

Washington Metropolitan Area Transit Authority
Board Action/Information Summary

<input checked="" type="radio"/> Action <input type="radio"/> Information	MEAD Number: 100439	Resolution: <input checked="" type="radio"/> Yes <input type="radio"/> No
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TITLE:

Cinder Bed Road Public Hearing Approval

PURPOSE:

To obtain concurrence from the Planning, Development and Real Estate Committee and approval, subject to a final financing plan, from the Board of Directors for: 1. The Final Public Hearing Staff Report and Final General Plans for a new bus facility; and 2. Approval of the Project and amendment of the Mass Transit Plan to add the Cinder Bed Road Bus Facility.

DESCRIPTION:

Metro received an unsolicited proposal that provides real estate, professional services for design, construction and financing for a new bus facility that could be a replacement for the Royal Street Metrobus Garage. Consistent with Metro policy for receipt of unsolicited proposals, Metro issued a Request for Qualifications in November 2008 to ascertain whether other offerors could make a similar offer. One proposal was received from the offeror who submitted the unsolicited proposal. Review of the proposal was completed in February 2009 and comments and questions about the proposal were sent to the proposer for responses. The proposer submitted responses to the questions and those responses are under review.

Discussions with the proposer about how to best advance the project through the public hearing process resulted in a partnership wherein each party had specific responsibilities and covered the costs associated with those responsibilities. Specifically, Metro was responsible for the environmental analysis and the proposer was responsible for the engineering required to support the environmental analysis. The April 2009 Board action approved this non-binding partnership and, by doing so, showed Metro's continued interest in the project.

The proposed action taken to the public hearing is for a new bus facility in Fairfax County on Cinder Bed Road. The facility would house up to 160 buses with a LEED Silver rating and with capability for Compressed Natural Gas (CNG) buses. The Public Hearing was held on July 28, 2009 in Fairfax County and one person testified in opposition to the proposal due to traffic concerns. The Public Hearing comment period closed at 5:00PM on August 7, 2009 at which time five additional written comments were received. Four of the written comments oppose the proposed action primarily on concerns related to traffic in the vicinity of the new facility. The fifth comment came from Fairfax County staff with technical comments that will be addressed as the project moves forward into final design.

FUNDING IMPACT:

No Budget approval is being sought with this action. The budget and funds approved by the Board in April 2009 included the costs associated with the holding of the public hearing.

RECOMMENDATION:

Approval of, subject to a final financing plan,:

1. The Public Hearing Staff Report for a new bus facility; and
2. Amendment of the Mass Transit Plan to add the Cinder Bed Road Bus Facility.

**SUBJECT: CINDER BED ROAD BUS OPERATIONS AND MAINTENANCE FACILITY -
APPROVAL OF PUBLIC HEARING STAFF REPORT; AMENDMENT OF
ADOPTED REGIONAL SYSTEM**

2009-60

**RESOLUTION
OF THE
BOARD OF DIRECTORS
OF THE
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**

WHEREAS, The Regional Bus Study determined that there was insufficient maintenance and storage capacity among the northern Virginia Metrobus facilities for service expansion beyond the current fleet; and

WHEREAS, The City of Alexandria requested that Metro seek a location for a new bus garage that would house the existing Royal Street Metrobus Garage situated at 500 North Royal Street, Alexandria, Virginia; and

WHEREAS, In August 2008, Metro received an unsolicited proposal that provides real estate, professional services for design and construction and financing for a new bus garage that could be a replacement for the Royal Street Metrobus Garage proposed to be located in a 17.4 acre parcel known as 7901 Cinder Bed Road (State Road 637), Newington, Fairfax County, Virginia; and

WHEREAS, Staff issued a Request for Proposals for new garages in Fairfax County, Virginia; and

WHEREAS, Staff has determined that the proposal is technically acceptable and that other, competing proposals are not forthcoming; and

WHEREAS, On April 2, 2008, the Board of Directors amended by Resolution #2008-21, the Capital budget to establish a reimbursable project, separate from the Metro Matters budget, to fund, among other things, preliminary engineering and the performance of an environmental analysis that will provide the documentation required for the holding of a Metro public hearing; and

WHEREAS, On June 25, 2009, the Board of Directors authorized a public hearing in Resolution #2009-44, for the proposed Cinder Bed Road Bus Garage project because the project, if approved and adopted by the Board of Directors, would result in the construction of the Cinder Bed Road Bus Garage that would be an addition to the Mass Transit Plan and would require the acquisition of additional property; and

WHEREAS, A public hearing was held on the Environmental Evaluation and Proposed General Plans on Tuesday, July 29, 2009 at 7:00 P.M. at the Lee District Supervisor Offices in Fairfax County, Virginia; and

WHEREAS, The record of the public hearing remained open until August 7, 2009; and

WHEREAS, A report on the public hearing *entitled Public Hearing Draft Staff Report, Proposed Cinder Bed Road Bus Operations And Maintenance Facility Fairfax County, Virginia, Hearing No. 544, Docket No. R09-1* (August 2009) (Draft Staff Report) was prepared; and

WHEREAS, The Staff Report addressed issues and comments raised at the public hearing and during the period for written and electronic comments after the hearing and presented the staff recommendation for the Cinder Bed Road Bus Garage project; and

WHEREAS, The Staff Report was released for public review for a two-week period; and

WHEREAS, The Staff Report including the transcripts of the public hearing was available for review through the Office of Secretary; and

WHEREAS, The public review period closed on Monday, August 31, 2009, with two additional comments received; and

WHEREAS, Staff has prepared the *Public Hearing Final Staff Report, Staff Analysis Of The Public Hearing And Staff Recommendations, Proposed Cinder Bed Road Bus Operations And Maintenance Facility, Fairfax County, Virginia, Hearing No. 544, Docket No. R09-1*, (September 2009) (Final Staff Report); and

WHEREAS, The staff recommendation in the Final Staff Report is approval of Design Option 1-Modified of the proposed Cinder Bed Road Bus Operations and Maintenance Facility, as depicted in the proposed General Plans and as described at p. 49 in the Final Staff Report; and

WHEREAS, On September 10, 2009, the Planning and Development Committee was briefed on the contents of the Final Staff Report, including issues raised in the record of the public hearing and the final staff recommendation; and

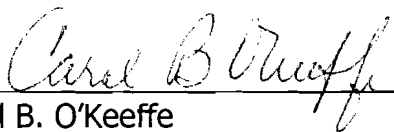
WHEREAS, The Final Staff Report, the Environmental Evaluation, and the proposed General Plans, along with the transcript of the public hearing, have been made available to the Board of Directors and the Board has considered this information; now, therefore be it

RESOLVED, That the Board of Directors approves the *Public Hearing Final Staff Report, Staff Analysis Of The Public Hearing And Staff Recommendations, Proposed Cinder Bed Road Bus Operations And Maintenance Facility, Fairfax County, Virginia, Hearing No. 544, Docket No. R09-1*, (September 2009) and the proposed General Plans for the Cinder Bed Road Bus Operations and Maintenance Facility; and be it further

RESOLVED, That the Board of Directors amends the Adopted Regional System to include the Cinder Bed Road Bus Operations and Maintenance Facility subject to the Board's future approval of a Plan of Finance for the proposed facility; and be it finally

RESOLVED, That this Resolution shall be effective immediately.

Reviewed as to form and legal sufficiency,



Carol B. O'Keeffe
General Counsel



PUBLIC HEARING FINAL STAFF REPORT

STAFF ANALYSIS OF THE PUBLIC HEARING AND STAFF RECOMMENDATIONS

PROPOSED CINDER BED ROAD BUS OPERATIONS AND MAINTENANCE FACILITY FAIRFAX COUNTY, VIRGINIA

Hearing No. 544
Docket No. R09-1
September 2009

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)



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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
FINAL PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS
PROPOSED CINDER BED ROAD BUS OPERATIONS AND MAINTENANCE FACILITY
FAIRFAX COUNTY, VIRGINIA

HEARING NO. 544
DOCKET NO. R09-1

This report presents the staff analysis of the public hearing held on July 28, 2009, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning construction of the proposed Cinder Bed Road Bus Operations and Maintenance Facility. Included in this report are the following sections:

1. Background
2. Summary of the Public Hearing
3. Summary of the Staff Presentation
4. Supplemental Correspondence Submitted for the Record
5. Compact Article VI Section 15 - Other Agency Review and Comments
6. Responses to Comments Received for the Record
7. Responses to Comments Received on the Public Hearing Draft Staff Report
8. Staff Recommendations

- Appendix A WMATA Public Hearing Notice
Appendix B Public Hearing Transcript
Appendix C Presentation Materials
Appendix D Supplemental Correspondence
Appendix E Other Agency Review and Comments
Appendix F Agency Correspondence for Documented CE



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1. BACKGROUND

The Washington Metropolitan Area Transit Authority (WMATA) is considering the relocation of bus operations from the existing Royal Street facility in Alexandria, Virginia, to a new facility that would be constructed at 7901 Cinder Bed Road in Fairfax County, Virginia. The proposed Cinder Bed Road bus maintenance facility consists of a new bus garage and supporting infrastructure on four parcels (17.4 acres) of land. **Figure 1** shows the site location. The proposed Cinder Bed Road facility would be a reuse of a previously developed industrial site.

In 2008, WMATA received an unsolicited proposal from a private developer to develop a new bus operations and maintenance facility at 7901 Cinder Bed Road. WMATA then issued a separate Request for Proposals (RFP) in November 2008, and obtained one response from the same developer. The proposal calls for the development and leasing of the facility to WMATA to serve a fleet of up to 160 transit vehicles and supporting infrastructure. In April 2009, the WMATA Board of Directors approved a non-binding partnership to express interest in the project. As part of the partnership, WMATA agreed to conduct the Cinder Bed Road Bus Operations and Maintenance Facility Environmental Evaluation (Environmental Evaluation) to address requirements defined under the WMATA Compact. The developer agreed to provide design and conceptual engineering services required to advance the environmental documentation and public review process.

1.1 Proposed Action

WMATA is proposing a new bus operations and maintenance facility in Fairfax County at 7901 Cinder Bed Road, shown in **Figure 1**. The facility would accommodate up to 160 transit vehicles and required supporting infrastructure. As part of the proposed action, current operations at the Royal Street facility in Alexandria, Virginia, would be relocated to the Cinder Bed Road site.

Facilities proposed at the new Cinder Bed Road site would include an operations and maintenance building, a fueling building, service building, guard booth, and fleet and non-revenue vehicle parking. A primary and secondary access road would be provided to the site. Two design options are under consideration and differ only in the location of the secondary access road. The total square footage of the proposed buildings is approximately 258,200 square feet and would be the same for both design options. Development has been focused on the western portion of the site, an area that was previously developed for industrial purposes. Development of the eastern portion of the site has been minimized to reduce or avoid potential impacts to identified water resources, including the floodplain, wetlands and the Fairfax County designated Resource Protection Area (RPA). **Table 1** summarizes the proposed design options.



