

# **MTPD DISTRICT II SUBSTATION AND TRAINING FACILITY**

## **Documented Categorical Exclusion**

**June 2011**



**Washington Metropolitan Area Transit Authority**





**Grant Applicant:** **Washington Metropolitan Area Transit Authority (WMATA)**

**Proposed Project:** **MTPD District II Substation and Training Facility**

**Date:** **June 10, 2011**

INFORMATION REQUIRED FOR PROBABLE DOCUMENTED CATEGORICAL EXCLUSION  
PURSUANT TO 23 CFR § 771.117(d)

- ✓ A. PROJECT DESCRIPTION: See Section A and Figure 1: Design Concept.
- ✓ B. LOCATION (INCLUDING ADDRESS): See Section B and Figure 2: Site Location.
- ✓ C. METROPOLITAN PLANNING AND AIR QUALITY CONFORMITY: See Section C.
- ✓ D. ZONING: See Section D and Figure 3: Parcels and Zoning.
- ✓ E. TRAFFIC IMPACTS: See Section E.
- ✓ F. Carbon Monoxide (CO) HOT SPOTS: See Section F.
- ✓ G. CULTURAL RESOURCES: See Section G.
- ✓ H. NOISE: See Section H.
- ✓ I. VIBRATION: See attachment Part I.
- ✓ J. ACQUISITIONS AND RELOCATIONS REQUIRED: No acquisition of land is anticipated. See Section J.
- ✓ K. HAZARDOUS MATERIALS: See attachment Part K.
- ✓ L. COMMUNITY DISRUPTION AND ENVIRONMENTAL JUSTICE: See Section L.
- ✓ M. PUBLIC PARKLAND AND RECREATION AREAS: See Section M.
- ✓ N. WETLAND IMPACTS: See attachment Section and Figure 4: Wetlands, Floodplain, Streams, and Resource Protection Area.
- ✓ O. FLOODPLAIN IMPACTS: See Section O and Figure 4: Wetlands, Floodplain, Streams, and Resource Protection Area and Figure 5: FEMA Flood Insurance Rate Map (FIRMette).
- ✓ P. IMPACTS ON WATER QUALITY, NAVIGABLE WATERWAYS, AND COASTAL ZONES: See Section P and Figure 4: Wetlands, Floodplain, Streams, and Resource Protection
- ✓ Q. IMPACTS ON ECOLOGICALLY-SENSITIVE AREAS AND ENDANGERED SPECIES: See Section Q.
- ✓ R. IMPACTS ON SAFETY AND SECURITY: See Section R.
- ✓ S. IMPACTS CAUSED BY CONSTRUCTION: See Section S.

## APPENDICES

## Appendix 1: Figures

- Figure 1: Project Design Concept
- Figure 2: Project Location
- Figure 3: Parcels and Zoning
- Figure 4: Wetlands, Floodplain, Streams, and Resource Protection Area (RPA)
- Figure 5: FEMA Flood Insurance Rate Map (FIRMette)

Appendix 2: Metropolitan Washington Council of Governments (MWCOC)  
TIP Amendment No. 5644

## Appendix 3: Traffic Analysis Technical Memorandum

## Appendix 4: Noise Impact Analysis Technical Memorandum

## Appendix 5: Agency Correspondence

- Virginia Department of Environmental Quality (VDEQ)
- U.S. Fish and Wildlife Service (USFWS), Virginia Field Office
- Virginia Department of Conservation and Recreation (VDCR)
- Virginia Department of Historic Resources (VDHR)
- FTA Section 106 Project Initiation Package

**The action described above meets the criteria for a National Environmental Policy Act (NEPA) Categorical Exclusion in accordance with 23 CFR Part 771.117 (d)(9).**

1:AL 061311  
Applicant's Environmental Reviewer Date

<b>FTA Grant Representative</b>	<b>Date</b>
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## **MTPD District II Substation and Training Facility Documented Categorical Exclusion**

### **A. Project Description**

The project consists of a construction of police station (District II Substation) and training facility for the Metro Transit Police Department (MTPD). The facilities would consist of a four-story administration/police station building and a single story training facility. The police station would include administration offices, training rooms, evidence storage and crime scene work areas, and support areas including a gym and locker rooms. The training facility would include a firing range that would accommodate 16 simultaneous users, weapons cleaning and storage areas, administration areas, and conference rooms and classrooms. The combined facility would include surface parking for up to 185 vehicles. Primary access to the site will be from Joseph Alexander Road through the southeastern portion of the property. See Figure 1 for a design concept of the proposed facility.

