costs $6.70 round trip. If I take the bus to Braddock Road station, it saves 5-10 minutes and costs $4.85 round trip. I have stopped taking the Metro because it costs too much and takes too long. Adding a new station on this route will probably add another 5 minutes to everyone's commute. That is way too much for a 7 mile commute. I currently commute to work by bicycle and it takes me 25 minutes. On days that are inclement I drive and it takes 15 minutes and pay $5.00 to park in my building. Unless you can speed up the Metro and lower the cost of using it, a new Metrorail station will not benefit the residents here. • The Metrorail Stations proposed locations will not benefit the residents on the West side of Route 1. All of the proposed locations are too far to walk. Why walk all of the way over to the train tracks if you can catch a bus on Route 1? What is needed is an express bus that connects Crystal City and Braddock Road Metrorail stations of which the cost is free, included with what you pay to ride the Metrorail. - The locations of the Metrorail Stations proposed will only benefit the new developments planned for Potomac Yards. - Traffic is a HUGE problem in between Crystal City and Monroe Avenue on Route 1. And, when the new neighborhoods are built as they are planned in Potomac Yard it is only going to get worse. The people that live here will not give up their cars to ride the Metrorail. A new Metrorail station is not going to solve the traffic problem. The roads need to be improved to facilitate the new neighborhoods. What has become of the new road that was promised in the development that is supposed to run parallel to Route 1 from the new Monroe street bridge? Thank you.
dnugent@trave		29	2/1/2011	Please add me to your project email list: dnugent@travesky.com (2/1/11)
Feldman	Deborah	5	2/10/2011	Was the alternative utilizing the reservation site show?

Last Name	First Name	Comment ID	Comment Date	Comment
Fennell	Anne-Marie	64	3/14/2011	I am a homeowner in Potomac Greens and will be impacted by the construction of a proposed metro station at Potomac Yards. I am concerned about the noise, traffic, and environmental impacts of placing a station in our backyard. I, therefore, request that a detailed Environmental Impact Study be performed to cover at a minimum the following matters: (1) Noise pollution on the surrounding homes and area. The noise from passing metros is a nuisance and needs to be cumulatively measured with freight rail train traffic, vehicular traffic, and air traffic from Reagan National airport. The screeching sound of metros stopping at a station, coupled with announcements also needs to be factored. Decibel measurements need to be made given the current noise and future noise that would come from the construction and maintenance of a new station. (2) Impact of increased traffic on the community and Route 1. Specifically, traffic problems need to be assessed with respect to the roads in the Potomac Greens community and nearby major roadways. Factors to consider include the costs associated with repairing damaged roads due to increased usage, safety of pedestrians and children playing in neighboring parks as more cars come to access the metro, and quality of air from increased emissions. Problems with parking should be taken into consideration. (3) Environmental impact on the wetlands and neighboring parks. The wetlands and parks both serve a critical function to the community and environment. Air, water, and noise pollution could have short term and long term implications for the vegetation and wildlife that makeup these beautiful areas. Construction could damage the vital function the wetlands serve to store floodwaters and protect the neighborhood. A full assessment of the erosion of the environment due to construction and proposed project needs to be done. The study also fundamentally has to address the need for another metro stop and the basis for its location. Various alternatives should be studied such as the impact of constructing an underground metro rail station as opposed to an above ground station; the movement of a potential future station away from Potomac Greens to a site not visible to the residents or the parkway; establishment of sound barriers and increased vegetation to abate noise pollution. Thank you for taking into consideration these matters at a minimum in your study. I look forward to a detailed, thorough, and complete evaluation of the environmental impact of a proposed Potomac Yards metro station in Alexandria.
Feske	David	32	2/8/2011	Please add me to the mailing list. Thank you. David Feske, PE, RA, AICP; Jacobs Engineering Group, Inc., North America Infrastructure, 1100 N. Glebe Road, Suite 500, Arlington, VA 22201 (David.Feske@jacobs.com, 2/8/11)
Foster	Anthony	7	2/10/2011	Does the plan include surface parking and bus (DASH) facilities?

Last Name	First Name	Comment ID	Comment Date	Comment
Froehlig	Adam	19	2/10/2011	Good evening. My name is Adam Froehlig. I am a member of Alexandria Bicycle Pedestrian Advisory Committee, although my comments tonight are going to be my own, although I do -- I'm pretty sure I speak with my fellow committee members that we would -- we appreciate the focus on pedestrian and bicycle combinations, all five of the project goals in particular, although I would like to see not just enhance transportation and pedestrian safety but also a mention of bicycles in there, as well, especially since one of your bullets mentions possible impacts to bicycle facilities. As far as the station itself, I know it's a little early in the process for specific design parameters, but I would like WMATA, city staff, FTA to take into consideration bicycle and pedestrian impacts, not just impacts to adjacent facilities like the planned bike path on Potomac Avenue, but also bicycle and pedestrian access to and from the station, not just from Potomac Greens but also potentially some sort of connecting path over to the Mount Vernon Trail, and especially bicycle and pedestrian access to the station from Potomac Yard and adjacent neighborhoods. Lastly, sorry -- ... I forgot what I was going to say. That's all. I'm sure I'll have plenty of written comments -- as well. That's just the main thing -- especially in light of WMATA's recent study that they did on bicycle and pedestrian access to the -- to the Metrorail stations. You have a very good opportunity here to do things right the first time, get those design considerations and good pedestrian access, bicycle lockers, perhaps even a Capital Bikeshare station, as well, at the Metrorail station. Just that sort of thing needs to be considered. That sort of thing needs to be studied, especially given the potentially -- especially as Potomac Yard develops the potentially high level of pedestrian activity that would be going to and from the station. And on the bicycle side, bicycle represents that extra, the quote unquote last mile which basically extends the reach of that station within a relatively decent time frame that doesn't involve sitting in traffic or waiting for a bus. That's all I have. Thank you for allowing us the opportunity to comment
Garner	PL	27	1/29/2011	Please add my email address to your Project Mailing List for updates on the EIS. Thank You. My email is Twaingrp@aol.com PLGarner (1/29/11)
Gittins	Captain Dianne	8	2/10/2011	Alexandria Police Department concurs its role as a participating agency; signed Captain Dianne Gittins

Last Name	First Name	Comment ID	Comment Date	Comment
Griffin	Vincent P.	62	3/14/2011	As a resident of Potomac Greens, I am deeply concerned by several aspects of the proposed metro station at Potomac Yard. The following comments are hereby submitted with respect to the Potomac Yard Metrorail Station EIS Scoping effort. • Environmental: As I am sure the EIS Team is aware, there potentially are contaminant/hazardous materials located in and around the 33 acre parcel of Potomac Greens and the Potomac Yard development resulting from the area's former use as a railway yard. Construction of any of the proposed A, B1, B2 and B3 sites could disturb any of these of contaminants, posing a significant environmental and health threat to the community. Before any decision is made on those locations, a full and exhaustive environmental study (Phase I and Phase II assessments) MUST be performed. It would seem more practical, environmentally sound, and feasible from a common sense perspective, to focus on the C and D Alternatives, as they are located on land which has already been tested, abated and/or deemed environmentally safe. • No Build Alternative: Full and concerted examination of the No Build Alternative must be completed, despite the City Council's determination to construct a metro station. "No build" does not mean "no solution." The construction of the CCPY would be completed in the No Build alternative. Statistics show that the metro ridership at Potomac Yards will total only 9,800 riders by the year 2030. The EIS process should study an enhanced version of the dedicated bus system in the CCPY as this seems an adequate means (and much less costly) of solving connectivity to the existing Metro stations and providing access to the regional network. Dedicated bus lanes could amply transport commuters or consumers to and from the King Street or Braddock Road to and through the Potomac Yard development. In the current state of the economy, we should not be undertaking a "build it and they will come" approach to this metro station. An expanded bus alternative would allow for demand to drive supply, rather than this "Field of Dreams" approach. Metro today is facing decreased ridership and will likely have to reduce service hours due to the enormous backlog of maintenance projects the system must undertake. I also believe careful consideration must be given to Metro's capacity to take on management of another station. It is no secret the issues, accidents, and safety concerns prevalent in the Metro system today. The system is capital-constrained today and will continue to face funding headwinds in the future. Metro must produce tangible evidence that it has the capital, management capacity, and safety competence to operate this station. • Neighborhood Impact: To build at any of the locations east of the existing tracks (A or B) would appear to require night construction since building would occur on and adjacent to existing track. This is an unacceptable nuisance for residents of Potomac Green who will have to endure noise from construction, equipment traffic, light pollution, etc. Sites west of the current track would not have such construction limitations and result in more reasonable times for construction. Construction of a metro site on the eastern side of the tracks would introduce more traffic, safety issues, crime, and destruction of property resulting from necessary drop-off circulation, kiss and ride, and the likely institution of city bus traffic. The long term effects of this activity needs to be studied and incorporated into

Last Name	First Name	Comment ID	Comment Date	Comment
Griffin	Vincent P.	62	3/14/2011	the decision-making process, including the impact of increased pollution directly impacting the neighborhood. An eastern location would also appear to pose a scenic eyesore to the George Washington Memorial Parkway. The reduced buffer between the Parkway and the tracks and the height requirements of the station would make the structure easily visible from the Parkway which is not only aesthetically unattractive, but could pose a danger to traffic due to lights and activity at the station. Vibrations from construction of east-located stations could potentially damage the foundations and other structural elements of the townhomes closest to the tracks. Given all these issues (and others I'm sure not listed here) negatively impacting the Potomac Greens neighborhood, the C and D locations should be prioritized as potential locations. In summary, I believe that there are serious negative elements of the proposed metro station that need to be thoroughly evaluated. I request that you incorporate all of the above issues in the EIS process and evaluation of the proposed metro station.
Hahn	Linda	71	3/15/2011	I am writing today to request that the city conduct an Environmental Impact Survey on several items as they relate to the location of the Potomac Yard Metro. I am a resident of Potomac Greens. They include: If the station resides East of the train tracks 1) What is the impact to Old Town Greens and Potomac Greens residents if Potomac Greens Drive is used for construction. We have many children in the area and there is a lot of concern about the traffic, dust, debri and noise. 2) What is the impact to parking for Potomac Greens residents? Will our neighborhood go to a sticker permit type of system? What will the nanny/guest parkting policy entail? There was no parking restrictions when we signed our contract with EYA. 3) What is the impact to the wetlands north of Potomac Greens? Will the construction mean we will lose our wonderful trails and park, just north of the neighborhood? 4) Will people living or shopping in Potomac Yard have easy access to our now-quiet neighborhood? Also, if the metro is built West of the tracks, will Metro be responsible for constructing and maintaining the pedestrian bridge from Potomac Greens to the Metro station? Thank you for addressing these issues before a location is chosen for the metro stop. I would love to see a metro go West of the current tracks, but I have serious concerns about quality of life if the Metro is built East of the tracks.

Last Name	First Name	Comment ID	Comment Date	Comment
Hale	Duane	58	3/14/2011	The location of the proposed Potomac Yards metro station must be WEST of the current CSX tracks. There is simply no legitimate reason for the proposed station to be built where the current wetlands are. Moreover, there is ample space in Potomac Yards to accommodate a station and Potomac Yards would benefit from the station more than any other business district in Old Town. Finally, the neighborhoods east of the CSX tracks would be devastated by the amount of traffic that would be created by a metro station at the north end of Potomac Greens Drive.
Hamre	Andrea	55		I would like to express my support for bicycling and pedestrian accommodations in and around any new Potomac Yard Metro Station. Infrastructure to make the storage of bicycles at the metro station practical and safe will be a cost effective investment to increase ridership and improve the safety and well-being of the surrounding community. Consideration of a facility such as the bicycle storage program available at Union Station in Washington, DC, may be valuable at this time. Such a facility is an efficient use of space and resources.

Last Name	First Name	Comment ID	Comment Date	Comment
Henderson	Foster J.	66	3/15/2011	I'm vehemently opposed to any metro construction due to SEVERAL key components that have not been properly thought through or addressed by the city to date. The city appears to be in overdrive trying to ram this metro through without listening to its constituents! For example, in accordance to the Clean Water (1972) section 401 & 404 which addresses wetland issues, and the Comprehensive Environment Response Compensation and Liability Act (CERLA) aka Superfund established by Congress December 11, 1980, I have indicated to the city Potomac Yards' railroad history and the associated environmental cleans I have performed in the past (related to rail yards clean ups). Specifically, (high arsenic levels, and the associated metals) volatile organic compounds (e.g. benzene, petroleum fuel based chemicals etc) that have leached from creosote wood preservative and associated compounds used in rail yard operations back at that time. I've stated to city members that during the construction of the last lot of Potomac Green homes I noticed the builder treating the disturbed soil with a chemical, aerating the soil, and removed from the soil for disposal (hazardous). I know because I asked a worker. I also stated my insurance company has paper work submitted by the builder related to getting a waiver from the government about Potomac Green homes not being in a flood plan zone due to the large amount of certified clean soil used, which raised the homes' elevation situated along Potomac Greens drive elevation. Is the city prepared to pay for this too and it's probably not in the current cost estimate either. We have questioned the city in open forums and on record about the wetlands issue as related to the building the associated walking bridge from Potomac Greens and that the cost estimate for the walking bridge that was too low! How did the city respond? It let the builder off the hook in 3 million dollars allocated to build the bridge and on provided the homeowners the council's intent is to build the walking brige (not to fence the funds) and took a lesser fund of 2 million when your own Comptroller stated the fund was low. This did not take into consideration the beavers, noise disturbance to even build the walking bridge on the expected contaminated underlying soil around the park. Nor has the Corps of Engineers been consulted (wetland oversight per Clean Water act) by the city yet. Vice Mayor Donley stated that that present city council can't oblige future city councils in funding (related to fencing funds for the walking bridge) but yet it can impose a special tax for building a 270 million Metro facility on some 270 homes until the bond is paid?! Congress fences money all the time. Seriously?! We were not born yesterday. Since when does someone plan to due major construction BEFORE an environmental impact study (EIS) is completed? Apparently only the city of Alexandria. This is placing the cart before the horse. Numerous home owners stated this to the council on record. An EIS is done to mitigate risk, selected viable sites, and to strengthen cost estimates. Has the city petitioned Richmond for additional funds as I've requested numerous times? What are the operational cost to operate said metro stop? And please remember that Potomac Greens is responsible for maintaining Potomac Greens drive road. If said trucks to build the metro enter our development, I'll do everything in my power to ensure fish and wildlife is involved to include soil erosion, dust suppression, and paying for the damages to our street and flower bed circle since the City continues to overlook even the basic fundamental cost estimates we keep raising before it. The city has yet to consider the high density of all these new homes in Potomac Yards that it will require the construction

Last Name	First Name	Comment ID	Comment Date	Comment
Henderson	Foster J.	66	3/15/2011	of a new school that is still not formally designate in the PY plan nor has it included the cost of that new school. Yet it's mentioned as tentative within the current PY plans. In have brought up this issue twice on record before the council. In my opinion, the city's budget for this project is so far under budget, lack of planning with "rosy" property taxes scenario - oh did I mention my property value declined for the second year in a row?! Am I missing something? I can't and won't support building a Metro station until the city provides a more realistic estimate that has engaged all stakeholders' concerns besides the council's own interests. Nor will I bail out the city for the expected cost overruns related to all the issues mentioned earlier. Finally, the council's staff still owes us the alternative taxation consideration to the special property tax we requested as the council promised, which hasn't occurred yet. Respectfully, irritated.

Last Name	First Name	Comment ID	Comment Date	Comment
Hertel	Poul	21	2/10/2011	Thank you. I'm Paul Hertel, representing myself. I have three issues of concern regarding this proposal. The first deals with the environmental impact of the proposal on water runoff into the wetlands. The trees in the wetlands look under obvious distress, and numerous bare patches are appearing as the trees disappear at an alarming rate. We have been told about the beaver activity. This damage seems far in excess of what they could accomplish and is happening on both sides of the George Washington Memorial Parkway. This was once a very active railroad yard, and with the buildout has come the issue of possible contaminants in the water runoff, some of which is being directed into the wetland area, an area that some believe was limited too much in order to accommodate development. Nevertheless, the heavy construction and impervious surface being built will add to the problem. Therefore, I ask that this be studied to ensure that no harm is done to the wetlands, including a study of the water runoff, both current and future. The second issue is the determination of need. The City of Alexandria and Arlington County are currently committed to putting a bus rapid transit system on the Yard between the Crystal City and Braddock Metro. Furthermore, they are now studying the feasibility of changing to a light rail system instead. Since the system and Metro station all have significant monetary and environmental cost, a review to ensure elimination of duplicative services is warranted. The third but definitely not least deals with the infringement into the view along the George Washington Memorial Parkway. I have included here a brief history of the George Washington Memorial Parkway that describes the significant effort that our forefathers put into ensuring the establishment of the Memorial Parkway and why it is so vitally important. I request that you ensure that a Metro station not be visible from the Parkway. I'm submitting the paper on the history and importance, as I said. As one of the nation's premier parkways, the George Washington Memorial Parkway comprises 7,000 acres and extends 38 miles in association with the Potomac River. The initial or southern section of the Parkway extends 15.2 miles to Mount Vernon from Arlington Bridge. The Parkway commemorates the first president, preserves natural settings, and provides a quality entryway for visitors to the nation's capital. And if I could just finish, that parkway took a lot of effort and a lot, starting back, all the way back, to the beginning of 1800s. And I surely encourage you to read the history of it to ensure that it remains in pristine. Thank you.

Last Name	First Name	Comment ID	Comment Date	Comment
Horan	Jennifer	30	2/4/2011	Hello all- I just heard of the upcoming WMATA meeting on the 10th and unfortunately cannot attend; however I am very much excited at the prospect of a Metro stop around Potomac Yard and the shopping and living spaces surrounding the area. It has always seemed silly to me that, with the ample undeveloped space and tracks running directly behind the Potomac Yard shopping area, there is no Metro stop. We have had in the past 4 years so many more condos and apartments added to that area and the thought of being able to take the Metro home from work every day probably crosses everyone's' minds as they are stuck out in traffic. I've had friends living over near the new Harris Teeter and walking all the way from the Crystal City Metro stop in the winter months especially is a real drag. I would definitely shop and visit Potomac Yards and the surrounding area more often if there was a Metro stop. Currently I have to plan to make a special trip by car after rush hour from the Hill where I have been living for about 10 years now. Otherwise, the traffic is a killer and I just opt out of shopping altogether. I also understand that the Metrobus lines that service Potomac Yards have been downsized over the past year or so. I am concerned that DC Metro residents who currently work at the businesses around Potomac Yards have been impacted, and that those who could otherwise benefit from a job at one of the businesses around the shopping area in these hard economic times are not able to consider employment due to lack of transportation options. I work at the Department of Labor HQ and am also a long-time educational docent volunteer at the National Zoo, so employment opportunities and environmental impact are always two issues in my thoughts whenever I hear about additional stations and services on Metro. I would love to see the existing line running behind the Potomac Yards shopping Center be put to better use to positively impact those who live, work and shop in the surround area, and to encourage less cars to pollute our environment when Metro travel is a viable option. Frequent traveler of the blue and orange line from my neighborhood Potomac Yards station, Jennifer Horan, 412 15th St SE Apt A, Washington DC 20003

Last Name	First Name	Comment ID	Comment Date	Comment
Iudicello	Fay S.	76	3/13/2011	As a resident of Potomac Greens and a voter in Alexandria City, I object strongly to the proposed Alternatives A, B-1, B-2, and B-3 for several reasons: - These Alternatives constitute a serious impairment … actually, an assault … on the George Washington Memorial Parkway scenic easement. - The location of these Alternatives on an untreated toxic waste site will result in serious threats to human health and life. - The disturbance of the contaminated soil during construction will result in highly toxic runoff into the environmentally protected Potomac Greens "Tidal Wetlands" and into the Potomac River. - The polluted waters resulting from the contaminated runoffs during construction and the increased runoff resulting from the "new hardscape" will flood the Potomac Greens "Tidal Wetlands" thereby endangering the wildlife (ehgjkh (eagles, owls, beavers, foxes, water fowl, and fish). - These Alternatives create serious health and safety risks to the residents of Potomac Greens by overloading a narrow two lane residential road with increased congestion during construction and post construction. A "one road in" access to what is to become a major public transportation venue creates a disaster waiting to happen. In addition to my concerns regarding these Alternatives, I seriously question the advisibility of the City of Alexandria undertaking the construction of a new Metrorail Station in the current economic climate. It is not clear to what extent Federal funding will be available to fianance an "undefined" portion of the construction of a new Metrorail Station. To pursue this venture without a better understanding and assurances of a financial partnership with Federal and State governments is irresponsible.

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	13	2/10/2011	My name is James Keim. I am a resident of the City of Alexandria, and I live at 1820 Carpenter Road. I have some very serious concerns regarding some of the alternatives that are up for review during this EIS. And my concerns primarily lay in the area of environmental concerns as they relate to Potomac Greens Park and the wetlands that are associated with them. The park and the wetlands are currently -- well, always been east of the railroad tracks, and the wetlands are actually considered tidal wetlands. And for those of you who do not know what tidal wetlands are, those are the areas of vegetation, and in some cases nonvegetation areas, where water flows through, is essentially filtered naturally, and then goes into the Potomac River and then eventually out to the Chesapeake Bay. My concerns are that these tidal wetlands are going to be jeopardized very seriously if either Alternative A, B1, B2 or B3 is selected for the Metro Station stop. A little bit of background -- originally the rail yard contained lots of hazardous contaminants. At one time it was actually designated a Superfund site and had to be scrubbed. As a matter of fact, it's still being scrubbed to clean up that area. Unfortunately, the area east of the railroad tracks there hasn't been a whole lot of cleaning up, and the contaminants in that area really do present a strong potential for jeopardizing the sanctity of the wetlands. Now, the reason I say that, the particular areas that Potomac Greens Park are in used to be known as the Piggyback Yards for the rail station, and a lot of the debris associated with rail accidents were stored and maintained at that area until they could be disposed of permanently. If by chance those alternatives are selected, just during the construction process itself opens up the door for all kinds of contaminants to flow from the construction site down into those wetlands, and it presents a strong possibility that it could actually destroy the wetlands. Once the platform is actually built there'll be about maybe two acres of hard surface that will have runoff water. I do not know whether or not the wetlands can handle that. So I've got some very, very serious concerns about that. If anybody would like to come down and actually see the wetlands or see the park, my name will be available, and I'll be more than glad to show it to you. Thank you very much.

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	37	2/14/2011	References: a) Potomac Yard Metrorail Station EIS Scoping Booklet dated January 2011 b) City of Alexandria Article XIII Environmental Management Ordinance April 2006 amendment. c) 1988 Chesapeake Bay Preservation Act (Bay Act) In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regards to the overall Potomac Yard Metrorail Station EIS Scoping effort. Background: Potomac Greens Park is approximately a 17 acre track of identified green space and is part of a 33 acre parcel of land more commonly know as Landbay A of the Potomac Yards/Potomac Greens area. Situated adjacent to an existing natural and wetlands area, this park was created to serve as passive recreation area. It was developed as passive parkland with boardwalks and trails that bring visitors in close contact with this sensitive environment. Wetlands: The Potomac Greens Park wetlands are considered “Tidal Wetlands” as defined by Reference b) and Chapter 13 Sec. 28.2-1300 of the Code of Virginia (Wetland Zoning Ordnances). “Tidal Wetlands” are those vegetated, or unvegetated, lands bordering, or lying beneath, tidal waters which are subject to regular or periodic tidal action. The Potomac Greens Park “Tidal Wetlands” play a critical part in protecting our environment and serve as a naturally occurring filtration system for water entering into the Potomac River and the Chesapeake Bay. The water that runs through the Potomac Greens Park “Tidal Wetlands” enters the Potomac River through a designated Resource Protection Area (RPA) as defined by References b) and c). RPAs are sensitive environmental corridors that should be preserved in a natural condition. The importance of the Potomac Greens Park Federally and State protected “Tidal Wetlands” have been recognized and documented by both the City of Alexandria and the developers of the Potomac Yards/Potomac Greens area for over 10 years. Potomac Yard Metrorail Station Alternatives A,B1,B2 and B3: Each of these metro station alternatives are located on the eastern side of the WMATA and CSX tracks and will if built encroach onto Potomac Greens Park. The impact of constructing and operating a metro station at any of these alternatives would potentially have adverse environmental effects on the Potomac Greens Park “Tidal Wetlands” and could expose the City of Alexandria to both Federal and State legal action. Each of these metro station alternatives is on land that was formally known as the “Piggyback Yard” when the area was under the stewardship of the Potomac Railway Yard. At decommissioning, decades of industrial use had left the Potomac Railway Yard contaminated with heavy metals, hydrocarbons, and other known hazardous contaminants including diesel. The entire facility was immediately declared a Environmental Superfund

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	37	2/14/2011	Site. The “Piggyback Yard” was generally used for railroad car maintenance activities and served as temporary storage site for hazardous materials created as the result of railroad accidents. The specific environmental consequences associated with any of these metro station alternatives include but are not limited to the following: The building site runoff water created during the construction phase of any these alternatives will flow directly into the Potomac Greens “Tidal Wetlands”. Though much of the land on the western side of the WMATA and CSX tracks have been cleaned up, very little has been done to repair Alternative Site A and nothing has been done to Alternative Site B1, B2, and B3. The potential risk for highly contaminated construction related runoff water to flow through the environmentally protected Potomac Greens “Tidal Wetlands” and into Potomac River has a 100% chance of occurrence. If any of the Alternative Metro Sites (A, B1, B2, or B3) are completed, there will be at least two acres of hard surface that will generate runoff water that will flow into the Potomac Greens “Tidal Wetlands”. The Potomac Greens “Tidal Wetlands” may potentially not be capable of handling the increased flow of water and therefore be incapable of serving as a naturally occurring filtering system for water entering into the Potomac River and the Chesapeake Bay. There is a high risk that the runoff water will end up going directly into the Potomac River with out being filtered. And be assured, this runoff water will include not only rainwater, but also residual contaminates associated with normal metro rail operations. Last of all, there is strong potential that the plethora of wildlife (beavers, foxes, owls, eagles, fish, and waterfowl) that now live in Potomac Greens Park will be lost if the “Tidal Wetlands” are lost or contaminated. In summary, in view of all of the above, serious consideration should be given to eliminating Alternative Metro Sites A, B1, B2, or B3 for consideration as viable Potomac Yard Metro Stop Alternatives for this EIS effort.

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	38	2/14/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regards to the overall Potomac Yard Metrorail Station EIS Scoping effort. Fire Station Proximity: I have a strong concern there is a lack of proper fire fighting resources within close proximity of Alternative Metro Sites A, B1, B2, or B3. Each of these sites are located on the eastern side of the WMATA and CSX rail tracks. The two closest fire stations to Alternative Metro Sites A, B1, B2, or B3 are Station No.4 in Alexandria and the Ronald Regan Airport (DCA). Currently, the only road that will have access to these sites is Potomac Greens Avenue. There are no secondary roads leading into those sites and construction of a secondary road into these sites would require a National Park Service easement from the George Washington Memorial Parkway across protected wetlands and National Park Service land. The other Alternative Metro Sites (C1,C2,D1, and D2) will be accessible from multiple roads and be located within two (2) minutes from the Potomac Yards Fire Station. In view of the above, serious consideration should be given to eliminating Alternative Metro Sites A, B1, B2, or B3 for consideration and not advance to be evaluated in the EIS as viable Potomac Yard Metro Stop Alternative.
Keim	James R.	39	2/16/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regards to the overall Potomac Yard Metrorail Station EIS Scoping effort. Non Metro Station Alternative: On 15 June 1999 Commonwealth Atlantic Properties Inc. applied for a Special Use Permit (SUP #99-0020) for a Transportation Management Plan (TMP) for the Potomac Yard/Potomac Greens development site. The TMP was a very well comprehensive and designed plan that satisfied the transportation infrastructure needs and requirements for the Potomac Yard/Potomac Greens development site. A key non-provision of the TMP was that none of the Potomac Yard/Potomac Greens development site infrastructure components included a requirement for a Metro Station. I would like to recommend that the Potomac Yards Metro Station EIS scoping process include a review of SUP #99-0020 and inclusion of this TMP as an additional non-metro station alternative. Additionally, this non-metro station alternative should include a cost analysis and be used in comparison against the eight Metro Station Alternatives from a financial feasibility perspective. This alternative should not be considered the same as the “No Build Alternative”

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	40	2/18/2011	Commonwealth of Virginia ltr dated 16 October 2000 (Ref PC#91-1668) Potomac Yard EPA ID# VAD02031201 Crystal City/Potomac Yards Corridor Transit Improvement Project Hazardous & Contaminated Materials Technical Memorandum (Phase 1 ESA), October 2006 In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regard to the overall Potomac Yard Metrorail Station EIS Scoping effort. Background: The Potomac Rail Yard owned by the Richmond, Fredericksburg, and Potomac Railroad (RF&P) opened on 15 October 1906 and remained operational for 83 years and was finally decommissioned 1989. In its heyday, Potomac Yards was one of the busiest rail yards in the Eastern United States, processing thousands of railcars on a daily basis. It was used primarily as a railroad switching and maintenance yard by the Norfolk Southern Corporation, Delaware and Hudson Railway, CSX Transportation, Consolidated Rail Corporation, and RF&P Railway. Locomotive engines were fueled at the Potomac Yard from four 25,000 gallon above ground storage tanks. Diesel fuel from these tanks was pumped through underground piping to a dispensing system throughout Potomac Yard. Additionally, over the course of its operational life, the Potomac Yard site was routinely subject to numerous rail way and environmental accidents that resulted in the spilling of countless amounts of unknown and potentially environmentally hazardous materials. The facility was declared a toxic waste site in 1987 and immediately became subject to the Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (a.k.a. an Environmental Protection Agency (EPA) “Superfund Site”) . Potomac Yard was contaminated with metals - arsenic, lead and copper, polycyclic aromatic hydrocarbons (PAHs), volatile organic compounds (VOCs), and total petroleum hydrocarbons (TPH). In September 1992, the EPA and RF&P signed a Consent Order requiring RF&P to study the extent of site contamination. This order also required RF&P to assess the risks that could be posed to people, plants and animals coming into contact with the site. It took nearly 8 years the study was completed before Potomac Yards was declared to be“…..not a risk to human health and the environment ”. However even today, there exists an underground plume of free product (diesel fuel and oil) that continues to be recovered under the supervision of the Virginia Department of Environmental Quality . Potential Environmental Hazards Related to the Potomac Green Area: The 33 acre parcel of land more commonly known as Landbay A of the Potomac Yards/Potomac Greens area was not used for Potomac Yard rail operations. However, Potomac Greens did serve as a rail yard maintenance support site and contained three retention (oil/water separator) ponds , a deposition area for fly ash from a nearby power plant, and an Army Corps of Engineers dredge spoils deposition area / . In 2006, an Environmental Site Assessment (ESA Phase 1) was conducted in support of proposed construction activities in the Crystal City/Potomac Yard Corridor (Reference d)). Note: This ESA was conducted six years after Potomac Yard as a whole was removed

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	40	2/18/2011	from the EPA Superfund list and declared "…..not a risk to human health and the environment" The ESA only conducted its assessment actives on land west of the CSX and WMATA rail tracks. No assessment actives were conducted on the east side of the rail tracks where the proposed Potomac Yard Alternate Metro Site locations (B-1, B-2, and B-3) are situated. Some of the specific finding of the ESA included: 1. There were a large number of "Underground Storage Tanks" (UST) discovered within Potomac Yard during the ESA that were no longer in use, but at one time were used for gasoline, kerosene, diesel, and other unknown liquids storage (Largest 20,000 gallons). It is not known whether or not these USTs have been removed. 2. The majority of the assessment actives were based upon ground level surface analysis processes with some drilling. One of the ESA I conclusions was that any proposed subsurface disturbance in these areas (Potomac Yard) should be evaluated and monitored as part of a Phase II ESA. In the conclusion statement of ESA I, it specifically states that Potomac Yard may still contain contaminated/hazardous materials. Comments: 1. Based upon the aforementioned information, it is intuitively obvious that there still remains a very distinct and high probability that there are contaminated/hazardous materials located in and around the 33 acre parcel of Potomac Greens that have yet to be discovered. 2. Secondly, since there has not been an EAS on the east side of the CSX and WMATA rail tracks where the proposed Potomac Yard Alternate Metro Site locations (B-1, B-2, and B-3) are located; there is also a very high probability that any subsurface disturbance related to the construction of any of these Metro Station Alternative Site locations will potentially release and spread contaminated/hazardous materials from the ground into the air as well as surrounding areas and Potomac River. The surrounding areas include protected wetlands and the townhomes of Potomac Greens. Recommendation: Before Potomac Yard Alternate Metro Site locations B-1, B-2, and/or B-3 can be evaluated as viable Metro Site locations; a thorough environment assessment (Phase I and II) and a stand-a-lone in-depth Potomac Greens analytical environmental study be conducted on and around Potomac Yard Alternate Metro Site locations B-1, B-2, and B-3. It is also recommended that the in-depth analytical environmental study be conducted by the US Army Corp of Engineers. The stakes are too high from both a human safety and wetlands environmental perspective not to fully address this scoping

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	40	2/18/2011	comment.

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	41	2/19/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regard to the overall Potomac Yard Metrorail Station EIS Scoping effort. Storm water Runoff: Stormwater runoff is unfiltered water that reaches streams, lakes, sounds, and oceans by means of flowing across impervious surfaces. These surfaces include roads, parking lots, driveways, roofs and large concrete platforms such as Metrorail platforms. In general once rain falls to the earth, it follows one of four paths: oaks to porous ground surfaces and becomes part of the groundwater, which feeds streams and wetlands and supplies much of our drinking water; • emains in lakes or topsoil and eventually evaporates; • it is absorbed by vegetation and then transpires (evaporates from the plant tissues); or for example the Northern Virginia watershed it forms streams that eventually empty to the Potomac River and on to the Chesapeake Bay. Stormwater management (SWM) in Northern Virginia typically involves ponds. A pond intercepts the runoff before it reaches a stream. The term “pond” may confuse those of us not in the business of stormwater management because the term conjures up an image of a permanent pool of water. However, a stormwater management pond can be either wet or dry. A wet pond is exactly that. It is a basin or depression that retains, or holds, water in a permanent pool. While the term “dry pond” sounds like an oxymoron, it refers to a basin or depression that detains, or slows the flow of water for short periods of time and is dry between storm events. Wet ponds are often aesthetically pleasing to the eye and may provide recreational opportunities. Dry ponds may look less attractive or go completely unnoticed in the landscape. Whether wet or dry, SWM ponds serve an important purpose. They control the volume of runoff by releasing it over time. Every pond has a pipe outlet. The outlet is generally sized to release water over a 2-3 hour period in a heavy storm and less time or none at all in light precipitation. If an increase in runoff is not controlled, it may cause downstream flooding and stream bed and wetland erosion. Some SWM ponds control not only the quantity of runoff but also the quality of runoff. In such cases, the SWM ponds are called BMP ponds. BMPs, or best management practices, are techniques to manage runoff in ways that reduce water pollution. In a BMP pond, a flow regulator is attached to the end of the pipe to reduce the size of the outlet. A smaller outlet forces the pond to hold the water for a longer period, allowing more time for the sediment and attached nutrients to settle out. Whereas a conventional SWM pond will release stormwater over 2-3 hours, a stormwater management BMP pond may release the water over 2-3 day days . Potomac Greens Park: The land north of Potomac Greens Park is situated in a designated flood plain and includes tidal wetlands that naturally filter stormwater runoff that eventually enters the Potomac River less than 300 yards away. The Potomac Yards

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	41	2/19/2011	Alternative Metro Sites A, B1, B2, and B3 will all be near or actually within the confines of Potomac Greens Park. The Metrorail Platforms for each of these sites will be at least 600 feet long and 50 feet wide (not including any potential access roads that will be required to support these sites) and by design will create impervious surfaces from which stormwater run off will occur. There is no reasonably suitable land near the aforementioned Alternative Metro Sites that are above the designated flood plain where a SWM pond could be located. As such, the stormwater run off will leave each Alternative Metro Site overflowing into the existing tidal wetland, exceeding it natural filtering capabilities and flow directly the a Resource Protection Area (RPA) into the Potomac River (most likely carrying Metrorail as well existing Potomac Yard contaminants). In contrast, Potomac Yards Alternative Metro Sites C1, C2, D1, and D2 located on the western side of the CSX and WAMATA railway tracks have no less than three SWM ponds already in place and are not associated with any designated wetlands areas. Comment and Recomendation: This issue has not been adequately addressed by any of the previous Potomac Yard Metrorail feasibility studies and presents a strong potential for introducing environmental contaminants into the Potomac River and Chesapeake Bay. In view of the above, serious consideration should be given to eliminating Alternative Metro Sites A, B1, B2, or B3 for consideration and not advance to be evaluated in the EIS as viable Potomac Yard Metro Stop Alternatives.

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	42	2/19/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regard to the overall Potomac Yard Metrorail Station EIS Scoping effort. Virginia Railway Express Alternative: The Virginia Railway Express (VRE) is a joint project of the Northern Virginia Transportation Commission and the Potomac and Rappahannock Transportation Commission. It provides safe, cost-effective, accessible, customer-responsive, reliable, rail passenger service as an integral part of a balanced, intermodal regional transportation system. There is approximately 1.3 miles of VRE track that runs along Potomac Yards in a north-south direction on the west side of the WAMATA and CSX rail tracks. There is one VRE station in north of Potomac Yard in Crystal City and one to the South in Alexandria just off of King Street. Comment and Recommendation: Considering that the initial cost estimates for the Potomac Yards Metro Station is nearly half a billion dollars, it would seem to be a very prudent and a just idea to conduct a feasibility and cost analysis comparing what the benefits would be of constructing a VRE station in lieu of a Metro Station at Potomac Yards. Strongly recommend that a VRE Alternative be included as part of the Potomac Yards Metrostation EIS.

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	43	2/19/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regard to the overall Potomac Yard Metrorail Station EIS Scoping effort. Clean Water Act: The primary federal law in the United States governing water pollution. Commonly abbreviated as the CWA, the act established the goals of eliminating releases of high amounts of toxic substances into water, eliminating additional water pollution by 1985, and ensuring that surface waters would meet standards necessary for human sports and recreation by 1983. The principal body of law currently in effect is based on the Federal Water Pollution Control Amendments of 1972 and was significantly expanded from the Federal Water Pollution Control Amendments of 1948. Major amendments were enacted in the Clean Water Act of 1977 and the Water Quality Act of 1987. There is an extremely high probability that toxic will be released during the construction of Potomac Yard Metro Station Alternatives B-1, B-2, and B-3. CWA Section 404 Compliance and Permit: Section 404 of the CWA regulates the discharge of dredged, excavated, or fill material in wetlands, streams, rivers, and other U.S. waters. The U.S. Army Corps of Engineers is the federal agency authorized to issue Section 404 Permits for certain activities conducted in wetlands or other U.S. waters. Depending on the scope of the project and method of construction, certain activities (e.g. infrastructure development projects) may require this permit. Examples include ponds, embankments, and stream channelization which will for Potomac Yard Metro Station Alternatives B-1, B-2, and B-3 be a mitigating factor. Comment and Recommendation: The CWA will have a definite impact Potomac Yard Metro Station Alternatives B-1, B-2, and B-3 and should be addressed during the EIS evaluation process. Additionally, the FTA as the lead agency should immediately consider contacting and bringing in the U.S. Army Corps of Engineers for the Potomac Yards Metro Station EIS.

