

NEPA PROCESS

Why NEPA?

The National Environmental Policy Act of 1969 (NEPA) process is required for the Potomac Yard Metrorail Station in order for the project to be eligible for federal funding. NEPA is also required because some of the alternatives may affect the federally owned George Washington Memorial Parkway, which is administered by the National Park Service (NPS).

What is NEPA?

NEPA requires federal agencies to undertake an assessment of the environmental effects of their proposed actions and reasonable alternatives to those actions. The NEPA process is meant to help public officials make better informed decisions, and to enable community involvement in those decisions.

Who's Involved?



The City of Alexandria is the project sponsor and joint lead agency.



The National Park Service (NPS) is a cooperating agency because of its role in administering the George Washington Memorial Parkway.



The Federal Transit Administration (FTA) is the lead federal agency, because the City will be seeking federal funding for a portion of the project.



The Washington Metropolitan Area Transit Authority (WMATA) is a cooperating agency because it would build and operate the station.

PURPOSE AND NEED

Purpose and Need Statement

The purpose of the project is 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.

- Currently, the area is not served by direct access to regional transit services, such as Metrorail. Direct access to the Metrorail system will facilitate regional transit trips.
- Traffic congestion will increase on U.S. Route 1 even without the proposed development in Potomac Yard. Increasing the share of transit trips would help manage congestion, reduce auto trips, and make efficient use of existing infrastructure.
- Due to the constrained capacity of the existing roadway network, additional transportation options are needed to support redevelopment plans by accommodating travel demand through transit and other non-auto modes.



Potomac Yard Park



Existing Metrorail Blue/Yellow Line between Potomac Greens and Potomac Yard



U.S. Route 1 at Potomac Yard

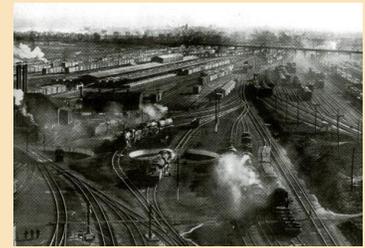
Find Out More

Section 2.5.3 of the Draft EIS

HISTORY AND PLANNING

1906

- Opening of Potomac Yard, which grew to become the largest yard for freight-switching operations on the east coast.



Historic Potomac Yard

1968/1975

- Metrorail system plans identified Potomac Yard as a site for a future Metrorail station that could benefit new development.



Metrorail System

Mid-1980s

- Alexandria 2020 plan proposed a mixed-use, neighborhood development with a Metrorail station.

Late-1980s

- Operations of the rail yard began to be phased out.

1992/1999

- *The Potomac Yard/Potomac Greens Small Area Plan* identified the potential for a Metrorail station. A 2009 revision included approval for an urban, mixed-use Town Center along East Glebe Road.



Potomac Yard Small Area Plan

2010

- The *Potomac Yard Concept Development Study* analyzed eight potential Metrorail station locations; recommended further examination of three locations.
- The *North Potomac Yard Small Area Plan* envisioned replacing the existing shopping center with a high-density, transit-oriented neighborhood anchored by a Metrorail Station

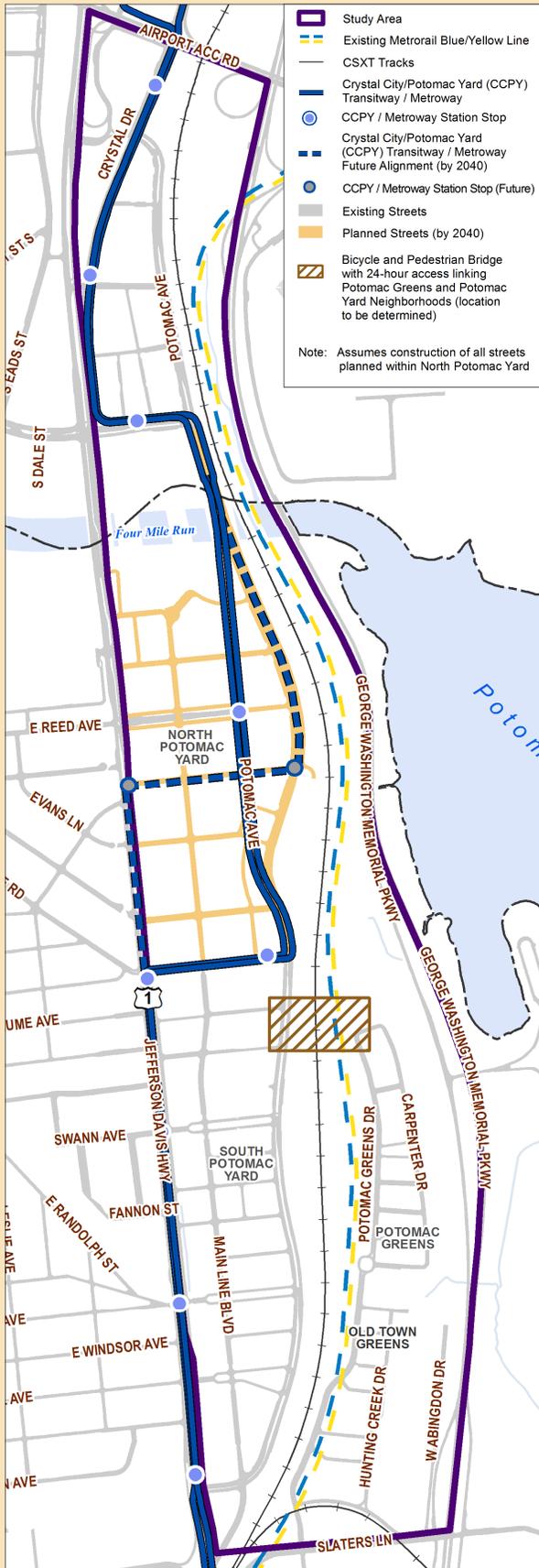


View showing planned development in North Potomac Yard

2011

- The current EIS study began by gathering public and agency input on the scope of the environmental study and the alternatives to be evaluated.

NO BUILD ALTERNATIVE



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

- Build-out of the Potomac Yard street network,
- Crystal City/Potomac Yard (CCPY) Transitway
- Expansion of local bus service
- Off-street multi-use trail from Four Mile Run to Braddock Road
- Pedestrian/bicycle bridge over the tracks between Potomac Yard and the Potomac Greens neighborhood



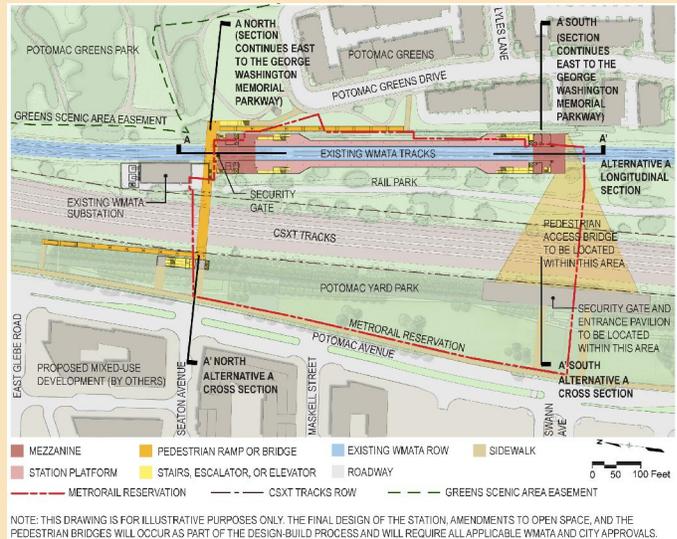
BUILD ALTERNATIVE A



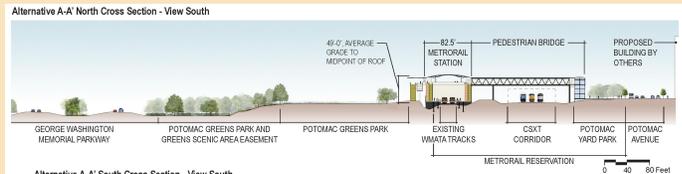
Build Alternative A would be located along the existing Metrorail tracks between the CSX Transportation (CSXT) railroad tracks and the northern end of the Potomac Greens neighborhood, generally within the "Metrorail Reservation" identified as part of the Potomac Yard/Potomac Greens Small Area Plan (1999).

