

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;

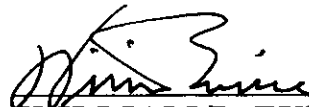
6. The Council authorizes the City Manager to enter into a Memorandum of Understanding with WMATA to outline roles and responsibilities throughout the design-build process, subject to City Council approval;

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);

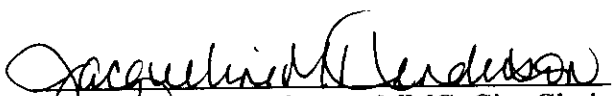
8. The Council directs the City Manager and staff to bring back a recommendation to City Council for either a reconstitution or new composition of the Potomac Yard Metrorail Implementation Group (PYMIG), for appropriate representation as the project moves forward; and

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