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	50	2/21/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regard to the overall Potomac Yard Metrorail Station EIS Scoping effort. US Department of Transportation (DOT) Act of 1966 Section 4(f) Compliance: Section 4(f) applies to any significant publicly owned public park, recreation area, or wildlife and waterfowl refuge and any land from an historic site of national, state or local significance. "It is hereby declared to be the national policy that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites. The Secretary of Transportation shall cooperate and consult with the Secretaries of the Interior, Housing and Urban Development, and Agriculture, and with the States in developing transportation plans and programs that include measures to maintain or enhance the natural beauty of the lands traversed" 23 U.S.C. 138 Potomac Greens Park: The "North Potomac Yard Small Area Development Plan" as well as earlier Potomac Yard Concept Plans specifically state that Potomac Greens Park will be turned over to the City of Alexandria upon completion of the Potomac Greens Townhouse Development project. The goal is to designate the Potomac Greens Park as publicly owned land for use by all Alexandria residents as a passive recreation area, wildlife and waterfowl refuge area, and a designated protected wetlands area that borders the National Park Service's scenic George Washington Parkway. Comment and Recommendation: The land on which Potomac Greens sits was part of a former EPA Superfund Site that was declared not a risk to humans in 2000. However, based on data derived from an earlier EAS 1 conducted on Potomac Yards in 2005, there exists a high probability that toxic contaminants still remain buried in Potomac Greens Park could be potentially released during the construction and operation phase of Potomac Yard Metro Station Alternatives B-1, B-2, and B-3. Release of these toxic contaminants would be potentially devastating to the natural beauty of Potomac Greens Park. Therefore it is highly recommended that a DOT Act of 1966 Section 4(f) compliance review be included as part of the Potomac Yard Metrorail station EIS evaluation process. Additionally, the FTA as the lead agency should immediately consider contacting and bringing in the U.S. Department of Transportation in on this EIS as a collaborative agency.
Keim	James R.	44	3/7/2011	Now this is what I'm talking about. Way to go Mark, let's keep up the pressure! Taking on More Debt Over the next six years, cost of servicing city's debt will more than double. By Michael Lee Pope Wednesday, February 23, 2011

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	45	3/11/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regards to the overall Potomac Yard Metrorail Station EIS Scoping effort. Concern: There needs to be a comprehensive traffic study conducted on all the roads leading into each of the Potomac Yard Metrorail Station Alternatives. The current traffic studies conducted by the City of Alexandria appear to be overly optimistic with regards ease of access and do not fully address the traffic environments for each metrorail station alternatives. Alternatives A, B-1,B-2, or B-3: The only road leading into these alternatives is Potomac Greens Drive (See Attachment 1). In the event one of these alternatives is selected, the traffic pattern and density for Potomac Greens Drive will be impacted during both during the construction and eventual operations once the metrorail station is open. In particular, it appears the intersection of Potomac Greens Drive and Slaters Lane will be subject to potentially devastating congestion issues if any of these alternatives are selected. Specifically: • Currently, motorized traffic going north on Route 1 during the earlier morning weekday rush hour (6:00 – 9:00 AM) begins to bleed off Route 1 to Slaters Lane once the northbound Monroe Street Bridge traffic begins to backup and slow down. The commuters are using Slaters Lane to get to the GW Parkway to head north. It is not unusual to see bumper to bumper traffic from the eastbound light at the GW Parkway all the way back to Route 1. Sometimes only as few as two cars can get onto Slaters Lane from Potomac Greens Drive during the morning rush. Once the new Pulte Homes are built in Potomac Yards the traffic on Route 1 will increase and the Slaters Lane congestion will get worse. - Once the construction of the any of the metrorail stations site alternatives (A, B-1,B-2, or B-3) begins, the congestion on Slaters Lane will most likely be subject to routine gridlock for a period of at least 2 to 3 years. - The City of Alexandria already has plans to start providing bus service to these potential sites once the metrorail station opens. - Once any of the alternative metrorail station sites is open, it is most likely the level of “Kiss and Ride” traffic will cause even more additional congestion to the Slaters Lane and Potomac Greens Drive intersection as well as Slaters Lane traffic. - This potential congestion issue also creates a very high risk of inaccessibility concerns in the event of a residential or metrorail fire on Potomac Greens Drive. The City of Alexandria has yet to address or conduct any traffic study this issue. Alternatives C-1, C-2,D-1, or D-2: The traffic studies conducted by the City of Alexandria

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	45	3/11/2011	on the Route 1 corridor between the Monroe Street Bridge and Four Mile Run Route 1 Bridge appear to be overly optimistic with regard to ease of access to any of these metrorail site alternatives and any associated Route 1 congestion issues. Though the City has posted multiple documents on its website relating to transportation planning along this Route 1 corridor, these documents offer very little transparency related to study assumptions, guidelines, and information related to basic traffic engineering principles. Specifically: • The City of Alexandria transportation plans includes the addition of multiple roads, restricted bus and non-motorized traffic lanes, and trolleys all in an attempt to reduce congestion within this corridor. Unfortunately, there are two realities that the City's traffic studies have failed to address with any sense of reality. The North Small Area Development Plan has been modified by the City and the Potomac Yards developers multiple times since the initial traffic studies were conducted with each change bringing more and more density into the overall development plan. The Potomac Yards buildings are higher than originally planned for and the amount of open green space has been reduced thus adding more and more destiny. No matter how it is presented or analyzed, the Route 1 N-S corridor has only 4 lanes total and ultimately there is a high probability a bottle neck either coming in or going out of the Potomac Yards development will occur. Even if additional Route 1 traffic lane are added, the ratio of traffic to roadway will not ease traffic congestion in this corridor. Traffic related to the BRAC-133 issue from Potomac Yards to the western part of Alexandria also needs to be addressed as well in any related EIS initiated traffic study. □ In summary, in view of all of the above, serious consideration should be given to initiating an EIS related traffic study on the above issues for at least a three year period before any Potomac Yard Metrorail Alternative can be selected.
Keim	James R.	46	3/14/2011	I'm not quite sure how to interpret what happened on Saturday, but Mr Mcdoneld sure did. Reference to Alexandria News Article: City Council Creates Commercial Property 'Add On' Tax Tax rate hearing scheduled for Apr. 16 By Drew Hansen, March 13, 2011

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	47	3/15/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regards to the overall Potomac Yard Metrorail Station EIS Scoping effort. Comment: The 4.2 acres of property associated with Landbay D of the Potomac Yards Development (Figure 1) was originally intended to be designated an open space area (Rail Park). Rail Park was to be completed in conjunction with completion of Potomac Yards Metrorail Alternative Site A and was to be accessed via a pedestrian bridge. The construction of the pedestrian bridge from the east side of the CSX/WMATA tracks to Potomac Yards has now been deferred by the City of Alexandria and will tentatively become part of the final Potomac Yards Metrorail station design. Potential Alternative Potomac Yards Metrorail Site for Landbay D (Figure 2): Landbay D potentially offers the City of Alexandria a more cost effective and eco-friendly metrorail site solution than the existing site alternatives initially proposed by the City of Alexandria . Specifically: - Unlike Alternatives A, B-1, B-2, or B-3, the Landbay D alternative will not impact the environmentally sensitive “Tidal Wetlands” nor will this site infringe on the scenic easement associated with the GW Parkway. -Unlike Alternatives A, B-1, B-2, or B-3, the Landbay D alternative will not take away designated open space land (Potomac Green Park would lose up to 3+ acres) - Unlike Alternative C-1,C-2, D-1, or D-2, the Landbay D alternative will not cost anywhere as these alternatives. Additionally there will no pedestrian bridge requirement to Potomac Greens Drive and no need to build an additional access/maintenance road to this Landbay D location. There is a potential issue associated with the Landbay D alternative. The property between Potomac Greens Drive and Landbay D is currently owned by the Old Town Greens Homeowners Association. However, serious consideration should be given to the following potential solutions for remedying this situation: - Renegotiate and expand on the existing easement agreement that WMATA already has in place with the Old Town Greens Homeowners Association related to WMATA’s requirement to access Landbay D for maintenance of the existing power traction station. - The City of Alexandria has already formally declared that the Potomac Yards Metrorail Station is a critical and integral part of the City’s overall transportation infrastructure improvement plan. As such, the loss to Old Town Greens of this property should be considered minimal (one tot lot and two tennis courts) when compared to the greater civic good this property would provide the City of Alexandria in terms of an improved transportation infrastructure. The City of Alexandria should seriously consider declaring the Old Town Greens Homeowners Association property leading into Landbay D as “Eminent Domain” and commence "condemnation" activities to formally secure this

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	47	3/15/2011	property for public use and economic development if the aforementioned Landbay D site alternative is deemed economically and environmentally the most viable Potomac Yards Metrorail site. In view of the above, recommend adding the Landbay D Potomac Yards Metrorail Alternative to those under consideration. Additionally recommend that an economic cost and feasibility analysis of this alternative be included as part of the EIS effort.
Keim	James R.	48	3/15/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regards to the overall Potomac Yard Metrorail Station EIS Scoping effort. Comment: In the past, it was common practice for the developers of Potomac Yards at the direction of the City of Alexandria to send out registered letters when there were any changes or updates related to the development of Potomac Yard. In most cases, the recipients of these letters would be informed of either a City Council Meeting or Special Meeting that was to take place to openly discuss the change or update. As such, it would be reasonable to assume that the matter concerning the construction of a Potomac Yards Metrorail Station (Alternatives A, B-1,B-2,or B-3) in such close proximity to the residents of Potomac Greens would naturally warrant such a letter. Issue: Over the course of the last four years, neither the City of Alexandria nor the Developers of Potomac Yards has ever formally contacted any resident, homeowner, or homeowner association at Potomac Greens to solicit their thoughts or opinions on the potential location of a Potomac Yard Metrorail site location. I consider this a major shortfall on the part of the City to take into consideration the inputs of those who potentially would be most impacted by such a major environmental and economic decision. The City has no idea as to whether or not the residents of Potomac Greens even want a metrorail station near their homes. Recommendation: The City of Alexandria should be tasked as part of the ongoing EIS effort to specifically request formal inputs from either the Potomac Greens Homeowners Association or the 227 homeowners of Potomac Greens regarding the potential location of the Potomac Yards Metrorail Station. This could very easily be accomplished via a questionnaire sent via a registered letter with the results being mailed back “directly” to the EIS team for their review and consideration.

Last Name	First Name	Comment ID	Comment Date	Comment
Keim	James R.	49	3/15/2011	In response to the guidelines set forth in Reference a), the following comment is being submitted for consideration with regards to the overall Potomac Yard Metrorail Station EIS Scoping effort. Comment: Any Potomac Yard Metrorail Site Alternative that includes any type of pedestrian bridge over the CSX Tracks will have to adhere to very specific height, construction standards, and design restrictions. Recommendation: All Potomac Yard Metrorail Site Alternatives that includes any type of pedestrian bridge need to include some type of CSX review.
Kelly	Cheryl	6	2/10/2011	Would both Metro lines go to a Potomac Yard Metrorail Station, or would there be analysis of only one line or another serving the station?
Kelly	Cheryl	4	2/10/2011	Would each alternative be evaluated for underground, at ground and elevated scenarios?
Kim	Sue	77		As a resident in the Potomac Greens community located in Alexandria, VA, I wanted to take some time to express my deep concern over the proposal to construct a new Metro station at Potomac Yards. The construction of a new Metro station will endanger the wetlands that seem to be located right at or directly adjacent to the Metro. A new Metro and extensive construction will likely harm the wetlands and all the wildlife that currently take sanctuary within. Lastly, we have a Metro station less than a mile away from our neighborhood and there is one in Crystal City. It seems there is no need to erect another Metro and risk endangering the environment and species that should be protected in such an urban environment. I hope that your research and findings will also conclude that there it is not necessary to subject this area to more construction and harm the environment even more than the city already has.

Last Name	First Name	Comment ID	Comment Date	Comment
Kramek	Niva	26	2/10/2011	Good evening. My name is Niva Kramek. I'm not a resident of Alexandria. I actually live in the District but work in Potomac Yards. And I was very excited to hear about a potential new Metro Station. I commute into Crystal City. I take the shuttle bus. And I have two major questions. The scoping document talks a lot about the distance between the airport and Braddock Road, and as a commuter I find the airport is not a usable Metro system, other than to the airport, which is fantastic. But I think maybe you should take into account the distance between Crystal City and Braddock Road rather than using the airport, or at least assess how usable that is for servicing the area other than the airport. The second is that I think a Metro Station here would help commuters and people who come daily to the area but don't spend the evenings here because personally I would very much enjoy to shop at the Harris Teeter nearby, some of the clothing shops and other places. But it is very difficult to do that after work, knowing I'd have to get on the shuttle bus, which stops at a certain point, get to Crystal City, and go home. So I think it could be useful to increase shopping and a lot of the visitors who work here and would like to spend time in Alexandria getting to know it after hours.
Lewis	Aaron	72	3/15/2011	Please do not build a metro stop in positions B1 or B3 as this project may harm the wildlife and ecosystem of an already threatened wetland. A thorough EIS should be conducted before any region is slated for a new metro stop.
Lindsey	Jason and Karen	74	3/15/2011	We are writing to have on record our position that the metro should not be built on the wetlands adjacent to the Potomac Greens property but west of the existing CSX tracks.
McKeon	Patricia	56	3/13/2011	It is inconceivable to me that a metro stop should be considered unless it is west of the CSX railroad tracks in the Potomac Yard area. Thank you.
Nisley	Rodger	61	3/14/2011	It is very important that any Metro development in the area of Potomac Yards be assessed as to its environmental impact. The proposed areas (namely B1 and B3) are adjacent to Potomac River wetland areas and any planned construction must be reviewed as to its potential negative impact on the wildlife and vegetation. I submit that a new Metro station should be located away from the wetlands. Thank you for your attention to this matter.
Phoenix	Joe	34	2/9/2011	The location maps provided on the website are not clear. No streets in the area are readable. The ones to the west of US 1 are clear, but the location is not considered to the west of US 1. Just a personal input: While I would love to have a station near my work place in PY, it is probably not fiscally sound to spend the money for this small additional convenience when the system could use these funds for improvements in maintenance and upgrades to the present requirements.

Last Name	First Name	Comment ID	Comment Date	Comment
Rath	Rick	65	3/14/2011	As a resident of Potomac Greens and as a member of the Potomac Greens Homeowners Association Board, I would like to submit the following comments regarding the Potomac Yard Metrorail Station EIS, as they pertain to both safety to the residents of Alexandria, VA, and the cost of this new facility, which is projected to be at least $500 million when completed in 2016. Safety: At this time, the Federal Transit Administration is preparing a scoping document on how the Environmental Impact Statement (EIS) should be conducted. One key element of this document must be safety and what happens to the residents of North Old Town, should this station be constructed and where it will be located, either to the west of the existing CSX tracks or to the east, closer to the Potomac River. In my opinion, safety should be the key driver, used to determine the location of the new metro station. Should the EIS return with a recommendation of placing the metro station east of the CSX tracks and north of Potomac Greens, the safety of those residents, as well as to those living in Del Ray, Potomac Yards, and other locations will be dramatically affected. Should the recommendation be a “no build” solution, then the problem will be removed. However, if the EIS does recommend the construction of the station, then it is clear that the station should be located on the west side of the CSX tracks, and inside of the already developed, Potomac Yard project. The reason is quite simple. The railroad tracks that bisect Potomac Greens Avenue are used by CSX, to move coal and other materials to the local power plant, located in north Old Town. When a train is using these tracks, there is no access to Old Town Greens, Potomac Greens, GW Parkway, or Route 1, depending on what direction you are approaching from; thus cutting off fire and rescue from Alexandria Citizens, as well as police. Also, the new fire station, located off of Rt. 1 and assigned to serve both Potomac Yards, Old Town Greens, Potomac Greens, and the Marina located at Dangerfield Marina, will not have access to any of these areas, should the metro be located north of Potomac Greens and require police, fire or rescue. Without this access, my neighbors and their family’s safety will be put at great risk, as there will be no way to access the station in case of emergency, should the station be built east of the CSX tracks. Clearly, this is a major concern and needs to be thoroughly addressed as part of the EIS. To not do so, would be a terrible oversight and would jeopardize those individuals, who currently live, or who will choose to live north of Slaters Lane. Cost: It is important to keep one thing in mind when assessing whether or not this facility should be built. Is it the role of Metro to build new infrastructure, so that localities can add new tax revenue to their exploding budgets, or is it the mission of Metro to maintain and if necessary, expand its infrastructure, so that the overall public can benefit? I contend that it is the latter ant not to the former. Unfortunately, the City of Alexandria, and the developers of the Potomac Yard Project, believe that it is the former, and must be done, so that Alexandria and have more tax revenue. Next to safety, the cost of both construction and maintaining of this new metro station needs to be seriously considered, and may even be the determining factor in deciding that this station should not even be built. In today’s tough economic times, there is not enough money to go around, whether it is to be used for new construction, or just to maintain the existing rail infrastructure. To

Last Name	First Name	Comment ID	Comment Date	Comment
Rath	Rick	65	3/14/2011	consider adding another rail station, to a system that is already financially strapped, is illogical and needs to be vetoed, immediately. Here are some statistics that need to be put into FTA's financial calculator, so that the right economical decision is made: - Projected ridership for the new Potomac Yard Metro Station in 2030 is 9,800. - Projected ridership for the existing Braddock Metro Station in 2030 is 5,300. - Projected ridership for the Eisenhower Metro Station in 2030 is 5,400. - Total cost for the construction of the Silver Line out to Dulles International Airport is estimated to be more than $10 billion. In 2005, the original cost of the Dulles Rail Project (Silver Line) was $1.8 billion. - Projected ridership for the Silver Line continues to decline, which means that that segment of the Metro System will be uneconomical, and require federal assistance for the foreseeable future. To date, Metro Rail ridership has fallen from 745,715 to 721,624 (February 15, 2011) - Metro is facing an $11 billion maintenance backlog that needs to be addressed as soon as possible. This backlog is projected to take from FY'11 to FY'20. According to Metro's General Manager message, "…it will be challenging to fully fund the program." - The proposed FY'12 budget for Metro is $2.37 billion - The proposed FY'12 budget for Metrorail is $813.9 million, which is down from the FY'11 budget of $822.3 million. - The necessary operating subsidy that Metro needs for FY'12 is projected to be $659 million, which comes from both State and Local operating funds. - All sources of Metro's revenue only account for 57% of its operating expenses. - Of the projected subsidy that Metro expects to receive in FY'12, $148.6 million of the total will go to Metrorail. - To date, there is a shortfall of year-to-date revenues for Metrorail of $7.8 million. - On February 18, 2011, an escalator at the Foggy Bottom Metro collapsed. Two individuals fell through the hole that was created. Fortunately, there were no injuries. According to the latest statistics, there are a total of 506 escalators operating within Metro, with 82 of them under repair; some will be out of service for almost a year. - Metro has indicated that all of the 588 escalators need to be replaced system wide. - On February 19, 2011, the United States Congress struck $150 million from the subsidy intended for Metro. This will have a direct impact on Metro's capital program. - In FY'12, Metro will work on rehabilitating 10 miles of running rail and 5 miles of third rail; full rehabilitation of 12 metro stations and mini-rehab of another 12 stations; and purchase 188 unites of rail shop repair equipment. Based on all of the information that I have outlined above, I fail to comprehend how Metro can assume the responsibility for another Metrorail station in 2016 (Potomac Yard Metro Station targeted completion date), when the current budget, as well as the projected capital budget for the next 10 years, does not allow for the new station. As you assemble all of the information that has been put forward for the EIS, I ask that you incorporate all

Last Name	First Name	Comment ID	Comment Date	Comment
Rath	Rick	65	3/14/2011	of this information, so that you can make the right decisions when it comes to whether or not a new metro station should be constructed at Potomac Yards. Based on the enclosed data, the logical conclusion is NO. Thank you very much for your time and consideration.
Ray	Jason	36	2/19/2011	As an educational consultant who has worked in the Del Ray area for over twenty years, I have a few short comments about the meeting (Jay Ray, hijayray@yahoo.com, 2/19/11): Presentations were well done and to the point. Thanks for a professional job. - As a business person who works in the area and travels to Potomac Yards for meetings, office and personal shopping, I would prefer option D1 or D2. - I disagree with some of the comments made as follows: - Lady from Rosemont area pushing the No Build Alternative apparently does not travel Route 1 during commuting and business hours. More of a "NIMBY" attitude. A Transitway between King Street or Pentagon stations would make Potomac Yard shopping more burdensome and time consuming. - Gentleman who was concerned about viewing the above ground station from the GW Parkway made some sense. The proposed station can be above ground and fit within the scenic aesthetic environment. Station design could include solar energy and useful rain water distribution. - The need to address car and pedestrian/bike-way traffic is of major importance. There will be more cars. Jefferson Davis can't handle present day traffic. Also, how will pedestrians cross the street with increase in traffic? The crosswalk at the intersection of Jefferson Davis and Reed Ave needs to be improved. Believe Bike/walkway from new Metro station to housing should be included in any plan.
Rudnick	Barbara	33	2/8/2011	EPA is pleased to be included in the early stages of development of the EIS. We know from experience, that early involvement is a key component to a smooth process. We will not be able to travel to Virginia to attend this scoping meeting, though we will plan to provide some scoping comments. Would it be possible to call into the meeting? I am not certain that we have staff (I am on travel), but I will try to arrange if there is the possibility of a phone or video conference line. Thanks. Barbara Rudnick, PG NEPA Team Leader, US EPA Region III (3EA30), 1650 Arch Street, Phila, PA 19103, (215) 814-3322 (Rudnick.Barbara@epamail.epa.gov, 2/8/11)

Last Name	First Name	Comment ID	Comment Date	Comment
Stern	Aletha	54	3/10/2011	I was at the February meeting, where someone brought up the need to include potential pedestrian access routes to each of the alternatives. I agreed - the missing guidance is a HUGE gap. I've been watching the website over the last few weeks waiting for the update, and have not seen one. My family wishes to provide input to this project, but cannot do so without having an understanding of access. We live in Potomac Greens and our opinion of the alternatives varies dependent upon how people will access the stations. Does my street become a Kiss/Drop lot because the footbridge is across the street (Alt A)? Or will we have to get in the car and drive down and out of PG and then up Hwy 1 to Alts C or D to use the station? Taking the car defeats the purpose of taking the metro. Can someone provide the access guidance to me prior to the Mar 15 deadline? Thank you.
Sternbane	Larry	20	2/10/2011	Hi. My name is Larry Sternbane. I live in the Fairfax County portion of Alexandria, but I do spend a lot of time in the Del Ray and Potomac Yards area. My comments are I agree with the previous speaker. Goal No. 5 of the project goal, enhance transportation and pedestrian safety, especially minimize walking distances to the planned development, I think that's about most important. Metro already has too many stations that are too far to walk to anything from, especially the ones that were built in the I-66 corridor. Whatever the ultimate plans are for redevelopment of Potomac Yards, the station should be sited to be as close to the center of that development as possible to minimize everybody's walking distance. Route 1 is already oversubscribed in that area. Try getting through on a weekend, on a weekend afternoon. Transit should be a viable alternative to taking Route 1 to get to the stores and entertainment venues that are planned -- and the residential areas that area planned for that area. So I would just recommend to site the station as central to the planned development as possible. When you build the station, let's put some stairs in because the escalators break down, and when they break down there's no stairs in some of the older stations. And I will also put in a request like the last speaker did for some sort of link to the Mount Vernon Trail from Potomac Yards. I know there's one at Four Mile Run, but that's a little bit far, or you have to go down to Old Town to link up to the Trail. And I did have a question. Is there plans for a coincident VRE station? Is that part of this project at all?

Last Name	First Name	Comment ID	Comment Date	Comment
Thompson	Bruce and Dee	70	3/15/2011	We reside at 712 Lyles Lane, Alexandria, VA 22314. We would like to add our voices to those strenuously objecting to even the consideration of construction and operation of a Metro station east of the existing CSX/Metro tracks and north of Potomac Greens Development. The only feasible manner of accessing such a construction sight would be by extending Potomac Greens Drive and forcing all construction traffic through a residential neighborhood on a relatively narrow street. The traffic, noise, emisssions, increased risk of injury, not to mention the necessary destruction of a public park at the end of the street, is not an acceptable alternative. Assuming such a Metro Station needs to be built and, if built, could be operated by Metro given its severe budget constraints and apparent inability to manage the assets currently owned, it should be built in a location that minimizes disturbance of environmentally sensitive areas and wetlands, as well as the lives of residents. There are any number of locations further north and on the west side of the CSX/Metro tracks that meet this criteria. As location on the west side of the tracks has the added and critical benefit of being accesible to emergency vehicles in the event Potomac Greens Drive is blocked. As you form the issues for consideration of the requisite EIS, we would ask that you give full consideration to the points we and others have raised.
Tomblyn	Neal	60	3/14/2011	Letter from Neal Tomblyn re: cost, safety, and environment. See Word document in folder.

Last Name	First Name	Comment ID	Comment Date	Comment
Tomblyn	Neal	59	3/15/2011	As a resident of Potomac Greens, which is next to the Potomac Yards Development, I have watched in amazement as the contractors have repeatedly pulled a variety of old tanks, pipes, heavy equipment and a variety of other items buried on the Potomac Yards Development's grounds. I have even asked the excavation operators about this and their responses are along the lines of we have no idea what we'll find and we are running into all sorts of things buried here. This makes me wonder how good of an EIS was actually performed on this land prior to allowing a development to be constructed. Now we find ourselves in a situation where the City of Alexandria wants to execute a 10 year old plan to construct a Metrorail Station at Potomac Yards at the cost of the residents and businesses in the immediate area, conveniently excluding some immediate residential areas while taxing their neighbors, in order to support their ill conceived plan. And where does this proposed Metrorail Station in Potomac Yards go – in one of two locations that best supports the City of Alexandria's ever changing density plan to drive access to the planned office space. I have to wonder now are there better locations for the Metrorail Station that will drive more ridership? According to the City's plans the answer is yes (example: Land Bay D). I have to wonder what the impact to the wetlands between the current Metro and CSX rail tracks and the GW Parkway will be. What excess run-offs will flow to these wetlands then to the Potomac River and on to the Chesapeake Bay – which are a far cry from being the lush and fertile grounds they were when I was a child growing up in the DC Metro area? As you assemble all of the information that has been put forward for the EIS, I ask that you incorporate all of this information so that you can make the right decisions when it comes to whether or not a new metro station should be constructed at Potomac Yards. Based on all the data and facts that I have seen from other neighbors, local politicians, the U.S. Army Corp of Engineers, the U.S. Park Services and other professionals, the logical conclusion is NO. This entire Metrorail Station, along with its funding, is a poorly thought out plan by a few power hungry City of Alexandria politicians that are forcing something that the City's Residents at-large do not want. Metro has better things to do with their time and money such as fixing the escalators, guarding against major errors such as the many incidents on the Redline, trying to keep the Silver Line's budget from soaring even larger, and providing better law enforcement in the Metro Stations and on the trains to protect the hard working public that use and depend on Metro. Thank you very much for your time and consideration.

Last Name	First Name	Comment ID	Comment Date	Comment
Tomblyn	Katherine A.	73	3/15/2011	I as a property owner in the Potomac Greens subdivision, I am concerned about the proposed development on the storm drainage run off. In order to handle the drainage issues of the current proposed development will mean that the new construction will have to raise the current elevation. The density has changed over the last several months to where there is very little open spaces. This also means that the proposed metro station will have to be built so high, it will be visible from the George Washington Parkway. I feel these changes will mean that the development of the Potomac Yards area will not be the image that the majority of Alexandria residents want. Alexandria is known as one of the most popular historical areas, that draws a number of visitors, bringing in much needed revenues. A new metro station at Potomac Yards will not bring people to the historical district. It will only add to the city's and citizens debt. I urge the city to slow down and reconsider this metro station before it is too late. I find it very disturbing that the transportation budget study done by the city in 2008 is being used to make current decisions. As time has gone by, the study was revised by hand, changing the page numbers. Everyone knows that economic conditions have changed over the last three years; yet the city's budget proposal has not. This is not fiscally smart on the councils part. The estimated cost of the new station is very low, everyone knows that the costs always are much greater than estimated. The drainage issues and potential flooding are only the beginning.
Umayam	Lindsay	63	3/14/2011	Please consider the following items when discussing placement and development of Potomac Yard Metro. Any station developed in B1 or B3 will disturb the wetlands north of Potomac Greens. This area has been well preserved in the midst of heavy development, providing opportunities for education regarding the value of wetlands to our community. A station located east of the existing tracks provides limited access for construction as well as limited access in the event of an emergency. Potomac Greens Drive is the only access road for areas B1 and B3. As such, it is an enormous dead end that is sure to be a traffic nightmare when accessing the new metro via car. Emergency vehicles would have no alternate route for access, further endangering both the metro riders and the residents of Potomac Greens in the event of a crisis. Build the metro west of the tracks in an area populated with businesses that will benefit from increased access. This does not involve disrupting wetlands and is an overall safer option for the citizens of Alexandria. Thank you for your consideration of this matter and for your service to our community.

Last Name	First Name	Comment ID	Comment Date	Comment
Vitale	Deborah	24	2/10/2011	Hello. My name is Deborah Vitale. I'm a resident of Potomac Greens. I live at 1866 Carpenter. So I will be directly affected by any Metro construction. I've been listening to you, and I did submit a letter which contains all of my concerns, but what I'd like to know tonight is, assuming arguendo that alternatives B are implemented, how would passengers get to the B station, which is on the east side of the existing track? So how would people get there? ... I've looked at every graphic on this construction, and what I don't understand is people seem to be able to access the Metro stations, assuming arguendo the Bs were decided upon, from the Potomac Yard side. Would there be access by passengers from the east side of the Metro station? ... It's real simple. Carpenter Road -- okay, Potomac Greens road goes straight up to the park. Then it stops. And proposal B, for example, B3, is way north of where that road stops. So how would passengers get from the end of Potomac Greens Drive into B1? In other words, how do they get over the park? ... Well, then, that has to be shown, and then it has to be evaluated.

Last Name	First Name	Comment ID	Comment Date	Comment
Vitale	Deborah	24	2/10/2011	I am a homeowner in Potomac Greens and will be impacted by the construction, maintenance of, use of, repair of, and direct and indirect immediate, long-term and cumulative impacts to the existing environment and physical, social, economic and environmental setting in the event a metrorail station were constructed in Potomac Yards. Therefore, I request that the Environmental Impact Study (hereafter "EIS") for a Potomac Yard metrorail station in Alexandria, Virginia include, at aminimum, a detailed study and analyses of the below-listed items. I also request that the study cover the direct and indirect, immediate, interim, long-term and cumulative impacts of the items. I would also request that any and all aspects of the study be conducted by person(s) and entities that not only have the background, experience and expertise required to study specific matters required to be studied and analyzed, but who have no contingent interest in the outcome of the study. 1. Need for Another Metrorail Station in Alexandria, Virginia The threshold question to be decided concerns the very need for yet another Metrorail station in the City of Alexandria, Virginia given the sheer number of already existing metro stations in and around Alexandria. The alternatives, including the "do nothing" alternative to constructing yet another metro station must be studied. Even assuming the City of Alexandria will get yet another Metrorail station, then the issue of precisely where it should be located must be studied. There is no Metrorail station in or about the downtown area, where parking is severely limited and where a metrorail station would do the most benefit for the entire City and its residents. This area must be considered a possible site. Other locations must be studied and compared to a Potomac Yards location. 2. The Purpose to be Served of Constructing Yet Another Metro Station in Alexandria The purpose stated in the Notice of Intent does not withstand scrutiny. The EIS must determine the true purpose for yet another Metrorail station in Potomac Yards given the sheer number that already exist in an around Alexandria. The Potomac Yards station would be located between two pre-existing stations only 3.1 miles apart. The citizens of Alexandria have access to enough metro stations to get to and from any desired destination. Locating yet another metro station in Potomac Yards would be of negligible benefit to the people of Alexandria. One cannot reduce the vehicular traffic going to Potomac Yards by constructing a metrorail station in Potomac Yards. Anyone using the Potomac Yards station would have to get there first, presumably via car or bus. Those Alexandrians frequenting the stores, restaurants and entertainment facilities in Potomac Yards will simply walk to or drive to Potomac Yards. They are too close to take the Metro to Potomac Yards. Therefore, the essential question remains: who, in reality, will benefit from another Metrorail station in Potomac Yards?

Last Name	First Name	Comment ID	Comment Date	Comment
Vitale	Deborah	24	2/10/2011	The Project's obvious immediate, interim and long-term environmental impacts alone would not appear to justify the need for yet another metrorail station in Alexandria, Virginia. 3. Wetland Impacts There are wetlands located east of the existing metrorail tracks and north of the existing park on Carpenter Road (hereinafter "the Park"). While wetlands normally serve an important function, these wetlands serve a critical function. Any construction of a metrorail park on or near the east side of the existing tracks will cause irreparable damage to these wetlands and result, sooner or later, in catastrophic and irreparable damage to the surrounding environment. These wetlands are vital to the preservation of the existent wildlife. They provide a place to live and food for birds, mammals, reptiles and amphobians. These wetlands are critical to the surrounding area inasmuch as they serve to store floodwaters and slowly release these waters into the surrounding environment. Any destruction of these wetlands would result in floodwaters being left uncontained. These wetlands are essential to flood mitigation and cannot be disturbed for this reason alone. These wetlands are also essential to protecting the water quality and plant life and to the removal of pesticides, heavy metals and other polluting toxins from the sediment. The placement of a metrorail station in or in close proximity to these wetlands would be catastrophic to the existent environment. 4. Other Environmental Impacts to be Studied The EIS must study and analyze in depth the direct and indirect immediate, interim, long-term, and cumulative environmental impacts of the proposed project. These are obviously substantial and must be evaluated environmentally with respect, at a minimum, to the construction, maintenance, and long-term use of the metrorail. In addition, the direct and indirect environmental impacts of the project must also be studied with respect to, but not limited to the following: 1) air quality 2) dust pollution 3) noise pollution specific to the project on the surrounding homes and area 4) noise pollution when measured cumulatively with vehicular traffic from the George Washington Parkway and air traffic from National Airport on the surrounding homes and area 5) water pollution 6) wetlands impacts (in addition to thos mentioned above) 7) traffic problems with respect to basic ingress and egress 8) traffic problems with respect to Potomac Greens Drive and Carpenter Road 9) traffic problems with respect to damage and repair of roads 10) traffic problems with relating to basic usage, vehicular speed, heavy truck traffic to

Last Name	First Name	Comment ID	Comment Date	Comment
Vitale	Deborah	24	2/10/2011	supply and service the station, etc. 11) traffic impacts on the safety of citizens in Potomac Greens, issues raised by the presence of heavy traffic, including basic vehicular issues (i.e. emissions) 12) traffic impacts on the safety of residents using the park on Carpenter Road 13) light pollution 14) There are animals, plants and various species in the wetlands and parklands in and around the park on Carpenter Road. The impact on these animals, plants and species must be studies and evaluated. The evaluation must include, but not be limited to, the impact of noise, lighting, people, traffic, vibration, grading, impacts to wetlands, on these animals, plants and species. 15) scenic impacts The impact to the George Washington Highway and the entire Potomac Greens area must be evaluated. 16) The effect of the lighting from the metro on vehicular traffic on George Washington Highway must be evaluated both with respect to the scenic changes it will cause to the parkway and the distraction to drivers any lighting may cause. 17) The Potomac Greens homes are in close proximity to the rails. The vibrations from passing trains can be felt in homes on Potomac Greens and Carpenter Road. The construction of a metro station will require the placement of pilings and will result in heavy vibrations. The cumulative impacts of any construction related vibration on the surrounding homes must be studied. The cumulative vibration-related impact of any construction related and operation related use of the metro coupled with the current rail traffic must be evaluated. 18) Park-related problems There is a park on Carpenter Drive in close proximity to certain proposed alternatives. The vehicular traffic and pedestrian traffic effects on this park will be substantial and must be studied inasmuch as construction of a metro in certain locations will require that the park be redesigned and reconstructed to accommodate same. 19) There is a natural buffer between the park and rails now. The effects of removing this buffer must be evaluated for its impact on safety to those using the park (and their animals), animals, plants and other species in the area. 20) Impact to Route 1 - the construction and long-term impacts to Route 1 must be studied. If a metrorail station were built in Potomac Yards, then the vehicular traffic on Route 1 would increase, not decrease, because many more vehicles would be entering and leaving Potomac Yards. 21) Crime - The impacts to the Potomac Greens community with respect to loitering, trespass, theft, and other crimes would have to be studied. The need for additional security or police in and about the nearby communities would have to be studied. 22)Explosion, Fire, Accidents, Terrorist Assault The proposed locations do not appear capable of servicing and handling the emergency vehicles and equipment required in the event of any explosion, fire, accident or terrorist assault on the proposed metrorail station locations. 23) Initial and Long-Term Cost of construction, maintenance The cost of construction, maintenance and long-term repair of the project must be studied

Last Name	First Name	Comment ID	Comment Date	Comment
Vitale	Deborah	24	2/10/2011	because it makes no sense to build another metrorail station if the funds to properly maintain and service it are lacking or uncertain. The lack of funding for this purpose will result in a further dimunition to the environment if the emissions, noise, air quality, water quality, cleanliness, safety and other important items cannot be properly evaluated, preserved and/or maintained. Alternatives to be Studied 1. Do Nothing Given the number and location of existing metro stations in Alexandria, Virginia, this alternative will have none of the irreparable environmental and other impacts that building yet another metrorail at the Potomac Yards location will have. 2. Confine the Metrorail Station to an area far west of the existing tracks and not visible from the George Washington Highway or Potomac Greens In the event the decision is made to build yet another metrorail station in or about Potomac Yards, it should be located far west of the existing tracks in a location that is not visible to the George Washington Parkway or residents of Potomac Greens. It should be separated from the existent tracks by the buildings to be constructed in Potomac Yards and as far from the Potomac Greens residential area as is possible. This would ensure that it were constructed in a place that has the existing infrastructure required (i.e., roads) and that it would not impact the wetlands and/or animals, mammals, birds, amphibians, plants and other species on the east side of the tracks or interfere with the residents' use and enjoyment of their properties in Potomac Greens and/or the park on Carpenter Drive. The environmental impacts would be negligible compared to those that would attach to the construction of a metrorail station on, over or in close proximity to the east side of the tracks. 3. Construct an Underground Station in Potomac Yards The EIS should study the impact of constructing an underground metrorail station as opposed to an above-ground station. 4. Construct a Large, Vertical Parking lot at Potomac Yards The EIS should consider the impact of constructing a vertical parking lot that is easily accessible from Route 1 in Potomac Yards. The people in Alexandria who may use Potomac Yards for shopping, food or entertainment will, for the most part, drive to Potomac Yards. It is faster, easier and cheaper to do so. They must have a place to park. Potomac Yards will need a vertical parking lot, which can be easily seen from Route 1 and easily accessed and exited. Unfortunately, that is the reality of the situation and the only way to justify a metrorail park in Potomac Yards is to pretend otherwise. The EIS should address the need for vertical parking lots at Potomac Yards so as not to compound a traffic problem that already exists on Route 1. The location of the metrorail station should be visible from Route 1 and easily accessible from Route 1 so that people wishing to drop users off may do so without causing major

Last Name	First Name	Comment ID	Comment Date	Comment
Vitale	Deborah	24	2/10/2011	traffic jams on Route 1 or inside of Potomac Yards. 5. Bus and Trolley Service The EIS should study the impact of providing cheap and efficient bus and trolley service to Potomac Yards as opposed to the substantial impacts that will result from the construction, operation, maintenance and use of yet another metrorail station. The use of metrorail is not cheap and its popularity for numerous reasons not pertinet here, is waning. It's major problem is that it is unreliable. The breakdowns of elevators, escalators, and trains and equipment are endless. There seems to be no end to the problems in sight and less and less money to repair same. The focus should be on the reality of the situation (people use their cars) and not on what well-meaning city planners may want. I thank you in advance for studying and evaluating the foregoing in the EIS.

Last Name	First Name	Comment ID	Comment Date	Comment
Vitale	Deborah	78	3/2/2011	Given the Existence of Four Metrorail Stations in Alexandria, the Current Population, the Population Growth Ratem and the Land Area to be Served, There is No Need for a Fifth Metrorail Station in Alexandria This letter will address one issue only - the need for yet another metrorail station in Alexandria, Virginia. Existing Metrorail Stations Alexandria currently has four (4) existing metrorail stations. These are: 1) King Street 2) Braddock Road 3) Eisenhower Avenue 4) Van Dorn Total Area According to the United States Census Bureau, Alexandria comprises a total area of 15.4 square miles of which 15.2 square miles is land and 0.2 square miles is water. Therefore, Alexandria already has a metrorail station for every 3.8 square miles of land. A fifth metrorail station would give Alexandria a metrorail station for every 3.04 square miles of land! Population of Alexandria The 2010 Census shows that the total population in Alexandria is 139,966. Therefore, there is currently one metrorail station for every 34,991 Alexandrians. Thus, even assuming, arguendo, that every Alexandria, including every man, woman, and child uses the metrorail regularly, Alexandria has more than enough stations to service every Alexandrian. Moreover, as of the census of 2000, there were 128,283 people in Alexandria. Therefore, the population has grown by only 11,683 people in ten years. Given the rate of population growth, as shown by the 2000 and 2010 census, Alexandria has enough metrorail stations to service Alexandrians not only now, but for decades to come. Percentage of Alexandrians who Actually Use Metrorail Given Alexandria's close proximity to Washington, D.C., it must be assumed that many Alexandrians who commute to Washington will choose to commute to Washington by car. Likewise, it must be assumed that many Alexandrians who commute to other work places in Maryland and Virginia will choose to do so by car. This, despite the proximity of a metrorail station to their residence and despite the best intentions of city planners who believe that constructing additional metrorail stations will somehow alter this behavior. The metrorail's reputation for inconvenience, unreliability, breakdowns, lack of parking, and crime does nothing to increase ridership. Therefore, even assuming, arguendo, that as many as one-fourth of all Alexandrians use the metrorail regularly, there is already a metrorail station for every 8,747 Alexandrians. Likewise, assuming that as many as one-

Last Name	First Name	Comment ID	Comment Date	Comment
Vitale	Deborah	78	3/2/2011	fourth of all Alexandrians use the metrorail regularly, the construction of yet a fifth metrorail station would result in a metrorail station for every 6,998 Alexandrian users! The Need for Yet Another Metrorail Station The suggestion that taxpayers now need to spend an estimated $500 million dollars on yet another metrorail station in Alexandria is unjustified. The fact that it will be located in Potomac Yards provides no support for the expenditure. Moreover, the $500 million is yet another mere "estimate" of the construction cost and financing cost of a major transportation project. Other estimates for metrorail stations over the years have proven to be dead wrong. Like all estimates before it, it is more likely than not that this "estimate" is equally wrong. Moreover, this estimate does not include ancillary costs incident to the maintenance and opertaion of a metrorail station (maintenance and repair, insurance, security, increased need for police, emergency, fire, trash services, traffic problems, roads, crime, etc.) In sum, given the fact that there are now four metrorail stations in Alexandria, given the population of Alexandria, given the population growth as demonstrated by the latest 2010 census, and given the land area to be served, the expenditure of an estimated $500 million for yet another metrorail station in Alexandria, is not justified. Scope of EIS The undersigned requests that the EIS include an analysis of the purpose and need for a fifth metrorail station to service people in Alexandria. Moreover, the undersigned requests that the EIS include a specific analysis of the need for a metrorail station in Potomac Yard with a detailed analysis of how a fifth station and, specifically, a fifth station in Potomac Yard, would benefit the citizens of Alexandria. The undersigned requests that an analysis be conducted of all cost estimates for previously constructed metrorail stations as compared to final, actual costs of construction. The undersigned requests that an analysis be conducted of all maintenance cost estimates for previously constructed metrorail stations as compared to final, actual costs of maintenance. The undersigned requests that an analysis be conducted of all repair cost estimates for previously constructed metrorail stations as compared to final, actual costs of repair for said stations. The undersigned requests that a current survey be conducted to determine the number of Alexandrians who currently use metrorail regularly, including but not limited to, their demographics, the frequency of their use, the purpose of their use, and the final destinations of current users. Finally, the undersigned requests that a detailed cost/benefit analysis weighing the costs (direct and indirect) to Alexandrians and benefits to Alexandrians be undertaken that includes a no action alternative.

Last Name	First Name	Comment ID	Comment Date	Comment
Vitale	Deborah	78	3/2/2011	Conclusion The overwhelming evidence establishes that Alexandrians have no need for yet a fifth metrorail station in Alexandria. Therefore, there is no justification for using any federal, state, or Alexandria tax dollars to support an unecessary expenditure of this magnitude.
Vitale	Deborah	52	3/13/2011	Potomac Yards EIS: Recent, Detailed, Traffic Analysis Needed. Traffic Study - Prior to determining where to place a Metrorail station might be placed in Potomac Yards, the proponents of same must conduct a recent, updated, detailed traffic analysis including, but not limited to, the following streets: 1) Potomac Greens Drive, 2) Slaters Lane, 3) Carpenter Road, 4) Route 1, 5) all streets connecting to the Monroe Bridge, 6) All streets connecting to Route 1 within several miles of the Potomac Yards development. The traffic on Slaters Lane and Route 1 is already backing up to an extent that is hazardous. The traffic has increased and is increasing without a Metrorail. The extent to which it will be impacted with a Metrorail must be studied based on recent traffic patterns and recent traffic counts.
Vitale	Deborah	53	3/13/2011	EIS: Potomac Yard Metrorail-Scenic Analysis. The George Washington Memorial Parkway is a national treasure and the scenery from the highway is unblemished. Any attempt to place a Metrorail station behind Potomac Yards which is visible from the highway would constitute a nuisance and an infringement on the scenic nature of the highway. Therefore, any EIS must include a study of the extent to which the George Washington Memorial Parkway will be impacted, via traffic and from a scenic perspective. Also, an analysis must be done to determine to what extent the lights and noises emanating from a Metrorail station visible from the G.W. Parkway will constitute a nuisance to the public, as well as nearby homes.
Watts	Sean	75	3/16/2011	As a long time (and returning) resident of Arlandria (52 Dale St) I can say that I have been waiting for this for 20 years. I sincerely hope that the station will be sited as close to JD Hwy and Reed as possible (Alternative C1). The community immediately surrounding this area deserves the revitalization that a metro station would bring.
Zitz	Robert	57	3/14/2011	I am a resident of Potomac Greens in Alexandria. I am concerned the impacts of the proposed Potomac Yard Metro Stop have not been adequately studied. The focus of the planning commission, driven by the City Council, has been first and foremost about revenue. I fear the proposed station is going to bring added noise to an already noisy area, added crime, more air pollution, and will damage sensitive wetlands. It will add additional safety risks for my neighborhood if it constructed on the east side of the tracks both during construction when heavy equipment roams our streets, and after completion when it will complicate the ability of fire and rescue to have assured access to us. I am very concerned this supposed revenue generator will actually cost much more than the City projects, and add even more tax burden to an over taxed jurisdiction.

Appendix I:

Draft EIS Annotated Outline

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POTOMAC YARD METRORAIL STATION
ENVIRONMENTAL IMPACT STATEMENT

ANNOTATED OUTLINE OF THE DRAFT EIS

May 2011

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PURPOSE OF THE ANNOTATED OUTLINE

The purpose of this annotated outline is to focus the content of the Environmental Impact Statement (EIS) so the researchers, analysts, section writers and reviewers know what information and level of detail to include in the EIS. This outline will identify where scoping comments from the public and agencies are addressed, key sources of information including fieldwork needs, and maps and other graphics.

The annotated outline serves several purposes, including:

- Documenting the results of the scoping process;
- Contributing to the transparency of the process; and
- Providing a clear roadmap for concise development of the EIS.

The EIS will be prepared in plain language in a format that the public can readily understand. Extensive use of graphics such as figures, charts, and tables will be utilized to assist decision makers and the public in the evaluation of the EIS. Clear, concise and objective language will be used throughout the EIS. Technical planning jargon will be minimized in the EIS, and a glossary and list of acronyms will be provided to assist readers when technical terms are necessary. The document layout and formatting will be clear and consistent to assist the reader in navigating the EIS.

ORGANIZATION OF THE ENVIRONMENTAL IMPACT STATEMENT

The EIS will be organized in the following format:

- Cover Page and Abstract
- Executive Summary
- Table of Contents
- List of Figures
- List of Tables
- List of Acronyms
- Chapter 1: Purpose and Need
- Chapter 2: Alternatives Considered
- Chapter 3: Affected Environment and Environmental Consequences
- Chapter 4: Public and Agency Involvement
- Chapter 5: Financial Analysis
- Appendix A: List of Preparers
- Appendix B: List of Cooperating and Participating Agencies (EIS Distribution)
- Appendix C: References
- Appendix D: Section 4(f) and 6(f) Evaluations
- Appendix E: Section 106 Coordination

The following discussion describes each chapter and section in more detail.

