

GENERAL PLANS

A. *Draft EIS Comments*

State Agency Comments

Design Considerations

State Comment: Comments below apply to most sheets in a series but have been identified at sheet first encountered.

[a]* Sheet 015 L1 Alignment - Cross over location at 1910+00 is pushing curve out at sta. 1900+00 and will require significant roadway work due to overlap. Can this cross over location be shifted?

[b]* Sheet 103 Sta. 1869+00 Most of gore as loop meets EB Dulles Greenway will need to be reconstructed. Match line likely further back.

[c]* Sheet 019 Sta. 1820+00 1815+00 Can curve be made shallower (increase radius) shifting rail station 1810+00 slightly South East to avoid reconstruction of WB Dulles Greenway.

[d]* Sheet 026/30 – Sta. 1782+00 has a possible SWM pond located in off ramp gore. This would be an un-ideal location as potential hazard to vehicles leaving the road. Would alternate site be available to the southeast of the ramp or further north?

[e]* Sheet 30 - what is clearance from rail structure to shoulders may require roadway widening (bow out) as 6th lane continues in this area. The relatively flat skew at 1757+00 will require a relatively large span bridge does vertical alignment allow for required structural depth and clearance over roadway?

[f]* Sheet 42 - Sta 1480+00 SWM pond widened - evaluate need if further guard rail is required due to proximity of hazard to road. Provide access from Worldgate Dr.

[g]* Sheet 43 - Will pedestrian bridge have adequate clearance over Herndon Park and Ride Ramp Structure?

[h]* Sheet 43/44 - Sta. 1440+00 skew of station results need to rebuild EB DAAR - Can different skew or shallower curve/transit be used to stay within existing DAAR bubble and lessen impacts?

[i]* Sheet 44 - Extend guardrail along ramp to protect TBS/RTC

[j]* Sheet 50 - 1275+00 SWM/BMP protect with guard rail - how will it be accessed or maintained? 1260+00 SWM/BMP will it be maintained / accessed from Sunset Hills?

[k]* Sheet 51 Sta. 1232+00 SW quadrants SWM pond - Coordinate will VDOT Hunter Mill Road Project. May result in joint pond within Loop.

[l]* Sheet 56 - Sta. 1090+00 to 1080+00 drafting issue show the rail alignment within the median. If shoulder really needed to be rebuilt, indicate on other plans.

[m]* Sheet 57 - Configure SWM pond sta. 1061+0 to avoid rebuilding shoulder and guardrail on WB DTR

[n]* Sheet 58 - Sta. 1030+00 structure is spanning loop ramp, a more relaxed curve could allow column placement in area between DTR/outer ramp and loop. This would also pull column out of gore Sta. 1026+00 where it presents a hazard. This might only be achievable if cross over location is moved.

[o]* For Tysons Corner area please incorporate comments made during co-location study.

[p]* Sheet 059 Frontage Road should be maintained between Westwood and Spring Hill Road. Ramp or CD road may some day tie into frontage road system.

[q]* Sheet 060 at Sta. 980+00 Verify that frontage road lane shift at portal meet min. standard.

[r]* Sheet 061 Sta. 946+00 Verify that underground rail (any alternative) is below any interchange configuration with International Drive below Chainbridge Road with Chainbridge Road at present day elevation.

[s]* Sheet 64 Sta. 880+00 - Can curve be modified to avoid column near ramp gore or in Rte. 123 shoulder? Possibly shift to North side of 123.

[t]* Sheet 78 Sta. 980+00 - Ensure TPSS 5 is sufficiently below grade so that interchange configurations shown in Tysons co-location study are not effected or impacted.

[u]* Sheet 79 Station 969+00 - Is blocked out area offset not to impact Route 123/7 configurations shown in Tyson's Co-location study. Move EA out of loop ramp.

[v]* Sheet 82 - See comments for sheet 58

[w]* Sheet 85 - Ensure rail structure is sufficiently below grade to not impact Interchange at Rte. 123/International Drive if Chain Bridge Road Is maintained at present grade. This may be a more stringent requirement than shown in the Co-location Study. Any lack of clearance should be resolved prior

to any construction.

