

4597 **Figure 3-161: Viewshed 4 — No Build Alternative, 2040 (Winter)**



4598

4599

4600 **Figure 3-162: Viewshed 4 — Preferred Alternative, Station Design Option 1, 2040 (Winter)**



4601

4602

4603

4604 **Figure 3-163: Viewshed 4 — Preferred Alternative, Station Design Option 2 (High Berm), 2040 (Winter)**



4605

4606

4607 **Figure 3-164: Viewshed 4 — Preferred Alternative, Station Design Option 2 (Low Berm), 2040 (Winter)**



4608

4619 **Figure 3-169: Viewshed 5 — No Build Alternative, 2040 (Winter)**



4620

4621

4622 **Figure 3-170: Viewshed 5 — Preferred Alternative, Station Design Option 1, 2040 (Winter)**



4623

4624 **Figure 3-171: Viewshed 5 — Preferred Alternative, Station Design Option 2 (High Berm), 2040 (Winter)**



4625

4626

4627 **Figure 3-172: Viewshed 5 — Preferred Alternative, Station Design Option 2 (Low Berm), 2040 (Winter)**



4628

4669 **Figure 3-189: Viewshed 9 — Preferred Alternative, Station Design Option 1, 2040 (Winter)**



4670

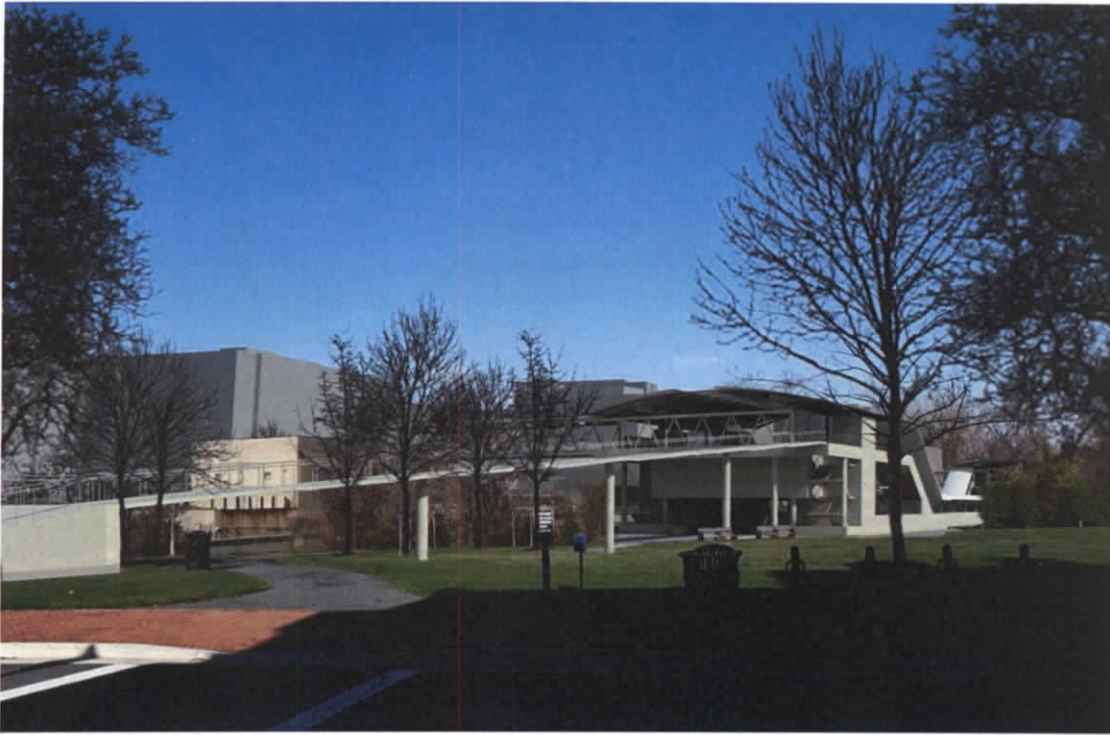
4671

4672 **Figure 3-190: Viewshed 9 — Preferred Alternative, Station Design Option 2 (High Berm), 2040 (Winter)**



4673

4699 **Figure 3-201: Viewshed 11 — Preferred Alternative, 2040 (Winter)**



4700

4701

4702 **Figure 3-202: Viewshed 12 — Existing Condition (Summer)**



4703



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

1108 Jefferson Street
Alexandria, Virginia 22314

Phone 703.746.4343
Fax 703.838.6344

James B. Spengler
Director

June 6, 2016

Mayor Allison Silberberg
Vice Mayor Justin M. Wilson
Councilman Willie F. Bailey, Sr.
Councilman John Taylor Chapman
Councilman Timothy B. Lovain
Councilwoman Redella S. Pepper
Councilman Paul C. Smedberg

Re: Potomac Yard Metro

CC: City of Alexandria Planning Commission

Dear Mayor Silberberg, City Council Members, Members of the Planning Commission:

The Park and Recreation Commission writes in support of the Special Use Permit applications related to the Potomac Yard Metro Station.

The Commission has had monthly updates throughout the planning process from the Department of Recreation, Parks, and Cultural Activities (RPCA). In May, the Commission held an additional public hearing on the Metro project specific to the SUPs and voted unanimously to support the applications.

Actively participating in the design process, the Commission raised several issues with that we believe are adequately addressed by the plans and the SUP conditions.

