

## *Transportation Commission*

The Transportation Commission will hold a Work Session at 6:00 p.m. in the City Council Work Room to discuss the Transportation Long Range Plan (LRP).

**May 11, 2015**

**7:00 PM**

**City Hall, Council Chambers (2<sup>nd</sup> Floor)**

### AGENDA

1. Minutes of the April 15, 2015 Meeting
2. Updates to Receive (Consent)
  - Funding Update
  - Pedestrian and Bicycle Master Plan Update
  - Eisenhower West Transportation Study
  - West End Transitway
  - Old Town Area Parking Study Work Group
3. Commission Updates
4. Potomac Yard Metrorail Station EIS – **Public Hearing**
5. Oakville Triangle
6. Complete Streets Update / Paving Program
7. Transportation Long Range Plan (LRP)
8. Other business

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***Public hearing items are so noted on the agenda. The Commission may receive public comments on other agenda items at its discretion. When there is no public hearing, the Commission encourages written comments on agenda items be sent to [transportationcommission@alexandriava.gov](mailto:transportationcommission@alexandriava.gov) in advance of or after the meeting.***

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***Next Meeting: Wednesday, June 17, at 7:00 PM in the Council Work Room (City Hall, 2<sup>nd</sup> Floor).***

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***The City of Alexandria complies with the terms of ADA. An individual with a disability who wishes to request an accommodation may contact the Department of Transportation and Environmental Services at 703-746-4086 or TTY/TTD 703-838-5056.***



1  
5-11-15

# City of Alexandria Transportation Commission

## Regular Meeting

April 15, 2015  
7:00 p.m.  
Council Workroom

## MINUTES

**Commissioners Present:** Mayor William Euille, Councilman Tim Lovain, Scott Anderson, Christine Michaelis, Annika Moman, Jake Jakubek, Jerry King, Stephen Kleist, James Lewis, Nathan Macek and Maria Wasowski

**Staff Present:** Karen Callaham – T&ES, Yon Lambert – T&ES, Sandra Marks – T&ES, Jim Maslanka – T&ES, Ramond Robinson – T&ES, Steve Sindiong - T&ES, Susan Eddy – P&Z, Carrie Beach – P&Z

Chair Nathan Macek called the Transportation Commission meeting to order at 7:00 pm.

### 1. **March 18, 2015 Meeting Minutes**

Chair Macek called the meeting to order and asked if there were any updates or changes to the March 18, 2015 minutes. He indicated that the minutes should summarize the testimony of public speakers during the public hearing items, for completeness in item number 5, the minutes should restate the Alexandria projects funded by the NVTA program, and we should not yet describe Annika Moman as a new Transportation Commission member but as Environmental Policy Commission's (EPC) nominee to the Transportation Commission. Commissioner Anderson made a motion to approve the minutes which was seconded by Commissioner King, voted on and unanimously approved by the Commission.

### 2. **Updates To Receive (Consent Items)**

The Commission received updates on the funding of various ongoing projects, the Potomac Yard Metrorail Station, the Route 1 Transitway, the Transit Store, the Pedestrian and Bicycle Master Plan Update, and the FY2016-2025 CIP. Commissioner King stated that in the Commission's March 23, 2015 letter to Council regarding the transportation budget, it was specified to dedicate any surplus funds to transportation priorities. Subsequently WMATA's capital and operating contributions from the City were lower than initially realized. T&ES Director Yon Lambert stated as the WMATA surplus funds are a mixture of capital and operating funds, the Office of Management and Budget (OMB) will provide guidance to the Commission as to what the options are. Commissioner Anderson made a motion that was seconded by Commissioner Wasowski to inform Council that if the City pays less for its share of WMATA funding and if there are

reductions in the costs of the King-Quaker-Braddock intersection project, to the extent that those funds may not be applied for those uses, the Commission recommends that those funds be returned to the TIP. The Commission's top priority would be expanding Capital Bikeshare and to fund the operating cost of the 16 station expansion. The next highest priority would be purchasing additional DASH buses with available TIP funds for DASH expansion of service. Meeting the amount of FY 2016 funding approved in the FY 2015 budget would allow the City to leverage grant reimbursement funds from the Department of Rail and Public Transportation (DRPT) to purchase these buses. To the extent that any funds are remaining, the Commission recommends accelerating design and construction of the Cameron Run Trail project. The motion was voted on and unanimously approved by the Commission.

### **3. Commission Updates**

Councilman Lovain stated that the Transportation Planning Board's (TPB) public involvement program, Community Leadership Institute, is a three-part workshop in which participants learn how transportation decisions are made in the region and how community leaders can make a difference. He indicated if anyone knew any interested citizens he can supply application information. He also reported that TPB received a briefing on the activities following the January 12, 2015 Metrorail L'Enfant Plaza smoke incident.

Commissioner Wasowski reported that the Oakville Triangle/Route 1 Corridor Study Advisory Group's next two meetings on April 29 and May 28 will focus on the results of the transportation study.

Chair Macek reported that the Planning Commission recommended approval of the Parking Standards for New Development Projects as recommended by the Transportation Commission.

Commissioner Anderson reported that the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee's next meeting is April 16, 2015 at the Ramsey Recreation Center.

Commissioner Michaelis also added that the Ad Hoc Pedestrian and Bicycle Master Plan Advisory Committee agenda will include an update on the project milestones, the project prioritization criteria and the draft West end bicycle network.

Commissioner Jakubek reported that the fifth meeting of the West End Transitway Policy Advisory Group (PAG) will be held on Thursday, May 28, 2015 from 6:30 to 8:30pm.

Commissioner Kleist shared that at the DASH Board of Director's meeting, the general manager reported local and national media attention was received on the Plan Ahead Pay it Forward Initiative which was very well received by the ridership. As a result of the initiative, on time performances improved and the general manager expects to see an increase in both ridership and revenues after April 1.

Commissioner King reported that the Potomac Yard Metro Implementation Work Group public outreach has been outstanding and well received with three subject specific Community Open Houses held in City Hall, Charles Houston Recreation Center and the Cora Kelly Recreation Center. T&ES staff Sandra Marks added that the staff recommendation for the locally preferred alternative will be discussed at upcoming City boards, commission, and committee meetings.

The May Transportation Commission meeting has been rescheduled to May 11, at which time staff will present the locally preferred alternative. The Commissioners will be asked to review staff's alternative as it relates to and is consistent with the Transportation Master Plan.

Commissioner Moman invited all to attend the Earth Day celebration at Ben Brenman Park on Saturday, April 25, 2015 from 10am – 2 pm. The theme this year is "It's Your Turn to Lead".

#### **4. Commission Discussion with Transportation Director**

T&ES Director Yon Lambert gave an overview on the focus of the Department of Transportation and Environmental Services and the Department's five year vision. He stated the Department major components are transportation, resource recovery, transportation operations, infrastructure and right of way. He specified the Department's five year vision is to make the Department one of the most progressive transportation and public works agency in Northern Virginia by focusing on maintaining existing infrastructure, key capital improvement projects and environmental sustainability. He spoke about completing high priority projects such as the Potomac Yard Metrorail station, the West End Transitway and resurfacing streets, trails, repairing sidewalks, increasing transit usage, acquiring new bus shelters and real time operating systems for the buses, and ensuring completion of Complete Streets Design Guidelines.

#### **5. WMATA Operations Planning Process**

T&ES staff Ramond Robinson and WMATA employee Al Himes gave an overview and answered questions of the Washington Metropolitan Area Transit Authority (WMATA) operations planning processes. Mr. Robinson described the operations planning process which includes the following:

- Monthly ridership counts and comparisons to prior year
- Annual review of bus service efficiency
- State of Good Operations (SOGO) program
- Title VI analysis
- Ad Hoc Service analysis

Occasionally, WMATA's service planning staff is requested to provide proposals which will help lower WMATA's costs to permit it to be more affordable for all subsidizing jurisdictions as part of the budget process. City staff will work with WMATA staff to determine whether the proposals will help or hinder the City and if a proposal can be worked out with neighboring regional partners before the public hearing. City staff will work with DASH, the Transportation Commission and with the Transit Board to determine if there are services provided by WMATA which can be more appropriately provided by DASH and the Transportation Commission will be requested to provide their input.

#### **6. Transportation Long Range Plan**

T&ES staff Sandra Marks and Steve Sindiong updated the Commissioners on the 2015 update of the Transportation Long Range Plan (LRP) which was first adopted by the Commission in April 2010. It is an unconstrained list of all transportation related capital projects and studies identifying the City's long-range transportation needs that have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved to the City's constrained Capital Improvement Program (CIP). The Transportation Commission updates the LRP on an annual basis, incorporating projects from City plans adopted since the last update.

Last year, the “programs” list was removed from the LRP because the programs are generally covered within the City’s Complete Streets program. The Commission’s LRP Subcommittee will review the current project prioritization criteria and propose any revisions at a Work Session held on May 11 at 6pm, prior to the regular meeting. Staff will present a draft list of project and study changes proposed for the 2015 LRP at the May regular meeting.

**7. Eisenhower West Transportation Study**

T&ES staff Steve Sindiong introduced Planning and Zoning Deputy Director Susan Eddy and stated the City is conducting the Eisenhower West Small Area Plan (SAP) and the related Eisenhower West Transportation Study. Mr. Sindiong stated Ms. Eddy is managing the overall study and he is managing the transportation element of the study. Ms. Eddy provided an overview of the Small Area Plan effort. Mr. Sindiong provided an overview on the purpose of the transportation. The transportation study will include an analysis of existing conditions, 2040 baseline conditions and 2040 “Build” conditions. Mr. Sindiong provided an overview of the existing conditions within the study area. The 2040 baseline will identify the traffic impacts associated with planned and approved transportation improvements and land uses assumed to be completed by the year 2040. The 2040 build conditions will be analyzed to determine if additional transportation improvements are needed to support the proposed land use, and or if a lower intensity land use scenario is needed for additional analysis. The multimodal bridge analysis will ultimately identify a preferred alignment and cross-section for the multimodal bridge. The bridge is assumed to include one transit lane in each direction, which would be the future routing of the West End Transitway, sidewalks on both sides of the bridge, and an enhanced bicycle facility. In addition, the bridge could potentially include a general purpose travel lane in each direction. The Commission noted that the City needs funded plans for improved transit service, especially along Eisenhower Avenue, in order to support the future proposed development. Commissioner Wasowski noted that the Eisenhower West area may have the potential for a special tax district to help fund improvements.

**8. Other Business**

Reminder that the LRP Subcommittee meeting will be held at 6:00 pm in Council Workroom on May 11. The regular Transportation Commission May meeting will be held on May 11 at 7:00 pm in Council Chambers.

Commissioner King made a motion to adjourn the meeting, and the motion was seconded by Commissioner Jakubek. There being no objection, the meeting was adjourned at 9:50 p.m.

*City of Alexandria, Virginia*

MEMORANDUM

2  
5-11-15

DATE: MAY 11, 2015  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: T&ES STAFF  
SUBJECT: AGENDA ITEM # 2 – ITEMS FOR CONSENT

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**ISSUE:** Staff update to Transportation Commission on various ongoing projects.

**RECOMMENDATION:** That the Commission receive the items for consent.

**A. FUNDING UPDATE**

**Washington Area Metropolitan Transit Authority (WMATA)** – WMATA continues to hold meetings to discuss the proposed FY 2016 Operating and Capital Budgets, which were proposed in December 2014, and since modified. A public hearing was held at WMATA's offices on April 7, 2015. This hearing was held to gather testimony for the following items: the pricing of a few Metrorail station parking lots is proposed to be changed; the TransitLink card is proposed to be eliminated; and the proposed Capital Improvement Plan is being reviewed. No serious concerns were voiced. WMATA is proposing to adopt its budget on May 28, 2015.

WMATA continues to hold discussions with regional funding partners to determine the capital funding for FY 2016, and if a Comprehensive Funding Agreement (CFA) should be signed at this time.

**Northern Virginia Transportation Authority (NVTA)** - NVTA approved the FY 2015 and FY 2016 recommendations for funding 70% projects which are regionally significant on April 23, 2015. The following amounts were approved for Alexandria projects in FY 2015 and FY 2016:

- Potomac Yard Metrorail station - \$1,500,000
- West End Transitway - \$2,400,000
- Implementation of Transit Signal Priority (TSP) on Duke Street - \$190,000

**Virginia House Bill 2 (HB 2)** - The Virginia Department of Transportation (VDOT) staff continued developing proposals for a rating system for major projects funded by Commonwealth funds as prescribed by HB2.

House Bill Two (HB2) is about investing limited tax dollars in the right projects that meet the most critical transportation needs in Virginia. At the heart of the new law is scoring projects based on an objective process that involves public engagement and input. Once projects are

scored, the Commonwealth Transportation Board (CTB) will have the best information possible to select the right projects for funding.

The following are the guiding principles for HB 2 measures:

- Analyze what matters to people and has a meaningful effect
- Ensure fair and accurate benefit-cost analysis
- Transparent and understandable
- Must work for both urban and rural areas
- Must work for all modes of transportation
- Minimizes overlap measures

The following were comments which have been developed to review VDOT's current HB 2 proposal:

- **Clarifications need to be made in who can submit project nominations for HB 2 funds.**
  - Projects must be in Corridors of Statewide Significance, Regional Networks, and Urban Development Areas.
    - Can localities submit for all types of funding?
    - What are the boundaries of Corridors of Statewide Significance?
    - Who are regional entities and what are their roles?
- **Evaluation measures**
  - Congestion mitigation
    - Since this factor must be the highest rated measure in Northern Virginia, it is necessary to establish exactly which model must be used, which must be normalized throughout the Commonwealth.
    - A definition of peak hour is needed.
  - Safety
    - While fatalities and severe injuries are important criteria, safety should not be limited to these factors
  - Environmental Quality
  - Economic Development
  - Accessibility
  - Regional transportation and land use.
- **Weighing Schemes**
  - Northern Virginia is very different from the rest of the Commonwealth.
- **The cost-benefit analysis required by HB 2 should only use the cost of state funding from HB2.**
- **Analysis Required if there is a Change in Scope**
  - Policy Guide's threshold for rescoring is 10% of the total cost, for the largest projects, with a total cost of at least \$5 million.
  - This threshold may be too low in Northern Virginia, which has many very large projects.

**Commonwealth Transportation Board (CTB) - VDOT and the Department of Rail and Public Transportation (DRPT) have evaluated the proposals for grant funding for FY 2016. These are contained in a draft Six-Year Program, which was approved by the CTB on April 15, 2015. The CTB held its Northern Virginia public hearing on the program at the VDOT Northern Virginia offices on April 28, 2015, and the Chair of the Transportation Commission**

provided the City's comments. The CTB is currently planning to adopt the final Six-Year Program on June 16, 2015.

**FY 2016 – 2025 Capital Improvement Program (CIP)** – The City Council held their Add-Delete session on May 4, 2015. At that meeting, they voted to restore funding to the Transportation Improvement Program (TIP) and fund the Transportation Commission's highest priorities. Council also directed staff to work with City Council and the Transportation Commission to identify priorities for funding in the fall.

## **B. PEDESTRIAN AND BICYCLE MASTER PLAN UPDATE**

The vision, goals and objectives, existing conditions and progress report have been completed for the Pedestrian and Bicycle Master Plan. The bicycle network is in the process of being developed, and the proposed draft network for the west side of Alexandria was presented at the April 16, 2015 Ad Hoc Advisory Committee meeting. The project consultant is also in the process of conducting field work for the development of recommendations within the pedestrian case study areas. The next Ad Hoc Advisory Committee meeting will be held on May 14, 2015 at Cora Kelly Center at 7:00 p.m., and the draft bicycle network for the east side of the City will be presented, along with revised project prioritization criteria, and additional information on the case study areas. A walking tour will be held prior to the meeting starting at 6:00 p.m.

**Background:** The City is conducting an update of the Pedestrian and Bicycle Master Plan, and development of the Complete Streets Design Guidelines, which will be completed in late 2015. The City completed both the Transportation Master Plan, and a Pedestrian and Bicycle Mobility Plan in 2008 which is data rich and serves as an implementation tool for the Transportation Master Plan. Since that time, staff has completed many important projects to improve walking and bicycling in the City, and many more are currently underway. In 2011, the City adopted a Complete Streets Policy which expanded staff to include a full time Complete Streets Coordinator, and initiated a Capital Bikeshare Program (Bikeshare Program), both of which continue to expand citywide. Given the many pedestrian and bicycle projects and initiatives completed over the past five years, including the Bikeshare Program, as well as the adoption of the Complete Streets Policy, the City will undertake an effort to incorporate these additions into an updated Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines.

The purpose of this update to the City's Pedestrian and Bicycle Master Plan and development of a Complete Streets Design Guidelines will be to:

- Develop a non-motorized system that addresses the needs of all users (pedestrians, bicyclists, vehicles, and transit riders) and is consistent with the Transportation Master Plan that encourages transportation options, reducing dependence on the private automobile;
- Develop both a bicycle and pedestrian network and hierarchy, based on identification of major activity centers or destinations (including existing and projected development and Metrorail and fixed transit stations); and
- Develop a framework for implementing non-motorized policies and projects citywide

More information is available at: [www.alexandriava.gov/pedbikeplan](http://www.alexandriava.gov/pedbikeplan)

**C. EISENHOWER WEST TRANSPORTATION STUDY**

**The transportation analysis of existing conditions and future (2040) baseline conditions has been completed. Staff has met with a number of property owners that may be affected by the proposed multi-modal bridge. On April 17, 2015 the City received a letter from the Norfolk Southern Corporation that stated that Norfolk Southern will not permit any type of bridge encroachment within the limits of its Thoroughbred Bulk Transfer (TBT) facility (See letter in Attachment 1). City officials are seeking additional information from Norfolk Southern and plan to have meetings to discuss the issue.**

**The City is committed to finishing the Eisenhower West Small Area Plan and documenting the community's preferred vision. The City will look at options moving forward based on the feedback from Norfolk Southern, and will also work to develop an interim plan for Eisenhower West. A steering committee meeting is scheduled for May 13, 2015 to discuss the built environment. On May 19, 2015, the Steering Committee will meet to discuss circulation and connectivity.**

**Background:** The Eisenhower West Transportation Study is being conducted in conjunction with the Eisenhower West Small Area Plan (SAP). A Steering Committee has been formed for the SAP and Transportation Study to provide guidance on various issues, including the identification of future land use thresholds within the SAP area. The Transportation Study began in spring 2014 and is anticipated to be complete by spring 2015. The Transportation Study will serve as the transportation element/analysis of the SAP, which will include the analysis of various land use scenarios to be further explored in the SAP, and will conduct additional analysis of the multi-modal bridge concept that was recommended in the Landmark/Van Dorn Corridor Plan (adopted in 2009) to identify a more specific alignment. The multi-modal bridge would provide a direct connection between the Van Dorn Metrorail station and Pickett Street, and serve future anticipated development. In addition, the Transportation Study will include an update to the 1993 Clermont Avenue Interchange with I-95 Environmental Assessment (EA). The update will re-analyze a "No Build" alternative of the Clermont Avenue connector (Eisenhower Avenue to Duke Street) to determine if the connector is still needed, based on current planned land uses and transportation improvements.

More information is available at: [www.alexandriava.gov/eisenhowerwest](http://www.alexandriava.gov/eisenhowerwest)

**D. WEST END TRANSITWAY (WET)**

**The Project Team's ongoing activities include: continuing work to develop the Environmental Assessment documentation, including coordination with Virginia state environmental agencies; refining capital and operating costs; development and review of conceptual engineering documents, and coordination with internal and external stakeholders.**

**Technical work for the West End Transitway will be completed by Summer 2015; endorsement by City Commissions and adoption of a Locally Preferred Alternative (LPA) by City Council is scheduled for fall / winter 2015.**

**Background:** In December 2013, the City kicked off an Alternatives Analysis / Environmental Assessment (AA/EA) for the West End Transitway (also referred to as Corridor C) as part of the Federal NEPA Process. The AA/EA will analyze and refine the alignment as defined by the CWG and City Council and to identify any impacts and potential mitigation associated with the recommended alternative. The study is partially funded by a grant from the Federal Transit Administration (FTA) and is the first step towards applying for a federal Small Starts grant for project design and construction.

For more information on the West End Transitway, please visit:  
<http://www.alexandriava.gov/westendtransitway>

#### **E. OLD TOWN AREA PARKING STUDY**

The OTAPS Work Group was reconvened in 2015 to review parking meter restrictions and residential parking policies in Old Town. Four meetings have been held monthly since January and at these meetings the Work Group has reviewed the results of the 2014 Old Town parking occupancy study, parking meter restrictions and occupancy trends in Old Town, and residential parking restrictions and occupancy trends. The Work Group has also discussed tools to best manage parking in metered and residential areas and will be prioritizing recommendations for the City Council at future meetings.

At their April 29<sup>th</sup> meeting, the Work Group voted and approved a short term recommendation to change the meter hours from two to three hours for meters west of Alfred Street. This recommendation will be reviewed by the Traffic and Parking Board in May and the City Council in June. The Work Group will meet again May 27<sup>th</sup> and June 24<sup>th</sup> to finalize their recommendations regarding management of meter and residential parking in Old Town.

**Background:** The Old Town Area Parking Study (OTAPS) Work Group was formed to develop consensus on strategies identified by the Waterfront Small Area Plan and recommendations from the 2009 Old Town Area Parking Study. The final 2012 OTAPS report was submitted to Council in February 2013, and reports are posted online at [alexandriava.gov/ParkingStudies](http://alexandriava.gov/ParkingStudies).