EXECUTIVE SUMMARY

[10 pages]

The Executive Summary will address the major conclusions, areas of controversy (including issues raised by agencies and the public during the scoping process), and the issues to be resolved (including the choice among alternatives).

- Background
- Purpose and Need
  - Figure ES-1: Study Area
- Alternatives Considered
  - Figure ES-2: Project Alternatives
- Affected Environment and Environmental Consequences Summary Table
- Environmental Consequences Summary Table
- Public and Agency Coordination

1.0 CHAPTER 1: PURPOSE AND NEED

[3-5 pages]

1.1 Project Background

[1-2 pages]

The EIS will be developed to assess the potential environmental impacts associated with the proposed construction and operation of the Potomac Yard Metrorail Station. The proposed project would consist of the construction of a Metrorail infill station and any necessary track realignment along the existing combined Blue and Yellow Lines between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. FTA is the

lead Federal agency for the EIS. The City of Alexandria, Virginia is the joint-lead agency for the EIS. Because the proposed project may affect parklands, the National Park Service (NPS) is a cooperating agency for the EIS. WMATA will also serve as a cooperating agency, as the ultimate owner or operator if the station is constructed.

1.2 Project Purpose and Need

[2-3 pages]

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's existing and planned development of a major transit-oriented mixed-use activity center in the vicinity of the proposed station.

2.0 CHAPTER 2: ALTERNATIVES CONSIDERED

[15-20 pages]

This chapter will describe the alternatives assessed as part of the EIS, the planning process used to identify the alternatives, and the screening process used to evaluate the feasibility of alternatives.

2.1 Local Planning Process

[1-2 pages]

Multiple planning efforts have been undertaken to assess feasible station alternatives, and the development of the Potomac Yard of Alexandria. These studies include:

- City of Alexandria, VA, *North Potomac Yard Small Area Plan*, May 2010
- City of Alexandria, VA and Washington Metropolitan Area Transit Authority, *Potomac Yard Metrorail Station Concept Development Study*, February 2010
- City of Alexandria, VA, *Potomac Yard Multimodal Transportation Study*, December 2009
- Metropolitan Washington Council of Governments, *FY2010 Constrained Long Range Transportation Plan*

This section will describe the previous planning efforts undertaken to arrive at the station alternatives being analyzed in the EIS.

2.2 Facilities and Stations

[5 pages Including Graphics]

No specific decision has been reached about the proposed station design. Three options were presented to the public during the scoping phase – any of the alternatives could be constructed as an elevated, ground-level and tunnel type station that is consistent with other WMATA station designs. The EIS will analyze the feasibility of the alternative station designs being considered and offer recommendations regarding the feasibility of each station option. Several meeting attendees asked for clarification about the type of station being proposed, as well as the use of escalators for station access. General design details for the proposed station, including the design of facilities used for passenger circulation within the station, will be provided as graphics.

General design concepts for providing access over or under the CSX freight railroad tracks will be provided in this section specific to alternatives located east of the CSX tracks. The design discussion will address how the freight rail tracks can be crossed safely, and technical considerations for the passenger crossing design, e.g. vertical clearances necessary for double-stack freight trains, etc.

2.3 Initial Screening Analysis (including Alternatives Considered)

[2 pages]

This section will present the methodology and results of an initial screening analysis which will be completed to identify fatal flaws with any of the alternatives presented during scoping, as well as alternatives proposed by members of the public or participating agencies during the scoping process. This section will note the alternatives that will move forward into the environmental impact analysis (Chapter 3). The initial screening criteria include:

- Ability of the alternative to meet the project purpose, need, goals, and objectives;
- Alternative's general consistency with land use and development plans; and
- Technical and economic feasibility.

A summary matrix will be developed to present initial screening analysis results, and recommendations will be provided identifying which station alternatives will move forward environmental impact analysis of the EIS.

2.4 No-Build Alternative

[1 page]

This section will describe the "No Build" Alternative to be analyzed as part of the EIS. The No Build Alternative will be defined as the existing transportation system that serves the study area, plus any other committed transportation improvements independent of the project affecting the study area. The other transportation system improvements will be projects identified in the Metropolitan Washington Council of Governments (MWCOG) Regional Constrained Long-Range Transportation Plan. Several commenters during the scoping phase emphasized that the EIS must comprehensively evaluate the No Build Alternative due to financial concerns about the project.

2.5 Build Alternatives

[2-5 pages]

The EIS will also analyze the build alternatives that are recommended for further study based on the results of the initial feasibility screening. This section will describe the alternatives being analyzed in the EIS. No alternative emerged during scoping phase as the clearly preferable option. Commenters expressed concerns about potential viewshed or land acquisition impacts to the George Washington Memorial Parkway (GWMP) if Alternatives A, B1, B2 or B3 are constructed.

2.6 Evaluation of Alternatives

[5 pages]

The objective of this section is to provide decision-makers with the information needed to select a preferred station alternative. An alternative's ability to minimize potential adverse impacts, maximize environmental benefits, and to support the goals and objectives of the project, as well as financial feasibility, will be used to compare alternatives and select the preferred alternative.

A detailed matrix will be provided in this section that presents results of the evaluation of alternatives. This section is dependent on the completion of the technical analysis for Chapter 3 and thus will be one of the last sections written before the DEIS is published. This section will also include a matrix evaluating the alternatives in relation to the Purpose and Need.

3.0 CHAPTER 3: AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

[40-60 pages]

Chapter 3 will summarize the existing human and natural environment for the station alternatives analyzed for the EIS well as an analysis of the No Build Alternative. The narrative will describe the methodology, relevant laws, regulations, and guidelines used to assess impacts for each resource area.

Each section will address the direct and indirect impacts, short and long term impacts, level of impact intensity, and whether the impact is adverse or beneficial along with the environmental consequences of the alternatives. In addition, a matrix will provide a summary of the environmental consequences identified for each of the resource areas in this chapter. Technical memoranda will be prepared for resource areas where appropriate, and will be included in the appendices to the EIS.

Each section of Chapter 3 will be generally organized in a similar format:

- Introduction. The Introduction will describe the resource being analyzed and relevant regulation.
- Affected Environment. The Affected Environment section will describe the existing condition in the context of the study area.
- Methodology. This section will describe the methodology and data sources used to analyze impacts.
- Environmental Consequences. This section will describe the direct and indirect impact that may result from the project.
- Mitigation. Recommended mitigation will be addressed where applicable.

Construction; and Secondary and Cumulative Impacts will be addressed with individual sections in Chapter 3.

The following sections describe each resource that will be analyzed in the EIS.

3.1 Introduction

[1 page]

This section will briefly describe the general methodologies (such as horizon year assumptions used in all resource analyses and common key data sources), and the content and organization of each of the resource areas.

3.2 Transportation

[10 pages]

This section will characterize the existing conditions of the multi-modal transportation system, and the effects on the transportation network if the station is constructed. Areas of analysis will include:

- Existing Transit Service
- Transit Impacts
- Existing and Future Roadway Conditions
- Roadway Impacts
- Freight, Commuter and Intercity Rail Corridors
- Pedestrian and Bicycle Facilities
- Project Consistency with Local and Regional Transportation Plans

3.3 Land Acquisitions and Displacements

[2-3 pages]

This section will identify potential land acquisitions and displacements that may be needed for each alternative. Displacements will be differentiated based on the type of property being acquired, including commercial, residential, and community resources. Property information will be obtained from the City of Alexandria. Field visits and aerial photography will be used to verify the condition and location of property and structures identified for acquisition. Any land acquisition would be subject to the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended. This section will include tables and figures summarizing any property that would be acquired for the project for different build alternatives.

3.4 Visual Resources

[2-3 pages]

This section will identify the existing visual characteristics of the study area and assess the potential changes in visual character resulting from each alternative. An inventory of existing visual resources will be created through site visits and photographs. The description of each alternative will include visual perspective representations of the station in perspective, plan, elevation and other graphic representations as necessary. The methodology used for the visual impact assessment will generally follow the guidance provided by the Federal Highway Administration *Visual Impact Assessment for Highway Projects*, which is the only guidance document provided by any agency under the USDOT for this type of analysis. The impact evaluation techniques provided are applicable to linear corridors (including transit). The NPS will be contacted to provide comment and guidance on the methodology used to assess visual impacts.

3.5 Cultural Resources

[2-4 pages]

This section will identify and assess potential adverse effects to cultural resources resulting from the project. Cultural resources include historic and prehistoric archaeological sites as well as historic districts, structures, cultural landscapes, and objects listed in or potentially eligible for inclusion in the National Register of Historic Places (NRHP). Qualified archaeologists and architectural historians will conduct research in the field and at the Virginia Department of Historic Resources (VDHR) Archives in Richmond, VA and through VDHR Data Sharing System (DSS) on-line to identify resources within the study areas. Site visits will identify historic architectural, cultural landscapes, and archaeological resources within or in proximity to the three alternative site locations. Concurrently with the cultural resources evaluation, FTA and the City of Alexandria will coordinate with VDHR and other consulting parties through the Section 106 process. This process will be documented in Appendix E.

3.6 Parklands

[2-5 pages]

This section will identify and assess the potential impact to public parklands, recreational areas, and wildlife refuges.

A Section 4(f) resource, the GWMP has been identified within the study area as previously discussed. Other public parklands could include local, state and federally owned parklands. This project may also affect Section 6(f) resources in the study area. The Section 4(f) and 6(f) evaluations will be addressed in Appendix D.

3.7 Air Quality

[2-3 pages]

This section will summarize the project's conformity with regional air quality goals. The project is included in the Region's FY2011-2016 Transportation Improvement Program (TIP) as Amendment No. 5782. The Washington, DC region is currently a non-attainment area for Ground Level Ozone (O_3) and $PM_{2.5}$.

Pending the results of the traffic analysis, and identification of failing intersections in the study, it is anticipated that the air quality section will include project level Carbon Monoxide (CO) Hot Spot Analysis.

3.8 Noise and Vibration

[2-3 pages]

This section will analyze existing and future cumulative noise levels (includes noise from both Metrorail and other sources, such as automobiles, planes, etc) using the methodology provided in the *FTA Transit Noise and Vibration Impact Assessment* Manual. The analysis will include the identification of nearby sensitive receptors (e.g. residences), and the potential impact from temporary construction and build conditions. Additional technical information will be included in an appendix.

3.9 Water Quality

[2-3 pages]

This section will identify water bodies that exist in the study area and evaluate the potential impacts resulting from the project pursuant to the Clean Water Act. Impaired waters in the study area will be identified, and proposed stormwater management techniques for each alternative will be described in this section. Concept level calculations of impervious surface will be provided in this section as well as concept descriptions of the stormwater treatment facilities that would be used to treat runoff resulting from the station and ancillary facilities.

3.10 Waters of the United States (Wetlands)

[3-5 pages]

This section will identify and assess potential impact to Waters of the U.S. within the study area. Concerns about potential wetland impacts were raised during the scoping process. Waters of the U.S. include all waters, such as intrastate rivers, streams (including intermittent streams), wetlands, and natural ponds

Potential impact to Waters of the US is regulated *under Executive Order 11990 (Protection of Wetlands)* which requires federal agencies to avoid or minimize impact to these resources. Waters of the U.S. are regulated by the US Army Corps of Engineers (USACE) pursuant to Section 400/401 of the Clean Water Act of 1977.

Wetlands within the study area will be delineated by qualified environmental scientists through field reviews and GIS analysis. Environmental scientists will use wetland identification guidance provided by the USACE. A technical memorandum will be developed which summarizes the results of the wetland delineation, existing data on wetlands (e.g. data sources such as the USFWS National Wetland Inventory), wetland impact calculations and potential mitigation measures (as necessary). Coordination with the USACE-Norfolk District may be necessary for a Jurisdictional Determination (JD) of Waters of the United States. The potential for wetlands within the study area is high, because of the study areas' proximity to the Potomac River and at a low elevation.

3.11 Floodplains

[1-2 pages]

This section will assess potential impact to FEMA designated 100-year flood hazard zones. Floodplains are protected under *Executive Order 11988 Floodplain Management* and *USDOT Order 5650.2 Floodplain Management and Protection.* FEMA Flood Insurance Rate Maps (FIRM) and Digital Flood Insurance Rate Maps (DFIRM) will be used to identify 100-year flood zones in the study area and quantify potential impact.

3.12 Contaminated Materials

[3-5 pages]

Potomac Yard functioned as a high volume freight rail yard for approximately 85 years before the yard

was closed in 1990. Because of the long-term industrial activity that occurred within the study area, the potential for contamination within the project study area is high. Environmental Site Assessments (ESA) have been completed for various sites within Potomac Yard by both private developers and the City of Alexandria. The analysis will build upon any previous ESAs that have been completed within the study area. The initial assessment will include a Phase I ESA for the study area, and subsequent Phase II ESAs will be completed as necessary. The Phase I ESA will include database searches for regulated sites with the study area, review of historic aerial photography, insurance maps and site visits.

3.13 Safety and Security

[1-2 pages]

This section will assess the potential impact of the proposed station on safety and security to surrounding communities as well as the passengers and employees who will use the station. The methodology for assessing the potential safety and security impact will include an evaluation of:

- Existing safety and security facilities or programs, including general descriptions of the Metro Transit Police and City of Alexandria Police approach to security at transit stations.
- Each alternative site's ability to accommodate safety and security design requirements which may include:
  - Access Control, e.g. locations where passengers, employees and police officers may access the station from either side of the tracks
- "Set Back" Distances (Security Buffer Zones) that establish minimum separation distances of the facility and other surrounding facilities and properties including roads, residential neighborhoods and other land uses.
- Fencing
- Known safety or security risks associated with the proposed alternatives.
- Emergency Response Access

3.14 Resources of Limited or No Effect

[3-5 pages]

Some resource areas may have no effect or limited effect as a result of the project. These resource areas will be briefly addressed within this section. The discussion of these resource areas will be much shorter in length and at more of a summary level than the discussion in the other sections. Resource areas to be potentially included in this section are:

- Land Use and Zoning;
- Consistency with Local Plans;
- Neighborhoods, Demographics, and Community Resources;
- Environmental Justice;
- Navigable Waterways and Coastal Zones;
- Wild and Scenic Rivers;
- Soils and Geologic Conditions;
- Ecosystems and Endangered Species;
- Utilities; and
- Sustainability and Conservation.

3.15 Indirect and Cumulative Impacts

[2-3 pages]

This section will identify and assess the potential indirect and cumulative impacts the proposed station could have on the surrounding social, built, and natural environment.

Indirect effects are defined as those that are caused by the action and are later in time or farther removed in distance. Indirect effects may include growth-inducing effects and other effects related to induced changes in the patterns of land use, population density or growth rate and related effects on air and water and other natural systems. A discussion of the potential transit oriented development implications will be included in this section of the EIS.

Cumulative effects are defined as the impact on the environment, which would result from the incremental impact of each alternative when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

3.16 Construction Impacts

[2-3 pages]

This section will assess the potential temporary construction impact that could result from the construction of each alternative. The section will also recommend methods for stakeholder outreach to relay timely information on construction activities. Specific areas which will be analyzed include construction impacts resulting from:

- Noise
- Air Quality
- Traffic and Roadways
- Water Quality
- Utilities
- Construction Site Health and Safety
- Debris Disposal
- Site Safety and Security
- Public Notification/Construction Status Updates
- Coordination with CSX Transportation

4.0 CHAPTER 4: PUBLIC AND AGENCY INVOLVEMENT

[5-10 pages]

This chapter will provide a summary of public and agency meetings for the project, including dates, methods for advertisement, and materials presented. An appendix may also complement this chapter by compiling the presentations and meeting materials provided at each meeting.

This chapter will summarize major themes that emerged through the public and agency involvement process. Public and agency comments and project team responses will be compiled in an appendix.

5.0 CHAPTER 5: FINANCIAL ANALYSIS

[5-10 pages]

This chapter will provide a summary of the financial planning for the project, including cost estimates for each alternative and potential capital and operating funding sources.

APPENDIX A: LIST OF PREPARERS

[2 pages]

The List of Preparers will provide the names, credentials, and technical qualifications of individuals who prepared sections the EIS.

APPENDIX B: LIST OF COOPERATING AND PARTICIPATING AGENCIES (EIS DISTRIBUTION)

[3-5 pages]

The List of Cooperating and Participating Agencies will summarize the agencies that chose to be cooperating and participating agencies in the NEPA process pursuant to Section 6002 of SAFETEA-LU. Agency contact information will be provided in the summary matrix.

APPENDIX C: REFERENCES

[3-5 pages]

A bibliography will be developed for the EIS.

APPENDIX D: SECTION 4(F) AND 6(F) EVALUATION

[10-15 pages]

A Section 4(f) evaluation will be prepared as part of the EIS pursuant to Section 4(f) of the US DOT Act of 1966. The evaluation will identify cultural resources, public park and recreational resources, and wildlife and waterfowl refuges within the study area. This section will evaluate the impact of each alternative on 4(f) resources and document efforts by the lead agencies to “minimize harm.” The 4(f) evaluation will document if “prudent and feasible” alternatives exist that avoid impact to 4(f) resources. Finally, the evaluation will document mitigation commitments proposed by the lead agencies if impact to 4(f) resources is unavoidable.

A Section 6(f) evaluation will also be prepared to identify recreational and parklands proposed for conversion to a transportation use that were acquired through Land and Water Conservation Fund Act (LWCFA). The LWCFA is used by the state and local agencies for the acquisition of park and recreational lands. The evaluation will identify the location of 6(f) lands and the amount of acquisition that would be required for each alternative. Mitigation commitments will also be provided in the 6(f)

evaluation if necessary. Mitigation for 6(f) land impacts would include the replacement of land that is of "equal value, location and usefulness as the impacted land." The National Park Service is the federal agency responsible for approval of Section 6(f) land conversions.

APPENDIX E: SECTION 106 COORDINATION

Appendix E will document the Section 106 process. The FTA and City of Alexandria will coordinate with VDHR and other consulting parties through the Section 106 process to define an Area of Potential Effect (APE) for cultural resources, potential resources within the APE, potential adverse effects, and mitigation if it is determined the project will have adverse effects to cultural resources. The GWMP is a known cultural resource listed in the NRHP within the study area. The Section 106 process will thus include the NPS as a consulting party.

POTOMAC YARD METRORAIL STATION
ENVIRONMENTAL IMPACT STATEMENT

Initial Screening of Alternatives

October 25, 2011

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

1.0 INTRODUCTION

The Federal Transit Administration (FTA), as the federal lead agency, and the City of Alexandria, as the project sponsor and joint lead agency, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), is preparing an Environmental Impact Statement (EIS), under the National Environmental Policy Act (NEPA), for the proposed Potomac Yard Metrorail Station (or "the project").

The project consists of construction of a new Metrorail Station located at Potomac Yard within the City of Alexandria along the existing Metrorail Blue and Yellow line between the Ronald Reagan Washington National Airport Station and the Braddock Road Station. **Figure 1-1** shows the location of the project in north Alexandria and depicts the alternative station sites under consideration as part of this initial screening of alternatives. The project would serve existing neighborhoods and retail centers as well as high-density, transit-oriented development planned by the City of Alexandria. The project would provide access to the regional Metrorail system for the U.S. Route 1 corridor of north Alexandria, which is currently without direct access to the Metrorail system.

The planning process for the Potomac Yard Metrorail Station began with the *Potomac Yard Metrorail Station Concept Development Study*, which was completed in 2010. All of the alternatives considered in that study were advanced into the scoping phase of the EIS for consideration as part of the NEPA environmental review. During scoping, a number of additional alternatives were suggested by the public. All alternatives are described in detail in Section 1.3 of this report.

The scoping process resulted in a wide range of alternatives. To develop a reasonable range of alternatives to be fully evaluated in the EIS, these alternatives are being refined as part of a two-step process. This document outlines the first stage of the screening and refinement of alternatives process, which is a feasibility analysis of all alternatives suggested during the scoping phase. The results of this feasibility analysis are presented in **Table 3-1**.

This document is organized into four sections:

- **Introduction**: This section provides a description of the project, describes the alternatives screening process, and introduces the initial alternatives considered.
- **Initial Screening Criteria and Analysis**: This section describes the criteria used to screen the initial range of alternatives and evaluates each alternative based on the screening criteria.
- **Initial Screening Results**: This section presents the screening results for each of the alternatives in a matrix format. The section identifies the alternatives to be considered in the EIS, and those alternatives eliminated from further consideration.
- **Next Steps**: This section describes the next steps in the EIS process.

1.1 Screening and Refinement of Alternatives

The purpose of the screening and refinement of alternatives is to develop a reasonable range of alternatives to be fully evaluated in the EIS, including the size, location and configuration of the station and associated facilities.

This initial review assesses the feasibility of each alternative based on responsiveness to project purpose and need; consistency with land use and development plans; and technical feasibility. This evaluation results in "technically feasible zones," which are generalized areas within which a station could be located successfully from a technical feasibility standpoint, based on current understandings.

After this screening, the project team will identify specific station design and configurations within each technically feasible zone that maximize the potential for project benefits while minimizing the potential for adverse environmental impacts based on regulatory, social, environmental and economic considerations.

The detailed station alternatives resulting from the second phase will be evaluated in detail as part of the Draft EIS. **Figure 1-2** shows the evaluation framework that will be used to refine the alternatives for the Potomac Yard Metrorail Station EIS.

1.2 Initial Alternatives Considered

The alternatives considered for the initial screening emerged from an earlier study or were suggested during the project scoping process. The *Potomac Yard Metrorail Station Concept Development Study* identified eight possible Metrorail Station locations (shown in **Figure 1-1**) referred to as Alternatives A, B1, B2, B3, C1, C2, D1, and D2. The study also identified a No Build Alternative. These alternatives were presented to governmental agencies and the general public for review and comment during the scoping process. The scoping participants suggested several new alternatives including: Metrorail Station Alternatives D3, E1, and E2; the Virginia Railway Express (VRE) Station Alternative; the Bus Alternative; and the Parking Garage Alternative. All of these alternatives were advanced for consideration in the initial screening. The alternatives reviewed are described in more detail in the following sections.

1.2.1 No Build Alternative

The No Build Alternative includes the existing transportation network, plus committed improvements included in the regional Constrained Long-Range Transportation Plan (CLRP). The No Build Alternative includes the planned Crystal City/Potomac Yard (CCPY) Transitway but does not include a Metrorail station at Potomac Yard. The CCPY Transitway will connect the Braddock Road and Crystal City Metrorail stations and will traverse the core of Potomac Yard, with an operating plan designed to match Metrorail service levels. Current and future year conditions for the No Build Alternative will be used as a basis for identifying the transportation, environmental, and community impacts of the proposed Potomac Yard Metrorail Station Build Alternatives and will be used as a baseline from which to compare each proposed action alternative. Therefore, the No Build Alternative was not evaluated as part of the initial screening.

1.2.2 Metrorail Station Location Alternatives

All Metrorail Station Location Alternatives include an underground, at-grade, and aerial option. Platform configurations will be determined at a later stage of design. The Metrorail Station Alternatives include:

- **Metrorail Station Location Alternative A** would be located between the CSXT Railroad tracks and the Potomac Greens neighborhood, at the north end of the neighborhood. This alternative was included in the 2010 *Potomac Yard Metrorail Concept Development Study.*
- **Metrorail Station Location Alternative B1** would be located between the George Washington Memorial Parkway and the CSXT Railroad, north of Alternative A. This alternative was included in the 2010 *Potomac Yard Metrorail Concept Development Study.*
- **Metrorail Station Location Alternative B2** would be located between the George Washington Memorial Parkway and the CSXT Railroad, north of Alternative A and south of Alternative B1. This alternative was included in the 2010 *Potomac Yard Metrorail Concept Development Study.*
- **Metrorail Station Location Alternative B3** would be located between the George Washington Memorial Parkway and the CSXT Railroad, east of Alternative B2. This alternative was included in the 2010 *Potomac Yard Metrorail Concept Development Study.*
- **Metrorail Station Location Alternative C1** would be located between the CSXT Railroad and U.S. Route 1. This alternative was included in the 2010 *Potomac Yard Metrorail Concept Development Study.*
- **Metrorail Station Location Alternative C2** would be located between the CSXT Railroad and U.S. Route 1, southeast of Alternative C1. This alternative was included in the 2010 *Potomac Yard Metrorail Concept Development Study.*
- **Metrorail Station Location Alternative D1** would be located between the CSXT Railroad and U.S. Route 1, east of Alternative C2. This alternative was included in the 2010 *Potomac Yard Metrorail Concept Development Study.*

Figure 1-1: Potomac Yard Metrorail Station EIS Initial Alternatives

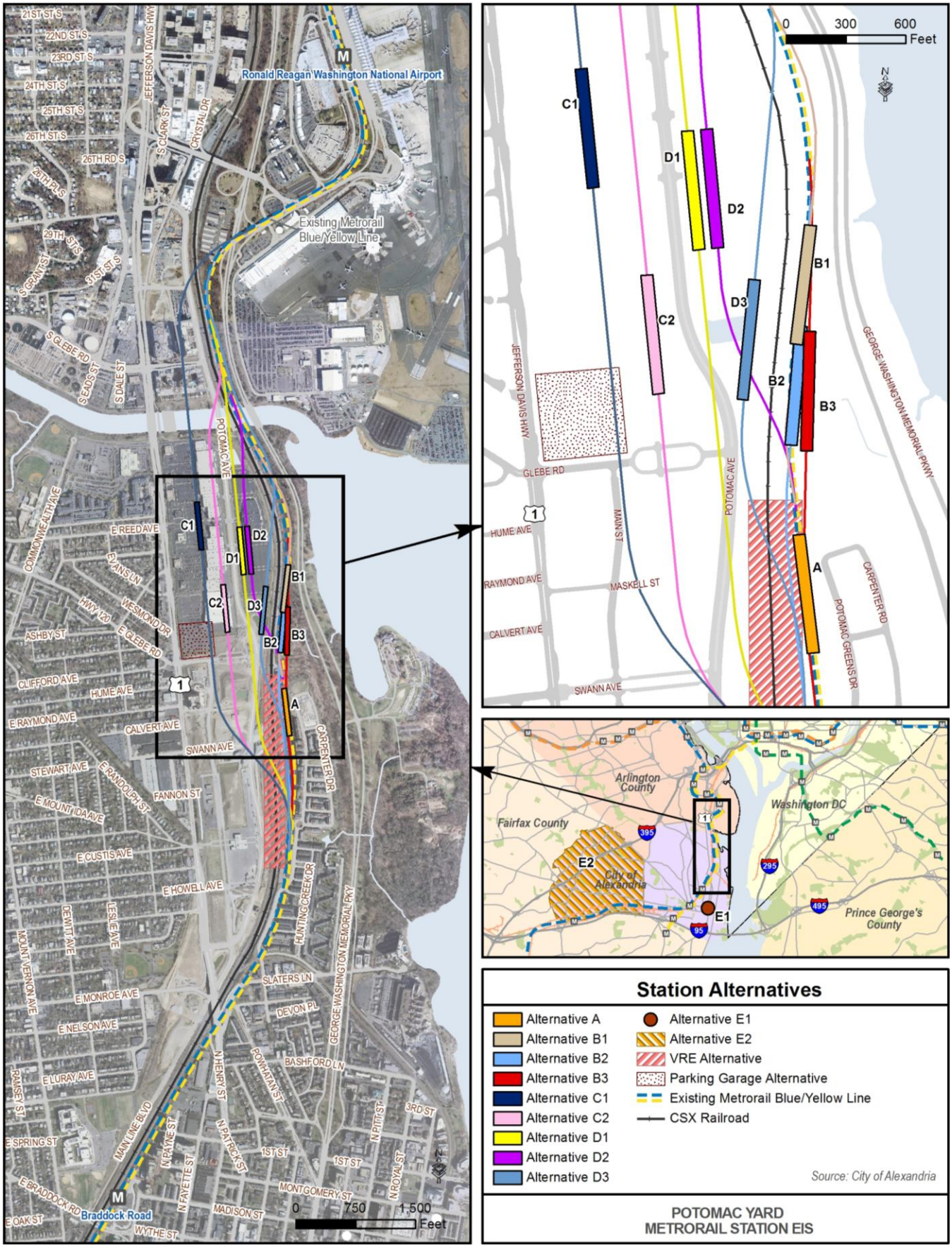
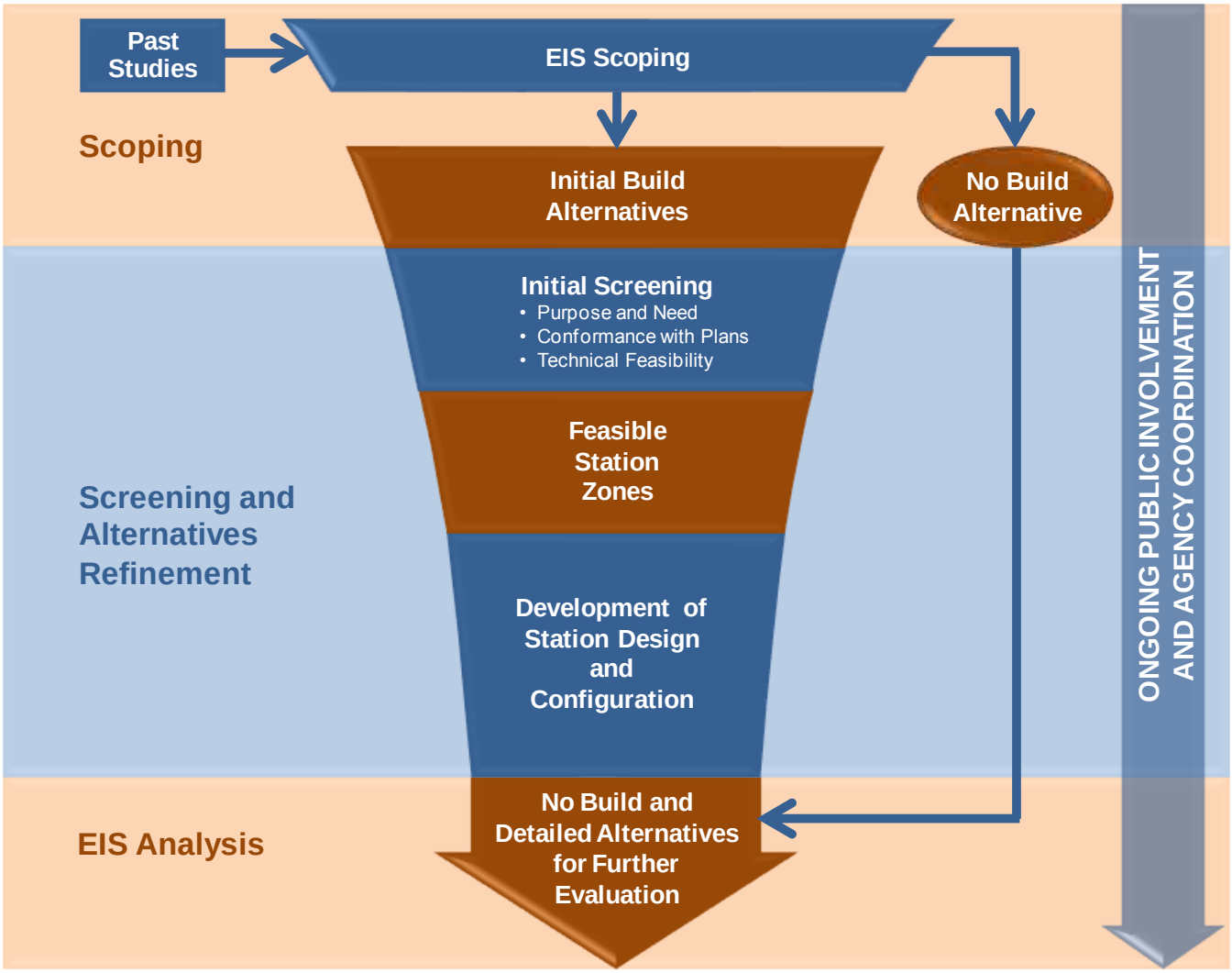


Figure 1-2: Refinement of Alternatives



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- **Metrorail Station Location Alternative D2** would be located between the CSXT Railroad and U.S. Route 1, east of Alternative D1. This alternative was included in the 2010 *Potomac Yard Metrorail Concept Development Study.*
- **Metrorail Station Location Alternative D3** would be located between the CSXT Railroad and the existing movie theater. This alternative was suggested during scoping.
- **Metrorail Station Location Alternative E1** would be located in Old Town Alexandria. This alternative was suggested during scoping.
- **Metrorail Station Location Alternative E2** would be located in the West End of Alexandria. This alternative was suggested during scoping.

1.2.3 VRE Station Alternative

The VRE Station Alternative would involve construction of a new VRE station at Potomac Yard. The alternative resulted from the scoping process. The station would be located at-grade along the existing CSXT tracks. VRE is a commuter rail service that operates almost exclusively during peak periods and in the peak direction. Unlike Metrorail, it does not provide service during the midday (except for a single midday departure on each line), after 7:00 pm, holidays, or weekends. The VRE system has two lines that extend further into suburban Virginia than Metrorail but with fewer stations than Metrorail. Transfer service

between Metrorail and VRE is available at the King Street, Crystal City, L'Enfant Plaza, and Union Station Metrorail stations.

1.2.4 Bus Alternative

The Bus Alternative, which resulted from suggestions by participants during the scoping process, is a non-Metrorail alternative including changes to area bus routes and improvements to the transportation network intended to support increased trips within the corridor and provide direct access to the regional Metrorail system. This alternative would include enhancements beyond those included in the No Build Alternative. The alternative would provide enhanced transit service from the Potomac Yard area to the Crystal City and Braddock Road Metrorail stations. It would supplement the planned CCPY Transitway service by increasing the overall service frequency along the U.S. Route 1 Corridor and would provide direct service between the Metrorail stations and multiple points within Potomac Yard. The operations would correspond to Metrorail frequencies and hours of service.

1.2.5 Parking Garage Alternative

The Parking Garage Alternative would include construction of a parking deck located off of U.S. Route 1 and is intended to accommodate trips with a destination in Potomac Yard. The alternative resulted from the scoping process.

2.0 INITIAL SCREENING CRITERIA AND ANALYSIS

This section describes the criteria used to screen the initial range of alternatives. As noted in Section 1.1, the initial screening analysis evaluates each alternative based on the screening criteria and evaluation measures described in detail in the following sections. The screening criteria and order of evaluation are as follows:

1. Responsiveness to project purpose and need;
2. Consistency with land use and development plans; and
3. Technical feasibility.

For the initial screening, if an alternative is clearly inconsistent with a criterion or does not meet the basic feasibility requirements for a criterion, it will not be evaluated further against the subsequent criteria and will not pass the initial screening.

2.1 Responsiveness to Project Purpose and Need

This criterion evaluates whether or not each alternative addresses the project purpose and need as well as the goals and objectives established for the project. The project purpose and need is described below. The goals and objectives established for the project are outlined in **Table 2-1**.

The alternatives were reviewed for consistency with the project purpose and need. If an alternative was potentially consistent with or had some potential to achieve each of the specific goals of the project, then it was considered responsive to the purpose and need for screening purposes. Only those alternatives which were contrary to or had no potential to achieve the goals and objectives were considered inconsistent with the purpose and need and screened out for further analysis.

The results of the initial screening of alternatives based on consistency with the purpose and need are presented in **Table 2-2**.

Project Purpose and Need

The purpose of the project is to improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system. This additional access point is needed to address existing and future travel demand in the area resulting from the City of Alexandria's planned development of Potomac Yard–a major transit-oriented, mixed-use activity center in the vicinity of the proposed station.

The project area in Alexandria, Virginia, is located in the Northern Virginia portion of the Washington metropolitan region, which is expected to see approximately 30 percent population growth in the next 30 years. The project area is located adjacent to existing residential neighborhoods to the west and southeast and an approximately 600,000 square-foot retail center to the north. The existing retail center is approved for redevelopment, with 2.25 million square feet of total mixed-use development including office, retail, residential and hotel uses, assuming no Metrorail station is in place. If a Metrorail station is in place, a total of 7.5 million square feet of development may be built. Other properties in the Potomac Yard redevelopment area are approved for a total of approximately four million square feet of development. The Coordinated Development Districts (CDDs) in the Potomac Yard redevelopment area are shown in **Figure 2-1**.This additional development will impact the existing roadway network with increased travel demand resulting in additional vehicle and transit trips. The transportation network in the project area is limited by the heavy rail tracks to the east and limited east-west connectivity west of U.S. Route 1.

Table 2-1: Project Goals and Objectives

Project Goals	Project Objectives
Goal 1: Improve access to the regional Metrorail system	• Support WMATA's current system expansion plans for the Metrorail system • Support regional long-range transportation plans • Maximize access and minimize travel times for regional transit trips to and from existing and planned development in the Potomac Yard area
Goal 2: Serve population and employment growth in the Potomac Yard area	• Maximize accessibility of transit to existing and planned population and employment within the project study area • Support the City of Alexandria's redevelopment plans and transportation plans and policies for Potomac Yard and the U.S. Route 1 corridor
Goal 3: Accommodate projected travel demand and improve regional air quality	• Increase transit ridership to and from the Potomac Yard area • Increase overall transit mode share for trips in the Potomac Yard area • Reduce automobile vehicle miles traveled
Goal 4: Provide a cost-effective and financially feasible transportation investment	• Maximize ridership for existing transit infrastructure • Minimize capital and operating costs • Provide financially feasible transportation choices • Provide opportunities for private sector funding
Goal 5: Enhance transportation and pedestrian safety	• Minimize walking distances from the station to residential and commercial development • Maximize direct connections with surface transit services and planned pedestrian and bicycle facilities • Minimize potential for conflicts between pedestrians, transit users, and automobile traffic

Note: Consistency with Goal 4 regarding cost-effectiveness and financial feasibility was not considered as part of this screening. The alternatives are not yet developed to a sufficient level of detail to assess their cost-effectiveness or financial feasibility.

Currently, the project area is not served by Metrorail or any other rapid transit services which provide regional connectivity. The project area is located between two Metrorail stations that are 3.1 miles apart. This gap between the Ronald Reagan Washington National Airport Station and the Braddock Road Station is the longest for the portions of the Metrorail system that serve urban residential and commercial corridors. This area is currently served by local bus services that operate in mixed traffic along the congested U.S. Route 1 corridor. These bus routes have numerous local stops resulting in slow transit travel speeds, resulting in relatively long transit travel times to access the site. The Crystal City/Potomac Yard Transitway, which will provide bus priority lanes on nearby U.S. Route 1, will improve reliability and travel times of local transit services along the U.S. Route 1 corridor; however, direct access to the Metrorail system is still needed to accommodate regional transit trips.

A potential 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, in addition to the City of Alexandria's 1992 and 2008 Transportation Master Plans and 2010 *North Potomac Yard Small Area Plan*. Establishing a new access point to the regional Metrorail system would promote more transit-friendly development patterns close to the urban core supported by improved access to transit as well as a safe and reliable alternative to automobile travel to and from the Potomac Yard area. Improved access to the regional system is also needed to accommodate a greater share of travel to and from the site on transit, potentially reducing reliance on single-occupant vehicle use, decreasing automobile emissions, and improving regional air quality.

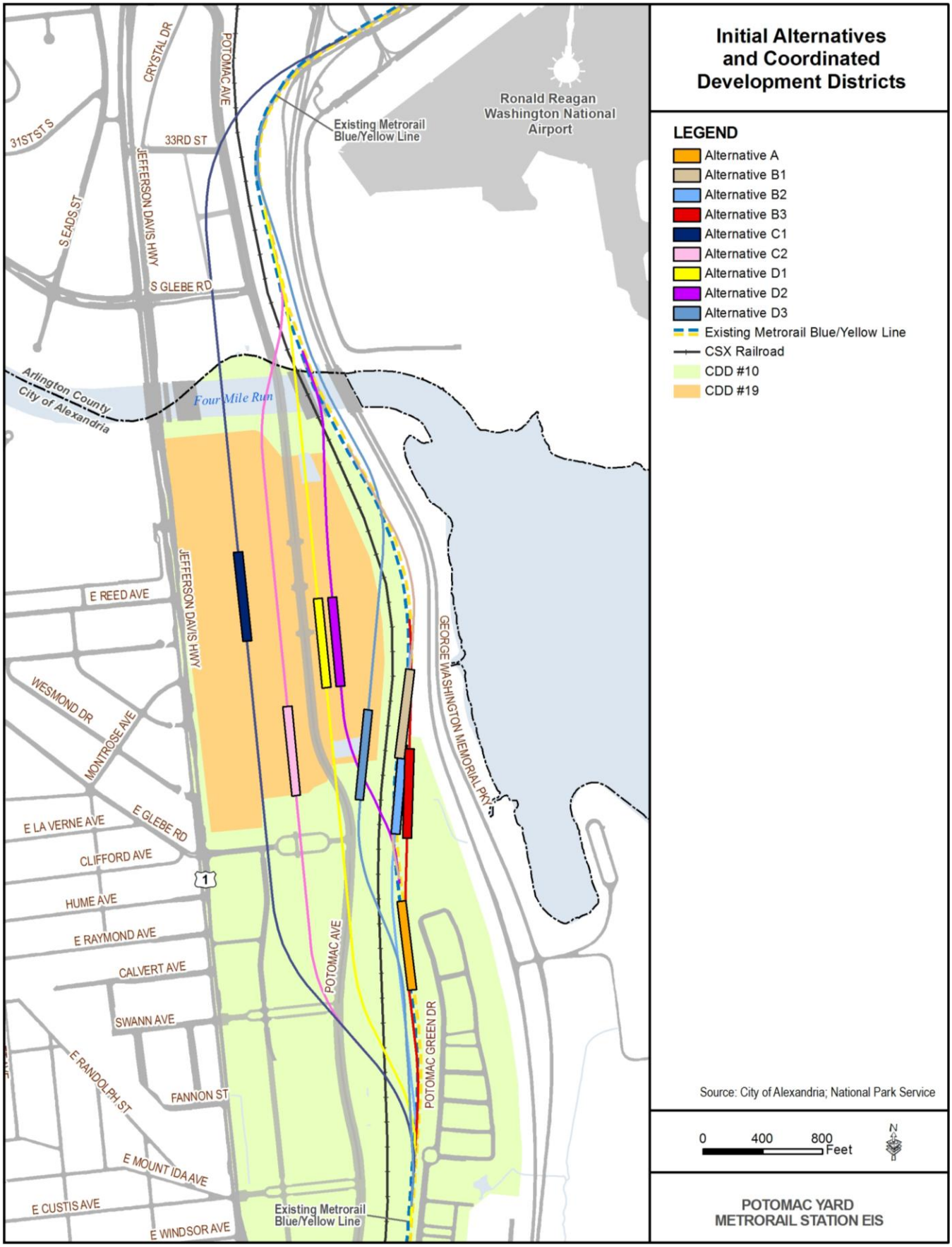
2.1.1 Alternatives A, B1, B2, and B3

Alternatives A, B1, B2, and B3, whether underground, at-grade, or aerial, would be consistent with the goals and objectives of the project purpose and need. Therefore, these alternatives pass the initial screening.

2.1.2 Alternatives C1 and C2

Alternatives C1 and C2 would be consistent with the goals and objectives of the project purpose and need, whether underground, at-grade, or aerial. Therefore, these alternatives pass the initial screening.

Figure 2-1: Potomac Yard Redevelopment Area



2.1.3 Alternatives D1, D2, and D3

Alternatives D1, D2, and D3 would be consistent with the goals and objectives of the project purpose and need, whether underground, at-grade, or aerial. Therefore, these alternatives pass the initial screening.

2.1.4 Alternatives E1 and E2

Alternative E1 would not be consistent with the goals and objectives of the project purpose and need, because of the distance from the proposed location in Old Town Alexandria to Potomac Yard. Likewise, Alternative E2 would not be consistent with the goals and objectives of the project purpose and need, because its proposed location is in the West End of Alexandria and far from Potomac Yard. Therefore, these alternatives would not provide direct transit service to Potomac Yard nor enhance Metrorail access or transit connectivity for Potomac Yard. Furthermore, Alternatives E1 and E2 would not accommodate travel demand or support safer travel modes in the Potomac Yard area. Therefore, these alternatives do not pass the initial screening.

