

APPENDIX G

Reference Materials

Conflict of Interest Disclosure Statement

NPS Letter to City of Alexandria, April 20, 2015

CONFLICT-OF-INTEREST DISCLOSURE STATEMENT
40 C.F.R. 1506.5(c)

AECOM Technical Services, Inc., (“Consultant”) has been retained by the Washington Metropolitan Area Transit Authority to prepare an environmental impact statement (“EIS”) for the Potomac Yard Metrorail Station Project (“Project”).

Consultant affirms that it does not have any financial or other interest in the outcome of this project, in accordance with Council on Environmental Quality Regulation, 40 C.F.R. § 1506.5(c) (1999). Consultant further affirms that it does not have any agreement, enforceable promise, or guarantee to provide any future work on this project. Consultant has no associations or professional or business relationships with anyone who has a financial interest in the outcome of this project, nor does anyone with a financial interest in the outcome of this project exercise any control over the Consultant’s preparation of this EIS.

For: AECOM Technical Services, Inc.

[Consulting Firm Name]

By:

Diana C Mendes

[Authorized Officer]

Date: January 26, 2011



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:

1.A1. (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,

A handwritten signature in cursive script, reading "Robert A. Vogel". The signature is written in dark ink and is positioned above the printed name.

Robert A. Vogel
Regional Director

APPENDIX H

City of Alexandria Boards and Commissions

City of Alexandria Beautification Commission (137)

City of Alexandria Park and Recreation Commission (259)

City of Alexandria Environmental Policy Commission (257)

City of Alexandria Board of Architectural Review (254)

City of Alexandria Planning Commission (255)

City of Alexandria Transportation Commission (251)

City Council of the City of Alexandria (253)



City of Alexandria, Virginia

Alexandria Beautification Commission

P.O. Box 178

Alexandria, Virginia 22313



Honorable William D Euille, Mayor
and Members of City Council
City of Alexandria
City Hall Room 2300
301 King St.
Alexandria, VA 22314

May 14, 2015

Dear Mayor Euille and Members of Council,

I am writing on behalf of the City's Beautification Commission to inform you of the Commission's views and concerns regarding the proposed Potomac Yard Metrorail Station. The Beautification Commission supports the City staff endorsement of Build Alternative B, provided suitable efforts are taken to maintain the existing viewshed from the George Washington Memorial Parkway (GWMP), mitigate impacts on existing wetlands and the scenic easement, minimize alterations to Potomac Yard Park, and minimize the increase in impermeable surfaces in the station design.

The Commission strongly recommends that Construction Access Option 2 be selected in order to maintain the existing viewshed from the George Washington Memorial Parkway. The temporary convenience of construction access from the GWMP is far outweighed by the long-lasting degradation of user experience.

The Commission is encouraged by the framework net benefit agreement reached with the National Park Service regarding the Greens Scenic Area easement for mitigating impacts and the loss of parkland within the GWMP. In addition to the terms outlined in Table 2 and Appendix B of the staff recommendation, the Commission requests careful consideration of mitigation efforts to minimize the permanent and temporary impacts to the wetlands. The Commission recommends that the land remaining in this important ecological area after construction of the Metrorail Station be improved by removing non-native trees and vegetation.

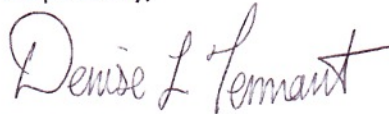
As you may be aware, the Commission recognized Potomac Yard Park in its 2014 annual awards for the park's contribution to the beautification of the City. The park is a tremendous asset to the area and has proven to be very popular with local families. Build Alternative B, though not the most intrusive of the build alternatives, will have temporary and permanent impacts on this park. The Draft Environmental Impact Statement indicates that one station exit will be located at the northern end of Potomac Yard Park. If it is not possible to move the station outside of the park during final station design, we ask that mitigation measures be taken to minimize the impact of this intrusion into the park.

Lastly, the Commission is concerned about the increase in impermeable surfaces in the Potomac Yard area with the addition of the proposed Metrorail Station. Impermeable surfaces contribute to the pollution of surface water and do not permit the water table to be naturally recharged, among other ill

effects. True beautification of the City requires careful consideration of the environmental impact of new development, and we request that the final design of the Metrorail Station incorporate permeable surfaces to the greatest extent possible.

While we recognize that there are many factors that will contribute to the final Metrorail Station build option selection and design, we submit that the goal of beautifying our City remains important and should not be overlooked. We believe that the proposed Metrorail Station will play an important role in the future of Alexandria and hope that it will contribute to the future beautification of Alexandria as well.