First, the Commission made clear that parkland should not be used for parking, bus stops, or kiss and ride features. We are pleased to see provisions to this effect remain in the SUP conditions. Potomac Yard Park is a well-loved and active park and should remain so.

Second, the Commission believes the Potomac Yard bicycle and pedestrian trail is a key element for the success of the Metro station. It is critical that residents and visitors be able to safely walk and bike to and from the station. To that end, the Commission consistently called for adequate bicycle parking. We are pleased that the design provides for significant bicycle parking. Although not in the current plans, the Commission expects to see bicycle share stations in the future as the city continues to work with Capital Bike Share. We do have some concern about the regulation of bicycle and pedestrian cross-traffic where the metro entrance and the trail intersect but have confidence that any issues will be worked out as the project moves forward.

Third, the Commission requested that entrances to the station be designed so that they are consistent with and seamless with the character and use of the surrounding park. We believe that the design process resulted in appropriately designed entrances that mesh well with the two parks: Potomac Yard Park and Potomac Greens Park.

Fourth, the Commission asked that every effort be made to ensure that both Potomac Greens Park and Potomac Yard Park remain safe and accessible throughout the construction phase to the extent possible. We asked that 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 be made to the public. We are satisfied that these concerns are addressed by the SUP conditions. We are pleased that the Potomac Greens playground will be relocated so those who wish to use it may do so. We are also pleased that to the extent the pedestrian and bicycle trail becomes unusable, well-communicated detours will be provided.

Finally, we note that we have consistently expressed concern about park maintenance both during construction and once the metro is open. We are pleased to see maintenance addressed in the SUP conditions. The increased use of park facilities that come with the metro station will result in the need for significant additional maintenance including the need for additional trash pick-up, among other things, and trust that you are aware of this issue in your consideration of the project.

We applaud RPCA and all who participated in the design and planning process for this project. We urge you to approve the Special Use Permits so that this worthy project may go forward.

Sincerely yours,

Jennifer Atkins, Chair, on behalf of the

Park and Recreation Commission

City Council Public Hearing – Potomac Yard Metro Station

Madam Mayor, Vice Mayor and Members of the City Council, my name is Rafael Lima, a resident of Potomac Yard, and I am speaking tonight on behalf of the Potomac Yard Committee for Tax Fairness.

Let me start by saying that our committee strongly supports the construction of the Potomac Yard Metrorail Station. We all agree that this project will likely bring significant benefits to the City of Alexandria as well as to the residents of the surrounding neighborhoods including Potomac Yard. We also appreciate the leadership of the City Council as well as the effort of the City Staff to move this project forward.

However, we do have a series of concerns about how the project is being designed, consulted with the impacted communities and funded by the City. We truly care that this project is done right, on a fiscally and socially responsible way so that we can all reap those benefits in due time. We fear this will not be the case here, but it could be if City Council addresses a few important issues.

- **Design**

Generally, we expressed our concerns to City Staff that the design process of the station is being done without appropriate consideration to cost factors. This seems to be an important concern given the unfavorable track record of the City of Alexandria with cost overruns. Likewise, the most recent infill station built by WMATA was initially slated to cost \$75 million, but it ended up costing \$103 million — a 37 percent overrun.

In several of the PYMIG meetings, members of our community requested staff to work with two design alternatives, one that would be the desirable station and other that would be the least costly station that would meet WMATA requirements. Our intention was to be able to contrast the two designs and find savings opportunities. But, this opportunity was not given to us.

We believe that City Council needs to convey to staff that this station should be simple, functional, and easy to build, with significant contingencies to cover cost overruns. We believe this is not the case, and this is particularly concerning when the City of Alexandria is looking exclusively to our community to contribute with a special tax, a topic that I will cover later.

- **Consultation with the Community**

Now that I touched on the PYMIG, let me comment a little bit about how this process was conducted, because I believe there are important lessons to be learned here.

Our community had a formal representative in the PYMIG, Tanya Culbert, I personally attended almost all of the meetings and in every one of them, we went home frustrated that the City of

Alexandria would just not discuss aspects of design or impact mitigation that were actually relevant to our community such as how many pavilions should be built, how many access ramps and so on.

Most if not all of the focus of City Staff was on minimizing visual impacts to the GW Parkway and addressing concerns of the residents of Potomac Greens. While these are valid concerns, let me say that we also spent an exorbitant amount of time discussing minor aspects of design related to the Pavilions, Bridges and Potomac Greens Park.

We believe true community engagement is the one that leverages every asset of a community, including the knowledge and skills of its people, to create value for the City. We were simply denied of that opportunity, because throughout the process we were perceived mostly as problem-makers, rather than true contributors. I honestly believe that was the case because City Staff, and Council Members at times, refused to listen and choose the harder path (even when it would yield the best results). We have valid aspects to share and value to add to this process and would like to feel welcome to do so.

Therefore, we believe that City Council needs to convey to staff that this opportunity should be granted to us and more meaningful consultations be carried out with our community to address legit concerns such as construction traffic, parking, traffic calming measures and so on.

- **Funding**

My third and last point is related to funding. One of the core aspects that still needs to be discussed with our community. By now, we should have already seen some proposed alternatives to the Tier II portion of the Special Tax District.