2.1.5 VRE Station Alternative

The VRE Station Alternative would not be consistent with the goals and objectives of the project purpose and need, because it would not provide direct access to the Metrorail system and would only serve a small portion of existing and potential transit users. Specifically, the alternative would not provide direct access to the regional Metrorail system. Therefore, this alternative does not pass the initial screening.

2.1.6 Bus Alternative

The Bus Alternative would not be consistent with the project purpose and need, because it does not establish a new access point to the regional Metrorail system. Therefore, this alternative does not pass the initial screening.

2.1.7 Parking Garage Alternative

The Parking Garage Alternative would not be consistent with the goals and objectives of the project purpose and need, because it does not address the need to accommodate projected travel demand in the U.S. Route 1 corridor. Specifically, the alternative:

- Would not provide access to the regional Metrorail system;
- Would not improve transit access to Potomac Yard;
- Would help meet parking demand at the site but would not enhance mobility in the vicinity of Potomac Yard;
- Would not support travel modes that have the potential to improve regional air quality; and
- Would potentially increase auto traffic in the Potomac Yard development, which would create additional opportunities for conflicts with pedestrians and bicyclists.

Therefore, this alternative does not pass the initial screening.

Table 2-2: Consistency with the Project Goals and Objectives*

Alternative		Goal 1: Improve Potomac Yard Access to the Regional Metrorail System	Goal 2: Serve Population & Employment Growth in the Potomac Yard Area	Goal 3: Accommodate Travel Demand to and from the Potomac Yard Area & Improve Regional Air Quality	Goal 5: Enhance Transportation & Pedestrian Safety in the Potomac Yard Area
Metrorail Station Alternative A	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative B1	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative B2	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative B3	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative C1	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative C2	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative D1	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes

Alternative		Goal 1: Improve Potomac Yard Access to the Regional Metrorail System	Goal 2: Serve Population & Employment Growth in the Potomac Yard Area	Goal 3: Accommodate Travel Demand to and from the Potomac Yard Area & Improve Regional Air Quality	Goal 5: Enhance Transportation & Pedestrian Safety in the Potomac Yard Area
Metrorail Station Alternative D2	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative D3	underground	Yes	Yes	Yes	Yes
	at-grade	Yes	Yes	Yes	Yes
	aerial	Yes	Yes	Yes	Yes
Metrorail Station Alternative E1	underground	No	No	No	No
	at-grade	No	No	No	No
	aerial	No	No	No	No
Metrorail Station Alternative E2	underground	No	No	No	No
	at-grade	No	No	No	No
	aerial	No	No	No	No
VRE Station Alternative		Yes (limited)[†]	Yes	No	Yes
Bus Alternative		No	Yes	Yes	Yes
Parking Garage Alternative		No	Yes	No	No

**Note: Consistency with Goal 4 regarding cost-effectiveness and financial feasibility was not considered as part of this screening. The alternatives are not yet developed to a sufficient level of detail to assess their cost-effectiveness or financial feasibility.*

[†] A VRE station would not provide direct access to the regional Metrorail system, but would provide access via transfer at the King Street, Crystal City, L'Enfant Plaza, and Union Station Metrorail stations.

2.2 Consistency with Land Use and Development Plans

Following the screening based on responsiveness to the project purpose and need, the remaining build alternatives (underground, at-grade, and aerial station options for Alternatives A, B1, B2, B3, C1, C2, D1, D2, and D3) were evaluated based on consistency with the *North Potomac Yard Small Area Plan* (2010) and the *Potomac Yard Coordinated Development District (CDD #10) Concept Plan* (approved 1999, updated 2010). See **Figure 2-1** for CDD locations.

The plans identify where future development is intended or planned to occur in Potomac Yard. The evaluation of consistency with land use and development plans determined whether a build alternative or station option is consistent with or has potential to support the applicable land use and development plans. Alternatives which are consistent with these plans were considered consistent for screening purposes. Alternatives which are contrary to these land use and development plans were considered inconsistent and screened out for further analysis. The results of the initial screening of alternatives based on consistency with the land use and development plans are presented in **Table 2-3**.

Potomac Yard Coordinated Development District (CDD #10) Concept Plan

The *Potomac Yard Coordinated Development District (CDD #10) Concept Plan* proposes a development program to transform an underutilized tract into a high-density, mixed-use community. The plan proposes a street grid, network of open spaces, and a development program for approximately 166 acres of land. One of the main aspects of the proposed development program is a high-density, mixed-use "Town Center" surrounded by open spaces and medium-density residential communities. The center would be located immediately south of the existing Potomac Yard Retail Center. Although the concept plan does not propose or require a new Metrorail station at Potomac Yard, it assumes the use of the Metro Reservation site at Alternative A for a future Potomac Yard Metrorail Station. The concept plan locates the "Town Center" adjacent to Alternative A and the existing Potomac Yard Retail Center, with the intent that the "Town Center" would "draw upon the success" of the retail center's activity.

North Potomac Yard Small Area Plan (2010)

The City of Alexandria's *North Potomac Yard Small Area Plan* is intended to guide future growth and redevelopment in the area that currently includes the Potomac Yard Retail Center, which is just north of the "Town Center," proposed in the *Potomac Yard CDD #10 Concept Plan*. Unlike the *Potomac Yard CDD #10 Concept Plan,* the *North Potomac Yard Small Area Plan*, does not assume the continued use of the Potomac Yard Retail Center. The plan recommends a rezoning of North Potomac Yard to be a new CDD (CDD #19), apart from CDD #10. The plan calls for high-density transit-oriented development, mostly office or mixed-use, connected by a multi-modal transportation network that is characterized by a "highly walkable urban environment, minimal automobile impact, and maximum use of existing and new Metro stations."

2.2.1 Alternative A

Alternative A underground, at-grade, and aerial station options meet the criteria for consistency with land use and development plans. The *Potomac Yard CDD Concept Plan* assumes, but does not require, the use of the Metro Reservation site at this location for the Metrorail Station. Alternative A would serve the Potomac Yard area and would not conflict with land use and development plans. Therefore, Alternative A passes the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require a new local land use planning process to be undertaken by the City of Alexandria.

2.2.2 Alternatives B1, B2, and B3

Alternatives B1, B2, and B3 underground, at-grade, and aerial station options meet the criteria for consistency with land use and development plans. The *North Potomac Yard Small Area Plan* includes a Metrorail Station at roughly the location of Alternative B2 or B3. The B Alternatives would serve the Potomac Yard area and would not conflict with land use and development plans. Therefore, Alternatives B1, B2, and B3 pass the initial screening. It should be noted that although there is no current General Management Plan for the George Washington Memorial Parkway, potential impacts to planned land uses and viewsheds within the park will be evaluated in detail as part of the EIS.

Table 2-3: Consistency with Land Use and Development Plans

Alternative		Consistency with the *Potomac Yard CDD #10 Concept Plan* and *North Potomac Yard Small Area Plan*
Metrorail Station Alternative A	underground	Yes
	at-grade	Yes
	aerial	Yes
Metrorail Station Alternative B1	underground	Yes
	at-grade	Yes
	aerial	Yes
Metrorail Station Alternative B2	underground	Yes
	at-grade	Yes
	aerial	Yes
Metrorail Station Alternative B3	underground	Yes
	at-grade	Yes
	aerial	Yes
Metrorail Station Alternative C1	underground	Yes
	at-grade	No
	aerial	Yes
Metrorail Station Alternative C2	underground	Yes
	at-grade	No
	aerial	Yes
Metrorail Station Alternative D1	underground	Yes
	at-grade	No
	aerial	Yes
Metrorail Station Alternative D2	underground	Yes
	at-grade	No
	aerial	Yes
Metrorail Station Alternative D3	underground	Yes
	at-grade	No
	aerial	Yes

2.2.3 Alternatives C1 and C2

Alternatives C1 and C2 **underground** station options are consistent with land use and development plans. The options would not conflict with the new street grid, potential development, or open space proposed in the plans. Therefore, Alternatives C1 and C2 **underground** pass the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require a new local land use planning process to be undertaken by the City of Alexandria.

Alternatives C1 and C2 **at-grade** station options, which would require new track alignments through North Potomac Yard, are inconsistent with the plans. The at-grade station options would require grade separated crossings for auto, pedestrian, and bicycle traffic, which would force the street grid onto aerial structures over the WMATA right-of-way or into tunnels under the right-of-way. Grade separated crossings would conflict with the goal of creating a highly walkable urban environment. Therefore, Alternatives C1 and C2 **at-grade** do not pass the initial screening.

Alternatives C1 and C2 **aerial** station options, which would require establishing new track alignments through the planned development, as shown in the *North Potomac Yard Small Area Plan*, are consistent with the plans. The *Potomac Yard Metrorail Station Concept Development Study* (2010) identified a set of aerial options (Alternatives D1 and D2) which would require alterations to the planned street and block grid. Although this type of station option would require the use of parcels identified for high density for the right-of-way needs of the Metrorail station and elevated track, a restructuring of the grid to accommodate the C1 and C2 alignment locations could potentially be done in a way that upholds the integrity and purpose of the adopted plans. Therefore, Alternatives C1 and C2 **aerial** station options are consistent with development plans and pass the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require a new local land use planning process to be undertaken by the City of Alexandria.

2.2.4 Alternatives D1, D2, and D3

Alternatives D1, D2 and D3 **underground** station options are consistent with land use and development plans. The options would not conflict with the new street grid, potential development, or open space proposed in the plans. Therefore, Alternatives D1, D2, and D3 **underground** pass the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require new planning processes.

Alternatives D1 and D2 **at-grade** station options, which would require new track alignments through North Potomac Yard, are inconsistent with the plans. The at-grade station options would require grade separated crossings for auto, pedestrian, and bicycle traffic, which would force the street grid onto aerial structures over the WMATA right-of-way or into tunnels under the right-of-way. Grade separated crossings would conflict with the goal of creating a highly walkable urban environment. Therefore, Alternatives D1 and D2 **at-grade** do not pass the initial screening.

The Alternative D3 **at-grade** station option is inconsistent with land use and development plans, because it would result in the station and track alignment displacing or disrupting access to a planned park and recreational trail which is part of the *North Potomac Yard Small Area Plan*. The Alternative D3 at-grade option would potentially isolate the proposed parkland and trail between the realigned Metrorail line and the existing CSXT freight rail line. This planned park is intended to provide an accessible and continuous open space connection and off-street trail from Four Mile Run to Braddock Road. Therefore, Alternative D3 **at-grade** does not pass the initial screening.

As noted in the *Potomac Yard Metrorail Station Concept Development Study,* the **aerial** station options for Alternatives D1 and D2 would require alterations to the planned grid. The D1 aerial option would utilize an alleyway between new buildings for its alignment, and the D2 aerial option would require the realignment of Potomac Avenue for its alignment. The D1, D2 and D3 aerial station options would require the use of parcels identified for development or parks/open space for the right-of-way needs of the Metrorail station and elevated track. However, the modifications required for the Metrorail station could potentially be done in a way that upholds the integrity and purpose of the adopted plans. Therefore, Alternatives D1, D2, and D3 **aerial** station options pass the initial screening. However, it should be noted that adoption of an alternative other than that included in the *North Potomac Yard Small Area Plan* would require a new local land use planning process to be undertaken by the City of Alexandria.

2.3 Technical Feasibility

Following the screenings based on responsiveness to the Purpose and Need and Consistency with Land Use and Development Plans criteria, the remaining alternatives (Alternatives A, B1, B2, and B3 underground, at-grade, and aerial; and Alternatives C1, C2, D1, D2, and D3 underground and aerial) were analyzed for technical feasibility. Engineering design of each alternative was developed to the level necessary to assess technical feasibility, which is approximately five percent design. Rail engineers conducted a technical feasibility analysis which evaluated the alternatives for compliance with design criteria as they apply to maximum allowable track speed, horizontal and vertical alignment geometry, horizontal and vertical clearance requirements, and constructability/construction phasing requirements. This set of design criteria comprises the current adopted WMATA Manual of Design Criteria, Release 9 (2008) and relevant CSXT Criteria. Alternatives that do not meet the technical feasibility criteria were eliminated. A detailed listing of all criteria and sources is provided in **Appendix A**. See **Figure 2-2** (insets A through F) for an illustration of the technical feasibility criteria. The key criteria include:

- Constructability and Construction Phasing: WMATA policy requires that construction activities cannot interrupt existing Metrorail operations on the Blue and Yellow line for a period longer than a three-day holiday weekend (76 hours). In terms of this study, where proposed station locations require adjustments to mainline track alignments, tie-in to the existing mainline must be at-grade, and cannot occur along the aerial or tunnel track segments to the north and south of Potomac Yard;
- The maximum vertical grade for track is four percent (see **Inset A)**;
- Vertical Clearance: 35 feet minimum is required over CSXT track, and 25 feet minimum is required under CSXT track (see **Inset B)**;[1]
- Horizontal geometry must allow for a minimum speed of 45 mph (radius=755 feet; see **Inset C)**;
- Horizontal Clearance: 50 feet minimum is required from the centerline of Metrorail track to the centerline of CSXT track, and 40 feet minimum is required from the face of a Metrorail bridge, pier, or tunnel portal to the centerline of CSXT track (see **Inset D)**; and
- Horizontal and vertical alignment at a station: a minimum 730 feet of tangent (straight track) is required; 600 feet along the platform, and 65 feet at either end of the platform before the beginning of a horizontal or vertical curve (see **Inset E)**.

The following assumptions were made during the review process:

- For purposes of this study, CSXT top of rail elevations were considered to be similar to existing Blue and Yellow line top of rail elevations at the proposed crossing locations;
- Aerial Station: The top of rail is assumed to be 30 feet above surface;
- The top of rail is assumed to be 40 feet below surface under Four Mile Run. The existing ground profile shows a 20-foot depth to Four Mile Run. However, review of contour maps indicates this depth may be greater than 20 feet;
- To meet WMATA minimum mainline outage requirements, the existing aerial structure to the north and tunnel structure to the south will not be altered for purposes of accommodating the Potomac Yard Metrorail Station alignment;

[1] 35 feet of clearance over CSXT includes 23 feet clear from the top of CSXT rail to the bottom of the Metrorail structure, and 12 feet of structure depth from the bottom of Metrorail structure to the top of rail; 25 feet of clearance under CSXT or Four Mile Run includes 20 feet from the top of rail to top (or outside) of tunnel structure and 5 feet of additional clearance to top of CSXT rail.

- For constructability of above-grade or below-grade alignments, the new mainline vertical alignment will not begin rising or descending until the proposed alignment is 15 feet away horizontally from the existing mainline alignment (see **Inset F)**; and
- Construction of temporary parallel mainline alignments is not considered feasible as a way of addressing constructability issues.

The screening results are described in the sections below and are summarized in **Table 2-4**. A more detailed description of the technical feasibility screening process is available in **Appendix A**.

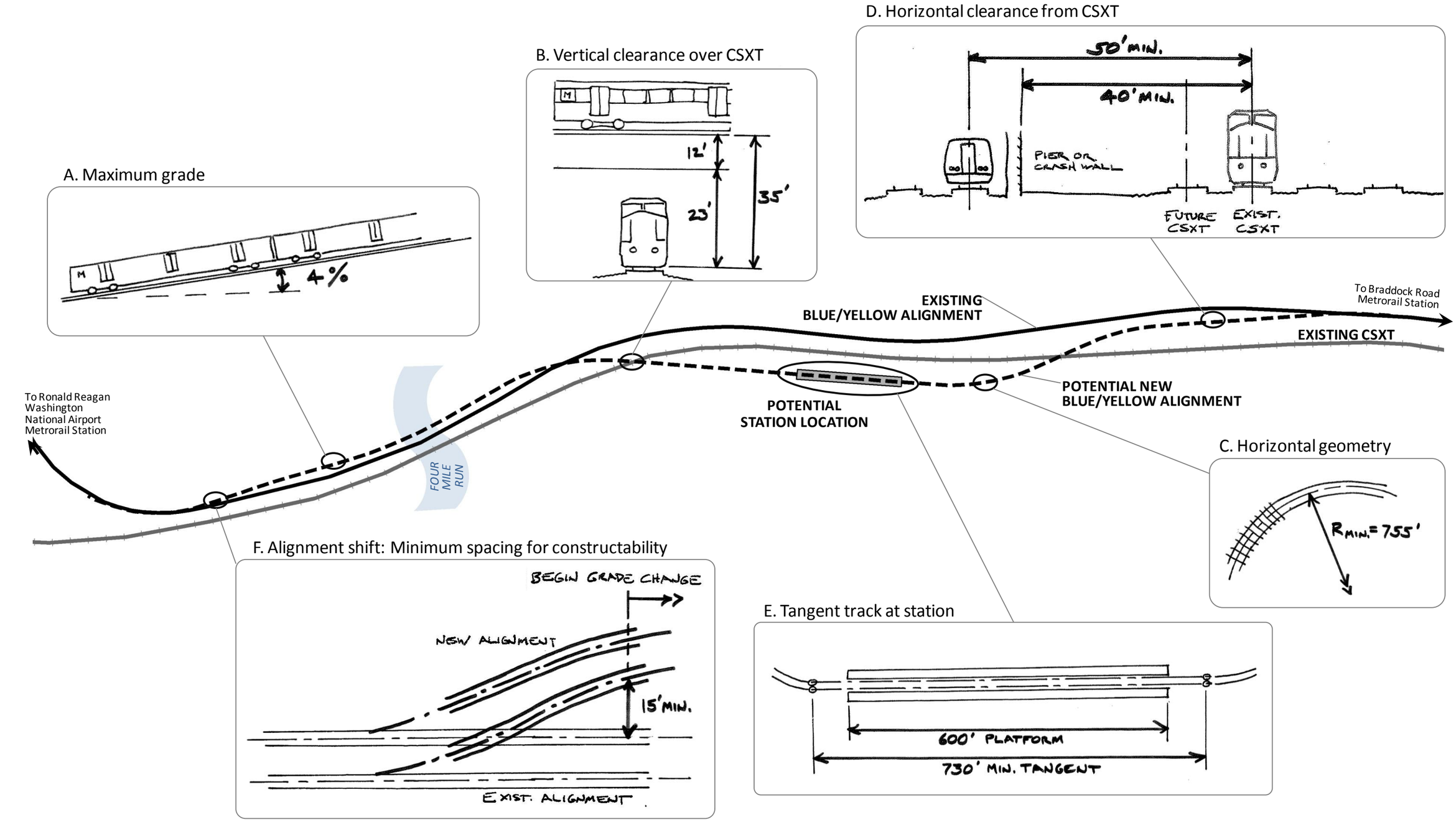
Table 2-4: Technical Feasibility

Alignment Option		Meets Constructability Requirements	Meets Vertical Clearance Requirements	Meets Horizontal Clearance Requirements
Metrorail Station Alternative A	underground	No	n/a	No
	at-grade	Yes	Yes	Yes
	aerial	No	n/a	No
Metrorail Station Alternative B1	underground	No	n/a	No
	at-grade	Yes	Yes	Yes
	aerial	No	n/a	No
Metrorail Station Alternative B2	underground	No	n/a	No
	at-grade	Yes	Yes	Yes
	aerial	No	n/a	No
Metrorail Station Alternative B3	underground	No	n/a	No
	at-grade	Yes	Yes	Yes
	aerial	No	n/a	No
Metrorail Station Alternative C1	underground	No	No	No
	aerial	No	No	No
Metrorail Station Alternative C2	underground	No	No	No
	aerial	No	No	No
Metrorail Station Alternative D1	underground	No	No	No
	aerial	No	No	No
Metrorail Station Alternative D2	underground	No	No	No
	aerial	No	No	No
Metrorail Station Alternative D3	underground	No	No	No
	aerial	Yes	Yes	Yes

2.3.1 Alternative A

Alternative A is located on the existing WMATA Blue and Yellow line horizontal alignment. The station would be placed within a segment of existing horizontal tangent which has sufficient length to accommodate a station. The Alternative A alignment and screening results are shown in **Figure 2-3**.

Figure 2-2: Technical Feasibility Criteria



Source: AECOM

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The Alternative A **at-grade** option meets the design criteria and is considered technically feasible. However, the existing vertical alignment in this section undulates, and would need to be flattened to create a continuous grade at the station. It appears feasible to modify the alignment to meet the design criteria. With respect to constructability and construction phasing, the work installing the station platforms would occur adjacent to live track, which would make staging of that work challenging. However, a Construction Phasing Plan could be developed for the alignments, which would phase the work in a method that would meet the maximum out of service requirements of 76 hours. Therefore, the Alternative A **at-grade** option passes the initial screening.

The Alternative A, **underground** and **aerial** options do not pass the initial screening due to constructability and construction phasing issues. The horizontal alignments for these options locate directly along the existing mainline alignment. Construction above or below the existing track would require the Blue and Yellow line to be out of service for the entire construction period, which could take 6 to 18 months of continuous work. This would be far beyond the 76-hour maximum closure period established by WMATA.

See **Appendix A** for more detailed analysis.

2.3.2 Alternatives B1, B2, and B3

Alternatives B1, B2, and B3 each require changes to the existing horizontal alignment in order to achieve the length of tangent track (straight track) required for a station. These alternatives generally stay in proximity to the existing mainline alignment, with the realigned track shifting approximately ten feet on average from the existing track, with a maximum shift of approximately 70 feet. All Alternative B options locate Metrorail within its existing corridor between the George Washington Memorial Parkway to the east and CSXT right-of-way to the west. The Alternative B1 alignment and screening results are shown in **Figure 2-4**, the Alternative B2 alignment and screening results are shown in **Figure 2-5**, and the Alternative B3 alignment and screening results are shown in **Figure 2-6**.

The Alternatives B1, B2, and B3 **at-grade** options meet the design criteria and are considered technically feasible. With respect to constructability and construction phasing, work for Alternatives B1 and B2 would occur adjacent to live track, which would make staging of that work challenging. Staging the construction of Alternative B3 would be less challenging, as the edge of the station platform would be located a minimum of 28 feet from the centerline of the existing track. A Construction Phasing Plan could be developed for the alignments, which would phase the work to meet the maximum out of service requirement of 76 hours.

The Alternatives B1, B2, and B3 **underground** and **aerial** options do not pass the initial screening due to issues associated with constructability and construction phasing. The horizontal alignments for these options locate in close proximity to the existing mainline alignment. Construction above or below the existing track would require the Blue and Yellow line to be taken out of service for most of the construction period, which could take 6 to 18 months. This would be far beyond the 76-hour maximum closure period established by WMATA.

See **Appendix A** for more detailed analysis.

2.3.3 Alternatives C1 and C2

Alternatives C1 and C2 diverge from the existing Blue and Yellow line alignment, cross the CSXT line and Four Mile Run, and locate in the corridor between CSXT and U.S. Route 1. At the northern end, Alternative C1 diverges from the existing alignment on the aerial structure, approximately at the point where the Blue and Yellow line cross over the George Washington Memorial Parkway. Alternative C2 diverges from the existing alignment at approximately the location of transition between the Ronald Reagan Washington National Airport aerial structure guideway and the at-grade guideway. At the southern end, both alignments rejoin the existing alignment approximately 400 feet north of the existing tunnel portal. The Alternative C1 alignment and screening results are shown in **Figure 2-7**, and the Alternative C2 alignment and screening results are shown in **Figure 2-8**.

Alternative C1 **underground** and **aerial** options do not pass the initial screening due to issues associated with vertical clearance, constructability, and construction phasing. Assuming a four percent grade, the

proposed horizontal alignment at the southern end does not provide sufficient distance to achieve the vertical separation required to meet the required clearance over and under the CSXT line (35 feet and 25 feet, respectively). At the northern end, tie-in to the aerial structure would require a continuous out of service period of at least three to six weeks. This out of service period would exceed the acceptable 76 hour maximum closure period. In addition, the northern end of the alignment would require displacement or major modification of newly constructed buildings in the Arlington portion of Potomac Yard.

Alternative C2 **underground** and **aerial** options do not pass the initial screening due to vertical clearance issues. Assuming a four percent grade, the proposed alignment does not provide sufficient distance to achieve the vertical separation required to meet the required clearance over and under the CSXT line and under Four Mile Run at the northern end, or under and over the CSXT line at the southern end.

See **Appendix A** for more detailed analysis.

2.3.4 Alternatives D1 and D2

Alternatives D1 and D2 diverge from the existing Blue and Yellow line alignment, cross the CSXT line and Four Mile Run, and locate in the corridor between CSXT and U.S. Route 1. At the northern end, the divergence from the existing alignment occurs at approximately the location of transition between the Ronald Reagan Washington National Airport aerial structure guideway and the at-grade guideway. At the southern end, Alternative D1 rejoins the existing alignment approximately 400 feet north of the existing tunnel portal, while Alternative D2 rejoins the existing alignment approximately 2,500 feet north of the existing tunnel portal. The Alternative D1 alignment and screening results are shown in **Figure 2-9**, and the Alternative D2 alignment and screening results are shown in **Figure 2-10**.

Alternatives D1 and D2 **underground** and **aerial** options do not pass the initial screening due to issues associated with vertical clearance. Assuming a four percent grade, the proposed alignment does not provide sufficient distance to achieve the vertical separation required to meet the design criteria clearance over and under the CSXT line (35 feet and 25 feet, respectively) and under Four Mile Run (40 feet) at the northern end, or under and over the CSXT line at the southern end.

See **Appendix A** for more detailed analysis.

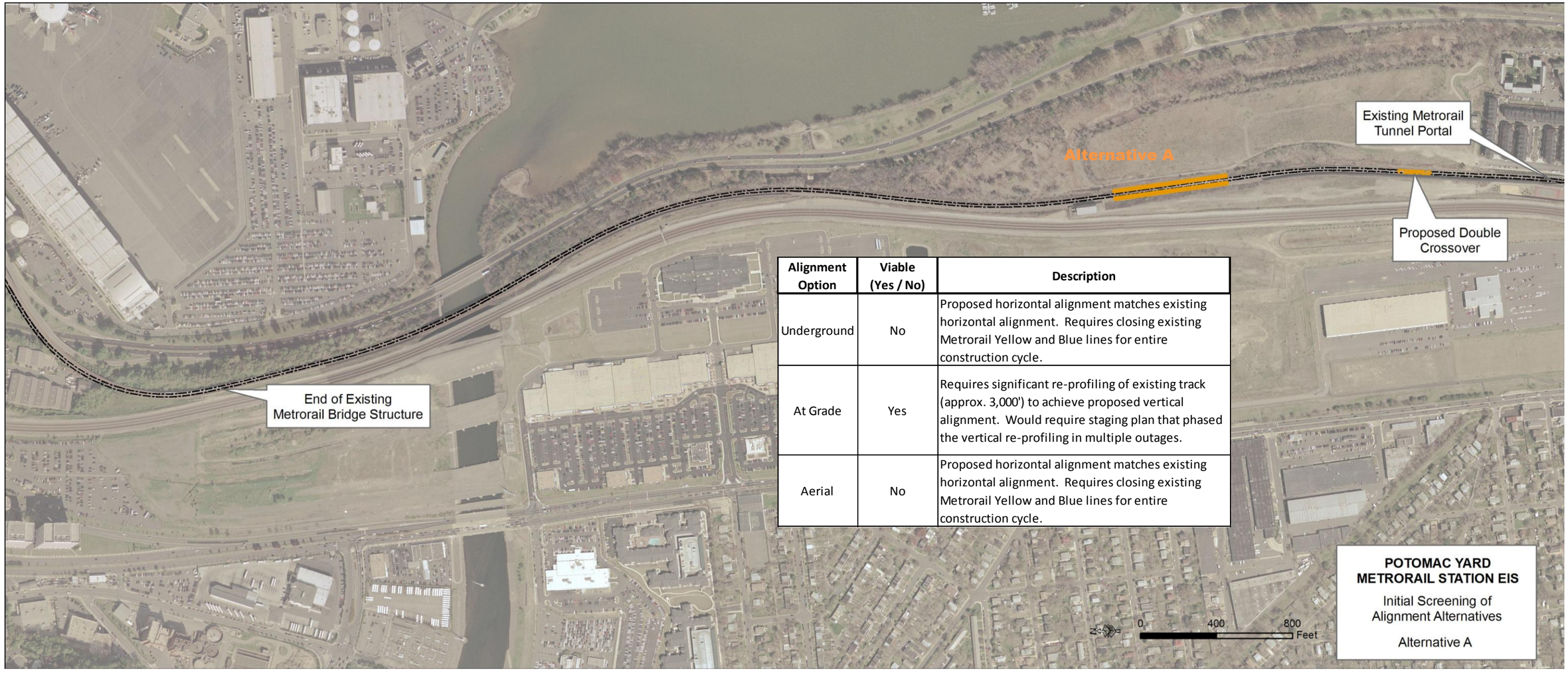
2.3.5 Alternative D3

Alternative D3 was suggested during scoping and has been developed to the point that technical feasibility can be evaluated. This alternative would be similar to the C and D alignments, diverging from the existing Blue and Yellow line alignment to cross the CSXT line and Four Mile Run and locate within the corridor between the CSXT line and U.S. Route 1. Alternative D3 would diverge from the existing Blue and Yellow line around the transition between the Ronald Reagan Washington National Airport aerial structure guideway and the current at-grade guideway. At the northern end, the alignment would locate to the east of the existing mainline track, between the existing Metrorail alignment and the George Washington Memorial Parkway. The alignment would continue in this corridor until sufficient horizontal length was provided to achieve the required vertical clearance of 35 feet over the CSXT line. At that point, the alignment would cross the existing Metrorail alignment and CSXT line, and run along the eastern edge of Potomac Yard. At the southern end, the alignment would cross over the CSXT line and run in the corridor between the CSXT line and the existing Metrorail alignment. The proposed alignment would continue south until a sufficient amount of horizontal alignment was provided to allow the proposed vertical alignment to match the existing vertical alignment elevation and tie into the existing alignment. The Alternative D3 alignment and screening results are shown in **Figure 2-11.**

The Alternative D3 **aerial** option meets the design criteria and is considered technically feasible. The Alternative D3 **underground** option does not pass the initial screening due to issues associated with vertical clearance. Assuming a four percent grade, the proposed alignment does not provide sufficient distance to achieve the 40 feet of vertical separation required to meet the design criteria clearance under Four Mile Run at the northern end.

See **Appendix A** for more detailed analysis.

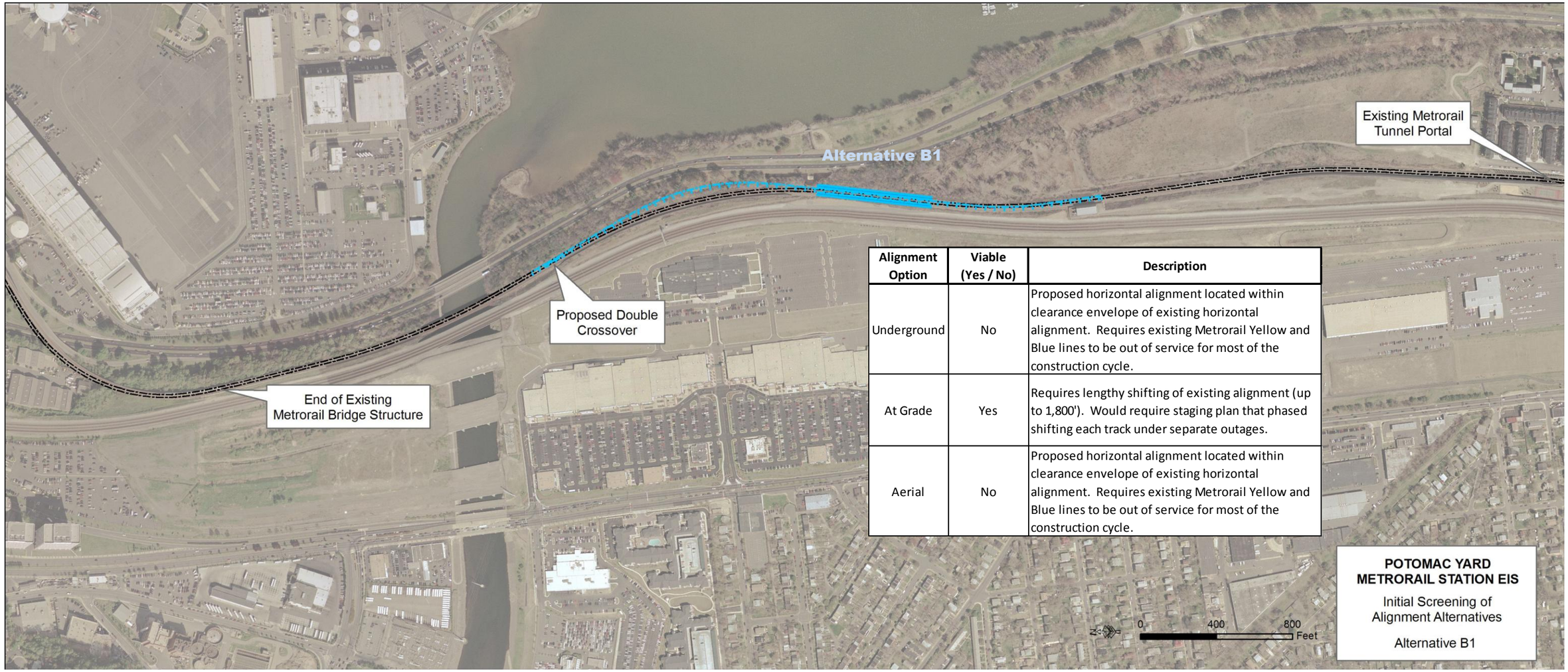
Figure 2-3: Alternative A Alignment and Initial Screening



Alignment Option	Viable (Yes / No)	Description
Underground	No	Proposed horizontal alignment matches existing horizontal alignment. Requires closing existing Metrorail Yellow and Blue lines for entire construction cycle.
At Grade	Yes	Requires significant re-profiling of existing track (approx. 3,000') to achieve proposed vertical alignment. Would require staging plan that phased the vertical re-profiling in multiple outages.
Aerial	No	Proposed horizontal alignment matches existing horizontal alignment. Requires closing existing Metrorail Yellow and Blue lines for entire construction cycle.

Source: AECOM

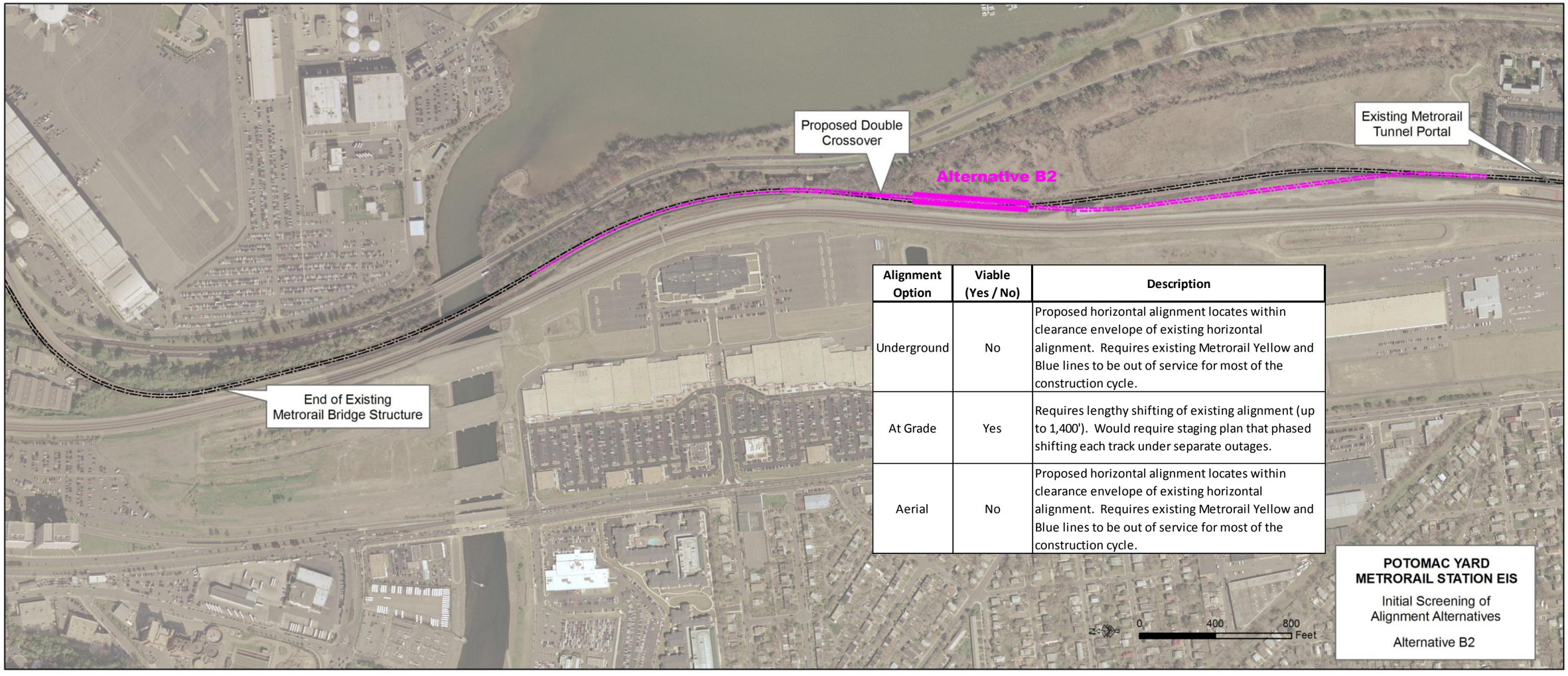
Figure 2-4: Alternative B1 Alignment and Initial Screening



Alignment Option	Viable (Yes / No)	Description
Underground	No	Proposed horizontal alignment located within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.
At Grade	Yes	Requires lengthy shifting of existing alignment (up to 1,800'). Would require staging plan that phased shifting each track under separate outages.
Aerial	No	Proposed horizontal alignment located within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.

Source: AECOM

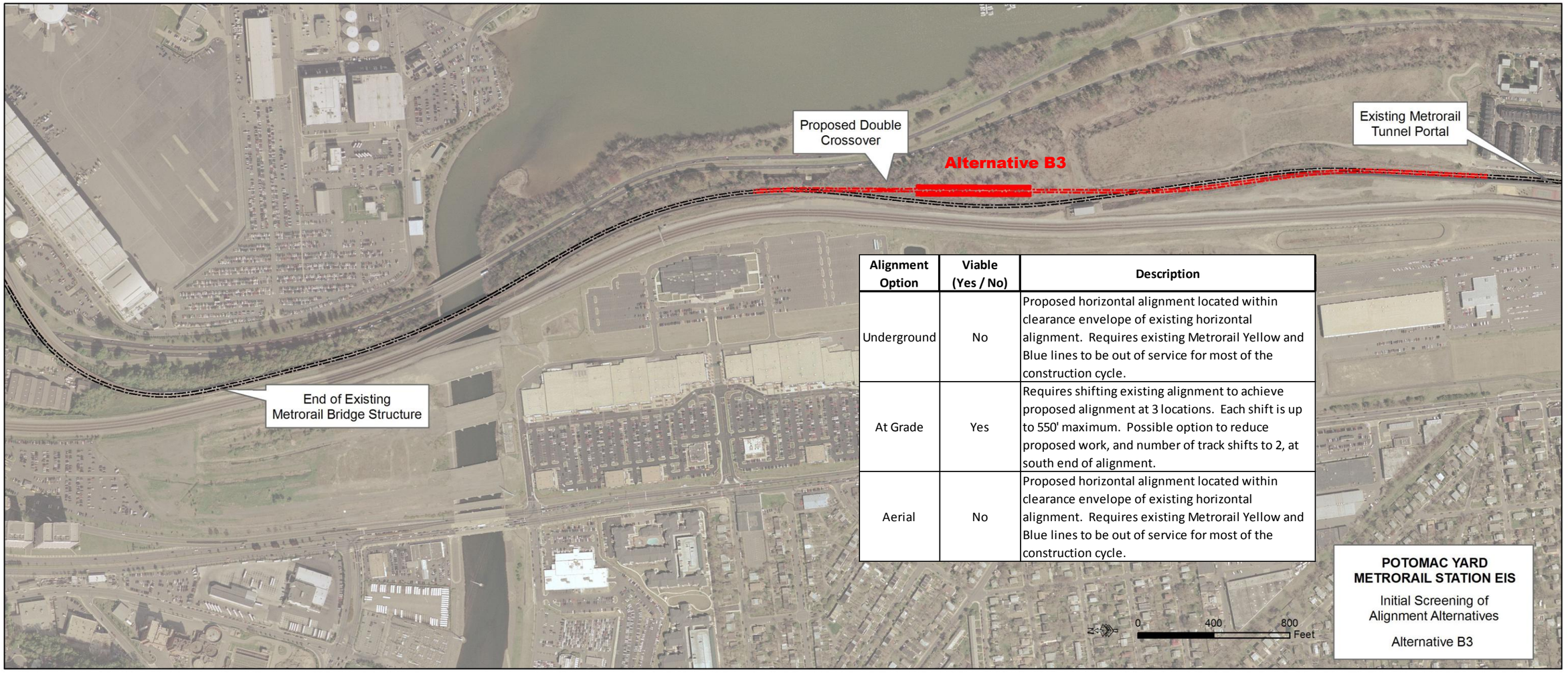
Figure 2-5: Alternative B2 Alignment and Initial Screening



Alignment Option	Viable (Yes / No)	Description
Underground	No	Proposed horizontal alignment locates within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.
At Grade	Yes	Requires lengthy shifting of existing alignment (up to 1,400'). Would require staging plan that phased shifting each track under separate outages.
Aerial	No	Proposed horizontal alignment locates within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.

Source: AECOM

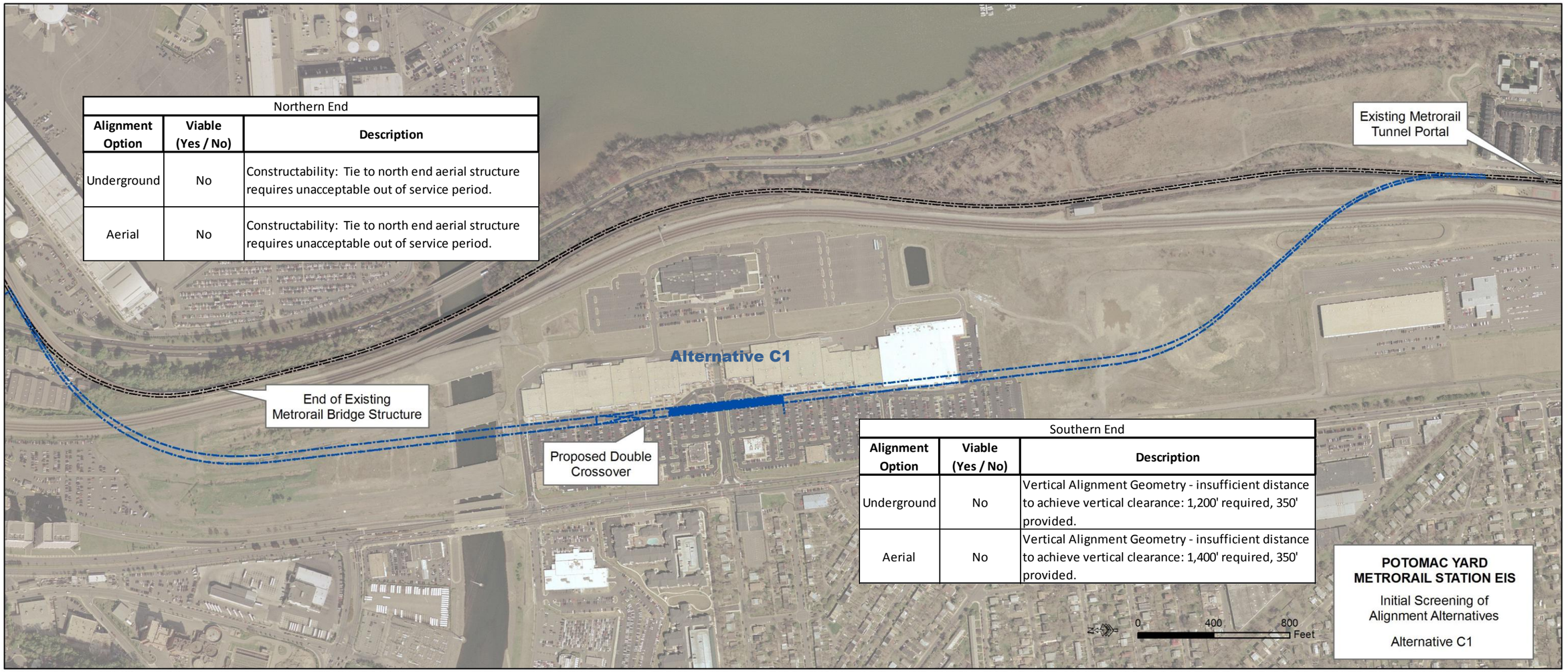
Figure 2-6: Alternative B3 Alignment and Initial Screening



Alignment Option	Viable (Yes / No)	Description
Underground	No	Proposed horizontal alignment located within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.
At Grade	Yes	Requires shifting existing alignment to achieve proposed alignment at 3 locations. Each shift is up to 550' maximum. Possible option to reduce proposed work, and number of track shifts to 2, at south end of alignment.
Aerial	No	Proposed horizontal alignment located within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.

