Potomac Yard Metrorail Station Environmental Impact Statement

Public Meeting

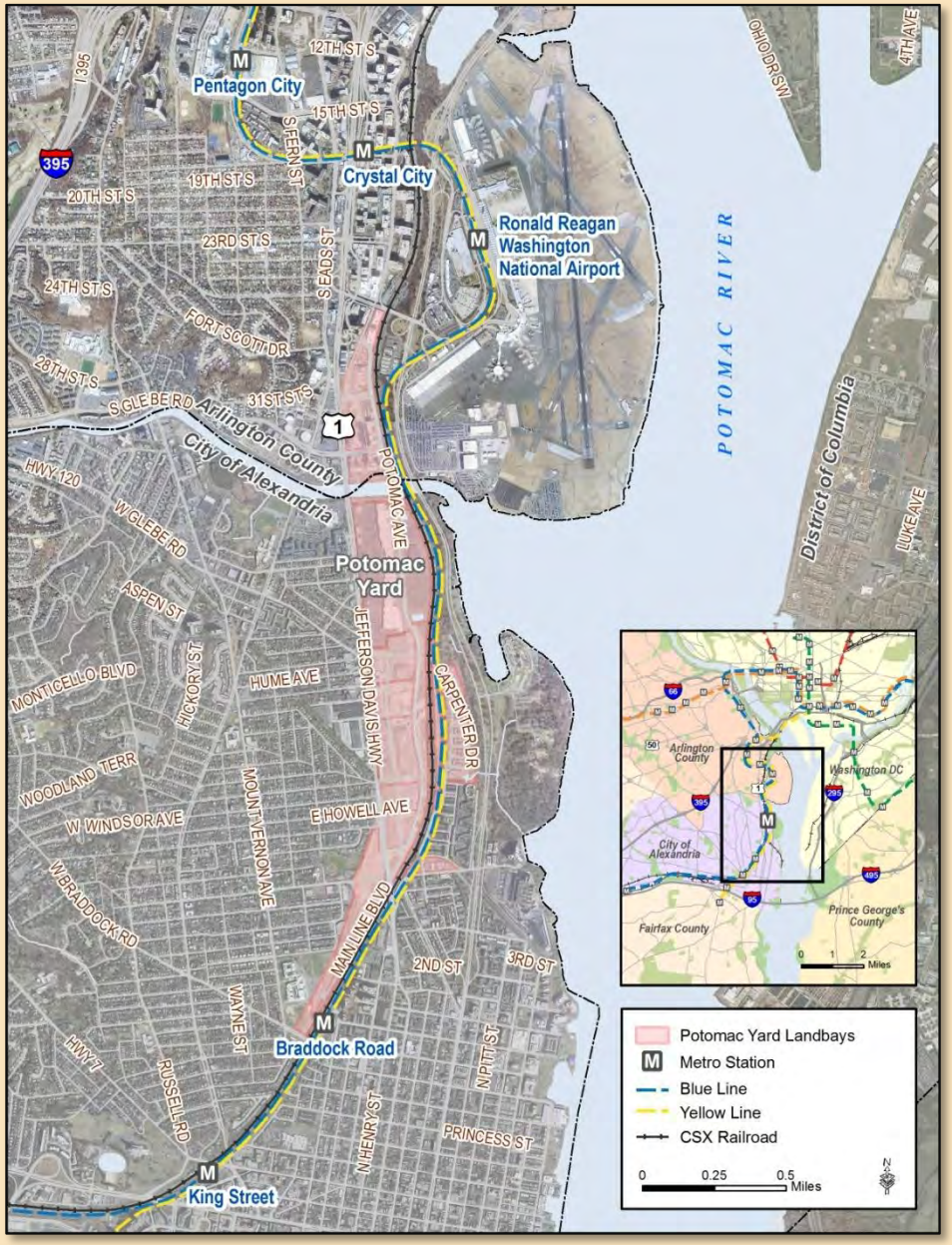
Cora Kelly Recreation Center

April 19, 2012

Agenda

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

Study Area


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

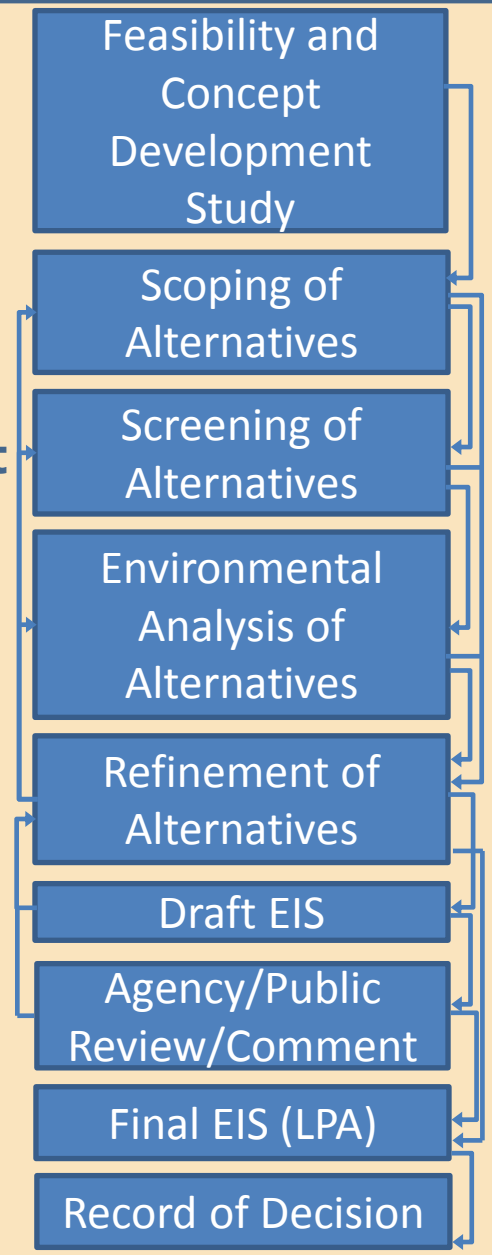
Environmental Process

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**

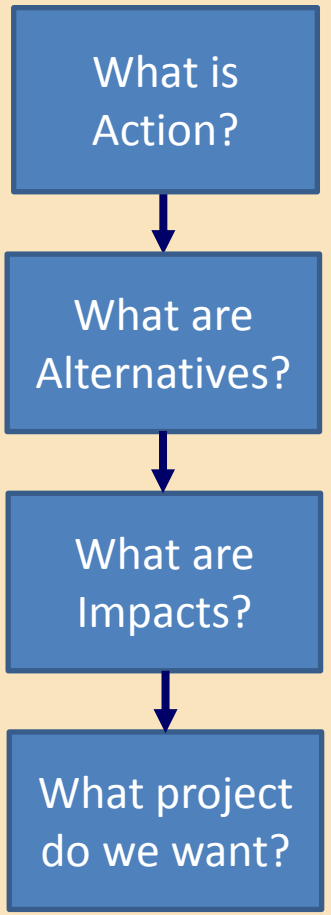
Issues Addressed include:

