Potomac Yard Metrorail Station Environmental Impact Statement

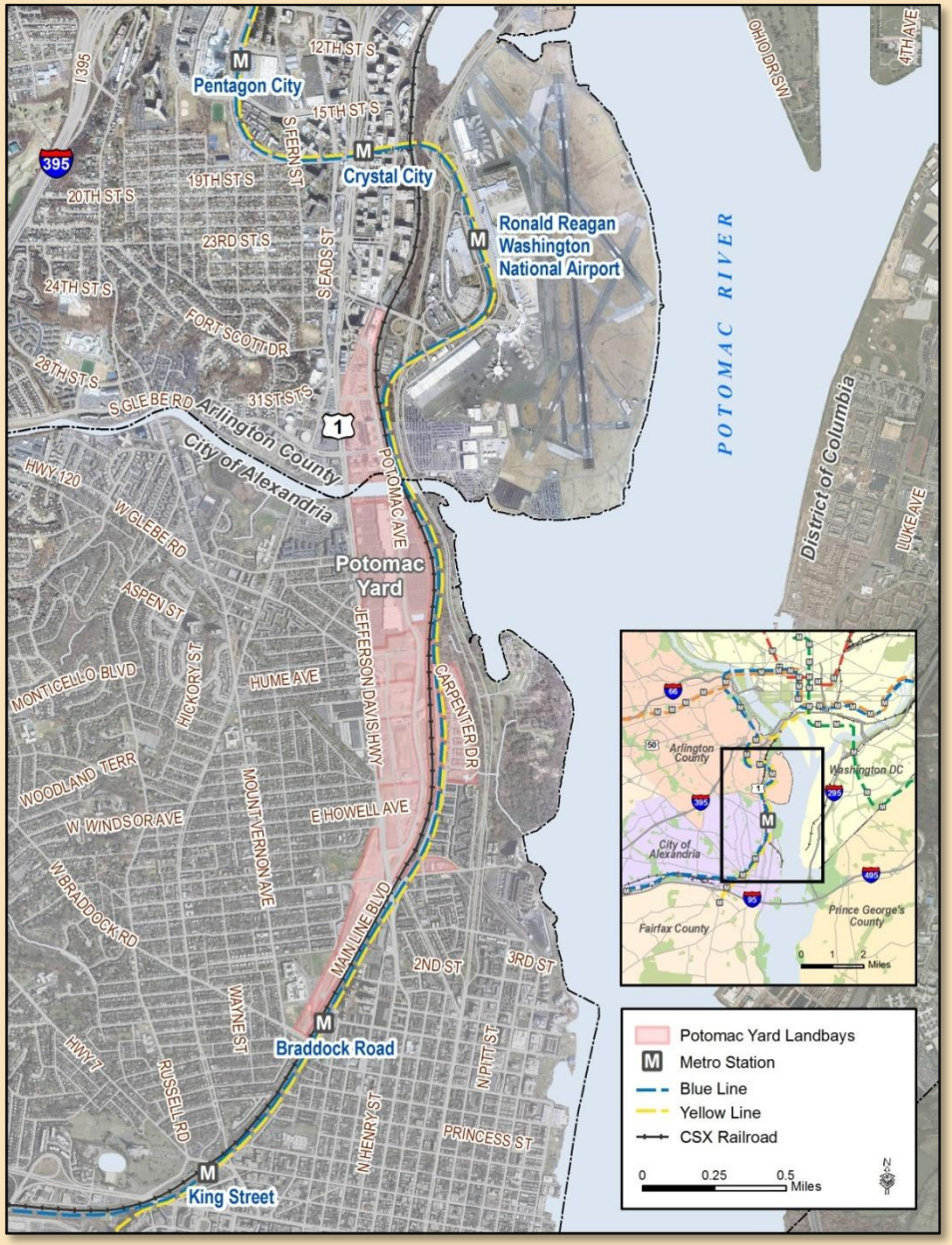
Screening of Alternatives Working Session

October 26, 2011

Agenda

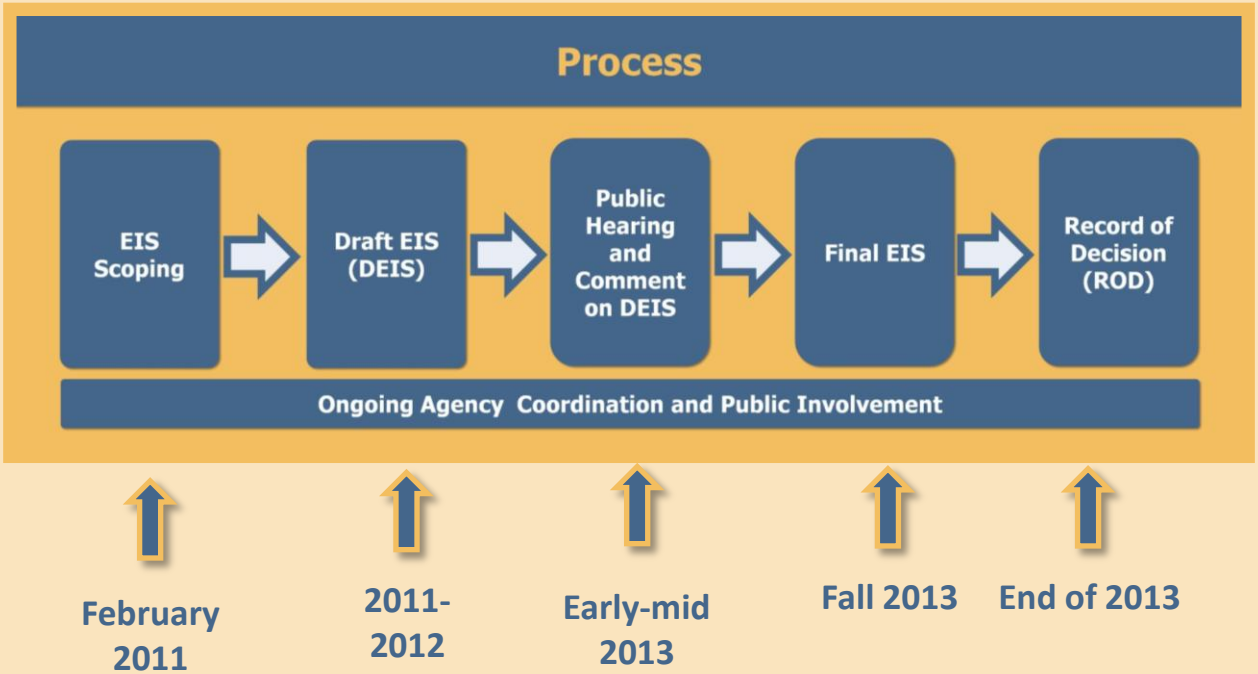
1. Welcome and Overview
2. Review of Screening Criteria
3. Schedule
4. Next Steps

Study Area


Pentagon City
Crystal City
Ronald Reagan Washington National Airport
Potomac Yard
Braddock Road
King Street
POTOMAC RIVER
District of Columbia
Arlington County
City of Alexandria
Potomac Yard Landbays
Metro Station
Blue Line
Yellow Line
CSX Railroad
0 0.25 0.5 Miles

Process to Date

1. Potomac Yard Metrorail Station Concept Development Study (February, 2010)
2. Scoping Process
   a. Scoping Public Meeting – February, 2011
   b. Draft Scoping Document – May, 2011
   c. Final Scoping Document – June 2011
3. First meeting of the Potomac Yard Metrorail Implementation Working Group (PYMIG) – June 30th, 2011
4. Screening Document (October 2011)
5. Second meeting of PYMIG – October 26, 2011



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 Presented at Scoping

- **Alternative A (Reservation Site)**

  Located between the CSX Railroad tracks and the Potomac Greens Neighborhood on the north end of the neighborhood.

