

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

	2011				2012				2013						
EIS Scoping	█														
Draft EIS (DEIS)		█													
Public Hearing and Comment on DEIS									█						
Final EIS													█		
Record of Decision (ROD)														█	
Ongoing Agency Coordination and Public Involvement	█														

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

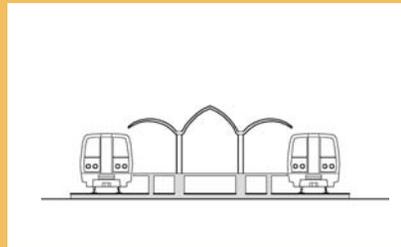
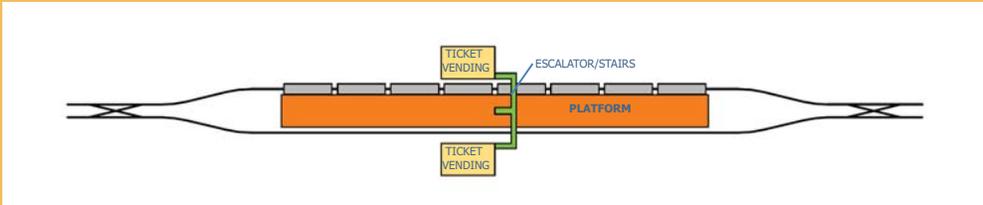


Pedestrian Accommodations

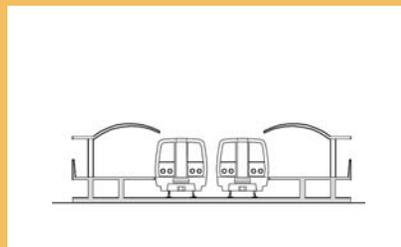
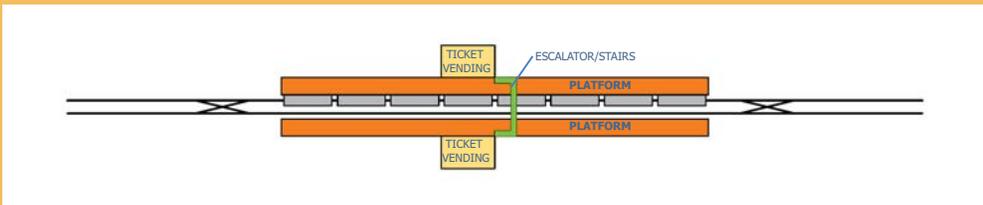
TYPICAL STATION DESIGN

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.

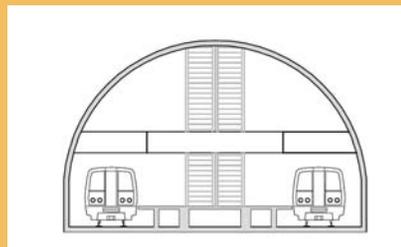
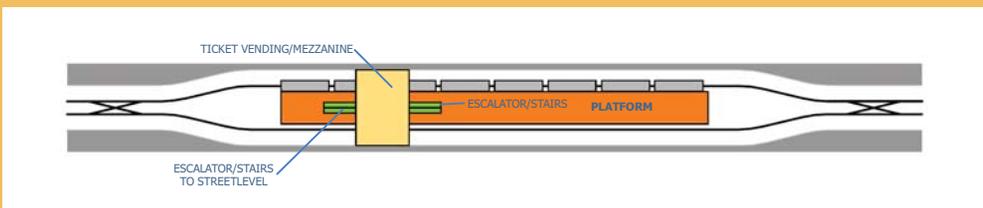
Ground Level: Center Platform