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Figure 1: Proposed Cinder Bed Road Bus Operations and Maintenance Facility Site and Study Area





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Table 1: Summary of Design Options 1 and 2

Design Option	Primary Access	Secondary Access	Facilities
Design Option 1	New roadway, off of Cinder Bed Road through northern portion of property	Use of easement to access the adjacent property to the south, and using driveway to Cinder Bed Road	3 Buildings <ul style="list-style-type: none"> • <i>Operations & Maintenance Building</i> • <i>CNG Fueling Building</i> • <i>Service Building</i> 1 Guard Booth <ul style="list-style-type: none"> • <i>Primary Access entrance</i> Employee Parking <ul style="list-style-type: none"> • <i>274 parking spaces</i>
Design Option 2	New roadway, off of Cinder Bed Road through northern portion of property	Use existing south driveway off of Cinder Bed Road; existing driveway to be improved on same alignment	3 Buildings <ul style="list-style-type: none"> • <i>Operations & Maintenance Building</i> • <i>CNG Fueling Building</i> • <i>Service Building</i> 1 Guard Booth <ul style="list-style-type: none"> • <i>Primary Access entrance</i> Employee Parking <ul style="list-style-type: none"> • <i>274 parking spaces</i>

Design Option 1

The first option proposes primary access by connecting the site to Cinder Bed Road via a newly constructed driveway at the north edge of the property (the north driveway). This north driveway would be constructed along the approximate location of a driveway that was removed by the previous owner. This primary access would consist of a new roadway and bridge structure across Long Branch, and would be the principal means of entering and exiting the site. Under Design Option 1, the existing driveway off of Cinder Bed Road at the southern edge of the property across from Hill Park Drive would remain in place as is but would be abandoned in place and prohibited from any use.

The secondary access under Option 1 would be created at the southernmost edge of the property and would cross into the adjacent developed property abutting the southernmost boundary of the site and use their existing driveway to access Cinder Bed Road. The new driveway would consist of a new roadway and gate that connects into an existing road on the adjacent property. An inter-parcel access agreement was required of the property owner as a condition of approval for a special exception application. See **Figure 2** for the site layout under Design Option 1.



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Figure 2: Design Option 1 for Proposed Cinder Bed Road Bus Operations and Maintenance Facility





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Design Option 2

Design Option 2 is a variation on Design Option 1, incorporating a different secondary access. Design Option 2 also proposes connecting the site to Cinder Bed Road via a newly constructed driveway at the north edge of the property (the north driveway). The alignment and layout of the primary access would remain the same as described for Design Option 1.

Under Design Option 2, a secondary access point would be created by reconstructing the existing south driveway (the south driveway) which currently connects to Cinder Bed Road. The inter-parcel access would not be used under this design option. Instead, the existing south driveway would be designed and rebuilt to modern standards and would include a new road bed and bridge structure. The access would follow the current alignment as closely as feasible to minimize environmental impacts to Long Branch, the floodplain, and associated resources, including wetland areas in the Fairfax County designated Resource Protection Area. See **Figure 3** for the site layout under Design Option 2.

If this project is approved, design will begin in 2009, and construction would begin in 2011, with completion in 2012.

1.2 Environmental Evaluation

As part of its project approval process, WMATA prepared an Environmental Evaluation to provide the public, local governments, and environmental agencies with a description of the potential effects of the proposed Cinder Bed Road Bus Operations and Maintenance Facility upon the human and natural environment. A public notice was sent to local newspapers and individuals to make known the availability of the Environmental Evaluation and details of the Public Hearing and comment period (see Appendix A for the Public Hearing notice). The Environmental Evaluation and related documents were available online at:

<http://www.wmata.com/community/outreach/cinder-bed-road.cfm>

The document was available for inspection during normal business hours at the following six locations:

Washington Metropolitan Area Transit Authority
Office of the Secretary
600 Fifth Street, NW, Room 2D-209
Washington, DC 20001
202-962-1234

Lorton Branch Library
9520 Richmond Hwy.
Lorton, VA 22079
703-339-7385

Kingstowne Branch Library
6500 Landsdowne Center
Alexandria, VA 22315
703-339-4610

Franconia Governmental Center
Lee District Supervisor Offices
6121 Franconia Road
Alexandria, VA 22310
703-971-0010

Fairfax South County Center
8350 Richmond Hwy.
Alexandria, VA 22309
703-704-6000

John Marshall Branch Library
6209 Rose Hill Drive
Alexandria, VA 22310
703-971-0010



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Figure 3: Design Option 2 for Proposed Cinder Bed Road Bus Operations and Maintenance Facility





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2. SUMMARY OF THE PUBLIC HEARING

The Public Hearing was held on Tuesday, July 28, 2009, at the Franconia Governmental Building, Lee District Offices, at 6121 Franconia Road, Alexandria, Virginia 22310. Prior to the hearing an informal open house meeting was held for members of the public from 6:30 p.m. to 7:00 p.m. The hearing was chaired by WMATA Board of Directors Member Catherine Hudgins, and was convened at 7:00 P.M. Seven people were in attendance in addition to WMATA staff. (See Appendix B for the Public Hearing transcript.)

Ms. Cathy Hudgins, Hunter Mill District Supervisor, made the opening statement followed by the WMATA staff presentation given by Mr. John Thomas. The staff presentation is summarized in Section 3 of this report.

The background and supporting documentation included the following:

- copies of the Public Hearing notice
- copies of the Environmental Evaluation

The following individual testified at the hearing:

- Mr. Mark Patrick

In addition to the testimony of Mr. Patrick, an additional question was raised by Ms. Thurston in the audience regarding the intersection of Cinder Bed Road and Newington Road. She questioned if there were any plans to improve that intersection. Mr. Thomas of WMATA indicated that it was not part of this project. Mr. Tad Borkowski from the Fairfax County Department of Transportation was present at the meeting and responded that Fairfax County plans to realign Cinder Bed Road and to improve the intersection with Newington Road. He stated that the project is subject to evaluation and would be designed later this year, and that funding is available to construct the improvements.

Ms. Hudgins concluded the public hearing at 7:16 P.M.

3. SUMMARY OF THE STAFF PRESENTATION

Mr. Thomas began the presentation by stating that WMATA is proposing to add a new Metrobus garage operations and maintenance facility south of the Franconia-Springfield Metro station and showed the distribution of the existing bus garages. He explained that the existing Royal Street bus garage operations are proposed to be relocated to the proposed Cinder Bed Road facility.

The presentation continued with a description of existing conditions at the proposed Cinder Bed Road site and surroundings, and the purpose and need of the project. Mr. Thomas then presented the architectural concept for the proposed facility and described that two options, Design Option 1 and Design Option 2, are under consideration and have been evaluated. He emphasized that the only difference between the design options is the location of the secondary access road.

The presentation went on to discuss environmental constraints of the property and potential impacts associated with the project. He emphasized that all vehicles will use Cinder Bed Road to access the Fairfax County Parkway and from there will either use I-95 or Telegraph Road to access routes. WMATA is committing to not use Newington Road for bus operations. Other topics discussed included zoning, neighbors, noise and vibration, air quality, archaeological resources, and socioeconomic impacts.



The presentation ended with an overview of the schedule for the Public Hearing Staff Report and WMATA Board approval of the action.

A copy of the presentation is provided in **Appendix C**.

4. SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open until August 7, 2009. Correspondence was received from the following individuals:

- Virginia Department of Game and Inland Fisheries
- Fairfax County Department of Planning and Zoning
- Mr. Mark Patrick
- Ms. Cynthia Smith
- Mr. Thomas and Ms. Jane Thurston
- Mr. Lou Volchansky
- Mr. Alan Boyd

Appendix D provides the supplemental correspondence received.

5. COMPACT ARTICLE VI, SECTION 15 - OTHER AGENCY REVIEW AND COMMENTS

In advance of the Public Hearing, WMATA distributed letters to relevant local, state and federal agencies to solicit input on the proposed bus operations and maintenance facility at Cinder Bed Road and invited them to attend an agency meeting on July 1, 2009. (See **Appendix E** for a copy of the mailing). The following agencies were contacted:

- U.S. Environmental Protection Agency, NPDES Division
- U.S. Fish and Wildlife Service, Ecological Services
- U.S. Department of the Army, Corps of Engineers, Norfolk District
- Virginia Department of Conservation and Recreation
- Virginia Department of Historic Resources, Office of Review and Compliance
- Virginia Department of Environmental Quality
- Virginia Department of Environmental Quality, Division of Environmental Enhancement
- Virginia Department of Game and Inland Fisheries
- Virginia Department of Transportation
- Fairfax County Department of Planning □ Zoning
- Office of Supervisor McKay (Lee District)
- Department of Public Works, Fairfax County
- Fairfax County Department of Planning □ Zoning
- Northern Virginia Transportation Commission
- Metropolitan Washington Council of Governments
- Fairfax County Department of Transportation

The agency meeting was held at WMATA on July 1, 2009. During the meeting, WMATA staff presented the project and requested feedback from agencies in attendance. Two representatives from Fairfax County attended. The Virginia Department of Game and Inland



Fisheries (DGIF) provided a response via email indicating their comments on the project. The meeting materials, meeting notes, and the response from DGIF are provided in **Appendix E**.

In addition to agency correspondence, WMATA sent letters to the WMATA-required notification list as well as the adjacent property owners. A supplemental mailing was also sent to properties within approximately ¼-mile of the site to ensure that potentially interested citizens were given the opportunity to comment on the proposed project. In total, over 900 property owners received notifications through these two mailings in June 2009. A copy of the mailing sent and the mailing list is included in **Appendix E**.

6. RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

One person, Mr. Mark Patrick, president of the Raceway Farms Homeowners Association, spoke at the hearing. In addition, Mr. Patrick provided written comments to the proposed action in a letter dated July 28, 2009. Both sets of comments are reflected here. Following the public hearing, comments were received from five other commenters, including the Fairfax County Department of Planning and Zoning (DPZ). The issues noted at the meeting and sent via mail are grouped and addressed in this section.

A. Issue: Oppose Proposed Action

M. Patrick

[As the official representative for the members of a community which will be directly impacted, I would like to publicly express serious concerns and go on record in general opposition to this planned facility.

I am the president of the Raceway Farms Homeowners Association (www.racewayfarms.org). Per the 1 July 2009 notice, I requested to speak on behalf of the association at the 28 July 2009 public hearing (No. 544) regarding the new WMATA bus operations and maintenance facility proposed for 7901 Cinder Bed Road.]

A. Boyd

[I am writing to express my objection to the proposed metro bus operations and maintenance facility at 7901 Cinder Bed Road, Fairfax County, Virginia. My opposition to the proposed facility is based upon the adverse impact to the traffic area that has not been adequately studied and the potential for environmental problems that are not addressed.]

[There are several ways to address the above concerns. There can be traffic lights with sensors to allow traffic that has waited for several minutes to exit the neighborhoods. Fairfax County Parkway can be improved. There can be water runoff collection facilities installed to protect the environment. Since these items have not been enacted, I must oppose the proposed metro bus operations and maintenance facility. I am not a "not in my backyard" NIMBY type of person and hope that the above considerations are enacted so that I can support the facility's construction.]