Respectfully,

A handwritten signature in dark ink, reading "Denise L. Tennant". The signature is written in a cursive style with a large, looped "D" and a long, sweeping horizontal stroke at the end.

Denise L. Tennant
Chair, Beautification Commission



**DEPARTMENT OF RECREATION, PARKS
AND CULTURAL ACTIVITIES**

1108 Jefferson Street
Alexandria, Virginia 22314
Phone: (703) 746-4343
Fax: (703) 746-5585
James B. Spengler, Director

Park and Recreation Commission

May 15, 2015

Mayor William Euille
Vice Mayor Allison Silberberg
Councilman John Taylor Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg
Councilman Justin M. Wilson

Re: Potomac Yard Metro Station

Dear Mayor Euille and City Council Members:

The Park and Recreation Commission supports the staff recommendation of Alternative B as the location for the Potomac Yard Metro Station because it is consistent with park plans and goals.

Throughout the process, the Commission has received reports from staff regarding the various options, including taking a walking tour of the various proposed sites. Alternative A would either destroy or significantly and negatively impact the newly constructed play spaces and water feature in Potomac Yard park and would mean that the largest section of that linear park would not be usable as parkland. Alternative B has a much smaller impact on the existing Potomac Yard Park, as it will land in a plaza area that was initially conceived as a landing point for a pedestrian bridge.

Although the Commission supports the staff recommendation, the Commission does so with the following four pieces of advice related to issues of concern to the Commission.

First, the presence of the Metro station at Potomac Yard will undoubtedly increase use of the Potomac Yard Park and the pedestrian and bicycle trail. The increased use will result in the need for significant additional maintenance including the need for additional trash pick-up, among other things. Council must plan now to make available the appropriate funding to ensure that the increased needs created by increased use related to Metro can be met.

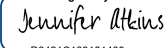
Second, the Potomac Yard bicycle and pedestrian trail is a key element for the success of the Metro station, as residents and visitors will be able to safely walk and bike to and from the station. The Commission urges Council to ensure that the planning and design process includes areas for bicycle share stations and personal bicycle parking. There are many examples of innovative bicycle parking solutions around the world. The planning process should include consideration of creative solutions for bicycle parking. The Commission expects to see bicycle parking and bicycle share stations accounted for in the design phase.

Third, to the extent entrances to the station are in a park, those entrances must be designed as park features so that they are consistent with and seamless with the character and use of the surrounding park. Council should direct staff to ensure that the planning and design process includes the consideration of the station entrances as park elements.

Fourth, Council should direct staff to make every effort to ensure that both Potomac Greens Park and Potomac Yard Park remain safe and accessible throughout the construction phase. Council should ensure that appropriate maintenance of the parks continues throughout the construction phase to keep the parks safe and accessible. If areas of the parks must be made inaccessible for safety reasons, the time of inaccessibility should be as limited as possible and adequate communication regarding alternatives must be made to the public. To the extent that, for example, the Potomac Yard pedestrian and bicycle trail might become unusable at some point during construction, there must be a well-designated detour to ensure appropriate through travel for cyclists and pedestrians. Likewise, any interruption to the safe use of the play space in Potomac Greens Park must be limited and well communicated to the community.

The Commission supports the addition of Metro to Potomac Yard and urges Council to take steps to make clear that the planning, design, and construction process must include careful attention to ensure the existing Potomac Yard Park and Potomac Greens Park are enhanced by the presence of the Metro station.

Sincerely,

DocuSigned by:

D3421C109181409

Jennifer Atkins, Co-Chair
Park and Recreation Commission

May 15, 2015

Honorable Mayor William D. Euille and Members of City Council
City of Alexandria
Suite 2300, City Hall
301 King St
Alexandria, VA 22314

Re: Potomac Yard Metrorail Station Preferred Alternative Endorsement

Dear Mayor Euille and Members of Council:

On behalf of the Alexandria Environmental Policy Commission (EPC), I am writing to urge your approval of the City staff's recommendation of "Alternative B" for the location of the future Potomac Yard Metrorail Station.

The EPC believes the proposed Station provides much needed increased access to public transportation along a rapidly growing corridor in the City of Alexandria. The new station supports the overall intent of Alexandria's Environmental Action Plan (EAP), and several key goals within it. With a focus on climate change and sustainability, the EAP calls for substantial reductions in emissions from daily vehicle miles traveled, and increased access to integrated transit.

The EAP sets a target, by 2020, of increasing the number of commuters who use public transportation by 25% over 2000 census data. It also specifically calls for a Potomac Yard Metrorail Station to be operational before the occupancy rate of the Potomac Yard development area reaches 70%. In addition to meeting specific goals of the EAP under transportation, the new station will also support objectives in air quality improvement, energy conservation, and climate change mitigation. Proposed Alternative B, as presented to EPC, supports the goals of the EAP outlined above by maximizing service to residents within the critical half-mile walking radius.