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



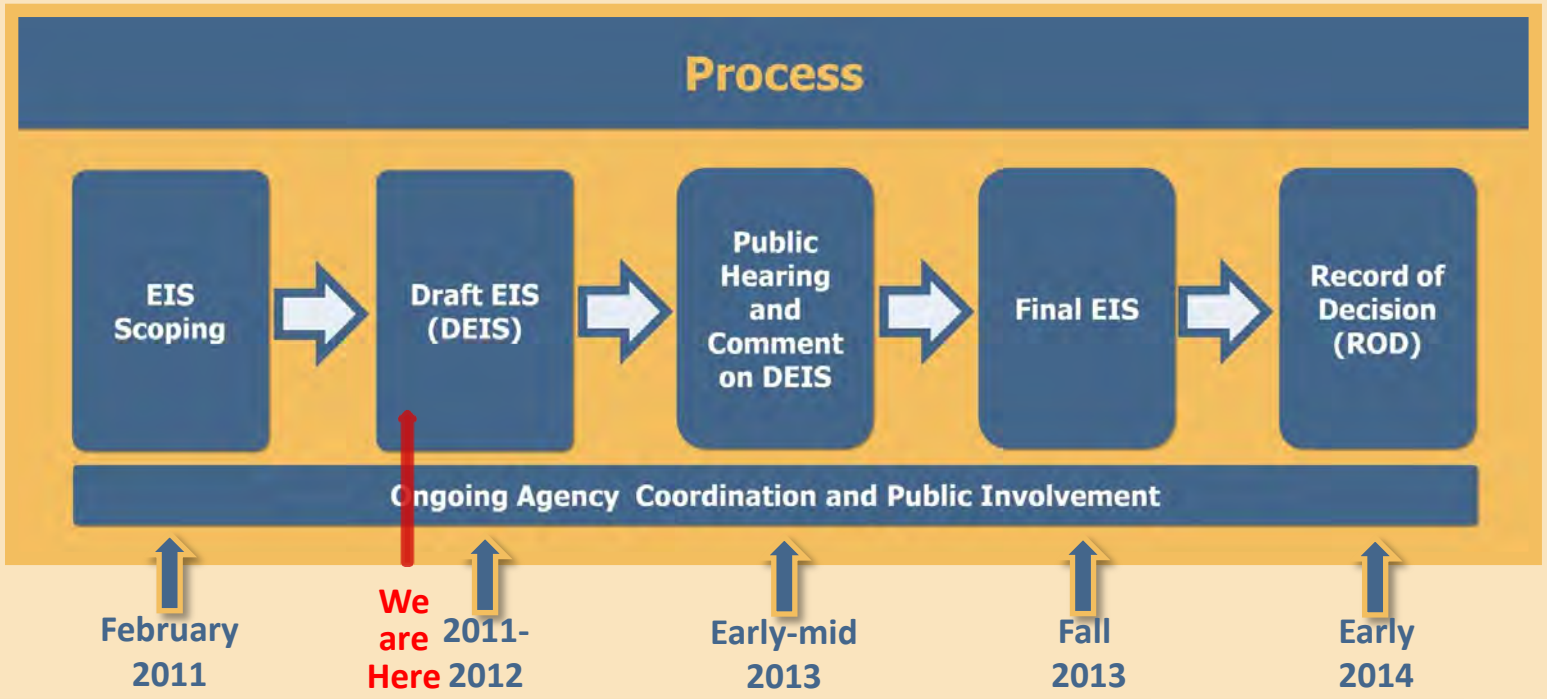
Environmental Process

- **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.**



Process to Date

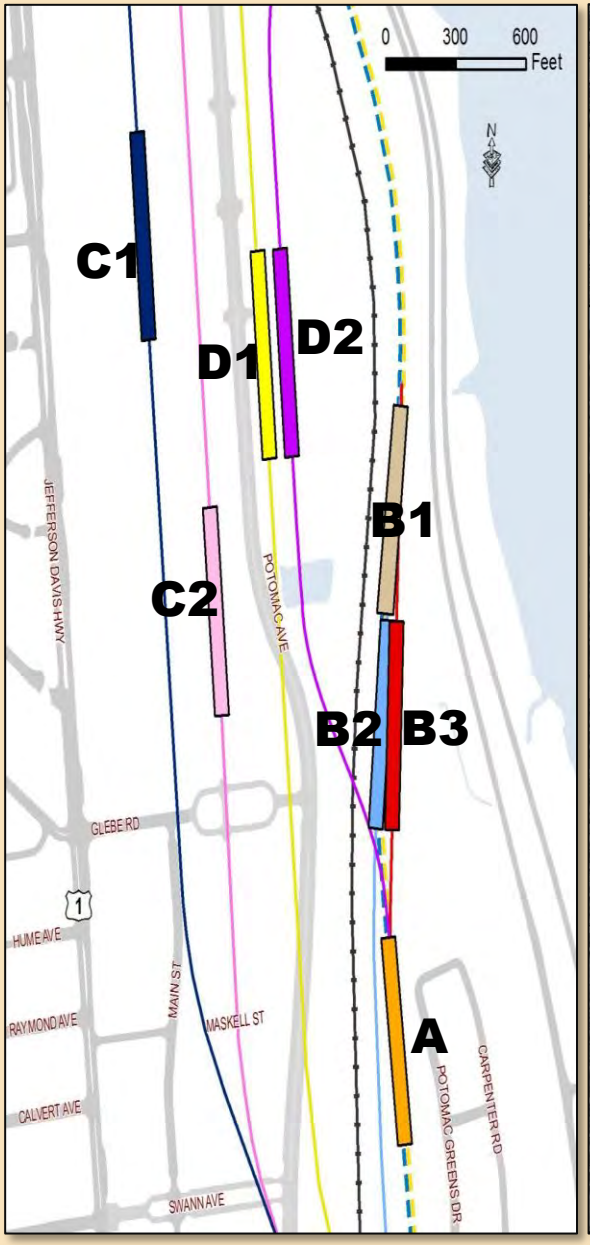
1. City Council Approved the Small Area Plan (Including a Metrorail Station in the Potomac Yard Area – June, 2010)
2. Potomac Yard Metrorail Station Concept Development Study (February, 2010)
3. Scoping Process (February – June 2011)
4. Screening Document (October, 2011)
5. Draft Environmental Impact Statement (DEIS) (expected December, 2012)

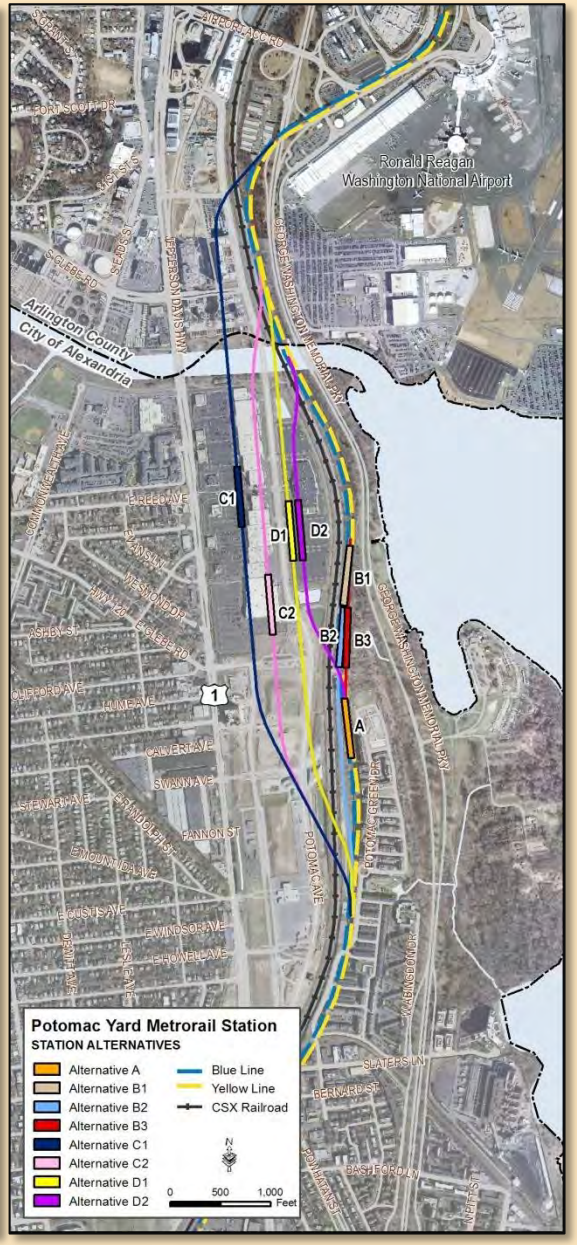


Scoping Process

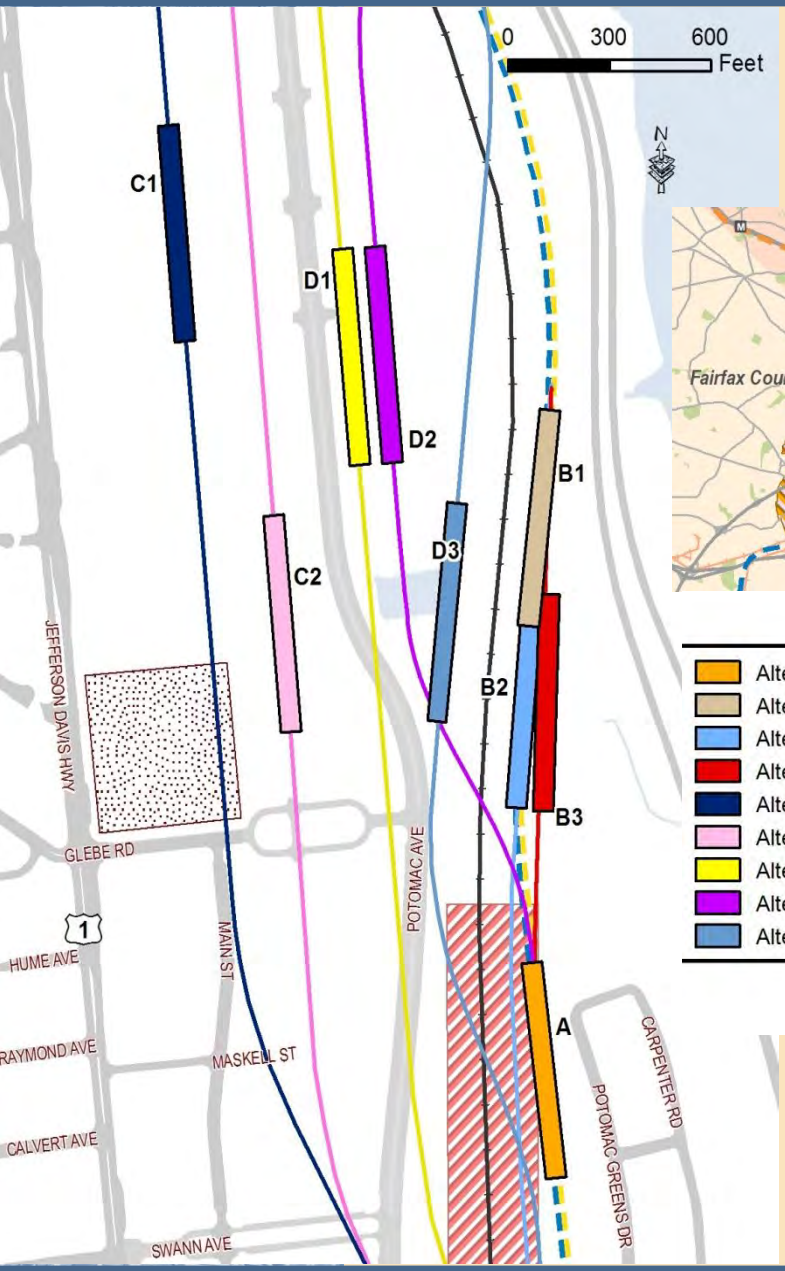
Scoping takes place at the start of the process to notify agencies, organizations, and the public that an Environmental Impact Statement (EIS) is being prepared for the project.

- 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



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

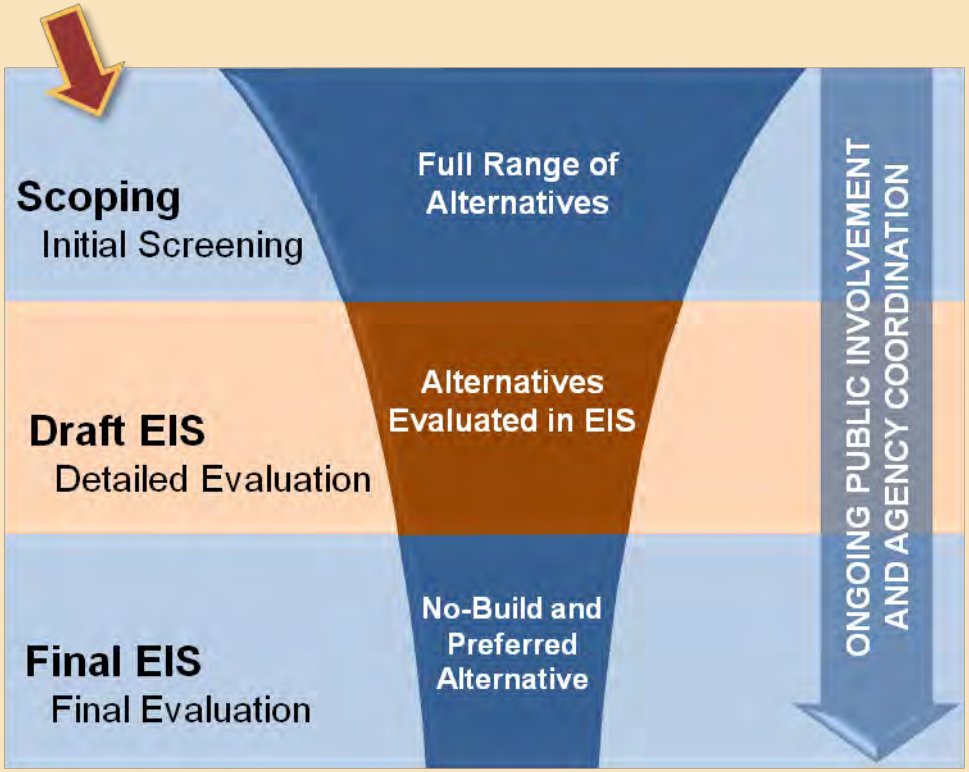
POTOMAC YARD
METRORAIL STATION EIS

- **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.

Initial Screening of Alternatives

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?

Consistency with Land Use and Development Plans

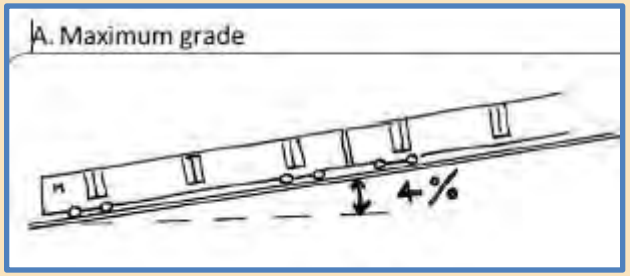
Is the station alternative consistent with:

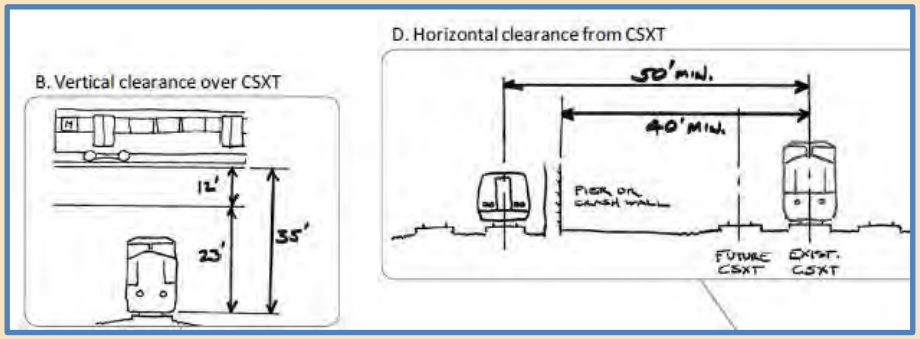
- *North Potomac Yard Small Area Plan?*
  - Supports redevelopment of retail center
  - Establishes a walkable urban environment
- *Potomac Yard Coordinated Development District (CDD #10) Concept Plan?*
  - Promotes mixed-use redevelopment
  - Focuses density on the Town Center

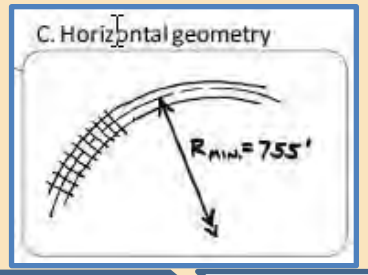
Technical Feasibility

Does the alternative comply with WMATA Design Policies and Standards?