Key features include:

- Same level as the existing Metrorail tracks
- Side platform layout
- Two pedestrian bridges from the station over the CSXT railroad tracks to Potomac Yard
- Northern bridge would provide 24-hour pedestrian/bicycle access between Potomac Yard and Potomac Greens.



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



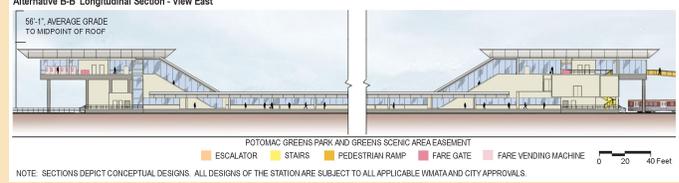
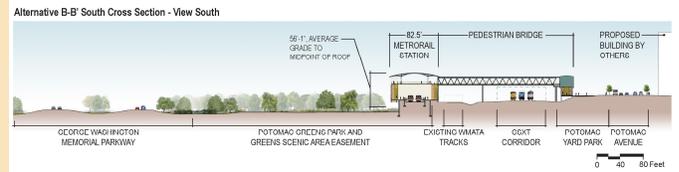
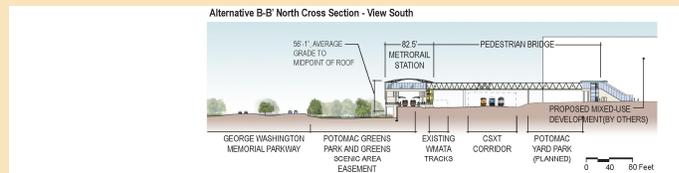
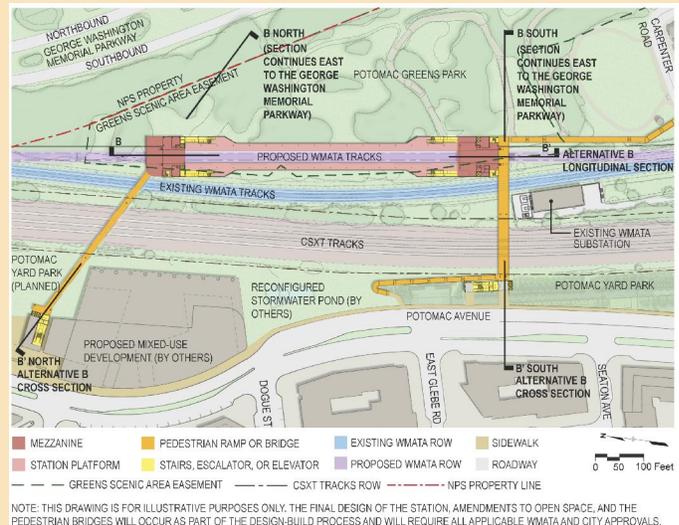
NOTE: SECTIONS DEPICT CONCEPTUAL DESIGNS. ALL DESIGNS OF THE STATION ARE SUBJECT TO ALL APPLICABLE WMATA AND CITY APPROVALS.

BUILD ALTERNATIVE B

Build Alternative B would be located between the George Washington Memorial Parkway and the CSXT railroad tracks north of the Potomac Greens neighborhood, and east of the existing Potomac Yard Shopping Center.

Key features include:

- Same level as the existing Metrorail tracks
- Side platform layout
- Two pedestrian bridges from the station over the CSXT tracks to Potomac Yard
- Southern bridge would provide 24-hour pedestrian/bicycle access between Potomac Yard and Potomac Greens.



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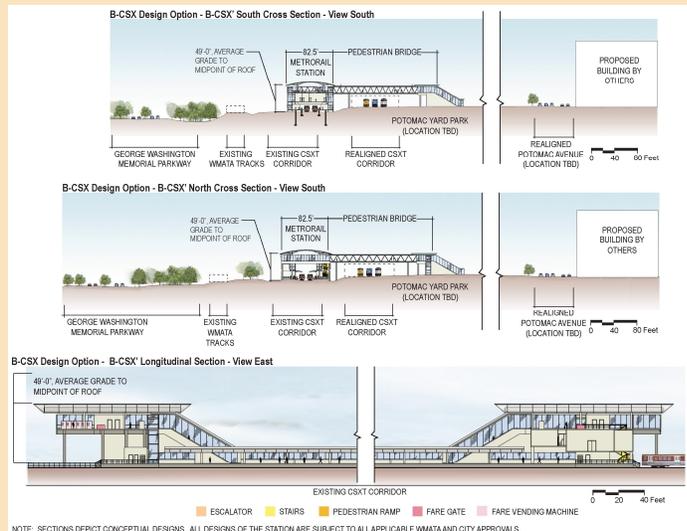
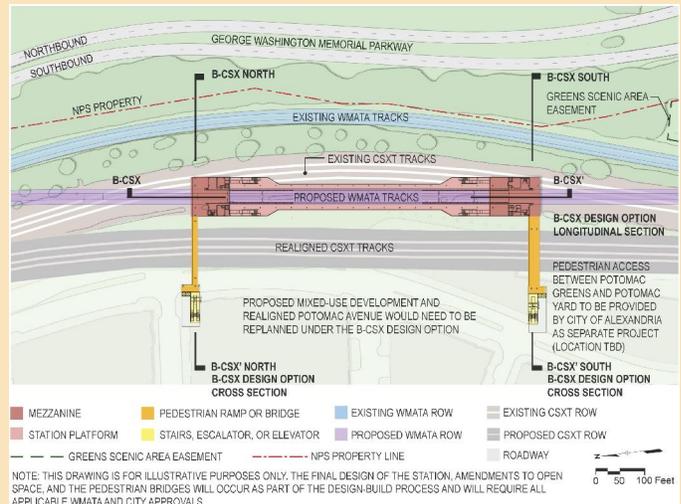
B-CSX DESIGN OPTION