- **Alternative B (3 options)**

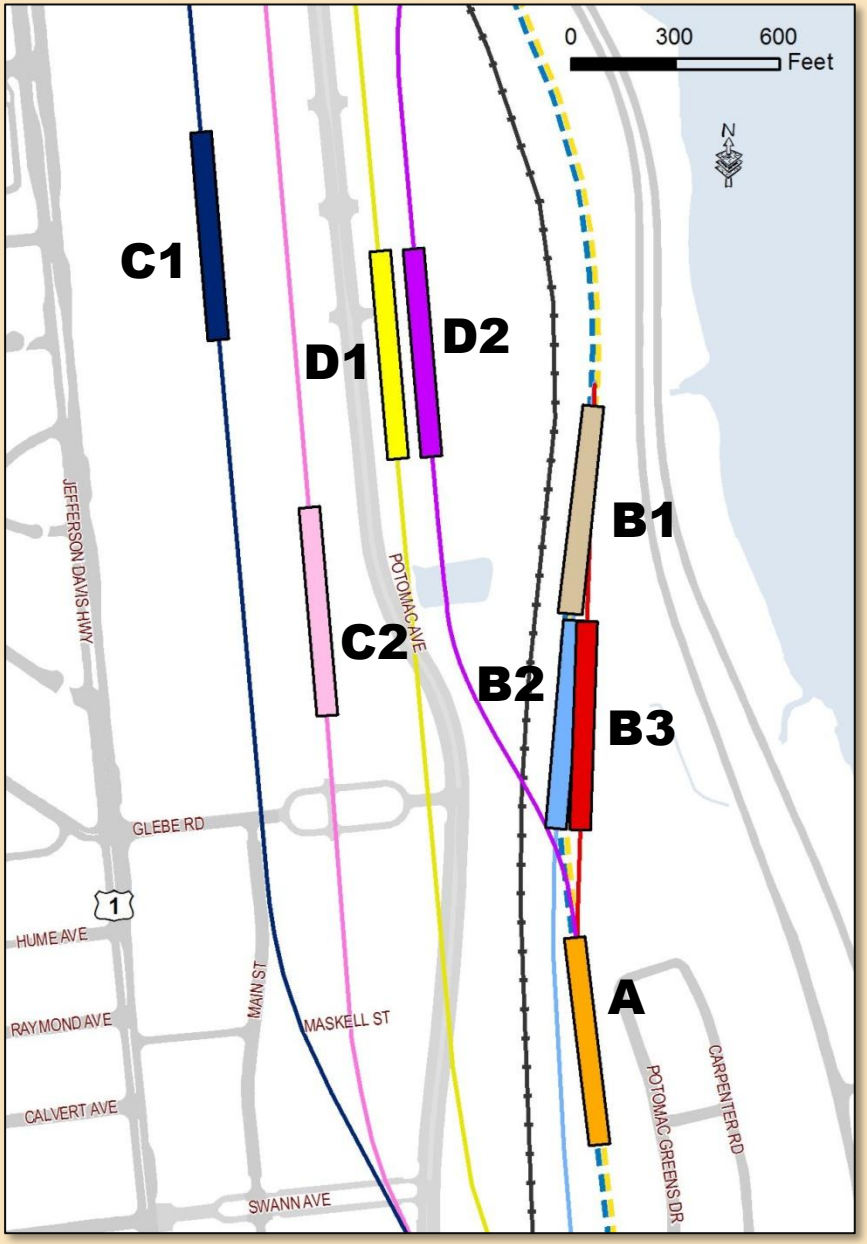
  North of Alternative A located between the George Washington Memorial Parkway and the CSX tracks.

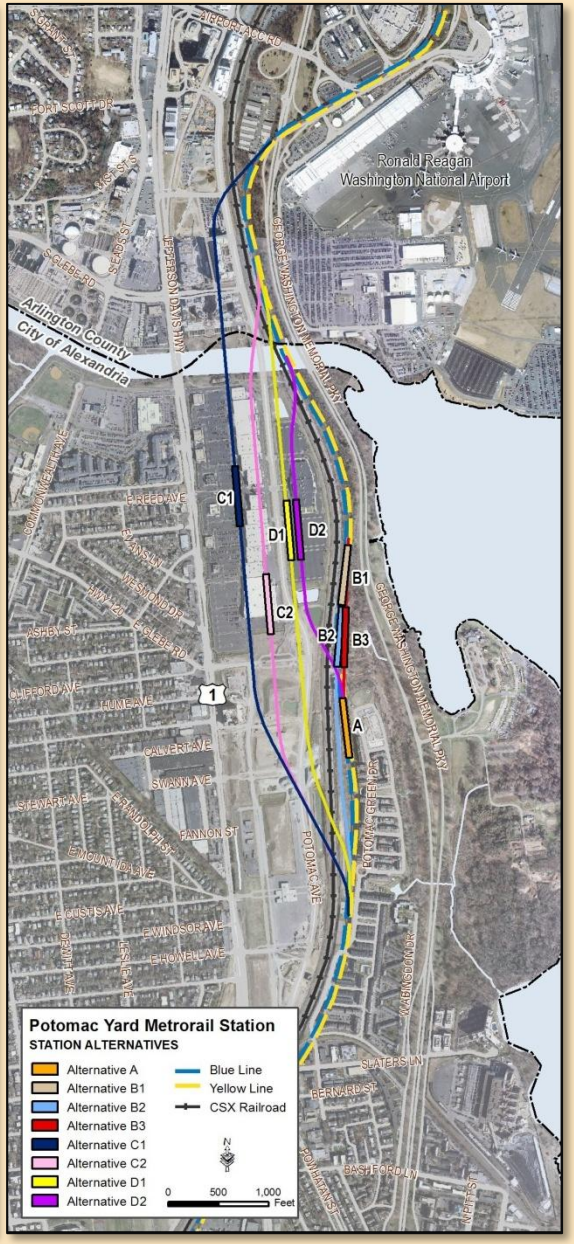
- **Alternative C (2 options)**

  Located between the CSX tracks and Route 1.

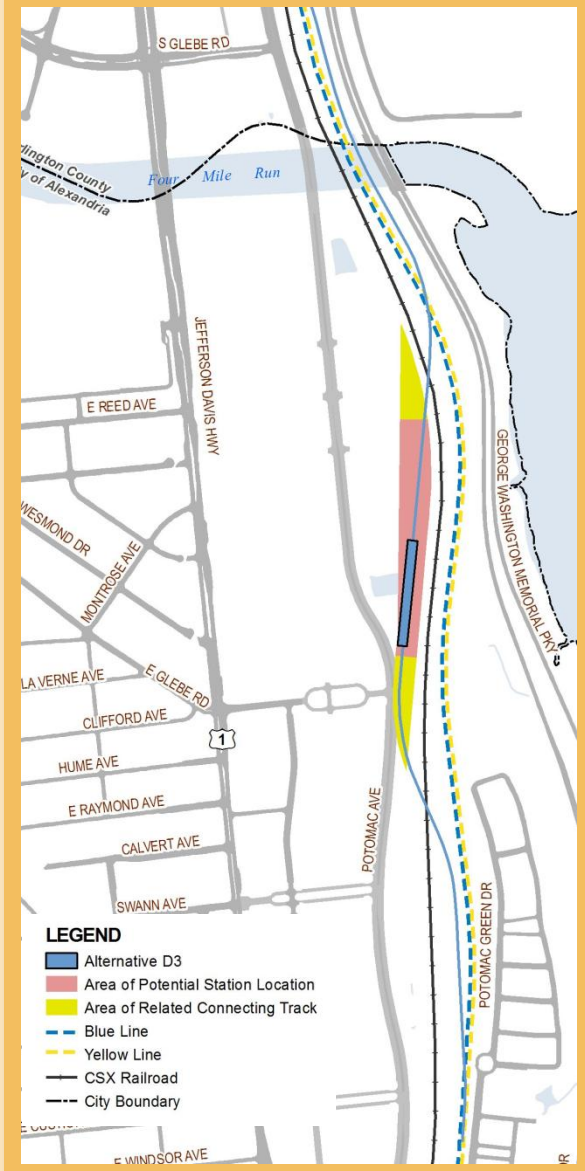
- **Alternative D (2 options)**

  Located between the CSX tracks and Route 1 east of Alternative C.