C. Smith

[The Newington Civic Association represents the Hunter Estates and Hunter Wood single family detached residential communities which are located on Newington Road, Catskill Road, Bulkley Road, Hamilton Road, Ona Road, Franklin Drive, Higham Road, Accotink Road and a portion of Telegraph Road. The Newington Civic Association represents residents



whose homes are located as close as 0.37 miles (less than 2000 feet) from the proposed facility.

The Newington Civic Association OPPOSES the proposed Cinder Bed Road Bus Operations and Maintenance Facility for the reasons discussed below. (sic)]

[The Newington Civic Association OPPOSES the proposed Cinder Bed Road Bus Operations and Maintenance Facility based upon traffic and environmental considerations. The issues identified above are sufficiently profound that the WMATA is advised to find a different location for its new facilities.]

Summary

Three commenters opposed construction of a bus operations and maintenance facility at the Cinder Bed Road site. Reasons included traffic and environmental impacts, and concerns over the effect of facility operation on quality of life. These issues are discussed in the subsequent sections. One commenter [A. Boyd] suggested that he would support the facility if concerns were addressed through mitigation.

Response

These comments will be considered by the WMATA Board of Directors when it makes its decision.

WMATA is committed to minimizing traffic and environmental impacts and other potential adverse effects directly related to the proposed facility. Mitigation measures, as appropriate, will be developed during design of the facility.

B. Issue: Traffic Congestion

M. Patrick

[At our July open board of directors meeting and on several occasions since, multiple residents of the Raceway Farms community have expressed two specific areas of serious concern as a result of the proposed bus facility:

- 1) Traffic - There are two aspects to this. One is simple congestion, the second is danger posed by the fact that there is no traffic light and no turning lane at the intersection of Blanche Dr. and Telegraph Rd. This intersection is already hazardous, and will only become more so with the anticipated increase in traffic posed by this bus operations and maintenance facility combined with other expected changes discussed above.]

L. Volchansky

[During the hearing, the present impact of traffic on Telegraph Road was ignored, although our homeowner's association president cited 35% of traffic was currently on Telegraph Road (Appendix G of planning documents).

We already face traffic delays on the Fairfax County Parkway, mainly due to a single lane access to I-95 North. The planned construction of a FEDEX ground facility south of the FC Parkway will increase this congestion. The WMATA terminal will only add to the congestion and



traffic density on the Fairfax County Parkway.]

T. and J. Thurston [1. With the opening of the extension of the Fairfax County Parkway through the Proving Grounds and the implementation of the BRAC it is not known how much extra traffic will be added to this already dysfunctional road. The Fairfax County Parkway between Telegraph and Interstate 95 is already over taxed most of the day. There are more stop lights in this short section of the Parkway than any other section. It has to accommodate not only the traffic from Cinder Bed and Backlick to the north of the Parkway (Frito Lay, Fairfax Connector busses, etc.) but also all of the fuel tankers from the tank farm to the south of the parkway as well as traffic to and from the existing small industrial and commercial facilities on both sides of the Parkway. It is the one of the main accesses to Interstate 95 from Fort Belvoir. By 3PM on any workday the traffic currently backs up from the I-95 exit to the bridge at Telegraph Road. It is difficult to predict how much additional traffic will be added to this mix with the opening of the new military facilities at the Proving Ground.]

[At the public meeting, reference was made to future plans to deal with this traffic congestion but it became clear as the meeting progressed that these plans were far in the future and unfunded. We realize that Fairfax County is growing and do not object to the bus facility so much as we object to making the move at the current time when the full extent of actions already under way cannot be judged and when plans to mitigate traffic and pollution impacts are still vague and unfunded.]

A. Boyd [Even if the Fairfax County Parkway access is improved the quality of traffic flow will be bad. The traffic lights at Telegraph Road and Fairfax County Parkway are already at the lowest rating, F based on traffic study for the grocery shopping center rezoning at Telegraph and Beulah. Adding approximately 200 buses a day in that area will only make it worse. Approximately 35% of the buses are expected to travel south on Telegraph Road to Fairfax County Parkway. Many neighborhoods are required to access Telegraph via one outlet per community across four to six lanes (four lanes with two turn lanes) to proceed to any destination. Winstead Manor has a particularly dangerous exit since southbound traffic on Telegraph is frequently exceeding the posted 45 mph speed limit since it is coming down a hill on a blind turn after traveling approximately 1/4 mile without any houses or businesses. Fairfax County Police Department often has speed traps established to catch these people. Additionally they usually have an officer to catch people who don't stop for school buses loading or unloading at Telegraph and Winstead Manor Lane at least once a week during the school year.]

C. Smith [Page 52 of the proposal states,

□The Landover Bus Garage today generates 158 trips (70 inbound 88 outbound) during the weekday morning peak period, and 114 trips (45 inbound 69 outbound) during the weekday afternoon peak period. This is comparable to what will be

generated by the proposed Cinder Bed Road bus operations and maintenance facility. □

However, the Cinder Bed Road proposed site will have 160 busses, a fleet of service vehicles, an employee parking lot with 274 spaces, and three shifts per day. We propose that the number of trips per day to the proposed Cinder Bed Road site will noticeably exceed those associated with the Landover site.

□The proposed WMATA facility will increase traffic on Telegraph Road. Residents represented by the Newington Civic Association include residents whose single family detached homes face Telegraph Road. The proposed WMATA facility will result in increased traffic, increased noise, and decreased air quality, especially for the homes on Telegraph Road.]

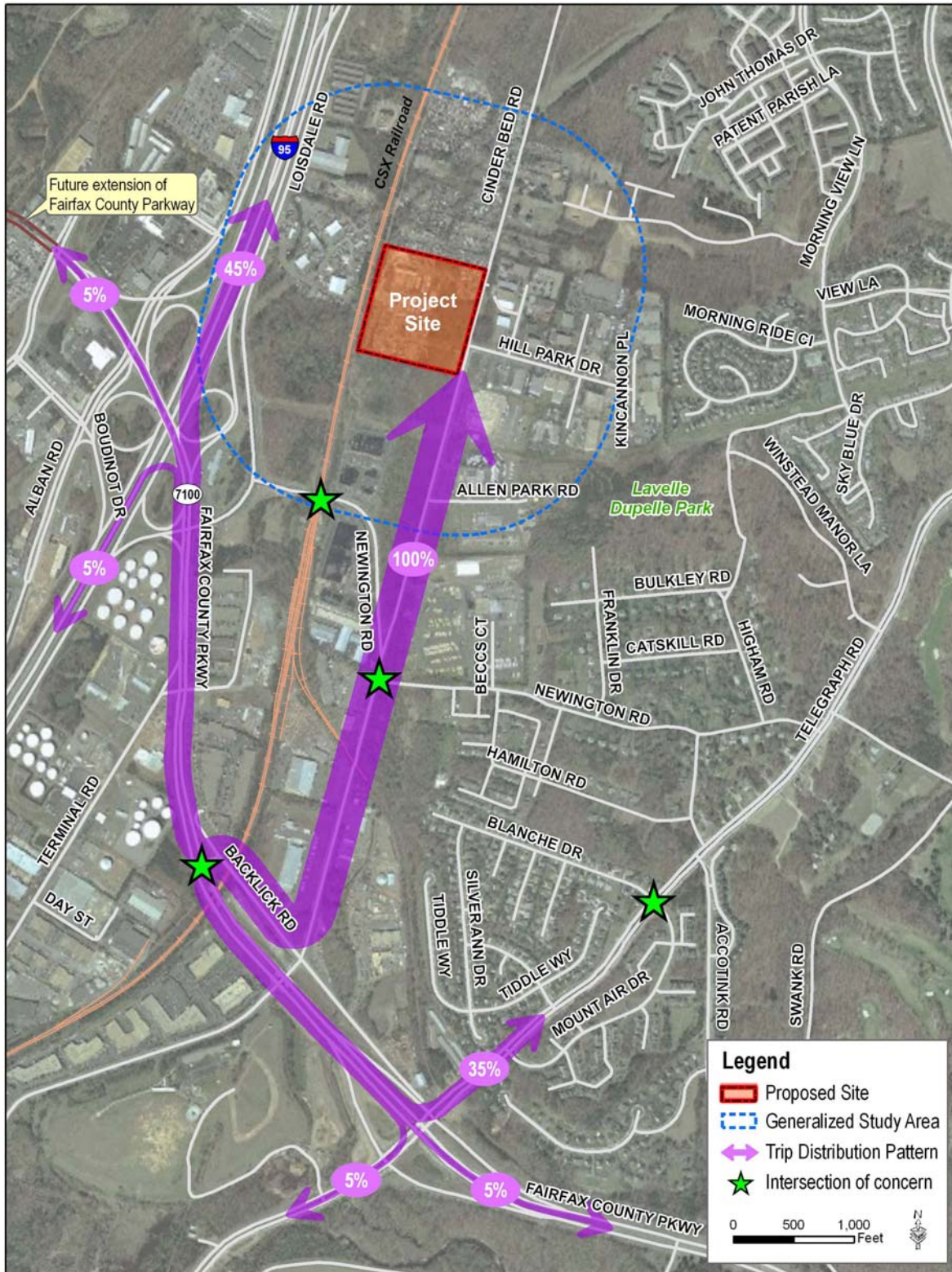
Summary

Five commenters expressed concern that the bus operations and maintenance facility would generate increased traffic that, in combination with other planned projects in the area, would create congestion and safety hazards on Telegraph Rd and Fairfax County Parkway (See **Figure 4**).

Response

Background traffic conditions in 2012 (the anticipated opening of the proposed project) were estimated by projecting growth in traffic based on the normal growth of employment and increases in regional population. Background traffic conditions do not include the proposed project. The effects of trips generated by the proposed project were evaluated compared to background conditions at 5 intersections. Projected traffic conditions were evaluated during the a.m. and p.m. peak periods. Estimates of future traffic created by the site were based on daily traffic counts for buses and employee vehicles at a comparable facility, the Landover Bus Garage in Prince Georges County, Maryland. The Landover Bus Garage today generates 158 trips (70 inbound 88 outbound) during the weekday morning peak period, and 114 trips (45 inbound 69 outbound) during the weekday afternoon peak period. The Landover facility currently houses 173 buses, while the proposed Cinder Bed Road bus facility will house 160 buses.

Figure 4: Trip Distribution Pattern and Intersections of Concern





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The estimated trip distribution pattern can be seen in **Figure 4**. Study estimates indicate approximately 35 percent of vehicle trips generated by the proposed project would travel north on Telegraph Road from Fairfax County Parkway, resulting in 40 trips (16 inbound 24 outbound) during the weekday afternoon peak period. This estimate includes bus trips and employee vehicle trips. Total weekday p.m. peak period traffic on this road is 2,400 vehicles. Therefore, the increase in traffic for the p.m. peak created by the proposed facility is 1.6 percent over current conditions. One hundred percent of vehicles would travel on Fairfax County Parkway, which averages 5,100 vehicles in the weekday p.m. peak period. The increased traffic on this road due to the proposed action is 2.2 percent. This relatively small increase in traffic is within day-to-day fluctuation of traffic volumes for both roads and is within accepted planning standards.

