



# Potomac Yard Metrorail Station Environmental Impact Statement

## Screening of Alternatives Working Session

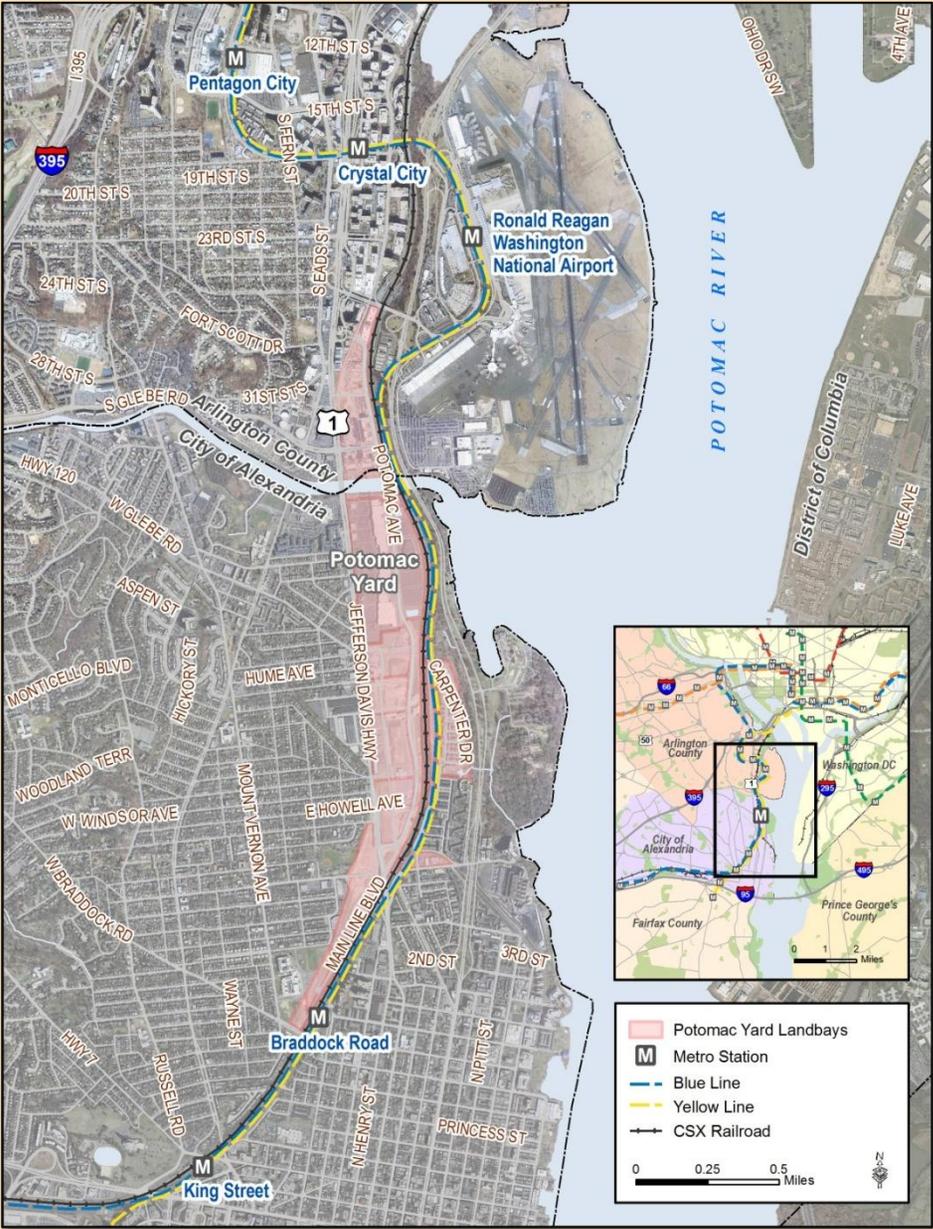
October 26, 2011



# Agenda

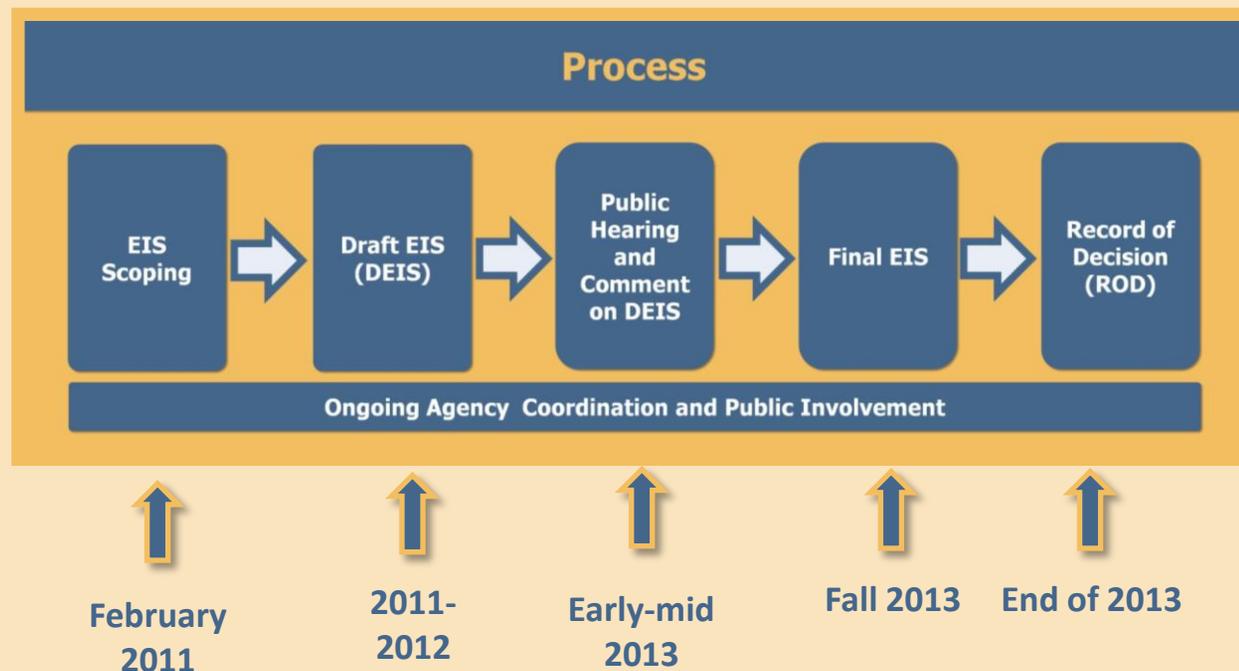
- 1. Welcome and Overview**
- 2. Review of Screening Criteria**
- 3. Schedule**
- 4. Next Steps**