Build Alternatives Identified During Scoping



Metrorail Station Alternative D3

- **Virginia Railway Express (VRE) Station Alternative**

  A VRE station along the existing CSX tracks in Potomac Yard.

- **Bus Alternative**

  A non-Metrorail alternative including changes to area bus routes and improvements to the transportation network.

- **Parking Garage Alternative**

  A parking deck located off Route 1 in Potomac Yard, intended to accommodate trips with a destination in Potomac Yard.

- **Metrorail Station Alternative D3**

  A Metrorail station located between CSX and the existing movie theater.

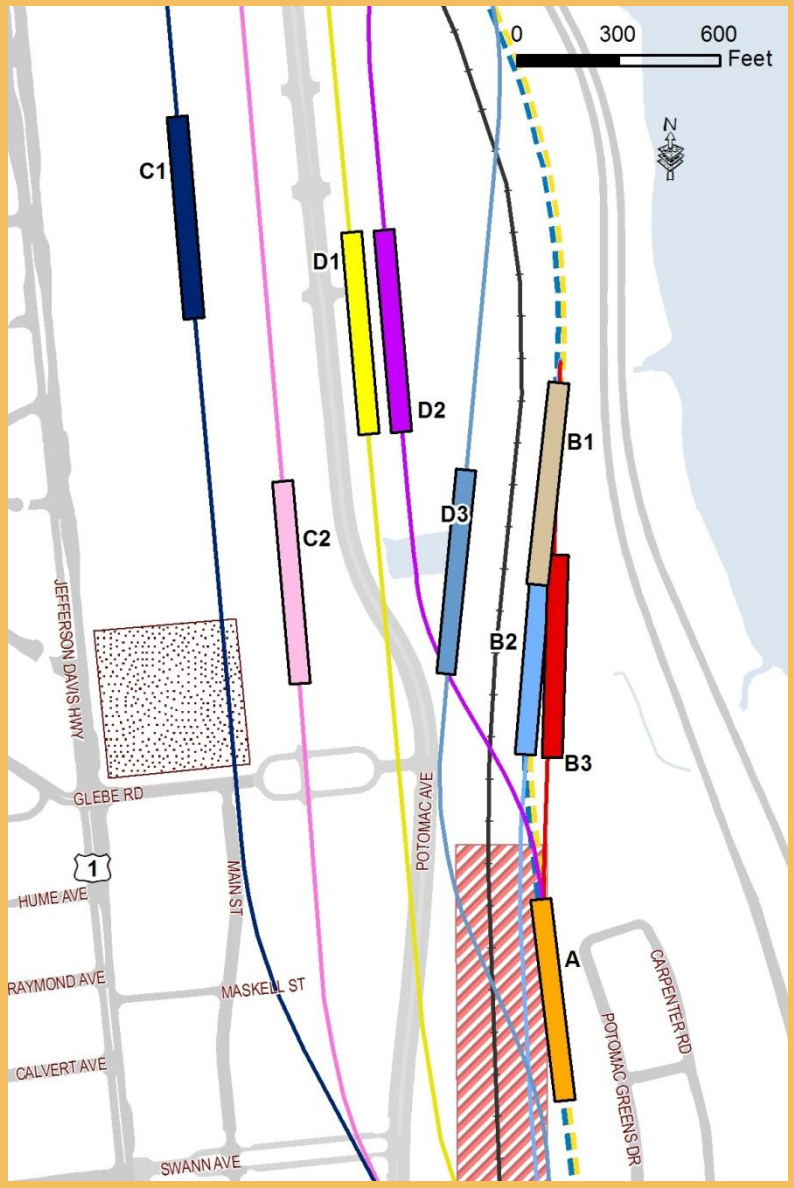
- **Metrorail Station Alternative E1**

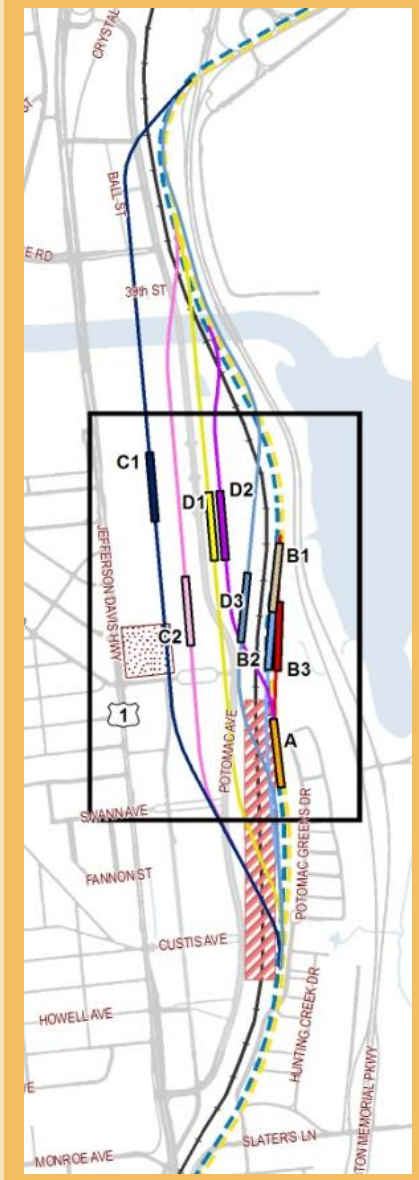
  A Metrorail station located in Old Town Alexandria.

- **Metrorail Station Alternative E2**

  A Metrorail station located in the West End of Alexandria.

Alternatives Identified During Scoping





Station Alternatives

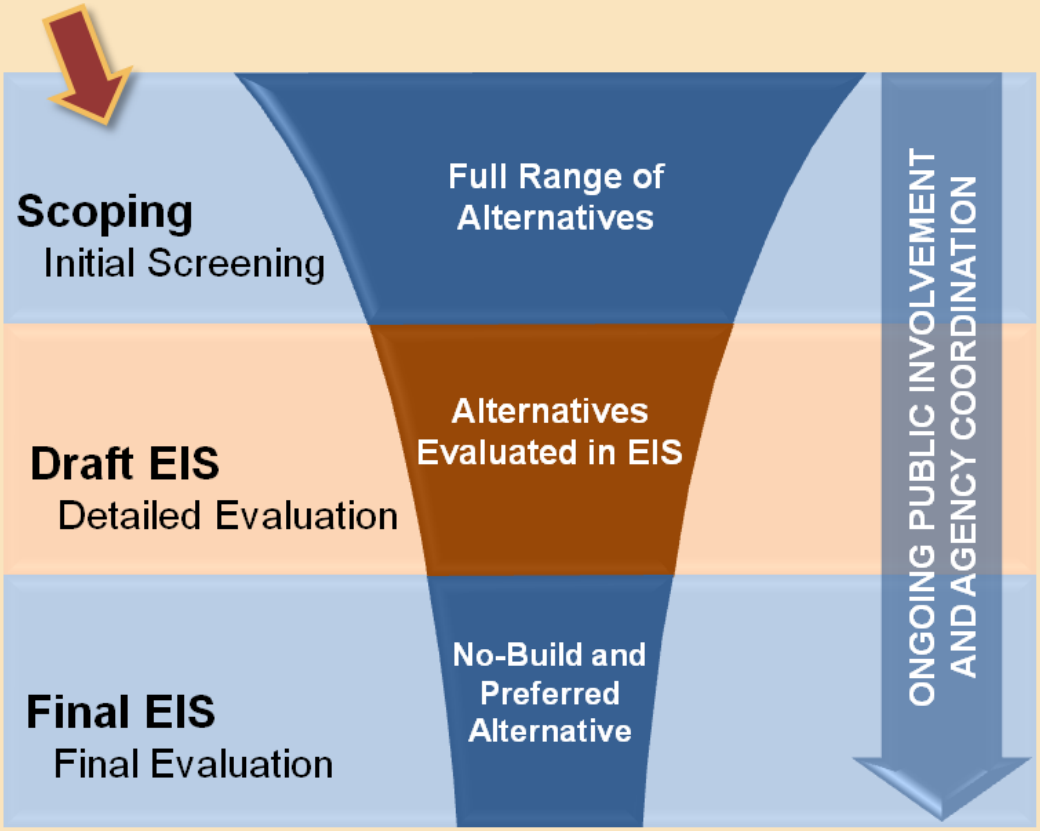
- Alternative A
- Alternative B1
- Alternative B2
- Alternative B3
- Alternative C1
- Alternative C2
- Alternative D1
- Alternative D2
- Alternative D3
- Alternative E1
- Alternative E2
- VRE Alternative
- Parking Garage Alternative
- Blue Line
- Green Line
- Orange Line
- Yellow Line
- CSX Railroad

Source: City of Alexandria

POTOMAC YARD
METRORAIL STATION EIS

Screening Criteria

1. Purpose and Need
2. Consistency with Land Use and Development Plans
3. Technical Feasibility



Screening Criteria

Project Purpose and Need

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

Does the station alternative:

- Provide new access to Metrorail?
- Serve population and employment growth?
- Accommodate travel demand and improve air quality?
- Enhance transportation and pedestrian safety?

