Crystal City Station Improvements

Table 1: South Entrance

Table 2: North Entrance

George Washington Memorial Parkway

Legend
Design Objectives

• Build an island platform
• Serve 10 cars
• Provide two grade-separated access points
• Stay within existing rail right-of-way
• Provide room for future DC2RVA fourth track
• Enhance local & regional connectivity
• Support Crystal City’s vision for growth
• Build a sustaining relationship with the community

Design Goals

• Riders can board using all train doors
• Two trains can serve the station at the same time
• Intermodal connections to destinations in and near Crystal City are improved

Project Overview
Crystal City Station Improvements

South Entrance - Existing Conditions
Considerations

- Most direct path to and across Crystal Drive selected
- Entrance is ADA accessible by elevators
- Two staircases provided at platform end
- Covered bridge with steel mesh walls that ramps down to the terrace
- Landscaping proposed on terrace between office towers
- Parking removed and drive aisle narrowed to provide wider pedestrian path along park
- New sidewalk proposed along north edge of drive aisle
- Design to be coordinated with future airport access proposed by others
Crystal City Station Improvements

North Entrance - Proposed Concept
Crystal City Station Improvements

Considerations

• Most convenient path selected to Crystal Drive and to access the Underground and the proposed Metrorail entrance

• Proposed mid-block crossing aligned with pedestrian and bicycle paths to VRE station and Mount Vernon trail

• Separate pedestrian and bicycle paths proposed to reduce conflicts and make the existing trail ADA accessible

• Minimized impact on existing Water Park design

Circulation Studies

Legend

- Pedestrian Path
- ADA Accessible Path
- Outbound Bike Path
- Inbound Bike Path
Crystal City Station Improvements

Noise & Vibration

- Station was moved 50 feet further from residential buildings
- Locomotive will stop beyond south end of platform
- Horn blowing locations are related to platform location, and noise level increases or decreases depending on receptor location
- Noise assessment showed no significant impact due to project at any receptor based on FTA guidelines

Air Quality

- Relocation of the station will not change the regional air quality
- The station is an open structure located within the railroad ROW
- No additional trains are proposed as part of this project

Visual Privacy

- Sightlines from the platform have limited view of rooms

Safety and Security

- Security cameras and other security technology are anticipated to be used at the station
- VRE’s “safety and security assessment” begins in the concept/design phase and continues throughout the development and construction process
- VRE has a robust first responder training familiarization program
- MWCOG’s Passenger Rail Safety Subcommittee input begins in the design phase and continues with orientation visits and training drills after the facility has been transferred to day-to-day operations

Considerations

<table>
<thead>
<tr>
<th>Receptor</th>
<th>Existing (Ldn)</th>
<th>Future (Ldn)</th>
<th>Assessment</th>
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</thead>
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<tr>
<td>Crystal City Lofts</td>
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<td>Crystal Park Condos (1805)</td>
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<tr>
<td>Workout Park</td>
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</tbody>
</table>
Crystal City Station Improvements

WINTER 2016 – SPRING 2017

IDENTIFY OPTIONS
- Technical Working Group
- VRE / NVTC / PRTC / County Board Briefings
- Community Meetings

MARCH 30, 2017

OUTCOMES
- Range of station locations to be evaluated has been identified
- Framework for making decisions has been prepared

SPRING - SUMMER 2017

EVALUATE OPTIONS

OUTCOMES
- Technical evaluation of proposed locations developed

JUNE 7, 2017

OUTCOMES
- Preferred location adopted and process documented
- Environmental disciplines to be evaluated have been identified
- Initial design developed including footprints and vertical profiles for platform and bridge/tunnel
- Cost and schedule updated

FALL 2017 – FALL 2018

DEVELOP CONCEPT DESIGN

PRELIMINARY ENGINEERING ENVIRONMENTAL DOCUMENTATION

Funded

FINAL DESIGN CONSTRUCTION

Unfunded

2018-19

FUTURE