Potomac Yard Metrorail Station
Environmental Impact Statement

Public Meeting
Cora Kelly Recreation Center
April 19, 2012
1. Welcome and Review of Project to Date
2. Environmental Process Overview
3. Refinement of Alternatives
4. Functionality and Appearance
5. Cost Drivers
6. Schedule
7. Next Steps
8. Summary & Questions
Environmental Process

Establishes an umbrella process for coordinating compliance with the full range of environmental laws including, among others:

• The Clean Air Act,
• The Clean Water Act,
• The National Historic Preservation Act
• The Threatened and Endangered Species Act

Issues Addressed include:

• Effects on Human and Natural Environment
  • Transportation Factors
  • Social Factors
  • Economic Factors
  • Environmental factors
• Coordination Requirements
  • Regulatory
  • Cumulative Impacts
  • Secondary Impacts
  • Other Major Projects
Environmental Process

- Provides direction in the absence of "perfect" information and despite uncertainties
- Allows for full public disclosure while maintaining necessary flexibility to refine the project during implementation
- Identifies the long-term public policy implications of project specific commitments
- Identifies resources necessary to advance the project systematically and efficiently
- Maintains consensus and leverages partnerships throughout review process.

What is Action?

What are Alternatives?

What are Impacts?

What project do we want?
1. City Council Approved the Small Area Plan (Including a Metrorail Station in the Potomac Yard Area – June, 2010)
2. Potomac Yard Metrorail Station Concept Development Study (February, 2010)
4. Screening Document (October, 2011)
Scoping Process

Scoping takes place at the start of the process to notify agencies, organizations, and the public that an Environmental Impact Statement (EIS) is being prepared for the project.

- Solicits input from the public
- Helps guide the direction of the EIS
- Ensures that agencies and the public understand what the EIS is about and how it is being prepared
Build Alternatives Identified during Scoping

• **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.
Screening criteria include:

- Meets project purpose, need, goals, and objectives?
- General consistency with land use and development plans?
- Technically feasible?
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

<table>
<thead>
<tr>
<th>Build Alternatives from Scoping</th>
<th>Consistency with Purpose and Need</th>
<th>Consistency with Land Use and Development Plans</th>
<th>Technical Feasibility</th>
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**Legend:**
- **Alt U** Undergraduate alternative
- **Alt A** Aerial alternative
- **Alt G** At-grade alternative
- **Alt X** Alternative screened out

**POTOMAC YARD METRORAIL STATION EIS**
Station Location Zones

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

POTOMAC YARD METRORAIL STATION EIS
Criteria for Refinement:

- NPS Property
- Wetlands
- Existing, Approved Plans
- Ownership
- Track Geometry
- Construction Impacts/Access
- Potential Ridership Capture
No-Build Alternative

- Includes all improvements anticipated to be completed by the analysis year including:
  - Certain level of development in Potomac Yard
  - Crystal City/Potomac Yard Transitway (Route 1 BRT)
  - Other improvements as denoted in the City Capital Improvement Program (CIP)
Alternatives for Analysis in DEIS: Alternative A
Alternatives for Analysis in DEIS: Alternative A
Alternatives for Analysis in DEIS: Alternative A

Legend
- Alternative A Platform & Facilities
- Preliminary Wetland Areas
- Construction Access and Impact Area
Alternatives for Analysis in DEIS: Alternative B
Alternatives for Analysis in DEIS: Alternative B
Alternatives for Analysis in DEIS: Alternative B
Alternatives for Analysis in DEIS: Alternative B
Functionality and Appearance:
Example: At-Grade Station – Morgan Boulevard
Alternatives for Analysis in DEIS: Alternative D
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Alternatives for Analysis in DEIS: Alternative D
Functionality and Appearance:
Example: Aerial Station – Tysons Corner
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<th>Alt A</th>
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<th>Alt D</th>
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<td><strong>Structures Required</strong></td>
<td>• 2 pedestrian bridges</td>
<td>• 2 pedestrian bridges</td>
<td>• New Metrorail bridge over Four Mile Run;</td>
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<td>• Retaining wall</td>
<td>• 2 new Metrorail bridges</td>
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<td>• 1 pedestrian bridge</td>
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<td>• Aerial track and supports</td>
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<td><strong>Requires Compressed Work Hours</strong></td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
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<td><strong>New Track Construction</strong></td>
<td>0-feet</td>
<td>Approximately 2,000-feet</td>
<td>Approximately 6,000-feet</td>
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<td><strong>Complexity of Construction Staging</strong></td>
<td>Moderate</td>
<td>Moderate-High</td>
<td>High</td>
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<td><strong>Requires Construction Along Live Tracks</strong></td>
<td>High</td>
<td>Medium</td>
<td>Medium-Low</td>
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Potomac Yard Metrorail Station Financing

Planned Uses and Sources of Funding

TOTAL: $496.6 Million

Uses

- Studies, Design, Construction: $240M
- Capitalized Interest: $35M
- Debt Service Interest: $21.6M
- Debt Service Interest: $240M

Sources

- Developer Contributions: $74M
- Net New Tax Revenues: $194M
- Special Tax District Revenues: $229M

NOTE: Costs shown on this slide are based on work completed in the Potomac Yard Metrorail Station Concept Development Study (February, 2010)
# Overall Project Schedule

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<td>WMATA approves public hearing staff report and amends Mass Transit Plan</td>
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<td>WMATA Board approves project budget and issues Design/Build RFP</td>
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*Upcoming activities are shown in next slide*
Further Cost Drivers and Upcoming Schedule

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Next Steps

• Next PYMIG meeting – May 16, 2012 from 6:30-8:30pm City Hall, City Council Workroom

• Document Existing Conditions

• Assess and Document Impacts

• Evaluate Alternatives:
  • Potential Impacts
  • Purpose and Need
  • Goals and Objectives

• Draft EIS and Public Hearing (early 2013)
Summary

1. Reviewed the Project to Date
2. Reviewed the Environmental Process
3. Refinement of Alternatives
   • No-build
   • Alternative A
   • Alternative B
   • Alternative D
4. Reviewed Functionality and Appearance for alternatives
5. Provided Preliminary Cost Drivers
6. Reviewed overall schedule and view of next six months
7. Listed Next Steps
Thank You For Your Participation!

Questions?

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