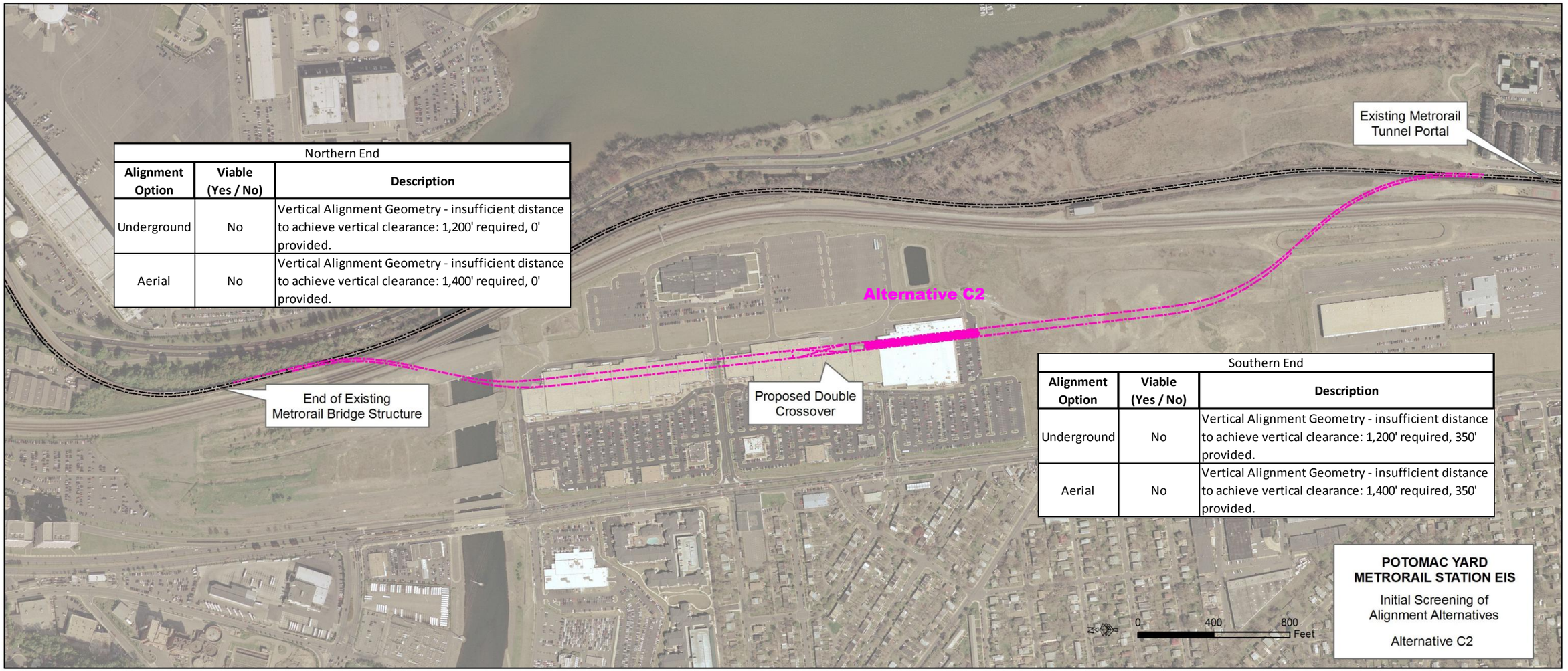
Source: AECOM

Figure 2-7: Alternative C1 Alignment and Initial Screening



Source: AECOM

Figure 2-8: Alternative C2 Alignment and Initial Screening

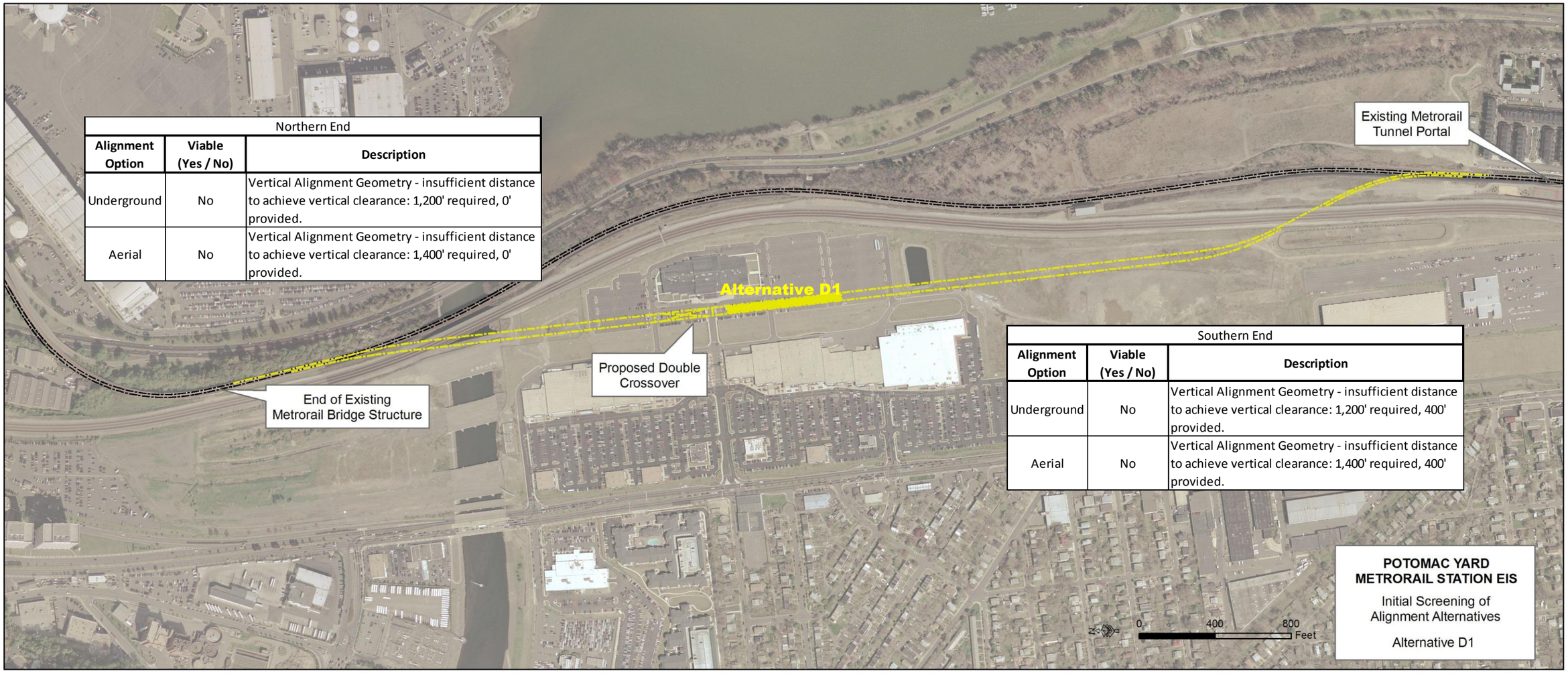


Northern End		
Alignment Option	**Viable (Yes / No)**	**Description**
Underground	No	Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: 1,200' required, 0' provided.
Aerial	No	Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: 1,400' required, 0' provided.

Southern End		
Alignment Option	**Viable (Yes / No)**	**Description**
Underground	No	Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: 1,200' required, 350' provided.
Aerial	No	Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: 1,400' required, 350' provided.

Source: AECOM

Figure 2-9: Alternative D1 Alignment and Initial Screening

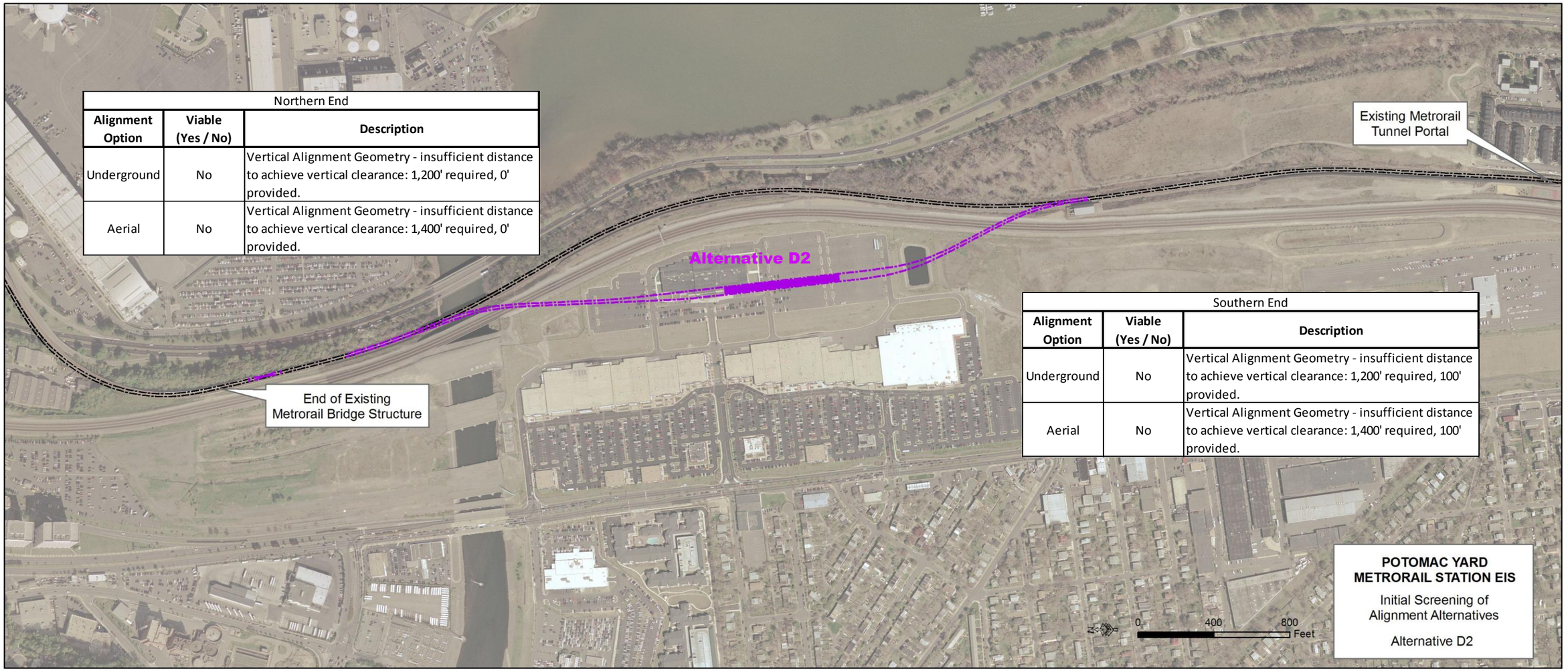


Northern End		
Alignment Option	**Viable (Yes / No)**	**Description**
Underground	No	Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: 1,200' required, 0' provided.
Aerial	No	Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: 1,400' required, 0' provided.

Southern End		
Alignment Option	**Viable (Yes / No)**	**Description**
Underground	No	Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: 1,200' required, 400' provided.
Aerial	No	Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: 1,400' required, 400' provided.

Source: AECOM

Figure 2-10: Alternative D2 Alignment and Initial Screening



Source: AECOM

Figure 2-11: Alternative D3 Alignment and Initial Screening

Source: AECOM

2.3.6 Technically Feasible Zones

The technical screening demonstrates that, for the alternatives deemed feasible, there could be multiple minor refinements in terms of design and configuration. Thus the concept of a "technically feasible zone" was developed for each group of alternatives. This term describes a zone within which a station could feasibly be located, but does not include areas that may be needed for connecting track. The technically feasible zone for each group of alternatives is described below and depicted in **Figure 2-12**. These zones will be carried into the environmental and community impact screening.

Zone A

The technically feasible zone in the vicinity of Alternative A is constrained by the available tangent (length of straight track) for a station.

Zone B

The technically feasible zone in the vicinity of the B alternatives is constrained by the ability to construct new track so that there is sufficient tangent for a station, and tie the new track back into existing track without requiring the Blue and Yellow lines to be out of service for longer than 76 hours.

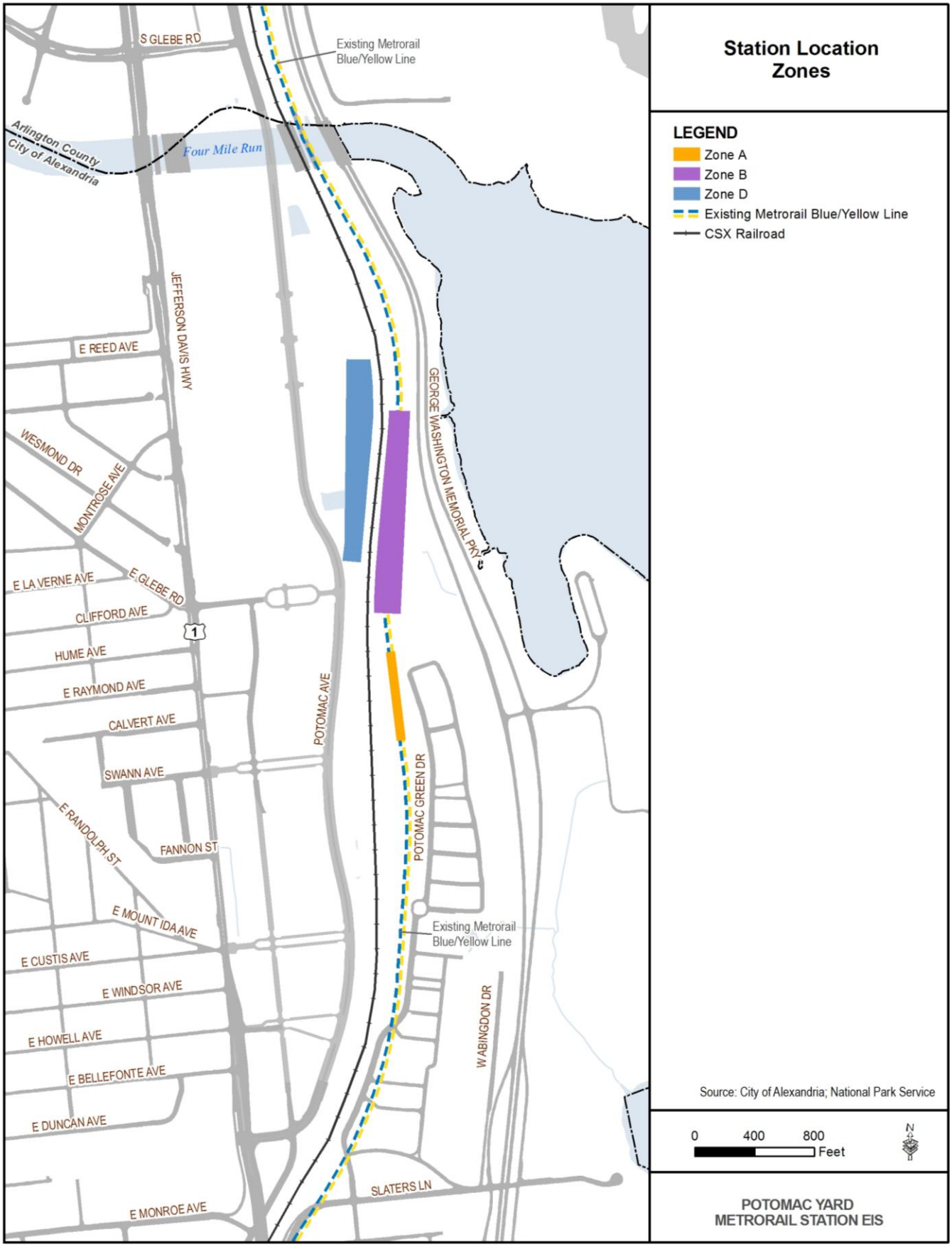
Zone C

Based on the technical criteria, the only technically feasible zone for a Metrorail station west of the CSXT tracks is Zone D, described below. It would not be possible to locate a station closer to U.S. Route 1: given the required vertical alignment and clearances, the curves required to reach the Alternative C locations from the existing Metrorail alignment would be too tight to allow for the 45 mph minimum speed. Therefore, there is no technically feasible zone for the C alternatives.

Zone D

The technical feasibility of alternatives west of the CSXT tracks is constrained by the ability to tie back into the existing Metrorail tracks, the minimum horizontal curve required to achieve a 45 mph speed, and the ability to achieve the vertical clearance needed to cross over the CSXT tracks. The tie-in must be at the end of the aerial structure that leads to the Ronald Reagan National Airport Station, because tying in on the aerial structure would require a service outage of approximately three to six weeks, beyond the acceptable 76-hour maximum closure period. In addition, approaching the tie-in to the existing Metrorail mainline from the west side of the existing tracks is not possible given the proximity of the existing CSXT tracks.

Figure 2-12: Technically Feasible Station Location Zones



3.0 INITIAL SCREENING RESULTS

3.1 Initial Screening Matrix

Table 3-1, below, shows the initial screening results for the alternatives included in the *Potomac Yard Metrorail Station Concept Development Study* and those suggested during the public scoping process.

Table 3-1: Summary of Results

Alternative		Responsiveness to Project Purpose and Need	Consistency with Land Use and Development Plans	Technical Feasibility
Metrorail Station Alternative A	underground	Yes	Yes	No
	at-grade	Yes	Yes	Yes
	aerial	Yes	Yes	No
Metrorail Station Alternative B1	underground	Yes	Yes	No
	at-grade	Yes	Yes	Yes
	aerial	Yes	Yes	No
Metrorail Station Alternative B2	underground	Yes	Yes	No
	at-grade	Yes	Yes	Yes
	aerial	Yes	Yes	No
Metrorail Station Alternative B3	underground	Yes	Yes	No
	at-grade	Yes	Yes	Yes
	aerial	Yes	Yes	No
Metrorail Station Alternative C1	underground	Yes	Yes	No
	at-grade	Yes	No	-
	aerial	Yes	Yes	No
Metrorail Station Alternative C2	underground	Yes	Yes	No
	at-grade	Yes	No	-
	aerial	Yes	Yes	No
Metrorail Station Alternative D1	underground	Yes	Yes	No
	at-grade	Yes	No	-
	aerial	Yes	Yes	No
Metrorail Station Alternative D2	underground	Yes	Yes	No
	at-grade	Yes	No	-
	aerial	Yes	Yes	No
Metrorail Station Alternative D3	underground	Yes	Yes	No
	at-grade	Yes	No	-
	aerial	Yes	Yes	Yes
Metrorail Station Alternative E1	underground	No	-	-
	at-grade	No	-	-
	aerial	No	-	-
Metrorail Station Alternative E2	underground	No	-	-
	at-grade	No	-	-
	aerial	No	-	-
VRE Station Alternative		No	-	-
Bus Alternative		No	-	-
Parking Garage Alternative		No	-	-

3.2 Alternatives Eliminated from Further Consideration

The following alternatives were eliminated from further consideration:

Bus Alternative, Metrorail Station Alternatives E1 and E2, VRE Station Alternative, and Parking Garage Alternative

The alternatives did not pass the initial screening. They did not respond to the project purpose and need.

The Bus Alternative would not establish a new access point to the regional Metrorail system and therefore would not enhance Metrorail access, serve population and employment growth, or accommodate travel demand to and from Potomac Yard.

Metrorail Station Alternative E1, located in Old Town Alexandria, and Metrorail Station Alternative E2, located in the West End of Alexandria, would not enhance Metrorail access, provide direct transit service, accommodate travel demand, or support safer travel modes in the Potomac Yard area. In addition, these alternatives would not support WMATA's system development plans or regional long-range transportation plans.

The VRE Station Alternative would not provide all-day or frequent access to the Metrorail system and would only serve a small portion of existing and potential transit users.

The Parking Garage Alternative would not address the need to accommodate travel demand in the U.S. Route 1 corridor or improve transit access to the Potomac Yard area.

Metrorail Station Alternatives C1, C2, D1, D2, and D3 (at-grade options)

The alternatives did not pass the initial screening. They were not consistent with land use and development plans. The at-grade alignments for Alternatives C1, C2, D1, and D2 through Potomac Yard would conflict with the goal of pursuing a comprehensive multi-modal approach to transportation, because they would require grade separated crossings and disrupt the planned street grid. The at-grade alignment for Alternative D3 would displace or disrupt access to a planned park and recreational trail and would potentially isolate the proposed parkland and trail between the realigned Metrorail line and the existing CSXT freight line.

Metrorail Station Alternatives A, B1, B2 and B3 (aerial and underground options); C1, C2, D1, and D2 (aerial and underground options); D3 (underground option)

The alternatives did not pass the initial screening. They were not technically feasible.

The horizontal alignments for the underground and aerial options for Alternatives A, B1, B2, and B3 locate on or in close proximity to the existing alignment. Construction above or below the existing track would require the Blue and Yellow line to be taken out of service for most of the construction period, which could take 6 to 18 months. This would be far beyond the 76-hour maximum closure period established by WMATA.

The proposed horizontal alignments for the aerial and underground options for Alternatives C1, C2, D1, and D2 do not provide sufficient distances to achieve the vertical separation required to meet the design criteria clearance over and under the CSXT line and under Four Mile Run at the northern end, or under and over the CSXT line at the southern end.

The proposed horizontal alignment for the underground option for Alternative D3 does not provide sufficient distance to achieve the vertical separation required to meet the design criteria clearance under Four Mile Run.

4.0 NEXT STEPS

As noted in Section 1.1, the refinement of the alternatives resulting from scoping will take place in two steps. The results of the screening assessed the feasibility of the alternatives and are documented in Sections 2.1 through 2.4.

The screening resulted in the determination that the at-grade options for Alternatives A, B1, B2, and B3 are feasible, and that the aerial option for Alternative D3 is feasible. Because each of these alternatives could include slight variations in location and still be feasible, a "technically feasible zone" was identified for each.

Next steps, as illustrated in **Figure 4-1**, include determining the station design and configurations within each technically feasible zone for a station. These station designs and configurations, including associated track, ancillary and auxiliary facilities, will be determined based on minimizing social, environmental, and economic impacts, while maximizing the potential benefits of a Metrorail station.

Specifically, the next step in the refinement of alternatives will identify station design and configurations based on the following considerations:

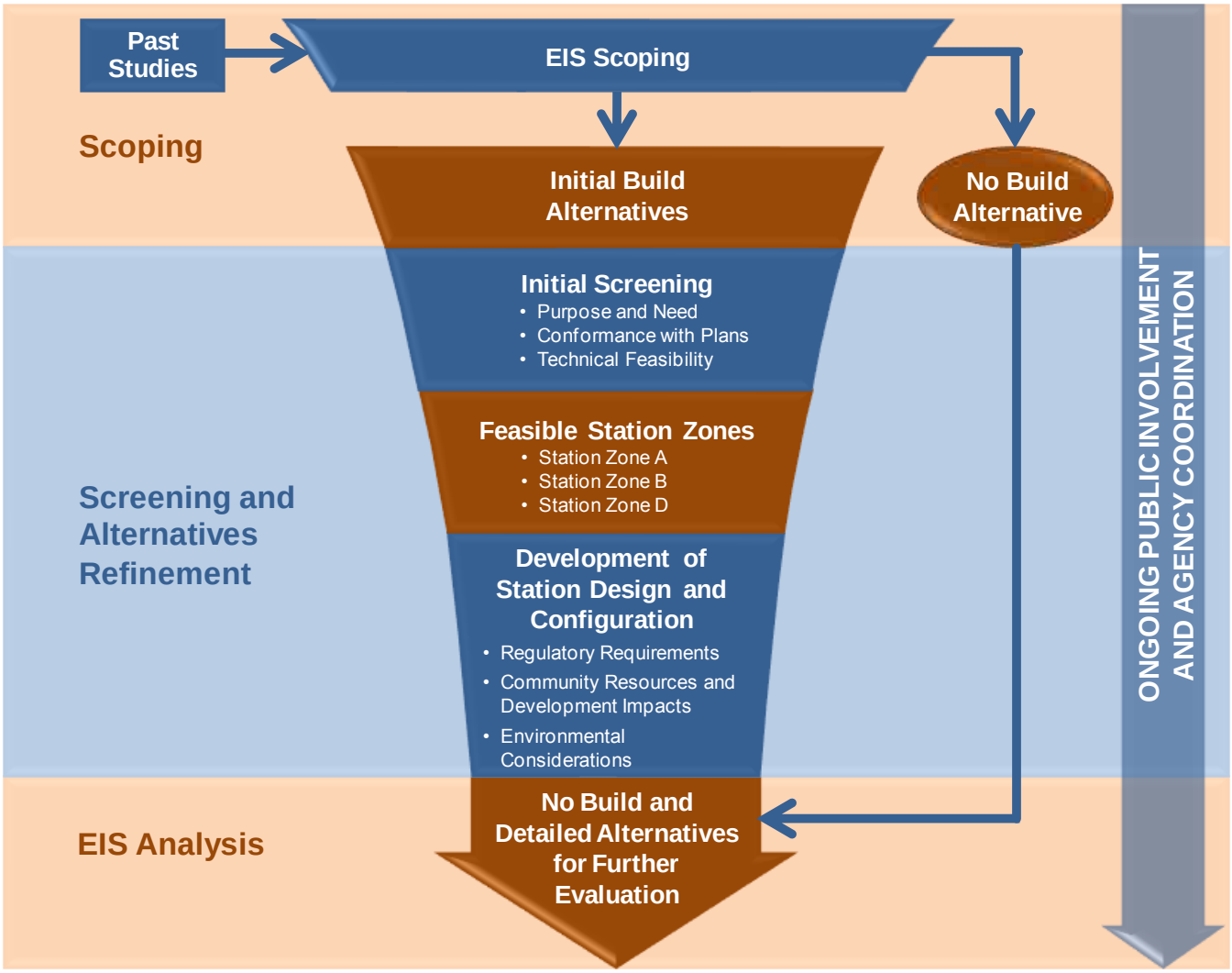
- *Regulatory Requirements*: How might various station locations affect resources that are regulated by local jurisdictions, the Commonwealth of Virginia, or the federal government? Based on initial analysis and concerns raised by the public and agencies during scoping, these resources are likely to include wetlands, floodplains, water quality, parkland, and cultural resources.

- *Impacts to Community Resources and Development*: How might potential station locations within each zone affect existing development, development plans, and community resources?

- *Environmental Considerations*: How might potential station locations affect other environmental impacts that were identified as key considerations during the project scoping process? This includes issues such as visual resources, acquisitions and displacements, noise and vibration, air quality, contaminated materials, transportation, and safety and security.

The result of this refinement of alternatives will be detailed station plans, inclusive of track alignments, that will be carried forward for evaluation in the Draft Environmental Impact Statement.

Figure 4-1: Refinement of Alternatives



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APPENDIX A:
ANALYSIS OF TECHNICAL FEASIBILITY OF ALTERNATIVES

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APPENDIX A: TECHNICAL FEASIBILITY

Memorandum

Date: **May 2, 2011**

By: Steve Kley, PE (AECOM)

To: Mark Niles, AICP (AECOM)

Subject: **Potomac Yard Metrorail Station EIS, Technical Review of Trackwork Alignment Alternatives.**

This document serves as a memorandum, describing the process followed in performing the technical feasibility analysis review of the Potomac Yard Metrorail Station Alignment Alternatives. The analysis was performed by myself and others under my supervision.

The objective was to evaluate for engineering feasibility, each track alignment alternative as provided in the document titled, "Technical Memorandum, Analysis of Station Location Alternatives", dated May 15, 2009, and an additional alternative added during a scoping meeting in February 2011. For purposes of this analysis, the track design was reviewed to determine compliance with design criteria, and constructability requirements.

Prior to beginning the analysis, relevant design criteria were compiled. As well, constructability requirements were defined, and AECOM met with WMATA personnel to discuss and verify these requirements. That criteria and assumptions are included in Section 1.0 of this Document.

Alignments A, B1, B2, B3, C1, C2, D1, D2, as provided in .dwg format, were evaluated for underground, at grade and aerial options. Alignment D3, was sketched based on meeting notes and was evaluated for underground at grade and aerial options. Existing WMATA Blue and Yellow alignment horizontal and vertical alignment were provided in .dwg format, and used to establish line and grade at tie in locations. Contour information was provided and used to develop existing ground elevations. CSXT top of rail elevations, and the depth elevation of Four Mile Run were not provided.

Based on the analysis, the following was determined:

1. Alignment options A, B1, B2, and B3, all at grade are feasible, noting that each option involves some level of construction phasing challenges.
2. Alignment options A, B1, B2, and B3, underground and aerial are not feasible due to constructability issues.
3. Alignment options C1, C2, D1, and D2 underground, aerial, and at grade are not feasible due to vertical clearance criteria, and constructability issues.
4. It appears that alignment option D3 can be developed to meet the technical criteria requirements.

Detailed findings of the analysis are provided in an Evaluation Table and supporting graphics which are included as Sections 2.0 and 3.0 of this memorandum.

1.0 DETAILED TECHNICAL CRITERIA

The technical feasibility evaluation measures focus on the WMATA design criteria document, WMATA Manual of Design Criteria (WMDC), and relevant CSXT Crieria as related to horizontal alignment, vertical alignment, clearance required, and construction phasing. Additional criteria are based on standards set as part of the 2010 *Potomac Yard Metrorail Station Concept Development* Study, experience from the Dulles Metrorail Extension project, and applicable Virginia standards for bridge clearance. Design criteria elements used to evaluate the alignments are defined and described as follows:

1.1 General Constraints

A. The Consultant has identified the following existing elements which will be considered as physical constraints, and as such, are assumed not be modified in this study:

   i. Maintain existing roadway lines and grades.

   ii. Maintain existing CSXT track lines and grades.

   iii. North tie-in: Maintain existing Metrorail Airport Station location, and meet alignment criteria adjacent to the station.

   iv. South tie-in: Maintain existing portal configuration near Potomac Greens Drive and Fitzhugh Way.

B. The Consultant has identified the following general assumptions/criteria for use in developing alignment alternatives:

   i. Special Trackwork: Each Alternative shall consider installation of a double Number 8 cross-over on one end of the proposed station platform. If physical constraints preclude inclusion of the cross-over, the alignment shall not be considered flawed, however a notation shall be made for reduction in operational flexibility.

   ii. Inclusion of a pocket track shall not be considered.

   iii. Construction of temporary, parallel trackage necessary for construction phasing is to be minimized. Such alignments shall not encroach on CSXT right-of-way or on environmentally sensitive areas such as National Park Service land.

   iv. For construction of new alignments, CSXT criteria may apply. For location of proposed Metrorail piers or abutments adjacent to CSXT tracks, the abutments / piers must locate parallel to the CSXT alignment. The abutments and piers shall be placed as follows: (Data from CSXT Criteria for Overhead Bridges)

   - 25 feet from nearest track on one side
   - 40 feet from nearest track on the opposite side (to accommodate an additional track)

1.2 Track Speed

A. 75 mph desirable

B. 30 mph absolute minimum

C. Track speed will be set in 5 mph increments at this level of design.

1.3 Horizontal Alignment (Track Layout):

A. Horizontal Tangent Between Curves: (WMDC 11.4.2)

i. 200 feet desirable

ii. 75 feet absolute minimum

B. Horizontal Tangent At Station Platforms:

i. 730 feet total, comprised of:

- 600 feet at the station platform (WMDC 11.4.2)
- 65 feet either end of the station platform (WMDC 11.4.2)

ii. 80 feet minimum between end of station platform and point of switch, special trackwork (WMDC 11.8.4)

C. Horizontal Tangent at Special Trackwork: (WMDC 11.8.4)

i. 80 feet minimum between point of switch and end of station platform as indicated above.

ii. 40 feet minimum between point of switch and point of horizontal curve.

iii. Note that per WMDC 11.8.4, the absolute minimum tangent length of 10 on direct fixation track was not considered in this study due to the level of design of the study.

D. Horizontal Curvature

i. Horizontal curve radius, curve length, superelevation, underbalance, and spiral lengths shall be set to accommodate the minimum Track Speeds as indicated above.

ii. Horizontal curve radius: (WMDC 11.5.1)

- Desired minimum radius: 1000 feet
- Absolute minimum radius: 755 feet
- Radius of adjacent tracks, in double track guideway shall not be concentric. It is desired that the curves maintain the same radius, however, if they must be different, the inside curve radius shall be set greater than the inside curve radius.

iii. Horizontal curve length: (WMDC 11.5.1)

- Minimum curve length shall be the greater of the lengths listed below:
  - Lc= 100 feet.
  - Lc shall not be less than one half the sum of the connecting spiral lengths. (Not in criteria, but good engineering practice).

iv. Superelevation:

- The relationship between Superelevation (Ea), Underbalance (Eu), Track Speed (V), and Curve Radius (R) is defined using the following equation:
  - Eu = (4.011 * V^2/R) – Ea (WMDC 11.6.3)
  - Where Eu is in inches, V is in mph, R is in feet, Ea is in inches
- Underbalance criteria is as follows : (WMDC 11.6.5)
  - Eu desireable: 0 inches
  - Eu maximum: 4 – 1/2 inches absolute maximum
  - Eu shall never be less than 0 inches.
- Superelevation criteria is as follow: (WMDC 11.6.4)

- Ea min = ½ inch
- Ea max in tunnel = 4 inches
- Ea max at grade or on aerial structure = 6 inches.

- When the above mentioned criteria for underbalance and superelevation can not be met, either the curve radius must be increased, or the track speed must be reduced.

E. Spiral Transition Curves

i. All horizontal circular curves shall contain spiral transition curves. Spiral transition curves shall be used to transition both superelevation and lateral acceleration,

ii. Minimum length of spiral curve shall be the greater of the legths as determined by the formula listed as follows: (WMDC 11.5.2)

- Ls = 50 * Ea
- Ls = 1.22 * Eu * V
- Ls = 100 feet
- Where, Ea = superelevation (in), Eu = underbalance (in), V = track speed (mph).

1.4 Vertical Alignment (Track Profile):

A. Vertical Tangent Between Vertical Curves: (WMDC 11.7.5)

i. 100 feet absolute minimum

B. Vertical Tangent At Station Platforms:

i. 730 feet total, comprised of:

- 600 feet at the station platform (WMDC 11.4.2)
- 65 feet either end of the station platform (WMDC 11.4.2)
- Note, WMDC 11.4.2 defines horizontal tangent length. WMDC does not specify vertical tangent lengths in station platforms. However, ADA requirements will require similar tangent lengths.

C. Vertical Tangent at Special Trackwork:

i. All special trackwork components shall locate in vertical tangent.

ii. 40 feet minimum between point of switch and point of vertical curve. (WMDC 11.8.4)

iii. Note that per WMDC 11.8.4, the absolute minimum tangent length of 10 on direct fixation track was not considered in this study due to the accuracy level of design for the study.

D. Vertical Grades: (WMDC 11.7.1)

i. 4.0% maximum except at station platform.

ii. 0.35% minimum at direct fixation and tunnel sections

iii. 0.00% minimum at-grade, ballasted sections

iv. At station platforms, 2.0% maxiumum, 0.35% minimum.

E. Vertical Curves:

i. Minimum length of vertical curve shall be the greater of the legths as determined by the formula listed as follows: (WMDC 11.7.4)

ii. Lvc = (G2-G1) *100

- Where Lvc = minimum vertical curve length
- G2-G1 = algebraic difference of grades in percent

iii. Lvc = 200 feet.

- Note: for initial screening/evaluation of alignment and station options, assumed vertical curve begins at a point along the horizontal alignment that is separated by 15 feet from the existing track alignment.

1.5 Special Trackwork

A. Special Trackwork Geometry shall be in accordance with a standard WMATA No. 8 turnout having the following characteristics:

- PS – PITO distance = 30.00 feet
- Turnout angle = 7d9'10"

1.6 Clearances

This measure will consider whether each alternative would have sufficient horizontal clearance from fixed wayside objects or freight trains on adjacent tracks, and whether each alternative would have sufficient vertical clearance when passing over or under features such as the CSXT tracks and Four Mile Run. This measure also includes the depth of tunneling required to pass under Four Mile Run. The WMATA design criteria document, WMATA Manual of Design Criteria (WMDC), will be identified as referenced.

A. Horizontal Clearances:

i. Several WMDC contains various clearance scenareos. The below general criteria shall govern:

- Open Sections, at grade – fenced alignment:
  - 10.5 feet, centerline of track to face of fence in horizontal tangent. (WMDC 11.12.4)
  - 12 feet centerline of track to face of fence in horizontal curve.
- Tunnel and Elevated structures:
- At this level of design, horizontal clearance at these type of alignment typies shall not be considered. However, the overall guideway widths shall be assumed to extend 12 feet from centerline of outside tracks.

ii. Horizontal Clearance to existing roadways:

- Open Sections, at grade – Same as open sections at grade – fenced alignment.
- Open Sections, at grade – adjacent to CSXT trackage:
  - 50 feet centerline of Metrorail track to centerline of CSXT track. Assumes provision for future CSXT track at 15 feet offset to existing track, 25 feet clear from future CSXT track to 1.5 foot wide by 6 foot high crashwall and 8.5 feet clear from crashwall to Metrorail track.(While not written criteria, the Consultant has experienced this direction from CSXT on previous projects.

B. Vertical Clearances – Metrorail over facility – STRUCTURAL DEPTH

i. For purposes of this study, the following assumptions will be made with respect to the relationship between top of rail, Metrorail, and bottom of Metrorail bridge structure:

ii. Span length up to 120 feet:

- 10 feet (from Dulles Extension Project)

iii. Span length between 120 feet and 150 feet (WMATA maximum structure length):

- 12 feet (from Dulles Extension Project)

C. Vertical Clearances – Metrorail over facility – CLEARANCES

i. Minimum clear dimension to roadway in the state of Virginia:

- 16.5 feet

ii. Minimum clear dimension to top of rail CSXT track:

- 23 feet (Data from CSXT Criteria for Overhead Bridges)

D. Vertical Clearances – Metrorail under roadway or railroad

i. 23 feet

E. Vertical Clearances – Metrorail under FAA height restriction

i. Metrorail alignment including station elements shall not be placed greater than 80 feet above existing ground to meet the requirements of the FAA height restrictions associated with Ronald Reagan Washington National Airport

F. Vertical Clearance – Metrorail in tunnel under CSXT

i. 25 feet, top of Metrorail to top of CSXT rail.

G. Vertical Clearance – Metrorail in tunnel under Four Mile Run Waterway

i. 40 feet, from normal water surface elevation to top of rail

1.7 Track Centers:

A. In double track, guideway, where no obstruction exists between tracks, the track centers shall be set at 14 feet apart. Adjustment for chording in horizontal curvature shall not be considered at this level of design, however, adjacent curves shall be set with equal radius (not concentric), so the widening of track centers due to this method of curve design should be sufficient.

B. In single guideway, where physical barriers locate between tracks, the horizontal clearance criteria shall apply for clearance adjacent to track.

C. In double track guideway in adjacent tunnel structures, the track / tunnel sections shall be set based on the existing soil structure, and tunnel width. Due to the limited knowledge of the existing soil conditions at this level of design, track centers in this type of guideway shall be set at 40 feet minimum.

D. At center station platforms, track centers shall be set 40.454 feet apart.

E. At side station platforms, track centers shall be as indicated in 1.7 A. above.

1.8 Constructability and Phasing:

This measure reviews whether construction of each alternative would result in service disruptions, to existing infrastructure, including:

A. Blue and Yellow Line Metrorail service between the Ronald Reagan National Airport and Braddock Road Metrorail stations.

- Note: A Metrorail service disruption is considered major if it exceeds 52 hours (a typical weekend track outage).

B. Existing roadways

C. Existing CSXT railroad

D. Other Infrastructure Elements:

i. Utilities

ii. Businesses

This measure also considers whether there are any impediments to construction at a specific site, including the ability to bring materials or equipment to the site, and available space for construction staging.

