VIRGINIA RAILWAY EXPRESS
MIDDAY STORAGE PROJECT

ADVISORY NEIGHBORHOOD COMMISSION 5C
SINGLE MEMBER DISTRICT 5C04
Arboretum, Dakota Crossing, Gateway and Petersburg Senior Residents
June 17, 2017
WHO WE ARE

A commuter rail system
Running on existing railroad tracks
Serving Washington DC and Northern Virginia
Carrying long-distance commuters to DC, Arlington & Alexandria

Two lines, 96 miles
Adding peak capacity to I-95, I-395 & I-66 corridors*

19,500 daily trips
Commuters that would otherwise drive alone in cars*

* Source: Texas Transportation Institute, Virginia Railway Express Congestion Relief Contribution; 2014
OUR IMPORTANCE TO THE DISTRICT

VRE carries over 12,000 commuter trips into DC  
63 percent of all VRE trips (and growing)

VRE reduces auto congestion and parking  
Provides peak relief to DC streets

Opportunity to connect DC residents to Virginia jobs  
System Plan 2040 calls for reverse and off-peak service
MIDDAY STORAGE

- VRE has “temporarily” used Ivy City Coach Yard since 1992
  - Insufficient today
  - Will diminish by 2021

- Washington Terminal Yard Master Plan
  - VRE storage area needed for new Amtrak High Speed trainsets
  - Amtrak proposed its former Hecht Yard property for VRE storage
NEW YORK AVENUE STORAGE FACILITY

- Across tracks from Amtrak Ivy City Maintenance Facility
  - Mostly Amtrak-owned property
    - Three additional private properties involved
  - By-right use conforming with present zoning (PDR-4)
    - Production, Distribution & Repair (PDR) Zone
      “High-density commercial and PDR activities employing a large workforce and requiring some heavy machinery under controls that minimize any adverse impacts on adjacent, more restrictive zones and minimize non-industrial uses.”
NEW YORK AVENUE STORAGE FACILITY

- Long narrow site (5200 x 60 feet)
  - 9.5 acres owned by Amtrak
  - 1.2 acres privately owned
- Sufficient capacity for VRE immediate storage needs
  13 trains (9 to 10 cars each)
  - No fueling/maintenance
  - No idling locomotives
  - No VRE trains overnight or on weekends
- Only feasible storage location
  - Access to Union Station via Union Market Track spur
SENSITIVE TO URBAN ENVIRONMENT

- New York Avenue NE is a Gateway into the District
- Forms a boundary between industrial railroad and active urban redevelopment land uses
- Project must address/integrate community interests
  - Provide a buffer between railroad and redevelopment
  - Improve appearance of the New York Avenue gateway
  - Support and reinforce neighborhood revitalization
SENSITIVE TO URBAN ENVIRONMENT

Examples of Green Screen Buffering
SENSITIVE TO URBAN ENVIRONMENT

Examples of Decorative Buffering
VIRGINIA RAILWAY EXPRESS

MIDDAY STORAGE REPLACEMENT PROJECT

- 13 trainsets (all tracks for 9 or 10-car consists)
- Addresses “Core” State-of-Good-Repair needs
- Minimizes impact on New York Av NE right-of-way
  - Subsurface tie-backs for retaining wall
  - Temporary construction easements
- Adds operating capacity to the Amtrak NEC
- Longer storage tracks supports longer trains
  - Allows System Plan 2040 “Phase 1” growth
TYPICAL CROSS-SECTION WEST OF 9TH STREET NE

Not to Scale
TYPICAL CROSS-SECTION EAST OF 9TH STREET NE

Not to Scale
NEXT STEPS

- Complete environmental documentation
  - Minimal impacts on DDOT New York Av right-of-way
    - Subsurface easements for wall tie-backs
    - Temporary construction easements

- Continuing coordination with DDOT New York Avenue Streetscape Project

- Next public update meeting: June 27, 2017