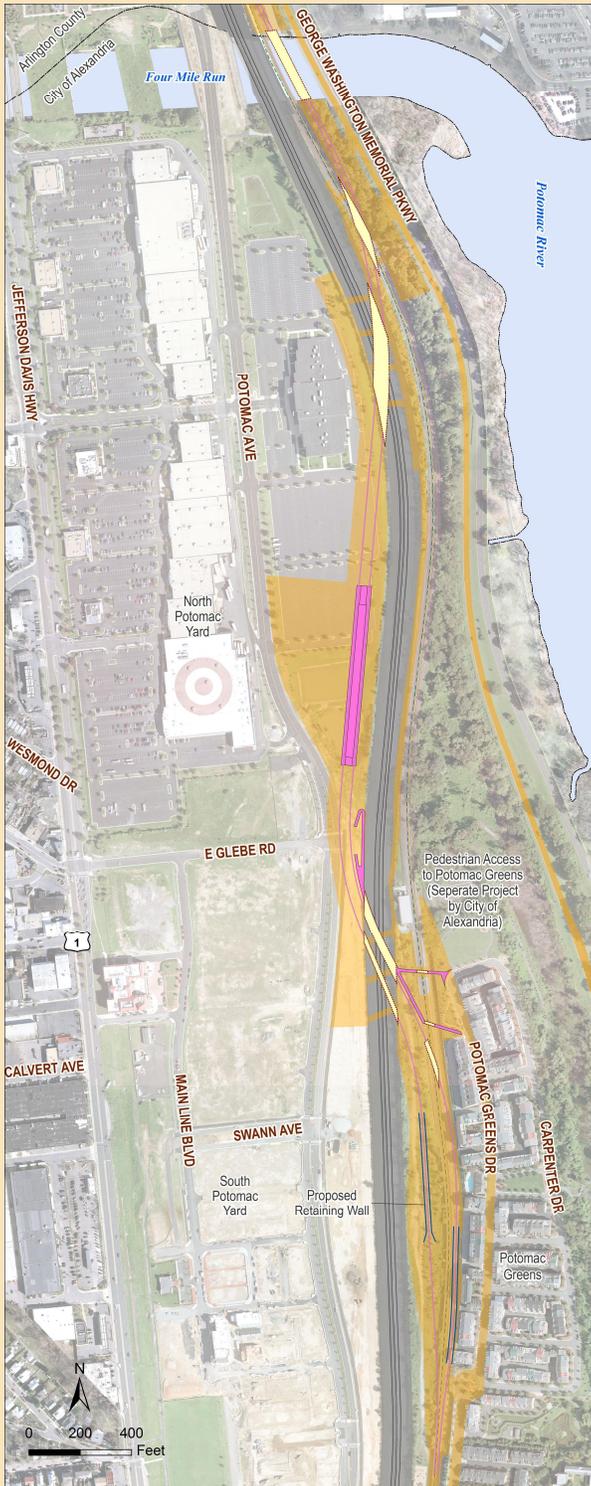
B-CSX Design Option would be located on land currently occupied by CSXT railroad tracks to the east of the existing movie theater. This design option would require construction of new CSXT tracks to the west of their current location.

Key features include:

- Same level as the existing Metrorail tracks
- Side platform layout
- Two pedestrian bridges from the station over the CSXT tracks to Potomac Yard
- One 24-hour pedestrian/bicycle bridge over the CSXT tracks to connect Potomac Yard and the Potomac Greens neighborhood would be constructed as a separate project.



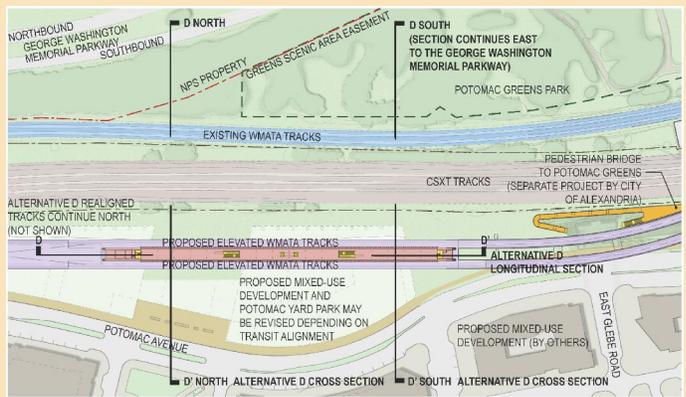
BUILD ALTERNATIVE D



Build Alternative D would be located west of the CSXT railroad tracks near the existing Potomac Yard Shopping Center.

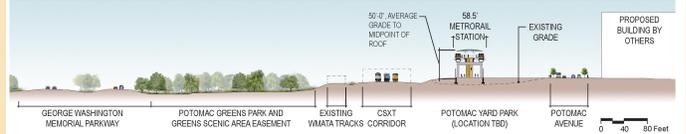
Key features include:

- Elevated tracks starting north of Four Mile Run, crossing the CSXT tracks into Potomac Yard, and then crossing the CSXT tracks again to reconnect to the existing Metrorail line behind Potomac Greens.
- Elevated station
- Center platform layout
- Ground floor entrance mezzanine
- One 24-hour pedestrian/bicycle bridge over the CSXT tracks to connect Potomac Yard and the Potomac Greens neighborhood would be constructed as a separate project.

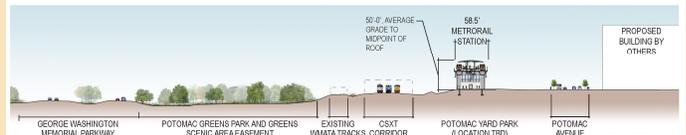


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Alternative D-D' North Cross Section - View South



Alternative D-D' South Cross Section - View South

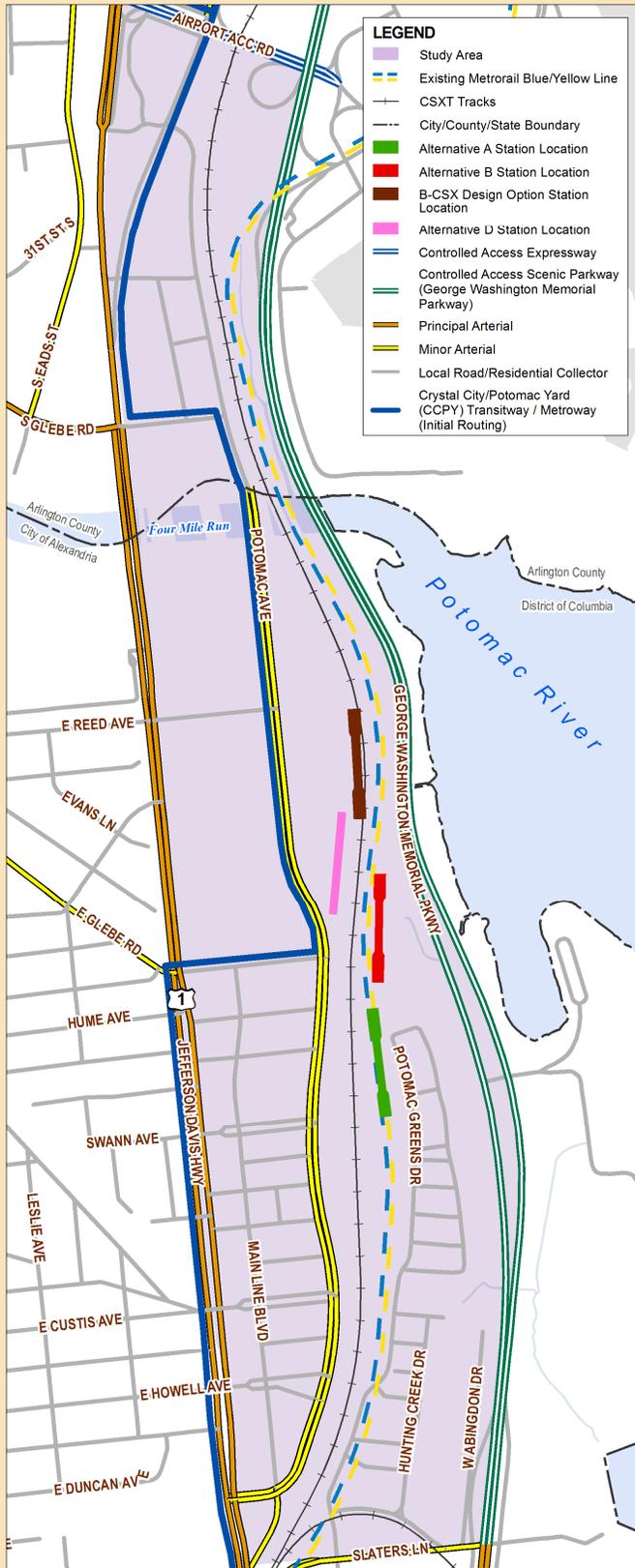


Alternative D-D' Longitudinal Section - View East



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

TRANSPORTATION IMPACTS



Background

All Build Alternatives are planned as urban stations. Most users are expected to access the station on foot or bike. There will be no bus bays or parking lots for Kiss & Ride or Park & Ride.