# Study Area



# Process to Date

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



# No Build Alternative

- 1) Existing transportation network plus committed transportation improvements through 2016
- 2) Crystal City/Potomac Yard Transitway
- 3) Citywide transportation improvements



Bus Stops , ADA Access, and Bus Shelter Replacement



Bicycle Facilities and Safety Enhancements



Pedestrian Accommodations

# Build Alternatives Presented at Scoping

- **Alternative A (Reservation Site)**

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

- **Alternative B (3 options)**

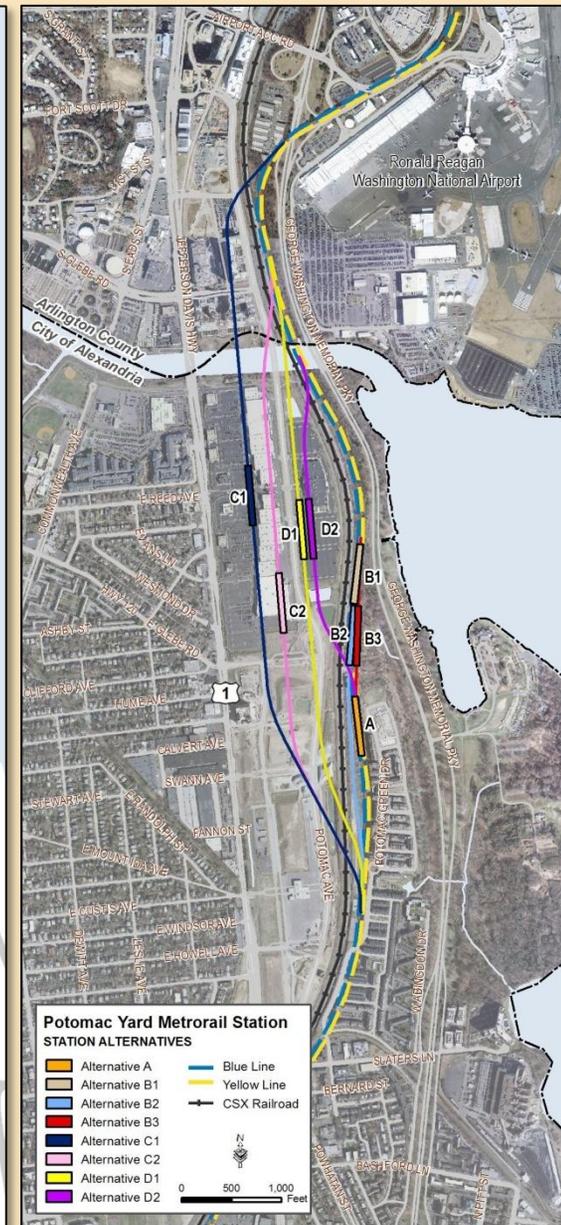
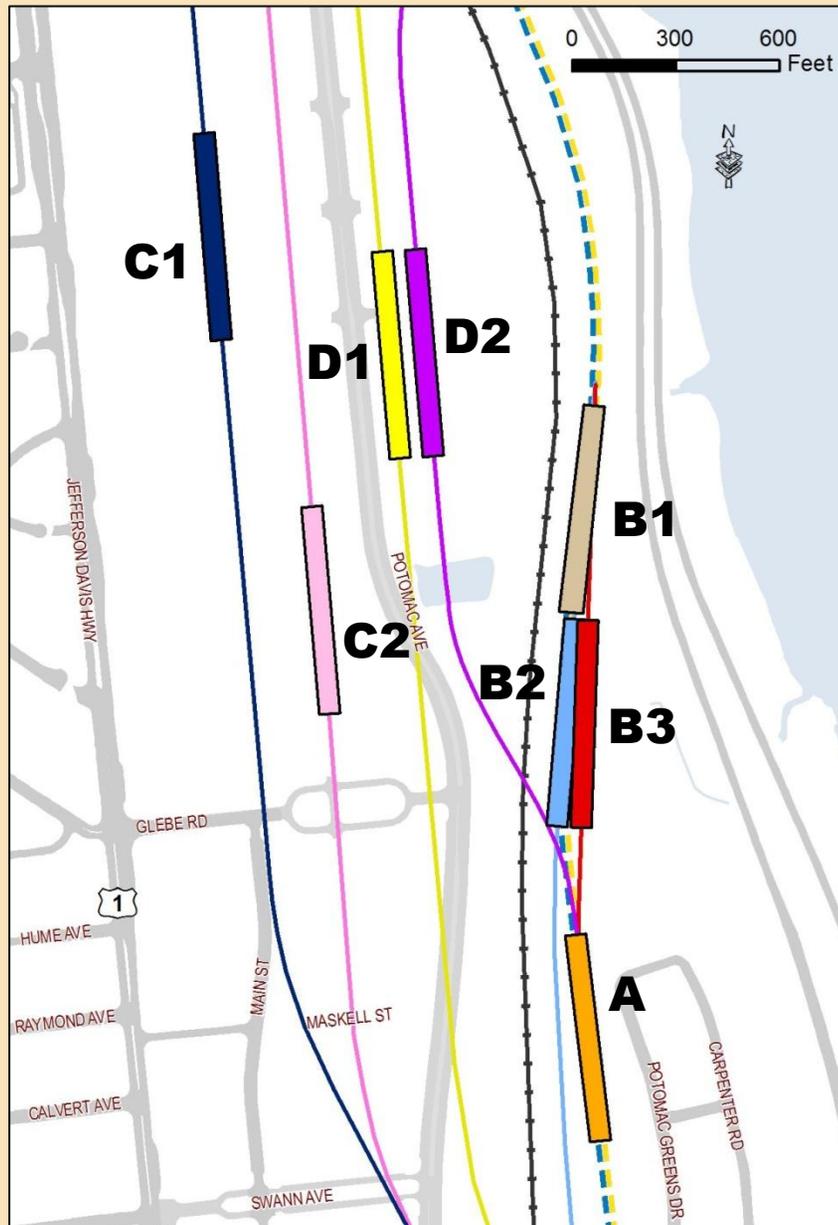
North of Alternative A located between the George Washington Memorial Parkway and the CSX tracks.