Earlier this week, I submitted a letter to you explaining why our committee believes that, as currently conceived, the Tier II portion of the Special Tax District which affects exclusively residential properties in Potomac Yard needs to be repealed by City Council.

After the research I conducted, I am absolutely convinced that the STD is a significant problem for the implementation of this project, given that the Tier II portion of the STD was constructed on the basis of arbitrary and discriminatory criteria.

For more than 10 years, the City of Alexandria planned the development of Potomac Yard assuming the possibility of a metro station and a special tax district affecting all surrounding neighborhoods. The decision that City Council took in 2011 to limit the applicability of the Tier II Special Tax District exclusively to the residents of Potomac Yard is unfair, unequal and, honestly, it just cannot be defended.

We believe that City Council needs to either repeal the STD immediately, or explain to us how do you justify the difference in treatment given by City Council to two neighborhoods with

similar socio-economic backgrounds and planned under the same Coordinated Development Districts with respect to a special tax district.

Finally, I urge all my fellow neighbors of the City of Alexandria to look at this issue carefully. Today, this is being done to our community but tomorrow it could be to you and your community.

Thank you.

Rafael Lima

City Council Public Hearing – Potomac Yard Metro Station

Madam Mayor, Vice Mayor and Members of the City Council, my name is Rafael Lima, a resident of Potomac Yard, and I am speaking tonight on behalf of the Potomac Yard Committee for Tax Fairness.

Let me start by saying that our committee strongly supports the construction of the Potomac Yard Metrorail Station. We all agree that this project will likely bring significant benefits to the City of Alexandria as well as to the residents of the surrounding neighborhoods including Potomac Yard. We also appreciate the leadership of the City Council as well as the effort of the City Staff to move this project forward.

However, we do have a series of concerns about how the project is being designed, consulted with the impacted communities and funded by the City. We truly care that this project is done right, on a fiscally and socially responsible way so that we can all reap those benefits in due time. We fear this will not be the case here, but it could be if City Council addresses a few important issues.

- Design

Generally, we expressed our concerns to City Staff that the design process of the station is being done without appropriate consideration to cost factors. This seems to be an important concern given the unfavorable track record of the City of Alexandria with cost overruns. Likewise, the most recent infill station built by WMATA was initially slated to cost \$75 million, but it ended up costing \$103 million — a 37 percent overrun.

In several of the PYMIG meetings, members of our community requested staff to work with two design alternatives, one that would be the desirable station and other that would be the least costly station that would meet WMATA requirements. Our intention was to be able to contrast the two designs and find savings opportunities. But, this opportunity was not given to us.

We believe that City Council needs to convey to staff that this station should be simple, functional, and easy to build, with significant contingencies to cover cost overruns. We believe this is not the case, and this is particularly concerning when the City of Alexandria is looking exclusively to our community to contribute with a special tax, a topic that I will cover later.

- Consultation with the Community

Now that I touched on the PYMIG, let me comment a little bit about how this process was conducted, because I believe there are important lessons to be learned here.

Our community had a formal representative in the PYMIG, Tanya Culbert, I personally attended almost all of the meetings and in every one of them, we went home frustrated that the City of

Alexandria would just not discuss aspects of design or impact mitigation that were actually relevant to our community such as how many pavilions should be built, how many access ramps and so on.

Most if not all of the focus of City Staff was on minimizing visual impacts to the GW Parkway and addressing concerns of the residents of Potomac Greens. While these are valid concerns, let me say that we also spent an exorbitant amount of time discussing minor aspects of design related to the Pavilions, Bridges and Potomac Greens Park.

We believe true community engagement is the one that leverages every asset of a community, including the knowledge and skills of its people, to create value for the City. We were simply denied of that opportunity, because throughout the process we were perceived mostly as problem-makers, rather than true contributors. I honestly believe that was the case because City Staff, and Council Members at times, refused to listen and chose the harder path (even when it would yield the best results). We have valid aspects to share and value to add to this process and would like to feel welcome to do so.

Therefore, we believe that City Council needs to convey to staff that this opportunity should be granted to us and more meaningful consultations be carried out with our community to address legit concerns such as construction traffic, parking, traffic calming measures and so on.

- **Funding**

My third and last point is related to funding. One of the core aspects that still needs to be discussed with our community. By now, we have already seen some proposed alternatives to the Tier II portion of the Special Tax District.

Earlier this week, I submitted a letter to you explaining why our committee believes that, as currently conceived, the Tier II portion of the Special Tax District which affects exclusively residential properties in Potomac Yard needs to be repealed by City Council.

After the research I conducted, I am absolutely convinced that the STD is a significant problem for the implementation of this project, given that the Tier II portion of the STD was constructed on the basis of arbitrary and discriminatory criteria.

For more than 10 years, the City of Alexandria planned the development of Potomac Yard assuming the possibility of a metro station and a special tax district affecting all surrounding neighborhoods. The decision that City Council took in 2011 to limit the applicability of the Tier II Special Tax District exclusively to the residents of Potomac Yard is unfair, unequal and, honestly, it just cannot be defended.

We believe that City Council needs to either repealed the STD immediately, or explain tom us how do you justify the difference in treatment given by City Council to two neighborhoods with

similar socio-economic backgrounds and planned under the same Coordinated Development Districts with respect to a special tax district.

Finally, I urge all my fellow neighbors of the City of Alexandria to look at this issue carefully. Today, this is being done to our community but tomorrow it could be to you and your community.