All buses will access the station from Potomac Yard, along Potomac Avenue.

Evaluation of Alternatives

2040 Daily Station Boardings

Alternative A	Alternative B	B-CSX Design Option	Alternative D
10,000	11,300	10,000	10,000

All Build Alternatives are expected to generate low levels of vehicular trips similar to other urban stations. No effect is shown on overall intersection delays compared to the No Build Alternative.

Some Metrorail passengers may attempt to drive and park in adjoining neighborhoods. The introduction and enforcement of parking restrictions would largely avoid and minimize potential impacts to neighborhoods.

All alternatives will improve bicycle and pedestrian access from Potomac Yard to Potomac Greens.

Find Out More

- Section 3.2, Transportation
- Transportation Technical Memorandum, Volume II

How Does the Metrorail Station Fit in With Local Plans?

The *North Potomac Yard Small Area Plan* and the associated zoning link the level of development in North Potomac Yard to the presence of a Metrorail station at the approximate location of Alternative B. If a Metrorail station is constructed at a location other than Alternative B or a station is not built, the amount of permitted development in North Potomac Yard is reduced by approximately 3.825 million square feet.

Maximum Building Heights in Potomac Yard



Find Out More

- Draft EIS Section 2.5.3
- Land Use, Zoning, and Consistency with Local Plans Technical Memorandum
- North Potomac Yard Small Area Plan

Land Use Impacts

Build Alternative A would be located primarily on land designated in 1999 for a possible future Metrorail station (the Metrorail Reservation). The landings for the pedestrian bridges would be located in Potomac Yard Park and Potomac Greens Park.

Build Alternative B would be located on land that is currently public open space and is covered by the Greens Scenic Area Easement. A portion of the right-of-way for the realigned tracks would require the acquisition of some national parkland. The landing for the southern pedestrian bridge would be located in Potomac Yard Park. The site was identified as a potential site in the 2010 *North Potomac Yard Small Area Plan*.

B-CSX Design Option would be located on land currently occupied by the movie theater and parking lot, and which is planned for future mixed-use development and associated infrastructure.

Build Alternative D would be located on land currently occupied by the movie theater and parking lot, and which is planned for future mixed-use development and associated infrastructure. The aerial tracks would require the acquisition of some national parkland and City parks.

WETLANDS IMPACTS

Waters of the United States Including Wetlands

Background

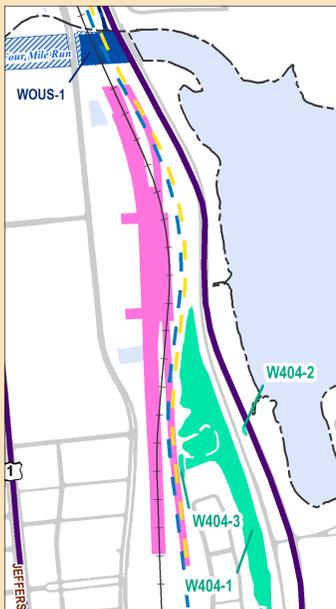
Alternative A



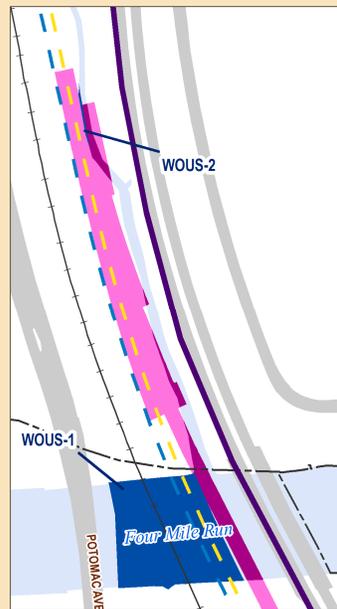
Alternative B



B-CSX Design Option



Alternative D



Wetlands: "Lands where saturation with water is the dominant factor determining the nature of soil development and the types of plant and animal communities living in the soil and on its surface."

(Classification of Wetlands and Deepwater Habitats of the United States, Cowardin et al. 1979)

Waters of the United States (WOUS): Includes wetlands as well as intrastate rivers, streams, and natural ponds.

WOUS are regulated by the United States Army Corps of Engineers (USACE).

NPS regulates WOUS on NPS property.

Evaluation of Alternatives

Build Alternatives A, B and D would have a permanent impact on wetlands and Waters of the United States:

- Build Alternative A: 0.02 acre
- Build Alternative B: 1.28 acres
- Build Alternative D: 0.56 acres

Build Alternatives A, B, and D would have temporary impacts on wetlands during construction.

Find Out More

- Section 3.14 Waters of the United States (Wetlands)
- Section 3.24 Construction Impacts
- Water Resources Technical Memorandum, Volume II

LEGEND			
	Study Area		USACE Only Waters of the U.S.
	Existing Metrorail Blue/Yellow Line		USACE Only Waters of the U.S. (not delineated)
	CSXT Tracks		WOUS-0 USACE Waters of the U.S. Identifier
	City/County/State Boundary		Permanent Limits of Disturbance
	NPS and USACE Wetland Area		Permanent Wetland Impact
	NPS and USACE Wetland Identifier		
	NPS Wetland Area		
	NPS Wetland Identifier		

NATIONAL PARK SERVICE PARKLAND IMPACTS (PRELIMINARY)



Background

The George Washington Memorial Parkway (GWMP) is located along the eastern edge of the study area and is administered by the National Park Service (NPS).

Evaluation of Alternatives (Preliminary Impacts)

Build Alternative B would permanently impact 0.16 acre of GWMP property for right-of-way for the realigned tracks. Impacts would include removal of existing vegetation.

Build Alternative D would permanently impact 1.43 acres for new structures and right-of-way. Impacts would include removal of existing vegetation.

Option 1 construction access for Build Alternatives A and B (access from the GWMP) and construction access for Build Alternative D would have temporary impacts on the GWMP. Federal regulations prohibit construction access from the GWMP if there is another option available.

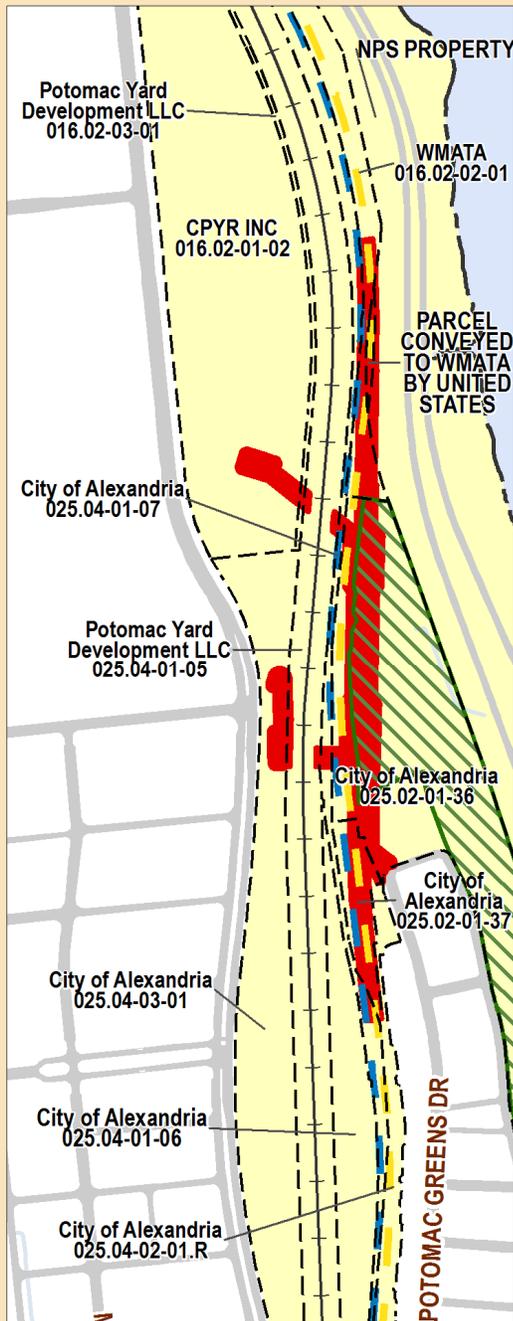
Build Alternatives B or D would require approval by NPS and a land exchange. Discussions are ongoing for any use of NPS property.