2.0 DETAILED TABLE OF INITIAL TECHNICAL SCREENING

Table A-1: Technical Feasibility

Track Alignment and Clearance Technical Feasibility		Meets Technical Requirements	Complies with General Constraints	Complies with Track Speed Criteria	Complies with Horizontal Track Alignment Criteria	Complies with Vertical Track Alignment Criteria	Includes Special Trackwork	Complies with Horizontal Clearance Criteria	Complies with Vertical Clearance Criteria	Complies with Track Center Criteria	Constructability and Phasing Difficulty (Minor, Moderate, Major, and Fatal Flaw)
Metrorail Station Alternative A	underground	No - Constructability	-	-	-	No -Proposed horizontal alignment matches existing horizontal alignment. Requires closing existing Metrorail Yellow and Blue lines for entire construction cycle.	-	-	-	-	Fatal Flaw - Require Closing Exisiting Metrorail Yellow and Blue Lines for Entire Construction Cycle
	at grade	Yes – Constructability limitations	Yes	Yes	Yes	Yes, However requires significant (about 3000') of re-profiling existing track to achieve proposed vertical alignment. Would require staging plan that phased the vertical re-profiling in multiple outages.	Yes	Yes	Yes	Yes	Major - 1. Station Construction Activities Adjacent to Live Metrorail and CSXT railroad 2. Re-Profiling 3000' (+) of Live Track To Achieve Vertical Criteria.
	aerial	No - Constructability	-	-	-	No - Proposed horizontal alignment matches existing horizontal alignment. Requires closing existing Metrorail Yellow and Blue lines for entire construction cycle.	-	-	-	-	Fatal Flaw - Require Closing Exisiting Metrorail Yellow and Blue Lines for Entire Construction Cycle
Metrorail Station Alternative B1	underground	No - Constructability	-	-	-	No - Proposed horizontal alignment locates within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.	-	-	-	-	Fatal Flaw - Require Closing Exisiting Metrorail Yellow and Blue Lines for Entire Construction Cycle
	at grade	Yes – Constructability limitations	Yes	Yes	Yes	Yes- Requires lengthy shifting of existing alignment (up to 1800'). Would require staging plan that phased shifting each track under separate outages.	Yes	Yes	Yes	Yes	Major - Requires Legthy (up to 1800+ feet) Alignment Shifts. These Alignment Shifts Will be Difficult to Achieve in the 52 Hour Outage / Window.
	aerial	No - Constructability	-	-	-	No - Proposed horizontal alignment locates within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.	-	-	-	-	Fatal Flaw - Require Closing Exisiting Metrorail Yellow and Blue Lines for Entire Construction Cycle

Track Alignment and Clearance Technical Feasibility		Meets Technical Requirements	Complies with General Constraints	Complies with Track Speed Criteria	Complies with Horizontal Track Alignment Criteria	Complies with Vertical Track Alignment Criteria	Includes Special Trackwork	Complies with Horizontal Clearance Criteria	Complies with Vertical Clearance Criteria	Complies with Track Center Criteria	Constructability and Phasing Difficulty (Minor, Moderate, Major, and Fatal Flaw)
Metrorail Station Alternative B2	underground	No - Constructability	-	-	-	No - Proposed horizontal alignment locates within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.	-	-	-	-	Fatal Flaw - Require Closing Exisiting Metrorail Yellow and Blue Lines for Entire Construction Cycle
	at grade	Yes – Constructability limitations	Yes	Yes	Yes	Yes - Requires lengthy shifting of existing alignment (up to 1400'). Would require staging plan that phased shifting each track under separate outages.	Yes	yes - HOWEVER, station Ancillary Facilities Will Need to be Tight on West Side, Adjacent to CSXT. Clear Distance From CSXT to Back of Platform is About 63', Criteria Allows 50'.	Yes	Yes	Major - Requires Legthy (up to 1400+ feet) Alignment Shifts. These Alignment Shifts Will be Difficult to Achieve in the 52 Hour Outage / Window.
	aerial	No - Constructability	-	-	-	No - Proposed horizontal alignment locates within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.	-	-	-	-	Fatal Flaw - Require Closing Exisiting Metrorail Yellow and Blue Lines for Entire Construction Cycle
Metrorail Station Alternative B3	underground	No - Constructability	-	-	-	No - Proposed horizontal alignment locates within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.	-	-	-	-	Fatal Flaw - Require Closing Exisiting Metrorail Yellow and Blue Lines for Entire Construction Cycle
	at grade	Yes	Yes	Yes	Yes	Yes - Requires shifting existing alignment to achieve proposed alignment at 3 locations. Each shift is up to 550' maximum. Possible option to reduce proposed work, and number of track shifts to 2, at south end of alignment.	Yes	Yes	Yes	Yes	Moderate - Requires Legthy (up to 600+ feet) Alignment Shifts. These Alignment Shifts Will be Challanging to Achieve in the 52 Hour Outage.
	aerial	No - Constructability	-	-	-	No - Proposed horizontal alignment locates within clearance envelope of existing horizontal alignment. Requires existing Metrorail Yellow and Blue lines to be out of service for most of the construction cycle.	-	-	-	-	Fatal Flaw - Require Closing Exisiting Metrorail Yellow and Blue Lines for Entire Construction Cycle

Track Alignment and Clearance Technical Feasibility		Meets Technical Requirements	Complies with General Constraints	Complies with Track Speed Criteria	Complies with Horizontal Track Alignment Criteria	Complies with Vertical Track Alignment Criteria	Includes Special Trackwork	Complies with Horizontal Clearance Criteria	Complies with Vertical Clearance Criteria	Complies with Track Center Criteria	Constructability and Phasing Difficulty (Minor, Moderate, Major, and Fatal Flaw)
Metrorail Station Alternative C1	underground	No– Vertical Clearance and Constructability	No	No	No	No - Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: south end - 1100' required, 350' provided. Constructability: Tie to north end aerial structure requires unacceptable out of service period.	-	-	No-does not provide sufficient distance to achieve clearance under CSXT at south end, 1100' required, 350' provided.	-	North End; Proposed Alignment Requires Reconstruction of Existing WMATA Curved Aerial Structure South of Reagan National Airport, Requiring Extensive Out of Service Period.
	at grade	No– Vertical Clearance and Constructability	-	-	-	No- Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: as indicated in Underground and Aerial options.	-	-	No- south end 1, similar issues to underground options.	-	-
	aerial	No – Vertical Clearance and Constructability	-	-	-	No - Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: south end - 1300' required, 350' provided. Constructability: Tie to north end aerial structure requires unacceptable out of service period.	-	-	No-does not provide sufficient distance to Achieve clearance over CSXT at south end, 1300' required, 350' Provided.	-	-
Metrorail Station Alternative C2	underground	No – Vertical Clearance	No	No	No	No - Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: south end - 1100' required, 350' provided; north end - 1100' required, 0' provided.	-	-	No-does not provide sufficient distance to achieve clearance under CSXT at south end, 1100' required, 350' required, and to achieve clearance under CSXT at the north end 1100' required, 50' provided.	-	-
	at grade	No – Vertical Clearance	-	-	-	No - Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: as indicated in Underground and Aerial options.	-	-	No- south end and north end, similar issues to aerial and underground options.	-	-
	aerial	No – Vertical Clearance	-	-	-	No - Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: south end - 1300' required, 350' provided; north end - 1400' required, 0' provided.	-	-	No-does not provide sufficient distance to achieve clearance over CSXT at south end, 1300' required, 350' Provided.	-	-

Track Alignment and Clearance Technical Feasibility		Meets Technical Requirements	Complies with General Constraints	Complies with Track Speed Criteria	Complies with Horizontal Track Alignment Criteria	Complies with Vertical Track Alignment Criteria	Includes Special Trackwork	Complies with Horizontal Clearance Criteria	Complies with Vertical Clearance Criteria	Complies with Track Center Criteria	Constructability and Phasing Difficulty (Minor, Moderate, Major, and Fatal Flaw)
Metrorail Station Alternative D1	underground	No – Vertical Clearance	No	No	No	No - Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: south end - 1100' required, 350' provided; north end - 1100' required, 0' provided.	-	-	No-does not provide sufficient distance to achieve clearance under CSXT at south end, 1100' required, 350' provided, and to achieve clearance under CSXTat north end; 1100' Required, 0' Provided.	-	-
	at grade	No – Vertical Clearance	-	-	-	No -Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: as indicated in Underground and Aerial options.	-	-	No- south end and north end, similar issues to aerial and underground options.	-	-
	aerial	No – Fatal Flaw – Vertical Clearance	-	-	-	No - Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: south end - 1300' required, 400' provided; north end - 1300' required, 0' provided.	-	-	No-does not provide sufficient distance to achieve clearance over CSXT at south end, 1300' required, 400' provided, and to achieve clearance over CSXT at north end; 1300' Required, 0' provided.	-	-
Metrorail Station Alternative D2	underground	No – Vertical Clearance	No	No	No	No -Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: south end - 1100' required, 100' provided; north end - 1400' required, 0' provided.	-	-	No-does not provide sufficient distance to achieve clearance under CSXT at south end, 1100' required, 100' provided, and to achieve clearance under Four Mile Run and CSXT; 1400' Required, 0' Provided.	Yes	-
	at grade	No – Vertical Clearance	-	-	-	No - Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: as indicated in Underground and Aerial options.	-	-	No- south end and north end, similar issues to aerial and underground options.	-	-
	aerial	No – Vertical Clearance	-	-	-	No - Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: south end - 1300' required, 100' provided; north end - 1300' required, 0' provided.	-	-	No-does not provide sufficient distance to achieve clearance over CSXT at south end, 1300' required, 100' provided, and to achieve clearance over CSXT at north end; 1300' Required, 0' provided.	Yes	-

Track Alignment and Clearance Technical Feasibility		Meets Technical Requirements	Complies with General Constraints	Complies with Track Speed Criteria	Complies with Horizontal Track Alignment Criteria	Complies with Vertical Track Alignment Criteria	Includes Special Trackwork	Complies with Horizontal Clearance Criteria	Complies with Vertical Clearance Criteria	Complies with Track Center Criteria	Constructability and Phasing Difficulty (Minor, Moderate, Major, and Fatal Flaw)
Metrorail Station Alternative D3	underground	No	No	-	-	No- Vertical Alignment Geometry - insufficient distance to achieve vertical clearance: north end – 1400’ required, 900' provided.	-	-	No-does not provide sufficient distance at north to achieve clearance under Four Mile Run; 1400' Required, 900'	-	-
	at grade	No	No	-	-	No – Vertical Alignment Geometry - insufficient distance to achive vertical clearance on west side of CSXT: south end – 1300’ required, 600’ provided, north end – 1300’ required, 250’ provided,	-	-	No-does not provide sufficient distance to achieve clearance under CSXT at south end – 1300’ required, 600’ provided, at north end - 1300' Required, 250'.	-	-
	aerial	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Moderate – construction of aerial structure over existing Metrorail and CSXT will present challanges

3.0 GRAPHICAL ANALYSIS OF ALTERNATIVES C AND D

Figure A-1: Alternative C1 Clearance Envelope Plan and Profile

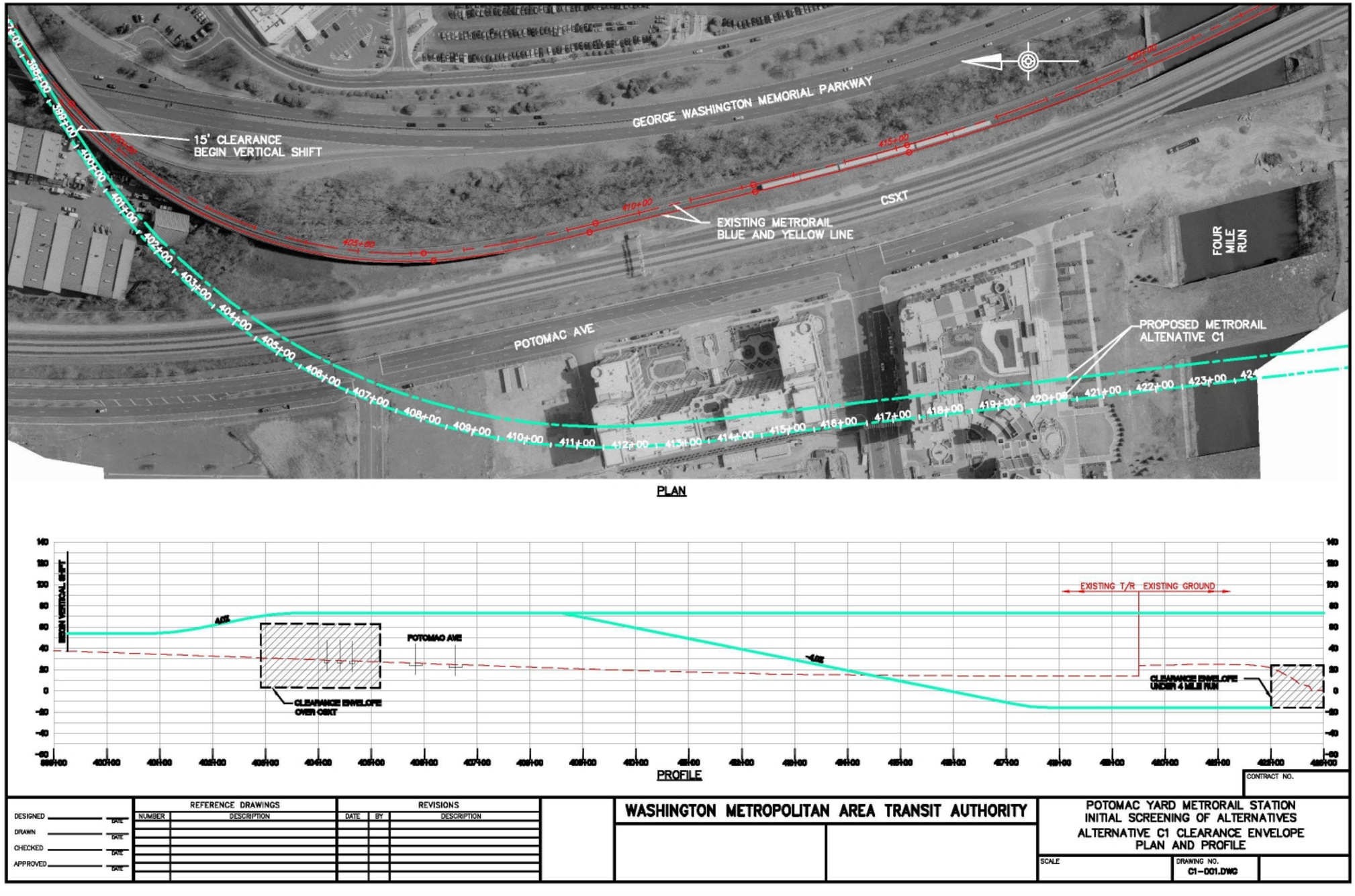


Figure A-2: Alternative C2 Clearance Envelope Plan and Profile

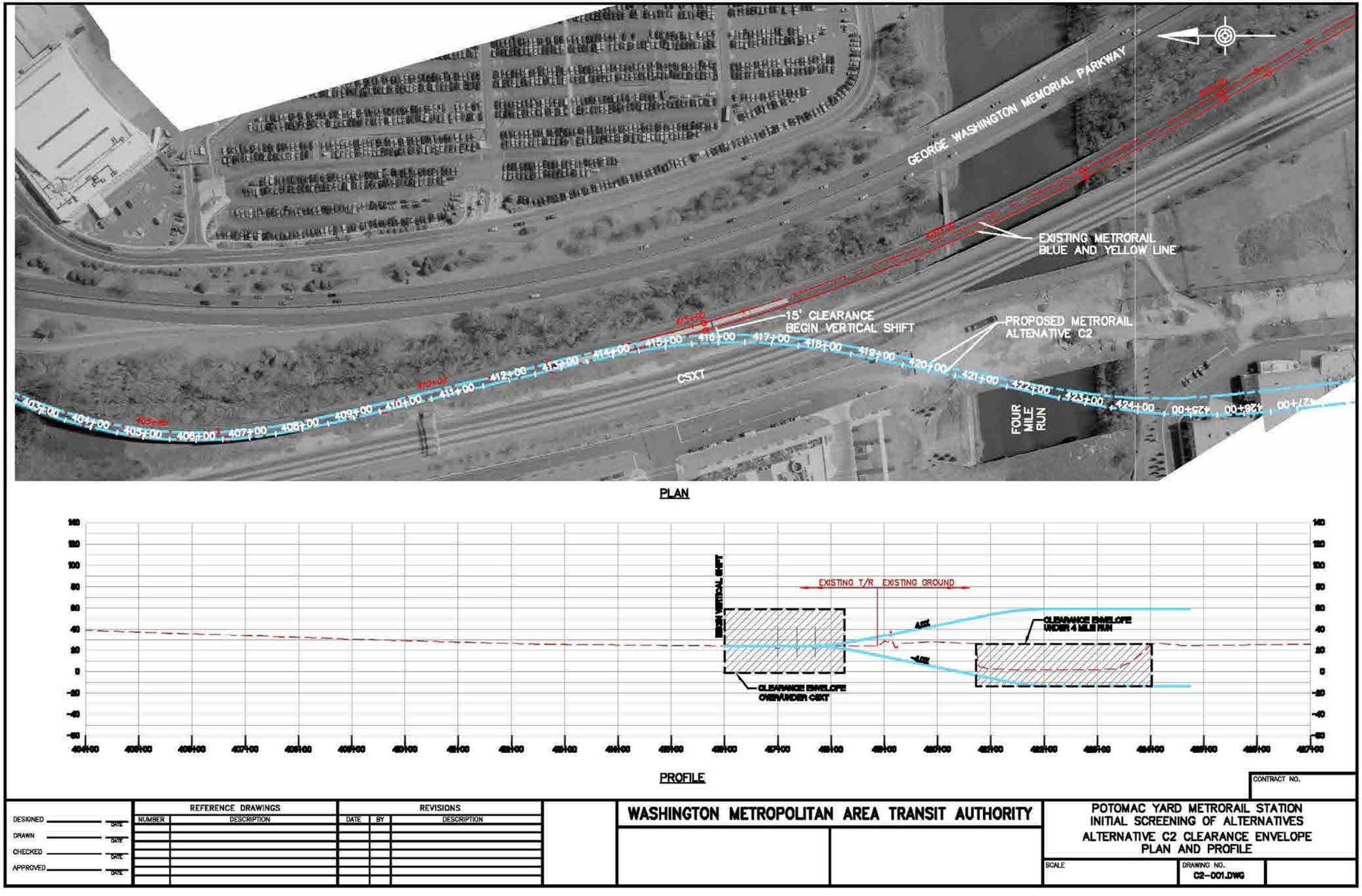


Figure A-3: Alternative D1 Clearance Envelope Plan and Profile

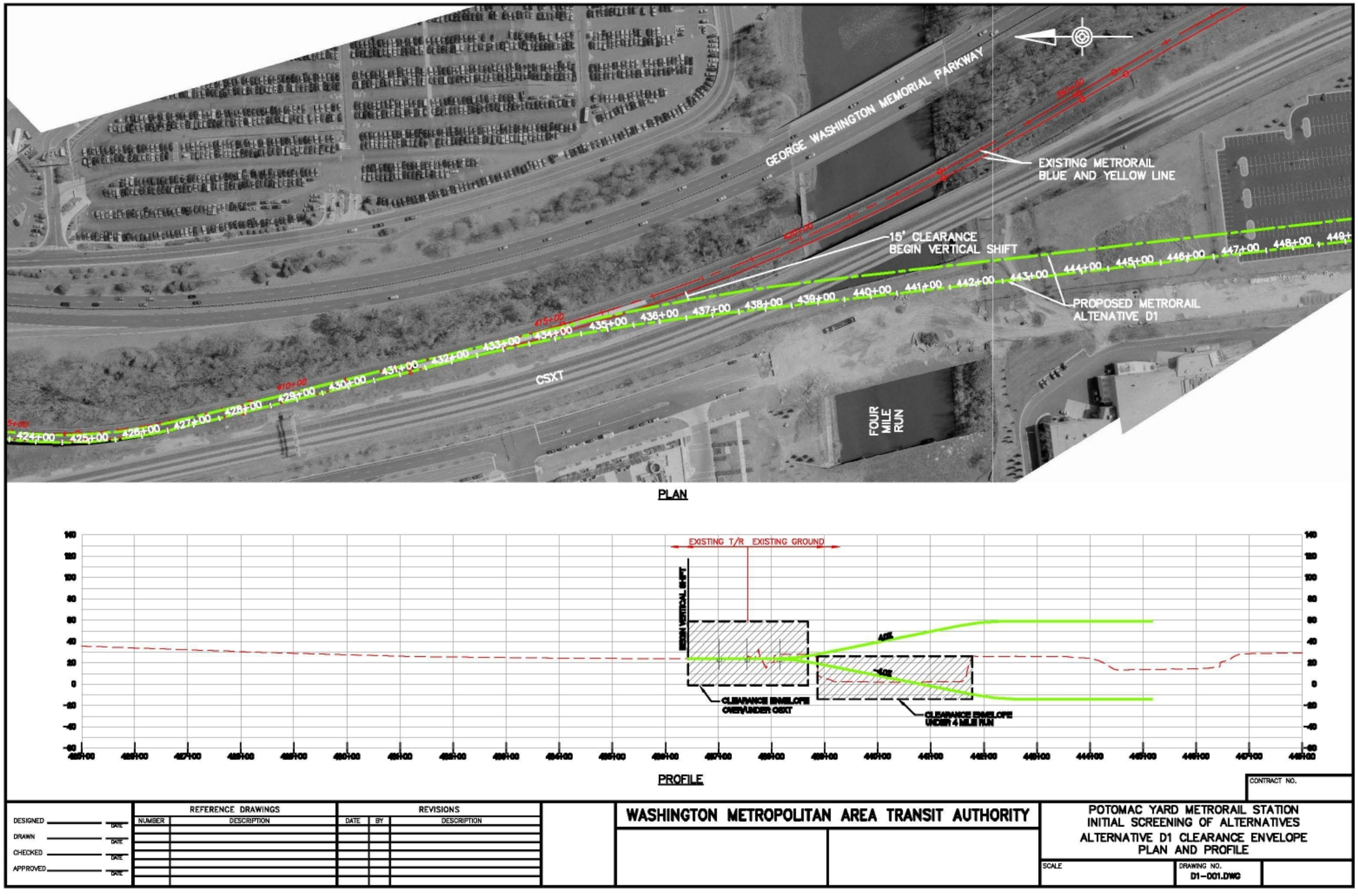


Figure A-4: Alternative D2 Clearance Envelope Plan and Profile

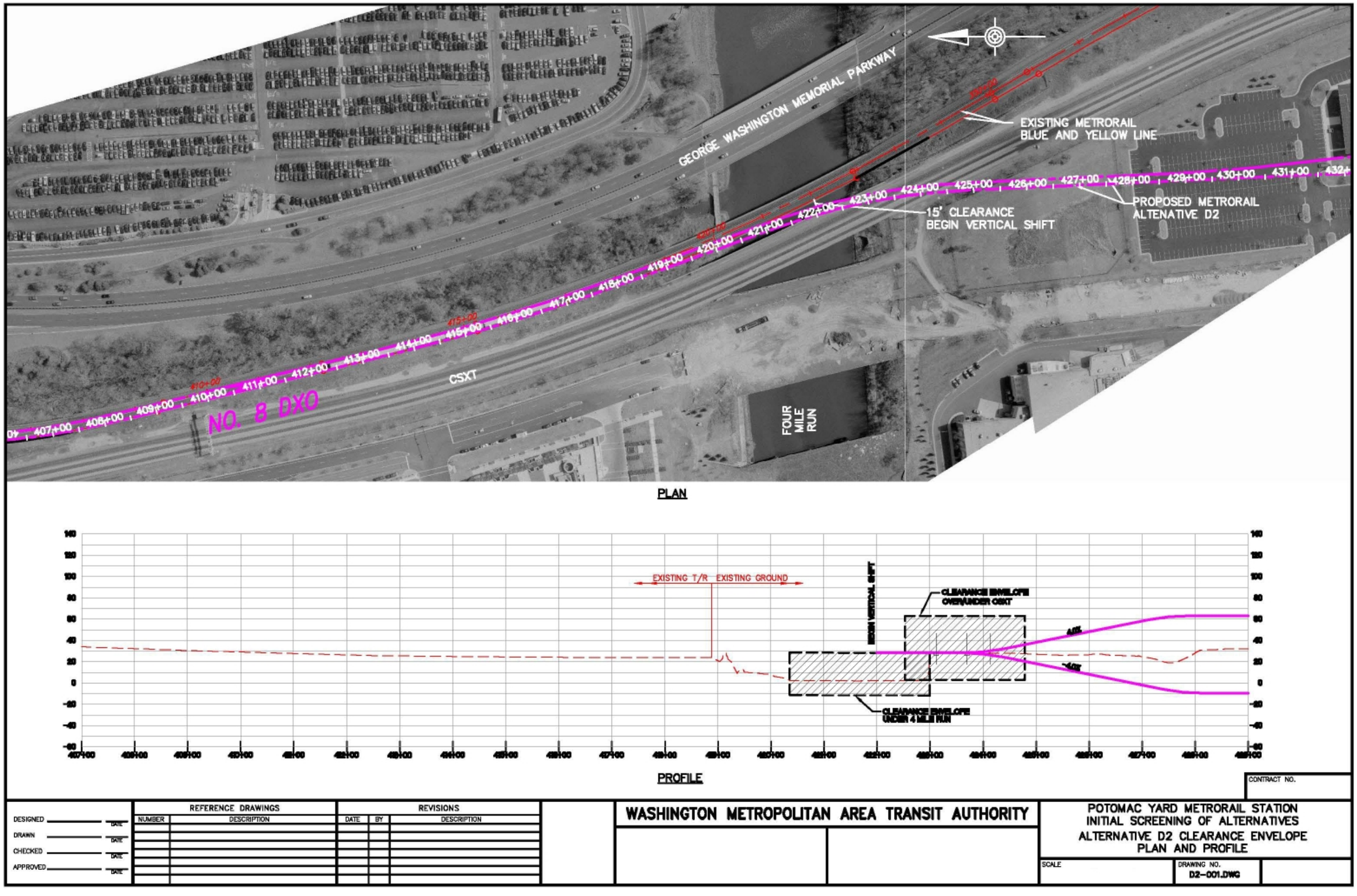


Figure A-5: Alternative D3 Clearance Envelope Plan and Profile (1 of 3)

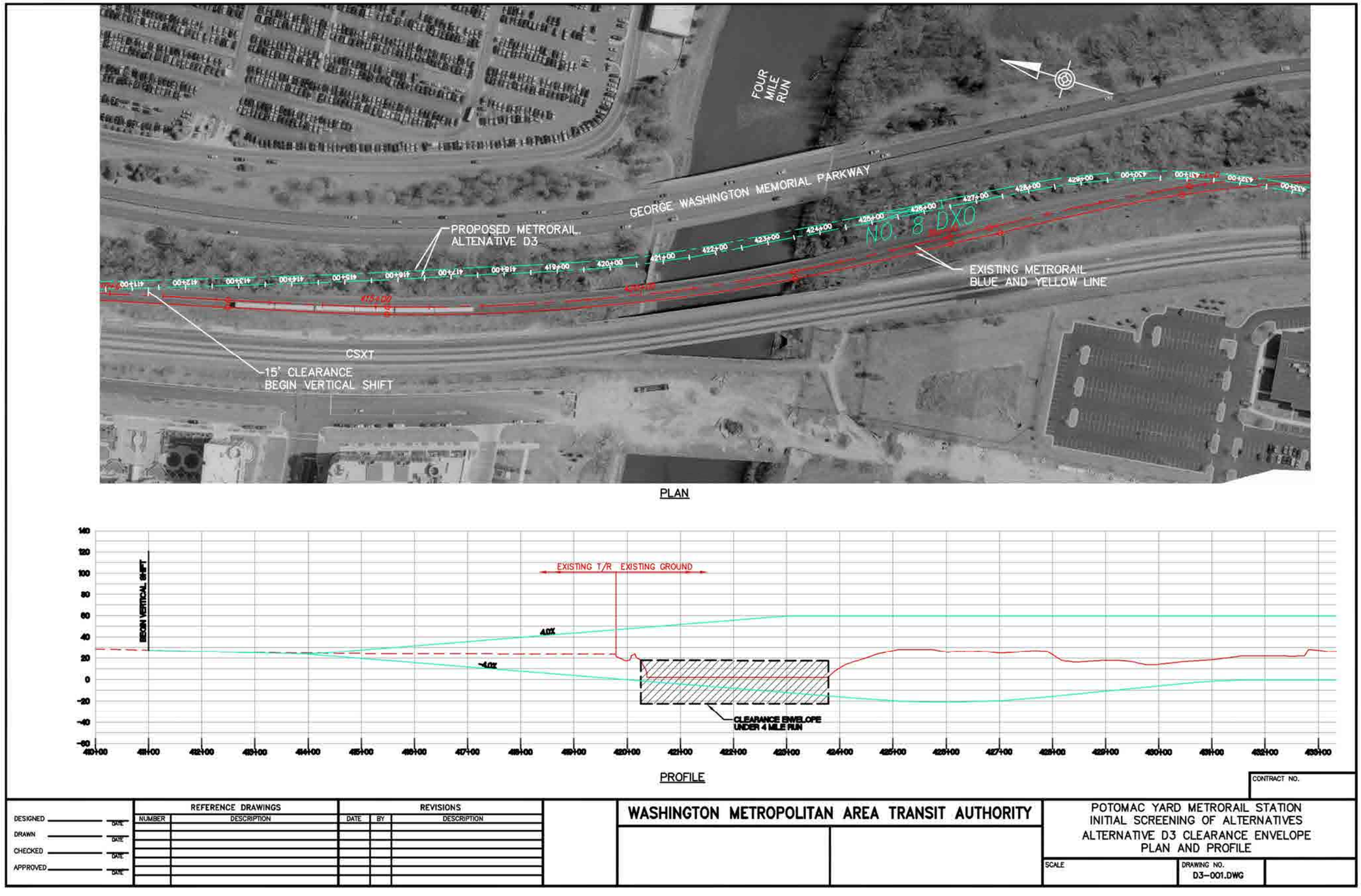
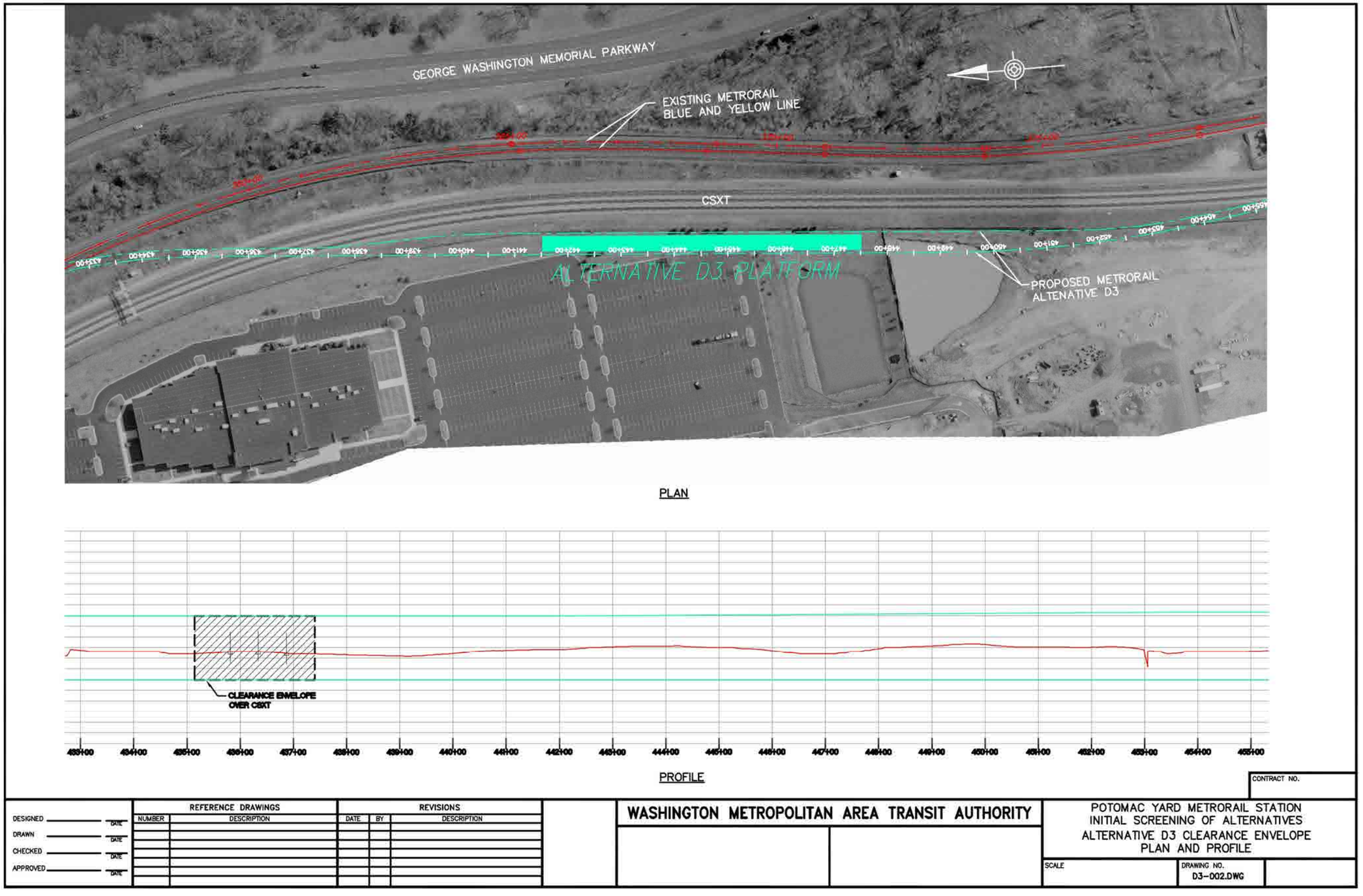
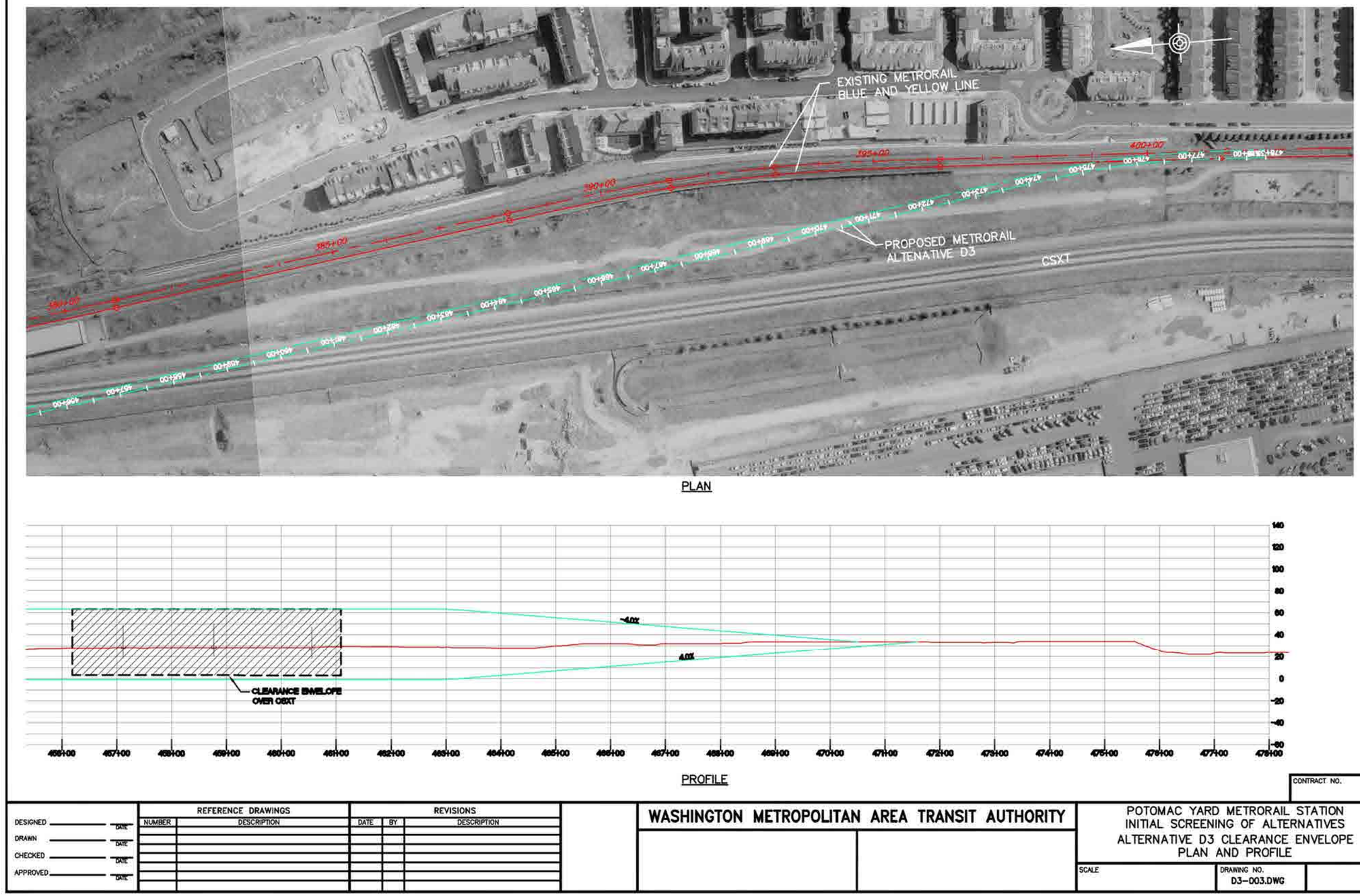


Figure A-6: Alternative D3 Clearance Envelope Plan and Profile (2 of 3)



DESIGNED ____ DATE	REFERENCE DRAWINGS		REVISIONS				WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY	POTOMAC YARD METRORAIL STATION INITIAL SCREENING OF ALTERNATIVES ALTERNATIVE D3 CLEARANCE ENVELOPE PLAN AND PROFILE
DRAWN ____ DATE	NUMBER	DESCRIPTION	DATE	BY	DESCRIPTION			
CHECKED ____ DATE								SCALE / DRAWING NO. D3-002.DWG
APPROVED ____ DATE								CONTRACT NO.

Figure A-7: Alternative D3 Clearance Envelope Plan and Profile (3 of 3)



CONTRACT NO.

DESIGNED / DRAWN / CHECKED / APPROVED (DATE)	REFERENCE DRAWINGS: NUMBER, DESCRIPTION	REVISIONS: DATE, BY, DESCRIPTION

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE D3 CLEARANCE ENVELOPE
PLAN AND PROFILE

SCALE

DRAWING NO. D3-003.DWG

POTOMAC YARD METRORAIL STATION
ENVIRONMENTAL IMPACT STATEMENT

Refinement of Alternatives, Constructability, and Construction Staging Report

April 2012

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

1.0 INTRODUCTION

The Federal Transit Administration (FTA), as the federal lead agency, and the City of Alexandria, as the project sponsor and joint lead agency, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA), and the National Park Service (NPS), are preparing an Environmental Impact Statement (EIS), under the National Environmental Policy Act (NEPA), for the proposed Potomac Yard Metrorail Station (or "the project").

The project proposes the construction of a new Metrorail Station located in the Potomac Yard area within the City of Alexandria along the existing Metrorail Blue and Yellow lines. The station would be located between the Ronald Reagan Washington National Airport station and the Braddock Road Metrorail station. The project would serve existing neighborhoods and retail centers as well as high-density, transit-oriented development planned by the City of Alexandria for Potomac Yard. The project would provide access to the regional Metrorail system for the U.S. Route 1 corridor of northeast Alexandria, which is currently without direct access to the Metrorail system. The purpose of the project is to improve the accessibility of the Potomac Yard area and to provide more transportation choices for current and future residents, employees, and business patrons by establishing a new access point to the regional Metrorail system.

The purpose of this report is to identify alternative station locations and configurations for the Potomac Yard Metrorail Station that will be evaluated in the Draft EIS culminating with a Record of Decision by the lead and cooperating agencies.

This report is organized into five sections:

- **1.0 Introduction**: This section provides a description of the project and the purpose of the document. The section describes previous planning processes, including scoping and the initial screening of alternatives, as well as the refinement of alternatives described more thoroughly in the remainder of this document.
- **2.0 Alternative A**: This section describes Zone A, the refinement process, and constructability and construction staging issues for Alternative A.
- **3.0 Alternative B**: This section describes Zone B, the refinement process, and constructability and construction staging issues for Alternative B.
- **4.0 Alternative D**: This section describes Zone D, the refinement process, and constructability and construction staging issues for Alternative D.
- **5.0 Next Steps**: This section presents describes the next steps in the NEPA process.

1.1 Summary of Scoping and Initial Screening of Alternatives

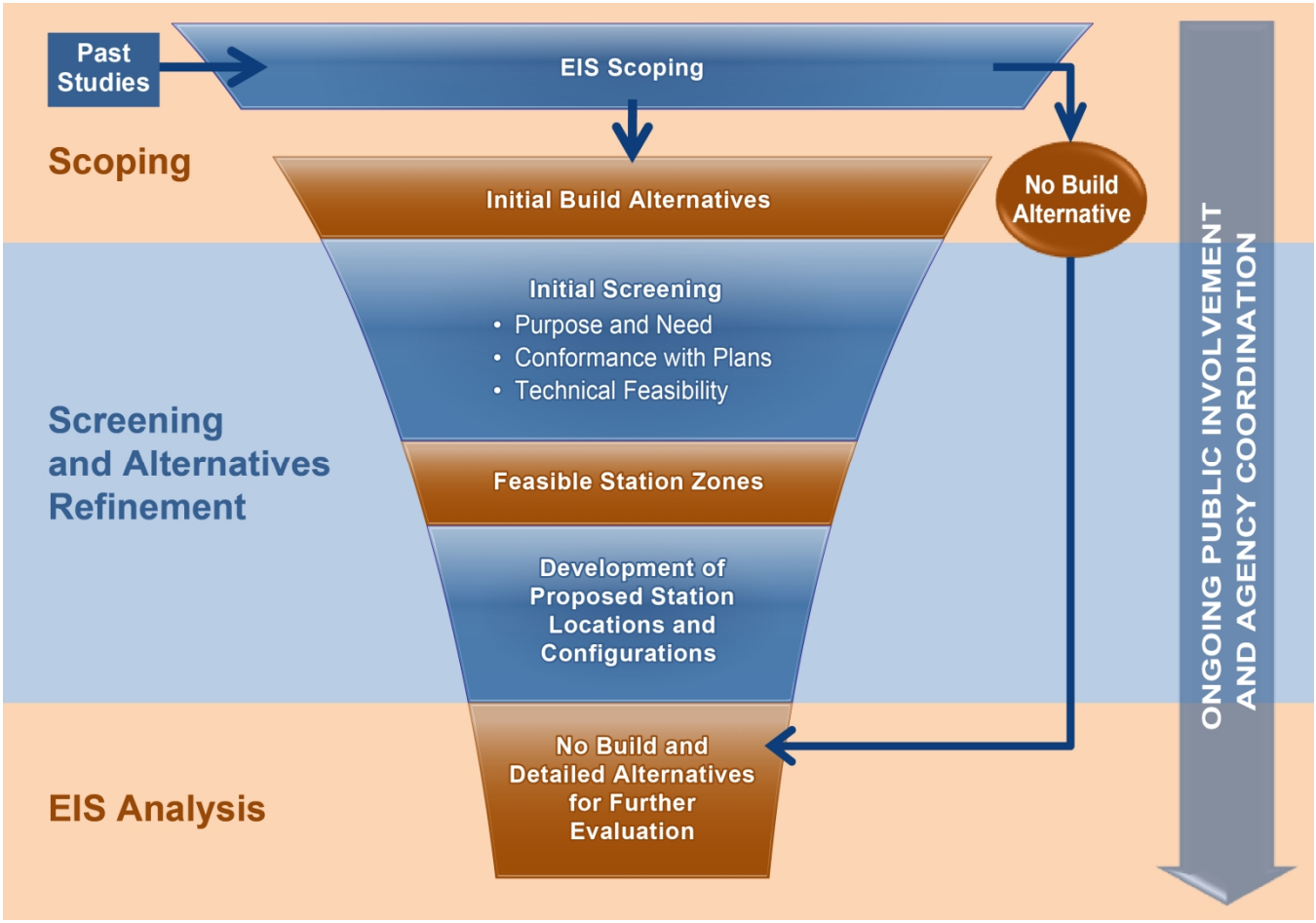
The planning process for the Potomac Yard Metrorail Station began with the *Potomac Yard Metrorail Station Concept Development Study*, which was completed in 2010. All of the alternatives considered in that study were advanced into the scoping phase of the EIS for consideration as part of the NEPA process.

To develop a reasonable range of alternatives to be fully evaluated in the Draft EIS, the alternatives from the *Concept Development Study*, plus additional alternatives suggested during the scoping process, were further refined as part of a two-step process. The previous *Initial Screening of Alternatives* report documented the first step of the refinement process, which screened alternatives based on: 1) responsiveness to project purpose and need; 2) consistency with land use and development plans; and 3) technical feasibility. This report documents the results of the second step of the refinement of alternatives. **Figure 1-1** shows the complete evaluation framework used to refine the alternatives for the Potomac Yard Metrorail Station EIS.

Because each feasible alternative could undergo slight variations in location and still be technically feasible, the initial screening of alternatives led to the identification of three "technically feasible zones." These zones are generalized areas within which a station could be located successfully from a technical feasibility standpoint, based on current understandings. Zones A, B, and D are shown in **Figure 1-2** and described in

Sections 2.1, 3.1, and 4.1. Based on the technical criteria used during the initial screening, it was determined that there is no location in the vicinity of the previously considered Alternatives C1 and C2 that would be technically feasible for the Potomac Yard Metrorail Station. Therefore, a Zone C alternative was not advanced through the initial screening.

Figure 1-1: Refinement of Alternatives



Source: AECOM

1.2 Alternatives Refinement Process

As previously noted, the purpose of the screening and refinement of alternatives was to develop a reasonable range of alternatives to be fully evaluated in the Draft EIS, including the size, location and configuration of the station and associated facilities. While the *Initial Screening of Alternatives* report describes the first stage of the screening and refinement of alternatives process, this document describes the second stage of the process, which identified station locations and configurations that maximize the potential for project benefits while minimizing the potential for adverse impacts.

The size, location, and configuration of the station and associated facilities were determined for each of the alternatives based on technical considerations to minimize track length and complexity; minimize impacts to existing Metrorail facilities; maintain track alignment geometry in accordance with WMATA standards; and comply with CSXT standards for vertical and horizontal clearance.