Additional traffic resulting from new jobs moving to the area due to implementation of the Base Realignment and Closure Commission (BRAC) recommendations is expected to necessitate improvements to Telegraph Road between Richmond Highway and Fairfax County Parkway. Fairfax County staff has also recommended additional study to determine the need for road improvements at the Telegraph Road/Fairfax County Parkway ramps, Fairfax County Parkway/Terminal Road and Backlick Road service drive access points, and Newington Road/I-95 off ramp/Fairfax County Parkway. Improvements to these roadways will be the responsibility of other parties.

Given that the increased traffic from the proposed bus operations and maintenance facility at Cinder Bed Road is a small percentage of existing traffic volumes, the proposed action is not expected to significantly impact plans and studies for roadway improvements resulting from BRAC implementation.

At the public hearing, Tad Borkowski of the Fairfax County Department of Transportation discussed planned improvements to the intersection of Cinder Bed Road and Newington Road, to be undertaken by Fairfax County. The project is fully funded and design will be completed within 18 months. Construction will start after design is complete.

C. Issue: Intersection and Roadway Constraints

T. and J. Thurston [2. The intersection of Backlick and the Fairfax County Parkway has a very bad layout that becomes blocked by vehicles that already use it. This short stem T intersection backs up both directions; down Backlick and into the light industrial-commercial park. Large vehicles such as the busses from the Fairfax Connector lot, Lays Distribution Center, Fairfax County School Bus Facility, and VDOT already have trouble getting out to the Parkway at this light.

3. The other access out of this area has a single lane underpass of the main railroad line. This direction also backs up when the light industrial area on Cinder Bed Road empties out at the end of the day. The road can back up to the tunnel from Loisdale Road creating a problem for people trying to use the tunnel going the other direction. Most of this traffic then tries to get to 95 using Loisdale Road which then backs up from the light at the corner with the Parkway. Of course all this stalled traffic adds to air pollution in the area.

4. This is also a repair facility so we assume you have addressed how



you will get a bus being towed through a single lane height restricted tunnel or around the corner from the Parkway to Backlick and across a narrow bridge which will have cars backed up on it most of the time.

We invite you all to take a drive through this area in the late afternoon on a weekday and see for yourselves how difficult it is to get in and out of this proposed facility.]

A. Boyd

[First, access to the proposed facility is via three accesses. Telegraph Road and Newington Road, Fairfax County Parkway and Cinder Bed Road; or Loisdale Road and Newington Road. The Loisdale Road access has a single lane bridge under the railroad tracks and the traffic back up will be greatly aggravated if buses use this access. The Fairfax County Parkway access needs vast improvements prior to the facility being built and the access from Telegraph Road to Newington is extremely bad since there are blind curves, no sidewalks, and no through truck access.]

C. Smith

[There are four roads that allow access to the community. Each has performance issues.

- Access to Loisdale Road is limited by a 1-lane underpass.
- Access to the Fairfax County Parkway is limited by the very poor design of the intersection which results in long delays on Backlick Road. Long vehicles traveling from the Fairfax County Parkway are not able to turn right onto Backlick Road from the right-hand lane of the short connecting road. They turn right from the left lane. The guard rail at this intersection is frequently hit by turning trucks because the needed turning radius is so short.
- Access to Telegraph Road is limited by the danger of using Newington Road. Also, traffic on Newington Road waiting to turn onto Telegraph Road backs up beyond Higham Road, especially with school bus traffic.
- Legal access to Accotink Road is limited to right-in, right-out. Vehicles illegally traveling north in the south bound lanes of Telegraph Road to access Accotink Road are frequently observed.]

[As noted above, the Fairfax County Parkway access has performance issues.

- Busses traveling from the proposed WMATA site will need to drive up the hill on Backlick Road, stop, and then turn left in the short stacking area that has a T-intersection with the traffic signal. Traffic making the left-hand turn must yield to the traffic exiting the Fairfax County Parkway. The stacking area is short; it is approximately the length of two standard buses. Two of the larger hinged buses will likely block the intersection. Pages 49-50 of the proposal acknowledges these issues, and it is highly unlikely that

the proposed post-occupancy addition of an additional [stacking] lane will be adequate.

- Busses traveling to the proposed WMATA site from the Fairfax County Parkway will need to turn right onto Backlick Road. Some of the busses will predictably hit the guard rail and sustain damage and incur additional costs for the WMATA.
- The poor performance of this intersection is so severe that WMATA management and staff are likely to deeply regret the selection of the proposed Cinder Bed Road location. At that time, it will be too late. WMATA should not then come to the community requesting support for access to Telegraph Road via Newington Road.

□The current [Y] intersection of Cinder Bed Road and Newington Road has a high frequency of traffic accidents. The intersection is being re-designed to a [T] intersection, and the construction phase is estimated to last two years. Occupancy should not be permitted in advance of the completion of the construction of the re-designed intersection.

□Left turns from westbound Newington Road onto southbound Cinder Bed Road are already difficult during periods with high traffic volume, and the proposed WMATA facility will exacerbate this problem. A traffic analysis of this intersection, including the above described turn movement, should be conducted.]

Summary

Three commenters identified intersections that currently experience delays, as well as roadway constraints. Intersections noted include Backlick Road and Fairfax County Parkway and the intersection of Cinder Bed Road and Newington Road. Constrained roadways mentioned include Newington Road between Loisdale Road and Cinder Bed Road; Newington Road between Cinder Bed Road and Telegraph Road; Accotink Road; and Backlick Road.

Response

Buses traveling to the proposed Cinder Bed Road facility would access the site from the south using the Fairfax County Parkway to Backlick Road. The vehicles would travel one block to Cinder Bed Road, turning north and traveling along Cinder Bed Road to the project site and entering at the primary access driveway. Leaving the site, vehicles would reverse this flow. Vehicles will **not** travel on Newington Road between Cinder Bed Road and Loisdale Road due to the single-lane underpass under the active CSX rail line. In addition, vehicles will **not** travel on residential streets, including Accotink Road and Newington Road between Cinder Bed Road and Telegraph Road. **Figure 4** shows the trip distribution pattern for buses using the proposed facility.

The two closely-spaced intersections at Backlick Road and Fairfax County Parkway were identified in the traffic analysis (see **Figure 5**). The short connector road does not provide enough storage space for vehicles so that when a traffic signal on the Parkway turns green, vehicles can clear the intersection effectively. Several options could be

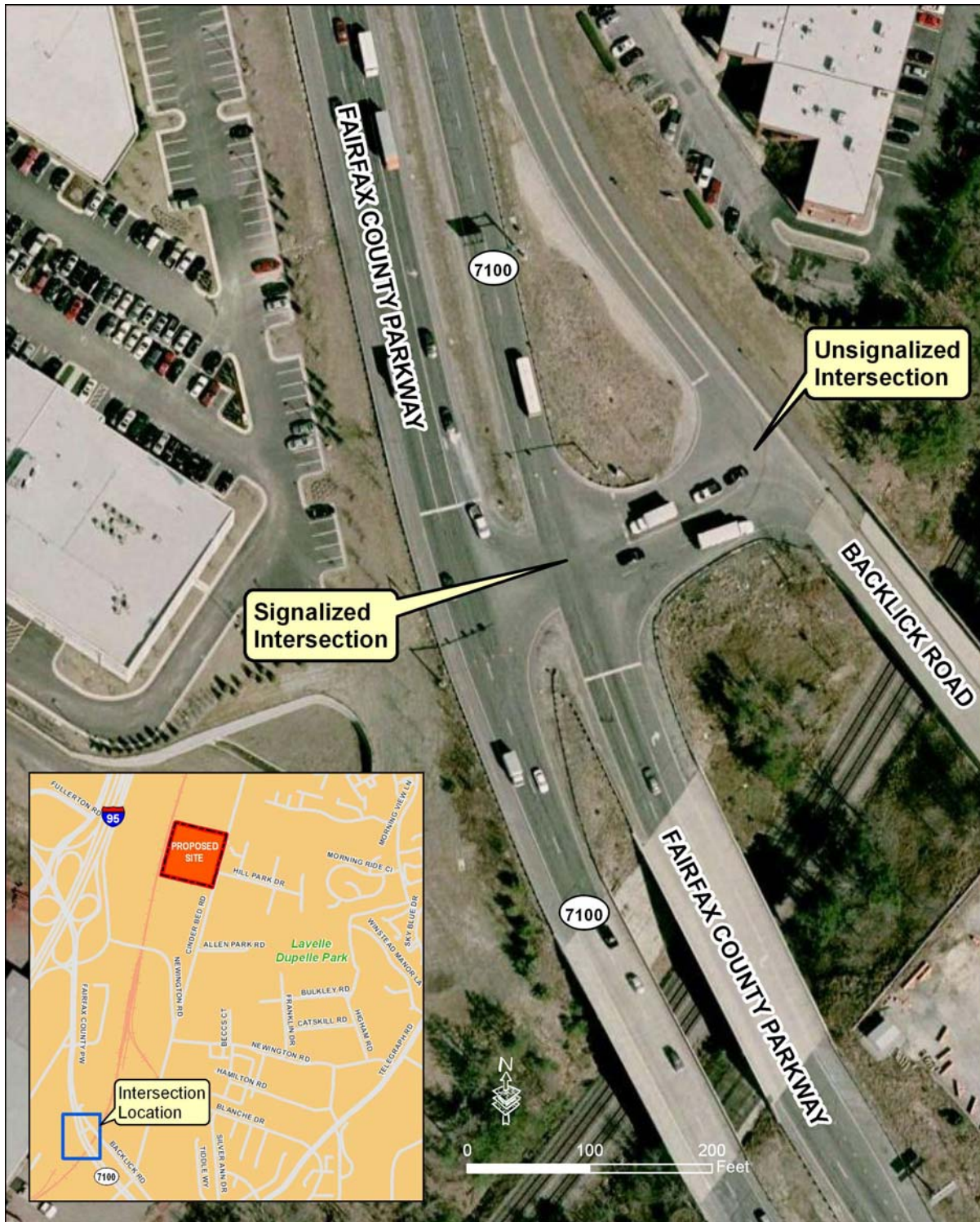


considered to facilitate and improve bus and auto movements. To provide more storage space, the westbound approach of the connector road could be widened to accommodate three lanes: a left-only, a shared left/right, and a right-only lane. A signal could be installed at the un-signalized intersection of Backlick Road and the short connector road, and timed in coordination with the adjacent signal on the Parkway.

The bridge on Backlick Road approaching the Fairfax County Parkway (also shown in **Figure 5**) is designed to serve all vehicle types including buses as well as Wheel-Base (WB)-67 trucks, which have the longest single wheel base. A bus being towed by a towing truck with a professional operator has more maneuverability than a WB-67 truck.