Find Out More

- Section 3.9 Cultural Resources
- Section 3.10 Parklands
- Section 3.24 Construction Impacts

GREENS SCENIC AREA EASEMENT IMPACTS

Build Alternative B & Greens Scenic Area Easement



Background

In 2000, a perpetual scenic easement was acquired by the United States Department of the Interior (NPS) as part of the agreement between the owner of Potomac Yard at the time and NPS, allowing for the development of Potomac Greens and portions of Potomac Yard. The purpose of the easement is to conserve and preserve the natural vegetation, topography, habitat, and other natural features within what was termed the "Greens Scenic Area."

Evaluation of Alternatives

Build Alternative B would permanently impact approximately 1.71 acres of the Greens Scenic Area Easement.

Option 1 construction access for Build Alternatives A and B (access from the George Washington Memorial Parkway or "GWMP") and construction access for Build Alternative D would have temporary impacts to the Greens Scenic Area Easement. Federal regulations prohibit construction access from the GWMP if there is another option available.

Build Alternative B would require approval by NPS and a land exchange.

Find Out More

- Section 3.3 Land Acquisitions and Displacements
- Section 3.24 Construction Impacts
- Appendix G: Greens Scenic Area Easement

CITY PARKLAND IMPACTS

Build Alternatives and Parklands

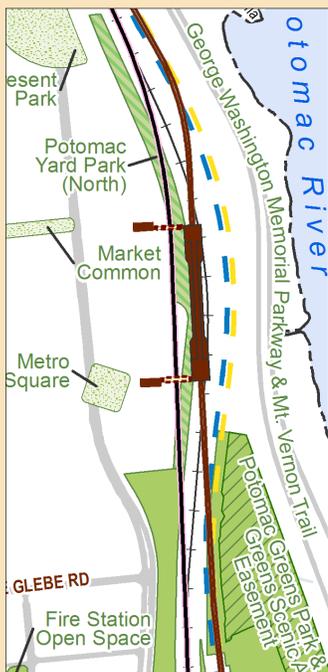
Alternative A



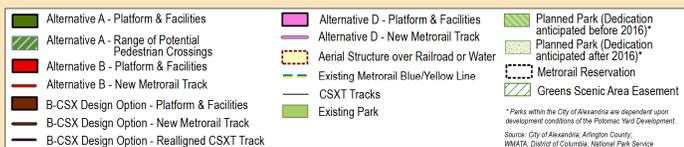
Alternative B



B-CSX Design Option



Alternative D



Background

City parks potentially affected by the Build Alternatives include:

- Potomac Yard Park
- Potomac Greens Park
- Rail Park

Parkland within the Metrorail Easement was excluded from the analysis for Alternative A.

Evaluation of Alternatives

Build Alternative A

- Impacts to Potomac Greens Park due to pedestrian access and station facilities.
- Impacts to Potomac Yard Park due to pedestrian access.

Build Alternative B

- Impacts to Potomac Greens Park due to pedestrian access and station facilities.
- Impacts to Potomac Yard Park due to pedestrian access.

B-CSX Design Option

- Impacts to Potomac Yard Park due to realigned CSX tracks.
- Impacts to Potomac Greens Park due to realigned Metrorail tracks.

Build Alternative D

- Impacts to Potomac Yard Park due to aerial tracks and station.
- Impacts to Potomac Greens Park and Rail Park due to aerial tracks.

Find Out More

- Section 3.10 Parklands
- Section 3.24 Construction Impacts
- Appendix D: Draft Section 4(f) Evaluation

VISUAL RESOURCES IMPACTS – VIEWSHED ANALYSIS LOCATIONS

George Washington Memorial Parkway
(North Study Area), North of Four Mile Run,
Looking Southeast



George Washington Memorial Parkway
(North Study Area), South of Four Mile Run,
Looking Southeast



George Washington Memorial Parkway
(Middle Study Area), Looking South



George Washington Memorial Parkway
(North Study Area), South of Four Mile Run,
Looking South (B-CSX Analysis Only)



George Washington Memorial Parkway
(South Study Area), Looking South



George Washington Memorial Parkway
(Middle Study Area), Mount Vernon Trail,
Looking West



Potomac Yard, looking Northeast at East
Glebe Road and Potomac Avenue



George Washington Memorial Parkway
(South Study Area), Looking West



Potomac Yard, looking Southeast at East
Glebe Road and Potomac Avenue



Potomac Greens, looking West



Potomac Greens Park



VISUAL RESOURCES IMPACTS – VIEW FROM GEORGE WASHINGTON MEMORIAL PARKWAY

Background

The visual resources analysis was prepared in accordance with Federal Highway Administration (FHWA) Visual Impact Assessment Methodology for Highway Projects (1981), which is an accepted methodology for various types of transportation projects.

A number of “viewsheds” were chosen based on the likelihood that the project may be visible from each location. The images shown here depict the project opening year conditions, as over time vegetation would be expected to grow and screen some of the views.

Looking Northwest from GWMP (Viewshed 6)



No Build Alternative



Alternative A

Looking Southwest from GWMP (Viewshed 3)



No Build Alternative



Alternative B

Looking Southwest from GWMP North of Four Mile Run (Viewshed 1)



No Build Alternative



Alternative D

All views represent opening year. B-CSX Design Option is not visible from these locations.

Find Out More

- Section 3.8 Visual Resources
- Visual Resources Technical Memorandum, Volume II

VISUAL RESOURCES IMPACTS – VIEW FROM POTOMAC GREENS

Background

The visual resources analysis was prepared in accordance with Federal Highway Administration (FHWA) Visual Impact Assessment Methodology for Highway Projects (1981), which is an accepted methodology for various types of transportation projects

A number of “viewsheds” were chosen based on the likelihood that the project may be visible from each location. The images shown here depict the project opening year conditions, as over time vegetation would be expected to grow and screen some of the views.

Looking Northwest from Potomac Greens Park (Viewshed 8)

No Build Alternative



Alternative B



Alternative A



Alternative D



All views represent opening year. B-CSX Design Option is not visible from this location.

Find Out More

- Section 3.8 Visual Resources
- Visual Resources Technical Memorandum, Volume II

VISUAL RESOURCES IMPACTS – VIEW FROM POTOMAC YARD

Background

The visual resources analysis was prepared in accordance with Federal Highway Administration (FHWA) Visual Impact Assessment Methodology for Highway Projects (1981), which is an accepted methodology for various types of transportation projects.

A number of “viewsheds” were chosen based on the likelihood that the project may be visible from each location. The images shown here depict the project opening year conditions, as over time vegetation would be expected to grow and screen some of the views.

E. Glebe Rd at Potomac Ave (Viewshed 9) Looking Southeast Looking Northeast

No Build Alternative



No Build Alternative



Alternative A



Alternative B



All views represent opening year. B-CSX Design Option is not visible from this location.