Thank you.

Rafael Lima

- Strongly Support Station
- Series of concerns about design, consultation + funding
- Design
 - no appropriate consideration to cost factors
 - Alexandria - bad track record for cost overruns
 - ↳ WMATA NY Station - 37% cost overrun
- ASK: convey to Staff simple design, easy to build relevant b/c STD on PY

Consultation w/ Community:

- important lessons from PYMIG process
- frustration about important design aspects not discussed
- Focus - BW parkway + Potomac Greens
- Exorbitant time in minor details + PG park
- true community engagement leverages individual assets to the benefit of entire community - not done
- + imp. aspects for PY not discussed

ASK: Staff to engage PY to discuss station, parking traffic + impacts

STD - PY still needs to see alternatives to STD

- did substantial research + submitted letter
- Convinced STD is unfair + cannot be defended

ASK: repeal it immediately or ask why it cannot be done when you did it
refer PG

Jennifer Hovis

Good evening Mayor Silberberg, Vice Mayor Wilson and members of Council. Thank you for the opportunity to provide input this evening. My name is Jennifer Hovis, and I am a homeowner at 1705 Potomac Greens Drive. I am here today to voice my enthusiastic support for the Potomac Yard Metro station and this evening's series of docket items.

My husband and I purchased our home in Potomac Greens 10 years ago, based on a very promising outlook for a future Metro station. Equally encouraging was the promise of a pedestrian bridge at our end of the neighborhood that would connect us with the development planned on the opposite side of the tracks. That bridge has since been subsumed by the Metro plans, making the station even more important for neighborhood connectivity. I recognize that there are residents that are concerned about the pedestrian bridge – that it may bring crime and increased traffic. I have every confidence that the City will effectively address these concerns, based on the meaningful community engagement that has occurred so far. Without a bridge, Potomac Greens would be completely cut off from the station and all the development in Potomac Yard. Constructing a bridge separate from the station, an alternative proposed by some, would be an unnecessary added cost for the city, cause delays with new design work, and would not fully address the concerns about traffic and crime.

I recognize there are concerns about noise and light pollution, exposure to subsurface contamination, construction traffic and damage to our neighborhood during the construction and operation of the station. I certainly do not want to minimize these concerns, but as one of Potomac Greens' original owners, I have already lived thru the construction of much of the neighborhood. In fact, my house is situated such that EVERY construction vehicle will pass by my front door, regardless of which route it takes once it hits the traffic circle. In my view, these impacts are annoying but represent the cost of incredible progress. Of course, I ask that the City respect our neighborhood and the nearby wetlands, by minimizing impacts wherever possible and returning amenities to their current condition as soon as work is completed.

City staff have heard many differing views on station design, often quite contradictory. I personally like the predominantly metal and glass design, which will generally be less intrusive visually while driving along GW Parkway.

One particular aspect of station design that I do want to address relates to bike access and amenities. The city has demonstrated a strong commitment to expanding bike facilities in recent years, from the King Street bike lanes, to Capital Bikeshare, and the recent Pedestrian and Bicycle Master Plan (which I was honored to be a part of as chair of the ad hoc committee). It is imperative that bike infrastructure be considered as part of the station design from day one. Safe, comfortable and connected bike routes to the station, ample and secure bike parking, and new CaBi stations on both the east and west side of the tracks will ensure that this new station is truly accessible to all and that it is part of a successful multi-modal transportation network in our city.

I see countless other benefits to a Potomac Yard station, including decreased traffic along Route

I and across the region, increased home values in surrounding neighborhoods, more rapid development of the vacant space in the Potomac Yard area, and increased tax revenue for the city. And of course, being able to hop on the metro so close to my house!

Lastly, I want to commend City staff on the community engagement process for this project. There have been many, many different views and concerns, and staff have gone to great lengths to capture the issues, float ideas for addressing them and clearly acknowledge what remains unresolved. Staff have hosted an impressive number of meetings, and even started including a police representative to help address security and crime concerns, which shows true responsiveness to community concerns.

Thank you very much for your time this evening and your consideration of this very important project.

My name is Kristen Nunnally and I have three points to address this evening.

1. First, I live in Potomac Greens, a residential community east of the CSXT tracks. My community HOA has been advised (by legal) not to have collective representation. The views presented by me and others are personal and are not reflective of our community as a whole. With that said, I stand here today to say I support the Potomac Yard Metro Station as well as full access from east of the CSXT tracks to the metro station and the Potomac Yard development.
2. Although this station will cause some inconvenience, especially during the construction phase, my second point is that overall the Potomac Yard Metro Station will have positive impacts to our Alexandria community.
 - a. Mobility: Metro access provides viable transportation; further connecting Alexandria residents to the development in Potomac Yard as well as providing access to the greater metropolitan area.
 - b. Environmental: Being electric, the metro offers a clean and efficient transportation option, replacing other environmentally harmful transportation options and decreasing traffic congestion in our city.
 - c. A better Alexandria: The Potomac Yard Metro Station will benefit Alexandria as a whole, making our city an attractive location to live, work and play.
3. Finally, I applaud City Council's involvement in the Potomac Yard Metro Station process and the transparency of the process. I have attended several of the PYMIG meetings and other community informational sessions held over the past few months. Your ongoing presence and attention to this matter is appreciated. I also commend the city staff for presenting this information, and listening and incorporating comments from residents in to the plans for the metro development.