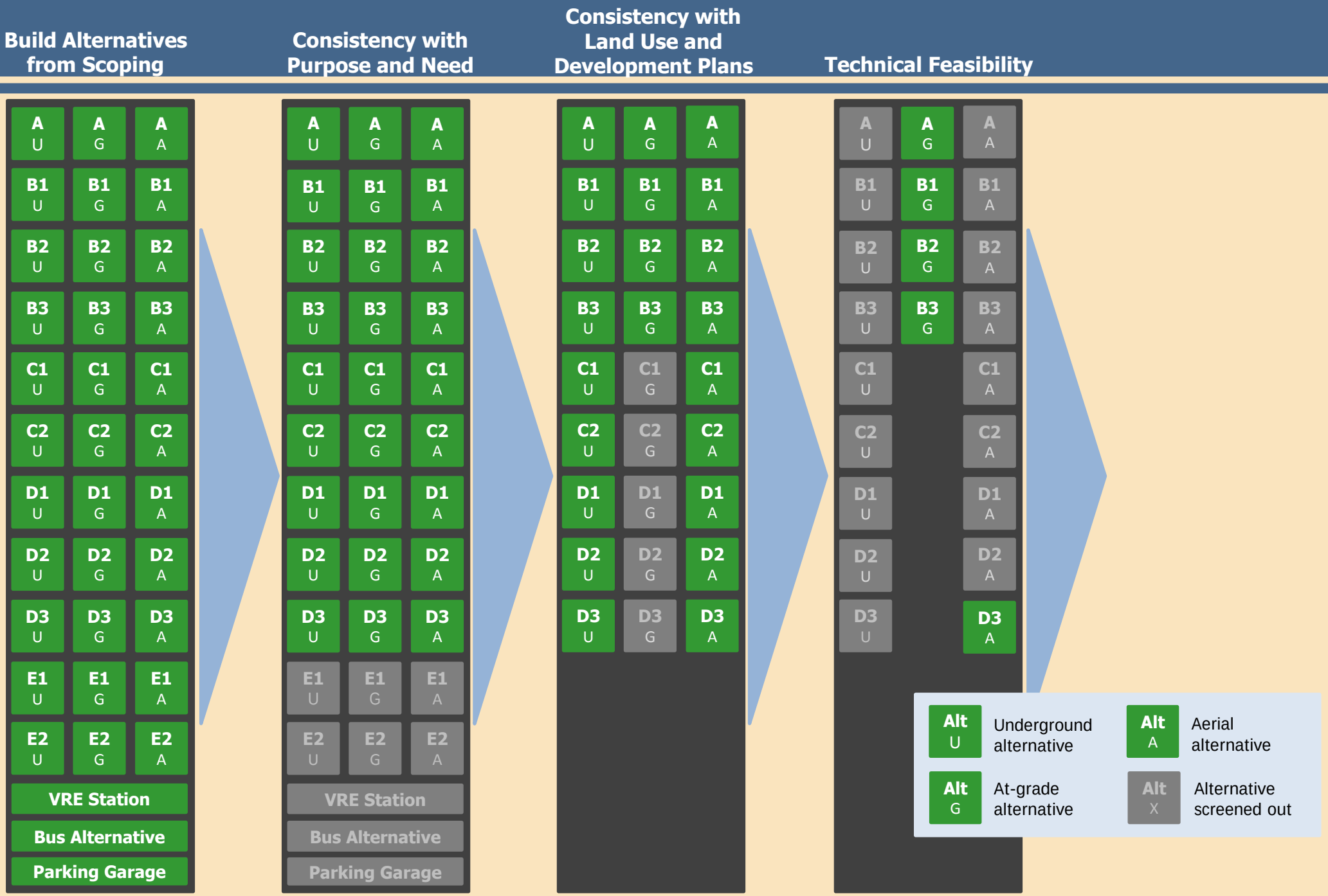
- Metrorail out of service maximum of 76 hours
- Maximum grade of 4%
- Vertical clearance
  - 35 feet over CSXT
  - 25 feet under CSXT or Four Mile Run
- Horizontal geometry for 45 mph speed
- Horizontal clearance
  - 50 feet from at-grade Metro centerline to CSXT centerline
  - 40 feet from Metro bridge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







Screening of Build Alternatives



Station Location Zones

LEGEND

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

Refinement of Stations

Criteria for Refinement:

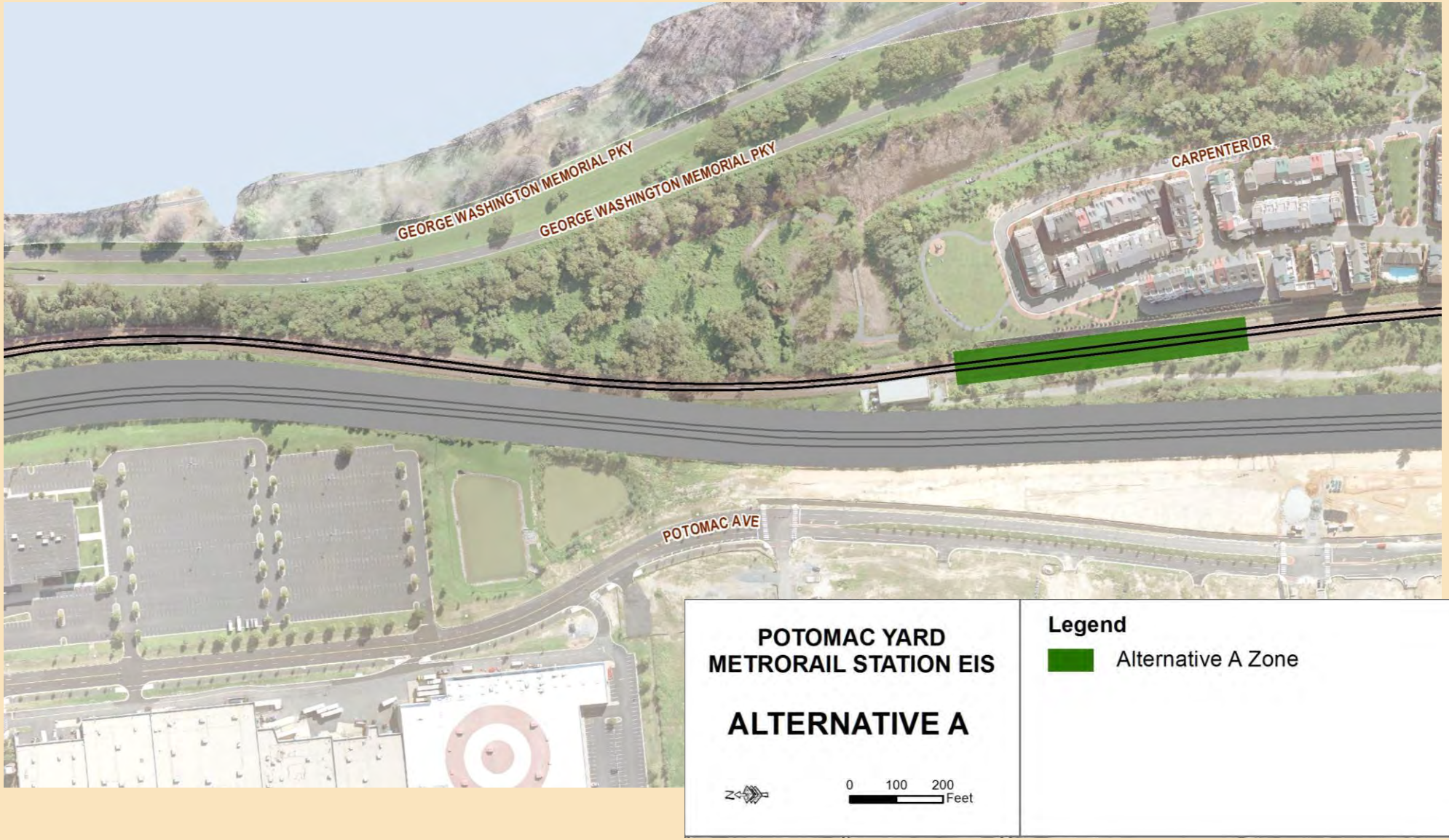
- NPS Property
- Wetlands
- Existing, Approved Plans
- Ownership
- Track Geometry
- Construction Impacts/Access
- Potential Ridership Capture

Alternatives for Analysis in DEIS: No-Build Alternative

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



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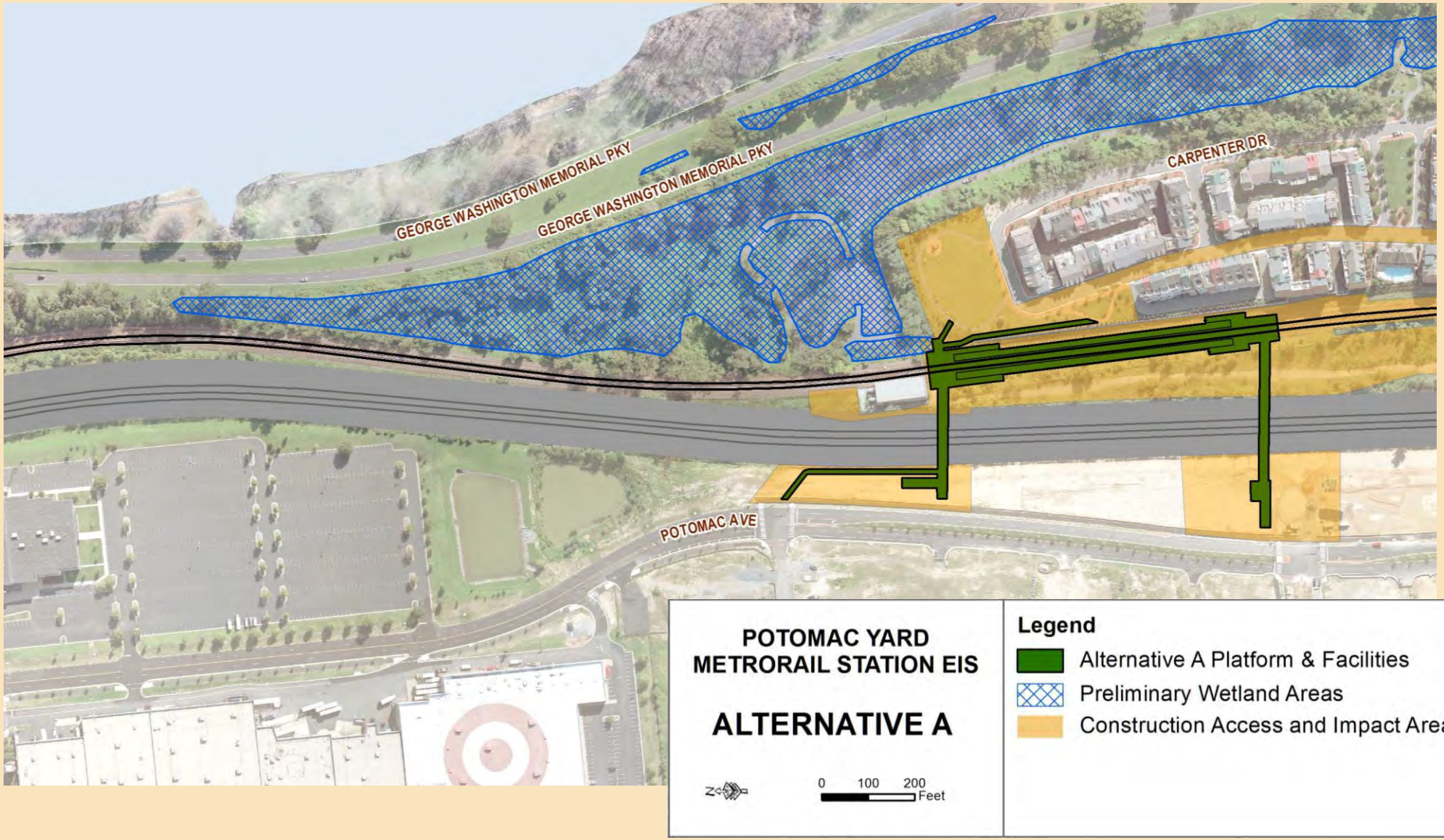