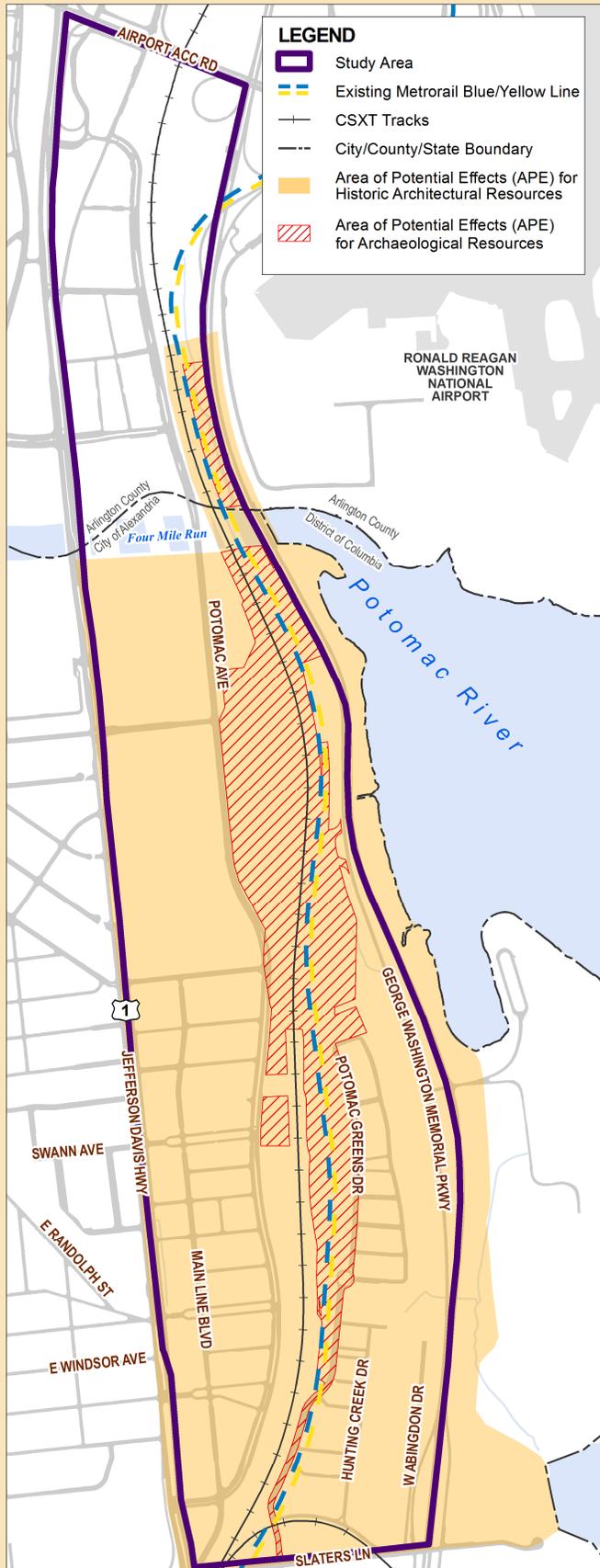
Alternative D



Find Out More

- Section 3.8 Visual Resources
- Visual Resources Technical Memorandum, Volume II

CULTURAL RESOURCES IMPACTS



Background

Cultural resources include historic architectural and archaeological resources listed or eligible for listing in the National Register of Historic Places (NRHP) within defined Areas of Potential Effects (APEs). Two NRHP listings have the potential to be affected: the Mount Vernon Memorial Highway (MVMH) and the George Washington Memorial Highway (GWMP). There are five potentially eligible archaeological resources in the APE.

Evaluation of Alternatives

All Build Alternatives have potential for visual impacts to GWMP/MVMH

Build Alternatives A (Option 1 Construction Access only), B, and D would create impacts by removing trees. Build Alternatives B and D would require land transfers.

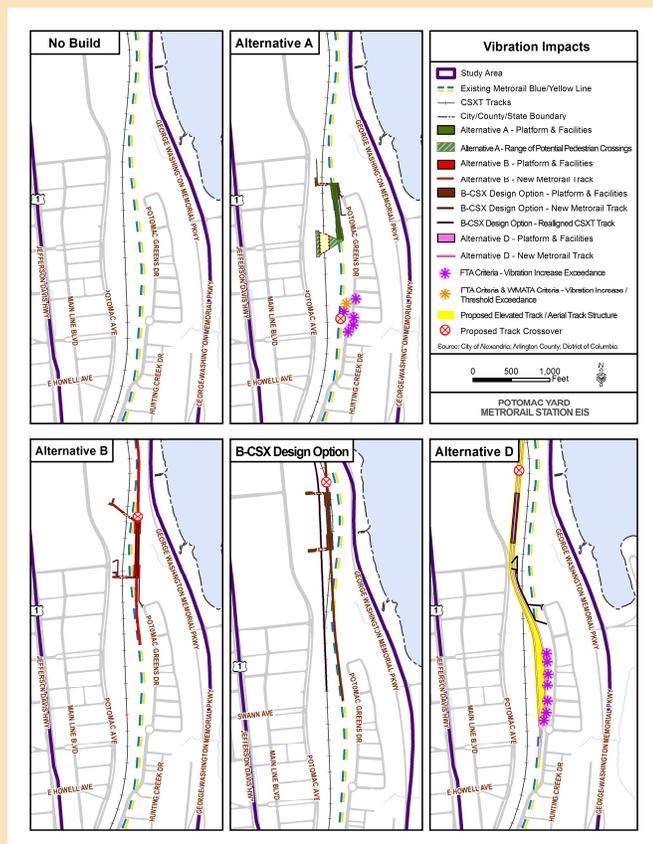
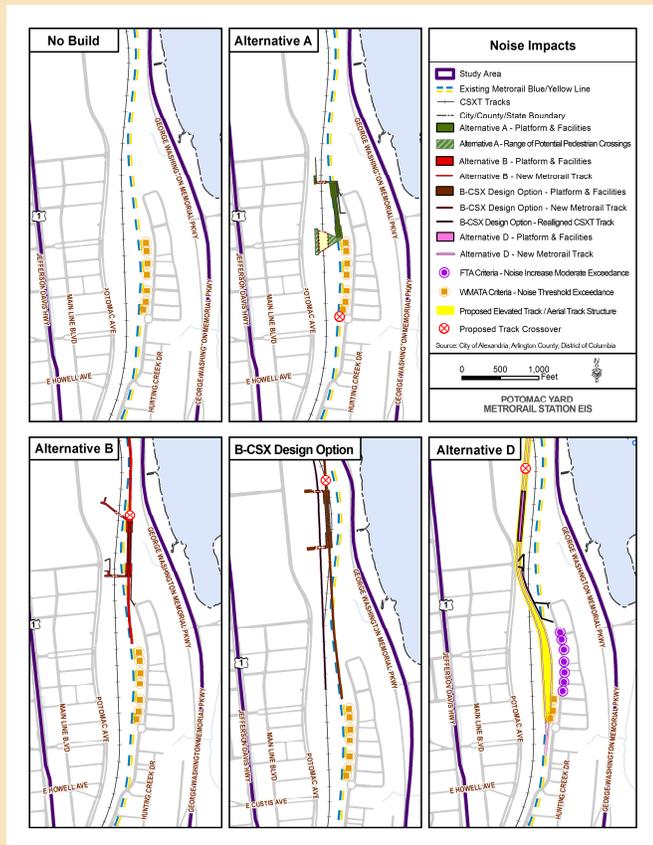
Option 1 construction access for Build Alternatives A and B: (access from GWMP) would potentially affect 2 archaeological resources. Construction access for Build Alternative D would potentially affect 1 archaeological resource.

Federal regulations prohibit construction access from the GWMP if there is another option available.

Find Out More

- Section 3.9 Cultural Resources
- Section 3.24 Construction Impacts
- Cultural Resources Technical Memorandum and the Preliminary Historic Architectural Effects Assessment Report, Volume II

NOISE & VIBRATION IMPACTS



Background

Noise and vibration impacts were assessed based on Federal Transit Administration and WMATA guidelines.