[x]* Sheet 87 - Is Old Spring House Road being realigned or modified?

[y]* Sheet 88 - See comments for Sheet 64

[z]* Over all "T-9 Design Option" with adequate vertical clearances is the alignment that impacts existing and potential future highway improvements the least, while meeting railway over-all objectives. (0421, 0421-A -35)

Response: *The Project Team prepared the following responses and revised the General Plans where noted. References to specific drawings reflect the Final EIS final General Plans unless otherwise noted.*

[a] *The crossover location as shown is based on operational requirements for a terminal station. It was placed in one of the few tangent areas available in the median where impacts to the adjacent Greenway could be minimized. (GPN-PP-002)*

[b] *Ramp adjustments, including the precise location of the transition between new and existing pavement in the ramp and gore areas, will be addressed during the preliminary engineering phase. (GPN-PP-003)*

[c] *The current alignment as designed minimizes the reconstruction to the WB Dulles Greenway. Increasing the radius as suggested would impact the EB Dulles Greenway east of the Route 606 station. This alignment will be further studied in preliminary engineering to assess whether the impacts to the WB Greenway can be further reduced. (GPN-PP-009)*

[d] *The topographic mapping for this area shows this corner as the lowest point in the quadrant, which would make it suitable for a pond because runoff drains to this point already. The possibility of relocating the pond north will be evaluated during preliminary engineering phase. All adjacent roads will be protected from ponds in accordance with federal and VDOT standards for roadside barrier protection. (GPN-PP-010)*

[e] *Sheet 118 currently shows approximately 18' of clearance (more than the 16'-6" minimum) over the lanes of the EB Greenway with a structure depth of approximately 9' from top of rail. All clearances will meet VDOT design criteria. (GPN-PP-011)*

[f] *This is an existing pond that is in operation. If the drainage analysis during the preliminary engineering phase indicates a need for additional stormwater detention capacity, modifications will be included. Access and guardrail protection will be designed during preliminary engineering in accordance with federal and VDOT standards for roadside barrier protection. (GPN-PP-026)*

[g] *As indicated in the General Plans (the pedestrian bridge will provide 17'-0" of clearance over the existing ramp. (GPN-A-300-HM)*

[h] *Several options were examined for the Herndon-Monroe Station location and the adjacent track alignment. Of the alignments studied, the current design has the least overall impacts to the DIAAH and adjacent bridge structures. Efforts will be made during preliminary engineering to minimize relocations of the DIAAH in either direction. (GPN-PP-027)*

[i] *Guardrail placement will be designed during preliminary engineering in accordance with federal and VDOT standards for roadside protection. (GPN-PP-028)*

[j] *Guardrail placement will be addressed during the preliminary engineering phase. Proposed pond locations throughout the corridor must also be subjected to further analysis during preliminary engineering. If this pond remains at its current location, efforts may be made to obtain access for pond maintenance through the adjacent parking lot. (GPN-PP-033) The pond at STA 1260+00 may have its access through the wide cleared swath of the existing woods. (GPN-PP-034)*

[k] *The General Plans show approximate sizes, configurations, and locations for all stormwater management facilities. The locations are based on optimum conditions and must be analyzed further during the preliminary engineering phase of the Project, when other factors, including co-location with planned or existing facilities, will be taken into account before final placement of stormwater management facilities. (GPN-PP-035)*

[l] *Refer to drawing GPN-PP-042 for a more accurate depiction of the alignment relative to the median in this area.*

[m] Refer to drawing GPN-PP-043 for a more accurate depiction of the pond. The General Plans show approximate sizes, configuration, and locations for all stormwater management facilities. During the preliminary engineering phase of work, configurations will be developed that minimize or eliminate conflicts with other facilities.