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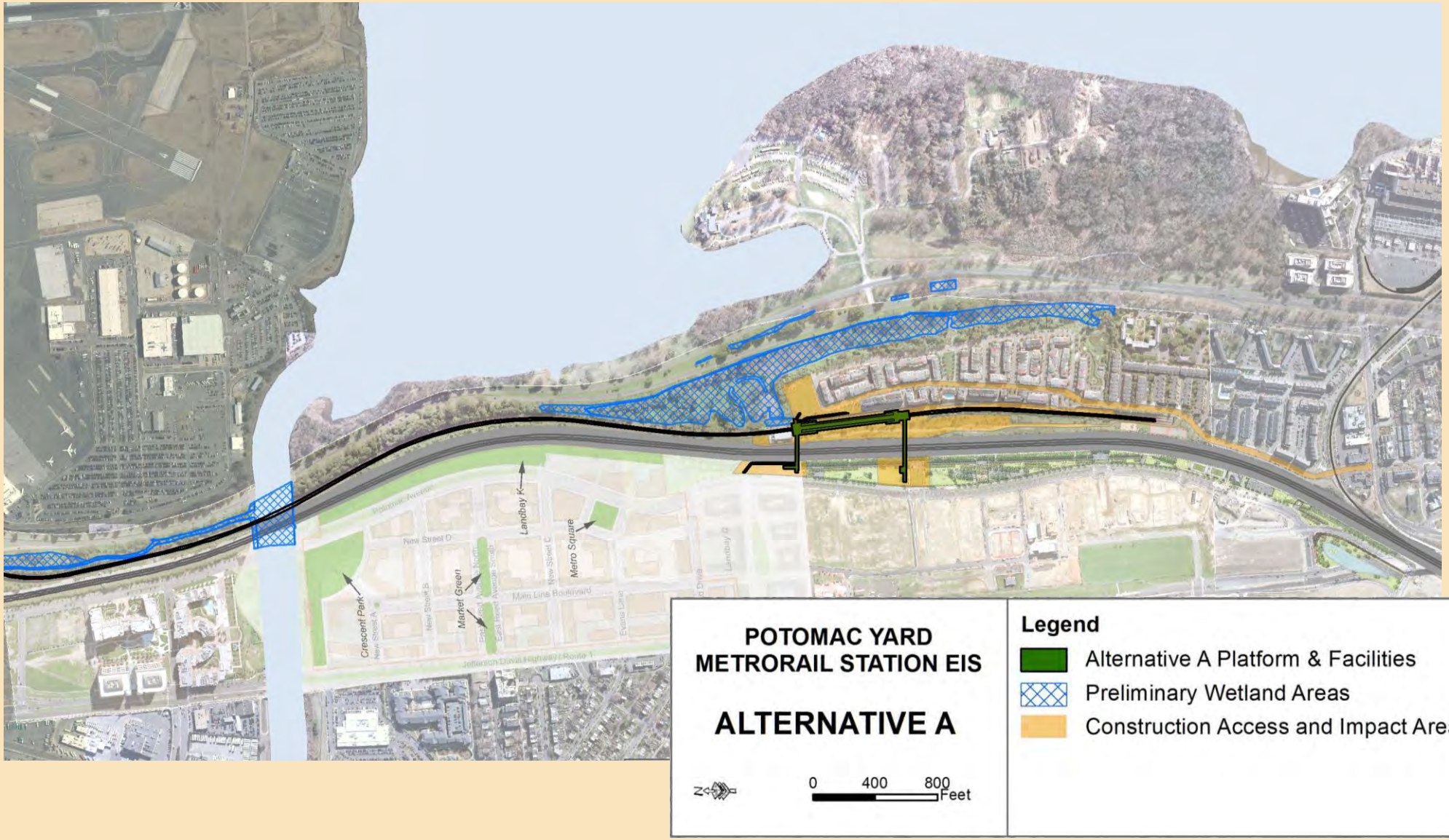
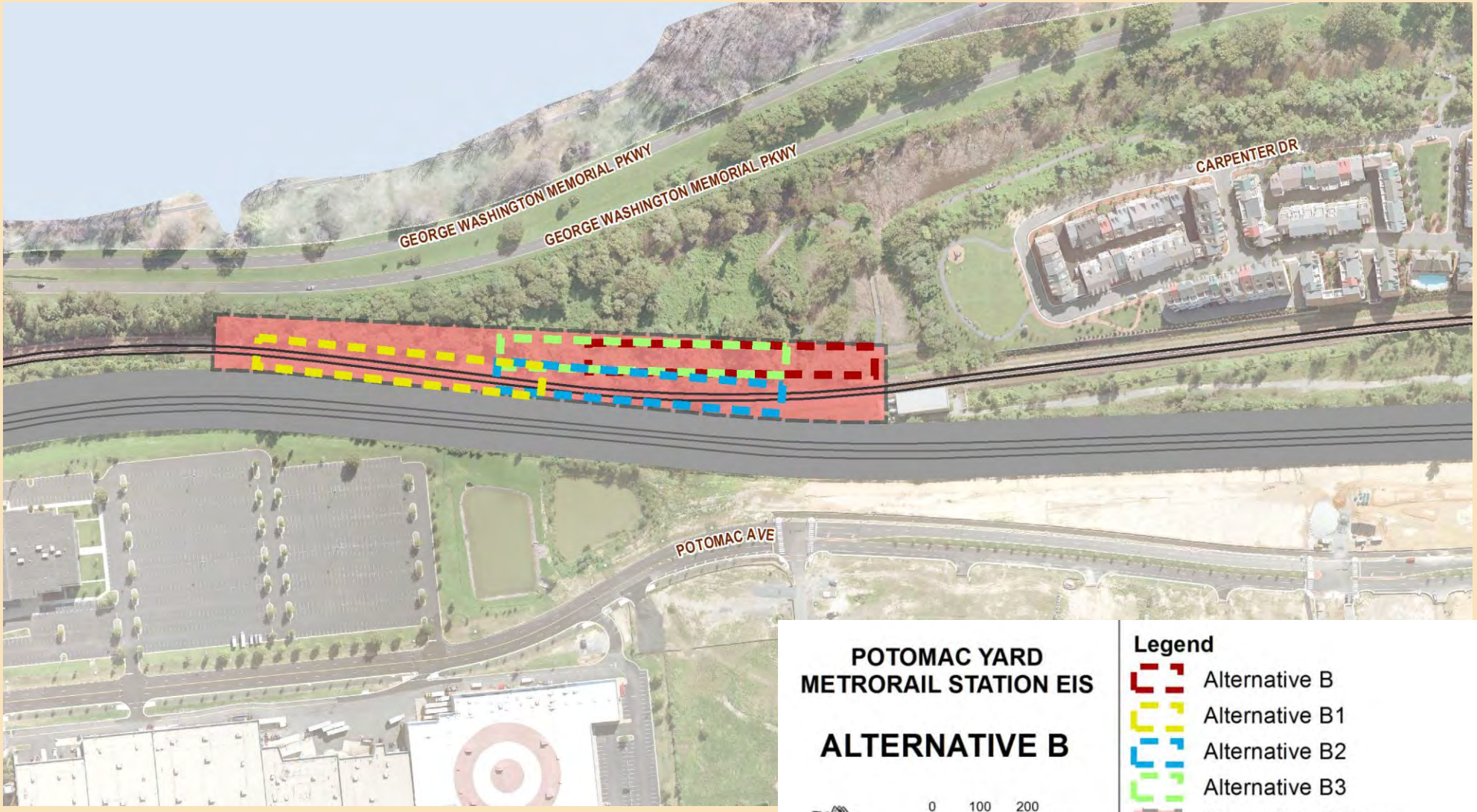
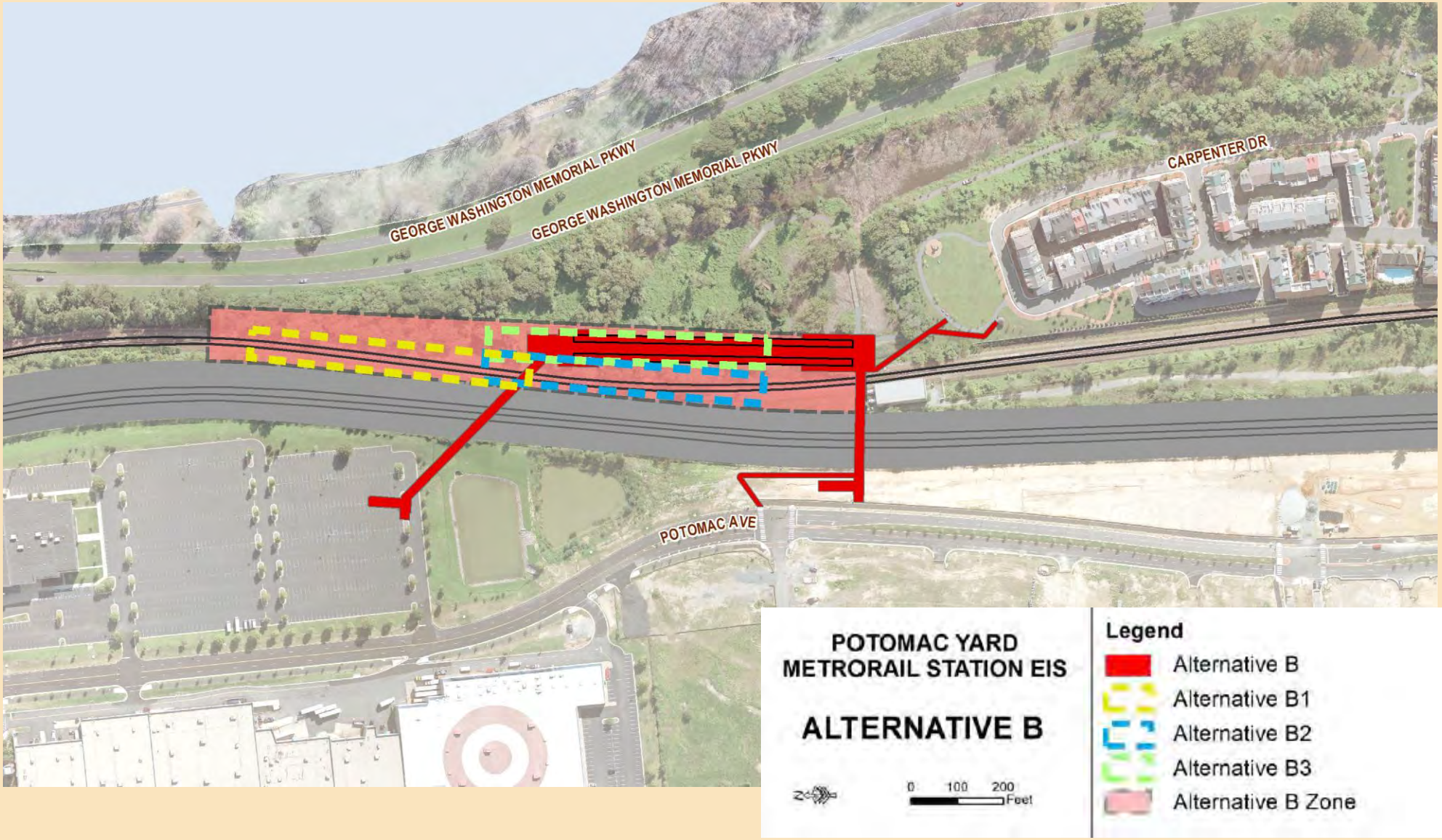