- **Alternative C (2 options)**

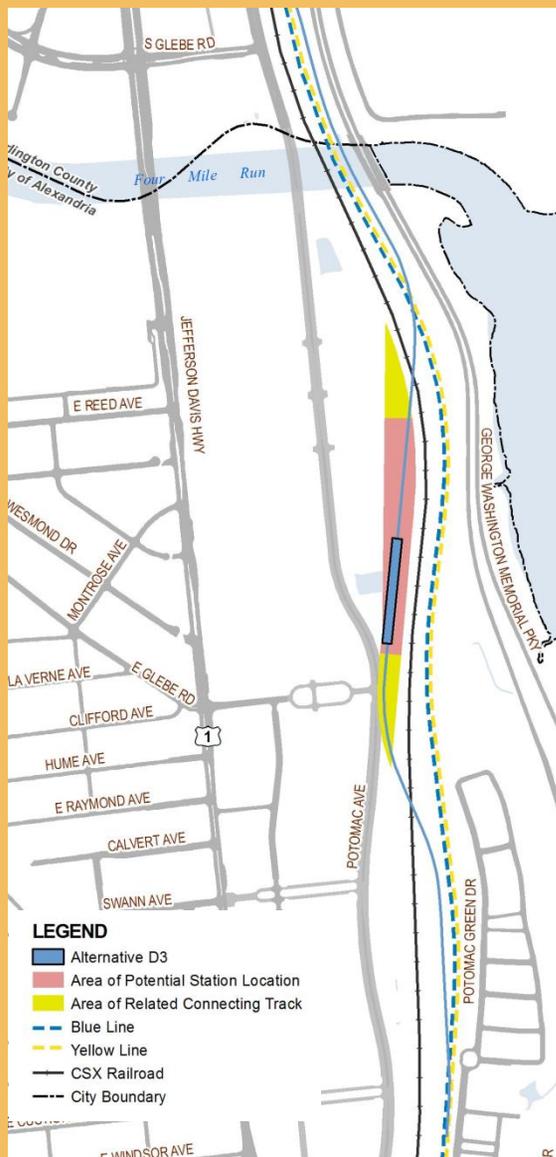
Located between the CSX tracks and Route 1.