According to Fairfax County, design of the intersection improvements at Cinder Bed Road and Newington Road is expected to be completed within 18 months. Construction will begin after design is complete. The Cinder Bed Road bus operations and maintenance facility could begin operations in 2012 according to the current schedule.

Figure 5: Fairfax County Parkway/Backlick Road Intersection





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D. Issue: Cut-Through Traffic

C. Smith [Page 15 of the proposal notes that there will be parking for several support vehicles (e.g., cars and light trucks). Page 15 also notes that the facility will have parking for 274 employee and bus operator vehicles. The proposed facility will have three shifts and operate 24/7. On a 24/7 basis, the support vehicles and employees will add to a severe existing cut-through traffic problem on Newington, Accotink, Hamilton, and Ona Roads. The cut-through traffic volume on these residential streets is quite high, and the drivers are commonly traveling well in excess of the speed limit of 20 and 25 miles/hour. Newington Road has a hill with a blind curve, has no shoulder, and has very deep ditches. It is a very dangerous road. Our community has no sidewalks or trails. There have been two accidents in which children riding their bicycle in the community have been struck by speeding vehicles.

[While the proposal states that the busses will not use Newington Road, our experience is that statements of this nature are inconsistent with reality. How will a no busses on Newington Road rule be enforced?]

[The presentation at the public hearing included,

[Impacts generated by proposed facility are within acceptable transportation planning standards for level of service and roadway capacity.]

The assessment of the impacts needs to include impacts on cut-through traffic on Newington, Hamilton, Ona, and Accotink Roads resulting from traffic that is avoiding the Fairfax County Parkway access due to the heavy use of the Fairfax County Parkway access by WMATA busses.

[Page 33 of the proposal states,

[There would be no conflict with residential land uses, as the closest residential use is approximately 800 feet to the northeast and separated from the proposed industrial use by an existing industrial facility and two forested areas. There is no direct street access from Cinder Bed Road to this residential area.]

This statement is based upon a 1/4 mile radius area from the proposed WMATA site and does not consider the area represented by the Newington Civic Association and impacts on cut-through traffic.

[Page 45 of the proposal identifies Hunter Estates as a community between Cinder Bed Road and Telegraph Road and states,

[There is no surface roadway access directly into these neighborhoods from the Cinder Bed Road project site.]

Please note that Newington Road is a residential street that connects Cinder Bed Road with Telegraph Road. Newington Road has single family homes in Hunter Estates and Hunter Wood, and it provides access to the homes in Newberry Station. Please also note that Hunter Wood and Newberry Station were omitted from the listed communities.



- Page 45 of the proposal states,
 - Local communities will not be impacted by the Cinder Bed Road bus facility or by the movement of buses to and from the project site under either Design Option. □

Contrary to the proposal, the local communities will clearly be negatively impacted.]

Summary

One commenter expressed concern about the potential for cut-through traffic from Cinder Bed Road to Telegraph Road through residential neighborhoods. Concerns included the ability of WMATA to enforce the Fairfax County Parkway-Backlick Road-Cinder Bed Road route to the site, and the potential for increased cut-through traffic from automobiles attempting to avoid congestion on Fairfax County Parkway. The commenter also noted that the analysis should have considered a radius of impact from potential cut-through traffic.

Response

WMATA is committed to using only the route along Cinder Bed Road, Backlick Road, and Fairfax County Parkway to access the site. WMATA will ensure that all operators use only that route for bus movements and employees are aware of the policy for personal travel. As noted above, traffic from the proposed Cinder Bed Road facility will amount to approximately 2.2 percent of the existing traffic on Fairfax County Parkway between Telegraph Road and I-95, and is therefore not expected to noticeably affect traffic congestion on that road. It is, therefore, unlikely that construction of the proposed facility will contribute to increased cut-through traffic in the surrounding neighborhoods.

A radius of □ mile around a project site is the standard used in planning analysis. In addition, the analysis considered the impact of vehicle movements to and from the project site along Cinder Bed Road, Backlick Road, and Fairfax County Parkway. This is the only approved route to and from the project site.

E. Issue: Air Quality

- M. Patrick** [Environmental - Additional diesel fumes which are most apparent during periods of winter thermal inversion causing the fumes to remain close to the ground. If environmental studies have not taken this into account, then they have not been conducted using due diligence principles.]
- C. Smith** [The local air quality will be degraded by the exhaust fumes generated by the diesel and gasoline operated buses, service vehicles and employee vehicles traveling to and from the proposed WMATA site.]

Summary

Two commenters expressed concern that fumes from buses and other vehicles would adversely affect the area around Cinder Bed Road.

Response

Impacts on the local air quality are expected to be negligible for several reasons:



- Emissions from the bus garage are expected to be minimal since the primary function is intended to act as a layover facility (i.e., parking for non-idling buses) with minor maintenance support.
- Since the proposed Cinder Bed Road Facility will be used as a storage and parking facility, most emissions from the buses will be produced along their assigned routes rather than at the facility.
- The proposed facility would begin operations in 2012. After December 1, 2010, all highway diesel fuel sold in the United States will be ultra low sulfur diesel (ULSD) with a sulfur content of only 15 parts per million (ppm) compared to the current requirement for low sulfur diesel (LSD) of 500 ppm. This change in mandated fuel supply is expected to reduce diesel emissions (including diesel particulates and diesel exhaust gas emissions).
- The new advanced technology diesel engines include diesel particulate filters (DPF) and diesel oxidation catalyst (DOC) mufflers that reduce tailpipe emissions (such as particulate matter, carbon monoxide and oxides of nitrogen) another 50-90%.
- Additionally, as part of the US Department of Energy's (DOE) FreedomCAR and Vehicle Technologies (FCVT) Program, WMATA has converted approximately 40% of its Metrobus fleet from conventional diesel to newer clean-fuel technologies (through 2006, the last year for which data are available).
- This conversion, which includes compressed natural gas (CNG), hybrid electric and new advanced technology diesel engines, further reduces diesel emissions up to 85%.
- Eventually, WMATA's entire Metrobus fleet is expected to be converted to one of these clean-fuel technologies.

Therefore, the future air quality in the vicinity of the proposed facility will not be affected by the proposed facility.

F. Issue: Wetlands and Water Quality Impacts

A. Boyd [The proposed facility will be built on a good portion of wetland designated area. The industrial activity of changing oil and fluids will have a spill become more devastating to the environment. Also there did not seem to be adequate facilities to catch the waste water runoff from washing the buses or the dirty water/oil residue from the buses.]

C. Smith [The proposed portion of the site to be occupied is next to a wetland, resource protection area, and flood plain. Measures that exceed minimum standards should be use[d] to protect the surface water from contamination from oil, vehicle fluids (hydraulic, brake, radiator, etc.), waste water from the bus wash, solvents and detergents used on site, spilled fuel, and contamination from employee vehicles.]

Summary

Two commenters expressed concern that activities on the site could negatively impact wetlands and water quality.



Response

Site improvements will be located on the western portion of the property, west of the floodplain and outside of the wetlands. The primary access road at the northern edge of the property will impact approximately 40 to 50 linear feet of Long Branch, but will be shifted slightly to the south to avoid impacts to the intermittent stream at the site. Additionally, the primary access point would cross through the 100-year floodplain and impact approximately 0.3 to 0.5 acres of floodplain, and would cross the designated Resource Protection Area (RPA), impacting approximately 0.3 to 0.5 acres of the RPA. The roadway will be designed such that there would be no increase in base flood elevation.

Because the proposed action will increase the amount of impervious surface at the site and result in increased runoff, potential water quality impacts may result. Appropriate mitigation will be included in the facility design to avoid, minimize, and mitigate potential impacts to the aquatic ecosystem, wetland areas and the floodplain. Appropriate stormwater management facilities will also be incorporated into the facility, consistent with Fairfax County requirements and in support of the LEED Silver design goal of the facility.

G. Issue: Quality of Life

M. Patrick

[Our association is composed of 167 households in a community northwest of the intersection of Fairfax County Parkway and Telegraph Road. This community is already negatively impacted by the VDOT truck facility between Tiddle Way and Fairfax County Parkway. At this time we are aware of a FedEx truck facility planned for construction southwest of this intersection (among other light industrial projects planned for that property). We already expect significant growth in our area because of BRAC-induced additions to Ft. Belvoir and the imminent opening of the new NGA building (8,500 employees and anticipated contractor support nearby.)]

[Although moderate growth and employment opportunity bring with it the promise of increased property value, extreme growth with associated negative environmental and traffic consequences begins to reverse the trend. Based on what public and private interests have shared with us, we believe that our area is moving beyond a "tipping point" which will begin to drive our property values down as well as increase health risks to the members of our community.

Our 32-year old community is made up of a hard-working, culturally diverse group of tax payers. There are many veterans and active duty members of the Armed Forces who reside in Raceway Farms. There are also many members of the civil service and those who serve our community in countless other ways. Sports leagues, scouting groups, community theater, churches for decades this community has made a positive impact on its neighbors. Young families and retired citizens round out this group who are proud to call Fairfax County home.

As the representative of these fine people, I request on behalf of 167



households that WMATA look elsewhere for a location for this facility or, at a bare minimum, take significant action to mitigate negative effects.]

L. Volchansky

[Please reconsider locating this bus maintenance facility elsewhere within Fairfax County. It would appear as our bus service decreases, this facility is only being located here out of convenience to WMATA, not the surrounding community.]

C. Smith

[Page 83 of the proposal states,

“**Traffic:** construction will not have a negative effect on the transportation, economic, social, or environmental context of residential communities since the site is isolated from such communities.”

The Newington Civic Association disagrees with this statement and believes that the proposed WMATA facility will result in downward pressure on local property values and quality of life.]

Summary

Three commenters expressed concern that the proposed facility would negatively impact the residential community. A particular concern cited was that the cumulative effect of impacts from the proposed facility combined with impacts from other planned projects in the area.

Response

WMATA has noted the concerns raised by the commenters. The project likely would not be a significant contributor to cumulative effects when compared to other projects (e.g. the FedEx distribution facility).

The analysis conducted indicates that there will be minimal impacts to traffic and air quality as a result of the construction or operation of the Cinder Bed Road facility. For intersections evaluated as part of the Environmental Evaluation, all were within acceptable transportation planning standards. For purposes of the Environmental Evaluation, potential effects on the regional air quality were evaluated and found that there would be no expected exceedances of National Ambient Air Quality Standards. Furthermore, WMATA is proposing to develop the site to LEED Silver standards.

H. Issue: Soils

C. Smith

[Page 69 of the proposal states,

“A geotechnical report prepared for the site in May 2007 indicates problem soils exist on the sites.”]

Summary

One commenter noted a May 2007 report which indicated the existence of problem soils at the site.

Response

The majority of the site is Urban Land, including the western and northeastern portions of the site. Urban Land is defined as areas where soils are disturbed and consist entirely



of man-made soils such as concrete and pavement. The construction of the primary access road and facilities will occur on areas designated as Urban Land. The area identified as the Codorus and Hatboro soils, which are classified as "very limited" for development, will not likely be disturbed by development.