Consistency with Land Use and Development Plans

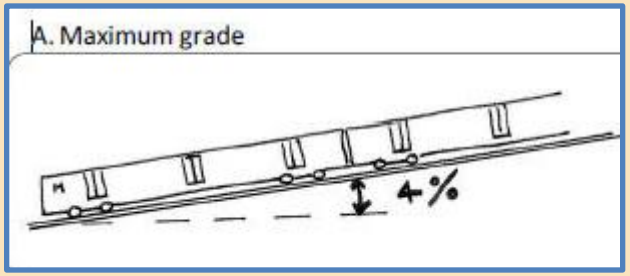
Is the station alternative consistent with:

- *North Potomac Yard Small Area Plan?*
  - Supports redevelopment of retail center
  - Establishes a walkable urban environment
- *Potomac Yard Coordinated Development District (CDD #10) Concept Plan?*
  - Promotes mixed-use redevelopment
  - Focuses density on the Town Center

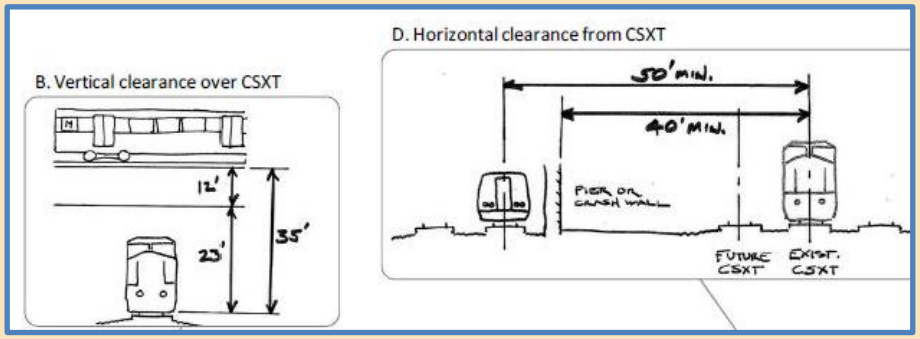
Screening Criteria

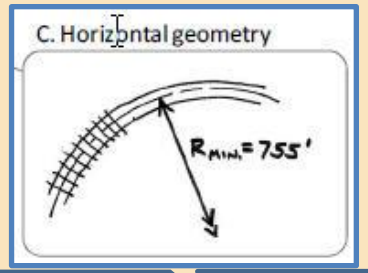
Technical Feasibility

Does the alternative comply with WMATA Design Policies and Standards?



- Metrorail out of service maximum of 76 hours
- Maximum grade of 4%
- Vertical clearance
  - 35 feet over CSXT
  - 25 feet under CSXT or Four Mile Run
- Horizontal geometry for 45 mph speed
- Horizontal clearance
  - 50 feet from at-grade Metro centerline to CSXT centerline
  - 40 feet from Metro bridge pier to centerline of CSXT when on structure





Screening of Build Alternatives

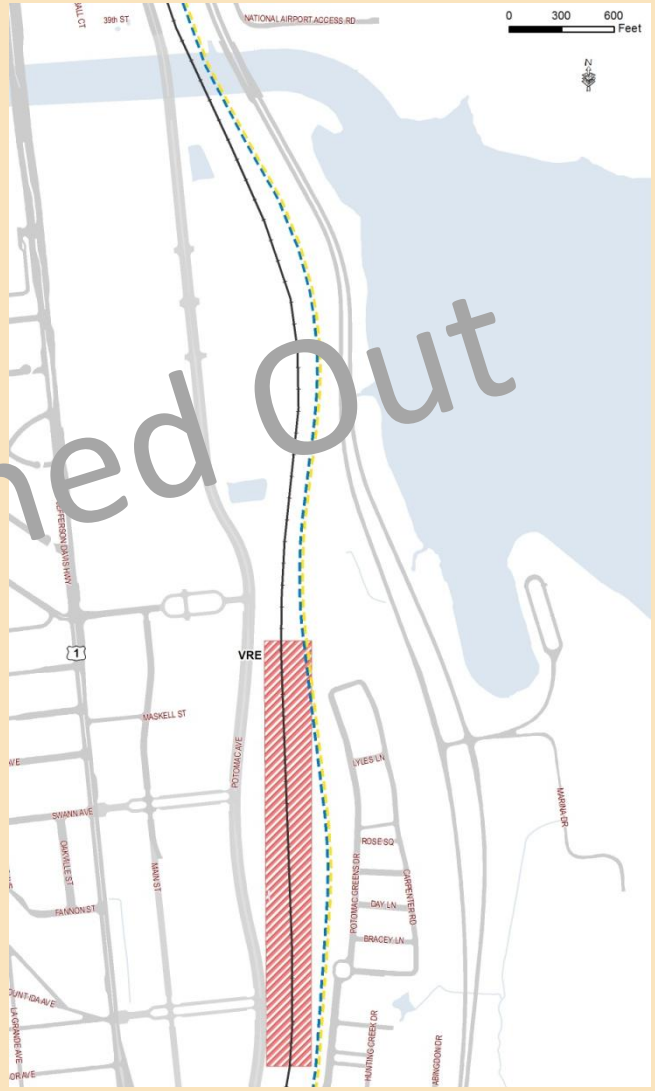
Build Alternatives from Scoping			Consistency with Purpose and Need			Consistency with Land Use and Development Plans			Technical Feasibility		
A U	A G	A A	A U	A G	A A	A U	A G	A A	A U	A G	A A
B1 U	B1 G	B1 A	B1 U	B1 G	B1 A	B1 U	B1 G	B1 A	B1 U	B1 G	B1 A
B2 U	B2 G	B2 A	B2 U	B2 G	B2 A	B2 U	B2 G	B2 A	B2 U	B2 G	B2 A
B3 U	B3 G	B3 A	B3 U	B3 G	B3 A	B3 U	B3 G	B3 A	B3 U	B3 G	B3 A
C1 U	C1 G	C1 A	C1 U	C1 G	C1 A	C1 U	C1 G	C1 A	C1 U		C1 A
C2 U	C2 G	C2 A	C2 U	C2 G	C2 A	C2 U	C2 G	C2 A	C2 U		C2 A
D1 U	D1 G	D1 A	D1 U	D1 G	D1 A	D1 U	D1 G	D1 A	D1 U		D1 A
D2 U	D2 G	D2 A	D2 U	D2 G	D2 A	D2 U	D2 G	D2 A	D2 U		D2 A
D3 U	D3 G	D3 A	D3 U	D3 G	D3 A	D3 U	D3 G	D3 A	D3 U		D3 A
E1 U	E1 G	E1 A	E1 U	E1 G	E1 A						
E2 U	E2 G	E2 A	E2 U	E2 G	E2 A						
VRE Station			VRE Station								
Bus Alternative			Bus Alternative								
Parking Garage			Parking Garage								

Alt U	Underground alternative	Alt A	Aerial alternative
Alt G	At-grade alternative	Alt X	Alternative screened out

Example of Alternatives Screened Out – Purpose and Need

VRE Station Alternative

- Not consistent with Purpose and Need
  - Would not provide direct access to the regional Metrorail system
  - Transfer to Metrorail from VRE only at a few stations
  - VRE service mainly peak-hour, peak direction