Alternative B will result in a net loss of wetlands. While EPC is reluctant to reduce any wetlands acreage, the mitigation framework drafted with the National Park Service (NPS) will result in higher quality wetlands and improved storm water management along a crucial riparian corridor in Alexandria. We understand there will also be opportunities for improvements to Daingerfield Island and the heavily used Mt Vernon trail. Additionally, we note that high density development at public transit sites has much less aggregate impact on wetlands and other natural resource areas than low density, single-occupancy vehicle oriented development in outer suburbs.

We look forward to working with Council and staff as the City develops designs for the new station, and begins making detailed planning decisions. To cite one important design component, we will advocate for the incorporation of bike share stations, bicycle parking facilities, and pedestrian and bicycle trail access to create a truly multi-modal transportation hub.

For the reasons stated above, we urge your endorsement of preferred Alternative B. Should you have any questions or be in need of our assistance, please do not hesitate to contact me at the email address below.

Sincerely,



Jim Kapsis
Chair, Environmental Policy Commission
kapsisje@gmail.com

**BOARD OF ARCHITECTURAL REVIEW (OLD AND HISTORIC DISTRICT)
ACTION, APRIL 29, 2015*:**

Ms. Roberts made a motion to support Alternative B as the preferred station alternative, based on its consistency with the relevant Standards listed in Section 10-105 of the zoning ordinance, with the following conditions:

1. If Alternative B is selected, the BAR recommends that any potential impacts of the station design include, at a minimum, the following mitigation:
 - a. Construction access shall not occur from the GWMP.
 - b. The overall station design should use materials that are appropriate to the local Alexandria building traditions and the original GWMP infrastructure construction.
 - c. Particular attention must be paid to the following elements to insure that they are harmonious with the old and historic aspect of the GWMP:
 - i. Landscape berms and retaining wall materials that minimize the apparent height of the overall structure and blend with the natural landscape, using materials already found on the GWMP, such as stone;
 - ii. The roof design and materials of the station;
 - iii. The form and materials of the platform roof and the pedestrian bridges must be as visually light as possible;
 - iv. Lighting must be minimal, directed away from the Parkway, and should complement the station design; and
 - v. The height of the structures should be minimized to the maximum extent possible.
2. The BAR will be actively involved in the schematic design of the station, through the BAR Concept Review process, and at each appropriate step in the station design review process until a Certificate of Appropriateness is approved.

Ms. Roberts further moved that, although Alternative B is the only location within the Old and Historic Alexandria District, the BAR is concerned that the viewshed from the GWMP and that the memorial character of the GWMP be protected, including aspects of the cultural landscape such as historic grading, historic trees and historic wetlands, regardless of which station alternative is selected.

* The minutes from the April 29, 2015 Board of Architectural Review meeting are still in draft form. Formal approval will take place on May 20, 2015.

PLANNING COMMISSION ACTION, MAY 5, 2015: On a motion by Vice Chairman Dunn, seconded by Commissioner Wasowski, the Planning Commission voted to recommend Alternative B, with construction access Option 2, for the Potomac Yard Metro Station and determined that it is consistent with the City's Master Plan. The motion carried on a vote of 5 to 0 with Commissioner Lyle absent and Commissioner Macek recusing himself.

Reason: The Planning Commission agreed with the staff analysis that the provision of a Metrorail station, specifically in the location of Alternative B, is most consistent with and represented in the preceding planning processes and documents. Further commentary discussed that the impacts to the George Washington Memorial Parkway can be mitigated through collaboration already outlined through the draft net benefits agreement with the National Park Service, and that the Alternative B location minimizes impacts to the linear park [Potomac Yard Park] in Potomac Yard.



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

Phone: 703.746.4025

Mayor William D. Euille and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

May 15, 2015

Re: Potomac Yard Metrorail Station – Preferred Alternative Endorsement

Dear Mayor Euille and Members of City Council:

At the Transportation Commission meeting held on May April 11, 2015, staff provided its recommendation for a Locally Preferred Alternative (LPA) for the Potomac Yard Metrorail station. On behalf of the Transportation Commission, I am writing to urge your approval of the City staff's recommendation of Alternative B for the location of the future Potomac Yard Metrorail Station.

We believe that Alternative B provides the best balance between land use and transportation, with the highest potential to serve future density and serve the largest number of potential riders. Alternative B provides the most economic benefit to the City, while providing an opportunity for smart growth and a walkable, compact, urban community, consistent with City plans.