[n] Based on column spacing of approximately 100 to 120 feet, it appears that columns supporting the proposed aerial structure could be located outside of the immediate gore area. Column placement will be examined in more detail during preliminary engineering. The pocket track as shown on the plans cannot be relocated because this would affect the proposed location of the Tysons West station. (GPN-PP-044)

[o] The designs for the various alignment options in Tysons Corner reflected comments incorporated during the VDOT co-location study. To the knowledge of the Project Team, the LPA in Tysons Corner neither precludes nor accommodates the proposed roadway improvements of the co-location study. Additional coordination with VDOT will continue during preliminary engineering to resolve any outstanding issues with co-location.

[p] Maintaining the current frontage road system was a design assumption for all alignment options and will be carried through the preliminary engineering phase for the selected LPA. (GPN-PP-046)

[q] All relocated frontage roads will be designed to meet all applicable VDOT or Fairfax County design criteria. (GPN-S-011)

[r] The LPA Alignment T6 does not preclude a future grade separation of International Drive and Route 123. (GPN-PP-050 & 051)

[s] As part of the Supplemental Draft EIS and revised General Plans, the Project Team eliminated a pocket track east of Tysons East Station and realigned the oblique aerial crossing of Route 123 in order to reduce the costs and visual effects of a complex crossing. The result is that the horizontal alignment is no longer in the referenced gore area. Column placement will be examined in more detail during preliminary engineering. Efforts will be made to locate columns to minimize or eliminate impacts to existing facilities. (GPN-PP-056)

[t] An underground traction power substation in an underground section of Metrorail would typically be located above the Metrorail tracks so that work trains might deliver replacement equipment. Since TPSS 5 in that type of location would likely conflict with the proposed Route 7 interchange with Westpark Drive, the location and configuration of underground TPSS 5 will be adjusted as necessary during the preliminary engineering. (GPN-PP-103)

[u] The current location of the surface South Entrance Pavilion for Tysons Central 7 Station will be examined in more detail during the preliminary engineering phase and may be relocated further west to avoid any conflicts with proposed Route 7 / Route 123 interchange improvements. Final location of emergency access (EA) shafts will be addressed during preliminary engineering phase. EA requirements specify that their location be adjacent to (but not below) a roadway or parking area to allow access for fire and rescue vehicles. (GPN-PP-050)

[v] Column placement will be examined in more detail during preliminary engineering. It appears that columns could be located outside of the gore area without significant changes to alignment geometry. (GPN-PP-044)

[w] The LPA Alignment T6 does not preclude a future grade separation of International Drive and Route 123. (GPN-PP-050 & 051)

[x] Yes, Old Spring House Road is being realigned in accordance with Capital One development plans, such that the Tysons East Station does not straddle the roadway. (GPN-A-100-TE)

[y] See response(s) above.

[z] Alignment T9 and T9 Design Option were eliminated from consideration after the agency and public review and comment period on the Draft EIS.

State Comment: Station at Route 28 Stop has a proposed overpass by others shown with no tie into North Green Drive. Given that this road bisects the development and parking of the South Station and will profoundly affect entrance to North Station, there needs to be an agreement by builder of over pass prior to the construction of these stations and the dedication of right of way (0421, 0421-A –24)

Response: *The Project Team agrees that the alignment, associated right-of-way, and construction schedule for this overpass must be resolved as preliminary engineering advances. The lead agency for this effort is Fairfax County, which has identified this overpass within its Comprehensive Plan.*

State Comment: Sheet 774, Tysons West Station - The frontage road between Westwood Center Drive and Spring Hill Road needs to be available for the frontage road system. (0421, 0421-A –27)

Response: *The station, guideway, and their structural supports will be designed to maintain the roadway cited in this comment. (GPN-A-300 & 301-TW)*

State Comment: Sheet 796 - Do the Pedestrian Tunnels conflict with a depressed Route 7 that would be needed with 7/123 Interchange modifications per the co-location study? (0421, 0421-A –28)

Response: *Based on the information available in the VDOT co-location study, the overall plan is considered feasible without affecting the referenced roadway. During preliminary engineering, the configuration of the station and entrances will be refined and coordinated with VDOT. (GPN-A-300-T7)*