Noise levels today are dominated by roadway and rail noise, as well as airplane take-offs and landings at the airport.

Evaluation of Alternatives

Existing noise conditions would remain under the No Build Alternative, Build Alternative A, Build Alternative B, and B-CSX Design Option. Build Alternative D would reduce noise impacts at four residences, but would result in new noise impacts based on FTA criteria at seven residences due to the elevated tracks.

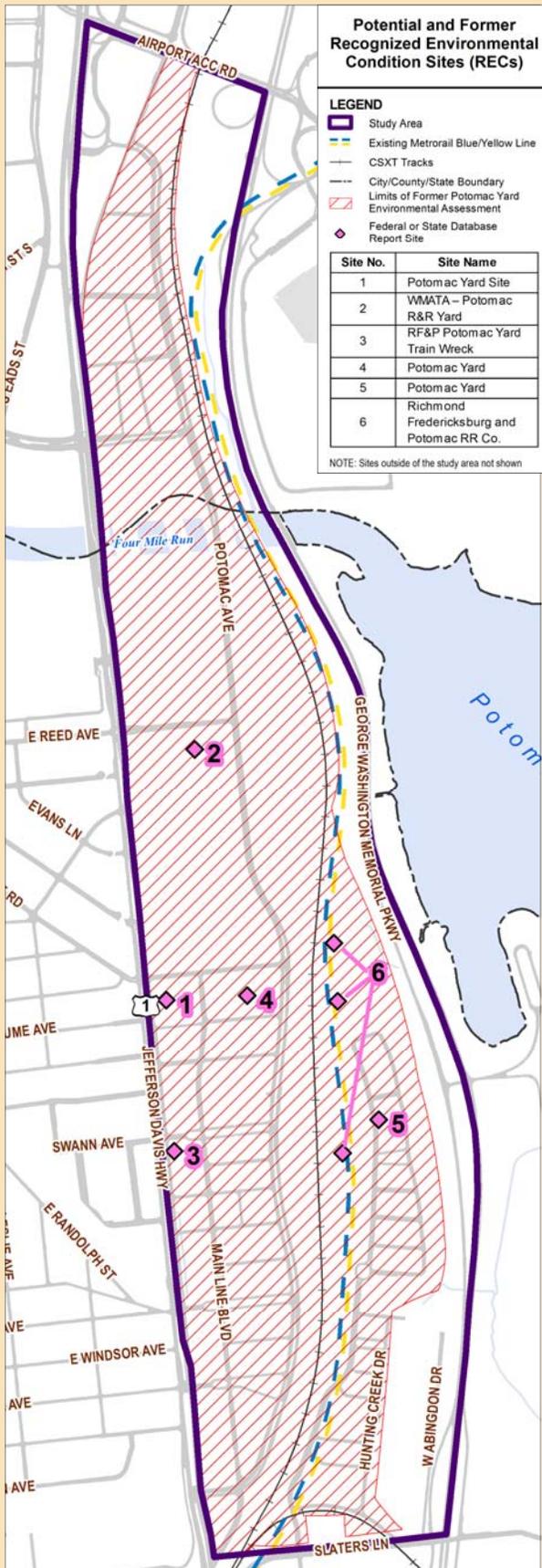
Build Alternative B and B-CSX Design Option would not exceed criteria for vibration impacts. Based on FTA criteria, Build Alternatives A and D would result in increased vibration impacts to residences in Potomac Greens due to Metrorail trains passing over new switches.

Other noise sources associated with the proposed station are not expected to contribute towards any exceedance or noise impact based on FTA or WMATA criteria. These sources would be evaluated more closely during final design when the station features are finalized and would be mitigated as appropriate.

Find Out More

- Section 3.12, Noise and Vibration
- Noise and Vibration Technical Memorandum, Volume II

HAZARDOUS MATERIALS IMPACTS



Background

Potomac Yard was an active rail yard through most of the 20th Century. The presence of hazardous materials in Potomac Yard, primarily as a result of former rail yard activities, has been previously documented, including extensive remedial investigations and reports completed in accordance with Federal, state and local laws. Contaminants have been remediated or mitigated during previous remedial activities and during redevelopment.

Evaluation of Alternatives

The No Build Alternative would not disturb potential residual contaminants in the soil.

The potential impacts from the Build Alternatives and B-CSX Design Option would occur during construction activities, which could disturb contaminated fill material, soils, and groundwater within the study area.

Best Management Practices (BMPs) and construction mitigation methods would be used to lessen impacts from contaminated materials.

Find Out More

- Draft EIS Section 3.20
- Phase I Environmental Site Assessment and Hazardous and Contaminated Materials Technical Memorandum

SECONDARY & CUMULATIVE EFFECTS

Background

The analysis of secondary effects evaluated the project's potential to induce land development, and the potential effects of that development.

The cumulative effects analysis evaluated the potential combined impact of the various projects planned in the study area. The cumulative effects assessment also addressed the potential effects of climate change on the project.

Development Assumptions

Recent and planned development includes the Old Town Greens and Potomac Greens neighborhoods, as well as the existing and planned development in Potomac Yard.

Assumptions for Build Alternative B include the full development density allowed under current plans in North Potomac Yard. Total permitted development would be reduced under any of the other alternatives.



[Find Out More](#)

Evaluation of Alternatives

Secondary Effects: The increased development in Potomac Yard for all alternatives would provide opportunities for housing and commercial uses close to the region's core in a location with Metrorail access, resulting in fewer and shorter automobile trips regionally. The higher level of density permitted with Alternative B would amplify this effect.



Red Line train pulling into NoMA-Gallaudet Station

Cumulative Effects: Cumulative effects are not expected for most of the resources analyzed in the Draft EIS, either because no effects are expected from this project or because no effects are expected from other projects.

For each of the alternatives, there would be a slight increase in automobile traffic by 2040 due to planned development. The planned development would be expected to support the transit network through urban densities and transit-friendly urban design. The cumulative effect, therefore, would be improved mobility and accessibility to accommodate the City's projected growth.

- Section 3.23, Secondary & Cumulative Effects
- Secondary & Cumulative Effects Technical Memorandum, Volume II