### **B. Location (Including Address)**

The project will be located at 6770 Frontier Drive, Springfield, Virginia, at the Franconia-Springfield Metrorail Station. See Figure 2 for the project location. The project site is bounded by the Franconia-Springfield Parkway to the north, Joseph Alexander Road to the east, and the Long Branch to the south. The WMATA Blue Line and CSX rail tracks are located in the southeast section of the study area and the Joseph Alexander Transportation Center (Franconia-Springfield Metrorail Station) is located on the eastern portion of the study area.

### **C. Metropolitan Planning and Air Quality Conformity**

The project is included in the Washington region's Transportation Improvement Program (TIP) ID# 5644 provided in Appendix 2.

### **D. Zoning**

The proposed MTPD facility site is zoned as Medium Intensity Industrial District (I-4). Figure 3 provides a zoning map of the study area. The proposed MTPD District II Substation and training facility would be allowed in the Medium Intensity Industrial District per Special Permit uses, according to the Fairfax County Zoning Ordinance. The project is subject to Special Exception Review pursuant to Section 904 of Article 9 of the Fairfax County Zone code which regulates WMATA land uses.

The project will be subject to Commonwealth of Virginia Code *Section 15.2-2232* which regulates the development of public use facilities and adoption into the County's Comprehensive Plan.

### **E. Traffic**

The project will not impact traffic within the study area. An analysis of the primary roadways and intersections that serve the project site was completed for the project. The analysis was completed using Highway Capacity Analysis software analyzing Level of Service (LOS) measures for nearby roads and intersections. Fairfax County has defined a minimum LOS "E" as acceptable for County intersection. See Appendix 3 for a traffic analysis of the project.



## **F. Carbon Monoxide (CO) Hot Spots:**

No CO hot spot impact is predicted as a result of this project. Based on the proposed use and function of the new police training facility, the project would not exceed the relevant criterion in EPA's "Procedures for determining localized CO and PM<sub>10</sub> concentrations (hot-spot analysis)" or 40 CFR 93.123(b)(1)(iii). The proposed Metro Police Training Facility would not include any new diesel buses or other heavy-duty diesel vehicles. Traffic from the proposed police training facility is not predicted to affect the level of service at the closest intersections. Traffic from the training facility represents less than 4 percent of the total volumes during the AM peak period in the design year of 2030 (less than one percent during the PM peak period).

## **G. Cultural Resources**

No impact to cultural resources is anticipated. No cultural resources were identified at the proposed site by a project reviewed conducted through the Virginia Department of Historic Resources (VDHR) Data Sharing Service in December 2010. FTA initiated a Section 106 consultation for the project in April 2011. VDHR determined that no historic properties would be affected by the project in a letter dated May 16, 2011. See Appendix 5 for Section 106 Correspondence and Coordination documents.

## **H. Noise**

No noise impact is anticipated as a result of the project. Based on the results of the noise modeling assessments, The 24-cumulative hour noise levels at the closest residences are not predicted to exceed the FTA moderate or severe impact criteria. Maximum noise levels from the firearms training and the rooftop HVAC mechanical equipment are also not predicted to exceed the WMATA Ancillary Facilities noise limits of 60 dBA for transient sources and 50 dBA for continuous sources, respectively.

Although the project is located in an I-4 zone (Medium Industrial Zone), the adjacent property is designated as a "PDH-40" zone, which is the highest density residential zone in the county. Under the Fairfax County Code (Chapter 108), the maximum acceptable noise limits are 55 dBA within residential zones between the hours of 7:00 a.m. and 9:00 p.m. pursuant to Chapter 108 of the Fairfax County Code.

The proposed Metro Police building will be designed to mitigate noise from firearms training. Noise control measures would include sound insulation, acoustically absorbent wall treatments, concrete masonry block walls, sound traps, acoustical doors, and other acoustical treatments to prevent interior noise from propagating to the outside. Additionally, the exterior mechanical equipment, such as rooftop ventilation systems and air conditioning chillers, will be designed to minimize the noise impact on the adjacent community. Therefore, no exceedances of the federal, state, local, or WMATA noise ordinances are expected as a result of the operation of the facility. Although short-term noise impacts may result due to temporary construction activities, noise control measures will be utilized to achieve compliance with all state and local noise ordinances related to construction.

See Appendix 4 for a noise impact analysis of the project.

## **I. Vibration**

No vibration impact is anticipated from this project.



## **J. Acquisitions and Relocations Required**

No acquisition or relocation is associated with the proposed project. The proposed project would be constructed completely within WMATA property adjacent to Franconia/Springfield Metrorail Station parking garage.

## **K. Hazardous Materials**

Based on the Phase I Environmental Site Assessment that was completed for the project, no impact is anticipated.

The use of the WMATA MTPD District II Substation and Training Facility as a practice firing range will generate lead and lead-contaminated material. WMATA will properly handle and dispose of this material in accordance with federal and state requirements.