Alternatives for Analysis in DEIS: Alternative B



Alternatives for Analysis in DEIS: Alternative B



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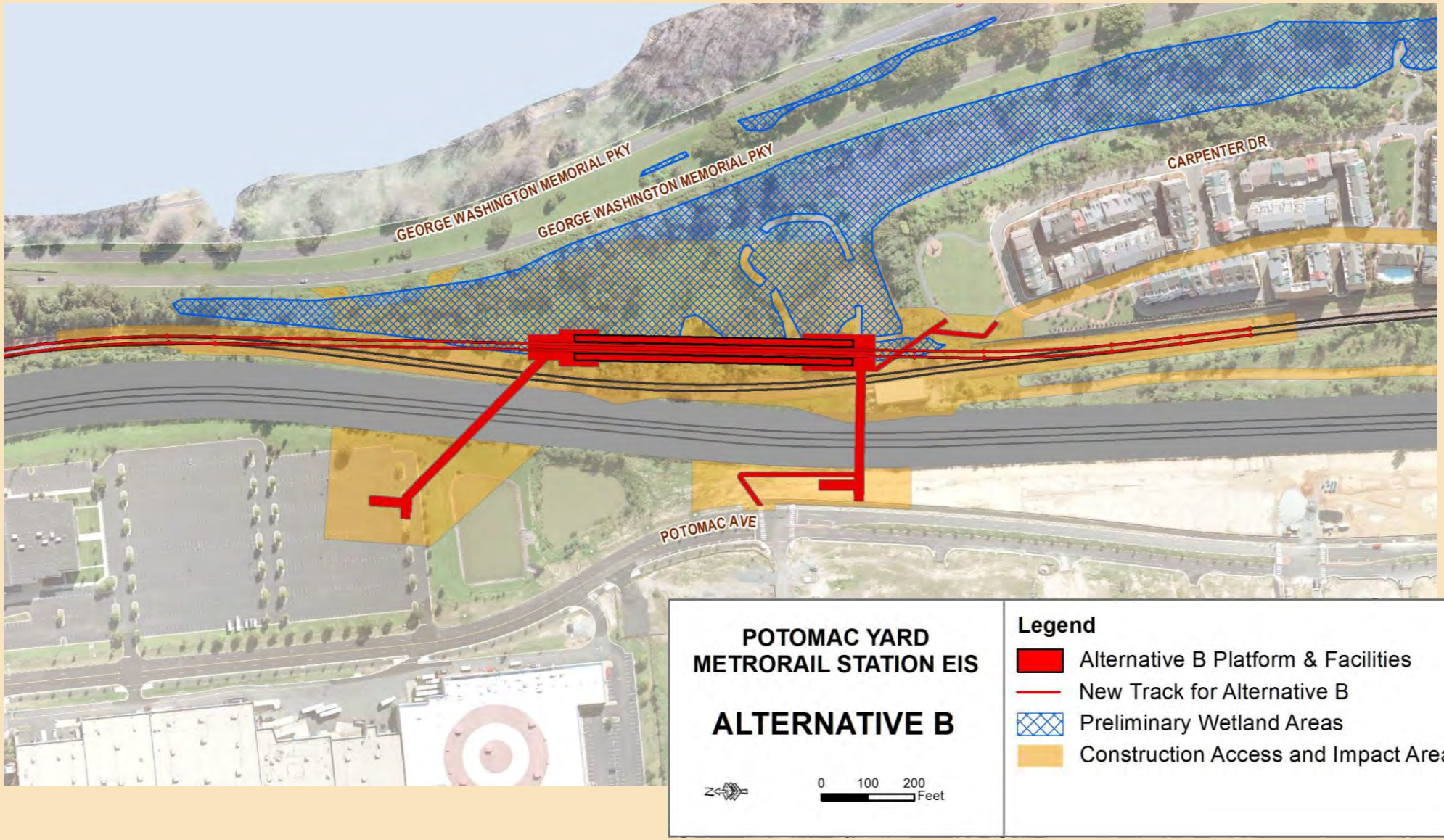

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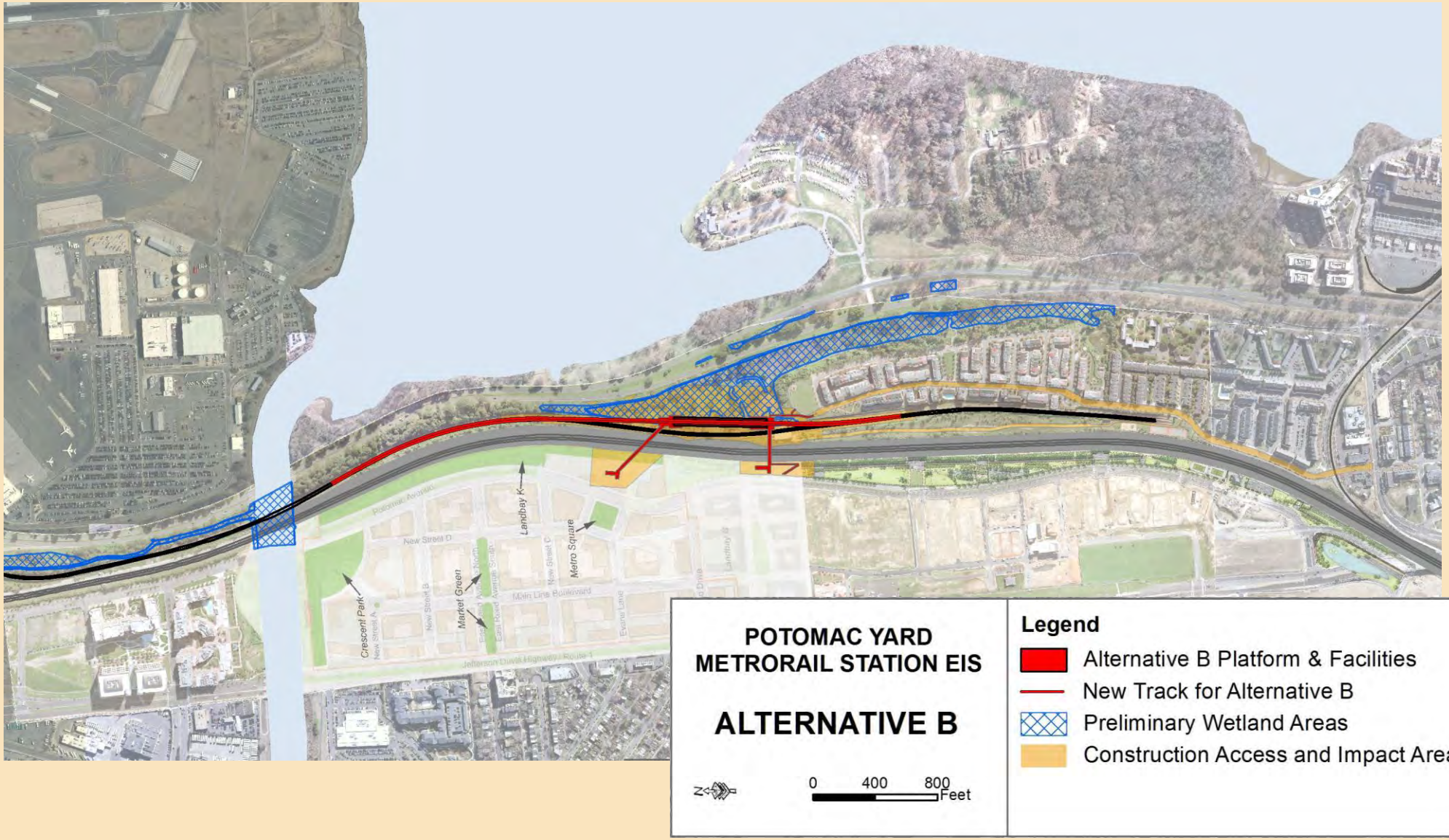