CONSTRUCTION ACCESS: BUILD ALTERNATIVES A & B

Option 1:
Access from the GWMP,
Potomac Greens Drive, and
Potomac Yard

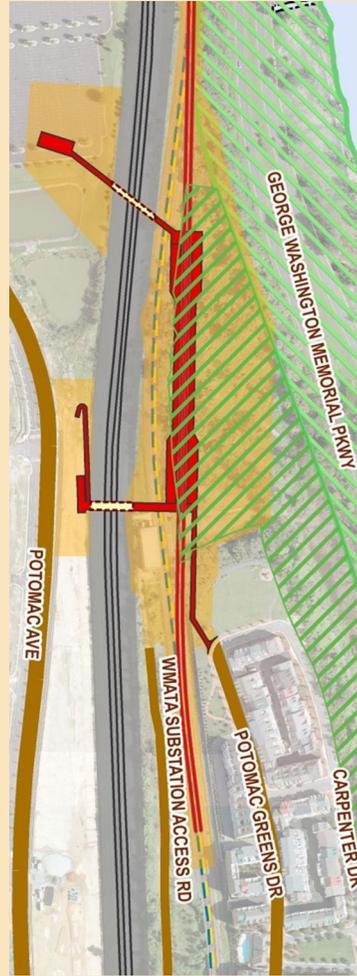
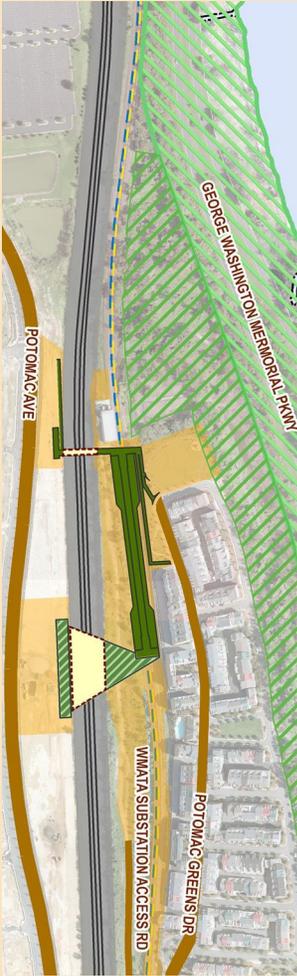
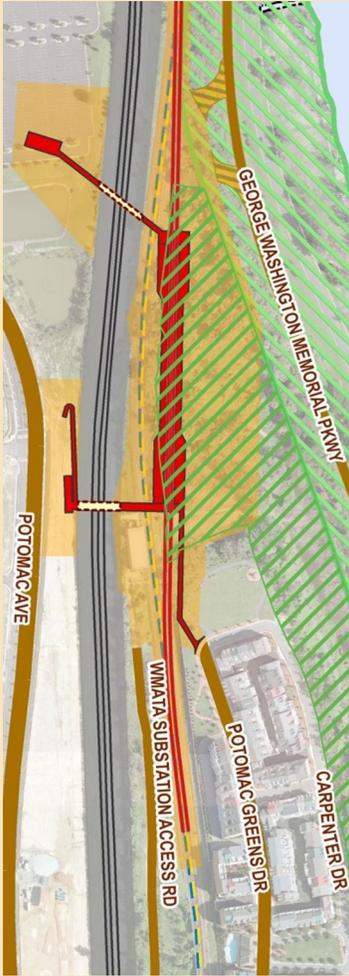
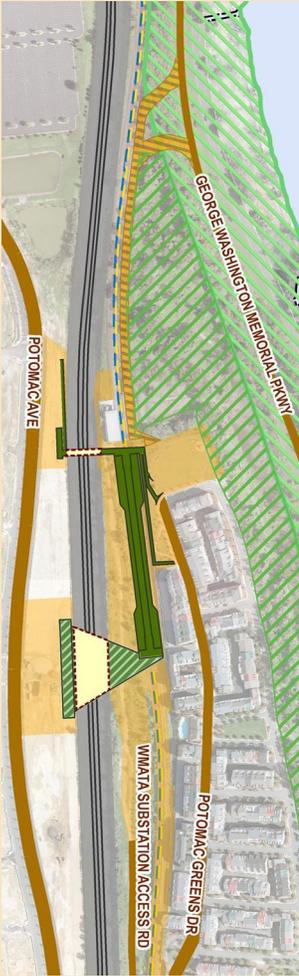
Option 2:
Access from Potomac Greens
Drive and Potomac Yard
(no access from GWMP)

Alternative A

Alternative B

Alternative A

Alternative B



Construction Access and Impact Area

Staging Area	Existing Metrorail Blue/Yellow Line	Greens Scenic Area Easement
Access Route	Existing CSXT Tracks	George Washington Memorial Parkway
Staging Access Driveway	Existing CSXT Right-of-Way	

The Draft EIS evaluates two construction access options for Build Alternatives A and B: access primarily via the George Washington Memorial Parkway (GWMP) or via Potomac Greens Drive. Both options were evaluated in order to understand the potential impacts. However, park policy and federal regulations prohibit commercial vehicles on the GWMP if another option is available.

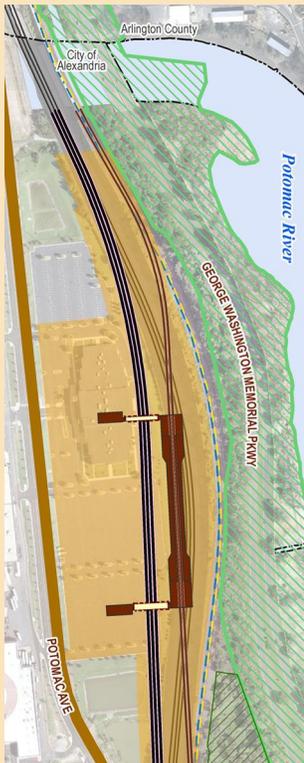
Find Out More

- Section 3.24, Construction Impacts
- Construction Impacts Technical Memorandum, Volume II

CONSTRUCTION ACCESS: B-CSX DESIGN OPTION & BUILD ALTERNATIVE D

B-CSX Design Option

North



South



Construction Access and Impact Area

- Staging Area
- Access Route
- B-CSX Design Option - Realigned CSXT Track
- Aerial Structure over Railroad
- Existing Metrorail Blue/Yellow Line
- Existing CSXT Tracks
- Existing CSXT Right-of-Way
- Greens Scenic Area Easement
- George Washington Memorial Parkway (NPS Property)

Construction access for B-CSX Design Option would be primarily from Potomac Yard, with additional access via the traction power substation access road.

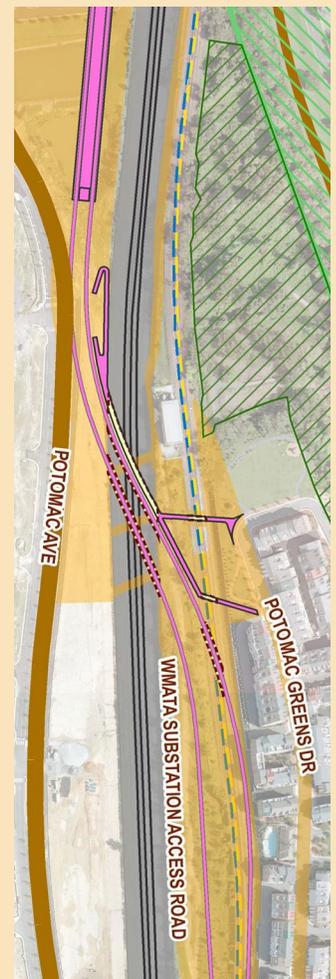
Construction for the B-CSX Design Option requires first constructing the new CSX Transportation (CSXT) alignment, so the new Metrorail tracks and station can be built within the existing CSXT right-of-way.

Build Alternative D

North



South



Construction access for Build Alternative D would be from the George Washington Memorial Parkway, from Potomac Yard, and from Potomac Greens Drive.

Build Alternative D would require construction of a new bridge across Four Mile Run.

Find Out More

- Section 3.24, Construction Impacts
- Construction Impacts Technical Memorandum, Volume II

OPPORTUNITIES FOR COMMENTS

How Can I Submit Comments?

Comment on the Draft EIS to WMATA

Written statements & exhibits must be received by 5:00pm on May 18 2015. Reference the Potomac Yard Metrorail Station EIS Hearing and/or Docket Number R15-01 in your submission.

Via mail	Office of the Secretary WMATA 600 Fifth Street, NW Washington, D.C. 20001	or	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		

The Draft Environmental Impact Statement (EIS) and general plans for the proposed Potomac Yard Metrorail Station are available online at www.potmacyardmetro.com and www.wmata.com/hearings and may be inspected during normal business hours at the following locations:

WMATA
Office of the Secretary
600 Fifth Street, NW, Room 2D-209
Washington, DC 20001
202-962-2511
(Please call in advance to coordinate)

Alexandria City Hall
Office of City Clerk
301 King Street, Room 2300
Alexandria, VA 22314
703-746-4550

James M. Duncan Branch Library
2501 Commonwealth Avenue
Alexandria, VA 22301
703-746-1705

Charles E. Beatley, Jr. Central Library
5005 Duke Street
Alexandria, VA 22304
703-746-1702

Cora Kelly Recreation Center
25 West Reed Avenue
Alexandria, VA 22305
703-746-5554

Aurora Hills Branch Library
735 18th Street, South
Arlington, VA 22202
703-228-5715