We are on the cusp of realizing an exciting new phase for Alexandria; I encourage your current and continued support of the Potomac Yard Metro Station. It is valuable to the city and residents.

Thank you for your time and consideration.



Alt-B Refinement Enhancements to Preferred Metrorail Site

Sits much lighter on the landscape – Greater Visual Appeal

- Raised central mezzanine provides scenic station views.
- Rail-level outer platform structures significantly reduce visual impact.
- Large reduction in daytime reflectivity and generated light at night.
- Allows a view that honors Alexandria and the GW Memorial Parkway.
- Provides improved visual screen from GWMP and nearby communities.
- Easily incorporated to visually fit in and enhance nearby environment.
- Reduces current design height and noise exceedances and limitations.

Calms Traffic and Parking Impacts

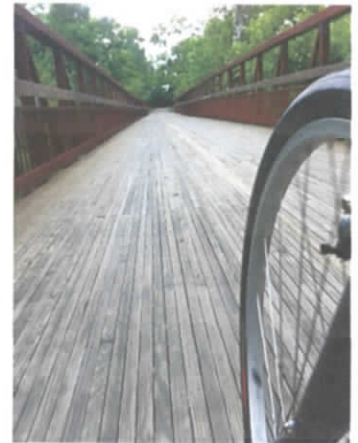
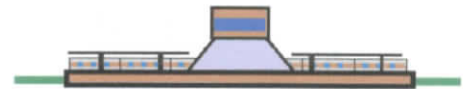
- Limits unintended additional volume and speed of motor vehicles.
- Reduces probability Potomac Greens Dr develops into traffic corridor.
- Decreases consequences of parking, permits, or additional signage.
- Lowers likelihood of standing vehicles and “Kiss and Ride” drivers.

Improves Safety and Security

- Safer connection between pedestrian access bridge and Metrorail.
- Benefits law enforcement point of presence and ability to respond.
- Safely detaches Potomac Greens Park from primary station access.

Expands Accessibility

- Allows easy residential access to Metrorail and nearby shopping.
- Holistic link safely and efficiently joins nearby neighborhoods together.
- Detached pedestrian access improves Alexandria commuter master plan.
- Cyclist dismount not required nor any pedestrian conflict with station traffic.



Comments?

SmartPYMetro@Comcast.net

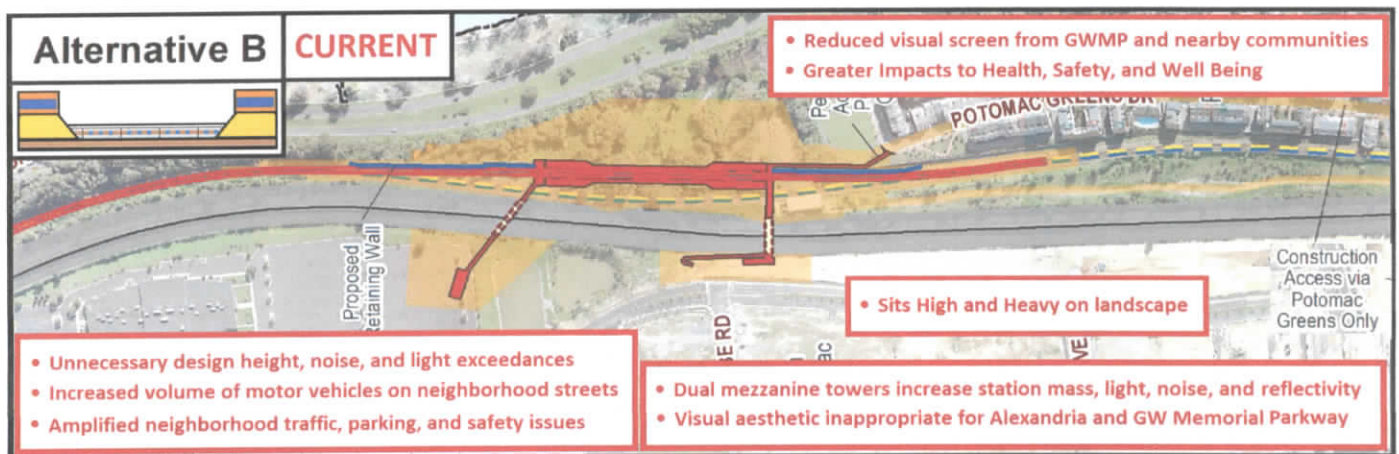


The City of Alexandria's Preferred Metrorail Build Alternative-B Site Can Work!

Proposed Station Design Considerations Currently Limit Potential Benefits

The George Washington Memorial Parkway (GWMP) preserves the natural scenery along the Potomac River. It connects the historic sites from Mount Vernon, past the nation's capital, to the Great Falls of the Potomac. Developed as a memorial to George Washington, the GW Parkway allows travel to exciting historical, natural, and recreational areas. These places are all linked by this planned and landscaped road, the first section of which was completed in 1932 to commemorate the bicentennial of George Washington's birth. The GWMP also protects the Potomac River shoreline and watershed. The parkway provides a pleasant day from Mount Vernon to Great Falls, passing through the same lands George Washington frequently traveled by horse.