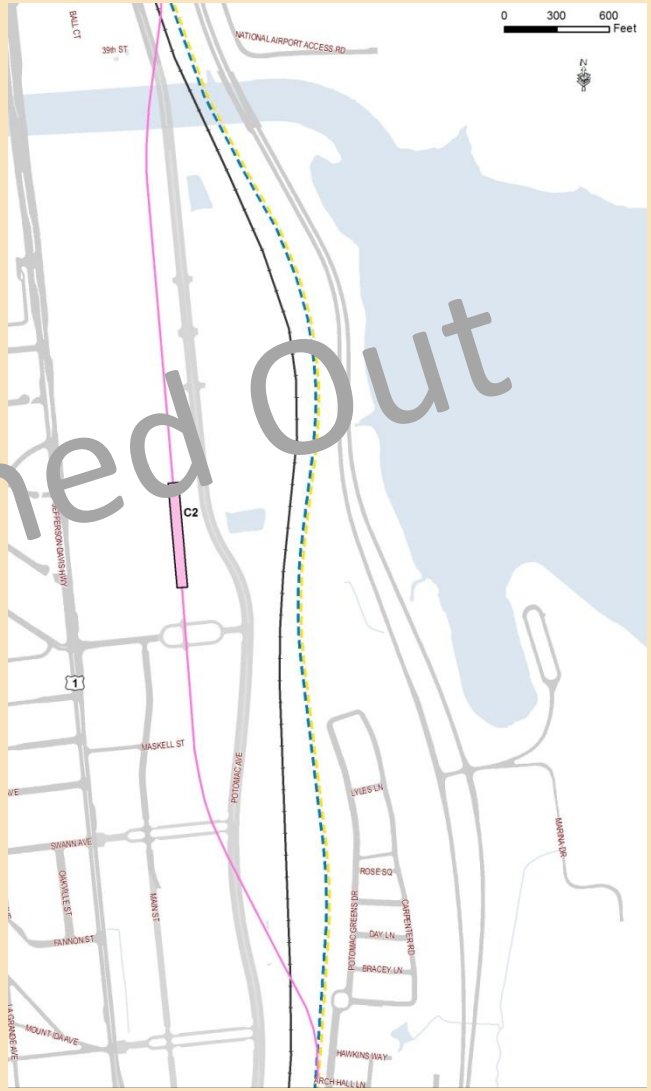


Example of Alternative Screened Out

Example of Alternatives Screened Out– Land Use & Development Plans

Metrorail Station Alternative C2 (at-grade)

- Consistent with Purpose and Need
- Not consistent with land use and development plans
  - At-grade alignment through Potomac Yard would require grade-separated crossings for pedestrians, bicycles, and autos.
  - Grade-separated crossings would force the street grid onto aerial structures or into tunnels.
  - Grade-separated crossings would conflict with the goal of creating a highly walkable urban environment.

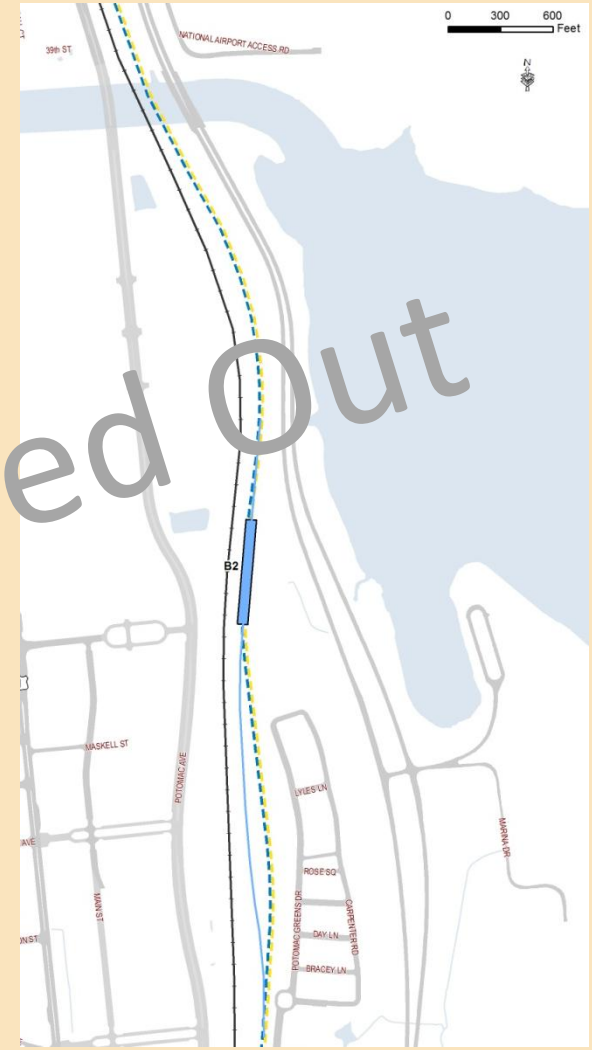


Example of Alternative Screened Out

Example of Alternatives Screened Out – Technical Feasibility

Metrorail Station Alternative B2 (underground)

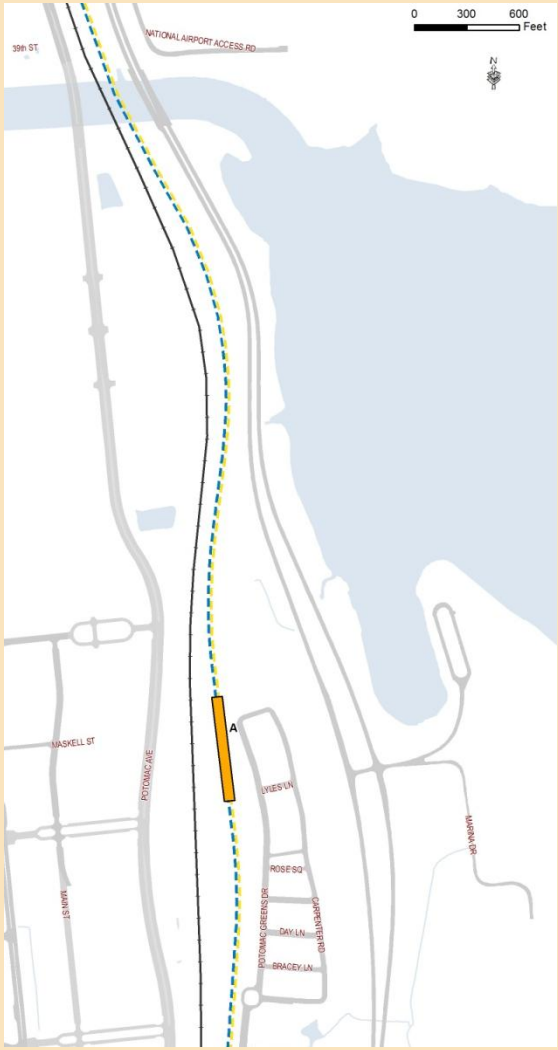
- Consistent with Purpose and Need
- Consistent with land use and development plans
- Not technically feasible:
  - Alignment would be in close proximity to the existing Metrorail alignment.
  - Construction would require extensive out-of-service periods, which would be beyond the acceptable 76 hours.