## **L. Community Disruption and Environmental Justice**

The proposed facility would not impact any environmental justice community or community facility in the project study area.

## **M. Public Parkland and Recreation Areas**

No impact to any park or recreational area is anticipated as a result of this project.

## **N. Wetland Impacts**

No wetland impact is anticipated. Wetlands are located adjacent to Long Branch (Figure 4). These areas are included within the existing Resource Protection Area (RPA) delineation. The project is not anticipated to impact the RPA or wetlands within the RPA.

## **O. Floodplain Impacts**

The project is not expected to impact the 100-year flood zone. According to FEMA-issued flood map, seen in Figure 5, the proposed MTPD site is located in Zone X, areas determined to be outside 500-year floodplain. See Figures 4 and 5 for existing floodplains.

## **P. Navigable Waterways, Water Quality and Coastal Zone Program Consistency**

### *Navigable Waterways*

There is no navigable waterway in the project area, and the project would not impact any navigable waterway.

### *Water Quality*

The proposed action would increase impervious surface area by 130,000 square feet (3 acres) at the site, which would result in increased runoff intensity. WMATA will obtain any necessary local, state, and federal permits for water quality during construction and for the permanent activities of the project.

### *Coastal Zone Consistency Determination*

Fairfax County is within Virginia's designated coastal zone. Fairfax County has designated a 100-foot Resource Protection Area (RPA) boundary around streams and tributaries in the County, which includes Long Branch. The County delineates RPAs as part of the Commonwealth's Coastal Zone Management Program. WMATA requested that the Virginia Department of Environmental Quality (VDEQ) review the project for coastal zone consistency. In a letter dated March 10, 2011, VDEQ concurred that the proposal is consistent with the Virginia Coastal Program (VCP) provided all applicable permits and approvals are obtained. VDEQ correspondence is provided in Appendix 5. See Figure 4 for water resources in the study area.

## **Q. Ecologically-Sensitive Areas and Endangered Species**

No federally-listed species or habitat was identified in the project study area. (See Appendix 5) Additionally, the Virginia Department of Game and Inland Fisheries and Department (VDGIF) of Conservation and Recreation (VDCR) were contacted to review the project and make a determination on potential impacts to state identified habitat or ecologically sensitive areas. The VDCR responded on January 10, 2011, determining that no known natural heritage resources had been documented on the site. Agency correspondence is provided in Appendix 5.

## **R. Impacts on Safety and Security**

The project would not impact, and should enhance, public safety and security in the community with the increased visibility of police officers. The police substation will not include suspect holding areas and all firearms, weapons, and ballistic materials will be secured within the premises. Access into the station and training facility is restricted to authorized personnel.

## **S. Temporary Construction Impacts**

Temporary construction impacts for the project include:

**Noise:** Fairfax County noise regulations prohibit construction activities during the period from 9:00 PM to 7:00 AM. In addition, WMATA has its own noise criteria, which restricts construction activities to noise levels below 80 dBA at residences. WMATA will require the construction contractor to ensure that noise levels caused by construction activities will not exceed WMATA construction noise criteria and applicable Fairfax County regulations. Compliance with Fairfax County regulations and WMATA criteria meets the intent of FTA Noise and Vibration criteria, ensuring no significant noise impacts to the public.

**Utilities:** Construction operations will not result in disruption of any energy utility to commercial, industrial, or residential customers in the vicinity.

**Disposal of Debris:** WMATA contract specifications require the contractor to dispose of construction generated solid waste. The disposal method will be either transport of materials to an approved disposal facility or collection by an approved agent. No waste will be disposed of or incinerated on site.

**Water Quality:** The proposed action would increase impervious surface area by 130,000 square feet (3 acres) at the site, which would result in increased runoff intensity. During construction of the proposed facility, stormwater runoff would be managed in compliance with federal, state, and local regulations and guidelines. The contractor will prepare an Erosion and Sediment Control Plan.

**Access and Distribution of Traffic:** The proposed facility will not require the closing of any street or create a major interference in the traffic flow of the surrounding roadways. Construction vehicles will access the site via the entrance from Joseph Alexander Road.





**Air Quality:** Construction activities at the proposed facility may cause nuisance dust. Nuisance dust is not expected to adversely impact air quality either locally or regionally. Control measures could include the following: minimizing the length of exposure of disturbed lands; sprinkling of water and/or wood chips on exposed earth during periods of high winds and intensive activity; and the use of tarpaulins on loaded trucks. WMATA will require the contractor to utilize the best available mitigation measures to prevent excessive emissions of particulates and carbon monoxide from the operation of machinery. Generally, such measures include prohibition of unnecessary idling and operation of equipment, and appropriate pollution control equipment.