Regional Agency Comments

Design Considerations for Traction Power Substation

Regional Comment: DEIS Figure 2.3-15 indicates the potential location of four traction power substations on airport property. Although it appears that two of these would be located in the north airport, one would be in the vicinity of the Main Terminal and one along the DIAAH. In both these locations, the site selection and facility design will need to take into account potential visual impact on views of the Main Terminal complex and the architectural character of the historic district. It is anticipated that the MWAA Design Manual would dictate the design treatment in order to assure compatibility with the airport's other service structures. (0440, 0440-A –8)

Response: *The locations of the planned Traction Power Substations (TPSS) are preliminary. Substation enclosure designs will be further developed during preliminary engineering. The enclosure design will be context-sensitive and will take into account MWAA design criteria for facilities on Airport property.*

Public Comments

Dulles International Airport Access Highway (DIAAH) Relocation

Public Comment: GPN-PP-032 and Others When the new lanes on the Toll Road were added several years ago, the planning for the stations at Wiehle Avenue and Herndon assumed stations with 36.83 foot track centers. Confirm that the DAAR be relocated without relocating the Toll Road? (0387, 0387-L –21)

Response: *Current WMATA standards require a 30'-6" wide platform (40'-6" track centers). The increased platform width improves access for disabled patrons. The required DIAAH relocations in the corridor can be constructed without relocating the Dulles Toll Road (DTR) at the Wiehle Avenue and Reston Parkway Stations. When the future widening of the DIAAH to six lanes occurs, the DTR would need to be relocated at the Route 28 and Herndon-Monroe Stations.*

Tysons Corner Alignment Considerations

Public Comment: GPN-PP-046 T1 Alignment and Others Since the Tysons West Station will likely be a terminal station for some time, the plan should be amended to include a double x-over inbound of the station to facilitate turnback movements. With a x-over in front of the station, the turnback time can be

reduced from approximately 6 minutes to two minutes or less. This quicker turnback time will be critical to provide the necessary flexibility to ensure that the Dulles service can merge with the Orange Line service at West Falls Church and the Blue Line at Rosslyn without interfering with scheduled service on either of these two lines. (0387, 0387-L –22)

Response: *The LPA includes Alignment T6 in Tysons Corner. Its rail geometry precludes a double cross-over inbound of the Tysons West Station. Moreover, because Wiehle Avenue Station will be the interim terminal station of the first phase of the LPA, no turnback function is necessary at Tysons West Station.*

Public Comment: GPN-PP-046 T1 Alignment and Others Again, since the Tysons West Station will likely be serving as a terminal point for some time or as a major interface point for Route 7 traffic after the line is extended west, it is critical that the surface facilities for this station be located on the same side of the street as the station in order to reduce the friction (and resulting ridership loss) associated with the mode transfer with the current configuration with the surface facilities on one side of Route 7 and the station platform on the other. It appears from the drawings that the best design would be to shift the station platform. (0387, 0387-L –23)

Response: *During the Major Investment Study of the mid-1990's, the alignment through Tysons was originally located along the median of Route 7, but later placed on the west side at the request of VDOT to avoid conflicts with their proposed widening of Route 7, which will occur mostly on the east side. Moving the alignments to the east side would also significantly affect commercial properties, including the large Ernst and Young office building at the intersection of Route 7 and Westpark Drive. In addition, as shown in the final General Plans (Final EIS Volume V, GPN-A-100-TW), the distance between the platform and station facilities remains a reasonable walking distance.*

Public Comment: GP-N-050 and Others. While the structural sections show typical sections for Cut and Cover and Earth Tunnel sections, no where on these plans does it indicate which type of underground construction is proposed. The type of construction is important as the impacts and costs associated with each are quite different and thus should be addressed in the DEIS. But they're not. With some knowledge, one might be able to surmise which type is being proposed but some of the combinations of alignments and profiles don't make sense. For instance, GP-N-50 shows narrow track centers in the underground section which suggests cut and cover construction, but the profile on GP-N-51 is quite deep which suggests earth or NATM tunnel construction - or very expensive cut and cover construction. If the plan in this area for T1 is for cut and cover construction, the profile should be raised to more closely conform to the surface topography to reduce costs. (0387, 0387-L –24)