I. Issue: Litter

C. Smith [The proposed facility will generate trash that should not be littered. Attention to litter should be included in the proposal.]

Summary

One commenter expressed concern that trash generated by the site would not be properly disposed of.

Response

Trash will be generated from several sources including cleaning of buses, packing materials, and from operations of the office and maintenance facility. Buses will be cleaned daily within the service facility, and trash removed from buses will be collected and properly disposed of. Trash generated by the operations from material packaging, office operations, or other sources will be collected and properly disposed of. Recycling programs will be employed in support of the LEED Silver design goal of the facility. The site will be landscaped and maintained by WMATA.

J. Issue: Noise

C. Smith [Residents near the Fairfax County Maintenance Facility (bus garage) have been bothered by the noise from the garage, especially the testing of horns and back-up alarms. The noise issue is more profound during the winter when the deciduous trees have lost their leaves. Testing of horns and the noise of back-up alarms should be prohibited from 10:00 PM until 7:00 AM.]

Summary

One commenter expressed concern that noise from facility operations would negatively impact nearby residents, particularly at night.

Response

Using the Federal Transit Administration (FTA) general assessment guidelines, future project noise levels were predicted based on maximum bus operations at the proposed facility. Future predicted noise levels at the closest residences are well below the FTA thresholds for moderate or severe impact.

Careful attention to the design of the bus garage facilities will minimize unnecessary noise impacts on the community. Such "good neighbor" control measures could include barriers around stationary source like compressors, generators and disk brake milling machines, keeping maintenance shop doors closed, and minimizing bus idling while at the facility. In addition, self-adjusting back-up alarms are available that raise or lower the alarm volume based on existing ambient noise. WMATA will take into consideration the proposal to test horns and back-up alarms outside of the 10 p.m. to 7 a.m. time frame.



The proposed facility is approximately 1,200 feet from the nearest residences and will be screened by the existing stand of trees along Long Branch. By comparison, the existing Fairfax County facility is located less than 200 feet from the nearest residences. As a result, the proposed facility will have much less noise impact on nearby residential communities than does the existing Fairfax County Facility.

K. Issue: Process

L. Volchansky [I attended the public hearing at the Fairfax County Franconia Government Center last Monday, 28 July, at 7:00 pm. I was surprised the hearing ended at 7:15 p.m.]

Summary

One commenter expressed surprise that the public hearing ended at 7:15 p.m.

Response

An open house was held prior to the public hearing, from 6:30 p.m. to 7:00 p.m. The public hearing began at 7:00 p.m. and included remarks from WMATA Board Member Catherine Hudgins and a presentation giving an overview of the proposed action. The hearing was intended as an opportunity for the community to provide feedback to WMATA regarding the proposed action. Only one person signed up to speak at the hearing, therefore it ended at 7:16 p.m.

L. Issue: Compliance with Fairfax County Development Process

Fairfax County DPZ [The following is a preliminary listing of issues of concern with regard to the proposed development:

Zoning and Planning The property is zoned I-6 and R-1. That portion of the property which would be utilized for the proposed bus operations and maintenance facility appears to fall entirely within the I-6 Industrial zoned area. The property is planned for industrial uses and private open space. The private open space is concentrated along the banks of the Long Branch stream channel.

Additional requirements The use will require a special exception(s), or special exception amendment as is required for all WMATA uses. It may also require a special exception for uses or disturbance of the 100-year floodplain. Public and quasi-public uses, such as WMATA facilities, also require 2232 review. These processes can be completed concurrently.

Portions of the Long Branch stream and floodplain areas have been disturbed. This area is also delineated as a Resource Protection Area (RPA) under the Chesapeake Bay Preservation Ordinance. Restoration of disturbed areas is likely to be required as part of any development proposal for the property.

Stormwater Management The development of the property should include one or more measures to reduce runoff into the stream. Stormwater management facilities as well as Best Management Practices (BMPs) should be included as part of the proposed development in order

to reduce runoff and provide some measure of water quality improvement at this location.

□Low Impact Development □The use of low impact development (LID) measures is strongly encouraged. These measures may include vegetated roofs, permeable pavement, bioretention filters and basins, vegetated swales, tree box filters, reforestation, soil amendments and other measures which might be employed.

□Limited site access □Design Option 1 notes a single point of access to the site from Cinder Bed Road, while Design Option 2 notes a potential second point of access with a second stream crossing. Design Option 1 is preferred given the reduce stream impacts. If additional points of access are deemed necessary for emergency access, then interparcel access should be provided linking the subject property with properties to the north and/or south.

□Transportation impacts □While the Fairfax County Department of Transportation has elected not to provide formal comments at this time instead electing to defer to providing comments on a formal submission for a special exception on the property, it was noted that a number of potential road improvements in the area may be required in order to facilitate the proposed use.

Staff will be submitting a more formal and complete set of comments to the Virginia Department of Environmental Quality (DEQ) as part of the Coastal Zone Consistency requirements for the proposed facility. We plan to copy WMATA on those comments once completed.]

Summary

The Fairfax County Department of Planning and Zoning noted a number of issues that will require coordination with County departments during the development process.

Response

As the design and development process moves forward, WMATA will comply with the requirements of the Fairfax County development process, including each of these specific issues.



7. RESPONSES TO COMMENTS RECEIVED ON THE PUBLIC HEARING DRAFT STAFF REPORT

After completion of the Draft Staff Report, a notice dated August 19, 2009 was mailed to the same 900 property owners contacted prior to the public hearing and to all members of the public who had provided comments during the public hearing and subsequent comment period. The notice included instructions on providing comments on the Draft Staff Report and listed locations where the report could be reviewed. The comment period was open until August 31, 2009.

WMATA received two comments during the comment period. Comments were received from Mount Vernon District Supervisor Gerald W. Hyland, and from Cynthia Smith of the Newington Civic Association. Copies of these letters can be found in **Appendix D**. This section includes responses to these comments.

A. Issue: Traffic Congestion

G. Hyland [The proposed routing of buses from the facility includes using Telegraph Road. There needs to be a signal light at the intersection of Telegraph Road and Blanche Drive. The residents are not able to get out their community in a timely manner, even now. Thirty-five percent of all bus traffic generated from the site will use Telegraph Road, further exacerbating and already congested roadway. Not only will there be 160 buses using this site, traffic will also increase as a result of having more than 240 employees on the site in addition to delivery trips.]

C. Smith [Page 20 of the WMATA response to the public comment states, [Background traffic conditions in 2012 (the anticipated opening of the proposed project) were estimated by projecting growth in traffic based upon the normal growth of employment and increases in regional population.]

This statement by the WMATA reveals that the WMATA traffic assessment is fundamentally flawed. The actual growth in traffic on roads proposed for use by the WMATA facility will be wildly in excess of the traffic growth at the regional level due to the local impacts of BRAC.]

Summary

One commenter expressed concern that the bus operations and maintenance facility would generate increased traffic that would create congestion and safety hazards on Telegraph Rd at Blanche Drive. One commenter noted that the traffic analysis performed for the Cinder Bed Road bus operations and maintenance facility did not adequately account for the expected increases in traffic due developments in the area related to the Defense Base Closure and Realignment Commission (BRAC) recommendations for Fort Belvoir.

Response

Based on daily traffic counts for buses and employee vehicles at a comparable facility, the Landover Bus Garage in Prince Georges County, Maryland, and estimates that approximately 35 percent of vehicle trips generated by the proposed project would travel north on Telegraph Road from Fairfax County Parkway, 40 trips (16 inbound/24 outbound) during the weekday afternoon peak period can be expected to travel past the intersection of Telegraph Road and Blanche Drive. This estimate includes bus trips and



employee vehicle trips. Total weekday p.m. peak period traffic on this section of Telegraph Road is 2,400 vehicles. Therefore, the increase in traffic for the p.m. peak created by the proposed facility is 1.6 percent over current conditions. This relatively small increase in traffic is within day-to-day fluctuation of traffic volumes for the road and is within accepted planning standards.

The traffic analysis for the Cinder Bed Road bus operations and maintenance facility used standard planning practice and focused on the facility's estimated opening year, 2012. In addition, the analysis estimated background traffic in that year according to accepted planning standards. Additional growth would occur as a result of the BRAC-imposed improvements in the area around Fort Belvoir. The development resulting from BRAC will occur over a longer period of time and traffic impacts will be attenuated over that time period. The expansion of Fort Belvoir due to the BRAC recommendations is unrelated to the development of the proposed Cinder Bed Road facility.

During the site plan and development review process, Fairfax County will require a detailed traffic impact assessment. If estimated traffic volumes resulting from the proposed facility exceed a certain threshold, the Virginia Department of Transportation (VDOT) 527 process will be triggered and further detailed analysis will be conducted by the developer.

B. Issue: Intersection and Roadway Constraints

G. Hyland [The proposed traffic pattern is to exclusively use Cinder Bed Road to the Fairfax County Parkway and Telegraph Road. Cinder Bed Road is a two lane unimproved road with a railroad overpass. Cinder Bed Road should be widened and improved to allow for buses to drive north and south. The proceeds from the development of the Royal Street facility should be used to improve the intersection of Newington Road and Cinder Bed Road, as turning movements in their current condition are dangerous and an increase in bus traffic will only exacerbate this problem. Also, the Newington Road underpass causes a constriction and traffic going underneath the railroad tracks would have to yield to oncoming traffic. If there is an emergency that closes the roadway, the buses would not have a safe alternative route to access the site, as the other route is a one lane underpass. I believe that the railroad underpasses will have to be widened to accommodate the increase in bus traffic.

Buses, delivery trucks and other traffic associated with the proposed facility must not use Newington Road east of Cinder Bed Road. Newington Road has a [No Through Truck Traffic] designation by the Virginia Department of Transportation because it is a very dangerous unimproved, curving and hilly two lane roadway. The Fairfax County Police Department will strictly enforce this restriction.]

C. Smith [The roads near the "Y" intersection of Cinder Bed Road and Newington Road flood a minimum of two to three times each year.

The drain pipe under the Cinder Bed Road [Newington Road] intersection which goes through the small, low, triangular piece of land that is in the middle of the intersection overflows Newington and Cinder Bed Roads by approximately 6 -12 inches as the result of very heavy rainfall. This type of flooding also occurs when there have been several consecutive or nearly consecutive days of significant rainfall. The road flooding is likely to continue after the redesign of the Y



intersection to a T intersection because the elevation of the road is not likely to change, and the roads are immediately adjacent to the Long Branch which is a tributary to Accotink Creek.

The police close the flooded sections of Newington Road and Cinder Bed Road. Predictably, on an occasional basis, the proposed WMATA facility is likely to be inaccessible by road and/or the proposed route from the proposed WMATA facility to the Fairfax County Parkway will be closed due to flooding. This will predictably result in occasional WMATA service disruptions. Also, the flood waters will present safety issues for WMATA employees who are trapped at the proposed WMATA facility by the flood waters.]