- **Alternative D (2 options)**

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



# Build Alternatives Identified During Scoping



Metrorail Station Alternative D3

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

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

- **Bus Alternative**

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

- **Parking Garage Alternative**

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

- **Metrorail Station Alternative D3**

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

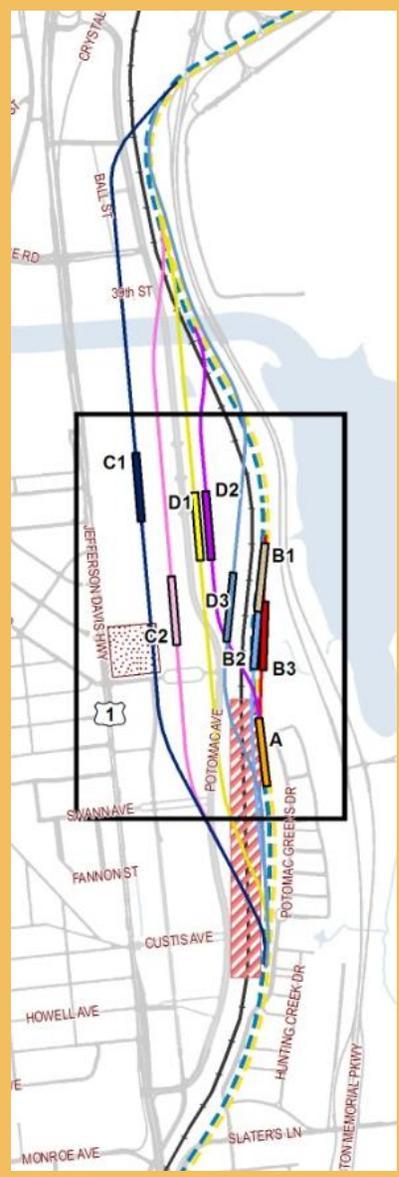
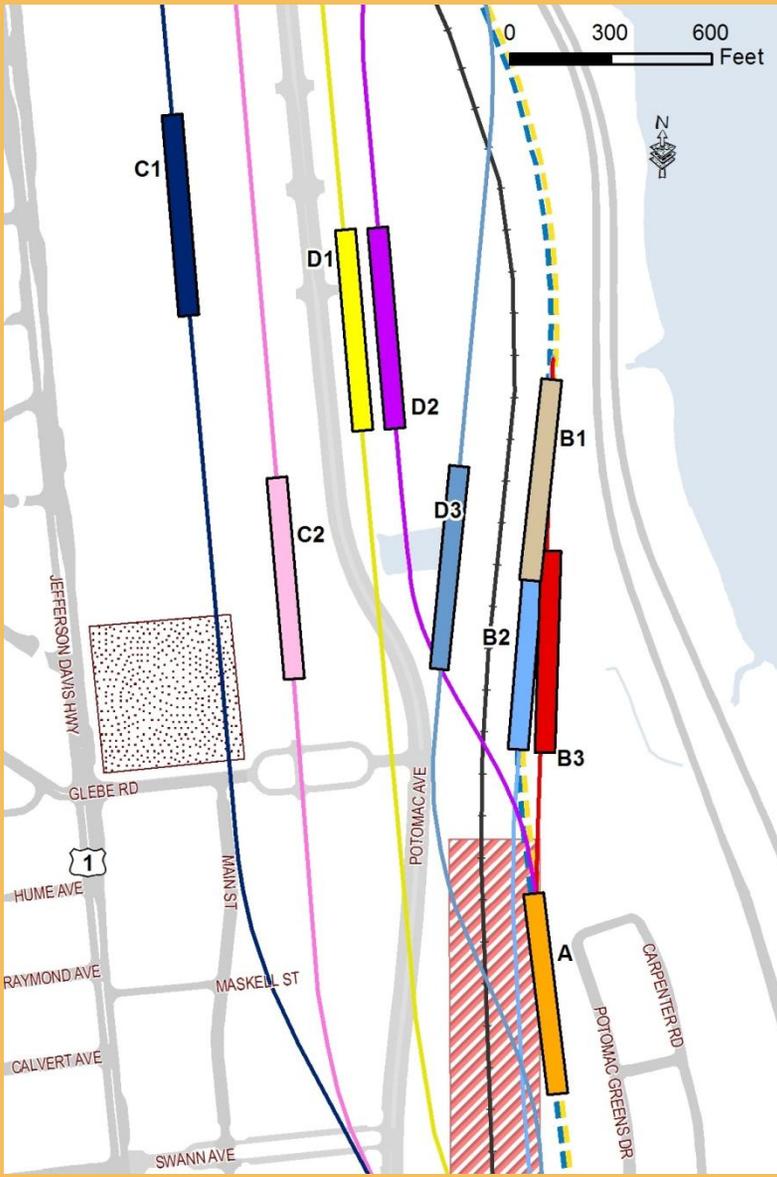
- **Metrorail Station Alternative E1**

A Metrorail station located in Old Town Alexandria.

- **Metrorail Station Alternative E2**

A Metrorail station located in the West End of Alexandria.

# Alternatives Identified During Scoping



### Station Alternatives

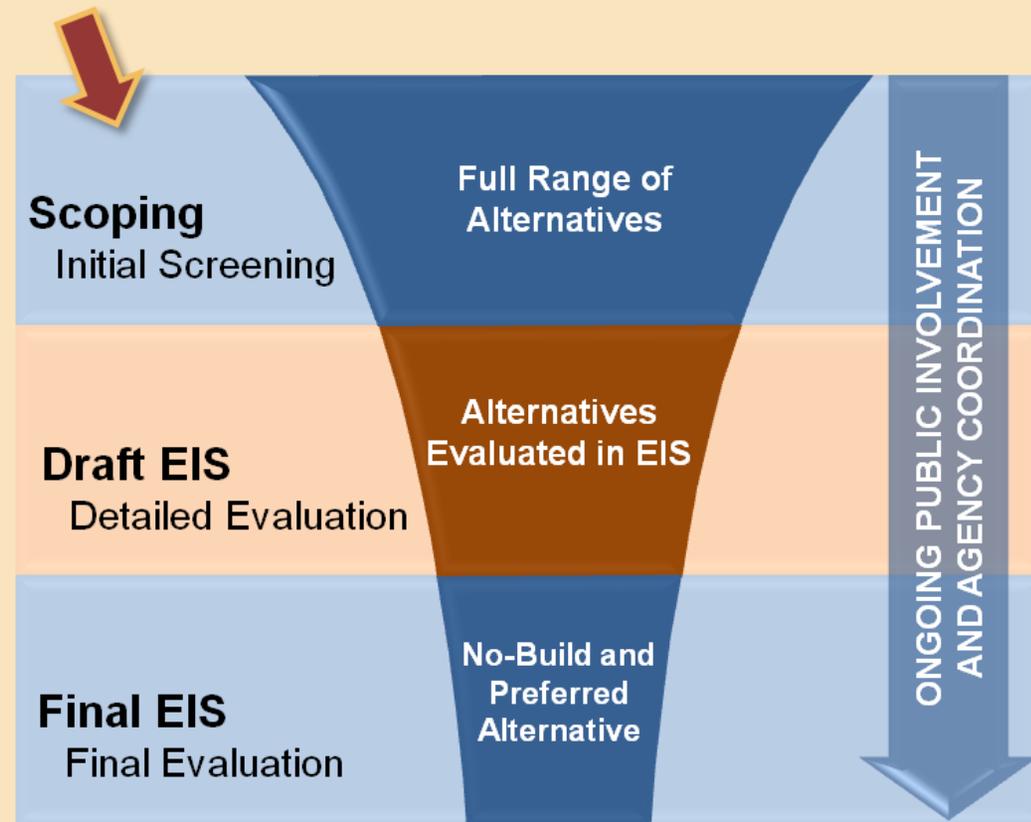
Alternative A	Alternative E1
Alternative B1	Alternative E2
Alternative B2	VRE Alternative
Alternative B3	Parking Garage Alternative
Alternative C1	Blue Line
Alternative C2	Green Line
Alternative D1	Orange Line
Alternative D2	Yellow Line
Alternative D3	CSX Railroad