We look forward to working with Council and staff as the City continues more detailed planning and design for the new Metrorail station. Some of the specific issues that should continue to be explored as part of the station development include emergency access, installation of Capital Bikeshare and secure bicycle parking on both sides of the track, accessibility, safe and well designed pedestrian and bicycle circulation and connectivity to adjacent neighborhoods.

Sincerely,

Jerry King
Vice Chair, Alexandria Transportation Commission

RESOLUTION NO. 2676

WHEREAS, in 2011 the City of Alexandria, as the project sponsor and joint lead agency, and the Federal Transit Administration (FTA), as lead Federal agency, in cooperation with the Washington Metropolitan Area Transit Authority (WMATA) and the National Park Service (NPS), initiated an Environmental Impact Statement (EIS) under National Environmental Policy Act (NEPA) to assess the potential environmental impacts associated with the proposed construction and operation of the Potomac Yard Metrorail Station; and

WHEREAS, the Draft EIS was released for public review and comment on March 27, 2015, a document which (1) explains the need for the station and considers four build alternatives (Alternative A, Alternative B, Alternative D, and B-CSX Design Option) for the station location; (2) evaluates the potential natural, visual, social, historical, cultural, and economic, and fiscal impacts for each alternative; and (3) evaluates a "no build" alternative that relies on existing transportation infrastructure in lieu of a new station; and

WHEREAS, selection of the preferred location of the Metrorail station (1) is a significant decision for the City from a transportation, land use and economic development perspective; (2) is one of the final steps in the Draft EIS process; and (3) enables preparation of a Final EIS which will include further design and refinement of the preferred alternative to minimize community and environmental impacts followed by the Records of Decision (RODs) issued by FTA and NPS and the award of the design-build contract, final design, and construction; and

WHEREAS, building a new Metrorail station is (1) 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; and (2) necessary to accommodating growing transportation demand in the Route 1 corridor within the existing roadway network and providing additional benefits to the City, as described in the Potomac Yard Metrorail Station Staff Recommendation for the Preferred Alternative (Attachment); and

WHEREAS, of all the alternatives considered in the Draft EIS, 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; and

WHEREAS, during refinement of the preferred alternative through the Final EIS process and as design advances, subject to applicable land use laws and processes, the City will 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); and

WHEREAS, Alternative B requires a land exchange and release of the Greens Scenic Area 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 Table 2 and Appendix B of the staff recommendation; and

WHEREAS, 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; and

WHEREAS, 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;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALEXANDRIA, VIRGINIA:

1. The Council selects Alternative B as the preferred alternative for the Potomac Yard Metrorail Station to best support the high-density mix of uses envisioned for North Potomac Yard, to support the adjacent communities, and to realize the transportation, economic development, and fiscal benefits;

2. The Council selects Option 2 for construction access via Potomac Greens (no access from the George Washington Memorial Parkway) for Alternative B;

3. The Council authorizes the City Manager to negotiate a Net Benefits Agreement with the National Park Service (NPS) based on the mitigation framework for impacts to the George Washington Memorial Parkway (GWMP) for Alternative B, subject to City Council approval;

4. The Council authorizes the Environmental Impact Statement (EIS) process to proceed to the Final EIS stage;

5. The Council authorizes an amendment to the City's agreement with the Washington Metropolitan Area Transit Authority (WMATA) to authorize and fund the design-build contractor selection process through contract award;

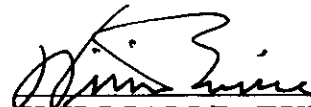
6. The Council authorizes the City Manager to enter into a Memorandum of Understanding with WMATA to outline roles and responsibilities throughout the design-build process, subject to City Council approval;

7. The Council directs the City Manager to bring concurrently with the agreement authorizing the funding for the design-build construction contract, a detailed series of costed-out alternatives for Council consideration, including a list of financial milestones, any potential changes to revenue sources, and a consideration of options to address the Tier II Tax District. (This list should include alternatives from the City Manager's memorandum dated May 20, 2015);

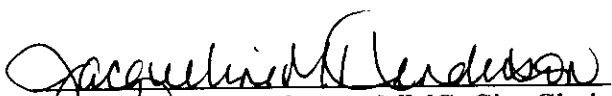
8. The Council directs the City Manager and staff to bring back a recommendation to City Council for either a reconstitution or new composition of the Potomac Yard Metrorail Implementation Group (PYMIG), for appropriate representation as the project moves forward; and

7. This resolution shall take effect immediately upon its adoption.

Adopted: May 20, 2015


WILLIAM D. EULLE MAYOR

ATTEST:


Jacqueline M. Henderson, MMC City Clerk