Item 2 attachment

5-11-15



Norfolk Southern Corporation  
1200 Peachtree Street, N.E.  
Atlanta, Georgia 30309-3579  
404/529-1408  
Fax: 404/527-2589

J. N. Carter, Jr.  
Chief Engineer  
Bridges and Structures

T. M. Bracey  
System Engineer  
Public Improvements  
Phone: 404/529-1641

Subject: Alexandria, Virginia – Proposed Eisenhower Connector Project near  
Milepost 11.90

April 15, 2015  
File: BR0130082

Mr. Steve Sindiong, AICP  
Principal Transportation Planner  
City of Alexandria  
421 King Street, Suite 300  
Alexandria, Virginia 22314

Dear Mr. Sindiong:

Reference is made to the transportation study initiated by the City of Alexandria concerning the proposed Eisenhower Connector project which includes a multi-modal highway connector bridge spanning over the tracks and railroad facility of Norfolk Southern Railway Company (Norfolk Southern) at the above subject location.

We have distributed the conceptual plans for the proposed bridge over the Norfolk Southern mainline tracks and Thoroughbred Bulk Transfer (TBT) Facility to the affected departments within Norfolk Southern for review and comment. Based on the company's plans to continue its long-standing rail operations on the mainline tracks and at the TBT Facility to serve present and future customers in the Northern Virginia and metro-DC area, as well as its plans to reconfigure the existing TBT Facility, Norfolk Southern will not permit any type of bridge encroachment within the limits of the existing TBT Facility, which includes the area shaded in green on the attached exhibit.

We would encourage the City to assess other options that may be available instead of building a bridge over operating railroad facilities. These alternatives include improvements to the existing Van Dorn Street Bridge, which may involve widening the bridge to accommodate bus and bicycle lanes and/or intersection improvements at each end of the bridge.

Mr. Steve Sindiong, AICP  
April 15, 2015  
File: BR0130082  
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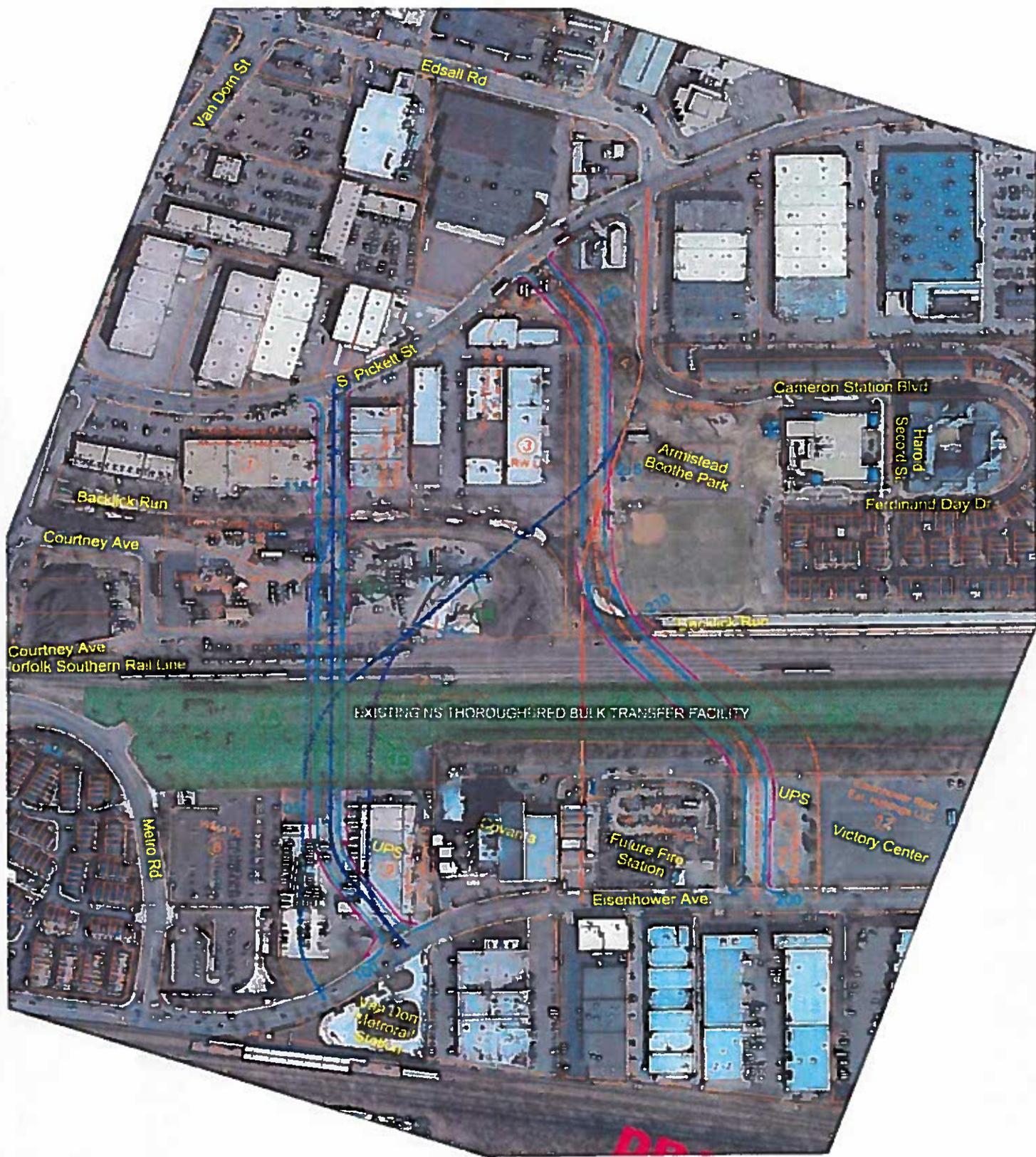
Should you have any questions concerning this project, please contact me  
at 404/529-1641.

Sincerely,



T. M. Bracey  
System Engineer  
Public Improvements

Item 2 attachment



*City of Alexandria, Virginia*

MEMORANDUM

4  
5-11-15

DATE: MAY 11, 2015

TO: MEMBERS OF THE TRANSPORTATION COMMISSION

FROM: SANDRA MARKS, DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES

SUBJECT: AGENDA ITEM #4 - SELECTION OF A LOCALLY PREFERRED ALTERNATIVE FOR THE POTOMAC YARD METRORAIL STATION

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**ISSUE:** Selection of a Locally Preferred Alternative (LPA) for the Potomac Yard Metrorail Station.

**RECOMMENDATION:** That the Transportation Commission recommend to City Council Alternative B for the Potomac Yard Metrorail station based on consistency with the 2008 City of Alexandria Transportation Master Plan.

**BACKGROUND:** Potomac Yard represents one of the most significant redevelopment opportunities for the City with the potential to achieve the vision for an urban mix of uses near transit. The construction of a Metrorail station has been the center of discussion in regard to transportation and land use planning for Potomac Yard for many years, most recently in the adopted 2008 City-wide Transportation Master Plan and the 2010 North Potomac Yard Small Area Plan.

In 2011, the City of Alexandria initiated an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA) for construction of the proposed Potomac Yard Metrorail Station. The lead Federal agency for the EIS has been the Federal Transit Administration (FTA) and the City has been the project co-lead and sponsor. Washington Metropolitan Area Transit Authority (WMATA) and the National Park Service (NPS) have been cooperating agencies. As part of this process, a Draft EIS was released on March 27, 2015.

The selection of the preferred location of the Metrorail station is a significant decision for the City from a transportation, land use and economic development perspective. This decision is one of the final steps in the Draft EIS process. Following selection of the preferred alternative, a Final EIS will be prepared which will include further design and refinement of the preferred alternative to minimize community and environmental impacts. The NEPA process will close out with Records of Decision (ROD) issued by FTA and NPS in 2016. Following the ROD, the project can move to award of the design-build contract, final design, and construction.

Building a new Metrorail station is the key to transforming Potomac Yard into a smart-growth, urban, walkable community with a mix of office, residential uses, high-quality retail,

entertainment, and new parks. A new Metrorail station will help accommodate growing transportation demand in the Route 1 corridor within the existing roadway network and will provide additional benefits to the City, as described in the Potomac Yard Metrorail Station Staff Recommendation document for the Preferred Alternative (Attachment).

**DISCUSSION:** Getting the Metrorail station location right, closest to the most potential development and office uses in particular, is critical to the success of the project. The North Potomac Yard Small Area Plan recommends that the station be located closest to the highest density. The Plan also allows the most density if the station is constructed in the Alternative B location (and requires the developer to contribute to the cost of construction), and therefore yields the most economic benefit to the City. Alternative B locates the Metrorail station within 0.25 mile of the densest development and creates the best opportunity for smart growth and a walkable, compact, urban community. If Alternative B is selected, based on existing land use decisions, the North Potomac Yard development would have 3.825 million more square feet of development than if any of the other alternatives were selected. Staff has determined after much analysis that Alternative B best balances land use and transportation, is consistent with City plans, and places the station in the best location to serve the largest number of potential Metrorail riders.

The Draft EIS evaluates two construction access options: access primarily via the George Washington Memorial Parkway (GWMP) (Option 1) or via Potomac Greens Drive (Option 2). Both options were evaluated in order to understand the potential impacts. However, NPS policy and federal regulations prohibit commercial vehicles on the GWMP if another option is available. Therefore, staff recommends that City Council select Alternative B with Construction Access via Potomac Greens (Option 2 - no access from GWMP) as their preferred alternative.

Staff recommends that during refinement of the preferred alternative through the Final EIS process and as design advances, the City continue to pursue strategies to avoid, minimize, or mitigate adverse impacts to the community, natural, and cultural resources, including but not limited to the strategies outlined in the staff recommendation (Attachment).

Because Alternative B would require a land exchange and release of the Greens Scenic Easement from the National Park Service, the City will need to enter in to a Net Benefits Agreement with NPS to include the elements outlined in Appendix B of the attached staff recommendation.

All mitigation measures suggested in the staff report will be confirmed and refined during the Final EIS or at later stages when the details of the project components and the construction scenarios are further developed.

**COMMUNITY INPUT:** The public has been engaged throughout the NEPA process through public meetings, meetings with community groups, briefings of boards and commissions, and meetings of the Potomac Yard Metrorail Implementation Work Group (PYMIG), all of which were open to the public. Since February 2015, staff has reached approximately 250 residents at meetings of community groups and 100 residents through a series of three recent informational open houses. Print, electronic, and broadcast media coverage has been extensive.

Many residents have expressed support for Alternative B based on its potential to positively affect the development of Potomac Yard, its citywide economic benefits, and its transportation benefits. Residents who support Alternative B have noted some concerns about some of the

potential negative effects. These potential negative effects of Alternative B are the same or similar to effects that may occur with Alternative A, with the exception of the NPS land required and the scenic easement revision, which would be offset by the mitigation committed to in the Net Benefits Agreement. The most frequently noted concerns related to the effects of Alternative B include impacts from construction, parking and traffic, impacts to the GWMP, impacts to parks, wetlands, the potential for increased crime, and questions on financial feasibility. Additional detail is included in Appendix C of the attached staff recommendation.

Additional comments received from the public following the publication of this memorandum will be transmitted to City Council on May 19, 2015.

**IMPLEMENTATION:** Following approval of the LPA by City Council, preparation of the Final EIS will begin. This process will include public discussion of proposed mitigation measures in the Fall 2015. The project team anticipates releasing a combined Final Environmental Impact Statement and Record of Decision in early 2016.

Procurement for the design-build contract will also begin following approval of the LPA, and will run concurrently with the Final EIS process. Award of the design-build contract is expected in mid-2016, with construction beginning in early 2017. The station is anticipated to open in 2019.

**FISCAL IMPACT:** The current financing plan for the Potomac Yard Metrorail Station assumes a self-financing plan that will not require the use of current general fund revenues. The bulk of the capital costs will be paid for using new Potomac Yard-generated tax revenues and developer contributions. The City has established the Potomac Yard Metrorail Station Fund, the proceeds of which are to be used solely for the design, construction, and financing of the station and will be segregated from other revenues. The Station Fund will accumulate revenue from net new tax revenues from Potomac Yard, two special tax districts, and developer contributions. The City will fund the portion of the station construction costs not funded through other sources described below by issuing general obligation bonds. The bond issuance will be structured to minimize debt service in the early years, with a gradually increasing annual principal repayment over 30 years.

In January 2015, the Commonwealth Transportation Board awarded the City of Alexandria a \$50 million loan from the Virginia Transportation Infrastructure Bank (VTIB) for construction of the Metrorail station. The 30-year loan locks in an interest rate of 2.17%, which is lower than the City's bonding rate. The loan also requires no interest or principal payments for four and one-half years after contract completion. This grace period is important to allow early development around the Metrorail station to begin to create new revenue prior to the City's first repayments. The flexible terms of the VTIB loan repayment reduce the City's risk as new development is anticipated to generate new revenues utilized for the repayment of principal and interest associated with the loan.

The plan also assumes \$69.5 million in Northern Virginia Transportation Authority (NVTA)-granted 70% funds, with the majority of that funding requested for FY 2017. Although NVTA has not yet considered the City's request, the Potomac Yard Metrorail Station was one of the highest ranked projects during consideration of NVTA projects for FY 2015 and FY 2016, indicating that the City's request has a high probability of being funded. In addition, the City is planning to apply for up to \$50 million through the United States Department of Transportation's

TIGER program. However, the probability of a TIGER grant award is low given that the number of grant applications for this program typically exceeds available federal funds. Staff recommends that additional regional, state, and federal funding sources continue to be pursued where available. Prior to authorization of the design-build contract by City Council, assumptions in the financial feasibility analysis will be updated based on real estate performance and revised projections to ensure that the project remains financially feasible.

**ATTACHMENT:**

Staff Recommendation for the Preferred Alternative – April 24, 2015 with appendices:

Appendix A: Draft EIS Executive Summary

Appendix B: Letter from the National Park Service re: Net Benefit Agreement

Appendix C: Community Feedback on Impacts of Alternatives



# Potomac Yard Metrorail Station

**Staff Recommendation for the Preferred Alternative**

**April 24, 2015**



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## 1.0 SUMMARY

Potomac Yard represents one of the most significant redevelopment opportunities for the City with the potential to achieve the vision for an urban mix of uses near transit. The construction of a Metrorail station has been the basis for transportation and land use planning for Potomac Yard for many years, most recently in the 2010 North Potomac Yard Small Area Plan and the 2008 Transportation Master Plan which included the following recommendation:

*The City expects that any amendment to the Potomac Yard/ Potomac Greens Small Area Plan which results in an increase in density beyond what is currently approved will include reasonable provisions to address the development and funding of an additional Metrorail Station.*

The selection of the preferred location of the Metrorail station is an important decision for the City from a transportation, land use and economic development perspective. Discussions regarding this large and complex City project have been ongoing for many years and the Draft Environmental Impact Statement (Draft EIS) is the last step in this process before City Council can select a location for the Metrorail station in Potomac Yard.

Building a new Metrorail station is the key to transforming Potomac Yard into a smart-growth, urban, walkable community with a mix of office and residential uses, high-quality retail, entertainment, and new parks. A new Metrorail station will help accommodate growing transportation demand in the Route 1 corridor within the existing roadway network and will provide additional benefits to the City and region by:

- Maximizing the number of people taking transit to and from the Potomac Yard area by providing direct access to Metrorail;
- Removing thousands of cars from the Route 1 corridor every day;
- Enabling a mix of uses in an environment where people can walk or bike to destinations in Potomac Yard for their daily needs;
- Providing a vibrant destination for all Alexandrians with a mix of uses, including significant shopping and public parks; and
- Strengthening and diversifying the tax base to improve the long-term economic stability of the City by enabling additional office development within Potomac Yard.

Getting the Metrorail station location right, closest to the most potential development and office uses in particular, is critical to the success of the project. The North Potomac Yard Small Area Plan recommends that the station be located closest to the highest density. The Plan also allows the most density if the station is constructed in the Alternative B location (and requires the developer to contribute to the cost of construction), and therefore yields the most economic benefit to the City. Alternative B puts the Metrorail station within 0.25 mile of the most development and creates the best opportunity for smart growth and a walkable, compact, urban community. Staff has determined after much analysis that Alternative B best balances land use and transportation, is consistent with City plans, and places the station in the best location to serve the largest number of potential Metrorail riders.

## 1.1 Background

Planning for a Metrorail station in Potomac Yard has a long history. The potential for a Metrorail station at Potomac Yard was initially considered during the planning of the Metrorail Regional System in the 1960s and 1970s. While a Metrorail station was not required as part of the 1999 City approval for South Potomac Yard, a reservation site for a future Metrorail station (Alternative A) was required so as to not preclude a future Metrorail station. No financing plan was developed in 1999.

Major milestones in the history of planning for the Potomac Yard Metrorail Station include:

- 1968 and 1975: Metrorail system plans identified Potomac Yard as a site for a future Metrorail station that could benefit new development.
- Mid-to-Late 1980s: The draft Alexandria 2020 plan proposed a mixed-use, neighborhood development with a Metrorail station. Operations of the existing rail yard began to be phased out.
- 1992/1999: The City of Alexandria's 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.
- 2010: The Potomac Yard Concept Development Study, conducted by the City of Alexandria and the Washington Metropolitan Area Transit Authority (WMATA), analyzed eight potential Metrorail station locations, recommending further examination of three locations.
- 2010: The North Potomac Yard Small Area Plan was adopted, envisioning replacement of the existing shopping center with a high-density, transit-oriented neighborhood anchored by a Metrorail station.

## 1.2 NEPA Process

The North Potomac Yard Small Area Plan noted that a final station location decision would be subject to coordination among stakeholders, resolution of environmental issues, and consideration of alternatives through the National Environmental Policy Act (NEPA) process.

In 2011, the City of Alexandria initiated an Environmental Impact Statement (EIS) under NEPA for construction of the proposed Potomac Yard Metrorail Station. The lead Federal agency for the EIS is the Federal Transit Administration (FTA) and the City is the project co-lead and sponsor. WMATA and the National Park Service (NPS) are cooperating agencies. As part of this process, a Draft EIS was released on March 27, 2015.

The Draft EIS will be circulating for public review and comment through May 18, 2015 during which time there will be two public hearings (on April 30 and May 16) as well as a range of public involvement activities, described in more detail in Section 2.0. Following the public comment period, City Council will select a preferred alternative,

The Final EIS will be prepared over the six months following identification of the preferred alternative. The Final EIS will include further design and refinement of the preferred alternative to minimize community and environmental impacts, identify with more detail the impacts of the preferred alternative, and develop measures for avoiding, minimizing, or mitigating adverse

impacts. Options for avoidance of impacts and mitigation will be discussed at meetings of the Potomac Yard Metrorail Implementation Work Group and the appropriate boards and commissions, where there will also be opportunities for public comment.

FTA and NPS will then each issue a Record of Decision (ROD), which will present the basis for the decision, specify the environmentally preferable alternative, and detail the commitments made to avoid, minimize, or mitigate the adverse impacts. The ROD will close out the NEPA process and allow the project to move into the design and construction phase.

The Section 106 process has been integrated into the NEPA process. The Section 106 review process identifies whether there are any historic properties in the Area of Potential Affect and whether they may be adversely affected by the undertaking. The Section 106 process also seeks to mitigate any potential adverse effects to historic properties.

### 1.3 Alternatives Considered

As noted in Section 1.2, the Draft EIS evaluates technically feasible alternatives that meet the project's purpose and need, as well as the No Build Alternative. The purpose of the Potomac Yard Metrorail station 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. The need for the project includes:

- **Access to Regional Transit:** The area is currently not served by direct access to regional transit services, such as Metrorail. Although the area is served by local bus services that operate in the U.S. Route 1 corridor, including the Crystal City/Potomac Yard Transitway (also known as "Metroway"), direct access to the Metrorail system will facilitate regional transit trips.
- **Congestion Relief:** 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 to manage congestion, reduce auto trips and emissions along transit corridors, and make efficient use of existing infrastructure.
- **Additional Transportation Options:** 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.

The Draft EIS evaluates three Build Alternatives (A, B, and D), as well as a design option (B-CSX Design Option). This design option was developed in 2013 at the request of NPS in an effort to avoid and minimize adverse impacts to the George Washington Memorial Parkway (GWMP). The alternatives and their potential impacts are described in more detail in the Draft EIS and the Executive Summary to the Draft EIS, provided in Appendix A. The potential station locations are shown in Figure 1.

The Draft EIS evaluates two construction access options for Alternatives A and B: access primarily via the GWMP (Option 1) or via Potomac Greens Drive (Option 2). Both options were evaluated in order to understand the potential impacts. However, NPS policy and federal regulations prohibit commercial vehicles on the GWMP if another option is available.