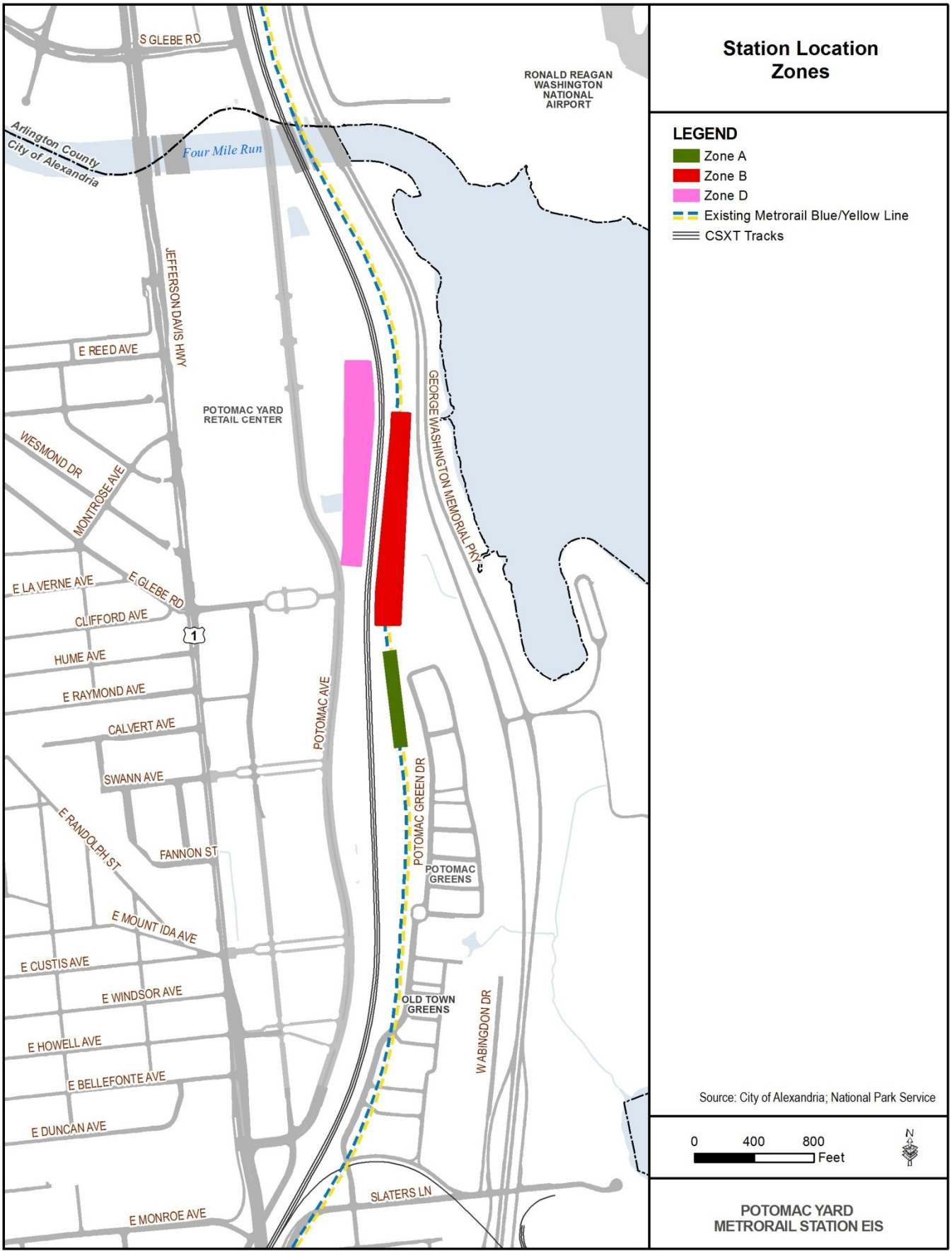
The station locations within each zone were chosen to maximize access to the planned development in Potomac Yard, minimize impacts to the National Park Service (NPS) scenic easement to the north of Potomac Greens, and minimize impact to wetlands. Sections 2.2, 3.2, and 4.2 describe the refinement process for each alternative. **Table 1-1** summarizes the key characteristics of each alternative.

Each alternative was designed to include a standard program of station elements. The configuration of these elements within each station is shown in **Appendix A.** Each alternative includes pedestrian access over the CSXT right-of-way, at each end of the station, and pedestrian access to the Potomac Greens neighborhood at one end of the station.

Table 1-1: Alternatives Characteristics Summary

Alternative	Grade and Layout	Track Work	Facilities for Station Access	Additional Structures Required
A	At-grade, side platform	Minimal track work	Two pedestrian bridges over CSXT right-of-way	
B	At-grade, side platform	Moderate track work	Two pedestrian bridges over CSXT right-of-way, one pedestrian bridge over proposed Metrorail alignment	Structures (retaining wall) to support new track and station
D	Aerial, center platform	Major track work	One pedestrian bridge over CSXT right-of-way	Two aerial structures over CSXT right-of-way, one Metrorail bridge over Four Mile Run, aerial track and supports, and retaining wall replacement on the east and west side of the tracks north of the Metrorail portal. New structure would pass over existing Metrorail tracks, which would be removed following construction.

Figure 1-2: Technically Feasible Station Location Zones



2.0 ALTERNATIVE A

2.1 Description of Zone A

Zone A is located between the CSXT right-of-way and the north end of the Potomac Greens neighborhood.

2.2 Alternative A Refinement

The Alternative A station location was determined by the amount of tangent (straight track) available within the zone. Ancillary facilities would extend outwards a few feet from the perimeter of Zone A, abutting the existing Metrorail traction power substation (TPSS) at the northern end. An at-grade, side-platform station layout would allow the existing Metrorail alignment to be used. Only minimal track realignment would be required within the station area and in special track work areas, including construction of a double crossover, located approximately 900 feet south of the station.

Additional station facilities would include two pedestrian bridges from the station over the CSXT right-of-way to the planned development in Potomac Yard, and pedestrian access to the Potomac Greens and Old Town Greens neighborhoods (which would not require crossing the CSXT right-of-way). The pedestrian bridges that provide access between the station and Potomac Yard would cross the CSXT right-of-way at 90-degree angles to minimize the distance traveled by pedestrians over the CSXT right-of-way. The bridges would be designed to provide access to existing pedestrian crosswalks on Potomac Avenue. The northern pedestrian bridge would connect to the existing pedestrian crosswalk at the Potomac Avenue and East Glebe Road intersection, at the southern end of the planned development in North Potomac Yard. The southern pedestrian bridge would connect to Landbay G of Potomac Yard, which is currently being developed with medium-density residential uses. Access to Potomac Greens and Old Town Greens would also be designed to provide connections to existing pathways in the Potomac Greens neighborhood.

Figure 2-1 shows the alignment, station, facilities, and construction access areas associated with Alternative A, as well as the wetlands and planned development located in the vicinity of the alternative. Plan and profile sheets for Alternative A are shown in **Appendix B**.

2.3 Constructability and Construction Staging

2.3.1 Staging and Access

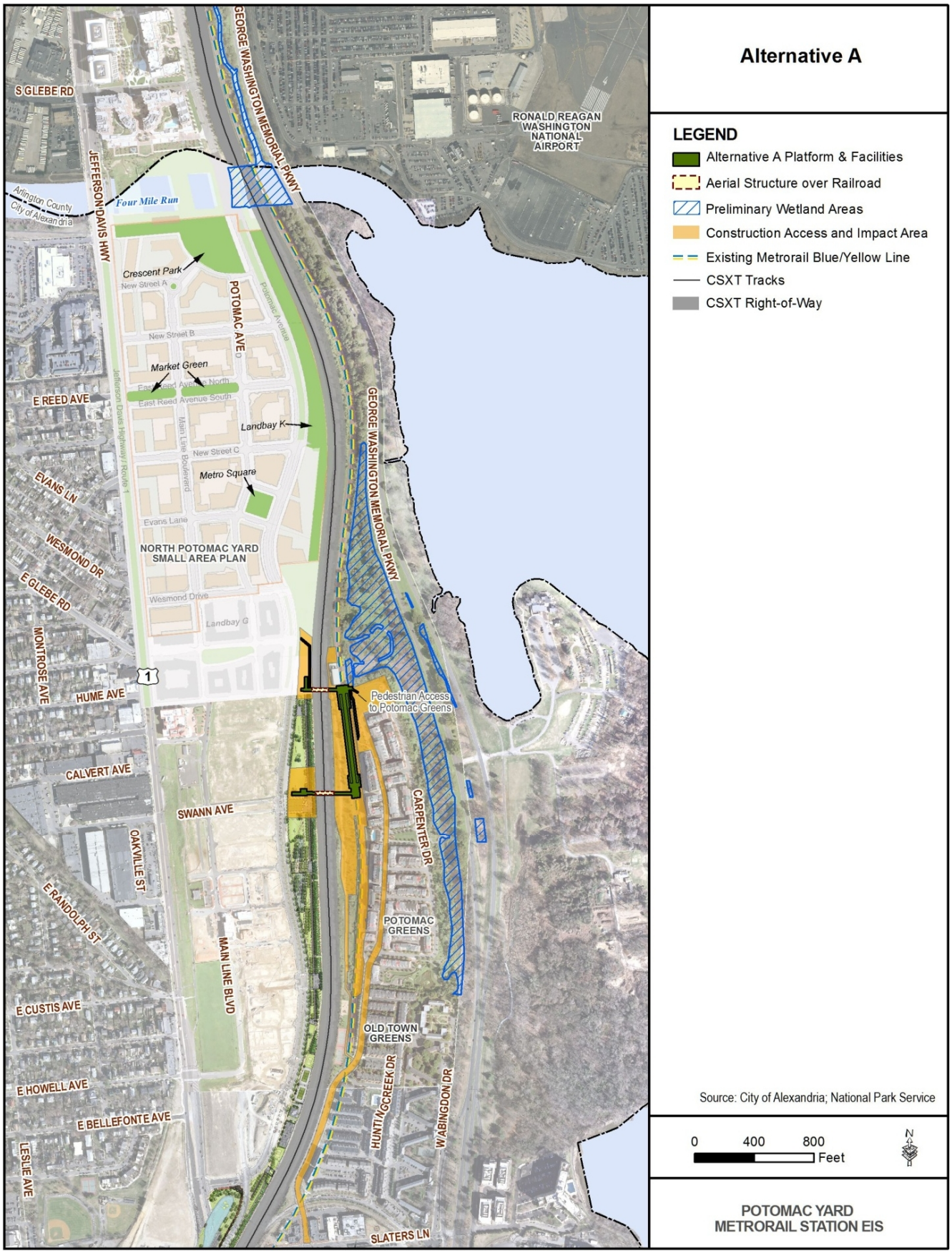
To construct Alternative A, access would be required to the areas immediately west and east of the existing Metrorail alignment. On the east side of the existing Metrorail alignment, access would be provided through the residential areas of Potomac Greens and Old Town Greens via the entire length of Potomac Greens Drive, as shown in **Figure 2-1**. On the west side of the existing Metrorail alignment, access would be provided utilizing Potomac Greens Drive, crossing over the Metrorail alignment at the tennis court area of Old Town Greens (where Metrorail begins to travel below-grade). A construction access easement would also be required from CSXT in the vicinity of the Metrorail traction power substation (TPSS) to provide for better access around the TPSS. The TPSS is located east of the CSXT right-of-way. The easement would not cross CSXT track.

Although Alternative A is located east of the CSXT right-of-way, access would also be required west of the CSXT right-of-way to construct vertical circulation touch-down areas. Access would be provided via the existing Potomac Avenue public right-of-way.

2.3.2 Phasing

Alternative A would require construction of the proposed Metrorail station immediately adjacent to live Metrorail tracks and in a relatively tight cross-section area at the north end of Potomac Greens. It is estimated that construction would require two 76-hour outages of WMATA services on the Blue and Yellow Metrorail lines. WMATA policy requires that Metrorail lines not be shut down for longer than a three-day weekend (76 hours).

Figure 2-1: Alternative A



2.3.3 Key Issues and Next Steps

As the project moves forward, key issues for Alternative A would include: 1) proximity of construction activities to residential uses in Potomac Greens and Old Town Greens and; 2) the construction of two pedestrian bridges over the CSXT right-of-way. As the alternative is developed further as part of the Draft EIS process, next steps will include coordination with CSXT and the Potomac Greens and Old Town Greens homeowners associations.

3.0 ALTERNATIVE B

3.1 Description of Zone B

Zone B is located between the George Washington Memorial Parkway and the CSXT right-of-way, north of the Potomac Greens neighborhood, and east of the existing Potomac Yard Retail Center and the CSXT right-of-way. The zone boundaries were determined by the ability to construct new track with sufficient length of tangent (straight track) for a station, and the ability to tie the new track back into existing track without requiring the Blue and Yellow lines to be out of service for longer than 76 hours at one time. WMATA policy requires that Metrorail lines not be shut down for longer than a three-day weekend (76 hours).

3.2 Alternative B Refinement

The station location and new track alignment of Alternative B was developed through consideration of a number of potential Alternative B alignments, with the goal of providing good pedestrian access from Potomac Yard and Potomac Greens, while minimizing impacts to wetlands, the National Park Service scenic easement, and existing Metrorail facilities. The station would be located at the southern end of Zone B. Ancillary facilities would extend outwards a few feet from the southern boundary of Zone B, abutting the existing Metrorail traction power substation (TPSS). The Alternative B alignment would require the following track work:

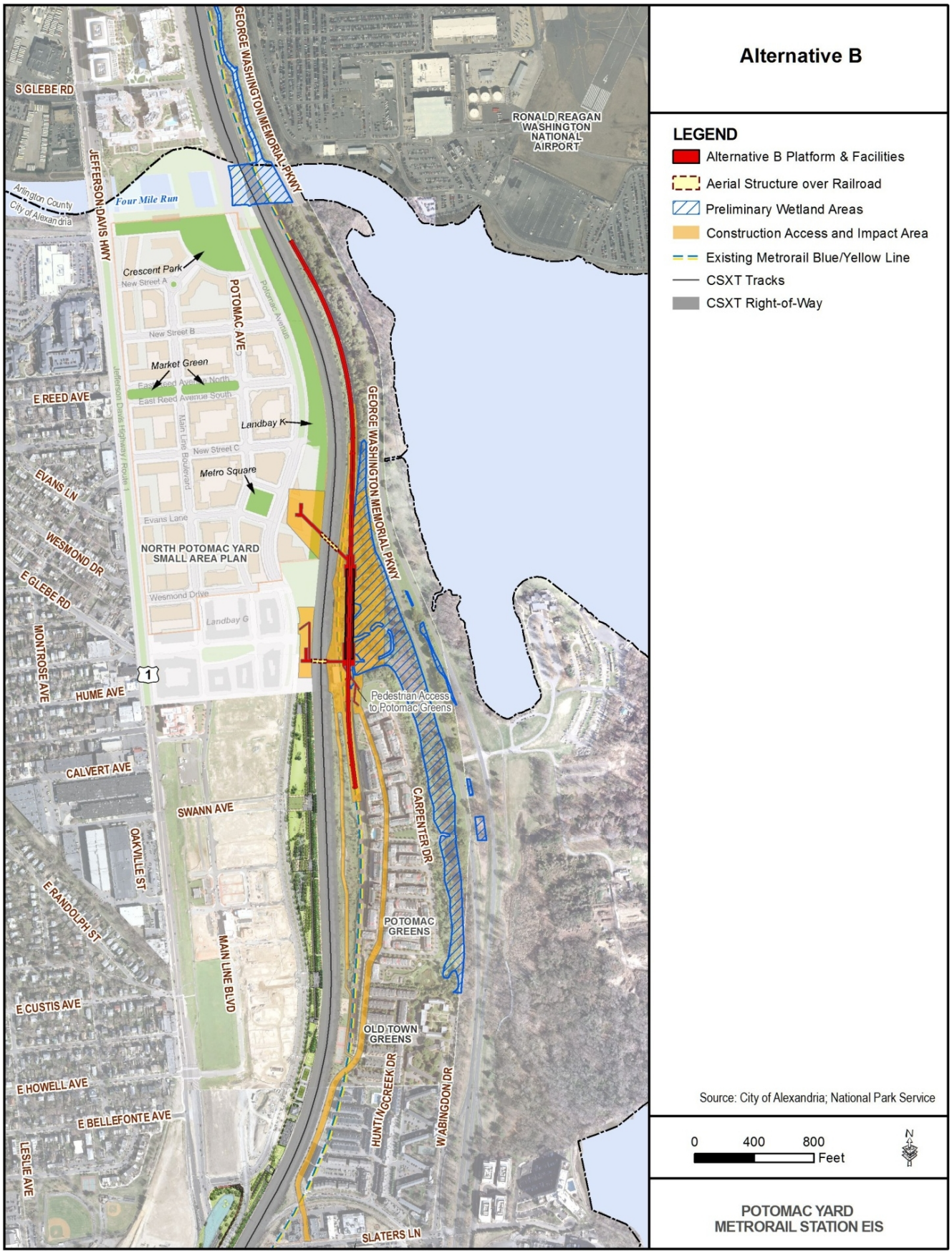
- Track realignment, involving an approximately 500 to 1000-foot shift of existing track (double track);
- Installation of approximately 1300 feet of proposed new track (double track); and
- Removal of approximately 1300 feet of existing track (double track).

Vertical alignment of the new track would be at about the same elevation (+/- 4 inches) as the existing Metrorail alignment. Thus, Alternative B would be an at-grade station and would utilize a side platform layout. Special track work (to include construction of a double crossover) would be required approximately 100 feet north of the station.

Additional station facilities would include two pedestrian bridges from the station over the CSXT right-of-way to the planned development in Potomac Yard. A pedestrian bridge would be constructed at the southern end of the station to provide access to Potomac Greens. In order to provide a walkway between Potomac Greens and Potomac Yard that would stay open even when Metrorail is closed, the pedestrian bridge would connect at the southwest corner of the station, near the connection point to the bridge to Potomac Yard. The pedestrian bridge to Potomac Greens would cross over the Metrorail tracks but would not require crossing the CSXT right-of-way. The southern pedestrian bridge, providing access between the station and Potomac Yard, would cross the CSXT right-of-way at a 90-degree angle to minimize the distance traveled by pedestrians over the CSXT right-of-way. It would be designed to provide access to the existing pedestrian crosswalk at the Potomac Avenue and East Glebe Road intersection, at the southern end of the planned development in North Potomac Yard. The northern pedestrian bridge would cross the CSXT right-of-way at an angle (less than 90 degrees) to provide more direct access to the planned development in North Potomac Yard. Station access to Potomac Greens would also be designed to provide connections to existing pathways in the neighborhood.

Figure 3-1 shows the alignment, station, facilities, and construction access areas associated with Alternative B, as well as the wetlands and planned development located in the vicinity of the alternative. Plan and profile sheets for Alternative B are shown in **Appendix B**.

Figure 3-1: Alternative B



3.3 Constructability and Construction Staging

3.3.1 Staging and Access

To construct Alternative B, access would be required to the area east of the existing Metrorail alignment. Access would be provided through the residential areas of Potomac Greens and Old Town Greens via the entire length of Potomac Greens Drive, as shown in **Figure 3-1**. Additional access to this area would be provided via the George Washington Memorial Parkway. Access to the area west of the existing Metrorail alignment would be required for some construction tasks, including the construction of the two pedestrian bridges. Access for these construction activities would utilize Potomac Greens Drive, crossing the Metrorail alignment at the tennis court area of Old Town Greens (where Metrorail begins to travel below-grade). A construction access easement would also be required from CSXT in the vicinity of the TPSS to provide for better access around the TPSS. The easement would not cross CSXT track.

Although Alternative B is located east of the CSXT right-of-way, access would be required west of the CSXT right-of-way to construct vertical circulation touch-down areas. Access would be provided via the existing Potomac Avenue public right-of-way.

3.3.2 Phasing

Alternative B would require realignment of 500 to 1,000 feet of existing track, and construction of approximately 1,300 feet of new track in the vicinity of the proposed station, not far from existing Metrorail tracks. It is estimated that construction would require two 76-hour outages of WMATA services on the Blue and Yellow Metrorail lines. Alternative B would also require construction of the proposed Metrorail station on retained fill due to existing grades and the presence of wetlands.

3.3.3 Key Issues and Next Steps

As the project moves forward, a key issue for Alternative B would include impact to wetlands attributed to construction activities and permanent Metrorail operation on the proposed alignment. Additional issues will include potential impacts to a below-grade water utility at the TPSS/chain station and the Plantation Pipeline within the CSXT right-of-way. Alternative B would also require two pedestrian bridges over the CSXT right-of-way.

NPS holds a scenic easement in the area north of Potomac Greens where the station would be located. Therefore, close coordination with NPS, a cooperating federal agency in the NEPA process, will continue as the alternative is further developed during preparation of the Draft EIS. Coordination will also continue with the U.S. Army Corps of Engineers (USACE) regarding potential impacts to wetlands. Additional next steps include coordination with CSXT and the Potomac Greens and Old Town Greens homeowners associations regarding the construction impacts of this alternative.

4.0 ALTERNATIVE D

4.1 Description of Zone D

Zone D is located just to the west of the CSXT right-of-way, in the vicinity of the existing Potomac Yard Retail Center. The boundaries of Zone D were determined based on a number of technical factors: 1) ability to achieve the vertical clearance necessary over the CSXT right-of-way; 2) maintenance of WMATA standards for minimum speeds and maximum grades; and 3) ability to construct an alternative with no service outages longer than 76 hours at any one time, as required by WMATA policy.

4.2 "Alternative D" Refinement

The station location and alignment of Alternative D was developed by placing the station as far east as possible within Zone D, in order to minimize impact to developable land and to the proposed layout of the *North Potomac Yard Small Area Plan*. The station, including all ancillary facilities, would be located near the southern end of Zone D. The Alternative D alignment would require the following track work:

- Realignment, involving an approximately 1000-foot shift of existing track (double track);

- Construction of two Metrorail aerial bridges crossing the CSXT right-of-way north and south of the station;

- New structures over Four Mile Run, CSXT, and Metrorail tracks;

- Installation of approximately 5600 feet of proposed new track (double track), mostly on aerial structure; and

- Removal of approximately 5600 feet of existing at-grade track (double track).

In order to position the station on the west side of the CSXT right-of-way, Alternative D would require that the Metrorail alignment cross over the CSXT right-of-way north of the station, and again south of the station, to tie-in to the existing alignment as it enters a tunnel below-grade. In order to satisfy this requirement, Alternative D would require that most of the new track be elevated and aerial structures be constructed along the alignment, including one 300 to 400-foot single-span bridge over Four Mile Run (new bridge), and multiple-span aerial structures, on relatively flat skew, over existing Metrorail and CSXT tracks. Also, because it would be necessary for most of the new track to be elevated, the station would be aerial and located on an elevated structure. The station would utilize a center platform layout so that the same facilities may provide vertical circulation for riders going northbound or southbound on the Metrorail Blue or Yellow lines. Special track work (to include construction of a double crossover) would be required approximately 100 feet north of the station.

Since Alternative D would be located west of the CSXT right-of-way within the planned development in North Potomac Yard, pedestrian bridges over the CSXT right-of-way to the planned development would not be required. To provide access to residents of Potomac Greens and Old Town Greens, additional station facilities would include one pedestrian bridge from the existing pedestrian crosswalk at the Potomac Avenue and East Glebe Road intersection, over the CSXT right-of-way to existing pathways and access points within the Potomac Greens neighborhood. This pedestrian bridge would cross the CSXT right-of-way at an angle(less than 90 degrees) parallel to the adjacent Metrorail aerial structure over the CSXT right-of-way.

Additional structural improvements would include the removal and replacement of the existing retaining wall at Potomac Greens and the removal of an additional retaining wall on the west side of the existing Metrorail tracks, north of the portal at the southern end of the neighborhood.

Figure 4-1 shows the alignment, station, facilities, additional structures, and construction access areas associated with Alternative D, shown with wetlands and planned development in the vicinity of the alternative. Plan and profile sheets for Alternative D are shown in **Appendix B**.

4.3 Constructability and Construction Staging

4.3.1 Staging and Access

Alternative D would include the removal and installation of approximately 5,600 feet of new track and the construction of multiple-span aerial structures. Therefore, to construct Alternative D, construction access would be required in several areas, as described below and shown in **Figure 4-1**.

- On the east side of the existing Metrorail alignment, in two areas:

    - North and south of Four Mile Run to the point where the new alignment crosses the existing Metrorail alignment;

    - East of the existing Metrorail alignment and adjacent to the Potomac Greens and Old Town Greens neighborhoods where new track work is required;

- Between the existing Metrorail alignment and the CSXT right-of-way, in three areas:
    - Where the new alignment crosses the existing Metrorail alignment and the CSXT right-of-way via an aerial structure north of the proposed station;
    - Where an additional new Metrorail aerial structure and a pedestrian bridge cross the CSXT right-of-way south of the proposed station; and
    - Where new track is constructed west of Potomac Greens and Old Town Greens neighborhoods before tying into the existing alignment.
- West of the CSXT right-of-way, where the new alignment crosses the CSXT right-of-way via a new Metrorail aerial structure, approaches the proposed station, and crosses the CSXT right-of-way again via an additional new Metrorail aerial structure.

Access on the east side of the existing Metrorail alignment, in the vicinity of Four Mile Run, would be provided via the George Washington Memorial Parkway. A construction access easement would be required at Four Mile Run to install a temporary bridge pier that would support the new Metrorail bridge during construction. In the vicinity of the Potomac Greens and Old Town Greens neighborhoods, access would be provided via the entire length of Potomac Greens Drive.

Access to the area between the existing Metrorail alignment and CSXT right-of-way would be provided through Potomac Greens Drive, crossing the Metrorail alignment at the tennis court area of Old Town Greens (where Metrorail begins to travel below-grade). Additional construction access easements would be required at locations where proposed Metrorail aerial structures and pedestrian structures cross over the CSXT right-of-way. A construction access easement would also be required from CSXT in the vicinity of the TPSS to provide for better access around the TPSS. The easement would not cross the CSXT right-of-way. An additional construction access easement would be required from CSXT in the northwest vicinity of Potomac Greens where the proposed structure would cross over the CSXT tracks. A retaining wall may be temporarily removed to provide for construction access.

West of the CSXT right-of-way, access would be provided within Potomac Yard through existing and planned public rights-of-way utilizing Potomac Avenue.

4.3.2 Phasing

Alternative D would require the majority of the proposed Metrorail track alignment to be constructed on retained fill or on an aerial structure. The station would also be constructed on an aerial structure. At the north end of the alternative, construction of the new aerial track would be required in close proximity to the existing Metrorail alignment, an existing stream channel, and the George Washington Memorial Parkway. In addition, bridge abutments would be constructed adjacent to Four Mile Run. At the south end of the alternative, construction of proposed inbound track would be required in a relatively tight cross-section area adjacent to the Potomac Greens and Old Town Greens neighborhoods. The alternative would require the removal and replacement of the existing retaining wall at Potomac Greens for construction staging purposes. It is estimated that construction would require two 76-hour outages of WMATA services on the Blue and Yellow Metrorail lines. Alternative D would also require crossing, and possibly disturbing, an existing Virginia Dominion Power (DVP) below-grade utility on the west side of the CSXT right-of-way at four locations.

4.3.3 Key Issues and Next Steps

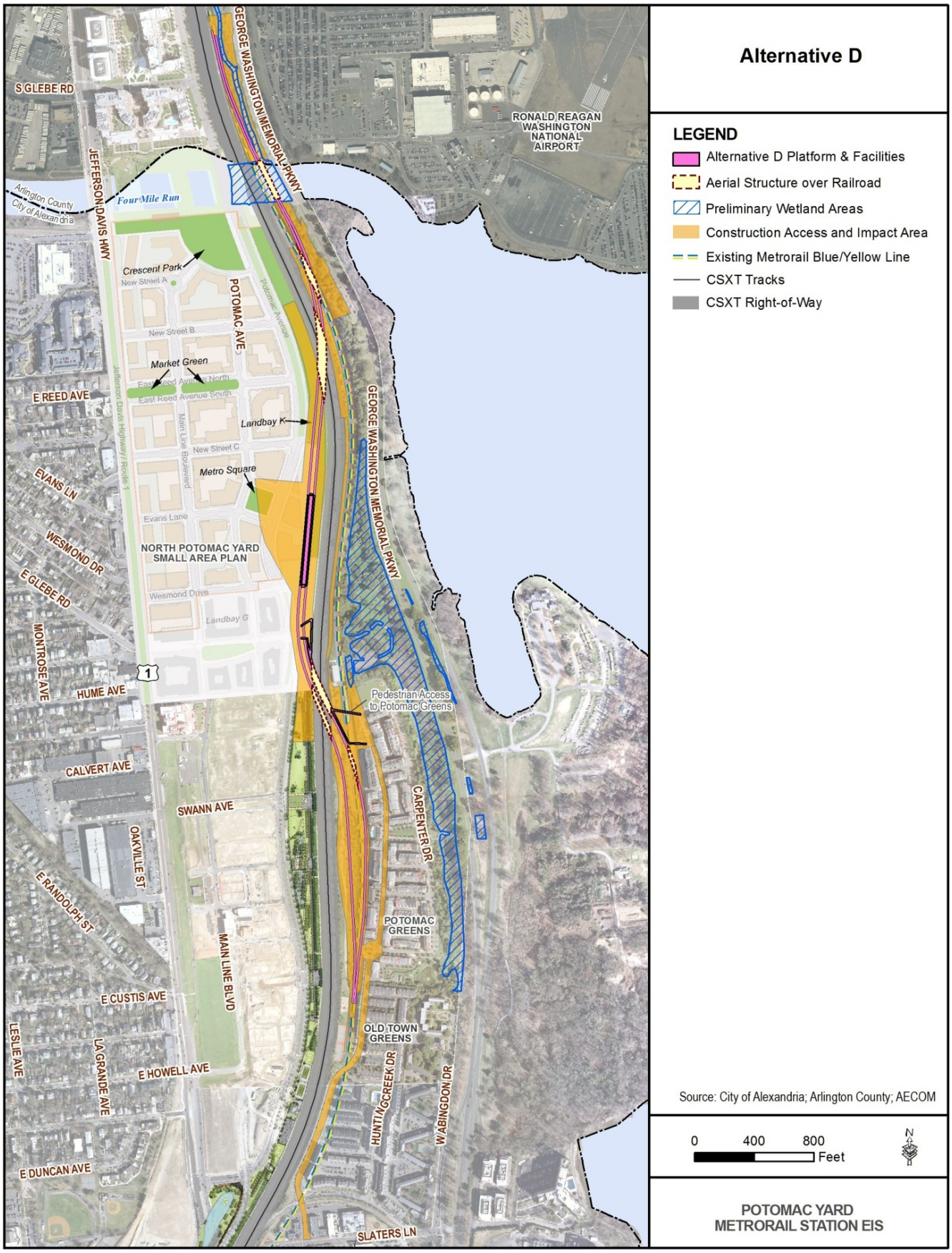
As the project moves forward, key issues for Alternative D would include potential impacts in Arlington County due to track realignment north of Four Mile Run. Wetlands and the below-grade DVP utility on the west side of the CSXT right-of-way may be impacted within Arlington. Additional key issues will include possible exchange of NPS lands, construction of proposed inbound track immediately adjacent to the Potomac Greens neighborhood (closer than existing Metrorail track), and the need for aerial structural work over the CSXT right-of-way at multiple locations. As the alternative is developed further, next steps will include coordination with Arlington County, USACE, DVP, CSXT, and Potomac Greens, Old Town Greens

and other homeowners associations to communicate these issues regarding the construction of this alternative.

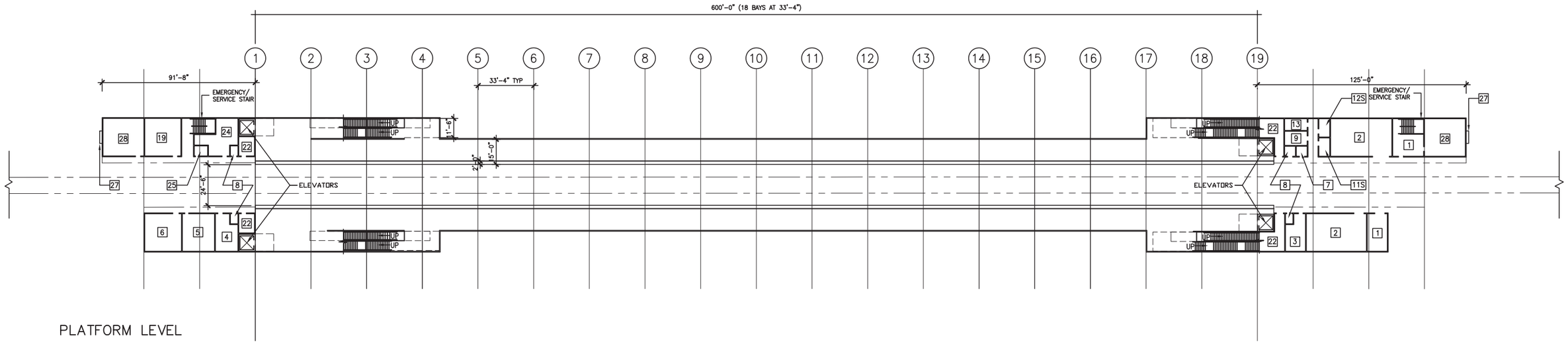
5.0 NEXT STEPS

The alternatives described above (No Build, Alternatives A, B and D) will be evaluated in detail as part of the Potomac Yard Metrorail Station Draft EIS. The alternatives will be further developed as the Draft EIS moves forward. This will involve an iterative process, where design of the alternatives will be refined as more information comes available based on the environmental analysis and coordination with stakeholders and the public. The Draft EIS will present potential effects and proposed mitigation related to effects for each of the proposed alternatives. Cost estimates for each alternative will be developed concurrently with the environmental analyses.

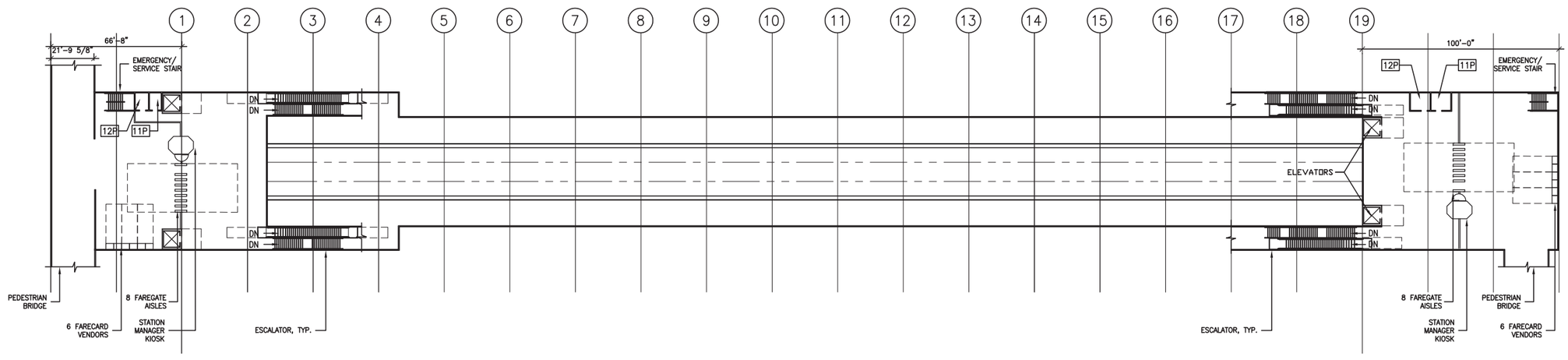
Figure 5-1: Alternative D



APPENDIX A:
MEZZANINE AND PLATFORM-LEVEL PLANS, BY ALTERNATIVE



PLATFORM LEVEL



MEZZANINE LEVEL

1. MECHANICAL ROOM
2. A.C. SWITCHBOARD ROOM
3. BATTERY ROOM
4. COMMUNICATIONS ROOM
5. TRAIN CONTROL ROOM
6. OPERATIONS ROOM
7. TELEPHONE ROOM
8. FIRE EQUIPMENT CABINET
9. CLEANERS' ROOM
11S. WOMEN'S STAFF RESTROOM
11P. WOMEN'S PUBLIC RESTROOM
12S. MEN'S STAFF RESTROOM
12P. MEN'S PUBLIC RESTROOM
13. WATER SERVICE ROOM
14. DC TIE BREAKER ROOM
19. MAINTENANCE ROOM
22. ELEVATOR MACHINE ROOM
24. CART STORAGE
25. ELECTRICAL CABINET ROOM
27. EMERGENCY CART STORAGE ROOM
28. AREA OF REFUGE

CONTRACT NO.

DESIGNED _____ DATE

DRAWN LCD 1/19/12 DATE

CHECKED _____ DATE

APPROVED _____ DATE

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS		
DATE	BY	DESCRIPTION

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

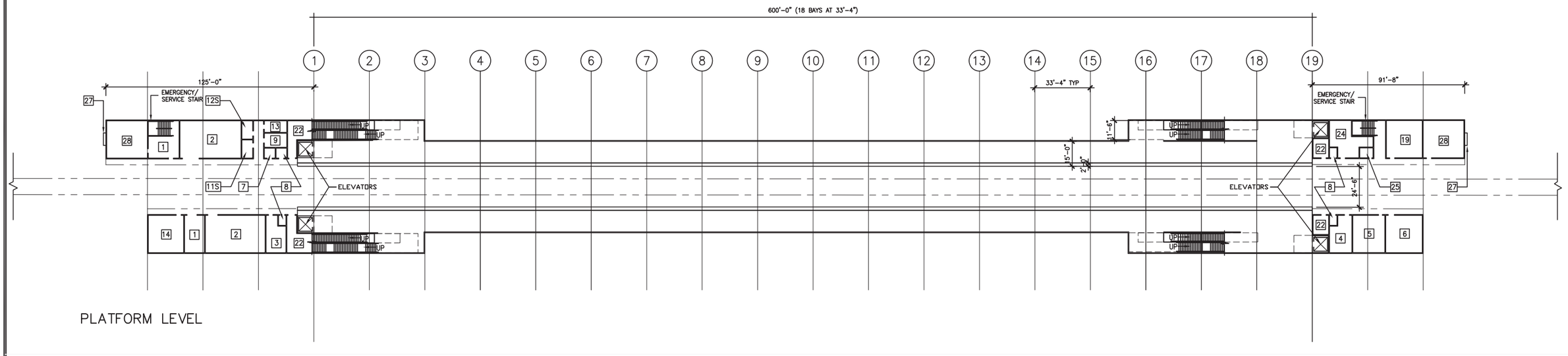
DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

APPROVED _____ CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE A
MEZZANINE AND PLATFORM LEVEL PLANS

SCALE	DRAWING NO.	SHEET NO.
1"=30'-0"		1 of 3



PLATFORM LEVEL

MEZZANINE LEVEL

1. MECHANICAL ROOM
2. A.C. SWITCHBOARD ROOM
3. BATTERY ROOM
4. COMMUNICATIONS ROOM
5. TRAIN CONTROL ROOM
6. OPERATIONS ROOM
7. TELEPHONE ROOM
8. FIRE EQUIPMENT CABINET
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11S. WOMEN'S STAFF RESTROOM
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22. ELEVATOR MACHINE ROOM
24. CART STORAGE
25. ELECTRICAL CABINET ROOM
27. EMERGENCY CART STORAGE ROOM
28. AREA OF REFUGE

CONTRACT NO.

DESIGNED _____ DATE

DRAWN LCD 1/19/12 DATE

CHECKED _____ DATE

APPROVED _____ DATE

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS		
DATE	BY	DESCRIPTION

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

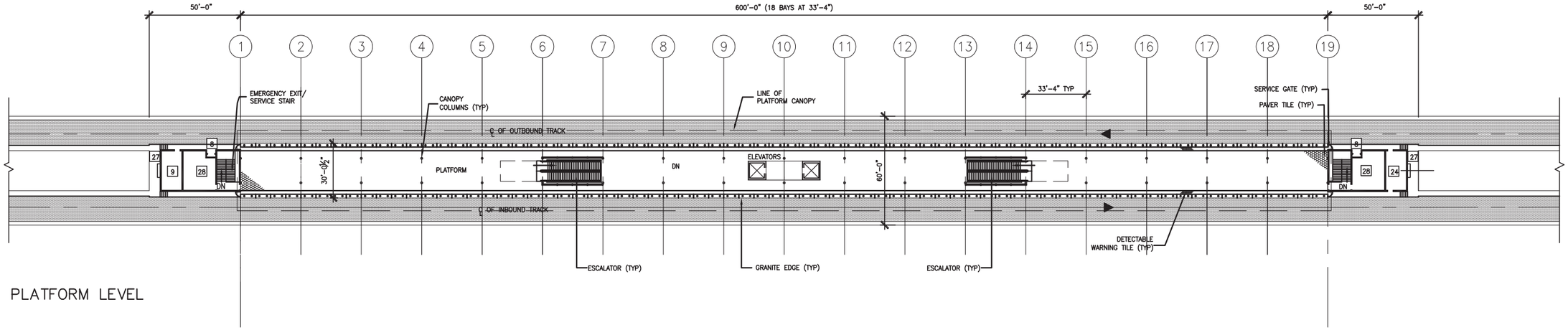
DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

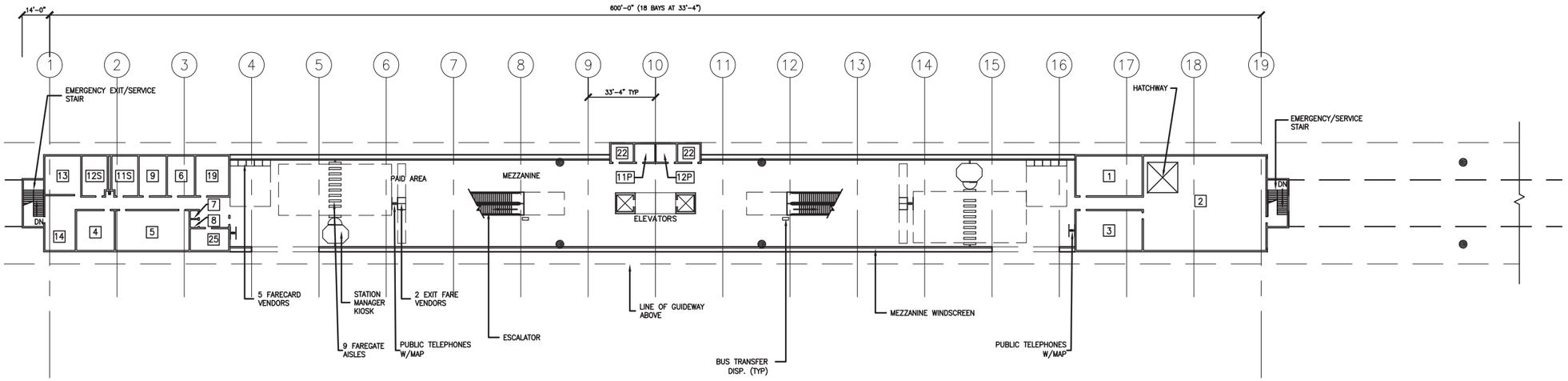
APPROVED _____ CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE B
MEZZANINE AND PLATFORM LEVEL PLANS

SCALE	DRAWING NO.	SHEET NO.
1"=30'-0"		2 of 3



PLATFORM LEVEL



MEZZANINE LEVEL

1. MECHANICAL ROOM
2. A.C. SWITCHBOARD ROOM
3. BATTERY ROOM
4. COMMUNICATIONS ROOM
5. TRAIN CONTROL ROOM
6. OPERATIONS ROOM
7. TELEPHONE ROOM
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13. WATER SERVICE ROOM
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22. ELEVATOR MACHINE ROOM
24. CART STORAGE
25. ELECTRICAL CABINET ROOM
27. EMERGENCY CART STORAGE ROOM
28. AREA OF REFUGE

CONTRACT NO.

DESIGNED _____ DATE

DRAWN JLL 1/25/12 DATE

CHECKED _____ DATE

APPROVED _____ DATE

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS		
DATE	BY	DESCRIPTION

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

APPROVED _____ CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE D
MEZZANINE AND PLATFORM LEVEL PLANS

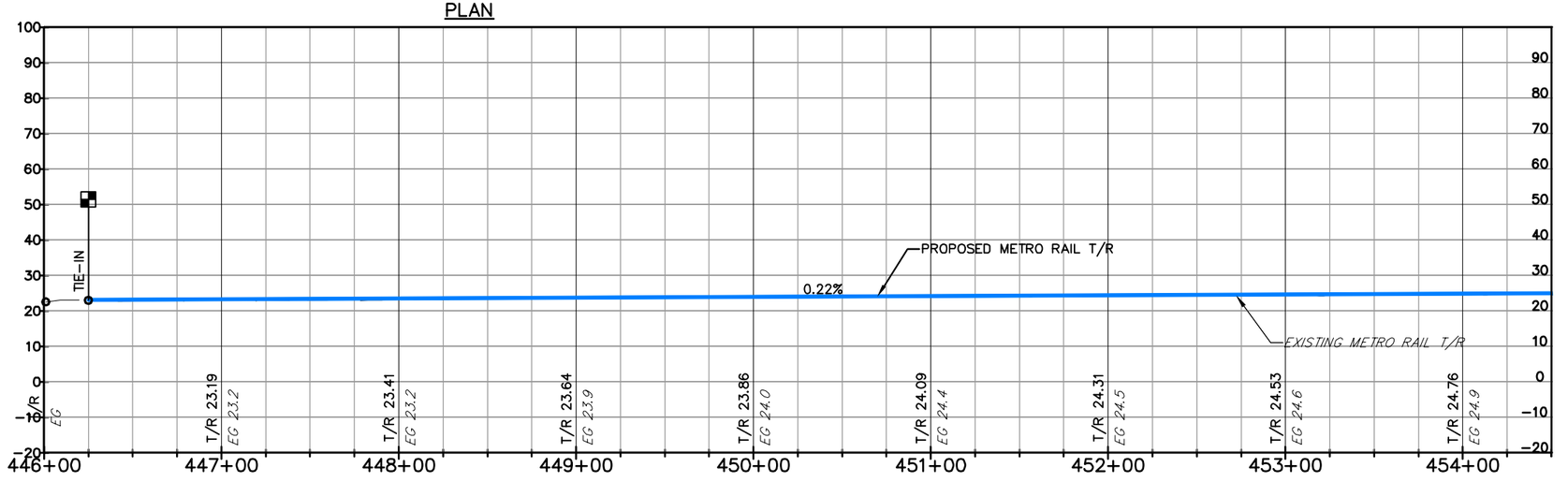
SCALE 1"=30'-0"

DRAWING NO.