*Source: City of Alexandria*

**POTOMAC YARD  
METRORAIL STATION EIS**

# Screening Criteria

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



# Screening Criteria

## Project Purpose and Need

*Improve accessibility of the Potomac Yard area and provide more transportation choices for current and future residents, employees, and businesses by establishing a new access point to the regional Metrorail system*

Does the station alternative :

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

# Screening Criteria

## Consistency with Land Use and Development Plans

Is the station alternative consistent with:

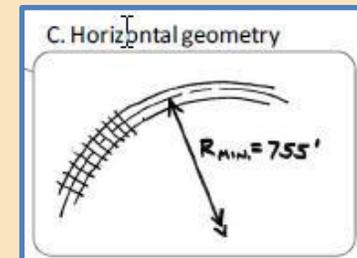
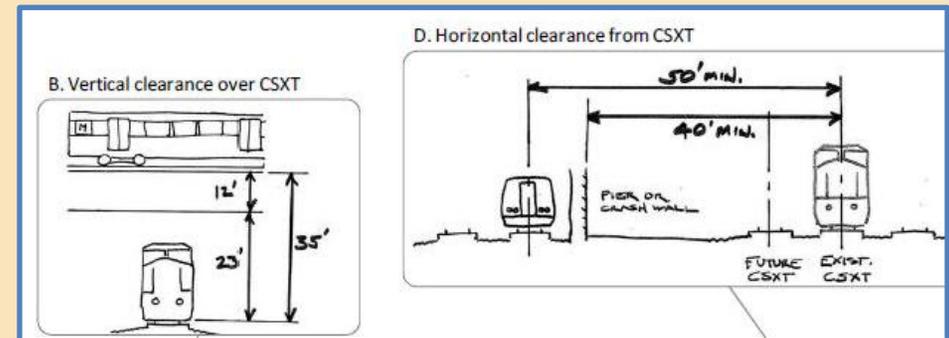
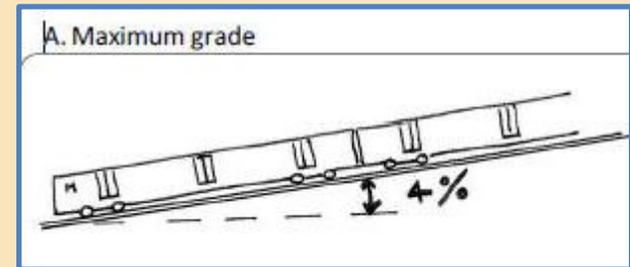
- *North Potomac Yard Small Area Plan?*
  - Supports redevelopment of retail center
  - Establishes a walkable urban environment
- *Potomac Yard Coordinated Development District (CDD #10) Concept Plan?*
  - Promotes mixed-use redevelopment
  - Focuses density on the Town Center

# Screening Criteria

## Technical Feasibility

Does the alternative comply with WMATA Design Policies and Standards?

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



# Screening of Build Alternatives

## Build Alternatives from Scoping

## Consistency with Purpose and Need

## Consistency with Land Use and Development Plans

## Technical Feasibility

A U	A G	A A
B1 U	B1 G	B1 A
B2 U	B2 G	B2 A
B3 U	B3 G	B3 A
C1 U	C1 G	C1 A
C2 U	C2 G	C2 A
D1 U	D1 G	D1 A
D2 U	D2 G	D2 A
D3 U	D3 G	D3 A
E1 U	E1 G	E1 A
E2 U	E2 G	E2 A
VRE Station		
Bus Alternative		
Parking Garage		

A U	A G	A A
B1 U	B1 G	B1 A
B2 U	B2 G	B2 A
B3 U	B3 G	B3 A
C1 U	C1 G	C1 A
C2 U	C2 G	C2 A
D1 U	D1 G	D1 A
D2 U	D2 G	D2 A
D3 U	D3 G	D3 A
E1 U	E1 G	E1 A
E2 U	E2 G	E2 A
VRE Station		
Bus Alternative		
Parking Garage		

A U	A G	A A
B1 U	B1 G	B1 A
B2 U	B2 G	B2 A
B3 U	B3 G	B3 A
C1 U	C1 G	C1 A
C2 U	C2 G	C2 A
D1 U	D1 G	D1 A
D2 U	D2 G	D2 A
D3 U	D3 G	D3 A
VRE Station		
Bus Alternative		
Parking Garage		