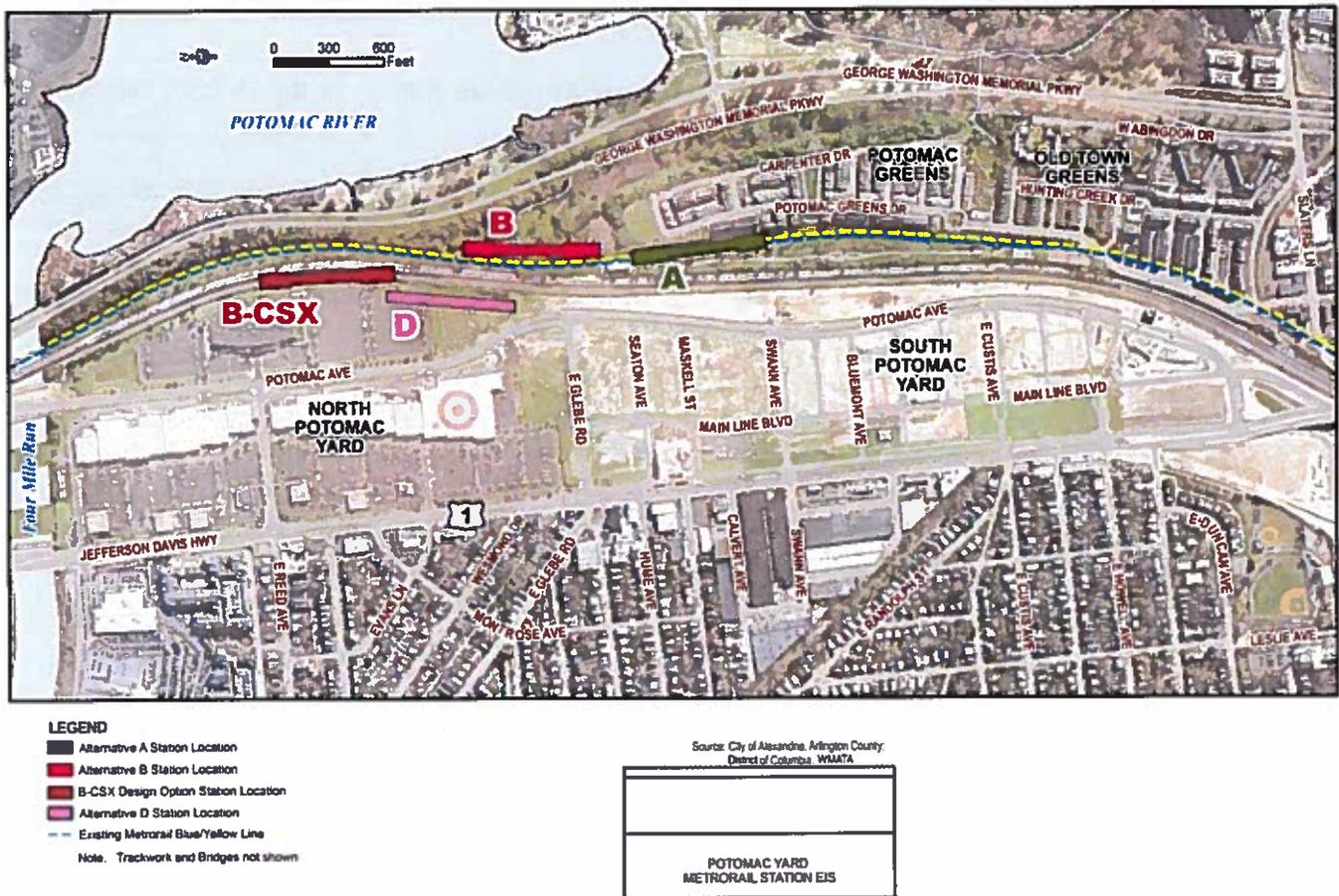
Alternative B best serves the purpose and need of the project and will have the most positive impact on the future development of Potomac Yard. Specifically:

- **Alternative B** would provide a Metrorail station in Potomac Yard and improve regional transit accessibility. Alternative B places the most amount of density in North Potomac Yard within walking distance of the proposed station, thereby enabling the highest density and greatest mix of uses, including office uses, to be constructed. Alternative B produces the most trips taken by transit and encourages a variety of transportation options due to the dense mix of uses that it enables. Alternative B, which is estimated to cost \$268 million, has the most economic, community, and transportation benefits of all the alternatives. It also provides benefits to users of the GWMP through the mitigation proposed in the framework for the Net Benefits Agreement with the National Park Service (see Section 4.1 and Appendix B). **Staff recommends Alternative B as the preferred alternative for Potomac Yard with construction access Option 2 (not from GWMP).** Construction access Option 2 is recommended because NPS cannot issue permits for access from the GWMP (Option 1) based on NPS policy and federal regulations.

Staff does not recommend the No Build Alternative, Alternatives A or D, or the B-CSX Design Option for the following reasons:

- The **No Build Alternative** would not improve the regional transit accessibility of Potomac Yard. The lack of direct access to the Metrorail system would result in a higher proportion of trips being taken by car. The lack of a Metrorail station would also result in a less diverse mix of uses in Potomac Yard, including significantly less office development, which would result in less economic benefit to the City and fewer benefits to neighborhoods in the Potomac Yard area.
- **Alternative A** would provide a Metrorail station in Potomac Yard, and would therefore improve regional transit accessibility. However, it would be located the farthest from the dense redevelopment and planned office uses in North Potomac Yard. This would result in fewer trips taken via transit. Because North Potomac Yard would be farther from the new station, the planned redevelopment would have less density and fewer office uses than in the approved plan, resulting in a decreased economic benefit to the City and fewer benefits to surrounding neighborhoods when compared to Alternative B. Alternative A, which is estimated to cost \$209 million, would also be located directly behind townhouses in the Potomac Greens neighborhood, resulting in more adverse impacts to that neighborhood, including noise impacts from operation of the station. Alternative A is also located in the widest part of Potomac Yard Park and would impact the existing Park more than the other alternatives.
- **B-CSX Design Option** would provide a Metrorail station in the northern portion of Potomac Yard and improve regional transit accessibility. However, it would require the use of 5 acres of land in North Potomac Yard that is currently available for development. It would therefore reduce the amount of development possible in North Potomac Yard. The station would cost an estimated \$351 million, which is approximately \$83 million more than Alternative B and would require the cooperation of CSXT to relocate existing tracks. However, CSX has not yet agreed to move their tracks. For these reasons, it would also require at least a 3 year delay in the opening of the station.
-

Figure 1: Draft EIS Potential Station Locations



- **Alternative D** would provide a Metrorail station in the northern portion of Potomac Yard and improve regional transit accessibility. However, it would require the use of 3 acres of land in North Potomac Yard that is currently available for development. Therefore, it would reduce the amount of development possible in North Potomac Yard. It would also cost an estimated \$493 million, which is not financially feasible, as described in Section 1.4. The elevated guideway required for Alternative D would negatively affect views from the GWMP, would reduce the functionality of Potomac Yard Park, and would have negative impacts to residents of Potomac Greens.

#### 1.4 Funding and Financial Feasibility

The current financing plan for the Potomac Yard Metrorail Station assumes that the bulk of the capital costs will be paid for using new Potomac Yard-generated tax revenues and developer contributions. The City has established the Potomac Yard Metrorail Station Fund, the proceeds of which are to be used solely for the design, construction, and financing of the station and will be segregated from other revenues. The Station Fund will accumulate revenue from the following sources and mechanisms:

- **Net new tax revenue:** for new tax revenue generated by new development in Potomac Yard, a fixed set of percentages will go to the General Fund to pay for City services and schools that the new Potomac Yard residents and businesses will need. A portion of the new net tax revenue will go to the Station Fund to pay debt service and station-related operating costs. The remaining balance would be deposited in the City's General Fund to provide benefits citywide for Alexandria residents and businesses.
- **Special tax districts:** two special tax districts have been established to generate revenue for the Station Fund (see Figure 2, Special Tax Districts). The Tier I special tax district applies to non-single family development and collects 20 cents per \$100 of valuation. Collections began in 2011. The Tier II special tax district would apply to single-family and condominium development in the lower part of Potomac Yard and would assess 10 cents per \$100 of valuation. Collections would begin in the calendar year after the station opens.
- **Developer contributions:** for Alternative B, CPYR, Inc., the owner of North Potomac Yard, agreed in 2010 to contribute up to \$49 million in 2010 dollars, indexed to inflation, some of which could be accelerated as a shortfall guarantee. CPYR's representatives have subsequently indicated they wish to renegotiate their previously agree-to contribution downward. Discussions about amending their existing obligation would occur in 2016 when a replanning of some elements of the 2010 North Potomac Yard Small Area Plan is contemplated. The Potomac Yard Metrorail Station financing plan substantially benefits from, but does not require, the previously agreed to CPYR contribution level to remain financially feasible.

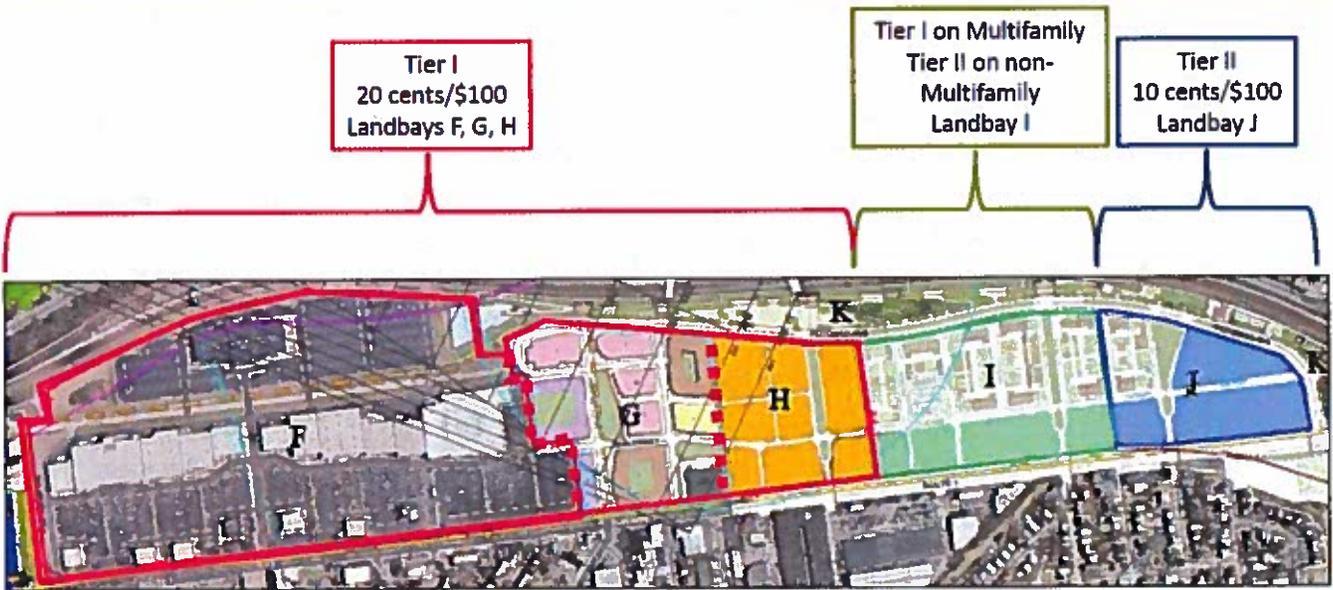
MRP and PYD, the developers of the southern portion of Potomac Yard, have agreed to contribute \$2 million.

The revenue sources described above will be used to pay back borrowings from two sources:

- **General Obligation Bonds:** The City will fund the station construction costs not funded through other sources by issuing general obligation bonds. The bond issuance will be structured to minimize debt service in the early years, with a gradually increasing annual principal repayment over the 30 year amortization period.

Figure 2: Special Tax Districts

Tier I	<ul style="list-style-type: none"> <li>• Special tax of 20 cents per \$100 of valuation applied to Landbays F, G, H, and the multifamily portion of I.</li> <li>• Collections began in 2011.</li> </ul>
Tier II	<ul style="list-style-type: none"> <li>• Special tax of 10 cents per \$100 of valuation applied to the non-multifamily development in Landbay I and all of Landbay J.</li> <li>• Collections will commence the first calendar year after the station opening.</li> </ul>



- **Virginia Transportation Infrastructure Bank (VTIB):** The City was recently awarded a \$50 million loan from the Virginia Transportation Infrastructure Bank. The low interest rate of the loan (2.17 percent) reduces borrowing costs by lowering the overall debt service associated with total borrowing requirements for construction of the station. The flexible terms of the VTIB loan repayment reduce the City's risk as new development is anticipated to generate new revenues utilized for the repayment of principal and interest associated with the loan.

In order to reduce the total amount borrowed for station construction, the City has planned to request \$69.5 million from the Northern Virginia Transportation Authority. In addition, the City will be applying for up to \$50 million in TIGER grant funds from the U.S. Department of Transportation.

### Financial Feasibility

Project budget cost estimates were developed by WMATA as part of the Draft EIS process and were based on the preliminary engineering completed to date. Costs were escalated to the midpoint of construction based on an assumed completion date of late 2018 for Alternatives A, B, and D and late 2021 for Design Option B-CSX. Estimated costs included a range from low to high. The financial feasibility analysis assumed 85 percent of the high end of the cost estimate range, shown in Table 1.

**Table 1: Estimated Cost of Potomac Yard Metrorail Station Alternatives**

Alternative	Alt A	Alt B	Design Option B-CSX	Alt D
Estimated Cost (millions)	\$208.8	\$268.1	\$351.4	\$492.7

The financial feasibility analysis found the Alternatives A and B and Design Option B-CSX have positive cash flow that cover the debt service and operating costs from the first year. However, Alternative D has a substantial funding shortfall that lasts for 10 years from the opening of the station and which makes Alternative D financially not feasible.

## 2.0 COMMUNITY INPUT

Significant community engagement and outreach have occurred during the last four years of the NEPA process. Public outreach and agency coordination for the EIS began in February 2011 with the Scoping meeting, and open community meetings were held in 2012 to provide updates on the project progress. The Potomac Yard Metrorail Implementation Group (PYMIG) was established in June 2011 to review the EIS document, provide policy guidance to the City and WMATA staff, analyze station concept refinements, and consider funding issues related to the new Metrorail station. PYMIG met regularly for four years to discuss the project with staff. Topics discussed included station alternatives, the screening process, key environmental considerations and impacts, funding, community outreach and other issues documented in the Draft EIS. The public was invited to attend each PYMIG meeting as well as the community meetings for the NEPA process mentioned above. In addition to the PYMIG and community meetings, staff presented to various boards, commissions and community groups in to provide updates on the Draft EIS throughout the process.

Since February 2015, staff has met with numerous boards, commissions, and community groups in preparation for the release of the Draft EIS. Staff met with the following five City boards and commissions:

- Board of Architectural Review (Old and Historic District)
- Environmental Policy Commission
- Park and Recreation Commission
- Planning Commission
- Transportation Commission

Staff also met with the following nine community groups at their standing meetings or upon request, and reached approximately 250 residents at these meetings:

- Del Ray Citizens Association
- Federation of Civic Associations
- Hume Springs Citizens Association
- Lynhaven Citizens Association
- NorthEast Citizens Association
- Old Town Civic Association
- Old Town Greens Townhome Owners Association
- Potomac Greens Home Owners Association
- Potomac Yard residents

The City has also held three informational open houses to discuss the results of the Draft EIS, which reached approximately 100 residents.

There has also been extensive print, broadcast, and electronic media coverage at each stage of this Draft EIS process.

The extensive public outreach efforts have garnered community feedback on a variety of issues. Comments from the public related to Alternatives A, B, and D and the B-CSX Design Option are summarized in Appendix C. Additional comments received following release of this report will be included as a separate attachment to City Council prior to their decision on the preferred alternative.

Many residents have expressed support for Alternative B based on its potential to positively affect the development of Potomac Yard, its citywide economic benefits, and its transportation benefits. Residents who support Alternative B have noted some concerns about some of the potential negative effects. These potential negative effects are the same or similar to effects that may occur with Alternative A. The most frequently noted concerns related to the effects of Alternative B include:

- Construction: Construction access for Alternative B could come through Old Town Greens and Potomac Greens. Some residents have expressed concern about traffic

from construction trucks using neighborhood streets, particularly where there are children playing. Noise, vibration, and dust from construction activities could be disruptive to residents, particularly when construction takes place at night and on weekends.

- **Parking and Traffic:** The station is designed as an urban station, with the majority of riders expected to arrive on foot or bicycle. Bus riders would access the station from Potomac Avenue. Some residents have expressed concern about traffic from cars using neighborhood streets to access the Metrorail station. Because the station will not include any park-and-ride lots, residents have also expressed concern that Metrorail riders will park on neighborhood streets.
- **The George Washington Memorial Parkway (GWMP):** Alternative B would be located partially on land currently occupied by a scenic easement administered by NPS, and would require approximately 7,000 square feet of GWMP property. The GWMP is an important resource commemorating the nation's first president, which was designed to provide a quality entryway for visitor's to the nation's capital. Some residents are concerned about impacts to the GWMP, particularly that a visible Metrorail station will degrade the quality of this resource. NPS has indicated Alternative B is viable providing that a mitigation plan acceptable to NPS can be agreed to. The City and NPS have reached agreement on a mitigation framework which will be of net benefit to NPS and the GWMP. This framework is described in Section 4.1 and Appendix B.
- **Parks:** Access points to the Metrorail station would be located in Potomac Greens Park and Potomac Yard Park, near existing multi-use trails. Some residents are concerned that these access points would negatively affect their use and enjoyment of the parks.
- **Wetlands:** Alternative B would impact wetlands to the north of Potomac Greens. Some residents have expressed concern over both the permanent impacts and the temporary impacts resulting from the staging area for construction as currently designed.
- **Crime:** Some residents of Potomac Greens and Old Town Greens have noted that their neighborhoods are relatively isolated, with only one access point to Slaters Lane. They have expressed concern that adding an access point to Metrorail would increase the opportunity for crime in their neighborhood.
- **Financial Feasibility:** Some residents have expressed concern that the station would need to be paid for using monies from the General Fund if the development of Potomac Yard does not proceed as expected.

In recommending Alternative B as the preferred alternative, City staff also recommends that special attention be paid to these concerns as the project advances, and that efforts be made to avoid, minimize, or mitigate negative impacts to the extent feasible. Additional detail is provided in Section 4.0 regarding how these concerns should be addressed.

## 2.1 Role of Boards and Commissions

This staff recommendation will be discussed with relevant boards and commissions, as well as the Potomac Yard Metrorail Implementation Work Group (PYMIG). There will be opportunity for public comment at each meeting. Each board or commission is asked to comment on the staff recommendation as it relates to the issues within their purview as outline below.

- The **Board of Architectural Review (BAR)** will provide comments on potential visual impacts from the GWMP. The comments will be forwarded to City Council. In addition, if Alternative B is selected the final design of the station will be subject to review and approval by the BAR.
- The **Environmental Policy Commission** will determine if the staff recommendation adequately balances environmental impacts in accordance with the Eco-City Alexandria Charter.
- The **Planning Commission** will evaluate the consistency with the Master Plan, Potomac Yard Coordinated Development District(s) and associated approvals.
- The **Parks and Recreation Commission** will determine if the staff recommendation is consistent with local park plans.
- The **Transportation Commission** will determine if the staff recommendation is consistent with the City's 2008 Transportation Master Plan.
- **PYMIG** will consider the comments of the other boards and commissions and will determine whether the staff recommendation is consistent with land use and transportation plans for Potomac Yard.

## 3.0 STAFF ANALYSIS

Staff recommends that City Council adopt Alternative B as the Locally Preferred Alternative (LPA) for the Potomac Yard Metrorail Station for the following reasons.

An evaluation of the costs and benefits of each of the alternatives shows that, while each of the alternatives meets the goal of providing a Metrorail station in Potomac Yard, only Alternative B provides the mix of benefits to land use and economic development, neighborhoods, and transportation that will help to realize the full vision for Potomac Yard. Alternative B also provides the best opportunity to balance impacts and benefits to the community. See Section 4.0 for recommendations regarding mitigation to impacts identified by the community as areas of particular concern.

### 3.1 Land Use and Economic Benefits

Only Alternative B is consistent with the City's land use plans. The North Potomac Yard Small Area Plan created a vision of North Potomac Yard as an area for long-term economic growth within the City. The development of a transit-oriented, mixed use community that maximizes office development adjacent to the Metrorail station is the central focus of the plan. North Potomac Yard is uniquely located within the City and has strong potential as a site for office development due to its close proximity to Washington D.C., Ronald Reagan Washington National Airport, and the Pentagon. However, significant office development is unlikely without a Metrorail station.

Office development is a critical component for a strong and sustainable tax and employment base, and Alternative B provides approximately 950,000 square feet more office within one-quarter mile of the Metrorail station than Alternative A.

In order to achieve this vision and the density of 7,525,000 square feet of development planned for North Potomac Yard, and therefore the greatest economic and employment benefit for the City of Alexandria, it is necessary to locate the station at Alternative B. All other station locations would require a reduction in the amount of development, office use and economic value for the City (3,700,000 square feet of development is permitted if any other alternative is selected).

Alternative B provides for maximum accessibility to the Metrorail station, with the entire North Potomac Yard development within one-half mile of the Metrorail station, and more than 50 percent of the blocks located within one-quarter mile (see Figure 3, Blocks within ¼-mile and ½-mile of Alternative B). In addition, the blocks south of the existing retail center and adjacent to the southern landing of Alternative B contain the greatest amount of office space in South Potomac Yard. Alternative B is located approximately 900 feet (approximately three Old Town blocks) farther north than Alternative A. This is a critical difference, as the likelihood of office workers riding Metrorail is particularly sensitive to distance from the station. The importance of proximity is reflected in the fact that currently 86 percent of all office buildings under construction in the region are within one-quarter mile of a Metrorail station (PlanItMetro.com, April 22, 2015). Given the increasing regional competition for commercial office development, the location of a Metrorail station at the site of Alternative B will maintain Potomac Yard's strength in this market. In addition, for the Washington, D.C. metropolitan area, Alternative B represents the best smart growth choice because it enables the most development in a walkable, transit-oriented, mixed-use community close to the region's core.