Draft EIS – Line 747 If build Alternative-B is to proceed, some views from the George Washington Memorial Parkway roadway and parkland would be affected. In 2016, the visual character of the corridor would be changed from a divided four-lane roadway consistently framed by vegetation to that of a roadway framed by vegetation but more frequently interrupted with views of transportation facilities and built elements. By 2040, restored vegetation would grow, although the trees would unlikely reach a height and depth that would consistently block views of the station.



DEIS Current Permanent Project Effects

- 2.58 acres of natural habitat loss
- Adverse effects of view from GWMP – Three
- Adverse effects of view from Potomac Greens - 1
- Adverse effects of view from Potomac Yard – 1
- 1.7 acres GWMP Greens Scenic Easement impact
- 3 Acres of City Park impacted
- 2.5 acres of Wetland impacted
- 1.4 acres of floodplain impacted
- Secondary traffic and visual impacts
- Cumulative traffic, visual & floodplain impacts
- Visual impact to GWMP historic architectural resources, tree removal, and land transfer



Current Unintended Design Consequences

- Fits less suitably in landscape
- Excessive noise & light generated
- Higher build and maintenance cost
- Primary and secondary visual impacts
- Intensified traffic, density, crime

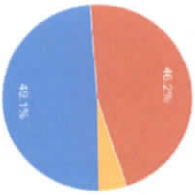
Alt-B Refinement is a solution that improves current Metrorail design

**See Alt-B Refinement (Over)
Metrorail Site Design Enhancements**

Comments/Questions?
SmartPYMetro@Comcast.net

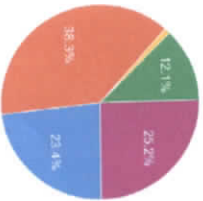
POTOMAC YARD METRO SURVEY FOR POTOMAC GREENS HOA
FINAL RESULTS 6/14/16

How familiar are you with the current proposal and plan to build the Potomac Yard Metro Station?
 (106 responses)



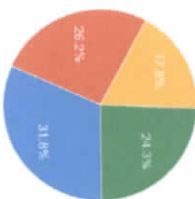
- Very familiar
- Somewhat familiar
- Somewhat unfamiliar
- Not familiar at all

Based on the current proposal and plan to build the Potomac Yard Metro Station, which most accurately describes your view?
 (107 responses)



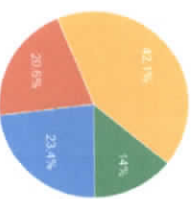
- Strongly in favor
- Generally in favor with significant reservations
- Neutral in favor, not opposed
- Learning opposed, but could be persuaded otherwise
- Strongly opposed

How do you anticipate that the current proposal and plan to build the Potomac Yard Metro Station will affect the value of your home?
 (107 responses)



- Significant increase in value
- No significant impact to value
- Significant decrease in value
- Don't know / not sure

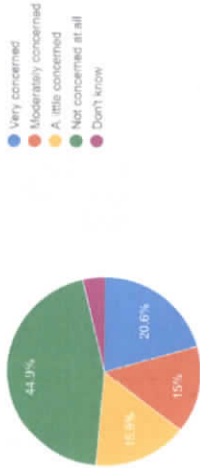
How do you anticipate that the current proposal and plan to build the Potomac Yard Metro Station will affect quality of life in the Potomac Greens neighborhood?
 (107 responses)



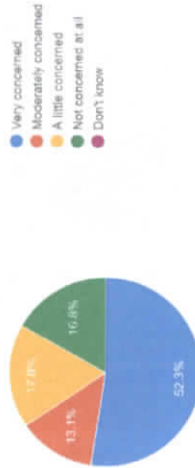
- Significant increase in quality of life
- No significant impact to quality of life
- Significant decrease in quality of life
- Don't know / not sure

Design & Function

The design and style of the metro station as currently proposed. (107 responses)

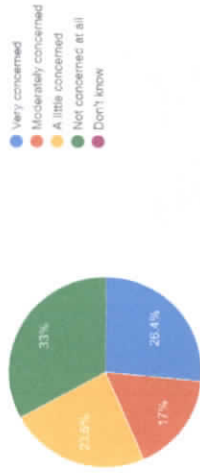


The inclusion of a 24/7 access ramp to the proposed station that connects directly from the north end of Potomac Greens Drive. (107 responses)

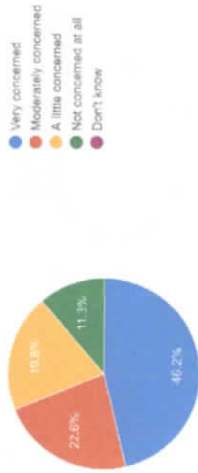


Construction Impact

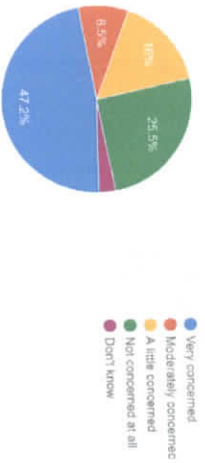
Light pollution from the illumination of the construction site during after-dark hours of construction. (106 responses)



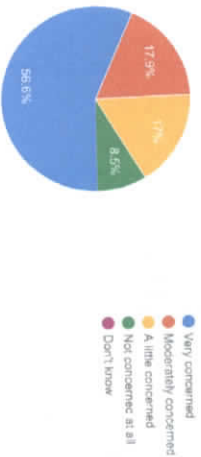
Noise and vibration generated from the construction site, including that generated by pile driving, and the potential for property damage. (106 responses)