Example of Alternative Screened Out

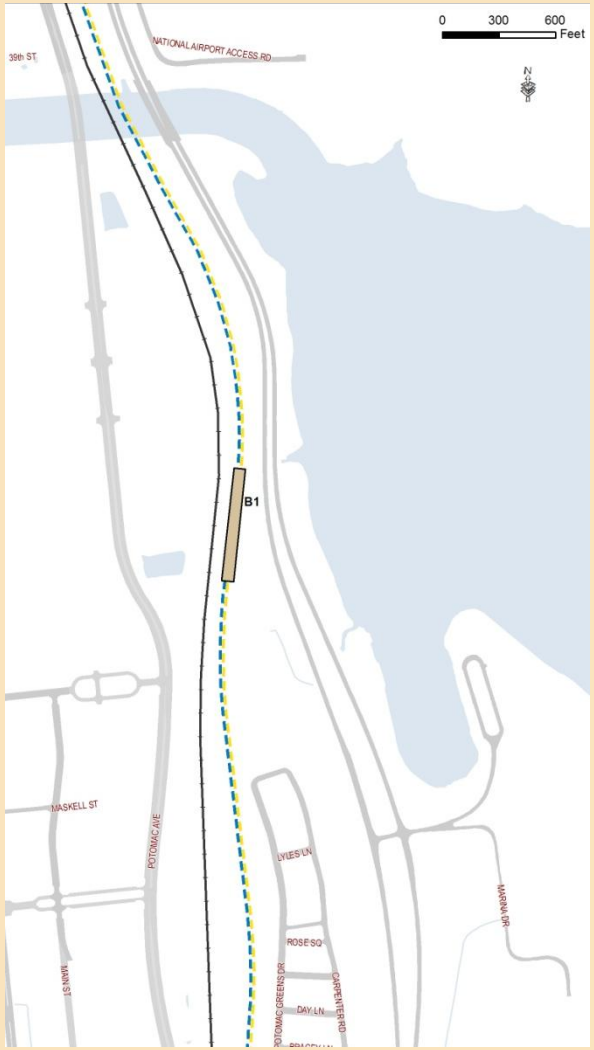
Metrorail Station Alternative A (at-grade)

- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technical feasible



Metrorail Station Alternative B1 (at-grade)

- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technical feasible

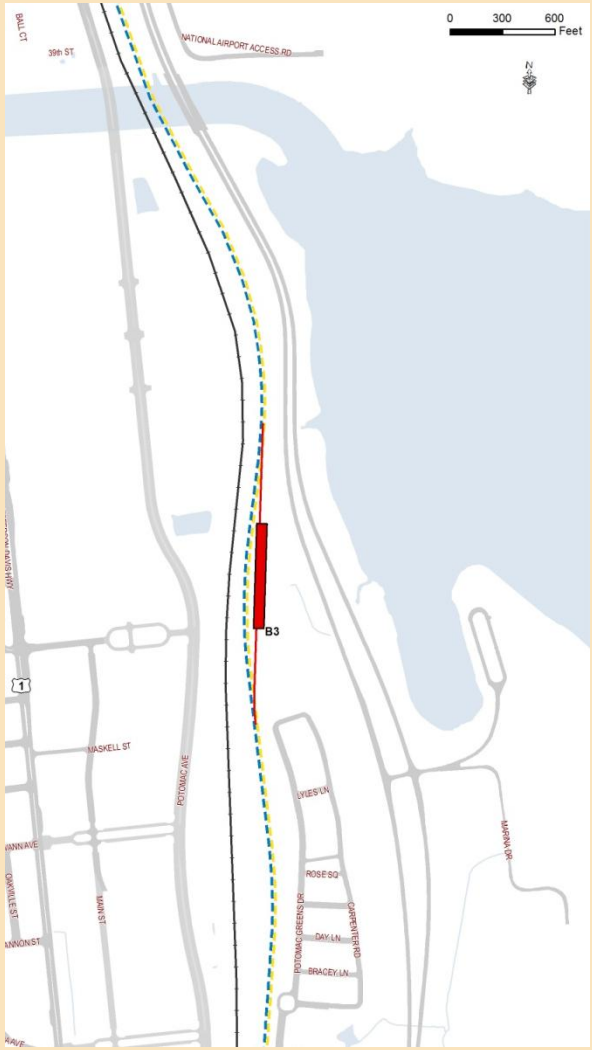


Metrorail Station Alternative B2 (at-grade)

- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technical feasible

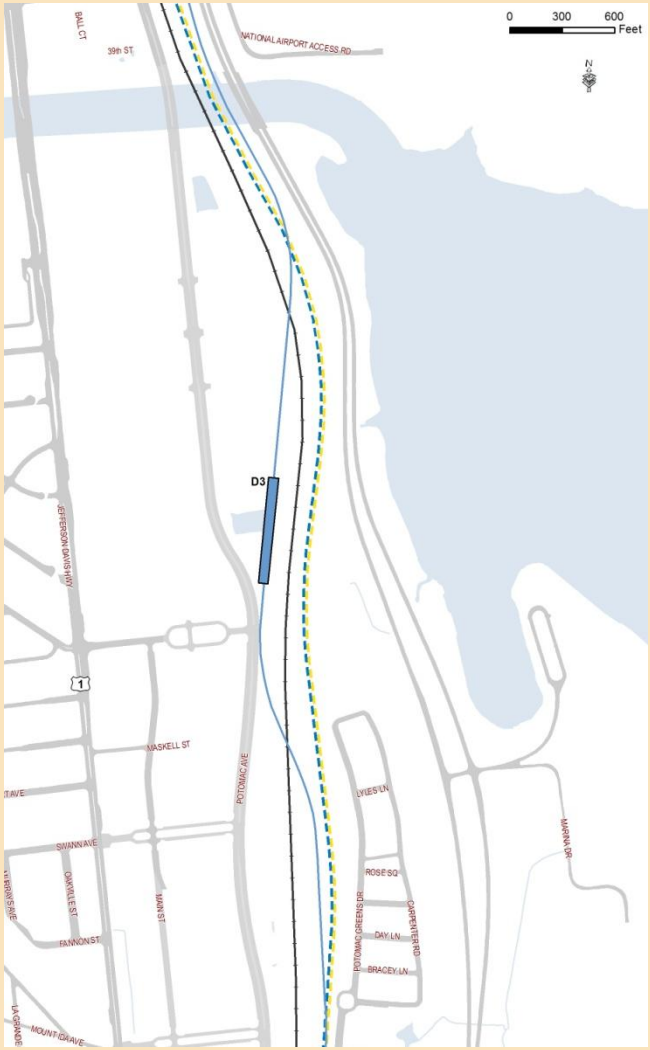
Metrorail Station Alternative B3 (at-grade)

- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technical feasible

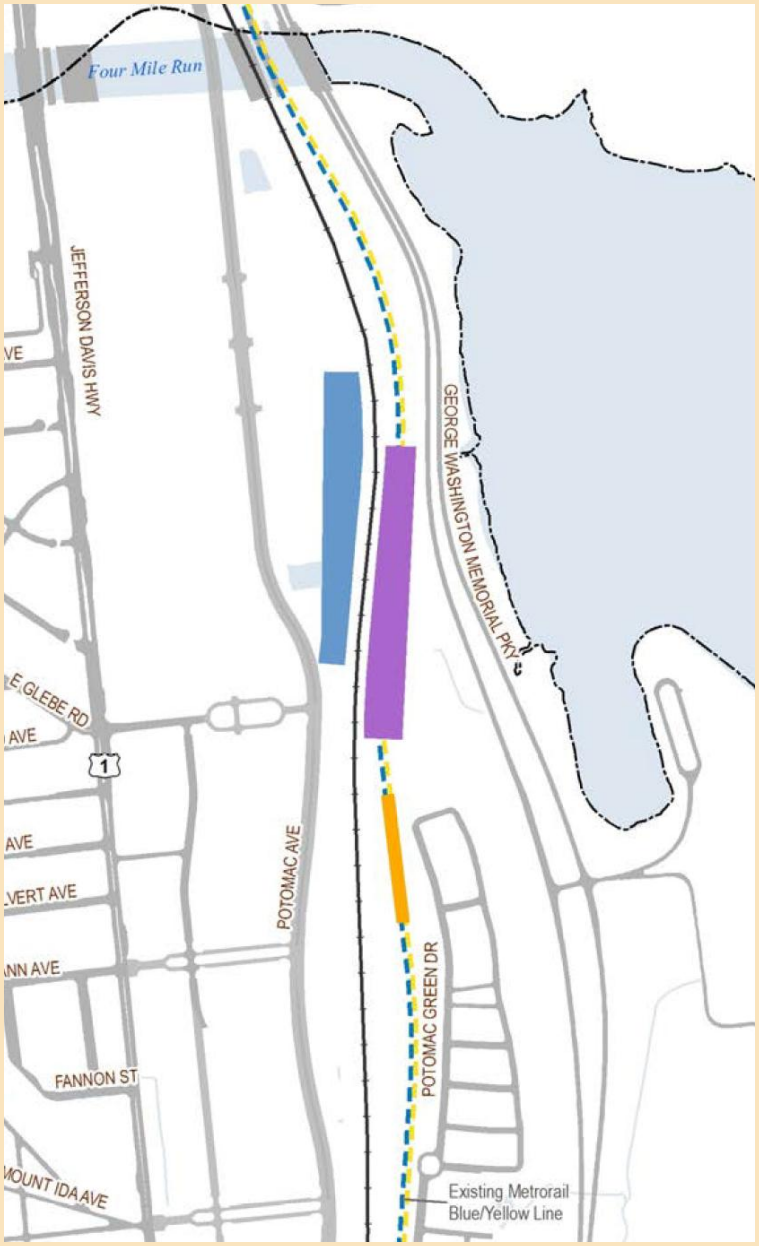


Metrorail Station Alternative D3 (aerial)

- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technical feasible



Station Location Zones

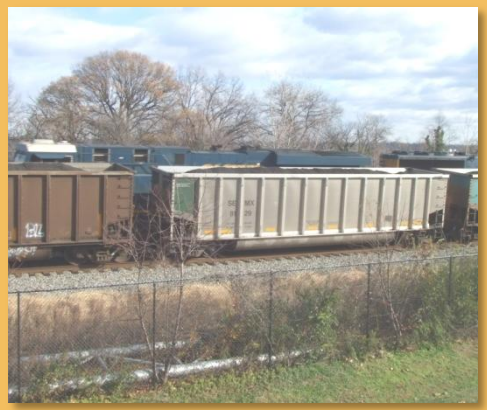


LEGEND

- Zone A
- Zone B
- Zone D
- Existing Metrorail Blue/Yellow Line
- CSX Railroad

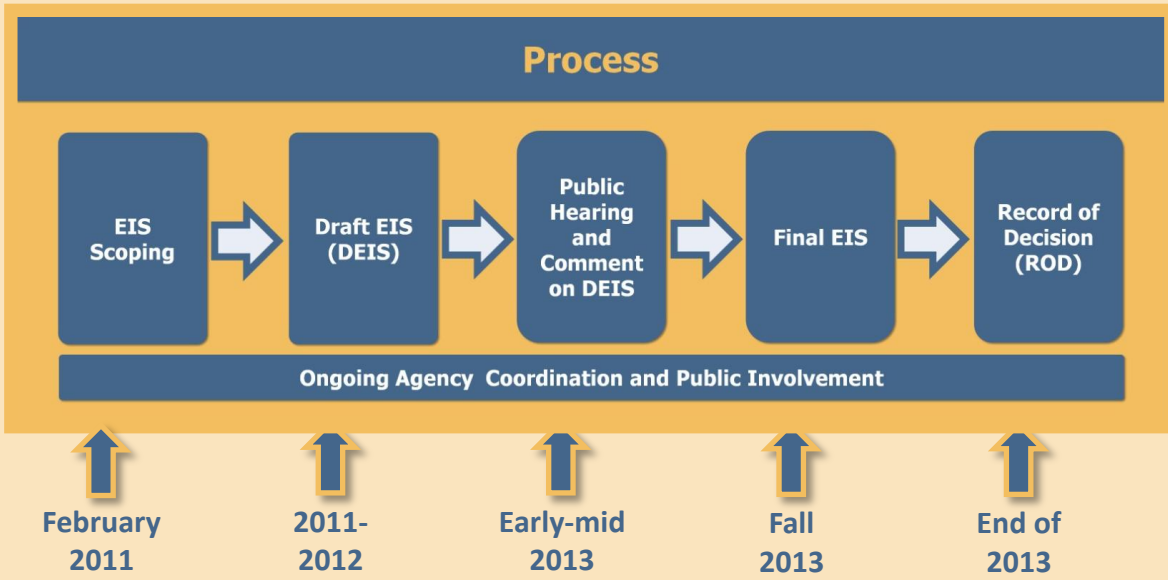
Key Environmental Considerations

- 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

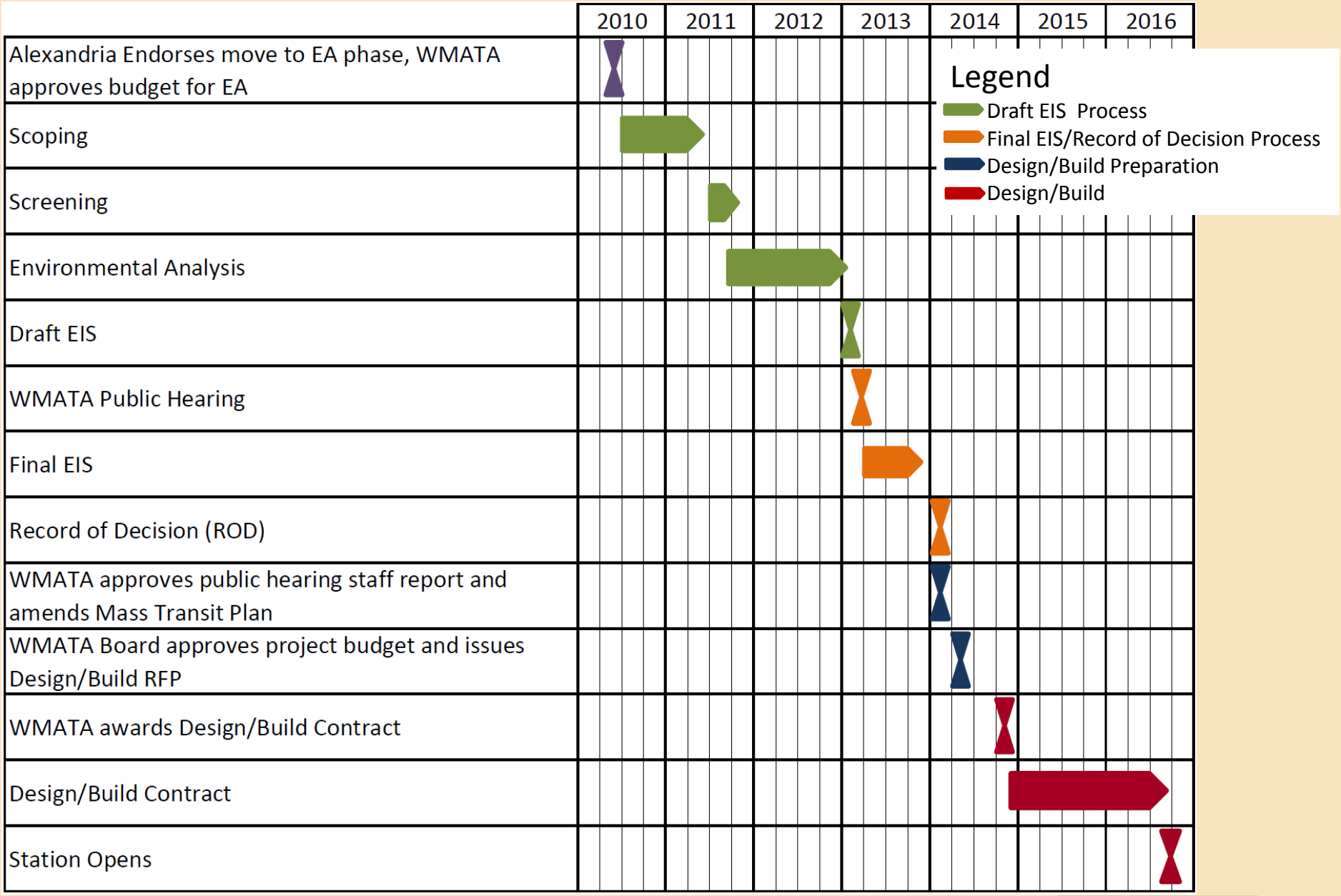


Next Steps

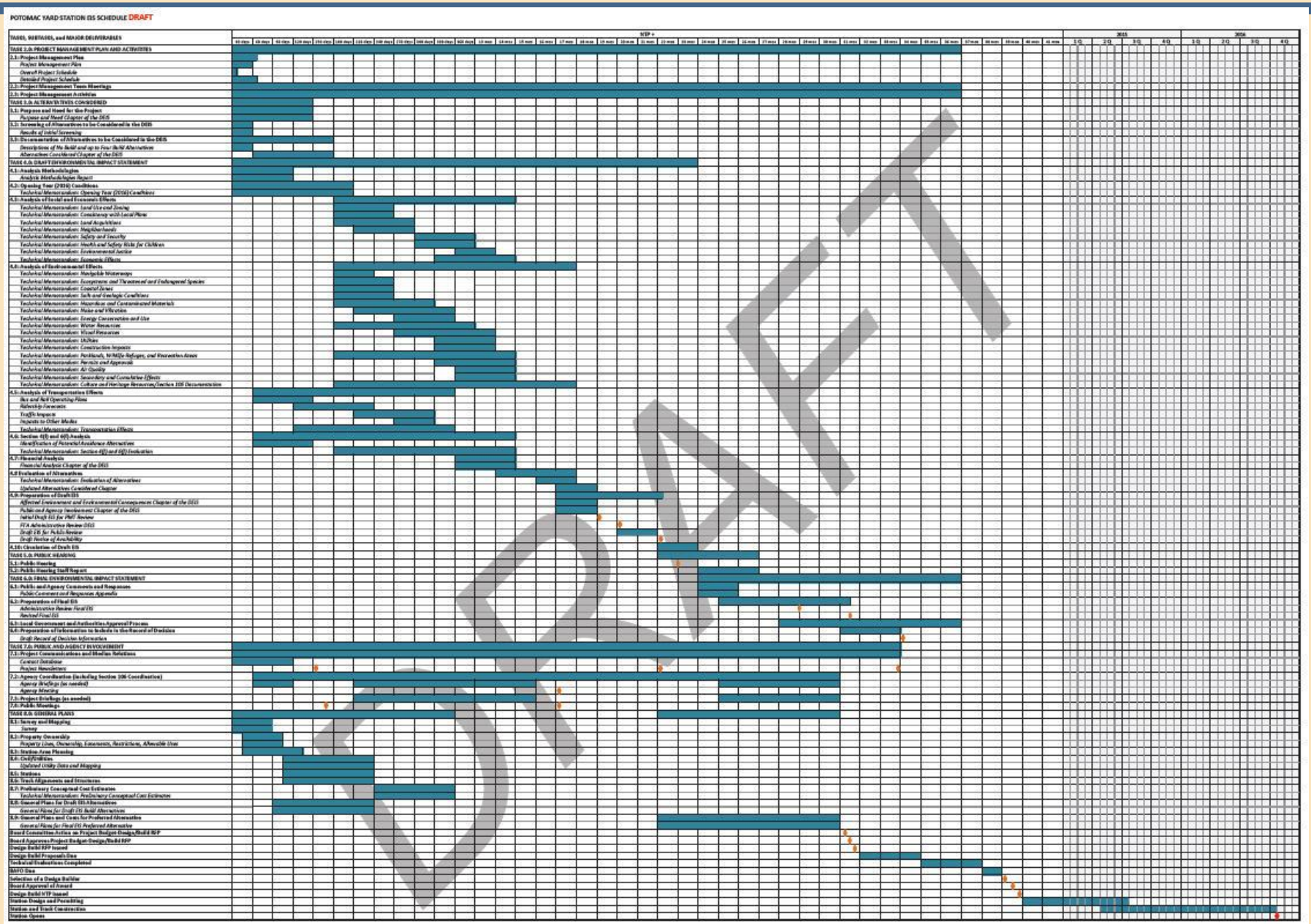
1. Begin Environmental Assessment for proposed Alternatives to be included in the EIS (Fall 2011)