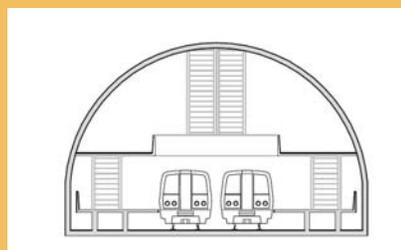
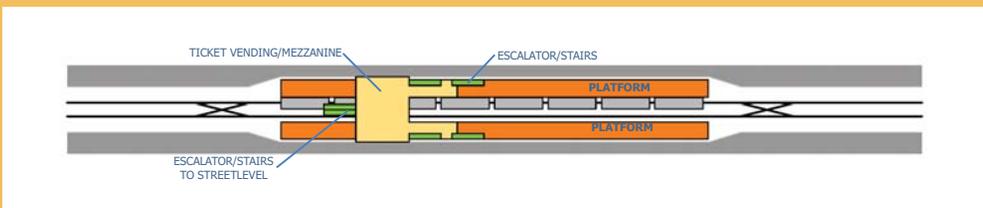
Ground Level: Side Platform



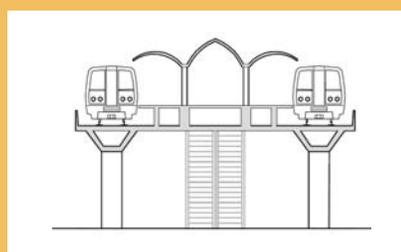
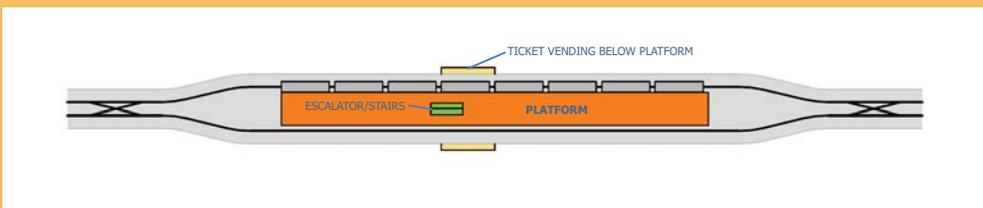
Tunnel: Center Platform



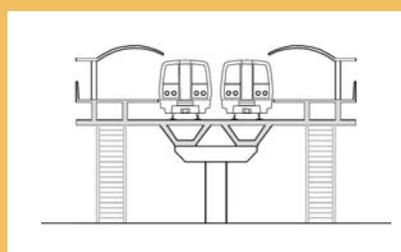
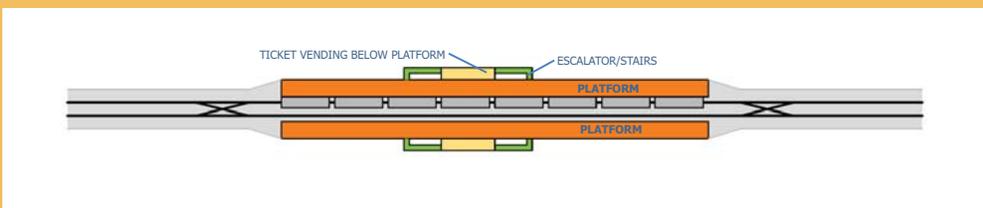
Tunnel : Side Platform