### 3.2 Public Benefits

The development of North Potomac Yard is grounded on the principle of a dynamic mixture of uses, with significant amounts of retail development and a balance of residential and office uses. The North Potomac Yard Plan established Alternative B as the focal element for the Metro Square neighborhood, and the neighborhood as the transit hub of North Potomac Yard.

Constructing a Metrorail station at Alternative B also serves the mobility and economic development needs of surrounding communities, including Del Ray, Potomac Greens, Arlandria, and Lynhaven. For many of these current residents, who cannot currently walk to Metrorail, the Metrorail station and future employment locations will be within a one-half mile to one mile walk.

The ability of the City to provide public amenities such as community facilities is significantly affected by the presence and location of a Metrorail station. The location of the Metrorail station at Alternative B leads to a substantial increase in property value. Based upon this increase the developer is required to provide community facilities and services.

**Figure 3: Blocks within 1/4-mile and 1/2-mile of Alternative B**



In addition to the basic infrastructure, these include improvements to Four Mile Run, extending and expanding the Potomac Yard Park, a significant amount of neighborhood-serving retail uses, provision of a live performing arts theater, and land and partial funding for the construction of a school.

### **3.3 Transportation Benefits**

The vision for Potomac Yard relies on creating an environment where residents, employees, and visitors travel by modes other than the automobile. This is consistent with the City of Alexandria's 2008 Transportation Master Plan, which focuses on providing transit, bicycle, and pedestrian infrastructure in conjunction with land use planning to create layers of transportation options.

Alternative B would provide the greatest number of Metrorail riders and remove the most automobile trips from area roadways. Because it enables the highest density and greatest mix of uses in North Potomac Yard, Alternative B would result in more trips being taken within Potomac Yard, many of which would occur on foot or bike. Finally, more office development in Potomac Yard would also help to balance existing Metrorail ridership, by encouraging reverse commuting (as has been seen with the Silver Line in Tysons Corner and the Orange Line in Arlington).

### **3.4 Citywide Economic Benefits**

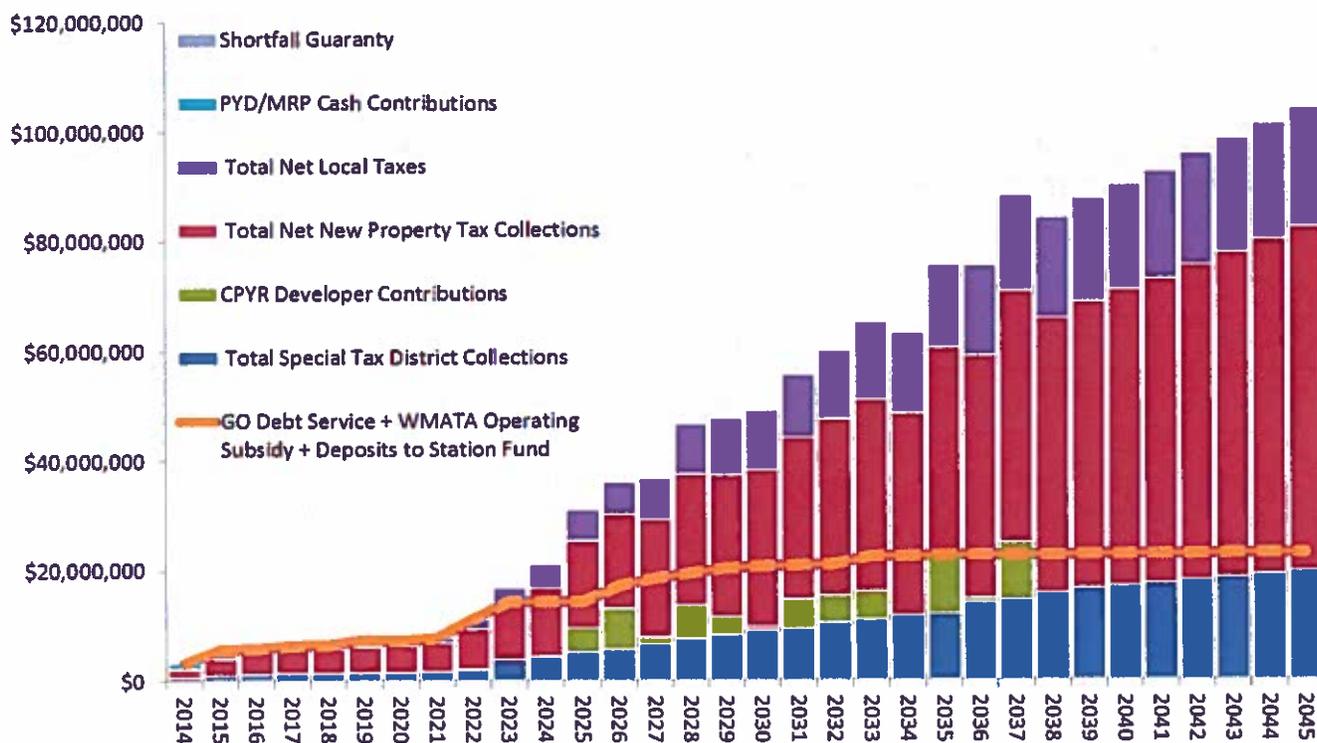
Projections show that a Metrorail station at Alternative B will result in approximately \$1.5 billion in net revenue to the City over forty years. By the end of that period, the development in Potomac Yard will be producing approximately \$98 million of revenue every year beyond what is needed to pay for the station and City services for the residents and businesses in Potomac Yard (see Figure 4, Alternative B Cash Flow). This means that the redevelopment of Potomac Yard will be producing \$98 million every year that can be used to pay for services and amenities throughout the City.

## **4.0 STAFF RECOMMENDATION FOR THE PREFERRED ALTERNATIVE**

Staff recommends that City Council select Alternative B with Construction Access via Potomac Greens (Option 2 - no access from GWMP) as their preferred alternative, based on its ability to enable the high-density mix of uses envisioned for North Potomac Yard, and the associated community, transportation, and economic development benefits.

Staff recommends that during refinement of the preferred alternative through the Final EIS process and as design advances, the City continue to pursue strategies to avoid, minimize, or mitigate adverse impacts to the community, natural, and cultural resources, including but not limited to the strategies outlined below. This will also include looking at alternative construction access options to reduce the dependence on access through Potomac Greens. Because Alternative B would require a land exchange and release of the Greens Scenic Easement from the National Park Service, staff recommends that the City enter in to a Net Benefits Agreement with NPS to include the elements outlined in Table 2 and Appendix B.

Figure 4: Alternative B Cash Flow



Mitigation measures suggested below will be confirmed during the Final EIS or at later stages when the details of the project components and the construction scenarios are further developed.

#### **4.1 George Washington Memorial Parkway**

The George Washington Memorial Parkway is an important resource for the City of Alexandria and the region. Alternative B impacts a small amount of National Park Service land and the Greens Scenic Area Easement. As part of the Draft EIS process potential visual impacts to the GWMP and the Greens Scenic Area Easement were analyzed and discussed extensively. The analysis included the preparation of a physical model and a video simulation to understand the impacts.

City and NPS staff have worked together to develop the framework for a Net Benefits Agreement to provide appropriate mitigation for impacts to the GWMP and Greens Scenic Area Easement, and to provide for a property exchange to allow the release of NPS property and interests (see Table 2 and Appendix B). Staff feels that these items not only provide the most benefit to the GWMP but are also a benefit to residents of the City of Alexandria. Benefits include improvements to Daingerfield Island in Alexandria and the nearby Mount Vernon Trail, which are used extensively by City residents, as well as measures to enhance the experience of Parkway users such as eliminating stormwater ponding in the median of the GWMP and additional landscaping between the station and the GWMP roadway.

The design of the prominent elements of the station, such as the roof and the pedestrian bridges will need to integrate with the character of the GWMP and the neighborhood. The final design of the station will be subject to the Board of Architectural Review (BAR). The station will also require subsequent approval of a development special use permit (DSUP) process and review by the Planning Commission and approval by City Council.

Staff will continue coordination with NPS to develop a Net Benefits Agreement based on the framework described above. Specific mitigation to screen views of the station from the GWMP should include landscaping and station design strategies to minimize the visual impact of the station.

The Draft EIS evaluates the impacts of two construction access options. Option 1 includes access from the GWMP, while Option 2 does not include access from the GWMP. Federal regulations and park policy prohibit the issuance of permits for commercial vehicles to use the GWMP when other options exist. Therefore, staff recommends that Construction Access Option 2 (not from the GWMP) be pursued for the preferred alternative.

#### **4.2 Construction**

Construction Access Option 2 for Alternative B would be via Potomac Greens Drive, the WMATA Substation Access Road, and Potomac Avenue. Potential impacts from construction include truck traffic along neighborhood roadways as well as associated noise and dust.

Staff recommends that measures to minimize construction impacts be pursued throughout the design and construction process. Enforcement of City ordinances and coordination with the community during construction will be essential to these efforts. To the extent practicable, construction activities should be conducted during the daytime and during weekdays in accordance with the City's construction management practices and existing noise ordinance.

**Table 2: Mitigation Proposal for Impacts to George Washington Memorial Parkway Interests**

Category	Mitigation Item
Loss of parkland	Exchange NPS fee (0.16 acres) and easement area (1.71 acres) for fee ownership of the remaining easement area in CoA ownership (13.56 acres). Exact amount to be determined as station design advances. Access for maintenance and emergency response will be maintained according to WMATA standards. City will also reserve necessary access for maintenance of stormwater facilities and other existing easements.
	Exchange NPS fee and easement area for limitations on height and other restrictions (on items such as materials, signage, and lighting) on portions of Potomac Yard adjacent to the GWMP. City agrees to establish restrictions via ordinance and will work with the property owner to potentially establish the existing maximum heights, signage and lighting as a legally binding easement.
Impact to park resources	Preparation of a stormwater management plan for Daingerfield Island and the adjacent section of GWMP (where there is a known stormwater issue)
	Implementation of a stormwater management plan for Daingerfield Island and the adjacent section of GWMP (approximately 45 acres)
	Prepare Daingerfield Island Master Plan which will address improvements to visitor services, facilities, recreation, and park amenities.
	Implementation of Daingerfield Island Master Plan
	Implement repairs and improvements to the Mount Vernon Trail in the vicinity of the project area
	Vegetation survey for south section of the GWMP (Four Mile Run to Mount Vernon) to evaluate the number, type, size, age, and health of vegetation
	Prepare landscape plan of the south section of the GWMP
	Preparation of updated NR nomination for GWMP
	Prepare Cultural Landscape Report for GWMP
	Prepare Archeological Overview and Assessment for the south section of the GWMP
	Complete Viewshed Protection Plan to include a viewshed inventory and assessment of the south section of the GWMP
	Visitor Use Survey and Visitor Use Management Plan
	Prepare Resource Stewardship Strategy
Facility management plan including drainage plan	
Visual impact minimization/mitigation	Design of station and landscape, including planting and berms, in order to mitigate the visual impact of the station on the GWMP. NPS would participate in the design process. City is working with WMATA to develop a design-build process that enables a higher level of City involvement with specific high-visibility elements of the station. NPS participation would be incorporated into this process.
<b>TOTAL Cost</b>	<b>\$12,000,000</b>

*\* Mitigation for wetlands not included, as mitigation requirements would be determined through coordination with the U.S. Army Corps of Engineers, NPS, and the Virginia Department of Environmental Quality through the Joint Permit Application process in compliance with Section 404 of the Clean Water Act and Director's Order 77-1.*

The public should be adequately notified of construction operations and schedules, and procedures set in place to address complaints quickly. Operations should be conducted in a manner that will minimize, to the greatest extent feasible, disturbance to the public in areas adjacent to the construction activities and to occupants of nearby buildings. Construction management conditions are established by the Department of Transportation & Environmental Services in the plan review and permitting process, and other applicable regulations. The additional traffic due to construction vehicles may impact the roadway pavement, which will be repaired as part of the project.

#### **4.3 Parking and Traffic**

The station will be designed as an urban station. All local bus service is planned to be curbside on the west side of the station (from Potomac Avenue). The Crystal City/Potomac Yard Transitway (Metroway) will interface with the station along Potomac Avenue. The station will not have a suburban-style park-and-ride or kiss-and-ride lot. Most riders will access the station on foot or via bike, or will transfer to Metrorail from buses. However, some riders may try to park on neighborhood streets.

Staff recommends working with adjacent communities to establish residential parking zones to discourage commuter parking.

#### **4.4 Potomac Yard Park and Potomac Greens Park**

Potomac Yard Park serves as a regional park for the City of Alexandria, and the draw from adjacent neighborhoods for such features as the playgrounds, trails, and other features is significant. The southern pedestrian access point for Alternative B would touch down in Potomac Yard Park to the south of East Glebe Road, away from the most active part of the park.

At the northern end of Potomac Greens, Potomac Greens Park includes a playground as well as a passive recreation area for the residents of that neighborhood. The access point for the pedestrian/bicycle bridge for Alternative B would touch down in Potomac Greens Park.

Limiting the impacts to park features is beneficial to the larger community. Staff recommends that access points located in parks be designed to minimize impacts to the parks. To the extent practicable the access points in parks should become a feature of the park rather than an intrusion. Staff should coordinate with the community where the relocation or redesign of park uses is necessary. Any reconfiguration of Potomac Yard Park will also require an amendment to the approved development special use permit (DSUP) and review by the Planning Commission and approval by City Council.

#### **4.5 Wetlands**

Wetlands are defined as "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). There are wetlands to the north and east of Potomac Greens, which include walking paths for recreation. As currently designed, Alternative B would affect a portion of the wetlands to the north of Potomac Greens.

Staff recommends that wetland impacts be minimized through design to the greatest extent practicable. Construction methods that avoid or minimize harm to wetlands should be investigated and implemented where practicable.

Mitigation for impacted wetlands will be determined through coordination with the United States Army Corps of Engineers and NPS, as provided for by federal regulations. Staff recommends that mitigation be a benefit to the community, where possible.

#### **4.6 Crime**

Residents of Potomac Greens and Old Town Greens have expressed concern that an additional access point to the neighborhood will increase the likelihood of crime. This is of specific concern to the residents of Potomac Greens because the neighborhood is currently isolated, with only one access point from Slaters Lane.

Staff recommends coordination with the Alexandria Police Department to address community concerns and allocate appropriate resources for the study area. Staff recommends a detailed evaluation of strategies to mitigate the risk of crime.

#### **4.7 Financial Feasibility**

The financing plan for Alternative B currently relies on a combination of sources, including revenue from the redevelopment of Potomac Yard. Residents have expressed concern that revenues may not reach the levels projected and therefore jeopardize the financial feasibility of the project.

Staff recommends that additional regional, state, and federal funding sources continue to be pursued where available. Prior to issuance of the design-build contract, assumptions in the financial feasibility analysis should be updated based on real estate performance and revised projections to ensure that the project remains financially feasible.

### **5.0 NEXT STEPS**

Preparation of the Final EIS will begin following identification of the preferred alternative. The Final EIS will include further design and refinement of the preferred alternative to minimize community and environmental impacts, identify with more detail the impacts of the preferred alternative, and develop measures for avoiding, minimizing, or mitigating adverse impacts. The mitigation developed during the Final EIS will build on the recommendations detailed in Section 4.0.

Options for avoidance of impacts and mitigation will be discussed at meetings of the Potomac Yard Metrorail Implementation Work Group and the appropriate boards and commissions, where there will also be opportunities for public comment.

Following completion of the Final EIS, FTA and NPS will each issue a Record of Decision (ROD), which will present the basis for the decision, specify the environmentally preferable alternative, and detail the commitments made to avoid, minimize, or mitigate the adverse impacts. The ROD will close out the NEPA process and allow the project to move into the design and construction phase.

# Potomac Yard Metrorail Station Draft Environmental Impact Statement Executive Summary



# POTOMAC YARD METRO RAIL STATION

## DRAFT ENVIRONMENTAL IMPACT STATEMENT EXECUTIVE SUMMARY



## Introduction

### Environmental Impact Statement for a New Metrorail Station at Potomac Yard

The Federal Transit Administration (FTA) and the City of Alexandria, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA or Metro) and the National Park Service (NPS), have prepared this Draft Environmental Impact Statement (Draft EIS) under the National Environmental Policy Act (NEPA) for construction of a proposed Potomac Yard Metrorail Station. NPS is a cooperating agency because of the potential of the project to impact natural and cultural resources of the George Washington Memorial Parkway. Any action taken by NPS in conjunction with this project must be consistent with the National Park Service Organic Act, which directs NPS to “conserve the scenery and the natural and historic objects and the wild life therein” (16 U.S.C. 1). Construction would include a new Metrorail station, associated track improvements, and pedestrian bridges at Potomac Yard within the City of Alexandria. The station would be located along the existing Metrorail Blue and Yellow Lines between

the Ronald Reagan Washington National Airport Metrorail Station and the Braddock Road Metrorail Station.

This document summarizes key information from the Draft EIS and gives information on opportunities to provide comments on the document. The entire Draft EIS document is available for review online at:

[www.potomacyardmetro.com](http://www.potomacyardmetro.com)

Hard copies of the Draft EIS are available for review at the City of Alexandria public library and at:

**Alexandria City Hall  
301 King Street  
Alexandria, VA 22314**

The public comment period for the Draft EIS will be open until May 18, 2015. See pages 14-15 for information on providing comments and participating in the public hearing.

## Why Do We Need a Metrorail Station at Potomac Yard?

### Project Purpose

The project is proposed 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.

### Project Need

Currently, the project area is not served by direct access to regional transit services, such as Metrorail. This area is served by local bus services that operate in the U.S. Route 1 corridor, including the Crystal City/Potomac Yard Transitway (also known as "Metroway"). 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 to manage congestion, reduce auto trips and emissions along transit corridors, and make efficient use of existing infrastructure. Additional transportation options are needed to support the City of Alexandria's redevelopment plans.

Due to the constrained capacity of the roadway network, additional transportation options are needed to support the City of Alexandria's redevelopment plans by accommodating travel demand through transit and other non-auto modes. Direct regional transit access would provide more transportation choices for residents and workers and would enhance connections to regional employment and activity centers.

## Planning for the Potomac Yard Area

Several initiatives have studied and proposed a Metrorail station in the Potomac Yard area:

- **1968 and 1975:** Metrorail system plans identified Potomac Yard as a site for a future Metrorail station that could benefit new development.
- **Mid-to-Late 1980s:** The draft *Alexandria 2020* plan proposed a mixed-use, neighborhood development with a Metrorail station. Operations of the existing rail yard began to be phased out.
- **1992/1999:** The City of Alexandria's *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.
- **2010:** The *Potomac Yard Concept Development Study*, conducted by the City of Alexandria and Metro, analyzed eight potential Metrorail station locations, recommending further examination of three locations.
- **2010:** The *North Potomac Yard Small Area Plan* was adopted, envisioning replacement of the existing shopping center with a high-density, transit-oriented neighborhood anchored by a Metrorail station.
- **2011:** The current EIS study began, gathering public and agency input on the scope of the environmental study, project alternatives to be evaluated, and defining agency roles in the process.



Location of Potomac Yard and the Project

## Description of Alternatives

### Alternatives Considered

The Draft EIS identifies and evaluates alternatives that meet the project's purpose and need. The Draft EIS includes a "No Build Alternative," which describes what would happen if no station was built. The No Build Alternative provides a baseline to compare impacts.

### Screening of Initial Alternatives

In March 2011, the project team completed scoping for the Draft EIS. A total of 36 initial alternatives were evaluated and screened to select those that were:

1. Responsive to project purpose and need;
2. Consistent with land use and development plans; and
3. Technically feasible.

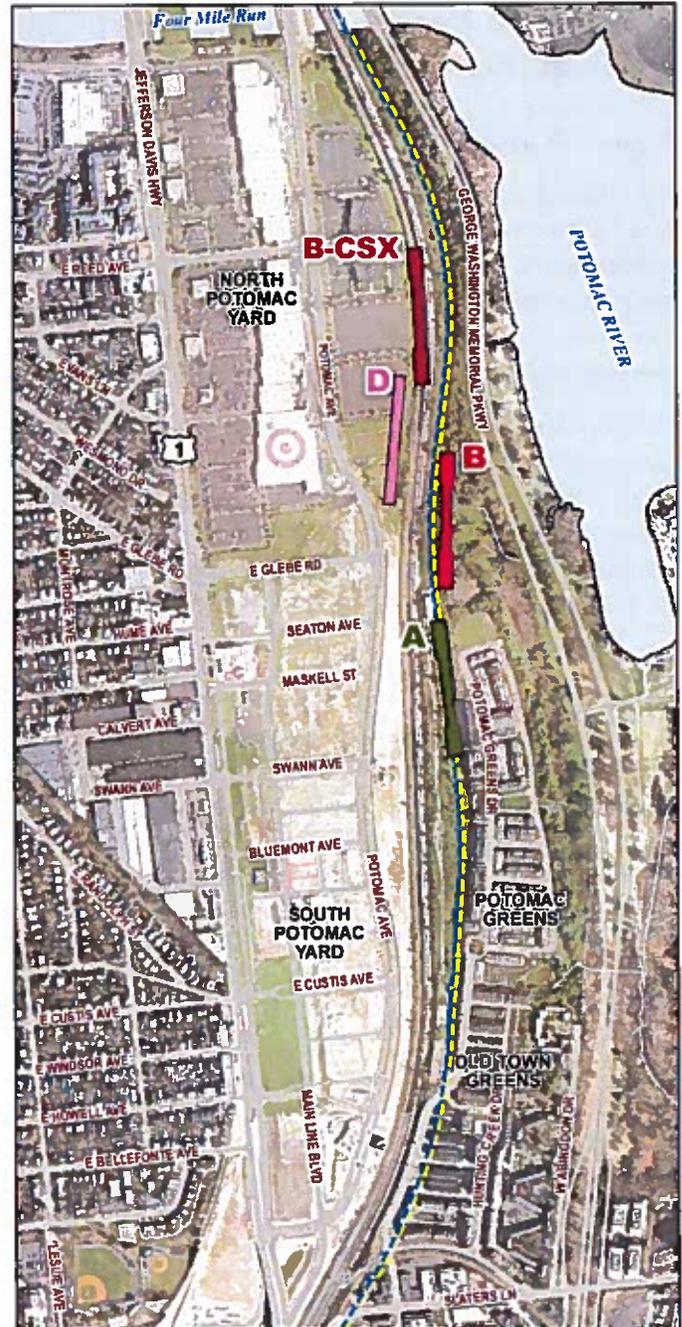
Build Alternatives A, B, and D – representing three different Metrorail station locations – emerged from the scoping process. A design option of Build Alternative B, identified as "B-CSX Design Option," was developed in an effort to avoid and minimize adverse impacts of Alternative B to the George Washington Memorial Parkway, Federally owned land administered by NPS.