Response: *The LPA includes Alignment T6 in Tysons Corner. The deep underground section of T6 will likely be mined tunnel while the underground Tysons Central 7 station will likely be cut-and-cover. The Final EIS states this approach and the capital cost estimate reflects these construction methods. A key factor that influenced the Team recommendation of T-6 was the interest of Fairfax County and VDOT to minimize the construction impacts on traffic in Tysons Corner. Cut-and-cover construction of the line section of T6 would affect the operations of both Route 7 and the Route 7/123 interchange.*

Public Comment: GPN-PP-153, 161. The narrow track centers at the Tysons East and West stations eliminate the pocket tracks at these stations and effectively preclude possible short line service that would terminate at these two stations. For that reason alone, T9 and any alternative that calls for stations with narrow track centers at these two stations should be eliminated from consideration. An alternative may be to utilize three track stations at these locations such as those at the National Airport and West Falls Church. (0387, 0387-L –25)

Response: *The LPA includes Alignment T6 in Tysons Corner. Alignment T9 would have featured narrow track centers and side platforms, and as a result was the only alignment option of the Draft EIS that did not facilitate a pocket track outbound of Tysons West or inbound of Tysons*

East. The turnback movement, however, would have occurred at the interim terminal, Wiehle Avenue Station.

Public Comment: GPN-PP-157. T9 alternative eliminates the WB 7 to EB 123 ramp in the Route 7/123 interchange. The plan should indicate how this movement is to be replaced as it may involve additional impacts. (0387, 0387-L –26)

Public Comment: GPN-PP-179. T9 Design Option eliminates the Ramps in the northeast quadrant in the Route 7/123 interchange (WB 7 to WB 123 and WB 123 to EB and WB 7). The plan should indicate how these movements are to be replaced as additional impacts will most certainly result. (0387, 0387-L – 27)

Response: *The LPA includes Alignment T6 in Tysons Corner. Alignment T9 was eliminated from consideration after the public and interagency review and comment on the Draft EIS. Roadway relocations and ramp improvement concepts proposed during the co-location study with VDOT are not shown on the final General Plans, since the co-location study has no confirmation and standing yet in regional and Commonwealth transportation plans. During preliminary engineering, final roadway modifications will be determined based upon existing conditions, but continuing coordination with VDOT will occur in regards to its study for a future configuration of the Route 7/Route 123 interchange.*

Public Comment: While I'm here today, I did want to focus on a couple of the issues in the Tysons Corner area. Engineering criteria have driven the location and the access facilities for much of the transit stations. I should say that we do support rail and rail now, as Ken Plum said. We support the alternative that would bring the most riders to Tysons Corner and that is the four-station alternative. We're not sure whether we should support the underground version or the aboveground version, but we do urge the county to do some serious urban design planning. I mean people talk about what it's like to cross over on a deck, but you could handle that quite nicely and be able to have buildings that linked up with an aerial structure maybe as well if not better than what you could do with underground tunnels going across Route 7. So we urge the county to follow up with access studies actually for all of the stations, but particularly in making this decision about how to handle the fourth station in Tysons Corner. (0141, 0141-T –4)

Response: *As indicated in the final General Plans (Final EIS Volume V), pedestrian access and connections are provided at each station that provide grade-separated access across Routes 7 and 123. The Project Team coordinated with Fairfax County planning staff, its Non-Motorized Transportation Committee, and VDOT to identify additional opportunities for pedestrian access to stations in Tysons Corner.*

Stormwater Management Facilities

Public Comment: Detention ponds should be designed as year-round landmark water features in the landscape (sub-urban or urban.). (0441, 0441-E –8)