Elevated: Center Platform



Elevated: Side Platform



Station Design Requirements

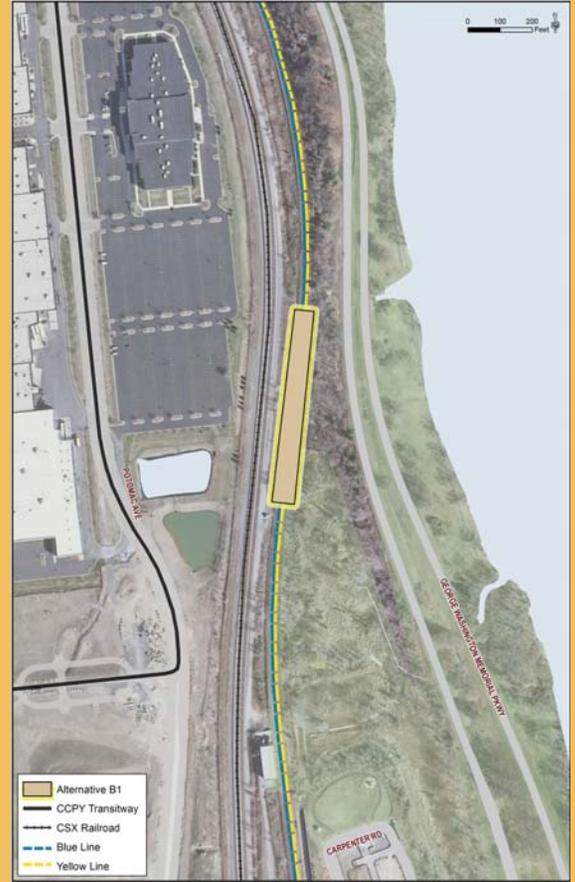
- 600-foot long platform (8 car train length)
- 730 feet of level, straight track at the station
- Maximum grade at station is 0.35%
- Multiple elevators for ADA accessibility
- Adjacent double cross-over ('x' shaped track) for operational flexibility
- Ancillary space for operations, maintenance, and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



METRO RAIL STATION ALTERNATIVES

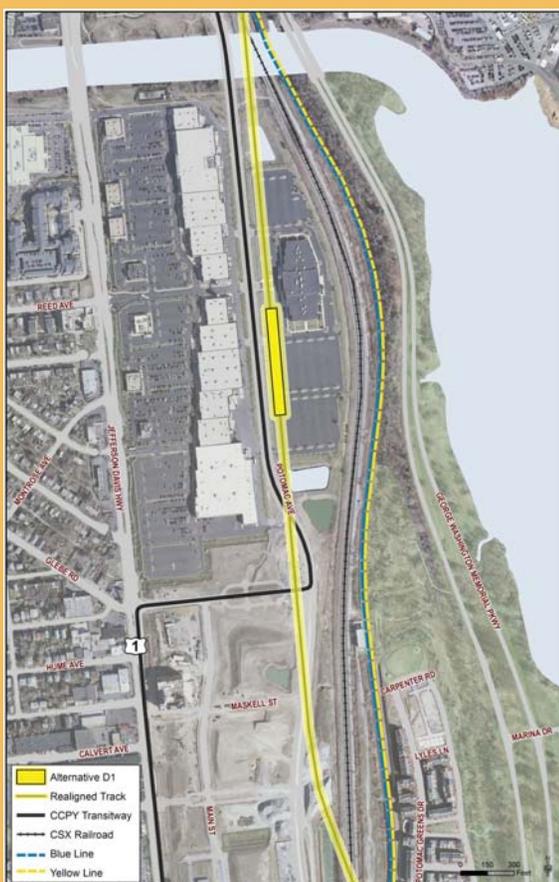
Metrorail Station Alternative C1 - Located between the CSX Railroad and Route 1



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:

Nighborhood and Community Resources

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



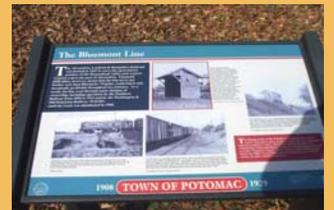
Noise and Vibration

- 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.

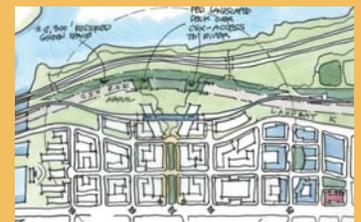
Goal 1: Improve Access to the Regional Metrorail System

- 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



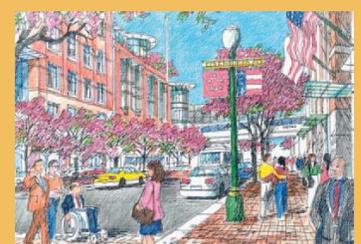
Goal 4: Provide a Cost-effective and Financially Feasible Transportation Investment

- 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