SHEET NO. 3 of 3

APPENDIX B:
PLAN AND PROFILE SHEETS, BY ALTERNATIVE

PLAN



PROFILE

HORIZONTAL 40 0 40 80

VERTICAL 20 0 20 40

CONTRACT NO.

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

STATION ANCILLARY AREA

PLATFORM

CONSTRUCTION ACCESS AND IMPACT AREA

400+00 PROPOSED ℄ ALT A

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

APPROVED _____ CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE A
PLAN AND PROFILE

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	A-PP001	1 OF 15

MATCHLINE DWG. NO. A–PP001

MATCHLINE DWG. NO. A–PP003

POTOMAC GREENS DR

(WMDC 65')
75.00'

138.43'
(WMDC 65')

ALTERNATIVE A PLATFORM

455+00
456+00
457+00
458+00
459+00
460+00
461+00
462+00
463+00
464+00
465+00
466+00

CONSTRUCTION ROAD

CS

PLAN

HORIZONTAL
40 0 40 80

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

CONSTRUCTION ACCESS AND IMPACT AREA

STATION ANCILLARY AREA

PLATFORM

400+00 PROPOSED ℄ ALT A

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

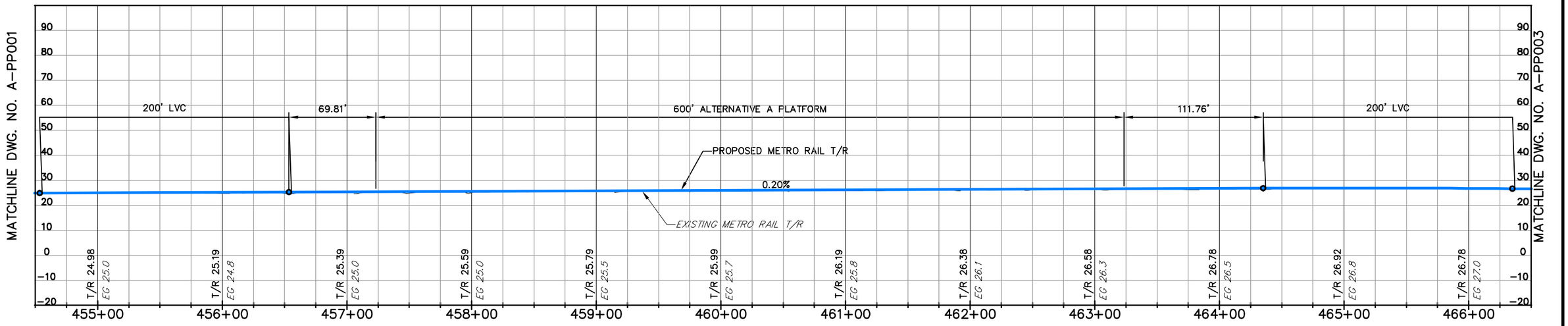
SUBMITTED _____ DATE

APPROVED _____ CHIEF ENGINEER DATE

CONTRACT NO.

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE A
PLAN

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	A–PP002	2 OF 15



PROFILE

HORIZONTAL
40 0 40 80

VERTICAL
20 0 20 40

CONTRACT NO.

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

CONSTRUCTION ACCESS AND IMPACT AREA

STATION ANCILLARY AREA

PLATFORM

400+00 PROPOSED ℄ ALT A

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

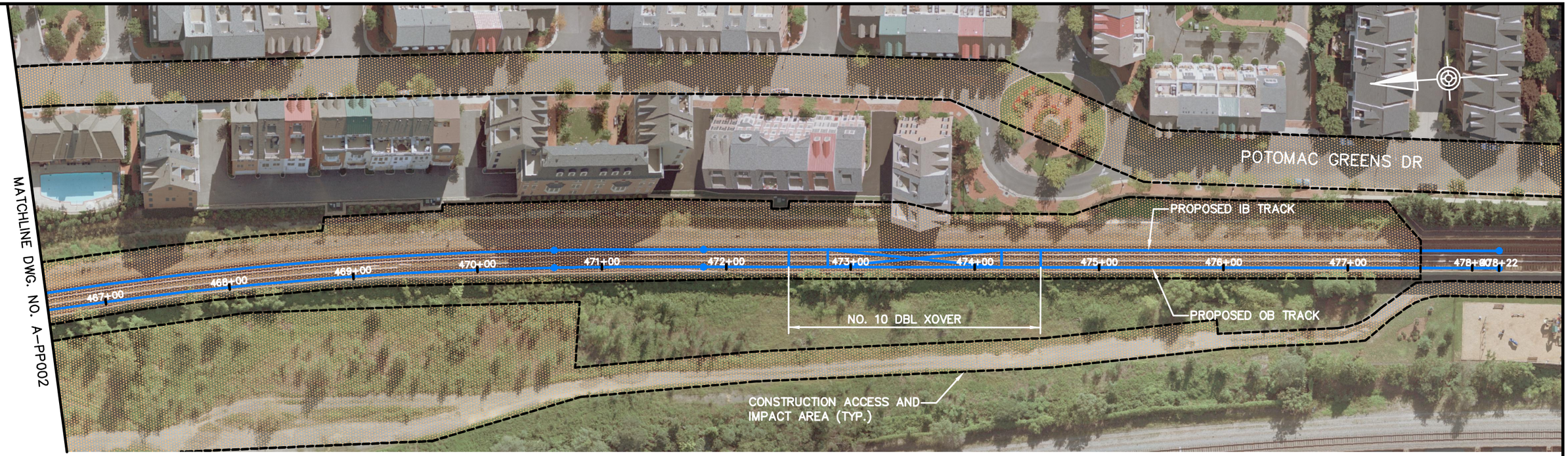
DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

APPROVED _____ CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE A
PROFILE

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	A-PP002a	3 OF 15



PLAN

PROFILE

HORIZONTAL
40 0 40 80

VERTICAL
20 0 20 40

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

STATION ANCILLARY AREA

PLATFORM

CONSTRUCTION ACCESS AND IMPACT AREA

400+00 PROPOSED ℄ ALT A

CONTRACT NO.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

APPROVED
CHIEF ENGINEER _____ DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE A
PLAN AND PROFILE

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	A–PP003	4 OF 15

PLAN

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

CONSTRUCTION ACCESS AND IMPACT AREA

STATION ANCILLARY AREA

PLATFORM

400+00 PROPOSED ℄ ALT B

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

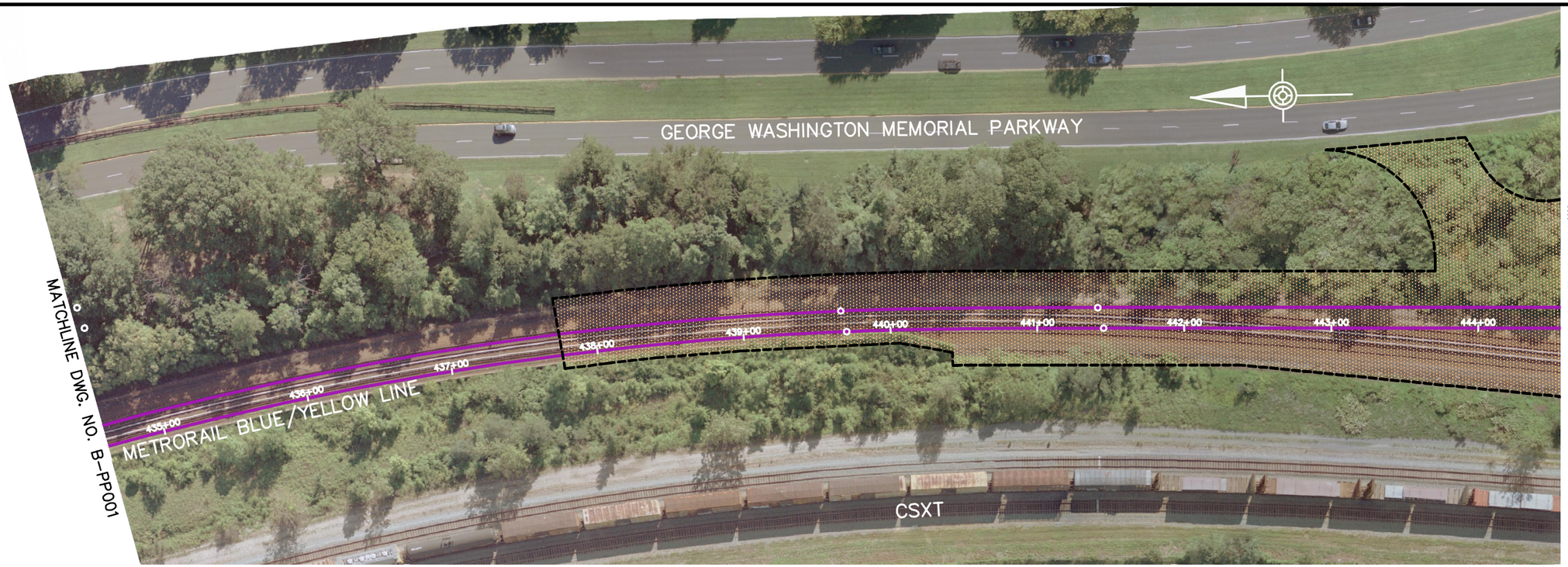
SUBMITTED _____ DATE

APPROVED _____ CHIEF ENGINEER DATE

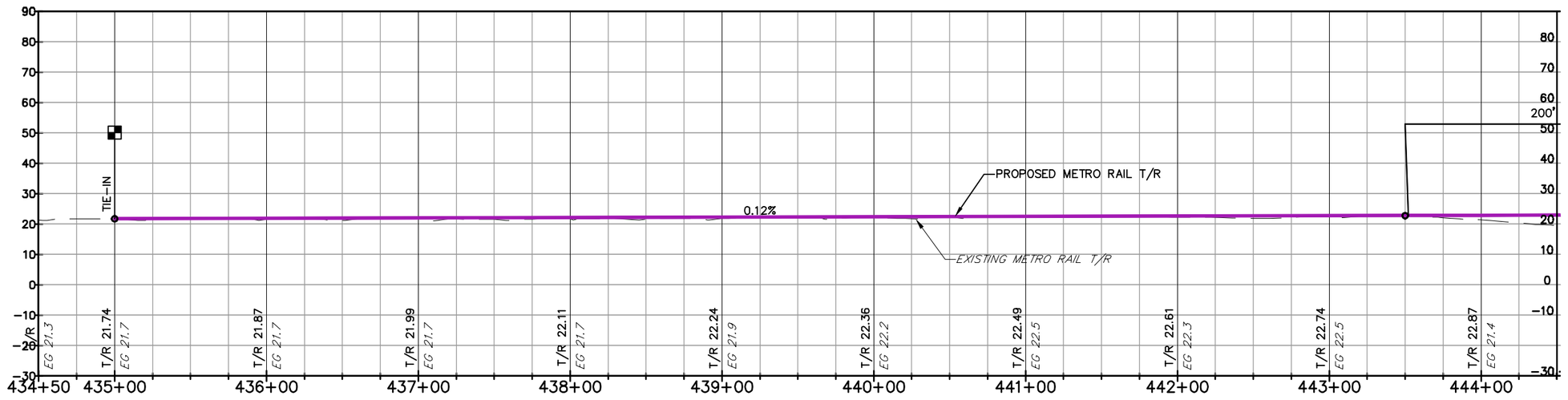
CONTRACT NO.

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE B
PLAN

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	B-PP001	5 OF 15



PLAN



PROFILE

HORIZONTAL 40 0 40 80

VERTICAL 20 0 20 40

CONTRACT NO.

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

STATION ANCILLARY AREA

PLATFORM

CONSTRUCTION ACCESS AND IMPACT AREA

400+00 PROPOSED ℄ ALT B

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

APPROVED CHIEF ENGINEER _____ DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE B
PLAN AND PROFILE

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	B-PP002	6 OF 15

MATCHLINE DWG. NO. B–PP003

MATCHLINE DWG. NO. B–PP004

15' OFFSET

445+00 446+00 447+00 448+00 449+00 450+00 451+00 452+00 453+00 454+00 455+00 456+00

NO. 10 DBL XOVER

MIN (WMDC)

131'
80' MIN (WMDC)

ALTERNATIVE B PLATFORM

CSXT

CONSTRUCTION ROAD

CSX

PLAN

HORIZONTAL
40 0 40 80

CONTRACT NO.

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

CONSTRUCTION ACCESS AND IMPACT AREA

STATION ANCILLARY AREA

PLATFORM

400+00 PROPOSED ℄ ALT B

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

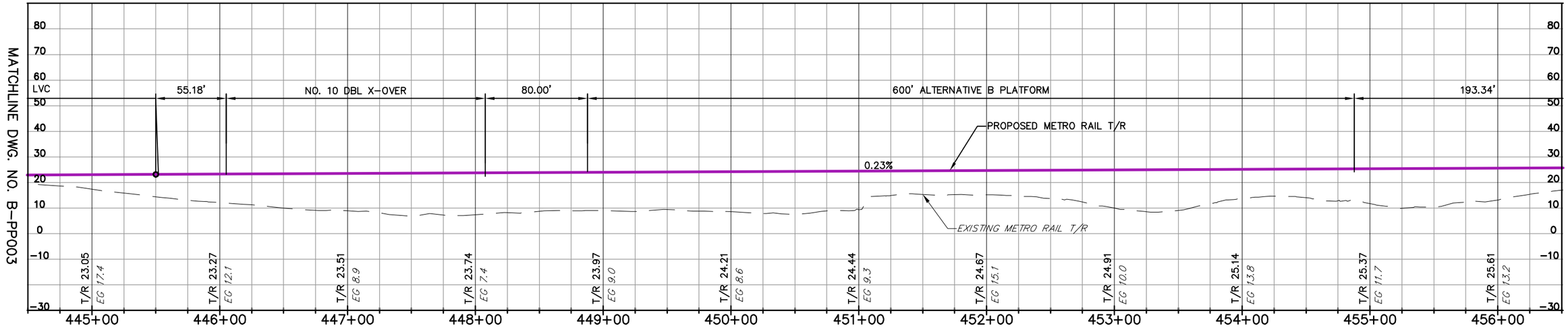
DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

APPROVED _____ CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE B
PLAN

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	B–PP003	7 OF 15



PROFILE

HORIZONTAL
40 0 40 80

VERTICAL
20 0 20 40

CONTRACT NO.

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

CONSTRUCTION ACCESS AND IMPACT AREA

STATION ANCILLARY AREA

PLATFORM

400+00 PROPOSED ℄ ALT B

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

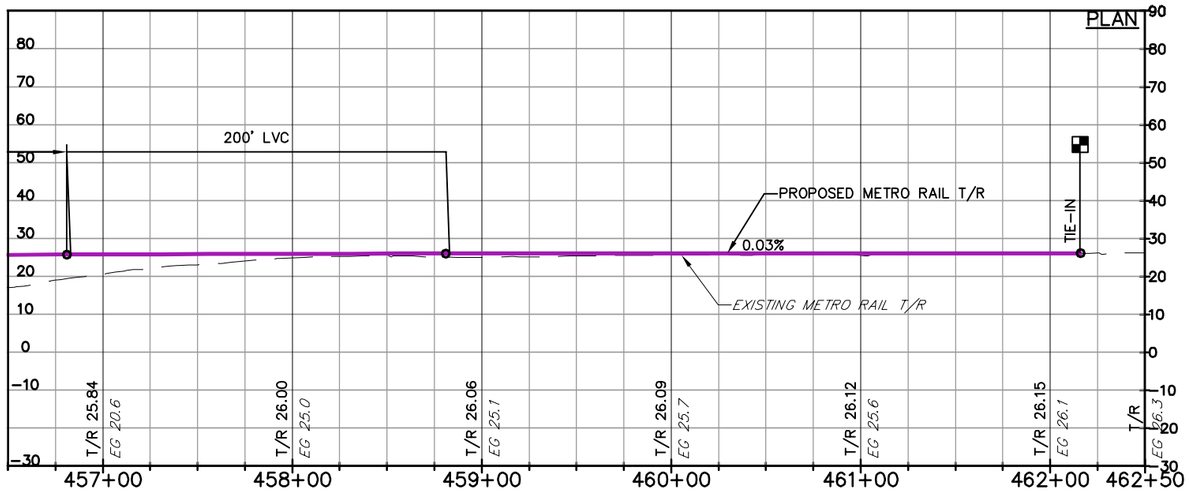
DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

APPROVED _____ CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE B
PROFILE

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	B-PP003a	8 OF 15



PROFILE

HORIZONTAL 40 0 40 80

VERTICAL 20 0 20 40

CONTRACT NO.

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

CONSTRUCTION ACCESS AND IMPACT AREA

STATION ANCILLARY AREA

PLATFORM

400+00 PROPOSED ℄ ALT B

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

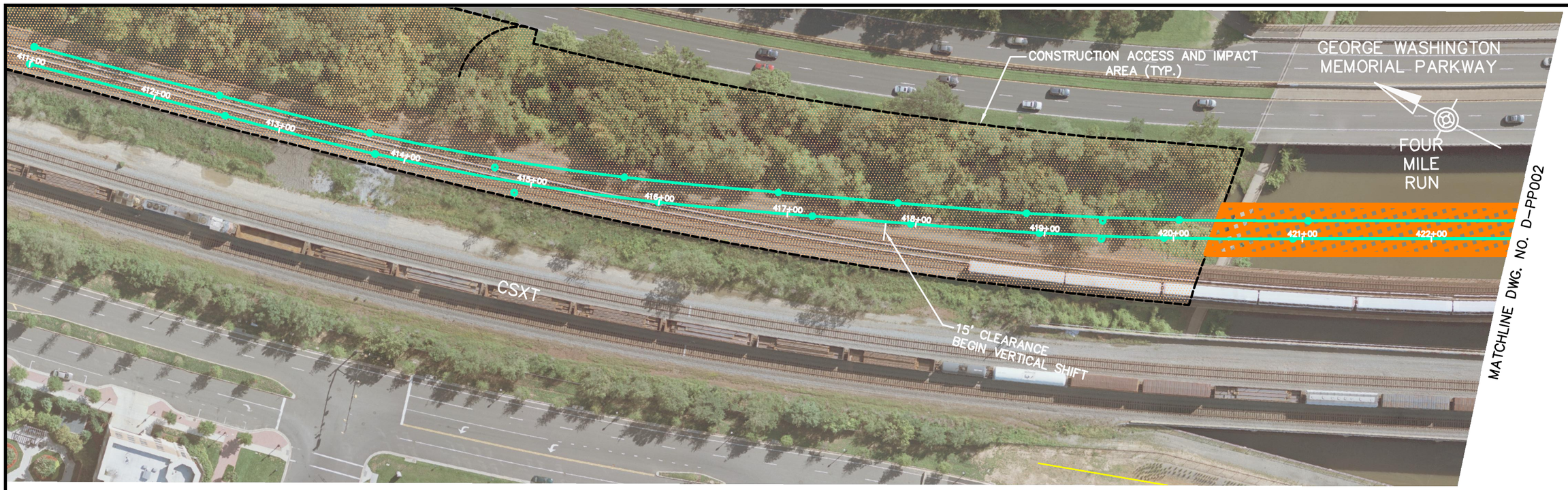
DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

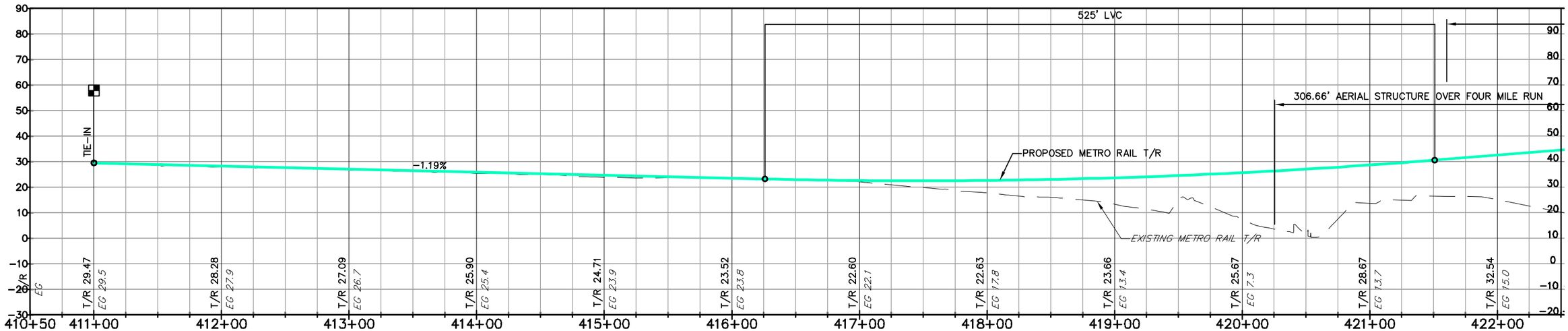
APPROVED _____ CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE B
PLAN AND PROFILE

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	B-PP004	9 OF 15



PLAN



PROFILE

HORIZONTAL 50 0 50 100

VERTICAL 25 0 25 50

CONTRACT NO.

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

STATION ANCILLARY AREA

PLATFORM

CONSTRUCTION ACCESS AND IMPACT AREA

400+00 PROPOSED ℄ ALT D

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

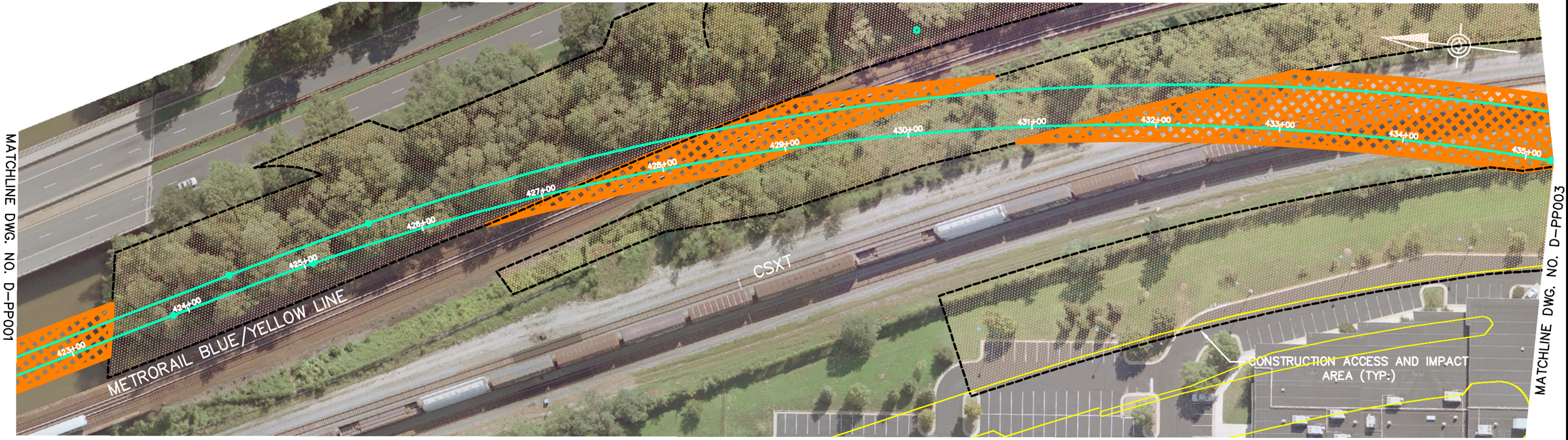
DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED DATE

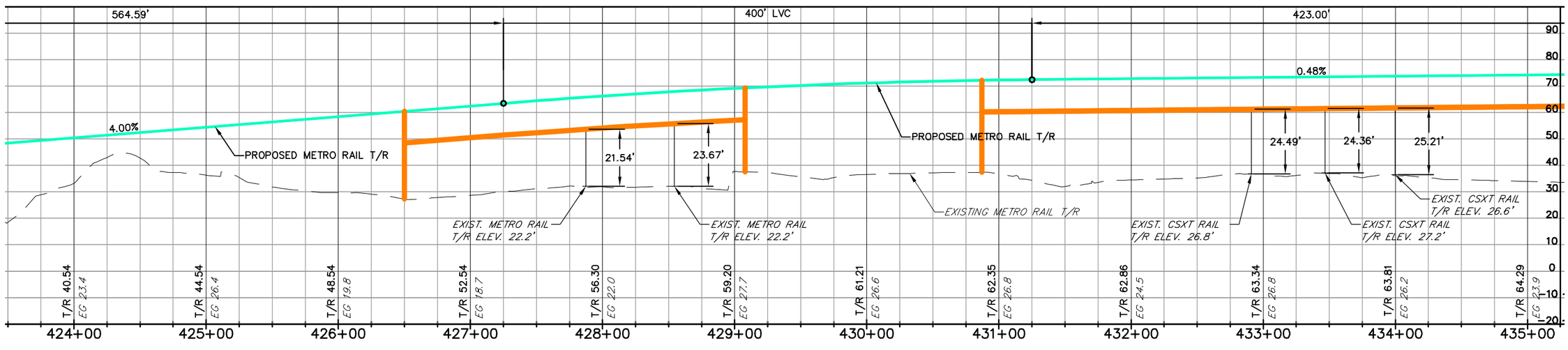
APPROVED CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE D
PLAN AND PROFILE

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	D-PP001	10 OF 15



PLAN



PROFILE

HORIZONTAL
50 0 50 100

VERTICAL
25 0 25 50

CONTRACT NO.

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

STATION ANCILLARY AREA

PLATFORM

CONSTRUCTION ACCESS AND IMPACT AREA

400+00 PROPOSED ℄ ALT D

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

DEPARTMENT OF OPERATIONS SERVICES
ENGINEERING SUPPORT SERVICES

SUBMITTED _____ DATE

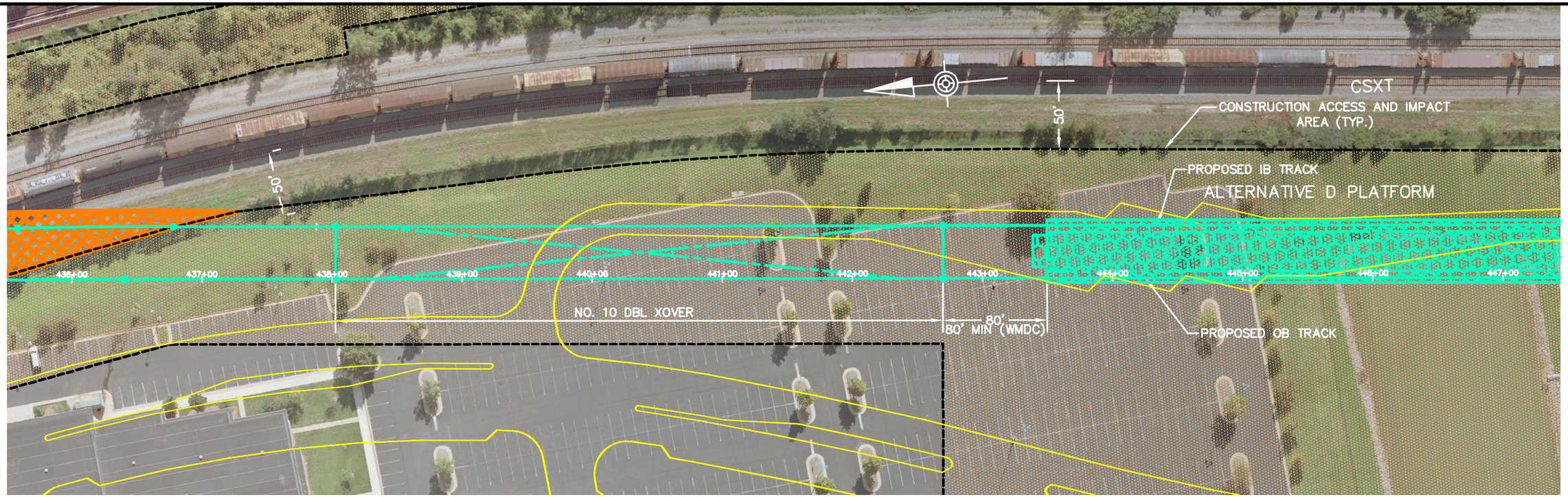
APPROVED _____ CHIEF ENGINEER DATE

POTOMAC YARD METRORAIL STATION
INITIAL SCREENING OF ALTERNATIVES
ALTERNATIVE D
PLAN AND PROFILE

SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	D-PP002	11 OF 15

MATCHLINE DWG. NO. D-PP002

MATCHLINE DWG. NO. D-PP004



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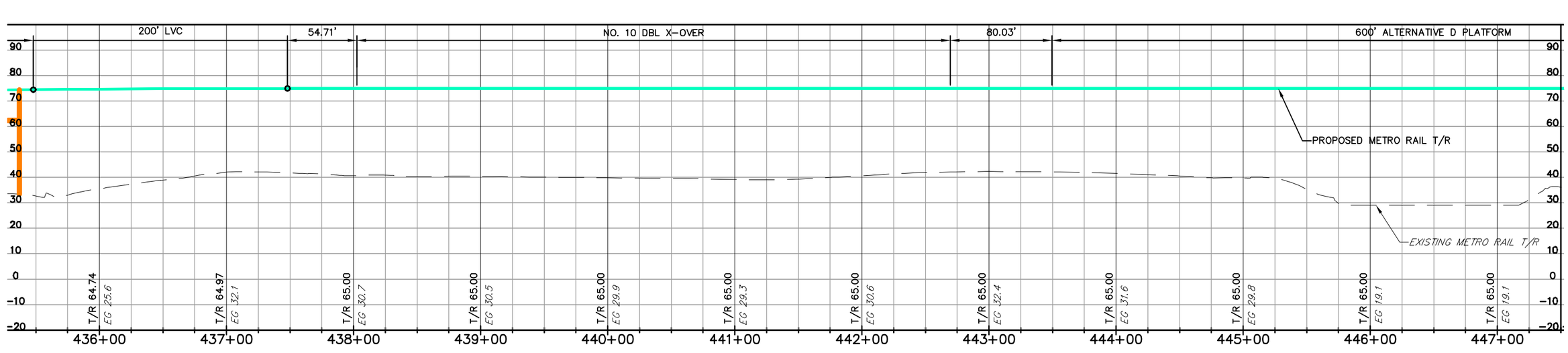

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HORIZONTAL 40 0 40 80

VERTICAL 20 0 20 40

CONTRACT NO.

LEGEND

AERIAL STRUCTURE OVER RAILROAD AND WATERWAY.

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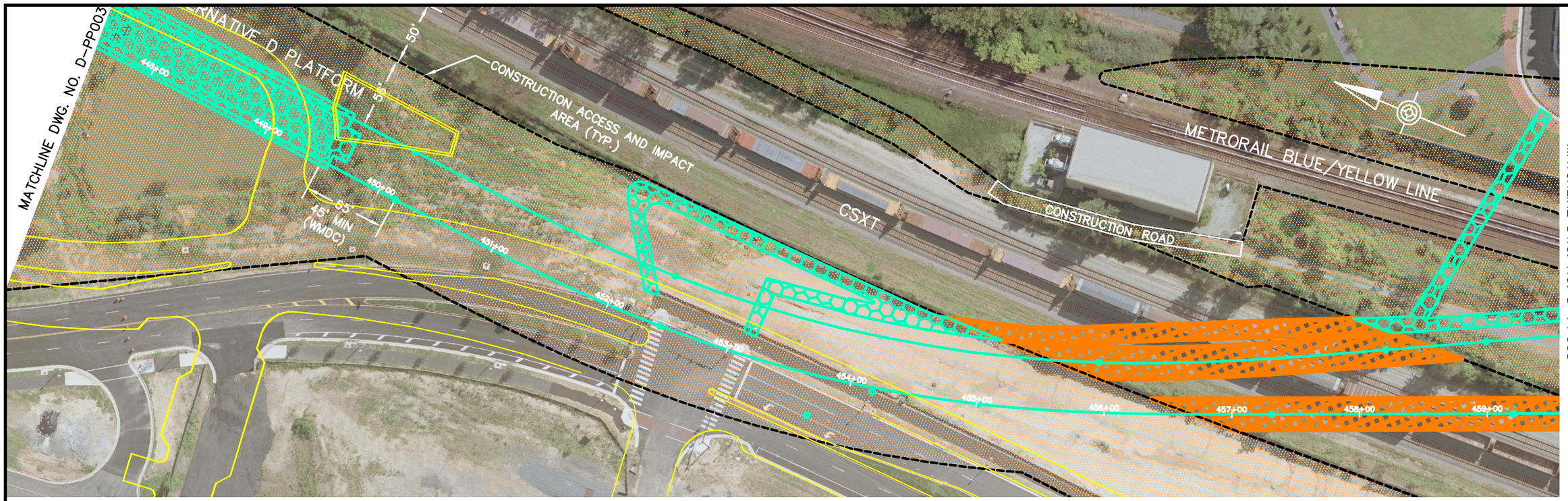
SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	D-PP003	12 OF 15



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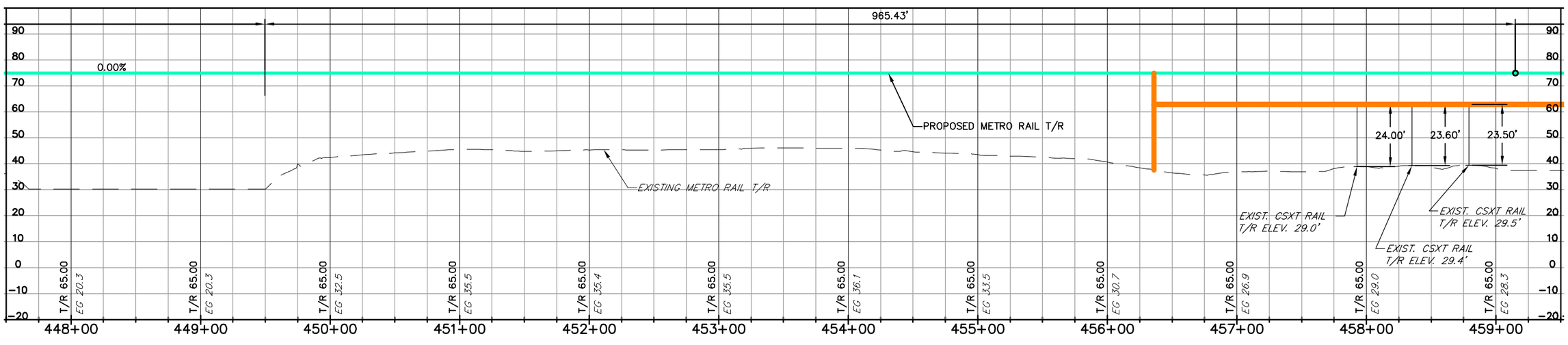

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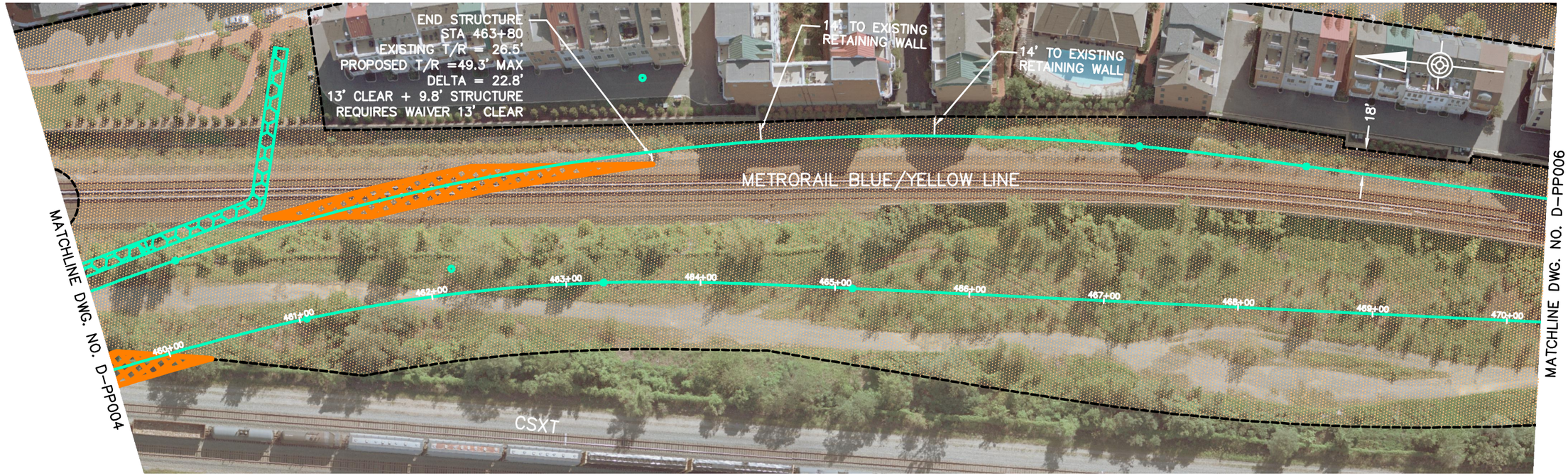
SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	D-PP004	13 OF 15



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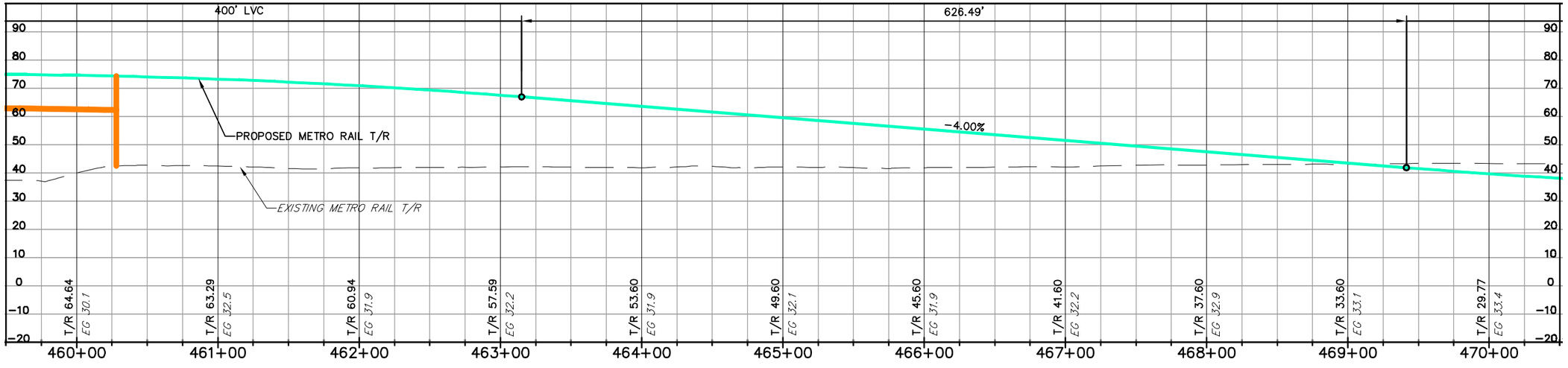

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20 0 20 40

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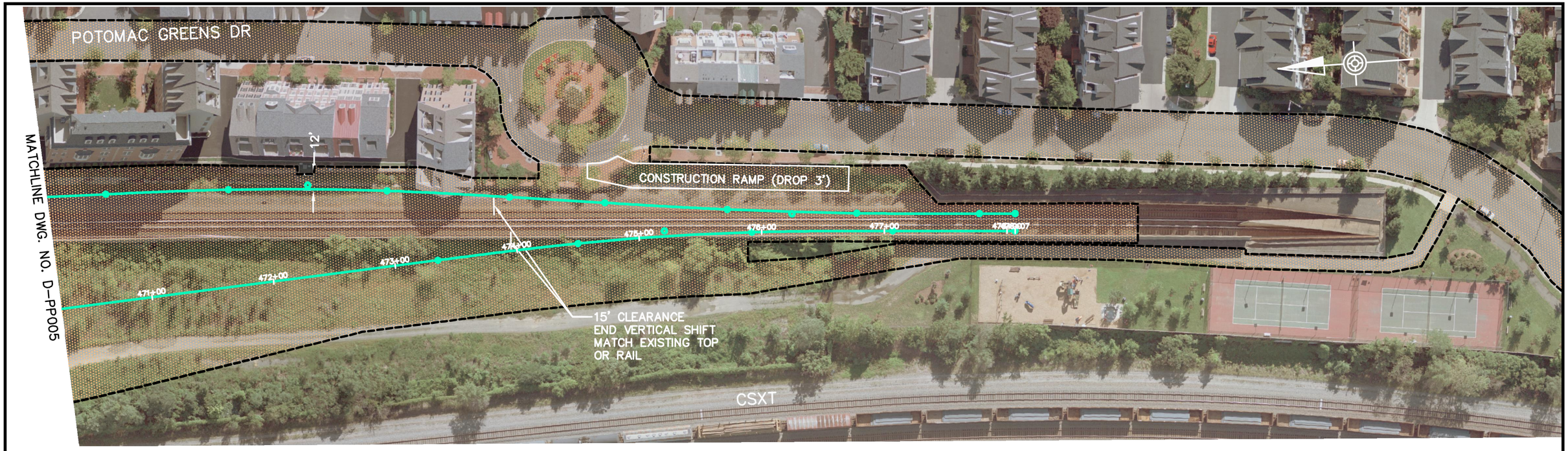
SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	D-PP005	14 OF 15



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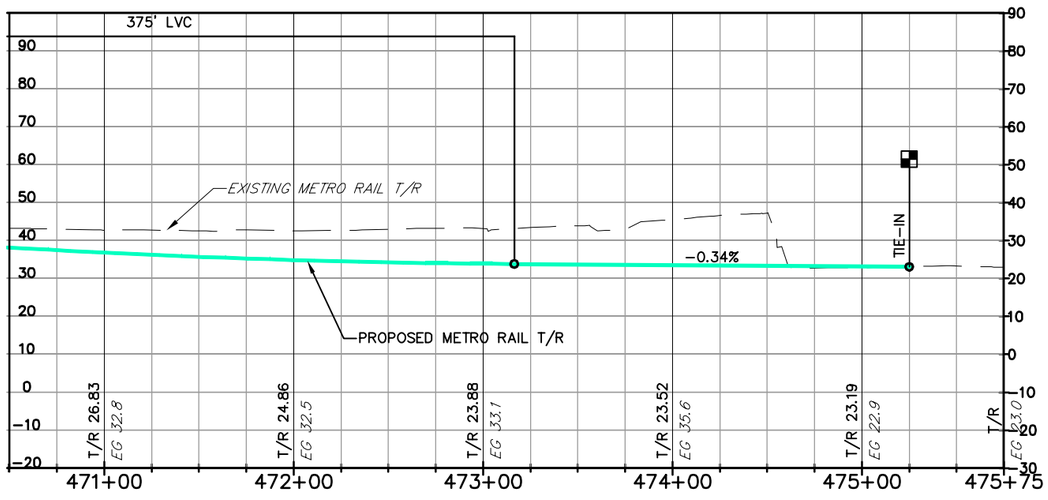

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SCALE	DRAWING NO.	SHEET NO.
AS SHOWN	D-PP006	15 OF 15