Functionality and Appearance:
Example: At-Grade Station – Morgan Boulevard

Alternatives for Analysis in DEIS: Alternative D

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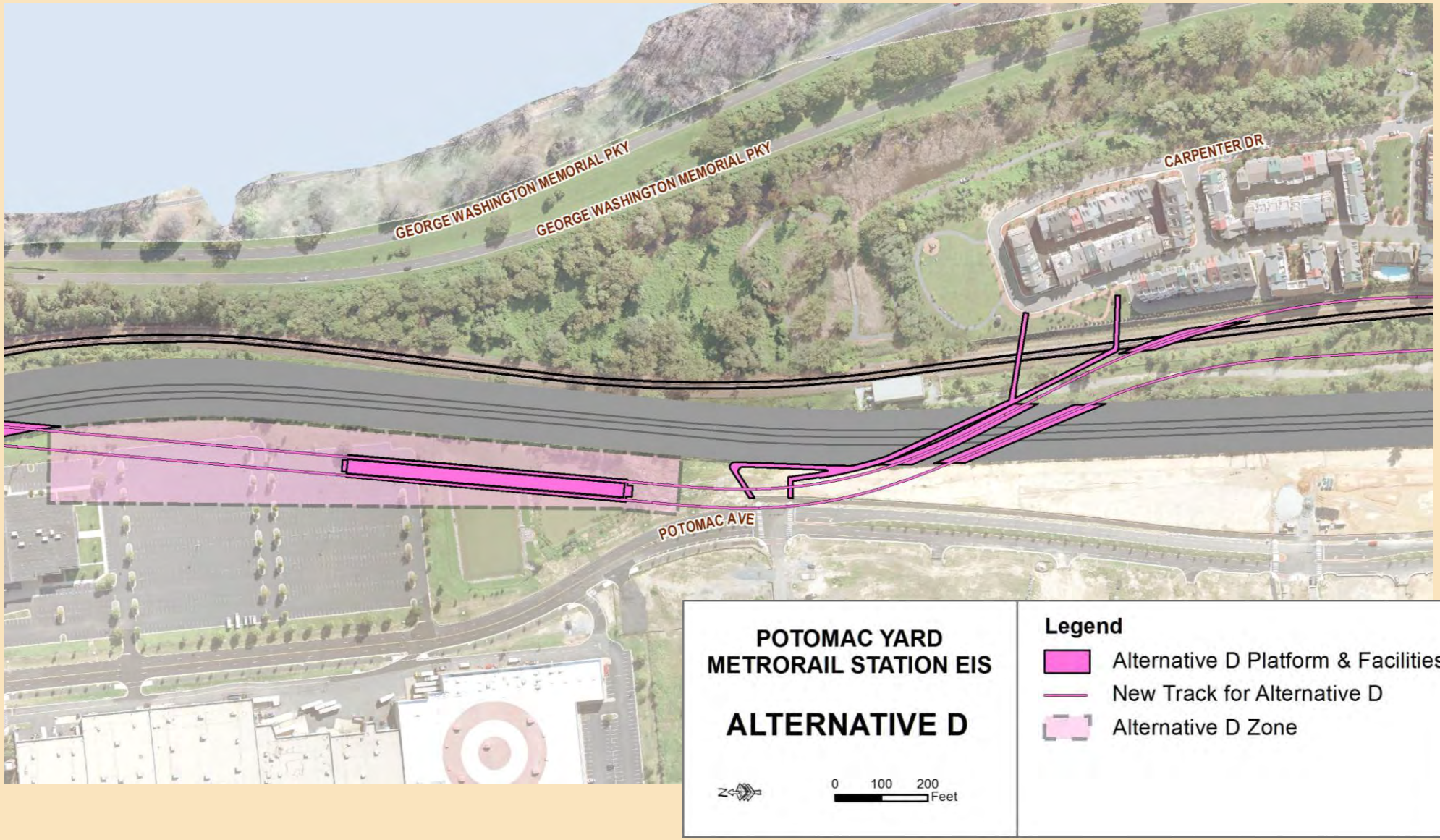

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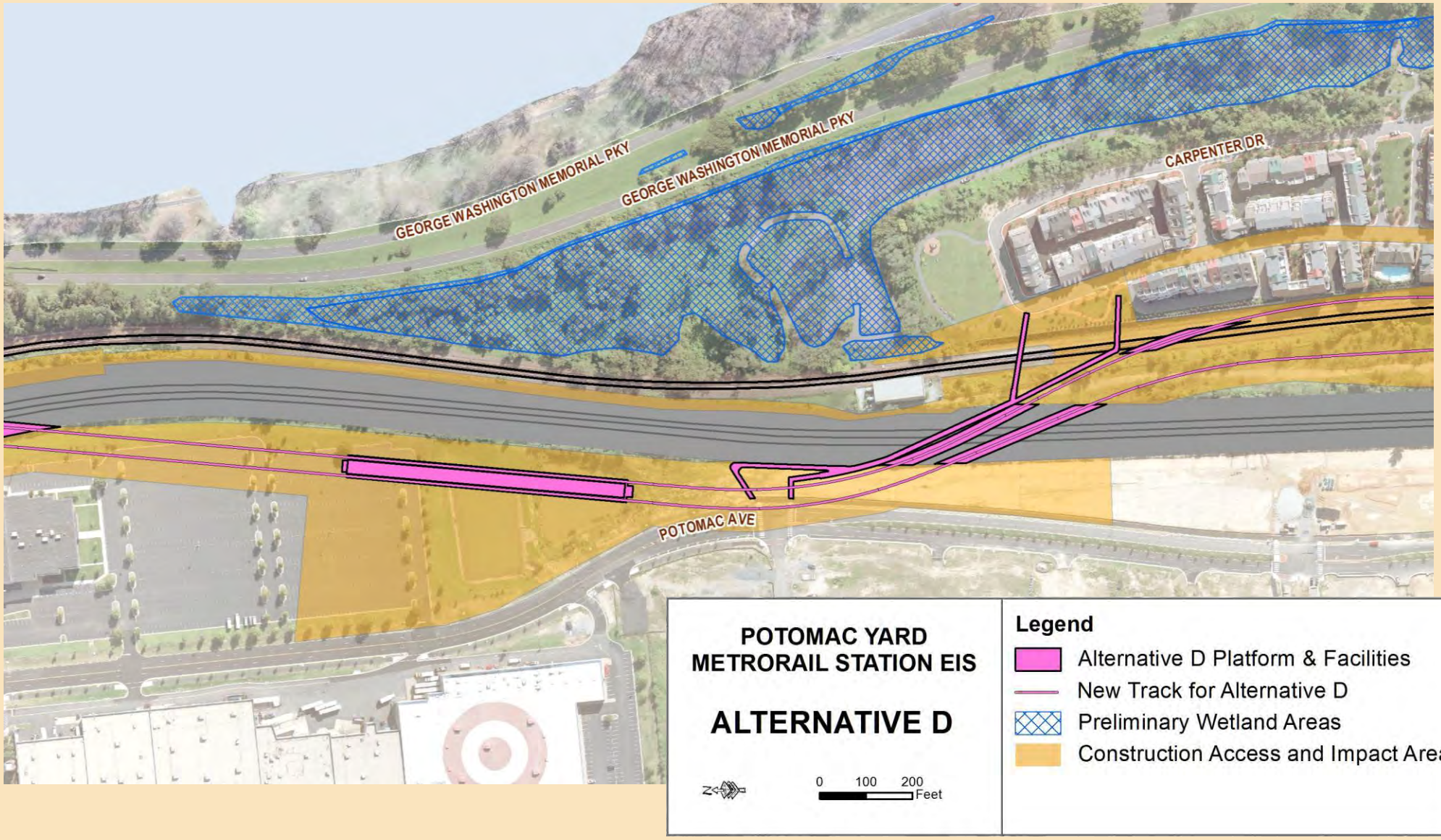

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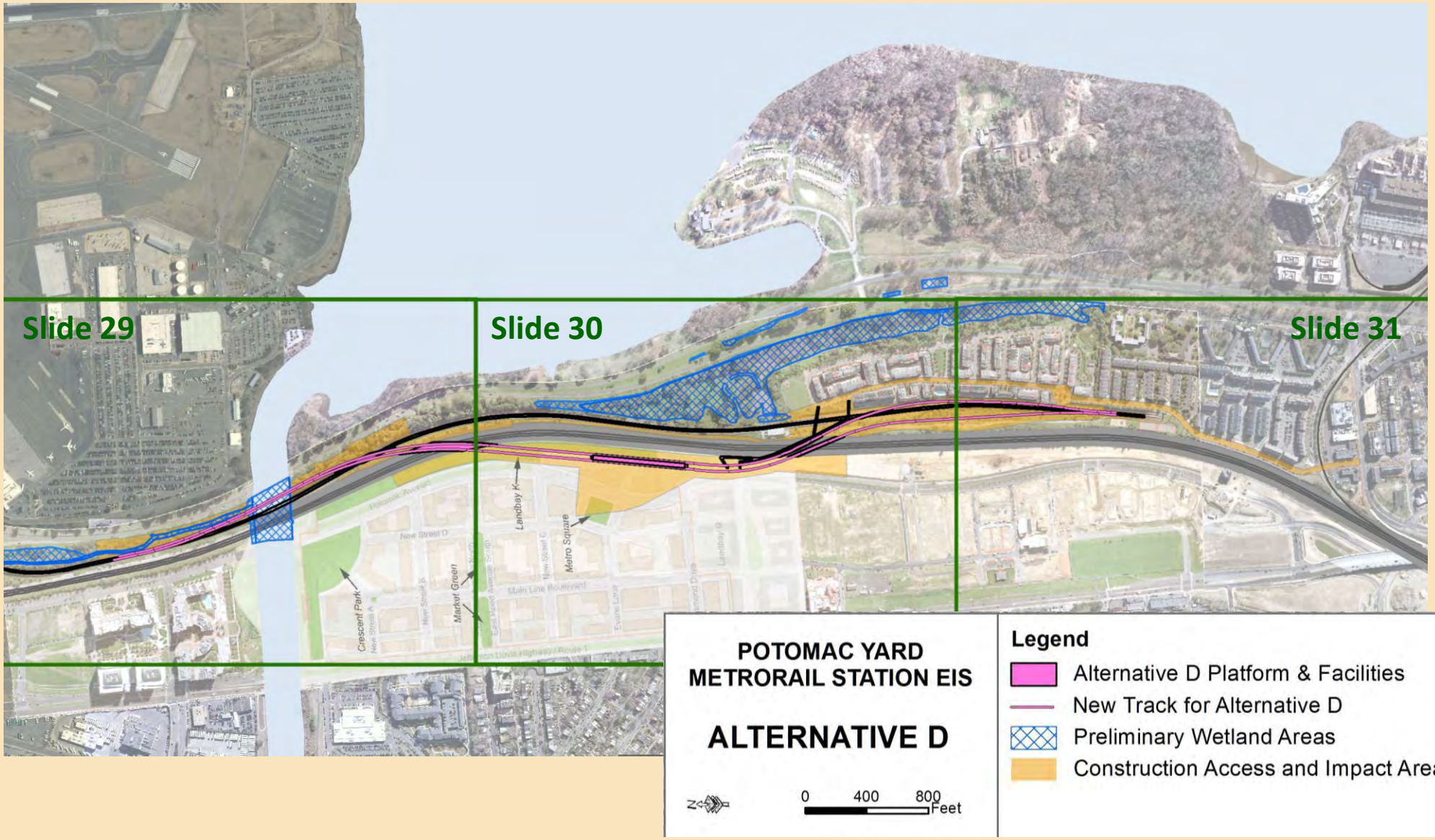