Summary

One commenter expressed concern about roadways in the area having sufficient capacity to handle increased traffic resulting from the construction and operation of the Cinder Bed Road facility, particularly due to constraints at railroad overpasses. In addition, one commenter noted periodic flooding at the intersection of Cinder Bed Road and Newington Road as a potential constraint to effective operation of the facility.

Response

Cinder Bed Road will be widened in the vicinity of the site within existing VDOT right-of-way as part of the proposed project improvements. The future volume of traffic from the proposed project can be accommodated on this roadway. In addition, the Fairfax County Department of Transportation is preparing to reconstruct the intersection of Cinder Bed and Newington Roads to improve safety. The project is fully funded and design will be completed within 18 months, with construction completed 12 months following.

The railroad underpass at Cinder Bed Road measures 23.7 feet in width and 14.5 feet in height. The railroad underpass at Newington Road measures 20.7 feet in width and 14.7 feet in height. Both are of sufficient width and height for buses to pass through safely. In the event of an emergency, buses and support vehicles would likely turn west on Newington Road to Loisdale Road, in order to avoid traveling through nearby residential neighborhoods. Although the Newington Road underpass is a single lane, it would only be used in case of emergencies.

Buses traveling to the proposed Cinder Bed Road facility would access the site from the south using the Fairfax County Parkway to Backlick Road. The vehicles would travel one block to Cinder Bed Road, turning north and traveling along Cinder Bed Road to the project site and entering at the primary access driveway. Leaving the site, vehicles would reverse this flow. Vehicles would **not** travel on residential streets, including Newington Road east of Cinder Bed Road. WMATA would comply with the "No Through Truck Traffic" designation on this section of Newington Road.

Fairfax County Department of Transportation (DOT) indicates that the intersection of Cinder Bed Road and Newington Road does flood on occasion. The improvements planned by Fairfax County for this intersection will include the construction of a new, larger culvert, which will alleviate the pooling that currently occurs east of Cinder Bed Road during heavy rains. Flooding elsewhere in the neighborhood may result from inadequate drainage infrastructure such as culverts and storm water inlets.



C. Issue: Effects of BRAC

C. Smith [Page 23 of the WMATA response to the public comment states,

□ Additional traffic resulting from the new jobs moving to the area due to the implementation of the Base Realignment and Closure Commission (BRAC) recommendations is expected to necessitate improvements to Telegraph Road between Richmond Highway and Fairfax County Parkway. Fairfax County staff has also recommended additional study to determine the need for road improvements at the Telegraph Road □ Fairfax County Parkway ramps, Fairfax County Parkway □ Terminal Road and Backlick Road service drive access points, and Newington Road □ I-95 off ramp □ Fairfax County Parkway. Improvements to these roadways will be the responsibility of other parties.” [emphasis added].

WMATA is demonstrating bad citizenship in this statement. Fundamentally, WMATA is stating that they will be a contributor to the local traffic problem but not a participant in the solution to the local traffic problem. The local communities are being disproportionately negatively impacted by the increased traffic associated with BRAC, and the WMATA proposes to add insult to injury.

Please note that Federal funds and State funds have NOT been provided to address the necessary off-base road improvements. Exactly who does the WMATA believe is going to be the source of the funds for the necessary road improvements? How does MWATA [sic] propose to conduct efficient operations at the proposed Cinder Bed Road facility in the absence of the necessary road improvements?]

Summary

The commenter noted that traffic in the area is likely to increase due to developments related to the Defense Base Closure and Realignment Commission (BRAC).

Response

The expansion of Fort Belvoir due to the Defense Base Closure and Realignment Commission (BRAC) recommendations is unrelated to the development of the proposed Cinder Bed Road bus operations and maintenance facility. The expansion of Fort Belvoir will occur with or without the proposed bus facility. Funding for improvements to the local road network to support the expansion of Fort Belvoir is currently being negotiated by Federal, State, and local jurisdictions.

On September 8, 2005, the BRAC Commission recommended numerous realignment and closure actions for domestic military installations. BRAC realignment would result in a net increase of approximately 19,000 personnel at Fort Belvoir. As part of this process the Fairfax County Department of Planning and Zoning (DPZ) completed the 2008 *BRAC-Related Area Plans Review Existing Conditions Report* to evaluate the conditions in the vicinity of Fort Belvoir. The existing conditions report describes the I-95 Corridor Industrial Area, which includes the proposed facility site:

The I-95 Corridor Industrial Area is recommended □ as one of several locations in the County which **should retain an overall industrial orientation for future uses**. The majority of the area is planned at the baseline for industrial use □ along with some commercial, retail, and hotel uses [emphasis added].



WMATA's proposal for the Cinder Bed road site is fully consistent with the type of development recommended for this area by the County's Department of Planning and Zoning (DPZ).

D. Issue: Coordination of Improvements

C. Smith [Page 26 of the WMATA response to the public comment states,

□According to Fairfax County, design of the intersection improvements at Cinder Bed Road and Newington Road is expected to be completed within 18 months. Construction will begin after design is complete. The Cinder Bed Road bus operations and maintenance facility could begin operations in 2012 according to the current schedule.□

Please note that the above statement does NOT include a projected schedule for the COMPLETION OF CONSTRUCTION of the intersection improvements, and a projected schedule is subject to construction delays. We repeat our earlier public comment which appears to have been ignored,

□Occupancy should not be permitted in advance of the completion of the construction of the re-designed intersection.□

Summary

The commenter noted that a definitive project schedule was not provided for the completion of intersection improvements at Cinder Bed and Newington roads and reiterated that operations should not begin at the proposed facility until the intersection improvements have been completed.

Response

Fairfax County DOT staff indicate that the construction of the intersection improvements at Newington and Cinder Bed roads by Fairfax County is expected to take one year. Assuming design will be completed in 18 months (December 2010); construction should begin in early 2011 and finish in early 2012. This coincides with the current schedule for the start of operations at the Cinder Bed Road bus operations and maintenance facility.

E. Issue: Cut-Through Traffic

C. Smith [Page 30 of the WMATA response to the public comment states,

□WMATA is committed to using only the route along Cinder Bed Road, Backlick Road, and Fairfax County Parkway to access the site. WMATA will ensure that all operators use only that route for bus movements and employees are aware of the policy for personal travel.

Page 37 of the Staff Recommendation states,

□In addition, WMATA will enforce the routes buses will travel to and from the facility, to ensure that buses do not travel through adjacent residential communities.□

We note that the Staff Recommendation does NOT include a statement regarding the enforcement of its above stated policy regarding employees using only Cinder Bed Road, Backlick Road, and Fairfax County Parkway to access the site for their personal travel to and from the site. This omission is an inferred



admission that the WMATA will contribute to the cut-through traffic on Newington Road between Telegraph Road and Cinder Bed Road, and we object.]

Summary

The commenter noted that WMATA did not state that it would enforce its policy that employees use the approved route to access the site.

Response

WMATA will enforce the rule to use only the approved route along Cinder Bed Road, Backlick Road, and Fairfax County Parkway for bus operators and vendors traveling to and from the proposed facility. In addition, WMATA will ensure that employees are aware of the policy to use only that route to access the site for both bus operations and personal travel, but cannot dictate the movement of employees to and from the worksite.

F. Issue: Air Quality

G. Hyland [The air monitoring stations that were used to assess air quality are located at Lee District Park and one on Columbia Pike in Annandale, more than 12 miles away from the proposed site. The proposed site is in a non-attainment air quality region for ozone and particulate matter. The facility will make it more difficult for Fairfax County to come into Environmental Protection Agency compliance for the region. This proposed facility, if approved, will be located less than a quarter mile away from residential communities. Diesel fumes, computed with the Fairfax county School Bus parking nearby, will increase and negatively impact the environment. WMATA should limit bus and truck idling at the proposed facility and actively increase the number of CNG buses at the site and in your fleet.]

Summary

The commenter expressed concern over the methods used to measure existing air quality, as well as concerns about the potential for the proposed facility to contribute to local and regional air quality issues.

Response

The air quality monitoring stations selected for analysis are operated by the Virginia Department of Environmental Quality (VDEQ) throughout the Commonwealth of Virginia. They are not located in every neighborhood, as they generally measure regional pollutants, such as ozone, that are only marginally affected by local emissions sources. Regional pollutants are transported in the upper atmosphere from one state or region to another. The Cinder Bed Road facility is not expected to contribute to an increase in ozone or particulate emissions, since it would replace the existing Royal Street facility.

Diesel fumes in the local area would increase as a result of the new bus facility, as not all WMATA buses have been converted to compressed natural gas (CNG). However, this increase is expected to be well below any of the National Ambient Air Quality Standards (NAAQS), or the impact criteria used to evaluate air quality impacts from buses. Diesel fumes are not expected to contribute to any of the exceedances of the primary mobile source air toxins due to the relatively small size of the facility compared to the large highway corridors nearby. The primary function of the new facility would be as a layover facility (i.e. parking for non-idling buses) with minor maintenance support.



Therefore, diesel fumes and emissions from the bus garage are expected to be minimal. In addition, most of the emissions from the buses would be produced not at the facility but along their assigned routes.

The proposed facility would begin operations in 2012. After December 1, 2010, all highway diesel fuel sold in the United States will be ultra low sulfur diesel (ULSD) with a sulfur content of only 15 parts per million (ppm) compared to the current requirement for low sulfur diesel (LSD) of 500 ppm. This change in mandated fuel supply is expected to reduce diesel emissions (including diesel particulates and diesel exhaust gas emissions). Additionally, as part of the US Department of Energy's (DOE) FreedomCAR and Vehicle Technologies (FCVT) Program, WMATA has converted approximately 40% of its Metrobus fleet from conventional diesel to newer clean-fuel technologies (through 2006, the last year for which data are available). This conversion, which includes compressed natural gas (CNG), hybrid-electric and new advanced technology diesel engines, further reduces diesel emissions up to 85%. Furthermore, new advanced technology diesel engines include diesel particulate filters (DPF) and diesel oxidation catalyst (DOC) mufflers that reduce tailpipe emissions (such as particulate matter, carbon monoxide and oxides of nitrogen) another 50-90%. Eventually, WMATA's entire Metrobus fleet is expected to be converted to one of these clean-fuel technologies.

G. Issue: Noise

G. Hyland [The design of the maintenance and other support services buildings, bus storage bays and parking must face the railroad side, away from Cinder Bed Road. The design for any buses, trucks and other vehicles that require backing up must also be planned so that the beeping noise will not disturb the residential communities. Perhaps, installing walls, thick vegetated buffers or turning off the signal after certain hours would minimize these impacts.]

Summary

The commenter noted methods that could be used to lessen noise impacts from the proposed facility.

Response

The proposed improvements would be located on the western portion of the site. The floodplain and Resource Protection Area (RPA) on the eastern portion of the site, which is heavily vegetated, would be maintained. This vegetation would serve as a visual and noise barrier. Careful attention to the design of the bus garage facilities will minimize unnecessary noise impacts on the community. Such good neighbor control measures could include barriers around stationary sources (e.g. compressors, generators, disk brake milling machines), keeping maintenance shop doors closed, and minimizing bus idling while at the facility. In addition, self-adjusting back-up alarms are available that can lower the alarm volume based on existing ambient noise.