### Alternatives Studied in the EIS

The **No Build Alternative** includes planned transportation projects expected to be finished by 2040, except the Potomac Yard Metrorail Station. These No Build projects include:

- Completion of the Potomac Yard street network and multi-use trails;
- Future pedestrian/bicycle bridge between Potomac Yard and Potomac Greens; and
- Expansion of local bus services.

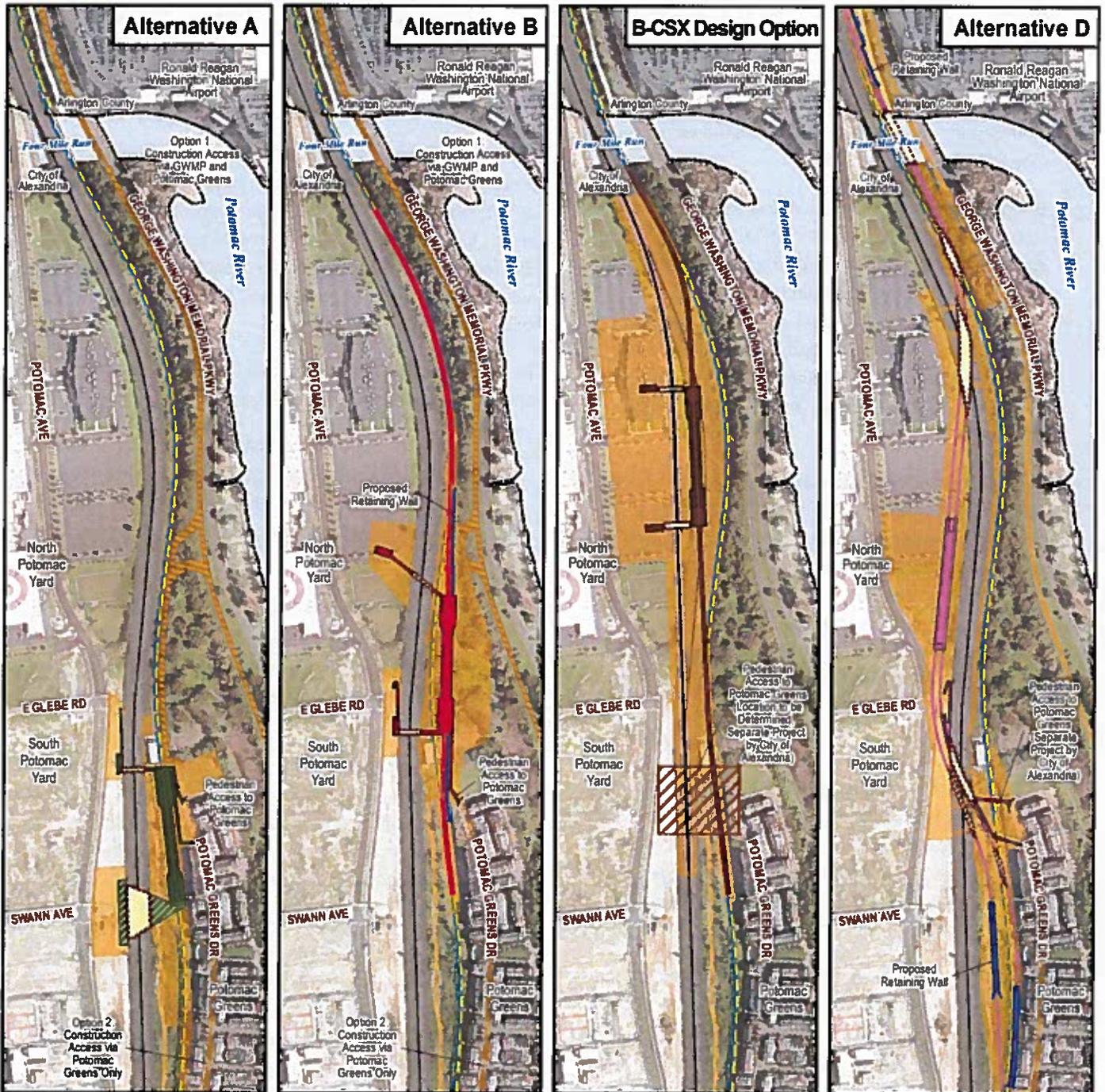
The **Build Alternatives** are the three Metrorail station alternatives and design option shown on this page. Detailed depictions of each Build Alternative are provided on the following page.



*Build Alternative station locations*

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

# Project Build Alternatives



Alternative A - Platform & Facilities	Alternative D - Platform & Facilities
Alternative A - Range of Potential Pedestrian Crossings	Alternative D - New Metrorail Track
Alternative B - Platform & Facilities	Aerial Structure over Railroad or Water
Alternative B - New Metrorail Track	Construction Access and Impact Area
B-CSX Design Option - Platform & Facilities	Alternative A and B - Option 1. Additional Construction Access and Impact Area
B-CSX Design Option - New Metrorail Track	Existing Metrorail Blue/Yellow Line
B-CSX Design Option - Realigned CSXT Track	Existing CSXT Tracks
	Existing CSXT Right-of-Way

0 350 700 Feet

Source:  
City of Alexandria, Arlington County,  
District of Columbia, WMATA

- **Build Alternative B** is 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. Portions of Build Alternative B would be located within the Greens Scenic Area, a NPS-administered easement located within the City's Potomac Greens Park.
- **B-CSX Design Option** is located east of the existing Potomac Yard movie theater on land currently occupied by the CSXT railroad tracks. This design option of Alternative B would require relocation of the CSXT tracks to the west, providing the room necessary for the station and realigned Metrorail track to avoid George Washington Memorial Parkway property and the Greens Scenic Area easement.
- **Build Alternative D** is located west of the CSXT railroad tracks near the existing Potomac Yard Shopping Center. The alternative would require elevated tracks starting north of Four Mile Run, crossing over the CSXT tracks into Potomac Yard, and then crossing over the CSXT tracks again to reconnect to the existing Metrorail line behind Potomac Greens.

## Station Design

- Build Alternatives A, B, and B-CSX Design Option would have station platforms at the same level as the existing Metrorail tracks, with elevated entrance mezzanines providing two pedestrian bridges from the station over the CSXT railroad tracks to Potomac Yard.
- Build Alternative D would have an elevated station platform with a ground floor mezzanine entrance.

## Pedestrian Connections

- Build Alternatives A and B would provide 24-hour pedestrian/bicycle access between Potomac Yard and Potomac Greens via one of their two pedestrian bridges.

- B-CSX Design Option and Build Alternative D would have separate pedestrian/bicycle bridges providing 24-hour access between Potomac Yard and Potomac Greens.

## Construction Access and Staging

Construction activities would occur within identified staging areas and access routes shown on page 4. Construction activities for the project would last approximately two years. Opening of the station was assessed in the Draft EIS for the year 2016 based on previous project schedule assumptions. The schedule and anticipated opening year will be updated in the Final EIS.

Two construction access options for **Build Alternatives A and B** were assessed in the Draft EIS:

- *Option 1* – access to construction staging areas from the George Washington Memorial Parkway, Potomac Greens Drive, and the Rail Park, with relatively limited construction access from Potomac Yard.
- *Option 2* – access to construction staging areas from Potomac Greens Drive and the Rail Park, with relatively limited construction access from Potomac Yard, and no access from the George Washington Memorial Parkway.

**B-CSX Design Option** construction access would be provided from the Rail Park and Potomac Yard. **Build Alternative D** construction access would be provided from the George Washington Memorial Parkway, Potomac Greens Drive, the Rail Park, and Potomac Yard.

Commercial vehicles are prohibited from the George Washington Memorial Parkway, with limited exceptions, under *NPS Management Policies 2006* (9.2.1.2.1) and Federal regulations (36 CFR 5.6). The NPS policies state that "commercial traffic will be prohibited on roads within parks, except for the purpose of serving park visitors and park operations (9.2.1.2.1)." If access to private lands is otherwise not available, the park Superintendent has the discretion to issue permits for commercial vehicles. The proposed construction project areas for Build Alternatives A and B are accessible from locations other than the George Washington Memorial Parkway. However, since

potential impacts would occur to residential communities at these other locations, construction access from the George Washington Memorial Parkway was also studied as an option in the Draft EIS.

## Potential Benefits of the Project

### Project Benefits

A new Metrorail station would serve residents, employees, and visitors, providing mobility benefits and supporting the City of Alexandria's redevelopment plans for Potomac Yard by helping accommodate higher-density, mixed-use development.

### Transportation Benefits

- A Metrorail station in Potomac Yard would provide Metrorail access for thousands of Alexandria residents, employees, and visitors.
- Direct access to Metrorail would maximize the number of people taking transit to and from the Potomac Yard area.
- Additional high-density development, supported by Metrorail, would mean thousands of trips would stay in the community and allow more people to walk or bike to destinations in Potomac Yard to take care of their daily needs.

### How Much Development is Permitted in Potomac Yard?

The amount of residential and commercial development in Potomac Yard will vary depending on the location of a new Metrorail station.

- Levels of development currently permitted are based on the City's North Potomac Yard Small Area Plan (2010) and adopted zoning, which assume the construction of a Metrorail station in the vicinity of Build Alternative B.
- Currently, a total of 13.075 million square feet of residential, commercial and office development are allowed in Potomac Yard.
- If the No Build Alternative or a different station location other than Build Alternative B is chosen, current zoning restricts the amount of development to 9.250 million square feet.
- B-CSX Design Option and Build Alternative D would occupy otherwise developable land in Potomac Yard, and Build Alternative A would be located too far from the northern end of Potomac Yard to adequately support the densest levels of redevelopment for the existing shopping center site.

#### Transportation Benefits of a Potomac Yard Metrorail Station



10,000-11,300

Daily boardings at a Potomac Yard Metrorail Station



34%

Daily trips taken by transit, walking, or bike



5,000

Daily auto trips removed from the road



U.S. Route 1 at Potomac Yard

### Development Benefits

- A new Metrorail station would support the City of Alexandria’s redevelopment plans by providing regional transit access to Potomac Yard, helping offset automobile trips and traffic congestion caused by the current and future development already approved.
- Depending on the location of a new Metrorail station, additional high-density residential and commercial development is permitted in Potomac Yard under current plans and zoning.
- If no Metrorail station is provided, then less development would be permitted in Potomac Yard.



Existing Potomac Yard Shopping Center



Artist's rendering of planned North Potomac Yard Redevelopment

### Support for the Project Purpose and Need

The table below evaluates how the different alternatives would support the project purpose and need.

Evaluation Measure	No Build Alternative	Build Alternatives			
		Alternative A	Alternative B	B-CSX Design Option	Alternative D
<b>Project Purpose: Improving regional transit accessibility</b>					
Regional transit access to Potomac Yard	No	Yes	Yes	Yes	Yes
<b>Project Need: Providing additional transportation choices for residents and workers</b>					
Additional transportation choices for residents and workers	No	Yes	Yes	Yes	Yes
<b>Project Need: Increasing the share of transit and other non-auto trips</b>					
Increased share of trips by transit, bike, and walking compared to Potomac Yard without regional transit access	No	Yes	Yes	Yes	Yes
<b>Project Need: Supporting City of Alexandria redevelopment plans</b>					
Total Potomac Yard development volume (million square feet) permitted under approved plans	9.250 M	9.250 M	13.075 M	9.250 M	9.250 M

## Costs and Funding Sources

### Estimated Capital Costs

Capital cost estimates are preliminary and based on conceptual engineering completed to date. Capital costs include all costs necessary to construct the station.

### Capital Funding Sources

The City has created the Potomac Yard Metrorail Station Fund to manage the revenues collected for the project. Proceeds from the fund are to be used solely for the design, construction, and financing of the station and will be accounted for separately from other City revenues. Fund revenue comes from:

- Net new tax revenues generated by Potomac Yard development (beyond taxes to pay for City and School services);
- Two special tax districts in Potomac Yard; and
- Developer contributions.

Other opportunities for federal or state funds for construction include Surface Transportation Program funds, loans through the Transportation Infrastructure Financing Innovation Act (TIFIA), additional funding from the Northern Virginia Transportation Authority, and a \$50 million loan through the Virginia Transportation Infrastructure Bank (VTIB).

### Operating Costs and Funding Sources

The Potomac Yard Metrorail Station would add system-wide operating costs to Metrorail. The City of Alexandria's share of the WMATA operating subsidy for Metrorail is 5.1 percent, or approximately \$10 million in FY2013. The addition of one station and an estimated 5,000 additional City residents would increase the City's share to 5.3 percent under the approved allocation formula, requiring an additional \$1.39 million annual contribution. The City plans to fund the additional WMATA subsidy using the Potomac Yard Metrorail Station Fund.

### Conceptual Capital Costs (millions of 2016 Dollars)\*

Build Alternative	Low	High
Build Alternative A	\$119	\$228
Build Alternative B	\$149	\$293
B-CSX Design Option	\$193	\$358
Build Alternative D	\$277	\$539

\* These estimates were based on a previous implementation schedule that assumed an opening date for the Potomac Yard Metrorail Station in 2016. Construction cost inflation likely would increase the estimated capital costs for a later opening date.



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



## Summary of Permanent Project Effects

Resource	Build Alternatives				
	No Build Alternative	Alternative A	Alternative B	B-CSX Design Option	Alternative D
<b>Transportation</b>					
Additional off-peak Metrorail train required	0	1	1	1	1
Improved pedestrian/bicycle access between Potomac Greens and Potomac Yard	Yes	Yes	Yes	Yes	Yes
<b>Human Environment</b>					
Land acquisitions (acres)	0	1.3	4.0	14.4	10.0
Displacements of businesses or residences	0	0	0	Movie Theater	Movie Theater
Consistent with City of Alexandria Plans	No	No	Yes	No	No
Consistent with Regional Transportation Plans	No	Yes	Yes	Yes	Yes
Consistent with Plans for George Washington Memorial Parkway (GWMP)	Not inconsistent	Not inconsistent	Not inconsistent	Not inconsistent	Not inconsistent
Adverse impacts to viewsheds from GWMP (opening year viewsheds with a reduction in quality)	0	2	3	3	3
Adverse impacts to viewsheds from Potomac Greens (opening year viewsheds with a reduction in quality)	0	2	1	0	2
Adverse impacts to viewsheds from Potomac Yard (opening year viewsheds with a reduction in quality)	0	1	1	0	1
Effects to GWMP historic architectural resources and parkland (acres)	0	<ul style="list-style-type: none"> <li>Visual impacts</li> <li>Removal of trees (for Option 1)</li> </ul>	<ul style="list-style-type: none"> <li>Transfer of land (0.16 ac.)</li> <li>Visual impacts</li> <li>Removal of trees</li> </ul>	<ul style="list-style-type: none"> <li>Visual impacts</li> </ul>	<ul style="list-style-type: none"> <li>Transfer of land (1.43 ac.)</li> <li>Visual impacts</li> <li>Removal of trees</li> </ul>
Effects to archaeological resources (sites)	0	Option 1: 2 Option 2: 0	Option 1: 2 Option 2: 0	0	1
City of Alexandria park impacts (acres)	0	1.16	3.01	3.86	5.38
Greens Scenic Area easement impact (acres)	0	0	1.71	0	0
FTA noise criteria impacts (residences)	0	0	0	0	7
WMATA noise criteria impacts (residences)	7	7	7	7	3
FTA vibration criteria impacts (residences)	0	6	0	0	7
WMATA vibration criteria impacts (residences)	0	1	0	0	0
<b>Natural Environment</b>					
Increase in impervious surface (acres)	0	1.82	2.24	(-0.02)	9.24
U.S. Army Corp of Engineers (USACE) regulated wetlands impacts (acres)	0	0.02	1.22	0	0.52
NPS regulated wetlands impacts (acres)	0	0	1.28	0	0.50
Floodplain impacts (acres)	0	0	1.48	0	0.90
Resource Protection Area impacts (acres)	0	0.41	3.36	1.12	2.07
Natural habitat loss (acres)	0	0.03	2.58	0.18	1.76
<b>Secondary and Cumulative Effects</b>					
Secondary traffic & visual impacts	Yes	Yes	Yes	Yes	Yes
Adverse effects to GWMP historic architectural resources	Yes	Yes	Yes	Yes	Yes
Cumulative traffic, visual & floodplain impacts	None	Yes	Yes	Yes	Yes

## Summary of Temporary Construction Effects

Resource	Build Alternatives				
	No Build Alternative	Alternative A	Alternative B	B-CSX Design Option	Alternative D
General impacts to roadways and driveways	No	Yes	Yes	Yes	Yes
Use of GWMP roadway	No	Option 1: Yes Option 2: No	Option 1: Yes Option 2: No	No	Yes
Effects to GWMP historic architectural resources and parkland (acres)	0	Option 1: 0.30 Option 2: 0	Option 1: 0.78 Option 2: 0.55	0	2.40
Effects to archaeological resources (sites)	0	Option 1: 2 Option 2: 0	Option 1: 2 Option 2: 0	0	1
City of Alexandria park impacts (acres)	0	Option 1: 5.49 Option 2: 4.80	Option 1: 5.48 Option 2: 5.48	0.97	5.53
Greens Scenic Area easement impact (acres)	0	Option 1: 0.25 Option 2: 0.13	Option 1: 3.09 Option 2: 3.09	0	0.02
USACE regulated wetlands impacts (acres)	0	Option 1: 0.30 Option 2: 0.01	Option 1: 3.61 Option 2: 3.54	0	0.41
NPS regulated wetlands impacts (acres)	0	Option 1: 0.35 Option 2: 0.01	Option 1: 3.68 Option 2: 3.57	0	0.48
Resource Protection Area impacts (acres)	0	Option 1: 1.75 Option 2: 0.49	Option 1: 5.50 Option 2: 5.27	0.58	2.40

## Project Effects for Key Environmental Resource Areas

### Key Environmental Resource Areas

An overview of environmental impacts is shown on page 9; temporary construction impacts to environmental resources are listed in the table above. Specific effects to the George Washington Memorial Parkway are also described individually by resource area at the end of the section.

### Land Acquisitions and Displacements

The Build Alternatives would require property for station facilities and right-of-way for realigned track, as well as additional temporary construction easements or access permits. No residential displacements would be required for any of the alternatives. B-CSX Design Option and Build Alternative D would result in a displacement of one existing business, the movie theater in the Potomac Yard Shopping Center. Build Alternatives A and B would not result in the displacement of any businesses.

Build Alternatives B and D would require permanent acquisition of 0.16 acre and 1.43 acres, respectively, of the George Washington Memorial Parkway property. Build Alternatives A and B-CSX Design Option would not require permanent acquisitions of the George Washington Memorial Parkway. In addition, Build Alternative B would be a violation of the Greens Scenic Area easement. Build Alternative B could not proceed unless the easement is released by NPS. Construction staging and access areas for Build Alternatives A and D would also be in violation of the Greens Scenic Area easement. B-CSX Design Option would not be in violation of the Greens Scenic Area easement.

Land acquisitions would be conducted in accordance with all applicable laws.

## Local Plans and Zoning

The *North Potomac Yard Small Area Plan* and the zoning for Coordinated Development District (CDD) 19 link the level of development to the presence of a Metrorail station at the approximate location of Build Alternative B. Build Alternative A, B-CSX Design Option, and Build Alternative D are inconsistent with City of Alexandria plans. If a Metrorail station is constructed at a location other than Build Alternative B or is not built, the amount of permitted development in North Potomac Yard is reduced by approximately 3.825 million square feet. The selection of Build Alternative A, B-CSX Design Option, or Build Alternative D would require the City to undertake a revised planning and rezoning process for North Potomac Yard.

## Visual Resources

The three Build Alternatives and B-CSX Design Option would impact views from the George Washington Memorial Parkway, the Potomac Greens neighborhood, Potomac Greens Park, and Potomac Yard, due to the introduction of new visual elements and removal of vegetation for construction access and staging areas. New visual elements include the stations and pedestrian bridges for all Build Alternatives, B-CSX Design Option, and the elevated track and structures required for Build Alternative D. The new higher-density development permitted in Potomac Yard under the No Build and Build Alternatives will also result in visual impacts, although this will happen whether or not a Metrorail station is constructed at Potomac Yard.