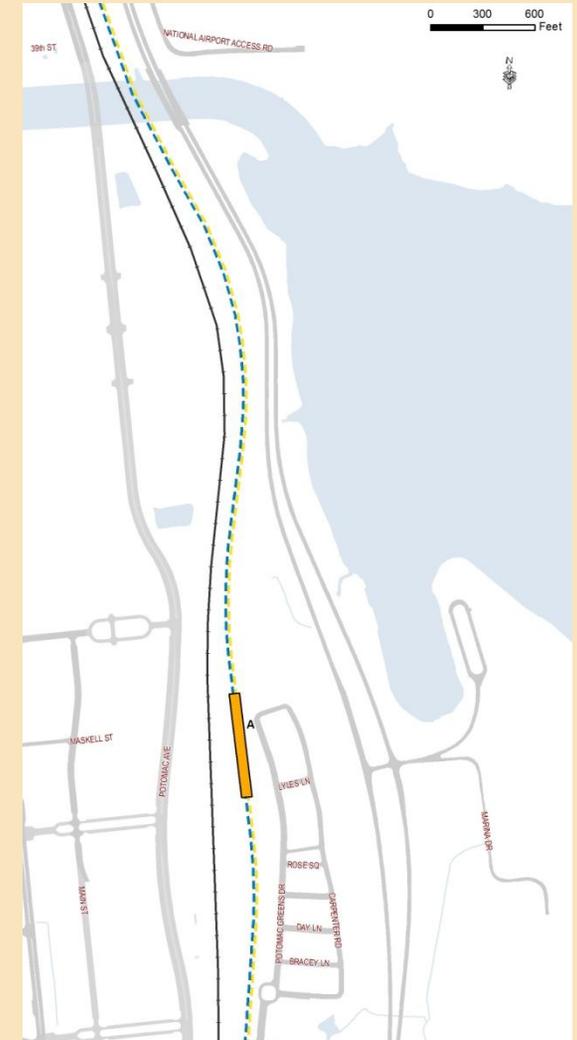
A U	A G	A A
B1 U	B1 G	B1 A
B2 U	B2 G	B2 A
B3 U	B3 G	B3 A
C1 U		C1 A
C2 U		C2 A
D1 U		D1 A
D2 U		D2 A
D3 U		D3 A
VRE Station		
Bus Alternative		
Parking Garage		

<b>Alt</b> U	Underground alternative	<b>Alt</b> A	Aerial alternative
<b>Alt</b> G	At-grade alternative	<b>Alt</b> X	Alternative screened out

# Review of Alternatives

## Metrorail Station Alternative A (at-grade)

- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technically feasible
- Financially feasible



# Review of Alternatives

## Metrorail Station Alternative B1 (at-grade)

- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technically feasible
- Financially feasible



# Review of Alternatives

## Metrorail Station Alternative B2 (at-grade)

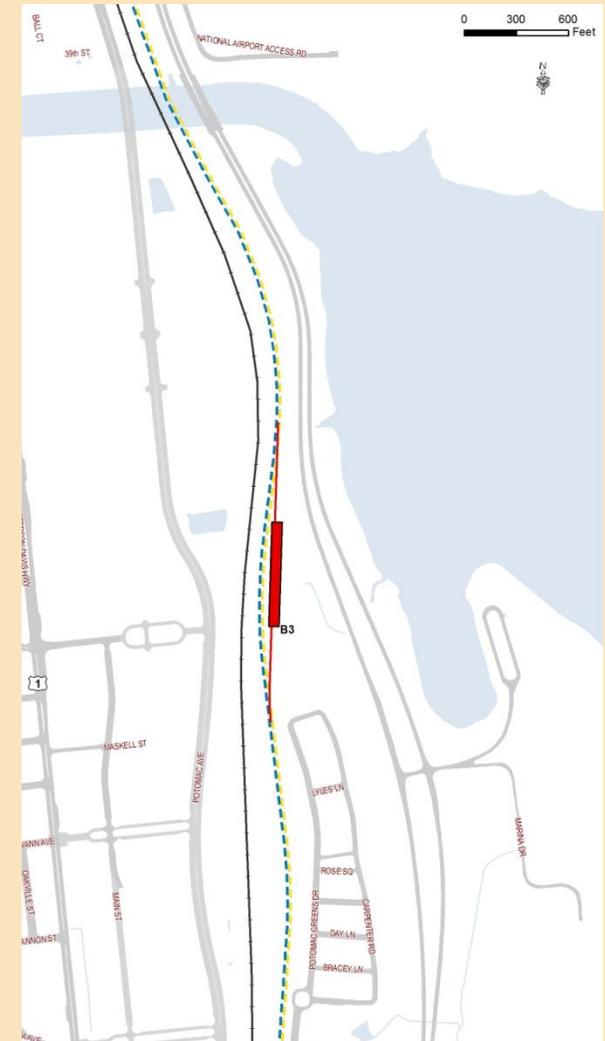
- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technically feasible
- Financially feasible



# Review of Alternatives

## Metrorail Station Alternative B3 (at-grade)

- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technically feasible
- Financially feasible



# Review of Alternatives

## Metrorail Station Alternative D3 (aerial)

- Consistent with Purpose and Need
- Consistent with land use and development plans
- Technically feasible
- Financially feasible