H. Issue: Quality of Life

C. Smith [Section 3.15 of the docket suggests that WMATA proposes to provide socioeconomic justice. The section uses statistics based upon all of Fairfax County. However, the adverse impacts of the proposed facility will be local adverse impacts, not county-wide adverse impacts. The proposed WMATA

facility will place downward pressure on local home values, including those in the area represented by the Newington Civic Association.

Page 33 of the WMATA response to the public comment states,

□The project likely would not be a significant contributor to cumulative effects when compared to other projects (e.g. the FedEx distribution facility).□

However, with 160 transit buses and several support vehicles, the proposed WMATA Cinder Bed Road facility is almost identical to the FedEx distribution facility both in fleet size and hours of operation.

Furthermore, the WMATA response does not address the comment made by Mr. Patrick with which the Newington Civic Association concurs, □Based upon what public and private interests have shared with us, we believe that our area is moving beyond the tipping point□which will begin to drive our property values down as well as increase health risks to the members of our community.□

Summary

The commenter noted several concerns related to quality of life and cumulative effects.

Response

The proposed improvements are located in an industrially zoned area in the I-95 Corridor Industrial Area. The site is bordered by an active CSX rail line to the west, Cinder Bed Road to the east, and industrial land uses to the north and south. Improvements on the site would be focused on the western portion of the site adjacent to the CSX rail line and screened from Cinder Bed Road by existing trees and other vegetation bordering Long Branch. The facility will be designed with a goal of obtaining LEED Silver certification and will be sensitive to the needs of the community. Bus operations will be restricted to Cinder Bed Road, Backlick Road, and Fairfax County Parkway, and will not use neighborhood streets. The goal of this facility will be to improve transit service operations, which is beneficial to the entire community. There should be no negative impacts on local housing values due to the construction and operation of this facility.

WMATA understands community concerns about the potential impacts of ongoing development in the area. Traffic and environmental impacts from the proposed bus operations and maintenance facility are expected to be minimal. Traffic from the proposed Cinder Bed Road facility will amount to approximately 2.2 percent of the existing traffic on Fairfax County Parkway between Telegraph Road and I-95, and is therefore not expected to noticeably affect traffic congestion on that road. The facility will make use of clean fuel technologies and will be designed to minimize noise impacts. In addition, appropriate mitigation will be included in the facility design to avoid, minimize and mitigate potential impacts to the aquatic system, wetland areas and the floodplain. Appropriate stormwater management facilities will also be incorporated into the facility, consistent with Fairfax County requirements and in support of the LEED Silver design goal for the facility. However, the proposed facility is unlikely to adversely affect property values or the health of members of the community for the reasons outlined above.



I. Issue: Water Quality

C. Smith [Page 32 of the WMATA response to the public comment states,

"Because the proposed action plan will increase the amount of impervious surface at the site and result in increased runoff, potential water quality impacts may result. Appropriate mitigation will be included in the facility design to avoid, minimize, and mitigate potential impacts to the aquatic ecosystem, wetland areas and the floodplain. Appropriate stormwater management facilities will also be incorporated into the facility, consistent with Fairfax County requirements and in support of the LEED Silver design goal of the facility."

This statement asserts that WMATA will meet minimum standards. A LEED Silver design goal is the minimum LEED level and can be achieved without doing anything to exceed Fairfax County's minimum standards regarding stormwater management. Given the close proximity of the proposed development to the aquatic ecosystem, wetland areas, and the floodplain, a LEED platinum design goal should be specified with reference to stormwater management.]

Summary

The commenter expressed the opinion that the proposed facility should exceed minimum stormwater management standards.

Response

As noted in Section 6 and in the Environmental Evaluation, the facility will be designed to avoid, minimize, and mitigate potential impacts to water quality. The developer will take all appropriate measures to mitigate runoff and avoid impacts to the aquatic ecosystem, wetland areas and the floodplain. As this project moves forward, more detailed plans for stormwater management will be developed, including incorporation of best management practices.



8. SUMMARY AND STAFF RECOMMENDATIONS

A. Summary

The staff has considered the oral testimony and written correspondence received from the Public Hearing record. This information is summarized in **Table 2** below.

B. Staff Recommendations

Based on the analysis conducted and public and agency input, WMATA staff recommends that a modified Design Option 1 be carried forward. Staff recommends that the location of the primary access road be shifted slightly south and designed in a way to avoid potential impacts to riverine wetland areas in the vicinity of the proposed primary access road. Final alignment will be based on consultation with the Virginia Department of Conservation and Recreation (DCR) and the U.S. Army Corps of Engineers. By selecting and modifying this option, impacts to the Resource Protection Areas, 100-year floodplain, wetlands and Long Branch are minimized. The proposed alternative is shown in **Figure 7**.

During early planning for the project, WMATA determined that the project should advance to meet federal requirements in order to pursue additional funding for the project. Coordination with the Federal Transit Administration (FTA) was initiated and a Documented Categorical Exclusion (DCE) for the site is being prepared. The information and coordination conducted as a basis for the preparation of the Environmental Evaluation constitutes early project scoping and is being used as the basis for the preparation of the DCE. In addition, as part of the preparation of the DCE, additional correspondence was conducted with key agencies to notify them of the potential federal interest in the project and initiate formal coordination in compliance with federal laws and regulations. Informational packages and a request to review the project was sent to the Virginia Department of Environmental Quality (VDEQ), Virginia Department of Historic Resources (VDHR), and the U.S. Fish and Wildlife Service. Letters sent to these agencies are included in **Appendix F**.

In addition, WMATA will enforce the routes buses will travel to and from the facility, to ensure that buses do not travel through adjacent residential communities. Furthermore, WMATA will continue conversion of its fleet to clean fuel technologies. WMATA will comply with the requirements of the Fairfax County development process if the project moves into design.



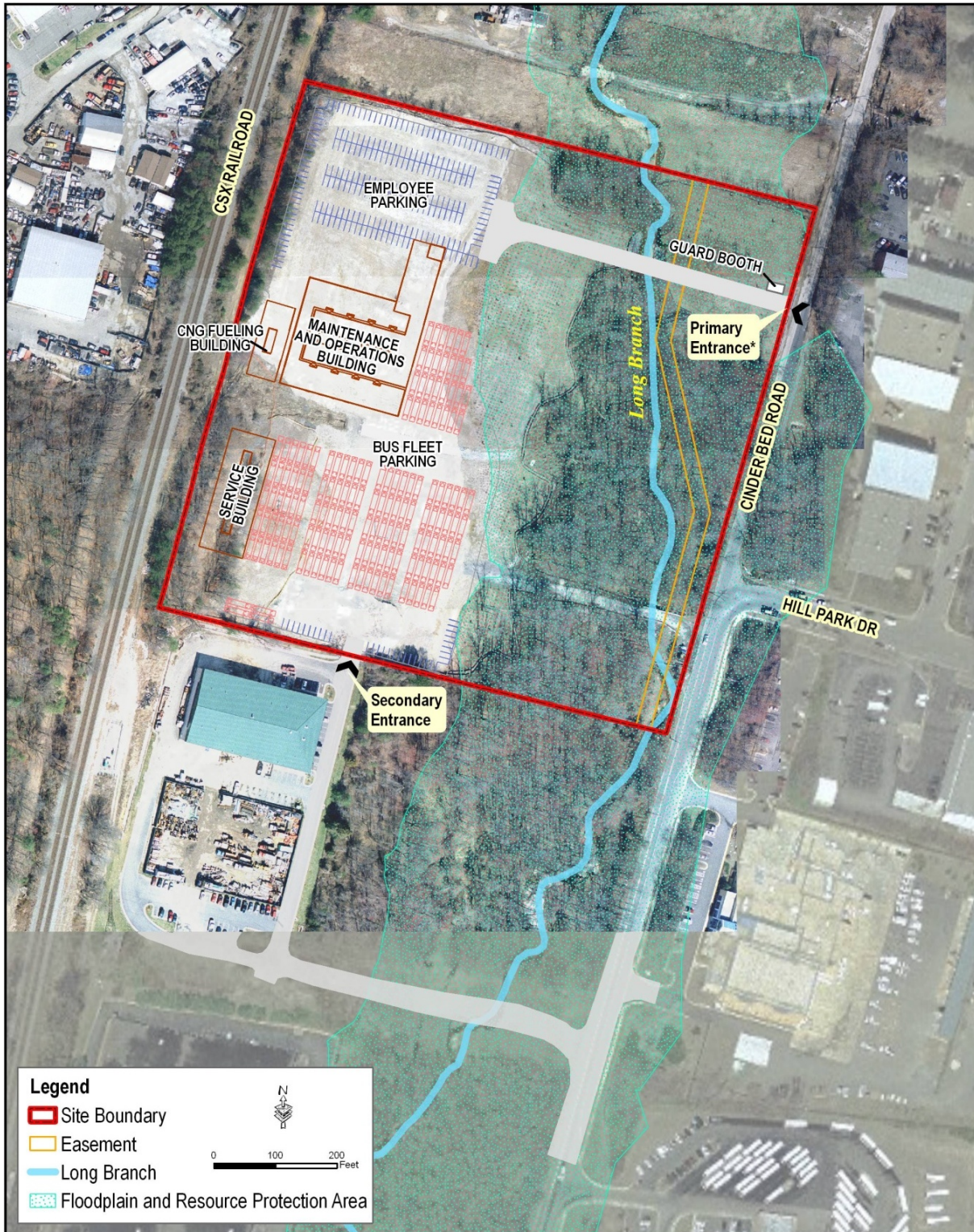
Table 2: Summary of Comments Received

Section	Issue	Number of Commenters	Names
6A	Oppose both Option 1 and Option 2	3	M. Patrick A. Boyd C. Smith
6B	Traffic Congestion	5	M. Patrick L. Volchansky T. and J. Thurston A. Boyd C. Smith
6C	Roadway and Intersection Constraints	3	T. and J. Thurston A. Boyd C. Smith
6D	Cut-Through Traffic	1	C. Smith
6E	Air Quality	2	M. Patrick C. Smith
6F	Wetlands and Water Quality Impacts	2	A. Boyd C. Smith
6G	Quality of Life	3	M. Patrick L. Volchansky C. Smith
6H	Soils	1	C. Smith
6I	Litter	1	C. Smith
6J	Noise	1	C. Smith
6K	Process	1	L. Volchansky
6L	Development Process	1	Fairfax County



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Figure 6: Design Option 1-Modified for Proposed Cinder Bed Road Bus Operations and Maintenance Facility (*Note: Primary Access Road shifted south to minimize impacts to wetlands)





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- Appendix A WMATA Public Hearing Notice
- Appendix B Public Hearing Transcript
- Appendix C Presentation Materials
- Appendix D Supplemental Correspondence
- Appendix E Other Agency Review and Comments
- Appendix F Agency Correspondence for Documented CE