## Noise and Vibration

Residences in Potomac Greens were constructed alongside the pre-existing Metrorail alignment; current Metrorail operations exceed WMATA noise criteria at seven residences. Approval for construction of these residences included a reservation for a future Metrorail station (location of Build Alternative A), and the potential construction of a Metrorail station is disclosed in land and ownership documents.

The 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 eight residences due to its elevated track.

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

Other noise sources are associated with the proposed station. Metrorail door chimes, train conductor announcements, station public address announcements, and brake noise would be audible in the community as a new noise source. These noises are not expected to contribute to any exceedance or noise impact, based on WMATA and FTA criteria. These noise sources would be evaluated more closely during final design when the station features are finalized, and would be mitigated, as appropriate.



Potomac Yard Park, CSXT railroad tracks, and Potomac Greens

## Wetlands and Waterways

Wetlands exist in the area to the east and north of Potomac Greens, between the WMATA tracks and George Washington Memorial Parkway, and in the vicinity of Four Mile Run. Build Alternative B would permanently fill 1.22 acres of wetland regulated by the U.S. Army Corps of Engineers (USACE) under the Clean Water Act. Build Alternative D would permanently fill 0.52 acre of USACE regulated wetland and would require a new bridge over Four Mile Run with new bridge piers in the stream. Build Alternative A and B-CSX Design Option would have impacts of less than one-tenth of an acre. Wetlands are also regulated by NPS; specific impacts to wetlands within the parkland of the George Washington Memorial Parkway and the Greens Scenic Area easement are described on page 13.

## Construction Access and Staging

Areas designated for construction staging (see areas shaded in orange on Page 4) would be cleared of all trees and other natural vegetation and filled or leveled as necessary to make construction activities possible. After construction, the areas would be replanted and landscaped according to prior uses and wetlands would be restored in coordination with NPS, USACE, and other relevant agencies. A screen of vegetation along George Washington Memorial Parkway would be maintained where possible to minimize the visual impact to users.

Option 1 construction access for Build Alternatives A and B (access from the George Washington Memorial Parkway) would impact two archaeological sites if avoidance measures are not possible. Construction of Build Alternative D would impact one archaeological site.

## George Washington Memorial Parkway/ Mount Vernon Memorial Highway

The George Washington Memorial Parkway, including the historic Mount Vernon Memorial Highway, commemorates the first president, preserves the natural setting, and provides a quality entryway for visitors to the nation's capital. The construction of a Metrorail station at Potomac Yard would affect resources of the Parkway:

## Cultural Resources

The segment of the George Washington Memorial Parkway within the project study area is listed on the National Register of Historic Places through two separate nominations: the Mount Vernon Memorial Highway and the George Washington Memorial Parkway.

Build Alternative D, and Option 1 construction access for Build Alternatives A and B (access from the Parkway) would impact the George Washington Memorial Parkway. Specifically, construction of temporary access roads to support station construction under the alternatives would require removal of trees and other vegetation that were intended to screen views of uses to the west. B-CSX Design Option, and Option 2 construction access for Build Alternatives A and B (no access from the Parkway) would not require the construction of temporary access roads from the George Washington Memorial Parkway. For Build Alternative B, both construction access options would require use of a portion of parkland for construction staging, regardless of the access route. Viewsheds and the visitor experience along the Parkway would be impacted by the introduction of a new Metrorail station under any of the three Build Alternatives or B-CSX Design Option.

The three Build Alternatives and B-CSX Design Option would impact historic resources by removing vegetation west of the George Washington Memorial Parkway and introducing new non-historic visual elements and views to the west. These new non-historic elements would impact the integrity of the designed historic landscape and degrade the scenic and historic quality and contemplative experience for travelers, important characteristics of the Parkway experience.

Option 1 construction access for Build Alternatives A and B (access from the George Washington Memorial Parkway) would impact two archaeological sites if avoidance measures are not possible. Construction of Build Alternative D would impact one archaeological site if avoidance measures are not possible. B-CSX Design Option, and Option 2 construction access for Build Alternatives A and B (no access from the Parkway) would not impact any archaeological sites.

## Visual Resources

Views from the George Washington Memorial Parkway would be impacted by the introduction of the Metrorail station as well as the Potomac Yard redevelopment in all Build Alternatives, especially during winter, due to the loss of vegetative foliage.

- Build Alternatives requiring construction access from the Parkway (Option 1 construction access for Build Alternatives A and B, and Build Alternative D) would create long-term viewshed impacts. Removal of vegetation would create gaps in the vegetated viewsheds, and replacement vegetation would need to develop and mature to match the existing vegetation growth.
- Build Alternatives that do not require construction access from the Parkway (Option 2 construction access for Build Alternatives A and B, and B-CSX Design Option) would have viewshed impacts from station structures and bridges, and removal of vegetation off of the George Washington Memorial Parkway property. Build Alternative B would require clearing of vegetation within the Greens Scenic Area easement.
- Under the No Build Alternative, viewsheds would be degraded as the Potomac Yard area is developed.

## Wetlands

Depending on the construction option, up to 1.28 acres of wetlands on NPS parkland or the Greens Scenic Area easement would be impacted. Up to 3.68 acres of additional wetlands would be temporarily impacted during construction.

Build Alternatives B and D would permanently impact 1.28 and 0.50 acre, respectively, of NPS regulated wetlands. Option 1 construction access for Build Alternatives A and B, and Option 2 construction access for Build Alternative B would all lead to additional temporary wetland impacts. Specific wetland mitigation would be determined through discussions with various agencies for unavoidable impacts. All wetlands located on NPS land would be replaced within the Parkway property or on other NPS sites. B-CSX Design Option and Option 2 construction access for Build Alternative A would not result in any permanent or

temporary impacts to wetlands on the George Washington Memorial Parkway.

## Construction Traffic

Build Alternatives that require construction access from the George Washington Memorial Parkway (Option 1 construction access for Build Alternatives A and B, and Build Alternative D) would have temporary traffic impacts due to construction vehicles. Construction vehicles would impact the driver experience along the Parkway and would require a permit from NPS. The number of construction vehicles accessing the site per day would vary and would be restricted to specific times based on NPS and City of Alexandria construction regulations and permits. Construction vehicles using the Parkway may damage the roadway pavement, which would require repair after construction. B-CSX Design Option and Option 2 construction access for Build Alternatives A and B would not require construction access from the George Washington Memorial Parkway.

Construction traffic would impact park user experience, an important element of the purpose of the park.

Commercial vehicles are prohibited from the George Washington Memorial Parkway, with limited exceptions, under *NPS Management Policies 2006* (9.2.1.2.1) and Federal regulations (36 CFR 5.6). The NPS policies state that "commercial traffic will be prohibited on roads within parks, except for the purpose of serving park visitors and park operations (9.2.1.2.1)." If access to private lands is otherwise not available, the park Superintendent has the discretion to issue permits for commercial vehicles. The



Existing wetland area within Potomac Greens Park; George Washington Memorial Parkway in the background

proposed construction project areas for Build Alternatives A and B are accessible from locations other than the George Washington Memorial Parkway. However, since potential impacts would occur to residential communities at these other locations, construction access from the George Washington Memorial Parkway was also studied as an option in the Draft EIS.

## Public Involvement and Next Steps

### How Has the Public Been Engaged in the Project?

The public has been engaged through:

- Public meetings and community group meetings;
- Project newsletters and email distribution lists;
- Project website; and
- Interaction with community organizations.

Informational materials at all public meetings, including presentation materials, handouts, and comment sheets, have been available in Spanish as well as English, and a Spanish-speaking staff member has been present at all meetings.

In addition, the Alexandria City Council created the Potomac Yard Metrorail Implementation Work Group to assist in the EIS process by informing City officials and providing a venue for input on the project.

### What Are the Roles of Other Agencies?

During project scoping, Federal, state, and local agencies that might have an interest in the project were invited to participate. Agencies have been involved through briefings and additional communication focused on specific areas of expertise within each agency's reviewing purview. Agencies, as well as the public, are invited to comment on the Draft EIS.

Agencies are also involved through concurrent Federal processes, including reviews for consistency with:

- Clean Water Act;
- National Historic Preservation Act;
- U.S. Department of Transportation Act ("Section 4(f)"); and
- Coastal Zone Management Act.

The National Park Service (NPS) is a cooperating agency because of the potential of the project to impact the George Washington Memorial Parkway. Any action taken by NPS must be consistent with the National Park Service Organic Act, which established NPS and governs its activities.

### Public Comment Period

The public has the opportunity to comment on the environmental analysis. Comments received during this period can help to identify changes to alternatives that may mitigate adverse effects. Any changes will be incorporated into the Final EIS. See [www.potomacyardmetro.com](http://www.potomacyardmetro.com) for the full copy of the Draft EIS and supporting background materials from the study.

Hard copies of the Draft EIS are available for review at the City of Alexandria public library and at:

**Alexandria City Hall  
301 King Street  
Alexandria, VA 22314**

**The public comment period on the Draft EIS will be open until May 18, 2015.**

See following page for information on opportunities to provide comments at the public hearing, by email, or by mail.



*Project public meeting, April 2012*

### City of Alexandria Outreach

The City of Alexandria will be hosting two public workshops, in which individuals can learn more about the EIS process and get more information about specific subject areas. A separate public hearing will be held by the City of Alexandria as part of its legislative process.

For more information on the final dates of City meetings and hearings related to the project, please visit the City's website:



[Alexandriava.gov/PotomacYard/](http://Alexandriava.gov/PotomacYard/)

or you may call the City's general information line:



**703-746-4357**

## Public Hearing

A public hearing on the Draft EIS will be held as part of the NEPA process at the following time and location:

**Thursday, April 30, 2015 at 6:30pm**

**Cora Kelly Recreation Center  
25 W. Reed Avenue  
Alexandria, VA 22305**

The location of the hearing is wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for WMATA to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 at least 48 hours prior to the hearing.

### What Happens after the Public Hearing?

Following the public hearing, the City of Alexandria will choose a preferred alternative. The City will continue coordination with FTA and NPS before selection of a preferred alternative to ensure compliance with NEPA and other applicable laws.

After identification of the preferred alternative, a Final EIS will be prepared. The Final EIS will state how public comments are addressed, include further design and refinement of the project to minimize community and environmental impacts, identify impacts of the preferred alternative, and describe measures for avoiding, minimizing, or mitigating adverse impacts.

## Comment on the Draft EIS

Submit written comments by May 18, 2015:

- By email: [comments@potomacyardmetro.com](mailto:comments@potomacyardmetro.com)  
or  
[writtentestimony@wmata.com](mailto:writtentestimony@wmata.com)
- By mail: **Potomac Yard Metrorail Station EIS  
P.O. Box 16531  
Alexandria, VA 22302**  
or  
**Office of the Secretary  
WMATA  
600 Fifth Street Northwest  
Washington, DC 20001**

**Appendix B:  
Letter from the National Park Service  
re: Net Benefits Agreement Framework**



# United States Department of the Interior

NATIONAL PARK SERVICE  
National Capital Region  
1100 Ohio Drive, S.W.  
Washington, D.C. 20242

IN REPLY  
REFER TO:

I.A.I. (NCR-GWMP)

April 20, 2015

Mr. Mark Jinks  
City Manager, City of Alexandria  
301 King Street  
Alexandria, Virginia 22314

Dear Mr. Jinks:

I am writing to follow up on the November 14, 2014 letter from the National Park Service (NPS) to City Manager, Rashad Young regarding the Environmental Impact Statement (EIS) for the proposed Potomac Yard Metro Station. In that letter, the NPS stated its belief that Build Alternatives A or B could be viable from its perspective, but that the NPS and the City of Alexandria would need to agree on a package of mitigations that would ensure a net benefit to the George Washington Memorial Parkway (GWMP) should Alternative B be selected.

The NPS understands that, with the release of the Draft EIS, your staff is likely to recommend Alternative B as the "locally preferred alternative" for approval by the Alexandria City Council at an upcoming meeting. Over the last several months the NPS and the City of Alexandria staff have had productive discussions regarding potential measures for mitigating impacts and the loss of parkland within the GWMP. We believe that the City's current proposal appears to mitigate those impacts sufficiently so that NPS would not object to the identification of Alternative B as the locally preferred alternative.

The City's proposal would offset the loss of approximately 7,000 square feet of GWMP parkland by providing the United States with full fee ownership of most of a parcel of City parkland on which it currently holds a scenic easement, and by placing limitations on building heights adjacent to the GWMP, building lighting, and building signage, through easements and/or City regulations. In addition, the City proposes to allocate approximately \$12 million to mitigate impacts to park resources through the following measures:

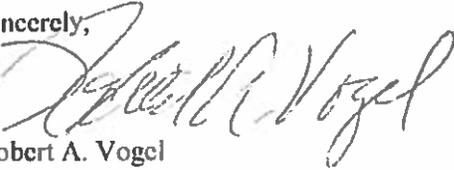
- Stormwater management planning and implementation of stormwater-related improvements to Daingerfield Island and the adjacent section of the GWMP;
- Development of and at least partial funding for the implementation of a Master Plan for improvements to Daingerfield Island;
- Repairs and improvements to the Mount Vernon Trail in the vicinity of the project area; and
- Plans and studies that will address the acute planning needs for the south section of the GWMP (Four Mile Run to Mount Vernon), covering such topics as vegetation and landscape, cultural resources and archeology, viewshed protection, visitor use, resource stewardship, and facility management.

The NPS believes that the full implementation of the package described above would sufficiently mitigate the loss of park and easement land and the impacts to park resources, and NPS accordingly does not

object to the identification of Alternative B as the locally preferred alternative in the EIS. NPS notes that significant work remains to complete this National Environmental Policy Act process, as well as compliance with the National Historic Preservation Act and Section 4(f), and that some aspects of the project are still under discussion. Those processes and issues will need to be completed and resolved before NPS would provide any needed final approval for Alternative B or whatever alternative is ultimately selected.

Thank you for your continued cooperation on this process and your work with the NPS to preserve parkland and resources. If you have any questions or need further information, please contact me or Peter May, Associate Regional Director for Lands, Planning and Design at (202) 619-7025.

Sincerely,



Robert A. Vogel  
Regional Director

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## **Appendix C: Feedback on Impacts of Alternatives**

## **Appendix C: Feedback on Impacts of Alternatives**

The evaluation of the costs and benefits of each of the alternatives considered in the Draft EIS included a consideration of comments from the public, including both benefits and issues related to each alternative. This feedback was received by email, through public testimony, and heard at boards, commissions, and community meetings. Staff has summarized the feedback from the public for the No Build Alternative, Alternative A, Alternative B, Alternative D, and Design Option B-CSX.

### **NO BUILD ALTERNATIVE**

The following reasons are typically being heard from residents in support of the No Build Alternative:

- **Project Purpose and Need:** Residents who support the No Build Alternative typically do so because they believe the existing and future transportation network (including the Crystal City/Potomac Yard Transitway) is sufficient to support the mobility needs of the Potomac Yard area. Some residents who support the No Build Alternative would also like to see a lower level of development in North Potomac Yard, and therefore believe a Metrorail station is unnecessary.
- **The George Washington Memorial Parkway (GWMP):** A number of residents are concerned about impacts to the GWMP, particularly that a visible Metrorail station will degrade the quality of this resource. A No Build Alternative would not have any permanent or temporary impacts to the GWMP.
- **Financial Feasibility:** Some residents have expressed support for the No Build Alternative as they are worried the City would jeopardize its bond rating and need to use monies from the General Fund if the development of Potomac Yard does not proceed as projected.
- **Wetlands:** Some residents support the No Build Alternative because this alternative would not result in impacts to the wetlands north of Potomac Greens.

The following concerns are typically being heard from residents regarding the No Build Alternative:

- **Lack of regional transit accessibility:** Residents have expressed concern that without the addition of a Metrorail station at Potomac Yard, fewer trips would be taken via transit, resulting in additional capacity pressures on area roadways.
- **Development impact:** Residents have expressed concern that Potomac Yard would see a less diverse mix of uses without a Metrorail station, including significantly less office development.

- **Competitiveness:** Residents have expressed concern that the lack of a Metrorail station at Potomac Yard would affect the area's attractiveness for new residents and businesses.

## **ALTERNATIVE A**

The following reasons are typically being heard from residents in support of Alternative A:

- **Financial Feasibility:** Some residents have expressed support for Alternative A as the most fiscally sensible Build Alternative to construct. Alternative A has the lowest construction costs of all Build Alternatives.
- **Proximity to Del Ray Community:** Some residents of the Del Ray neighborhood are in support of Alternative A as this station location would have access points nearest to the greatest number of residents and businesses in their neighborhood.

The concerns described below are typically being heard from residents regarding Alternative A. It should be noted that residents of Potomac Greens have expressed many concerns about the impacts of this alternative, given its location at the northern end of the neighborhood.

- **Construction:** Construction access for Alternative A could come through Old Town Greens and Potomac Greens. Some residents have expressed concern about traffic from construction trucks using neighborhood streets, particularly when there are children playing. Noise, vibration, and dust from construction activities could be disruptive to residents.
- **Parking and Traffic:** The station is designed as an urban station, with the majority of riders expected to arrive on foot or bicycle. Bus riders would access the station from Potomac Avenue. Some residents have expressed concern about traffic from cars using neighborhood streets to access the Metrorail station. Because the station will not include any park-and-ride lots, residents have also expressed concern that Metrorail riders will park on neighborhood streets.
- **Parks:** Access points to the Metrorail station would be located in Potomac Greens Park and Potomac Yard Park, with the southern bridge for Alternative A landing at the widest point of Potomac Yard Park and displacing uses there. Some residents are concerned that these access points would negatively affect their use and enjoyment of the parks.
- **Crime:** Some residents of Potomac Greens and Old Town Greens have noted that their neighborhoods are relatively isolated, with only one access point to Slaters Lane. They have expressed concern that adding an access point to Metrorail would increase the opportunity for crime in their neighborhood.

- **Financial Feasibility:** Some residents have expressed concern that the station would need to be paid for using monies from the General Fund if the development of Potomac Yard does not proceed as projected.
- **Noise and Vibration:** Given the location of the station behind a number of homes in Potomac Greens, some residents have expressed concern that noise from the station will negatively affect their quality of life, and that there could be vibration impacts to their homes.
- **Visual Impact:** Some residents whose homes are located approximately 50 feet from the platform for Alternative A are concerned about the visual impact of the station from their windows and balconies.
- **Property Values:** Some residents of Potomac Greens worry that the combined negative effects of Alternative A would result in lower property values within the neighborhood.

## **ALTERNATIVE B**

The following reasons are typically being heard from residents in support of Alternative B:

- **Development Impact:** Alternative B receives support from residents who want the maximum potential development of North Potomac Yard and, therefore, maximum economic benefit to the City.
- **Economic Competiveness:** Some residents have expressed support for Alternative B as this location would allow for maximum potential development of North Potomac Yard and provide a vibrant destination that will attract a young, educated and talented workforce.
- **Smart Growth:** Alternative B receives support from residents who see it as the alternative that will do the most to foster the redevelopment of Potomac Yard as a walkable, transit-oriented hub for the City and the region. These residents note that Alternative B will maximize the transportation, economic, and environmental benefits of the project.
- **Property Values:** A number of Potomac Greens residents have expressed support for Alternative B as this location would not have the combined negative effects of Alternative A that would result in lower property values within the neighborhood.

The concerns described below are typically being heard from residents regarding Alternative B.

- **Construction:** Significant construction access for Alternative B could come through Old Town Greens and Potomac Greens. Some residents have expressed concern about traffic from construction trucks using neighborhood streets, particularly where there are children playing. Noise, vibration, and dust from construction activities could be disruptive to residents, particularly when construction takes place at night and on weekends.

- **Parking and Traffic:** The station is designed as an urban station, with the majority of riders expected to arrive on foot or bicycle. Bus riders would access the station from Potomac Avenue. Some residents have expressed concern about traffic from cars using neighborhood streets to access the Metrorail station. Because the station will not include any park-and-ride lots, residents have also expressed concern that Metrorail riders will park on neighborhood streets.
- **The George Washington Memorial Parkway (GWMP):** Alternative B would be located partially on land currently occupied by a scenic easement administered by NPS, and would require approximately 7,000 square feet of GWMP property. The GWMP is an important resource commemorating the nation's first president, which was designed to provide a quality entryway for visitor's to the nation's capital. Some residents are concerned about impacts to the GWMP, particularly that a visible Metrorail station will degrade the quality of this resource.
- **Parks:** Access points to the Metrorail station would be located in Potomac Greens Park and Potomac Yard Park, near existing multi-use trails. Some residents are concerned that these access points would negatively affect their use and enjoyment of the parks.
- **Wetlands:** Alternative B would impact wetlands to the north of Potomac Greens. Some residents have expressed concern over both the permanent impacts and the temporary impacts due to the staging area for construction as currently designed.
- **Crime:** Some residents of Potomac Greens and Old Town Greens have noted that their neighborhoods are relatively isolated, with only one access point to Slaters Lane. They have expressed concern that adding an access point to Metrorail would increase the opportunity for crime in their neighborhood.
- **Financial Feasibility:** Some residents have expressed concern that the station would need to be paid for using monies from the General Fund if the development of Potomac Yard does not proceed as expected.

## **B-CSX DESIGN OPTION**

The following reasons are typically being heard from residents in support of B-CSX Design Option:

- **The George Washington Memorial Parkway (GWMP):** A number of residents are concerned about impacts to the GWMP as a result of construction access and staging. B-CSX Design Option would not have any permanent or temporary impacts to the GWMP.
- **Wetlands:** Some residents support the B-CSX Design Option because this design option would not result in permanent impacts and the temporary impacts due to the staging area for construction as currently designed for Alternative A, Alternative B, and Alternative D.