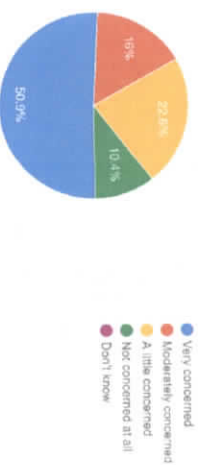
Contamination of property and risk to health presented by the possible release of toxins from the soil and surrounding areas on which the station is to be built.
(106 responses)



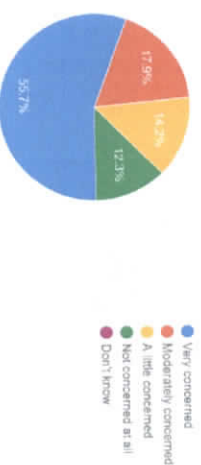
Impact to neighborhood cleanliness from dust, litter, industrial debris, emissions from construction vehicles and equipment, and the placement and servicing of portable toilets.
(106 responses)



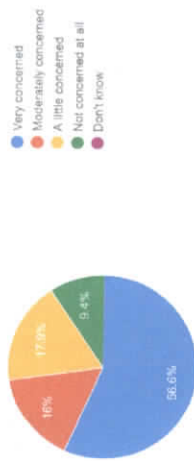
Safety risk to residents and property presented by the movement of large construction equipment throughout the neighborhood.
(106 responses)



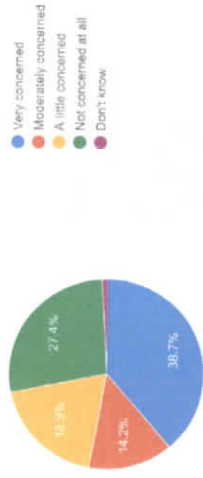
Removal of the traffic circle on Potomac Greens Drive at the entrance to the neighborhood to facilitate the construction process.
(106 responses)



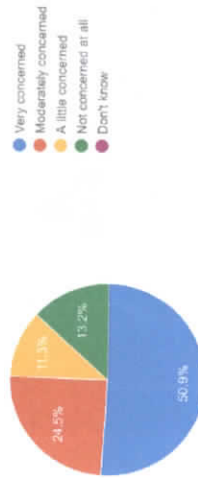
Impeded access into and out of the neighborhood due to construction vehicle traffic. (106 responses)



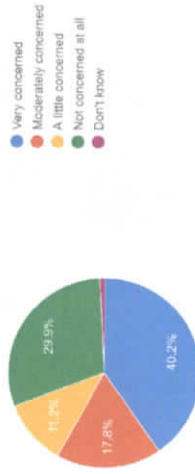
Access, control, and security of the construction site, such that only authorized and credentialed personnel enter the site. (106 responses)



Loss of street parking in the neighborhood due to the need for wider road access for construction vehicles. (106 responses)

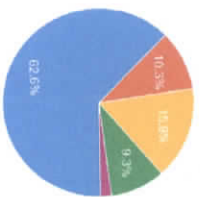


Elimination of the tot-lot and adjacent parkland in Potomac Greens Park (at the north end of the neighborhood). (107 responses)



Expected duration of the construction phase, currently projected to take at least 42 months (3.5 years).

(107 responses)



- Very concerned
- Moderately concerned
- A little concerned
- Not concerned at all
- Don't know

Private vehicle and foot traffic of construction personnel in the neighborhood at shift start, shift end, and during breaks.

(107 responses)

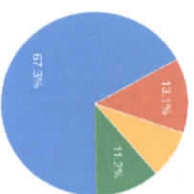


- Very concerned
- Moderately concerned
- A little concerned
- Not concerned at all
- Don't know

Metro Station Operation

Increase of vehicular traffic in the neighborhood as non-residents pick up and drop off metro passengers.

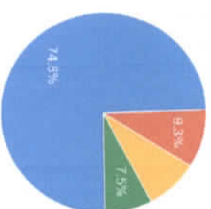
(107 responses)



- Very concerned
- Moderately concerned
- A little concerned
- Not concerned at all
- Don't know

Increased use of neighborhood street parking by non-resident metro customers.

(107 responses)



- Very concerned
- Moderately concerned
- A little concerned
- Not concerned at all
- Don't know

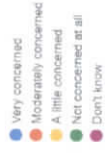
Potential increase in litter, vandalism, theft, and more serious crimes throughout the neighborhood.

(107 responses)



Increased illumination of the neighborhood due to the daytime reflectivity of the glass and steel design, and the lighting of the station during nighttime operation.

(107 responses)



Increased noise from train horns, announcements, and brake and track noise as trains enter and depart the station.