Public Comment: The SWM/BMP Detention Ponds shown on and adjacent to our properties [Hunter Mill East], in addition to being unsightly, present an unnecessary health hazard. A recent study highlighted in the Washington Post found that over 80% of such facilities are mosquito breeding areas and represent a health threat to nearby homeowners, a matter of particular concern with the introduction of the West Nile Virus. (0464, 0464-L –1)

Response: *The design and location of all stormwater management ponds of the LPA will be further developed during preliminary engineering, and will conform to current state and local regulations. The Stormwater Management (SWM) ponds will be designed to provide detention of stormwater runoff, while the Best Management Practice (BMP) ponds will improve water quality while providing storm flow attenuation. Attempts will be made though landscaping and grading to blend the ponds into the natural environment. Concerns about safety and mosquitoes will guide design; it is unlikely that any of the ponds will have a permanent water surface level.*

Public Comment: A regional detention pond which protects Difficult Run was built "downstream" from these proposed ponds, making it more appropriate to participate in that existing facility, or to slightly enlarge it if necessary. (0464, 0464-L -2)

Response: *The locations shown in the final General Plans of Best Management Practice (BMP) and Stormwater Management (SWM) ponds throughout the corridor are preliminary and were shown to illustrate a potential need based on current state and local regulations for one of these facilities somewhere in the vicinity of the location shown. During preliminary engineering, a comprehensive drainage study will be undertaken for the entire corridor to address final locations of all BMP and SWM ponds. The results of this effort should result in some facilities being eliminated, consolidated, or relocated to further minimize impacts to the adjacent areas. Enlarging a regional detention pond in the same watershed will certainly be considered as an option if capacity is available or expansion is feasible.*

Public Comment: An extensive and costly fertilizer management program was required of Golf Park by Fairfax County to allay the fears of homeowners on wells in the area regarding groundwater pollution. What types of pollutants do you anticipate seeping into the ground from the proposed SMN/BMP Detention Ponds? (0464, 0464-L -3)

Response: *Properly designed, constructed, and maintained, Best Management Practice (BMP) ponds can effectively remove a wide range of pollutants from surface runoff and prevent them from being conveyed to receiving waterways. Pollutants such as metals, hydrocarbons, nutrients, and oxygen-demanding substances can be removed from the runoff and prevented from seeping into the adjacent groundwater by various measures, including the use of BMP ponds.*

Pedestrian Access to Stations

Public Comment: Revise the General Plans to reflect the Reston Charrette, by adding drawings showing compatibility. At a minimum, add options for access from the mezzanine levels to and across Wiehle and Reston Parkway. (0210, 0210-M -6)

Public Comment: Revise the general plans to reflect the Reston charette by adding drawings showing compatibility. At a minimum, add options for access from the mezzanine levels to and across Wiehle and Reston Parkway. Include pathways along the Toll Road between stations. We can begin now to make that area more bicycle and pedestrian-friendly. (0170, 0170-T -11)

Response: *The Reston Charrette (held April 11 - 13, 2002, and organized by Fairfax County, the Northern Virginia Regional Commission, the Greater Reston Chamber of Commerce, and the Dulles Corridor Rail Association) resulted in multiple "alternative concepts," with no single, specific plan identified. As designed, the Wiehle Avenue and Reston Parkway stations do not preclude construction of access to adjacent roadway overpasses as suggested in this comment; however, at this time, no specific provisions are planned to accommodate it.*

Fairfax County Supervisor Hudgins has appointed the Wiehle Avenue Steering Committee, which advise the County staff in the creation of a Request For Proposal (RFP) to solicit transit-oriented joint development proposals for a mixed use development of the County-owned parcel adjacent to the station. Using the conclusions from the Supervisor's Reston Charrette as a starting point, the committee is establishing the process, scope and criteria for the RFP. The design of the Reston Parkway Station will be included in the continuing coordination with Fairfax County.

Construction of pathways along the Dulles Toll Road are not within the scope of the Dulles Corridor Rapid Transit Project.