The concerns described below are typically being heard from residents regarding the B-CSX Design Option.

- **Construction Cost and Timing:** At a minimum, the B-CSX Design Option would add three years to the construction schedule and would cost approximately \$83 million more than Alternative B. Some residents have expressed concern that the B-CSX Design Option could take many more years to construct than any of the other alternatives. This is not only due to the additional time required to move the CSXT right-of-way, but also because this option does not have the support of CSXT. Residents have also noted that coordination with CSXT could add many years to the project, even if they do eventually agree. Residents have also expressed concern related to the additional cost of the B-CSX Design Option compared to Alternatives A and B.
- **Development Impact:** The B-CSX Design Option would require the use of otherwise developable land. Some residents have expressed concern that the B-CSX Design Option will affect the full realization of the potential development in North Potomac Yard.
- **Station Access:** B-CSX Design Option is located at the northern end of Potomac Yard. Some residents have expressed concern that it is located too far from existing development at the southern end of Potomac Yard and west of Route 1, and therefore would not provide a benefit to those neighborhoods.
- **Pedestrian/Bicycle Access:** B-CSX Design Option would not include a pedestrian/bicycle bridge between Potomac Yard and Potomac Greens as part of the project (the bridge would be constructed separately). Some residents have expressed a preference for alternatives that integrate the pedestrian/bicycle bridge into the station (as in Alternatives A and B).
- **Financial Feasibility:** Some residents have expressed concern that the station would need to be paid for using monies from the General Fund if the development of Potomac Yard does not proceed as expected.

## **ALTERNATIVE D**

The following reasons are typically being heard from residents in support of Alternative D:

- **Station Access:** Some residents of Lynhaven have expressed support for Alternative D as the station location would be located closer to their neighborhood.
- **Property Values:** Some residents of Potomac Greens have expressed support for Alternative D as this location would not have the combined negative effects of Alternative A or Alternative B that would result in lower property values within the neighborhood.

The concerns described below are typically being heard from residents regarding the Alternative D.

- **Construction Cost:** Some residents are concerned that the high construction cost for Alternative D is not financially feasible.
- **Visual Impact:** Alternative D would require the construction of aerial track over the existing Metrorail and CSXT tracks, as well as a new bridge over Four Mile Run. Some residents are concerned that the aerial structures and platform of Alternative D would be out of character for the City and would negatively affect views from the George Washington Memorial Parkway. The aerial guideway would also negatively affect views from the windows of houses in Potomac Greens.
- **Noise and Vibration:** The aerial tracks for Alternative D rejoin the existing Metrorail tracks behind the homes in Potomac Greens. Some residents have expressed concern that they could be negatively affected by noise and vibration from trains passing over these aerial tracks.
- **Parks:** The aerial structures for alternative would occupy portions of Potomac Yard Park, requiring the relocation of existing park uses. Some residents are concerned that this would negatively affect their use and enjoyment of the park.
- **Development Impact:** Alternative D would require the use of otherwise developable land. Some residents have expressed concern that this would affect the full realization of the potential development in North Potomac Yard.
- **Station Access:** Alternative D would be located at the northern end of Potomac Yard. Residents have expressed concern that it would be located too far from existing development at the southern end of Potomac Yard and west of Route 1, and therefore would not provide a benefit to those neighborhoods.
- **Pedestrian/Bicycle Access:** Alternative D would not include a pedestrian/bicycle bridge between Potomac Yard and Potomac Greens as part of the project (the bridge would be constructed separately). Some residents have expressed a preference for alternatives that integrate the pedestrian/bicycle bridge into the station (as in Alternatives A and B).

*City of Alexandria, Virginia*

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**MEMORANDUM**

5  
5-11-15

**DATE:** MAY 11, 2015  
**TO:** MEMBERS OF THE TRANSPORTATION COMMISSION  
**FROM:** SANDRA MARKS, DEPUTY DIRECTOR, TRANSPORTATION & ENVIRONMENTAL SERVICES  
**SUBJECT:** AGENDA ITEM #5 – OAKVILLE TRIANGLE/ROUTE 1 CORRIDOR PLAN

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**ISSUE:** Update on the Oakville Triangle/Route 1 Corridor Plan

**RECOMMENDATION:** That the Transportation Commission receive an update on the Oakville Triangle/Route 1 Corridor Plan.

**BACKGROUND:** City Council directed staff to begin a planning effort that includes Oakville Triangle and adjacent properties as well as the Route 1 corridor north and south of the site. A community Advisory Group was established to assist in developing Plan principles for the site regarding potential land uses, open space, sustainability, transportation and connectivity, and potential community benefits, among other topics. The corridor study will review features such as streetscaping, undergrounding of utilities, and potential redevelopment sites along the western portion of Route 1. The corridor study will help to establish a unified streetscape for Route 1 and an integrated approach to potential redevelopment along Route 1.

**DISCUSSION:** In conjunction with the planning process, a transportation study was completed in March 2015, looking at the impacts of the proposed plan on the transportation network. Initial findings show that there are impacts on some existing intersections, especially at Route 1 and Reed Avenue, and Route 1 at E. Glebe Road. Staff is looking at additional connectivity and intersection improvements that are needed to mitigate impacts from the proposed development.

Staff and the consultants will continue to work with the community to conduct additional transportation analysis over the next month. The results of the revised transportation analysis are currently scheduled to be presented to the Advisory Group on May 28, 2015, and a City Council Work Session is scheduled for June 23, 2015. The draft plan and design guidelines are anticipated to be completed by late June 2015.

*City of Alexandria, Virginia*

**MEMORANDUM**

*6*  
*5-11-15*

DATE: MAY 11, 2015  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES  
SUBJECT: AGENDA ITEM #6 – COMPLETE STREETS PROGRAM UPDATE

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**ISSUE:** Complete Streets Program update, accomplishments and upcoming projects

**RECOMMENDATION:** That the Transportation Commission receives an update on the Complete Streets Program.

**BACKGROUND:** Complete Streets is the term used to describe a comprehensive, integrated transportation network with infrastructure and design that allows for safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, riders and drivers of public transportation, as well as drivers of other motor-vehicles. In April 2014, City Council reenacted the Complete Streets Policy which was originally drafted and initiated by the Alexandria Transportation Commission. The policy requires a report be provided to the Commission every two years. Alexandria is a leader in Complete Streets, with the first designated Complete Streets Coordinator in the region, which demonstrates the City's commitment to multimodal transportation and safety.

Complete Streets is consistent with the City Council Strategic Plan, and directly supports Goal Three, which calls for a... "multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians." It is also consistent with the Transportation Master Plan which calls for the City to... "make walking a part of people's everyday lives by providing pleasant, safe and accessible connections that encourage and reward the choice to walk" and to "Implement a citywide bikeway network to serve all users and trip types, provide end-of-trip facilities, improve bicycle/transit integration, implement encouragement programs and improve safety." The Complete Streets policy included a provision that annual reports be provided to the Transportation Commission.

**DISCUSSION:** In the city, when a roadway project is altered through a development application, the city's Capital Improvement Program (CIP), including resurfacing program or initiated by a citizen request, an evaluation of the street is conducted in order to determine the best way to accommodate all street users. Public outreach has been a crucial step in creating community consensus and buy in on the design on roadway projects. All

major projects are vetted through a community engagement process which includes public meetings, project updates via email and posting up to date information on a project website. The Complete Streets Policy allows for exceptions when a roadway is resurfaced and Complete Streets upgrades are not included. One of these exceptions is for North Hampton Drive, which will be resurfaced in FY 2016. There is a missing sidewalk on this roadway that requires right of way acquisition and cost of design and implementation would be disproportionate for the size of the project and projected future use. Other pedestrian improvements are being implemented with the resurfacing project. A portion of the Duke Street corridor is also being resurfaced in FY 2016, however major pedestrian improvements are not being implemented since the roadway is currently part of the Corridor B Transitway design process, and will be incorporated with Corridor B.

### Complete Streets Initiatives

In addition to requiring Complete Streets infrastructure in new development, City funding allows staff to implement many types of projects including:

- Access to Parks
- Access to Transit
- Complete Streets Corridors
- High Pedestrian Crash Locations
- On-Street Bicycle Facilities
- Safe Routes to School
- Safety Upgrades

### Recent Program Accomplishments

- Awarded a \$400,000 New Freedom Grant for pedestrian improvements at transit stops
- Drafted The Alexandria Complete Streets Design Guidelines that are anticipated to be complete this year
- Developed a Speed Cushion Program that requires community participation through neighborhood leadership of a project
- Received an award from the Washington Area Bicyclist Association (WABA) for The Best Bicycle Infrastructure in Virginia for the King Street Bike Lane Project
- Provided training for Maintenance staff during the summer of 2014 to inform them of the Complete Streets Program and how the work they conduct in the Maintenance Division is related to and coordinated with other divisions and projects.

### Recently Completed Infrastructure Improvements

- Construction of approximately 1,000 feet of new sidewalk
- Installation of pedestrian countdown signals at five intersections
- Installed two rapid flash beacons for uncontrolled crosswalks
- Installed a High Intensity Activated crosswalk (HAWK) for the crossing of Eisenhower Avenue in front of United States Patent and Trade Office
- Installed 15MPH Flashing “School Zone” signs at five schools
- Three Safe Routes to School projects were constructed. Improvements include realigning intersections to provide shorter crossings distances, new sidewalks, curb extensions and upgraded crosswalks and signage. Schools include:
  - Polk Elementary
  - George Mason Elementary

- Cora Kelly Elementary
- Installation of bike racks to provide 50 new bike parking spaces at schools and in parks as well as over 80 new bicycle parking spaces on sidewalks
- Installed the City's first public bike fix-it station on Mount Vernon Avenue
- Installed the City's first automated bicycle and pedestrian counter on the Mount Vernon Trail
- A new sidewalk was constructed on Madison Street, between Washington Street and Columbus Street
- Speed cushions, crosswalks and a sidewalk were installed as part of the Russell Road traffic calming project between Monticello Boulevard to West Glebe Road

#### Upcoming Infrastructure Projects

Complete Streets improvements will be installed on the following roadways. Projects include pedestrian, bicycle, and accessibility improvements to transit. With exception to Potomac Greens Drive and Wilkes Street, the streets listed are on the asphalt resurfacing list which is shown in Attachment 1.

- Monroe Avenue, Stonewall to Leslie Avenue
- Wheeler Avenue, Duke Street to Dead End
- Potomac Greens Drive, Slaters Lane to Dead End
- Taylor Run Parkway at Janney's Lane (intersection safety improvements)
- Stevenson Avenue and Yoakum Parkway (intersection safety improvements)
- North Hampton Drive, King Street to Braddock Road
- Wilkes Street, Payne Street to Royal Street

Speed cushions will be installed on two roadways that applied for traffic calming and met the criteria.

- Martha Custis Drive, Lyon Lane to Holmes Lane
- West Abingdon Drive, Bashford Lane to Second Street

Sidewalks are planned for installation on the following streets:

- Crestwood Drive, Kenwood Avenue to Valley Drive
- Dawes Avenue, Stevens Street and Seminary Road
- Duke Street, between South Walker Street and Oasis Drive

#### Upcoming Design Projects

A study to identify and improve pedestrian access to transit stops and a trial concept study for the Old Cameron Run Trail will be completed in 2015. In addition, the following streets are planned for resurfacing in late FY 2016 or early FY 2017, and as a result, design and public outreach for Complete Streets improvements will begin in 2015.

- North Van Dorn Street, Seminary Road to Menokin Drive
- Mount Vernon Trail at West Abingdon Drive
- Intersection of King Street, Callahan Drive and Russell Road
- Cameron Street, King Street Metro to Union Street
- Prince Street, King Street Metro to Fairfax Drive
- King Street, Janneys Lane to Radford Street

Attachment 1: FY 2016 Paving Schedule

## FY 2016 Resurfacing Schedule

Section		Avg PCI
<b>Proposed FY16 Paving Schedule</b>	Taney Ave from Van Dorn St to the Dead end	33.13
	Wheeler Ave from Duke St to the Dead-end	29.80
	Monroe Ave from Stonewall Rd to Leslie Ave	39.00
	Janneys Lane from Cloverway to King St	33.00
	E. Taylor Run Pkwy from Duke St. to Dead End	45.20
	Yoakum Parkway from Edsall Rd to Stevenson Ave	36.00
	N Hampton Dr from Ford Ave to King St	23.50
	Duke St. from N. Quaker Ln. to S. Jordan St.	40.00
	S. Van Dorn St. from S. Pickett St. to Edsall Rd	41.00
	N. Van Dorn St. from Seminary Rd. to MenokIn Dr.	41.00
	N./ S. Columbus St. from Green St. to Oronoco St.	46.00
	Eisenhower Ave. from Bluestone Rd. to Mill Rd.	40.60
	CityWide Alley Resurfacing	< 10
	King St from MenokIn Dr. to Janney's Lane	36.43
	<b>TOTAL</b>	<b>37.35</b>

*City of Alexandria, Virginia*

**MEMORANDUM**

7  
5-11-15

DATE: MAY 11, 2015  
TO: MEMBERS OF THE TRANSPORTATION COMMISSION  
FROM: SANDRA MARKS, DEPUTY DIRECTOR, T&ES  
SUBJECT: AGENDA ITEM #7 - 2015 UPDATE TO THE TRANSPORTATION LONG RANGE PLAN

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**ISSUE:** 2015 update to the Transportation Long Range Plan (LRP)

**RECOMMENDATION:** That the Transportation Commission (Commission) review the draft update of the 2015 LRP.

**DISCUSSION:** As part of its responsibility to develop and maintain a comprehensive Transportation Long Range Plan (LRP) that identifies the City's long-range transportation needs, the Commission first adopted an LRP in April 2010. The LRP is an unconstrained list of all transportation related capital projects, programs and studies identified in City plans and policies. Projects on the LRP have no identified funding source. Once projects on the LRP receive partial or full funding, they are moved from the unconstrained LRP to the City's constrained Capital Improvement Program (CIP).

Each year the Transportation Commission updates the LRP transportation projects, programs and studies from plans adopted since the last update and additional projects not captured in the previous LRP. In 2014, the "programs" list was removed from the LRP because the programs are generally covered within the City's Complete Streets program. This year, the updates include the following changes:

Projects to be added to Transportation Long Range Plan:

- Mt. Vernon at Four Mile Road – Construct pedestrian, bicycle improvements as well as vehicular circulation improvements within the vicinity of the intersection of Mount Vernon Avenue and Four Mile Road. *(This project was removed from the 2014 LRP, but on October 15, 2014, the Transportation Commission approved this new language, and for the project to be added to the 2015 LRP).*
- Mt. Vernon at Russell Road Intersection Improvements - safety improvements identified in the Arlandria Small Area Plan. *(This project was in the FY 2015-2024 CIP, but removed from the FY 2016-2025 CIP).*
- DASH Bus Expansion – Purchase additional buses for the DASH fleet to accommodate future enhanced transit service. *(This project was in the FY 2015-2024 CIP, but removed*

*from the FY 2016-2025 CIP).*

Projects to be deleted from Transportation Long Range Plan:

- Prince Street / Cameron Street Bicycle Facility – Construction of a bicycle facility on both Prince Street and Cameron Street within Old Town. *(This project is now included in the FY 2016-2025 CIP).*

The Transportation Commission has indicated the need to review the current prioritization criteria that is applied to the projects list. These criteria are included in Attachment 1. An LRP Subcommittee of the Transportation Commission convened as part of a work session on May 11 to discuss the prioritization criteria, and a summary will be presented during the regular session. The LRP prioritization criteria developed by the Commission will be applied to the full list of LRP projects and considered by the full Commission in June.

**ATTACHMENTS:** Draft 2015 LRP  
LRP Project Prioritization Criteria

**ALEXANDRIA TRANSPORTATION COMMISSION**

**PROPOSED CRITERIA FOR PRIORITIZING CITY TRANSPORTATION PROJECTS**

**PRIORITIZATION METHODOLOGY**

The City of Alexandria's Transportation Division maintains a list of Transportation Projects as a part of the City Master Plan. This list, called the Transportation Long Range Plan (LRP), is unconstrained in that funding for the projects on it has not been identified, and it includes ALL of the Transportation Projects that have been approved by the City Council as part of the City Master Plan. The Transportation LRP also includes Transportation Projects that are part of the:

- ❖ Pedestrian and Bicycle Mobility Plan
- ❖ Bicycle Transportation and Multi-Use Trail Master Plan
- ❖ Small Area Plans
- ❖ Special area and corridor plans

Any Transportation Project proposed that is not specifically recommended in any of these plans must be consistent with City goals and policies including the:

- ❖ Mayor and Council Strategic Plan
- ❖ Master Plan and all sub-plans listed above
- ❖ Eco-City Charter

**Long Range Plan (LRP)**  
*Proposed long-range Transportation Projects with no funding identified*

Once Transportation Projects are included on the LRP, they will be prioritized according to the following seven criteria using a five-point ranking schema.

**I. LIVABILITY**  
The environmental and social quality of an area as perceived by residents, employees of local businesses, and visitors to the area

Positive impacts on neighborhood livability may include:

- ❖ improved access to community facilities, services, convenience shopping, transit and regional transportation facilities
- ❖ a safer and more pleasant walking environment
- ❖ more attractive streetscape
- ❖ traffic calming

Negative impacts on neighborhood livability may include:

- ❖ increased noise and neighborhood traffic
- ❖ local air pollution
- ❖ hazards to pedestrians and cyclists
- ❖ cut-through traffic on neighborhood streets
- ❖ spillover parking

**WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON LIVABILITY IN THE AFFECTED AREA?**  
5 *Major improvement*  
4 *Moderate improvement*  
3 *No net impact*  
2 *Moderate deterioration*  
1 *Major deterioration*

**WHAT IS THE IMPACT OF THE PROPOSED PROJECT ON THE OVERALL LIVABILITY IN THE CITY OF ALEXANDRIA?**  
5 *Major improvement*  
4 *Moderate improvement*  
3 *No net impact*  
2 *Moderate deterioration*  
1 *Major deterioration*

## **II. CONNECTIVITY**

The ability to reach desired goods, services, activities and destinations

Connectivity is a measure of the interconnectedness of the transportation system. Systems with high connectivity generally provide a number of choices of routes between destinations and relatively short travel distances.

Factors that increase connectivity and reduce travel time include:

- ❖ small block size
- ❖ direct access
- ❖ redundancy
- ❖ modal options (car, pedestrian, bicycle, transit)
- ❖ optimizing signals
- ❖ bike sharing/car sharing

Factors that impede connectivity include:

- ❖ railroads
- ❖ rivers and streams
- ❖ freeways
- ❖ cul-de-sacs
- ❖ medians
- ❖ turn restrictions
- ❖ frontage roads

**WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON NEIGHBORHOOD CONNECTIVITY AND THE CITY AS A WHOLE?**

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No net impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

**WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON REGIONAL MOBILITY?**

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No net impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

### III. LAND USE AND ECONOMIC DEVELOPMENT

Projects that promote compact development patterns and/or promote economic development

The project focuses investment where jobs and households are located and/or served. The project encourages mixed-use, transit-oriented, compact development and discourages dispersed, low-density, single-use, automobile dependent land use patterns.

The project is in an area with existing or planned development that creates opportunity for economic development.

**HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR EXISTING OR PROPOSED POPULATION AND EMPLOYMENT CENTERS?**

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

**HOW WELL DOES THE PROJECT FOCUS INVESTMENT NEAR OPPORTUNITIES FOR ECONOMIC DEVELOPMENT?**

- 5 *Very Well*
- 4 *Moderately Well*
- 3 *No Impact*
- 2 *Poorly*
- 1 *Very Poorly*

### IV. MULTIMODAL CHOICES

Project creates multimodal choices for travelers including travel by foot, bicycle, transit or car

Major improvements may include:

- ❖ Roadway widening
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Transit service improvements such as improved frequency or other capacity enhancements
- ❖ Construction of bicycle or pedestrian facilities

Minor improvements may include:

- ❖ Intersection reconstruction/improvement
- ❖ Access and parking improvements

**DOES PROJECT IMPROVE OR ADD MULTIMODALITY?**

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No impact*
- 2 *Minor deterioration*
- 1 *Major deterioration*

**V. INFRASTRUCTURE**

Projects that address major maintenance for aging transportation infrastructure

Proposed project may have an effect on aging transportation infrastructure via rehabilitation, or by increasing demand on deteriorating systems.

**DOES THE PROJECT IMPROVE AGING TRANSPORTATION INFRASTRUCTURE?**

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No impact*
- 2 *Minor deterioration*
- 1 *Major deterioration*

**VI. OPERATIONS AND TECHNOLOGY**

Projects that improve system efficiency through the appropriate use of technology

These projects improve system efficiency and can improve capacity without making physical changes to the transportation network. These projects may include:

- ❖ Signal optimization
- ❖ Transit technology
- ❖ Transit priority
- ❖ Real time transit information

**DOES THE PROJECT IMPROVE SYSTEM EFFICIENCY THROUGH AN APPROPRIATE USE OF TECHNOLOGY?**

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

**VII. REDUCE SINGLE OCCUPANCY VEHICLE (SOV) TRAVEL**

Projects that encourage non-SOV mode share

These projects encourage non-SOV travel through the provision of mode choices. These projects may include:

- ❖ Improved or new transit service and/or transit amenities
- ❖ Bicycle and pedestrian facilities
- ❖ High Occupancy Vehicle (HOV) lanes
- ❖ Car/Bike share programs

**DOES THE PROJECT ENCOURAGE NON-SOV TRAVEL?**

- 5 Greatly encourages**
- 4 Moderately encourages**
- 5 No impact**
- 2 Moderately discourages**
- 1 Greatly discourages**

### **Transportation Improvement Plan (TIP)**

*The list of proposed projects likely to be funded in whole or in part within six years of the current Fiscal Year (FY)*

As part of the City's yearly budget process, the Transportation Commission will provide the City Manager with a recommended list of projects that is constrained in that it will ultimately need to include sources of funding for all projects. This list will be included in the Capital Improvement Plan (CIP).