(107 responses)

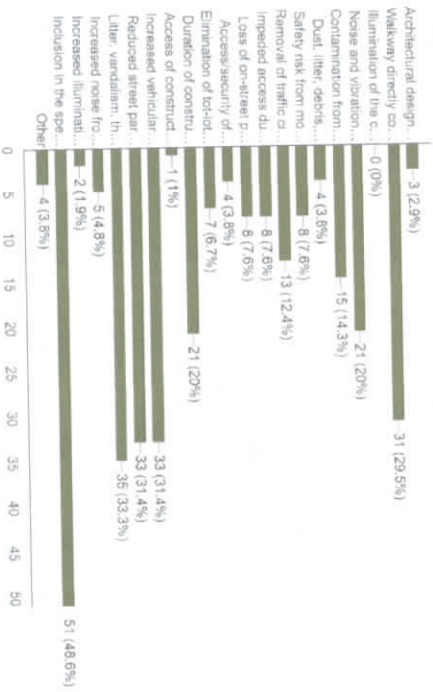


Inclusion of Potomac Greens in a special tax district to pay for the metro station. (Note: the current special tax district only includes Potomac Yard, and the current tax rate is 20 cents per \$100 of assessed value, such that a home assessed at \$800,000 would be taxed at a rate of an additional \$1,600.00 per year.)

(107 responses)

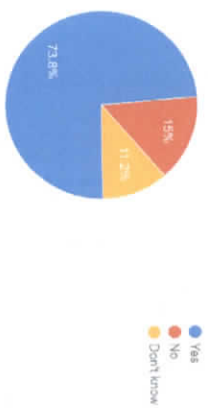


Of all the areas covered above, please select your top three areas below.
 (Please only select up to three items. If you have fewer than three, please select the top 1 or 2, as appropriate.)
 (105 responses)

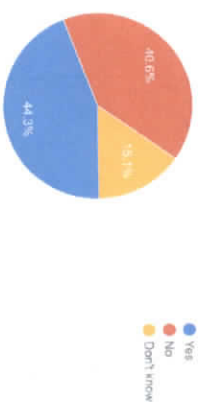


Next Steps

Do you believe that the Board of the Potomac Greens Homeowners' Association should take a more active role in communicating the community's wishes regarding the station to the City Council and other related organizations?
 (107 responses)

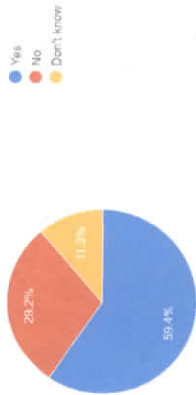


The City will release an Environmental Impact Statement, which will include information regarding the toxicity of the soil in the wetlands where the station is proposed to be built. Do you believe that the Board should consider engaging an environmental firm to perform an independent assessment of the environmental impact of the construction on Potomac Greens and the surrounding wetlands?
 (106 responses)



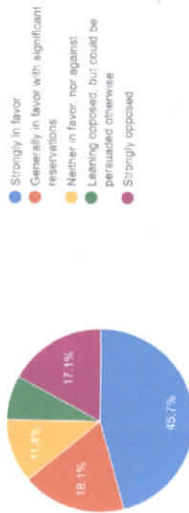
Do you believe that the Board should engage directly with Mayor Silberberg to save the traffic circle from elimination?

(106 responses)



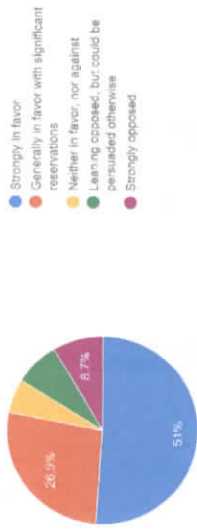
Which of the following most accurately describes your view of the following proposal? Instead of the proposed pedestrian walkway from the north end of Potomac Greens Drive to the new metro station, build a separate pedestrian bridge that connects Potomac Greens Drive directly to Potomac Avenue, such that pedestrian access from Potomac Greens to the new metro station is only via Potomac Avenue.

(105 responses)



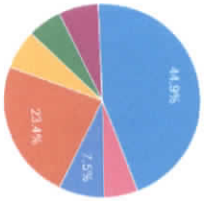
Which of the following most accurately describes your view of the following proposal? Provide zoned street parking in Potomac Greens which would require the purchase of parking decals for any vehicles parked on the street. (Note: the current fee for a residential parking permit is \$30 for the first vehicle, \$40 for the second vehicle, and \$100 for each additional vehicle. Guest and visitor parking permits are also available from the City of Alexandria.)

(104 responses)



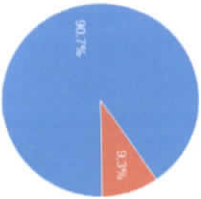
Respondents

What is your street? (107 responses)



- Bracy/Lane
- Carpenter Road
- Day/Lane
- Lyke Lane
- Miller Lane
- Potomac Greens Drive
- Rose Square

Are you a: (107 responses)



- Resident homeowner
- Nonresident homeowner

Summary of Comments

Missed Areas of Focus Comments:

Construction Impact	9
Alternative Pedestrian Bridge	7
Pedestrian Bridge	5
Delays	4
HOA Neutrality	4
Security/Crime	3
Accessibility	2
Cost	2
Post Construction Repair	2
Special Taxes	2
Play Areas / Tot-Lots	1
Slaters Lane Improvements	1
Alternate Construction Access	1
Traffic	1
Development	1
Noise/Sound	1

Additional Comments:

Parking	16
Alternative Bridge Design	10
Security/Crime/Privacy	13
Taxes/Cost/Dues	9
Construction	9
HOA Participation	6
Traffic	5
Property Values	5
Environment/Wetlands	5
Noise/Sound	4
Urbanization / Density	4
Accessibility	3
Funding	3
Metro Safety, Repair, Sustainability	3
Alternate Construction Access	2
Traffic Circle	2
Play Areas / Tot-Lots	2
Gate	1