# Station Location Zones



**LEGEND**

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

# Key Environmental Considerations

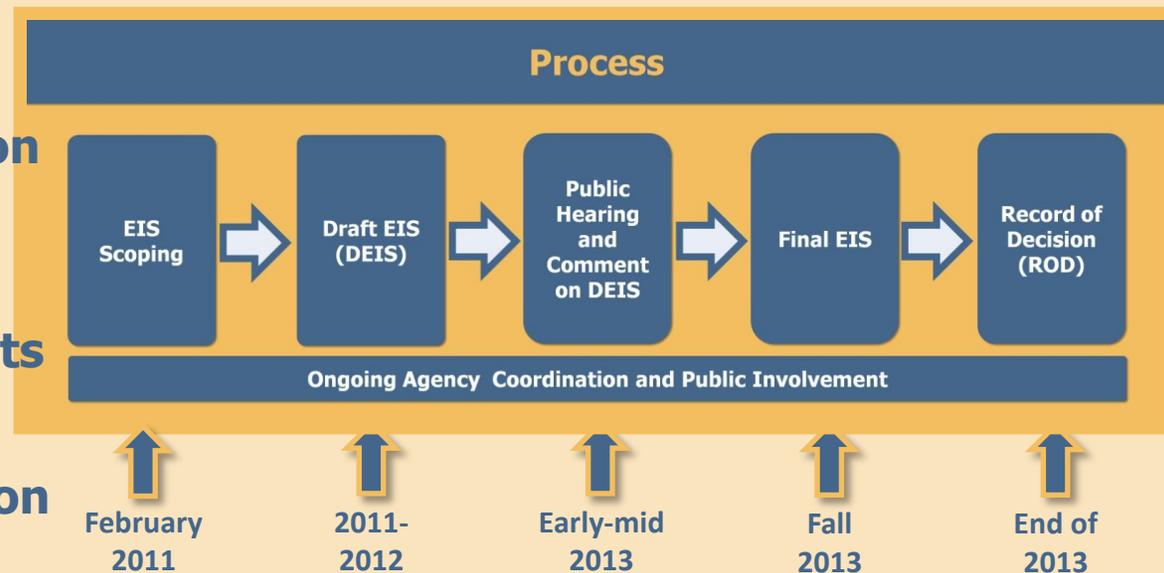
- **Neighborhood and community resources**
- **Noise and vibration**
- **Historic and cultural resources**
- **Parks and parklands**
- **Water resources, wetlands, habitats, and climate change**
- **Air quality (including greenhouse gases)**
- **Real estate acquisitions and displacements**



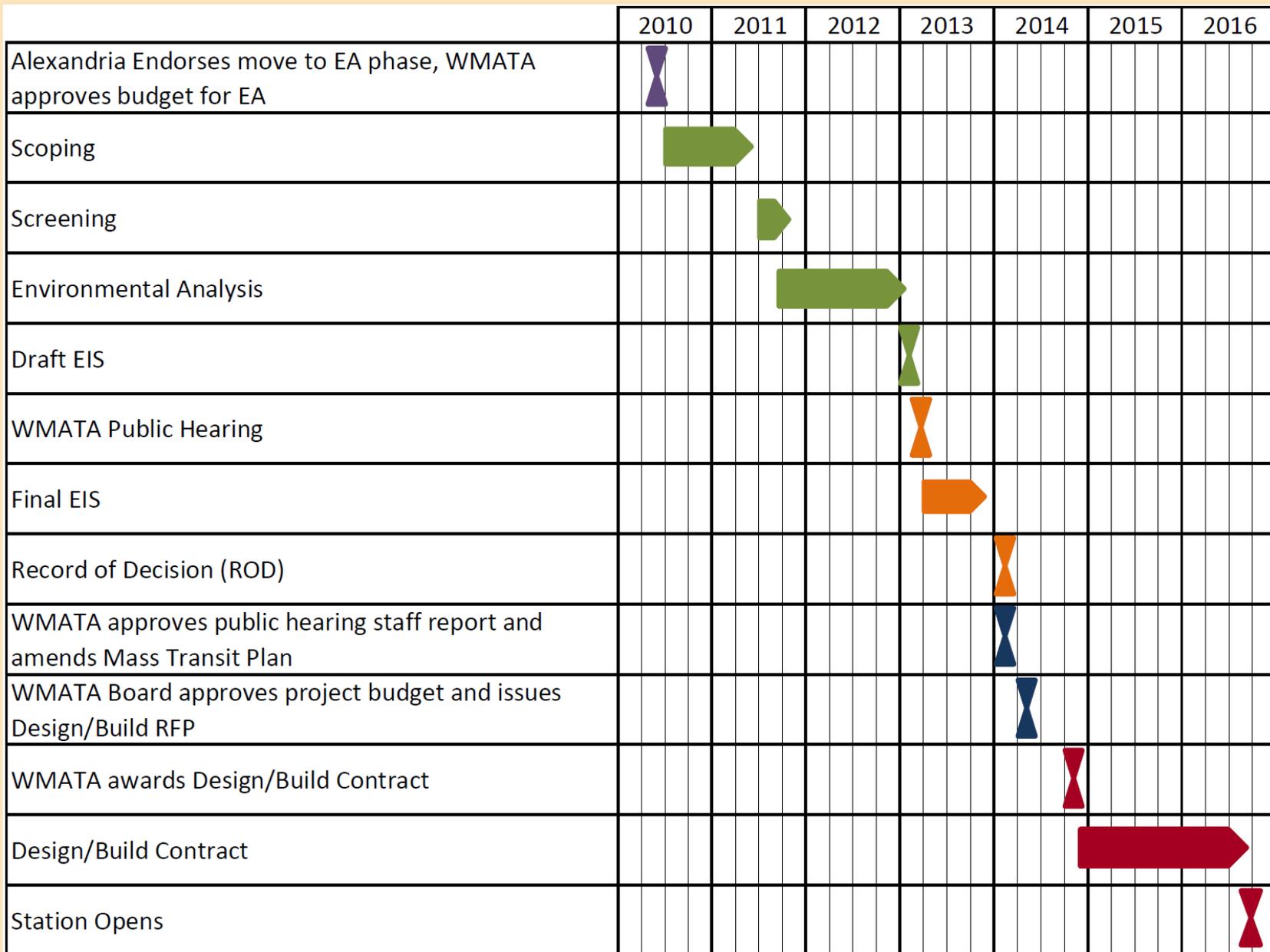
# Next Steps

1. **Begin Environmental Assessment for proposed Alternatives to be included in the EIS (Fall 2011)**
2. **Initiate EIS analysis and documentation (Winter 2011)**
3. **Continue public involvement and agency coordination (Ongoing)**
4. **Next PYMIG meeting in early 2011**