In preparing this list, the projects from the LRP with the highest priority will be re-evaluated using the LRP criteria and re-prioritized, if necessary, to take into account any changes in the project and/or updated project information and the criteria below.

Once the highest priority projects have been re-evaluated, funding for each project will be identified to complete the constrained TIP recommendation.

#### **I. SAFETY**

Project increases public safety by reducing the number and severity of vehicular crashes and creating a safer environment for all users of transportation network

Safety effects are typically measured by changes in the number and severity of vehicular crashes. Vehicle speed is a significant factor in the severity of all crashes, but is particularly important in the rate of fatalities in crashes involving pedestrians and cyclists. Emergency vehicle access and protection from crime may also be safety considerations in design and location of transportation facilities.

#### **WHAT EFFECT WILL THE PROPOSED PROJECT HAVE ON CRASH RISKS AND SAFETY?**

- 5 *Major improvement*
- 4 *Moderate improvement*
- 3 *No net impact*
- 2 *Moderate deterioration*
- 1 *Major deterioration*

## **II. FUNDING**

Projects will be evaluated based on construction and associated costs, opportunities to leverage non-City funds, and the impact on the City's operating budget

**WHAT IS THE POTENTIAL FOR OBTAINING NON-CITY FUNDING FOR THE PROJECT?**

- 5 *High*
- 4 *Moderately High*
- 3 *Neutral*
- 2 *Moderately Low*
- 1 *Low*

## **III. ONGOING COSTS**

Projects evaluated based on the anticipated level of maintenance and operating costs

**WHAT IS THE EFFECT OF THE PROJECT ON MAINTENANCE AND OPERATING COSTS?**

- 5 *Major reduction*
- 4 *Moderate reduction*
- 3 *Neutral*
- 2 *Moderate increase*
- 1 *Large increase*

## **IV. URGENCY**

Project evaluated on its critical need related to system failure, major development, economic development or another factor

**WHAT IS THE URGENCY OF THE PROJECT?**

- 5 *High*
- 4 *Moderately High*
- 3 *Neutral*
- 2 *Moderately Low*
- 1 *Low*

PROJECTS

2014 Rank	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
1	Potomac Yard Intermodal transit center	In conjunction with other public agencies, a new intermodal transit center shall be constructed proximate to the new Metrorail station	Potomac Yard SAP	Project	Transit	\$1-5 million	5-10 years	Not Started	Yes	This project will construct an intermodal terminal which will be in close proximity to the Potomac Yard Metrorail station, and will be connected to it. This station will serve as the location where CCPY Transitway buses or potentially streetcars, and other DASH and WMATA buses can interface with the Metrorail station, and serve Potomac Yard.
2	Pedestrian / Bicycle connection from Potomac Yard to Four Mile Run Trail	Provide a future pedestrian/bicycle connection from Landbay K to the Four Mile Run trail	Potomac Yard SAP	Project	Bicycle	\$1-5 million	5-10 years	Not Started	Yes	
3	Royal Street Bikeway	Construct bicycle improvements along Royal Street between Jones Point and Bashford Street, that may include signage, traffic calming and other measures to improve north-south bicycle travel within Old Town.	2008 TMP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	Project was recommended in the Transportation Master Plan and the Waterfront Small Area Plan.
4	Mt. Vernon Avenue at East/West Glebe Road intersection improvements	It is recommended that traffic improvements be implemented at this intersection, including signalization, channelization for turning movements, and accommodations for pedestrians.	1992 TMP	Project	Pedestrian	Less than \$1 million	2-5 Years	Not Started	Yes	The 2013 LRP identified this as a Program. It was identified in the Alexandria Plan. This project cannot be constructed prior to redevelopment due to issues such as location of curb cuts
5	Van Dom Street bridge widening	Widening of Van Dom Street over Duke Street to accommodate pedestrians.	Landmark/Van Dom SAP	Project	Pedestrian	More than \$5 million	5-10 years	Not Started	Yes	At time of long term (Phase 2) development of Landmark Mall or Van Dom Street reconstruction
6	<del>Prince Street / Cameron Street Bicycle Facility</del>	<del>Construction of a bicycle facility on both Prince Street and Cameron Street within Old Town.</del>	<del>2008 TMP</del>	<del>Project</del>	<del>Bicycle</del>	<del>Less than \$1 million</del>	<del>5-10 years</del>	<del>Not Started</del>	<del>No</del>	
7*	Corridor A Circulator Transit Service	Provide scale appropriate Circulator transit service in Corridor A south of Braddock Road Metrorail station that focuses on east-west connectivity between the existing Metrorail stations and Old Town.		Project	Transit	\$1-5 million	1-5 years	Not Started	No	
7*	Van Dom Circulator Transit Service	Provide Circulator transit service in the Van Dom area to provide a connection between the Van Dom Metrorail station and the Landmark Mall. The DASH route AT7 would terminate at the Van Dom Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
9	Bradlee Transit Center	Construction of the Bradlee Transit Center. The project will provide bus facilities for a number of bus routes serving the area. The improvements will include bus shelters and enhanced service information, bus circulation, bicycle parking and transit amenities.	TDM Plan	Project	Transit	Less than \$1 million	1-5 years	Not Started	Yes	Enhanced bus shelters are being constructed in conjunction with the redevelopment of the Safeway site adjacent to the station. Enhanced pedestrian access may be needed. It is anticipated that a major facility will not be built.
10*	Commonwealth Avenue nonmotorized bridge	Construct new pedestrian/bicycle bridge over Four Mile Run to link Commonwealth Avenue to S. Eads Street.	Four Mile Run Plan	Project	Bicycle	More than \$5 million	5-10 years	Not Started	Yes	This project is identified as a demonstration project in the Four Mile Run Plan. It is currently being designed but has no construction funding identified.
10*	Sanger Avenue Bridge	Widen the underpass of Sanger Avenue at I-395 to allow for a future transitway and non-motorized facilities.	2008 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	Yes	The Transportation Master Plan identified three transitway corridors, including Corridor C (West End Transitway).
12	Eisenhower East Circulator Transit Service	Provide Circulator transit service in the Eisenhower East area to provide a connection between the King Street Metrorail station and the Eisenhower Metrorail station.	DASH COA	Project	Transit	\$1-5 million	1-5 years	Not Started	Yes	Costs are capital cost only.
13	Bicycle Parking at Waterfront	Provide additional bicycle parking on the waterfront in Oronoco Bay Park and near the foot of King Street with more racks and/or covered bicycle shelters.	Waterfront SAP	Project	Bicycle	Less than \$1 million	1-5 years	Not Started	No	
14	Library Lane Extension	Extend Library Lane north of Seminary Road to connect to Van Dom Street. This project would tie to the improvement of Library Lane on the south side of Seminary Road, as part of the Home Properties redevelopment.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	Project may be dependent on redevelopment within the block / area.
15	Pedestrian improvements at King Street and waterfront area	Limit vehicular access to the unit block of King Street and the Strand, between Prince and King Streets, and potentially to the 100 block of King Street to emergency vehicles, deliveries (limited hours), motorcoaches and the King Street trolley. The Strand would also be open to vehicles accessing the parking garages and lots that have entrances on this block. In addition, enlarge the pedestrian hub at King Street and Union Street. Consider eliminating on-street parking along the unit block of King and at the immediate intersection of King and Union Street.	Waterfront SAP	Project	Pedestrian	Less than \$1 million	5-10 years	Not Started	No	
16	Holmes Run Trail at Morgan Street	Construct a pedestrian and bicycle bridge where the Holmes Run Trail crosses Holmes Run at Morgan Street.	2008 TMP	Project	Pedestrian	\$1-5 million	1-5 years	Not Started	Yes	Recommended in 2008 Transportation Master Plan. Part of comprehensive process to upgrade the Holmes Run Trail, as shown by the completion of the Chambliss pedestrian and bicycle crossing on Holmes Run and the Holmes Run Trail at Ripley Street pedestrian and bicycle crossing under design.
17	West End Transit Shop	Construct a new transit shop on the west end of Alexandria to support transit, alternative transportation and non-Single Occupancy Vehicle (SOV) travel.	TDM Plan	Project	Transit	Less than \$1 million	5-10 years	Not Started	Yes	

PROJECTS

2014 Rank No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to Other Initiatives	Notes
18	Edsall Road Connector to Farrington Avenue and South Pickett Street	Construction of new roadway along the Fairfax County line to connect Edsall Road, South Pickett Street, and Farrington Avenue to relieve traffic congestion on sections of South Van Dorn Street and to provide direct access to the Eisenhower Avenue corridor and the Van Dorn Street Metrorail Station.	1992 TMP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	As development takes place in Alexandria or Fairfax County between Edsall Road and Pickett Street or along Farrington Avenue. To be further evaluated in Eisenhower West Plan.
19*	South Van Dorn Street Improvements at the City Limits	Construction of an additional lane to the southbound roadway from the Metrorail access ramp to the I-95 interchange. An additional lane should be added to the northbound roadway from the I-95 interchange to the Metro access ramp.	1992 TMP	Project	Streets	More than \$5 million	5-10 years	Not Started	No	This action will provide improved access to and from the Van Dorn Metrorail Station and the Eisenhower Valley.
19*	Construct Elizabeth Lane extension	Extend Elizabeth Lane (to be called Eisenhower Park Drive) from Eisenhower Avenue south and east to Limerick Street.	Eisenhower East SAP	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	Project to be completed as part of Hoffman warehouse parcel redevelopment.
21	I-395 access to West End Town Center	Direct access from I-395 ramps to West End Town Center	Landmark/Van Dorn SAP	Project	Streets	More than \$5 million	10+ years	Not Started	Yes	
22*	Van Dorn at Braddock Road Intersection Improvement	Replace the shared thru/left turn lanes along NB and SB Van Dorn Street with separate left turn lanes - One left, one thru and one shared thru/right lane for both NB and SB directions. Add protected/permissive left turn phasing along NB and SB Van Dorn Street.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
22*	New Road to Four Mile Run Park	Construct a new road from Route 1 to Four Mile Run Park.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	
24	Beauregard Street at W. Braddock Road Intersection Improvement	Change dual left to single left on westbound Braddock Road and replace the left-turn lane with a thru lane.	Beauregard SAP	Project	Streets	\$1-5 million	5-10 years	Not Started	Yes	
25	Quaker Lane at Seminary Road/Janneys Lane Intersection Improvement	Provide dual northbound Quaker Lane left turn lanes onto Seminary Road, and provide a dedicated right turn lane for eastbound Seminary Road.		Project	Streets	\$1-5 million	1-5 years	Not Started	Yes	This intersection capacity improvement project is needed to accommodate current and future BRAC related traffic. The EB Seminary Road approach to this intersection has been a standing issue because both right turning and through traffic share a single lane. The high volume of right turning vehicles overloads this lane creating operational problems and queues. This problem is expected to worsen as BRAC becomes fully occupied and the west end further develops. In the 1990's a project was funded as part of the "Tell it To City Hall" program to address the eastbound Seminary Road problem. Due to budget cuts and other priorities this project never materialized. The northbound Quaker Lane left turn movement is very heavy and the queue of left turning traffic many times extends into the through lanes. The performance of this movement is expected to further degrade as BRAC becomes fully occupied and further development occurs in the west end of Alexandria.
26	Clermont Interchange with I-95 and connection to Eisenhower Avenue	Study or consider this interchange and the connecting roadways that will improve access to the Cameron Valley and the Eisenhower Corridor	Eisenhower East SAP	Project	Streets	More than \$5 million	10+ years	Not Started	No	The City Council recognized the critical need for improved access to the Eisenhower Valley and requested that the State investigate a connection between I-95 (the Capital Beltway) and Eisenhower Avenue. The project will need to undergo an update of environmental analysis to determine the project viability. The Eisenhower West Transportation Study includes an update the 1993 Environmental Assessment to determine if the connector between Eisenhower Ave. and Duke Street is still needed.
27	<u>Mt. Vernon at Four Mile Road</u>	<u>Construct pedestrian, bicycle improvements as well as vehicular circulation improvements within the vicinity of the intersection of Mount Vernon Avenue and Four Mile Road.</u>	<u>Arlandria Plan</u>	<u>Project</u>	<u>Streets</u>	<u>Less than \$1 million</u>	<u>1-5 years</u>	<u>Not Started</u>	<u>No</u>	<u>During the 2014 LRP Update, this project was initially recommended to be moved from the prior year (2013) Programs list to the 2014 Projects list. The Commission requested that staff review additional information on the need for the project. The project was initially intended to provide better access to the park from Mt. Vernon Avenue, but the park design has been revised to allow for additional pedestrian access off of Mt. Vernon Avenue. At its Sep. 17, 2014 meeting, the Commission recommended removal of the project for 2014, but requested additional clarification on whether the Mt. Vernon Avenue at Four Mile Road project should move back to the project list in 2015. The Commission asked staff to revise the language of the project to reflect exactly what it will entail and add it to the 2015 project list list.</u>
28	<u>Mt. Vernon Avenue at Russell Road</u>	<u>Safety improvements identified in the Arlandria Small Area Plan. The existing intersection geometry and parking configuration adjacent to the intersection creates unsafe conditions for vehicle movement as well as pedestrian and bicycle activity. The intersection accommodates a large number of bicyclists and pedestrians and has a history of pedestrian and vehicle crashes.</u>	<u>Arlandria Plan</u>	<u>Project</u>	<u>Streets</u>	<u>\$1-5 million</u>	<u>1-5 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.</u>
29	<u>DASH Bus expansion</u>	<u>This project provides for the purchase of additional buses for the DASH fleet. In 2014, DASH Comprehensive Operations Analysis was completed which serves as the basis for the planned expansion of the DASH Fleet. The findings of that analysis will determine the specific uses for the expansion vehicles, which have a 12-year life span.</u>	<u>DASH COA</u>	<u>Project</u>	<u>Transit</u>	<u>More than \$5 million</u>	<u>1-5 years</u>	<u>Not Started</u>	<u>No</u>	<u>This project was previously in the City's FY 2015 CIP. During the FY 2016-2025 budget process, the project was recommended for removal from the CIP. Therefore, the project is being moved back to the LRP.</u>

Projects in red/underlined are new projects added for 2015  
Project priorities for these projects resulted in a tied score

City of Alexandria Long-Range Plan  
May 11, 2015

## DRAFT

## Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
1	Pedestrian safety improvements at Route 1/Fayette Street, at Route 1/First Street, and at Braddock/Wythe/West intersections	Study should evaluate and propose improvements to pedestrian safety, accessibility and comfort for pedestrians wishing to cross the streets and to access Metro. Considerations may include, among others, traffic management, signals, new crosswalks and pedestrian refuge islands.	Braddock SAP	Study	Streets	Cost		Not Started		
2	Carpool and Car sharing Study	Establish incentives and restrictions that encourage developers to plan carpool and car sharing parking	Braddock SAP	Study	Parking			On Hold		This will be evaluated as part of a BMN Parking study
3	Study the feasibility of a pedestrian connection between the Metro station and the Northern Gateway through the Braddock Place Development	Because of the poor quality of the existing pedestrian route along the service road, a recommended route would take pedestrians through Braddock Place plaza and potentially between the Meridian apartment tower and the northernmost office building. The study must determine if the route could be made ADA-accessible, how pedestrians would move across the flow of drop-off traffic, and whether the property owner would support a public easement through an area that is currently blocked by a fence.	Braddock SAP	Study	Pedestrian			Not Started		
4	Study the feasibility of a walking route along the road parallel to the Metro embankment to also include transit and bike	If the pedestrian improvement through Braddock Place is infeasible, improvement and widening of the narrow four-foot sidewalk along the Metro embankment is warranted. Narrowing the adjacent service road from approximately 25' to 22' curb-to-curb between the Braddock Metro station and First Street should be studied.	Braddock SAP	Study	Pedestrian			On Hold	Yes	Timing dependent on availability of funds
5	Evaluate Madison, Montgomery, and Queen Streets to determine feasibility of conversion from one- to two-way streets	Evaluate Madison, Montgomery and Queen streets to determine if two-way conversion is feasible. Two-way streets would improve the environment for pedestrians and bikes, and improve residential development along Madison and Montgomery and retail space along Queen Street.	Braddock SAP	Study	Streets			Not Started		Timing dependent on availability of funds
6	Explore possibility of Montgomery Street as a transit route between the Metro station and other north-south routes	Explore the possibility of Montgomery Street as a transit route between the Braddock Metro station and other north-south routes. Although this one-way street is currently used as a DASH route, the future redevelopment of the blocks along both sides of Montgomery Street create an opportunity to redesign it as both more pedestrian- and transit friendly.	Braddock SAP	Study	Transit			Not Started		Timing dependent on availability of funds. The DASH COA recommends Montgomery Street as a portion of an Old Town Circulator, operating in the westbound direction.
7	Edsall Road from Van Dorn Street to South Pickett Street	Study this section of roadway to determine improvements for the corridor to relieve congestion at the two intersections, including consideration of a grade separation at Edsall Road and Van Dorn Street.	1992 TMP	Study	Streets			Not Started		
8	Commonwealth and Reed Avenue signal and pedestrian upgrades	Study the intersection of Commonwealth and Reed Avenue to determine the need for signalization and pedestrian upgrades.	Potomac Yard SAP	Study	Streets			Not Started		
9	Traffic Impacts Analysis in Potomac Yard	Study, develop and implement a comprehensive phased approach to address traffic impacts in neighborhoods adjacent to development and other impacted neighborhoods.	Potomac Yard SAP	Study	Streets			Not Started	Yes	
10	East-West connectivity in Potomac Yard	New east-west connectivity or comparable street, circulation, and/or transit improvements, should be explored as part of any proposed development and/or any future planning efforts for properties to the west of Route 1.	Potomac Yard SAP	Study	Streets			Not Started	Yes	

Studies

No.	Name	Description	Source	Category	Mode	Cost	Estimated Start	Status	Relationship to other initiatives	Notes
11	<u>Pedestrian / Bicycle connection from Potomac Yard to Mt. Vernon Trail</u>	Explore future connection from Landbay K across the George Washington Memorial Parkway to the Mt. Vernon Trail.	Potomac Yard SAP	Study	Pedestrian			Not Started	Yes	
12	Eisenhower Valley Metro Station	Construct a new Metro station in the Eisenhower Valley (Blue Line) between King Street Station and Van Dorn station	2008 TMP	Study	Transit			Not Started		Per the TMP, any small area plan that includes land in the Eisenhower Valley and proposes an increase in density beyond what is currently approved shall provide for a City-directed study of the desirability and feasibility of the development and funding of an additional Metrorail Station. If a City-directed feasibility study concludes and City Council agrees that a new Metrorail station is viable and desirable, then any proposals to add additional density to the Eisenhower Valley sections of the above mentioned plans must include a specific plan to support the development of an additional Metrorail station on Eisenhower Avenue to serve the Valley.
13	<u>HOV lanes</u>	Explore opportunities to enhance the use of high-occupancy vehicle (HOV) lanes as a traffic management strategy for periods of peak travel demand. Study existing HOV travel lanes to determine if changes in their operations would improve traffic flow during peak travel periods. Evaluate opportunities for implementation of additional or expanded HOV travel lanes or reduction of existing HOV travel lanes on City streets.		Study	Streets	Less than \$1 million		Not Started	Yes	
14	<u>Glebe Road Bridge and Four Mile Run pedestrian bridge</u>	Conduct a study for demolishing the existing W. Glebe Road vehicular bridge over Four Mile Run and portions of W. Glebe Road, and construct a new vehicular bridge to the east (aligned with Valley Drive), and realign W. Glebe Road. A new pedestrian/bicycle bridge over Four Mile Run would be built where existing W. Glebe Road vehicular bridge (to be demolished) is located.	Four Mile Run Plan	Project	Streets	\$1-5 million	10+ years	Not Started	Yes	This project will require substantial additional study for feasibility/need/etc. and substantial coordination with Arlington. Arlington County is currently implementing a project at the intersection of S. Glebe Road and W. Glebe Road that includes signalization, improved crosswalks and markings. In 2014, the Commission recommended this project to be moved from the projects list to the Studies category.
15	<u>Eisenhower Avenue Metrorail Improved access</u>	Conduct a study to determine how to implement improved pedestrian access from the north side of Eisenhower Avenue to the Eisenhower Metrorail station entrance on the south side of Eisenhower Avenue.	1992 TMP	Project	Transit	More than \$5 million	1-5 years	In Progress	Yes	Initially, this project was for an extension of the Eisenhower Metrorail station platform to the north side of Eisenhower Avenue in conjunction with adjacent redevelopment. The City has received over \$2 million in federal funding to begin to plan for the reconfiguration and expansion of the platform of this station to the north side of Eisenhower. The City estimates that over \$16 million in additional funding is needed. The City has determined that the existing platform provides adequate capacity, and the cost for extending the platform would outweigh the benefit. City Council directed staff not to pursue this project at this time. In 2014, the Commission recommended this project be moved to the Studies category.

Studies shown in red / underlined were moved in 2014 from the Projects list to the Studies list.