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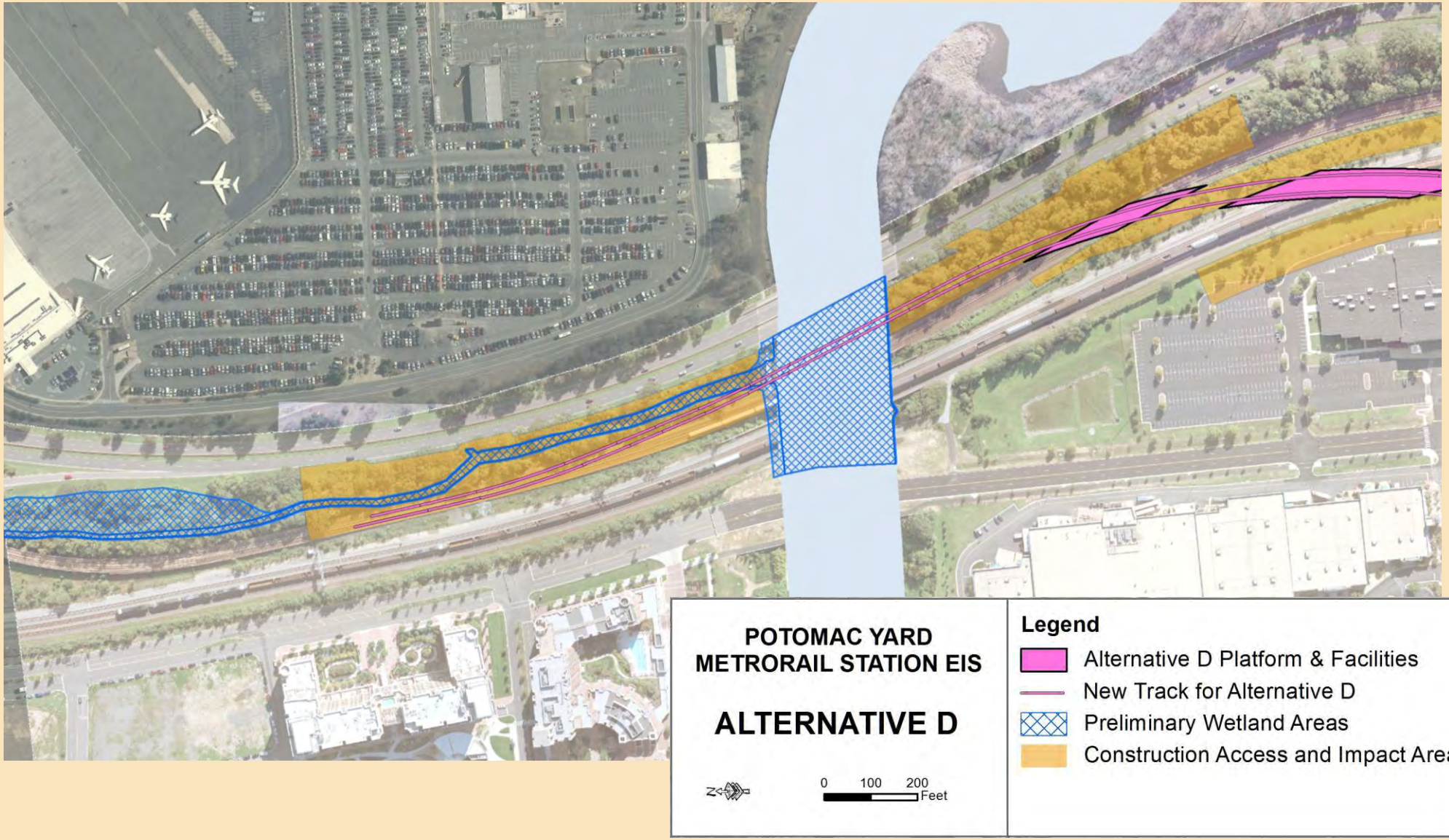

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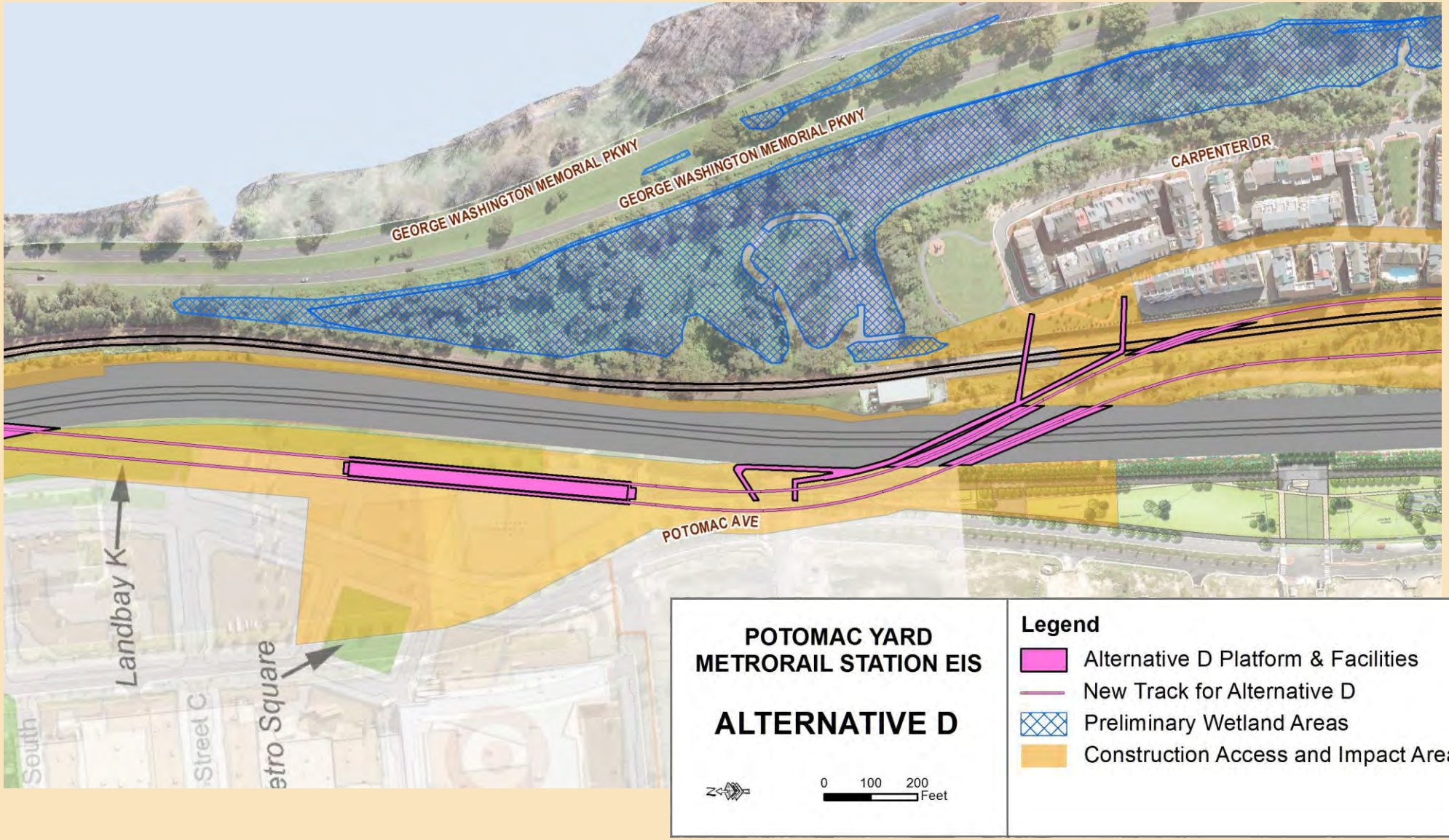

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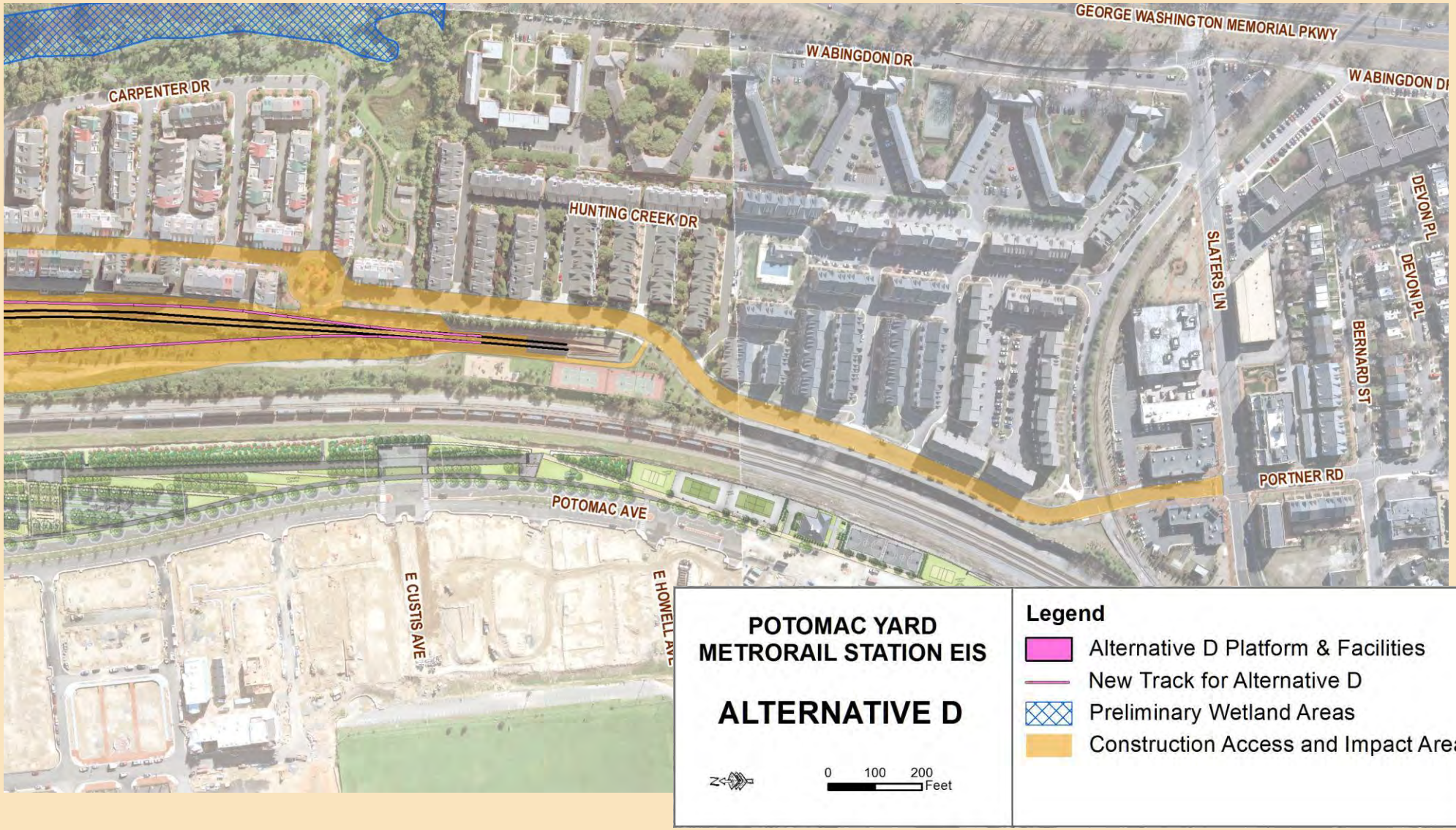
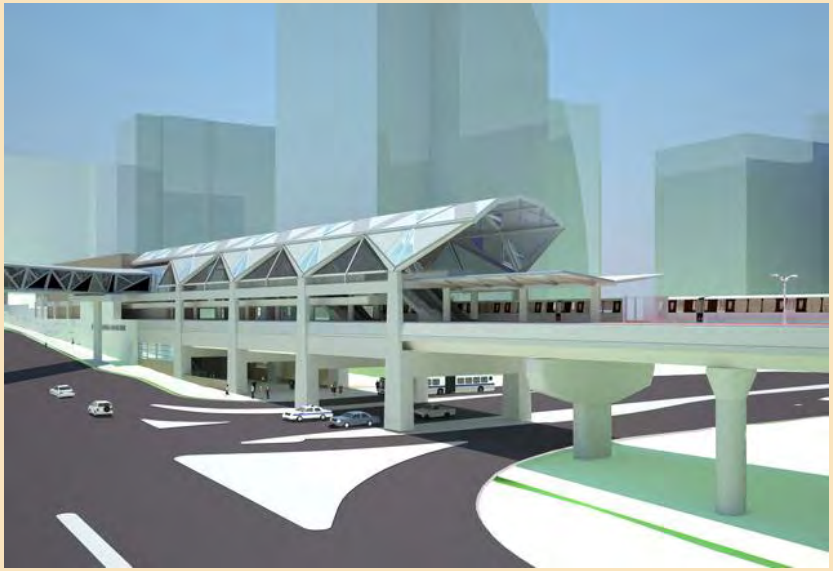