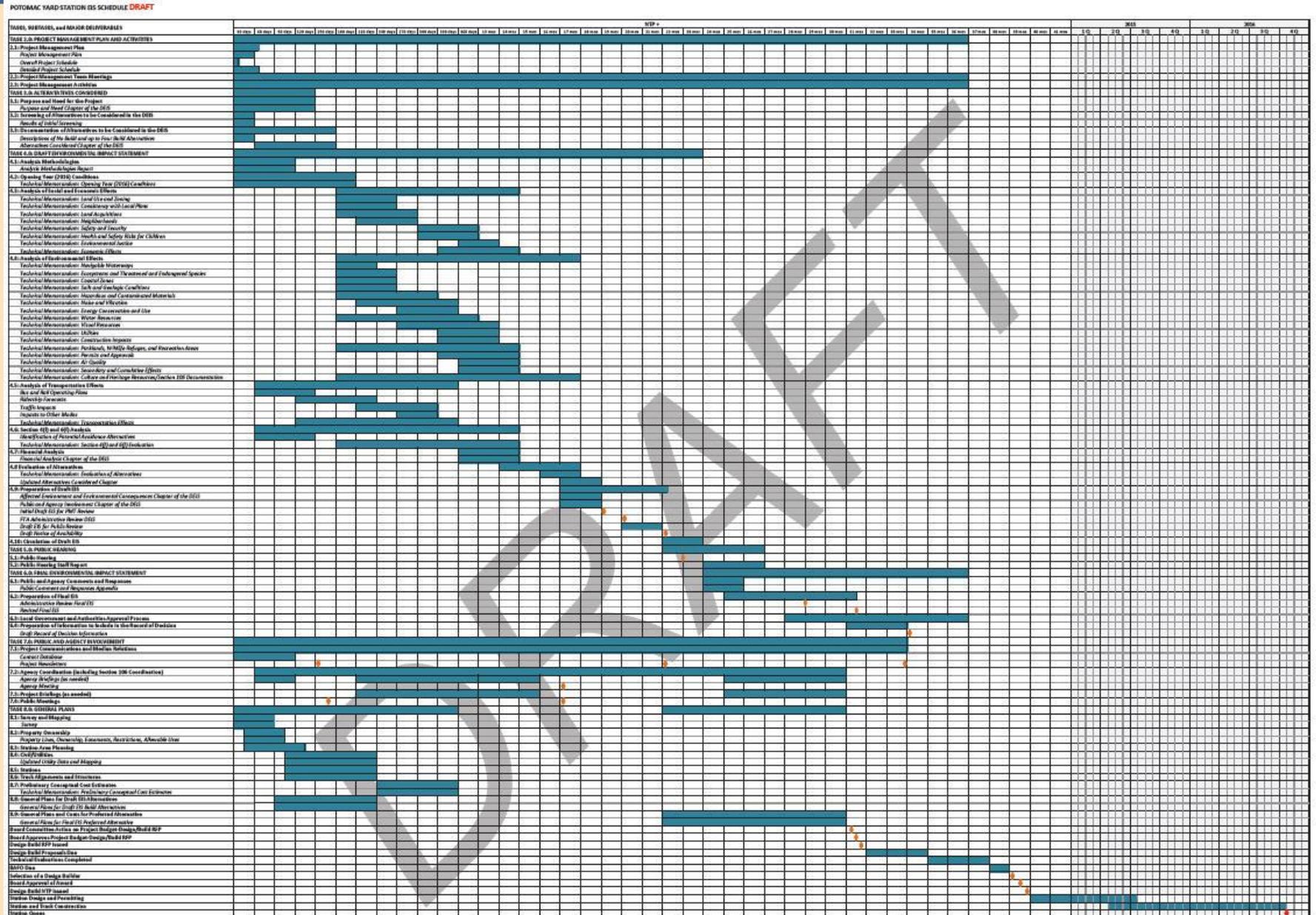
- a) **Methodologies Report**
- b) **Wetland Determination**
- c) **Land Use Plans and Displacements**
- d) **Preliminary Transportation Effects**



# Potomac Yard Metrorail Implementation Timeline



# Potomac Yard Metrorail Implementation Project Schedule



# Potomac Yard Metrorail Implementation Environmental Assessment Portion of Project

	2010			2011				
	Oct	Nov	Dec	Jan	Feb	March	April	May
Analysis Methodologies Report	█							
Wetlands Delineation	█							
Survey	█							
Refinement of Alternatives	█							
Social and Economic Effects								
Land Use Plans and Displacements				█				
Neighborhoods, Environmental Justice & Health and Safety Risks for Children				█				
Safety and Security				█				
Environmental Effects								
Ecosystems & Threatened and Endangered Species				█				
Soils and Geologic Conditions				█				
Hazardous & Contaminated Materials					█			
Noise & Vibration						█		
Water Resources				█				
Visual Resources						█		
Construction Impacts							█	
Air Quality							█	
Secondary & Cumulative Effects								█
Transportation Effects								
Bus & Rail Operating Plans				█				
Ridership Forecasts				█				
Traffic Impacts					█			
Impacts to Other Modes						█		

# Questions?