



## **Draft Environmental Impact Statement and Plans for the Proposed Potomac Yard Metrorail Station Alexandria, Virginia Docket R15-01**

### **Purpose**

**Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the Draft Environmental Impact Statement and plans for the proposed Potomac Yard Metrorail Station in Alexandria, Virginia as follows:**

Hearing No. 604  
Thursday, April 30, 2015  
Cora Kelly Recreation Center  
25 West Reed Avenue  
Alexandria, VA 22305  
Closest Metrorail station: Braddock Road

Shuttle bus will depart Braddock Road at 5:00pm, 5:30pm, 6:00pm and 6:30pm;  
Return shuttle will depart the Cora Kelly Recreation Center at the conclusion of the hearing.

**Hearing scheduled to begin at 7:00 p.m.**  
**Open house at 6:30 p.m.**

**Please note that this date is subject to the facility's cancellation policy.**

The locations of all public hearings are 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 Metro 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 public hearing date.

For more information please visit  
[www.potomacyardmetro.com](http://www.potomacyardmetro.com) and [www.wmata.com/hearings](http://www.wmata.com/hearings)



## **PURPOSE OF THE PUBLIC HEARING**

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) regarding the Draft Environmental Impact Statement (Draft EIS) and plans for the proposed Potomac Yard Metrorail Station in Alexandria, Virginia. At the hearing, WMATA will receive and consider public comments and suggestions about the proposal. The proposed alternatives may change as a result of this hearing.

## **REFERENCE MATERIAL AVAILABLE FOR INSPECTION**

The Draft Environmental Impact Statement (Draft EIS) and general plans for the proposed Potomac Yard Metrorail Station are available online at [www.potmacyardmetro.com](http://www.potmacyardmetro.com) and [www.wmata.com/hearings](http://www.wmata.com/hearings) and may be inspected during normal business hours at the following locations beginning Monday, March 30, 2015:

### WMATA

Office of the Secretary  
600 Fifth Street, NW, Room 2D-209  
Washington, DC 20001  
202-962-2511  
(Please call in advance to coordinate)

Charles E. Beatley, Jr. Central Library  
5005 Duke Street  
Alexandria, VA 22304  
703-746-1702

Alexandria Office of City Clerk  
301 King Street, Room 2300  
Alexandria, VA 22314  
703-746-4550

Cora Kelly Recreation Center  
25 West Reed Avenue  
Alexandria, VA 22305  
703-746-5554

James M. Duncan Branch Library  
2501 Commonwealth Avenue  
Alexandria, VA 22301  
703-746-1705

Aurora Hills Branch Library  
735 18<sup>th</sup> Street, South  
Arlington, VA 22202  
703-228-5715

## **WHAT IS PROPOSED**

The City of Alexandria, in cooperation with WMATA, is proposing the construction of a new Metrorail station at Potomac Yard within the City of Alexandria. Construction would include a new Metrorail station, associated track improvements, and pedestrian bridges. 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. 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 Alternatives**

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. The Draft EIS considers the following alternatives: a No Build Alternative, three Metrorail build alternatives (Build Alternatives A, B, and D), and a design option of Build Alternative B (B-CSX Design Option). The City of Alexandria will select a preferred alternative as part of its separate legislative process.

### **No Build Alternative**

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.

### **Build Alternative A**

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 City of Alexandria's *Potomac Yard/Potomac Greens Small Area Plan* (1999).

The Build Alternative A station platform would be constructed 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 A would provide 24-hour pedestrian/bicycle access between Potomac Yard and Potomac Greens via one of its two pedestrian bridges.

### **Build Alternative B**

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 National Park Service (NPS)-administered easement located within the City's Potomac Greens Park.

The Build Alternative B station platform would be constructed 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 B would provide 24-hour pedestrian/bicycle access between Potomac Yard and Potomac Greens via one of its two pedestrian bridges.

## **B-CSX Design Option**

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.

The B-CSX Design Option station platform would be constructed 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. Under B-CSX Design Option, a separate pedestrian/bicycle bridge providing 24-hour pedestrian/bicycle access between Potomac Yard and Potomac Greens would be constructed as part of a separate City of Alexandria project.

## **Build Alternative D**

Build Alternative D is located west of the CSXT railroad tracks near the existing Potomac Yard Shopping Center. The alternative would require the construction of 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.

Build Alternative D would include the construction of an elevated station platform with a ground floor mezzanine entrance. Under Build Alternative D, a separate pedestrian/bicycle bridge providing 24-hour pedestrian/bicycle access between Potomac Yard and Potomac Greens would be constructed as part of a separate City of Alexandria project.

## **WMATA COMPACT REQUIREMENTS**

WMATA's Compact requires that the Board, in amending the mass transit plan, consider current and prospective conditions in the transit zone should the project be built. The transit zone includes the City of Alexandria, and considerations include, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; factors affecting environmental amenities and aesthetics, and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating costs thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as "various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed," all as more particularly set forth in WMATA's Compact.

The Federal Transit Administration (FTA) and the City of Alexandria, in cooperation with WMATA and the National Park Service (NPS), prepared a Draft Environmental Impact

Statement (Draft EIS) in accordance with WMATA Compact policies, the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act. The Draft EIS and general plans for the project are available for public review at the locations identified in the reference materials section above.

### **HOW TO REGISTER TO SPEAK AT THE PUBLIC HEARING**

All organizations or individuals desiring to be heard with respect to the proposal will be afforded the opportunity to present their views and make supporting statements and to offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at the public hearing are requested to furnish in writing their name and organization affiliation, if any, via email to [speak@wmata.com](mailto:speak@wmata.com). The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. Alternatively, you may fax this information to 202-962-1133. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided. Public officials will be heard first and will be allowed five minutes each to make their presentations. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

### **HOW TO SUBMIT WRITTEN STATEMENTS**

Written statements and exhibits must be received by 5 p.m. on Monday, May 18, 2015 by the Office of the Secretary and may be emailed to [comments@potomacyardmetro.com](mailto:comments@potomacyardmetro.com) or [writtentestimony@wmata.com](mailto:writtentestimony@wmata.com). They may also be mailed to one of the following addresses:

Potomac Yard Metrorail Station EIS  
P.O. Box 16531  
Alexandria, VA 22302

Office of the Secretary  
Washington Metropolitan Area Transit Authority  
600 Fifth Street, NW  
Washington, DC 20001

Alternatively, statements may be faxed to 202-962-1133. Please reference the Hearing or Docket Number in your submission. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.