Potomac Yard Metrorail Station
Draft Environmental Impact Statement
Public Hearing
April 30, 2015
1. Staff Presentation
   - Proposed Action
   - Purpose and Need
   - Proposed Alternatives and Potential Impacts
   - Next Steps

2. Comments from Persons who Registered in Advance

3. Comments from Other Persons
Comments

Written statements & exhibits must be received by 5:00pm on **May 18, 2015**. Reference the Potomac Yard Metrorail Station Draft EIS Hearing No. 604 and/or Docket R15-01 in your submission.

| Via mail       | Office of the Secretary or WMATA
|                | 600 Fifth Street, NW
|                | Washington, D.C. 20001
|                | Potomac Yard Metrorail Station EIS
|                | P.O. Box 16531
|                | Alexandria, VA 22302
| Via fax        | 202-962-1133
| Via e-mail     | writtentestimony@wmata.com
|                | or
|                | comments@potomacyardmetro.com
Proposed Action

- The Federal Transit Administration (FTA) and the City of Alexandria, in cooperation with WMATA, are proposing the construction of a new Metrorail station at Potomac Yard along the Metrorail Blue and Yellow Lines. The National Park Service (NPS) is a cooperating agency because of the potential of the project to impact the George Washington Memorial Parkway.

- Construction would include a new station, associated track improvements, and one or more pedestrian bridges.

- FTA, the City of Alexandria, WMATA, and NPS will use the Draft EIS to consider the potential environmental effects of the proposed project.
Purpose and Need

• **Purpose:** To improve local and regional transit accessibility to and from the Potomac Yard area adjacent to the U.S. Route 1 corridor for current and future residents, employees, and businesses.

• **Need:**
  - The project area is not served by direct access to regional transit services. Direct access to Metrorail will facilitate regional transit trips.
  - Additional transportation options are needed to support the City of Alexandria’s redevelopment plans and the constrained roadway network.
Overview

Resources reviewed in the Draft EIS:

- Transportation
- Land Acquisitions and Displacements
- Land Use and Zoning
- Consistency with Local Plans
- Neighborhoods, Demographics, and Community Resources
- Environmental Justice
- Visual Resources
- Cultural Resources
- Parklands
- Air Quality
- Noise and Vibration
- Water Quality
- Water Resources (Wetlands)
- Navigable Waterways and Coastal Zones
- Floodplains
- Ecosystems and Endangered Species
- Sustainability
- Hazardous and Contaminated Materials
- Safety and Security
- Secondary and Cumulative Impacts
- Construction Impacts
The Draft EIS identifies and evaluates alternatives that meet the project’s purpose and need. Alternatives include:

- **No Build Alternative**: Describes what would happen if no station was built

- **Build Alternatives**: Alternative A, Alternative B, B-CSX Design Option, Alternative D
No Build Alternative

The No Build Alternative includes all planned transportation projects expected to be finished by 2040, except the Metrorail station.

Potential Impacts:

- Does not improve regional transit access
- Not consistent with City of Alexandria and regional transportation plans
- Does not address existing noise impacts due to existing rail corridor
- Development-related traffic and visual impacts
Build Alternative A

- Located along the existing Metrorail tracks between the CSX Transportation (CSXT) railroad tracks and the north end of the Potomac Greens neighborhood.

- Mostly within the “Metrorail Reservation” identified as part of the Potomac Yard/Potomac Greens Small Area Plan (1999).

- Conceptual Capital Costs: $119-228 million (in 2016$)
Build Alternative A

Two construction access options:

- **Option 1** – access to/from Potomac Greens Drive, Potomac Avenue, and George Washington Memorial Parkway (GWMP) roadway
- **Option 2** – access to/from Potomac Greens Drive and Potomac Avenue
### Build Alternative B

- Located between the GWMP and the CSXT railroad tracks north of the Potomac Greens neighborhood, and east of the existing Potomac Yard Shopping Center.

- Would require land from the GWMP and Greens Scenic Area Easement.

- Conceptual Capital Costs: $149-293 million (in 2016$)
Build Alternative B

Two construction access options:

- **Option 1** – access to/from Potomac Greens Drive, Potomac Avenue, and GWMP roadway
- **Option 2** – access to/from Potomac Greens Drive and Potomac Avenue
B-CSX Design Option

- Design option of Alternative B located east of the existing movie theater on land currently occupied by the CSX tracks.
- Requires relocation of the CSX tracks to the west.
- Station and realigned Metrorail track avoid GWMP property and the Greens Scenic Area easement.
Build Alternative D

- Located west of the CSXT railroad tracks near the existing Potomac Yard Shopping Center.
- Requires elevated tracks crossing over the CSXT tracks into Potomac Yard.
- Conceptual Capital Costs: $277-539 million (in 2016$)
Permanent Impacts

Key environmental resource areas impacted include:

- Land Acquisitions and Displacements
- Local Plans and Zoning
- Parklands
- Visual Resources
- Cultural Resources
- Noise and Vibration
- Wetlands and Waterways
- Floodplains
Temporary Construction Impacts

Construction could impact:

- Adjacent Neighborhoods
- Parklands
- GWMP roadway
- Green Scenic Area easement
- Visual Resources
- Cultural Resources
- Noise and Vibration

- Wetlands and Waterways
- Floodplains
- Resource Protection Areas
The City of Alexandria will fund the station using revenue generated by new development in Potomac Yard, specifically:

- Net new tax revenue
- Special tax districts
- Developer contributions

- City awarded a $50 million loan through the Virginia Transportation Infrastructure Bank (VTIB).

- City continues to pursue other regional, state, and federal funding sources.
Section 106 of the National Historic Preservation Act:

- Requires Federal agencies to take into account the effects of their undertakings on historic properties, and allows interested parties an opportunity to comment.
  
- Comments are invited on potential effects to historic properties.
  
- FTA will send a formal determination of effects to the State Historic Preservation Office.
  
- A Memorandum of Agreement would be prepared to minimize and mitigate any adverse effects.
Next Steps

- Comment period will remain open until May 18, 2015.
- Public Hearing Staff Report prepared and circulated for a 10-day comment period.
- Public Hearing Staff Report Supplement prepared to include staff recommendation.
- Also following the public hearing, the City of Alexandria will choose a preferred alternative as part of its separate legislative process.
- Preparation of the Final EIS.
Please state your name and the organization you represent, if any.
Written statements & exhibits must be received by 5:00pm on **May 18, 2015**. Reference the Potomac Yard Metrorail Station Draft EIS Hearing No. 604 and/or Docket R15-01 in your submission.

| Via mail       | Office of the Secretary or WMATA  
|                | 600 Fifth Street, NW  
|                | Washington, D.C. 20001  
|                | Potomac Yard Metrorail Station EIS  
|                | P.O. Box 16531  
|                | Alexandria, VA 22302  
| Via fax        | 202-962-1133  
| Via e-mail     | writtentestimony@wmata.com  
|                | or  
|                | comments@potomacyardmetro.com |
Continuation of the Public Hearing (if needed):

If by 10:30pm, there are registered speakers present who have not yet had a chance to present their verbal comments due to the number of speakers, the hearing will be continued on:

Monday, May 4, 2015
6:30pm
Cora Kelly Recreation Center
City of Alexandria