Functionality and Appearance:
Example: Aerial Station – Tysons Corner



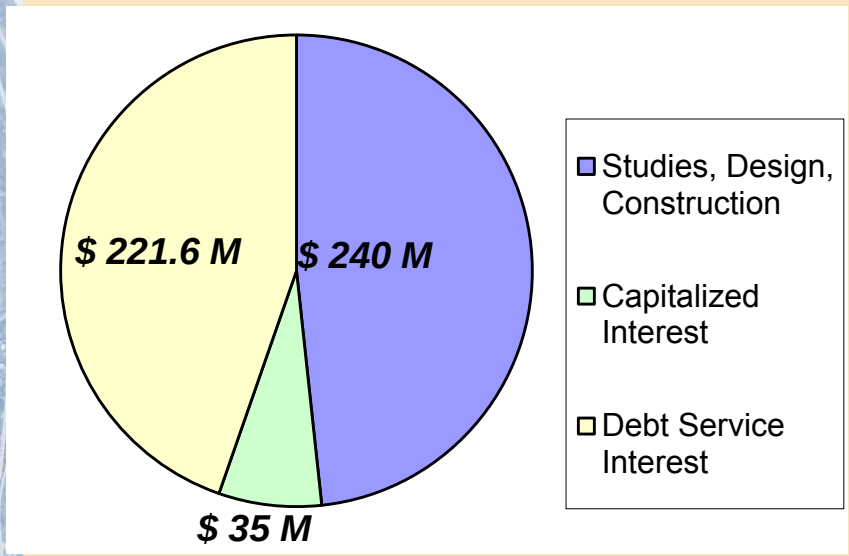
Preliminary Cost Drivers

	Alt A	Alt B	Alt D
Structures Required	• 2 pedestrian bridges	• 2 pedestrian bridges • Retaining wall	• New Metrorail bridge over Four Mile Run; • 2 new Metrorail bridges • 1 pedestrian bridge • Aerial track and supports
Requires Compressed Work Hours	Yes	Yes	No
New Track Construction	0-feet	Approximately 2,000-feet	Approximately 6,000-feet
Complexity of Construction Staging	Moderate	Moderate-High	High
Requires Construction Along Live Tracks	High	Medium	Medium-Low

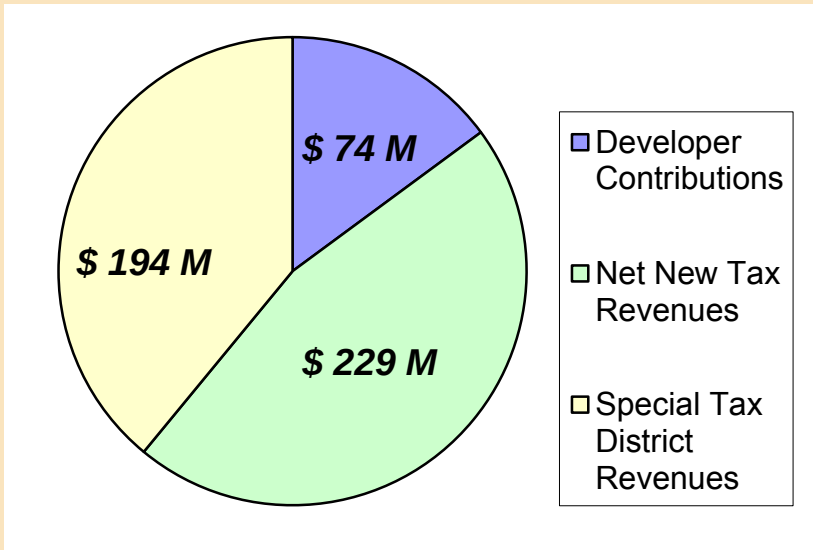
Planned Uses and Sources of Funding

TOTAL: $496.6 Million

Uses

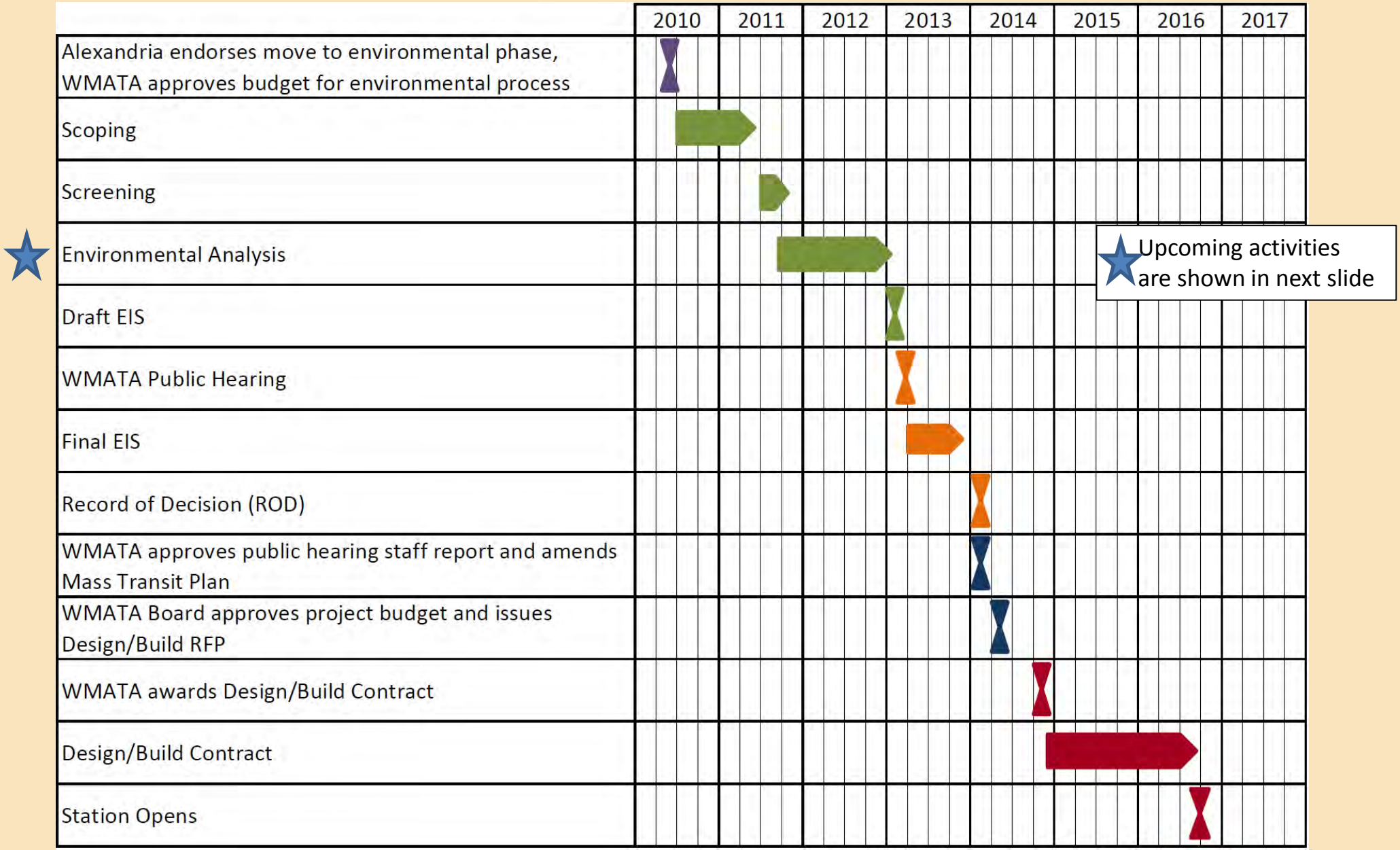


Sources

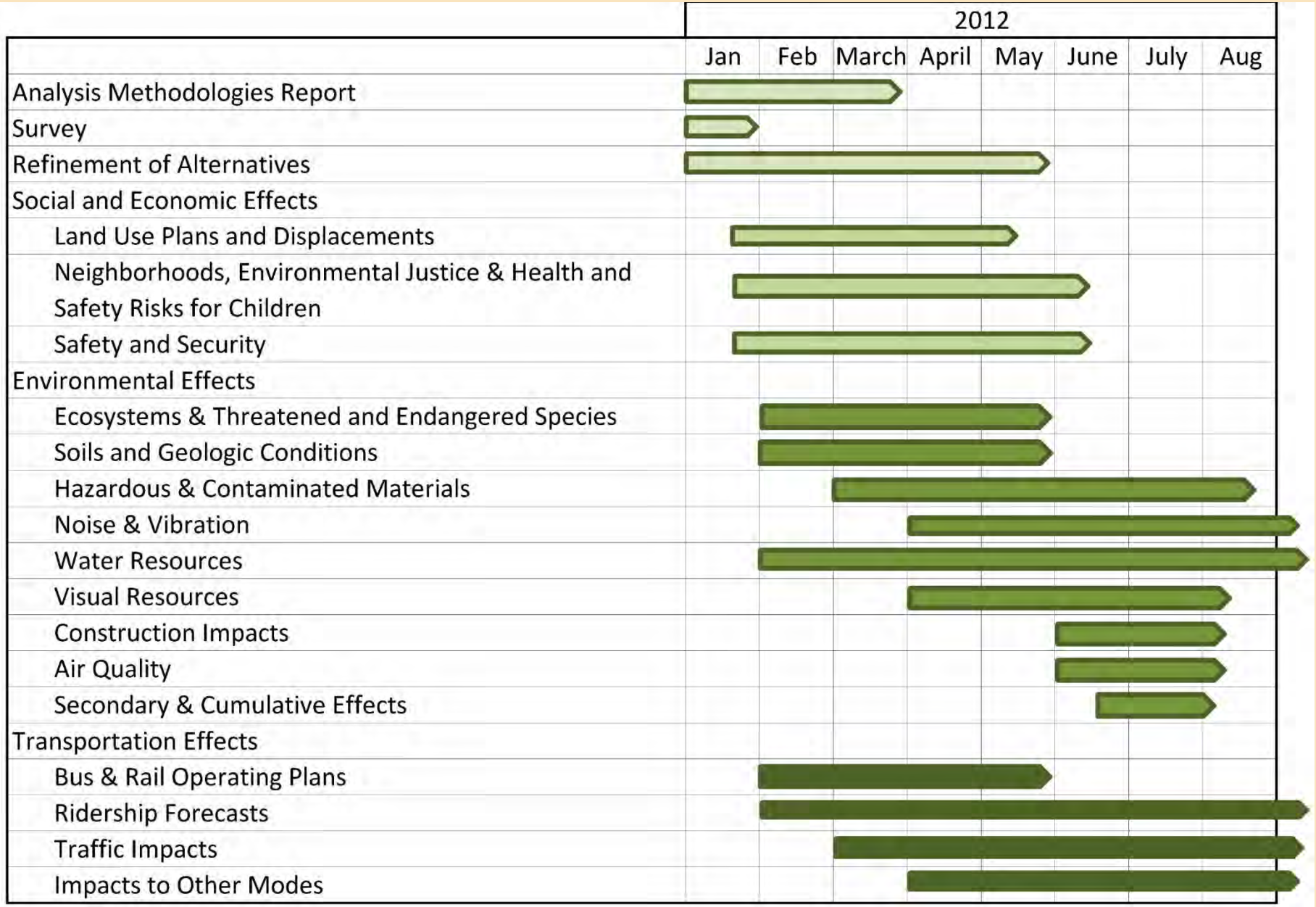


NOTE: Costs shown on this slide are based on work completed in the ***Potomac Yard Metrorail Station Concept Development Study*** (February, 2010)

Overall Project Schedule



Further Cost Drivers and Upcoming Schedule



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?

www.alexandriava.gov/potomacyard

www.potomacyardmetro.com

comments@potomacyardmetro.com