2. Initiate EIS analysis and documentation (Winter 2011)
3. Continue public involvement and agency coordination (Ongoing)
4. Next PYMIG meeting in early 2011
   a) Methodologies Report
   b) Wetland Determination
   c) Land Use Plans and Displacements
   d) Preliminary Transportation Effects



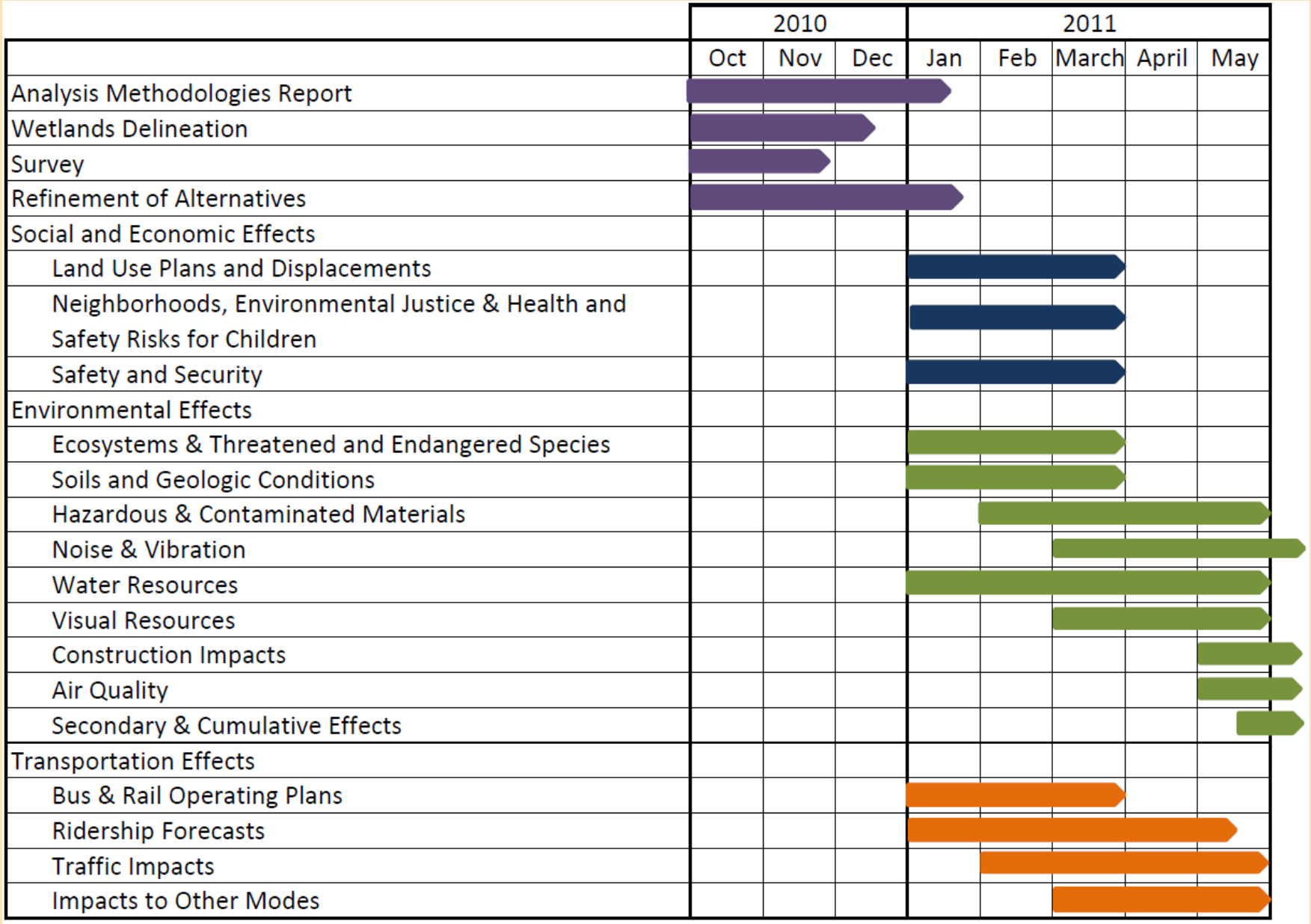
Potomac Yard Metrorail Implementation Timeline



Potomac Yard Metrorail Implementation Project Schedule



Potomac Yard Metrorail Implementation Environmental Assessment Portion of Project



Questions?