Design Considerations for Traction Power Substation

Public Comment: Most notable, the location of the traction power substation (TPSS) would require the removal of approximately 11,667 gross square feet of office space based on current parking ratios of 3.0 spaces per 1,000 gross square feet in the existing 168,000 gross square foot building. This results in a reduction of approximately 7% of the office space due to lost parking. This is significant. The building to support the TPSS is likely 10 to 20 feet in height and the prominent location at the intersection will detract from the environment and potentially create sight distance issues at the intersection. (0477, 0477-L –19)

Public Comment: The T-4 alignments calls for a Traction Power Substation located on a portion of NADA's National Headquarters at 8400 Westpark Drive. The massive scale of this infrastructure component will become a visual blight and will eliminate much of NADA's parking capacity. (0477, 0477-L –2)

Public Comment: The proposed configuration of T-4 envisions locating a Traction Power Substation (Substation) on the eastern side of the Association's property at or near the entrance to the building off Westpark Drive. The building is 168,000 gross square feet and is located on a 6.088-acre parcel. The land and the improvements have an assessed value as of January 1, 2002 of nearly \$16 million (\$16,000,000) (0477, 0477-L –6)

Public Comment: Siting the Substation on NADA's property will reduce NADA's parking capacity by between 5 percent (5%) to 6 percent (6%). Under the applicable provisions of the Fairfax County zoning ordinance, this will reduce the Association's usable FAR and inconvenience tenants in its headquarters building. The Engineering Report states that the Substation "would require the removal of approximately 35 [parking] spaces. These spaces relate to and support approximately 11,667 gross square feet of office space based on current parking ratios of 3.0 spaces per 1,000 gross square feet in the existing 168,000 gross square foot building." Diminished parking will seriously undermine the Association's ability to retain and attract tenants. (0477, 0477-L –8)

Public Comment: As you may remember, the aesthetic police in Fairfax County jailed me for 98 days last year for not moving trees and shrubs to precise arbitrarily required locations on our property. Claiming it would be too "commercial", Fairfax County even denied us the zoning permits to build a nine hole Par 3 golf course on the land here where you are now proposing to build a large unsightly electrical boost station (TPSS 9). Your proposal is doubly ironic in that we were cited for a zoning violation for having a small electrical generator on the property which they deemed to be an unapproved use. (0464, 0464-L –4)

Response: *As stated in Section 2.4 of the Final EIS, these ancillary facilities were sited based on systems engineering requirements and environmental and right-of-way constraints. In addition, a power analysis was conducted to determine the number and size of substations required and the optimal spacing for these stations. During preliminary engineering, efforts will be made to minimize impacts to the adjacent areas in terms of their access, architectural treatment, and landscape screening. Substation enclosure designs will be further developed. Individual sites will be taken into account, and enclosure design will be context-sensitive.*

Public Comment: The tax map numbers for the NADA Headquarters are 029-3-01-0061-A and -B. (0477, 0477-L –4)

Response: *Alignment T4 in Tysons Corner was eliminated from further consideration after the public and interagency review and comment on the Draft EIS. The properties in the above comment are no longer on the Project's Acquisition List.*

B. Supplemental Draft EIS Comments

Local Agency Comments

Further Information on Stormwater Management is needed

Local Comment: The County requests further information regarding proposed stormwater management measures for several of the station facilities (Wiehle Avenue; Tysons West; and Tysons East), as no such measures are identified on the proposed general plans for these facilities. (0083 0098-6)

Local Comment: Vol II, 79, 81, 86, etc. It is not clear if stormwater management measures are being proposed for several of the station facilities (e.g., Wiehle Avenue station facilities; Tysons West facilities; Tysons East facilities), as no such measures are identified on the site plans for these facilities. At a minimum, those facilities that will be provided within Fairfax County should include stormwater management and best management practice controls that are as effective as those required for private development projects. Project designers should also be encouraged to pursue low impact development (LID)/site design measures where appropriate (e.g., bioretention/biofiltration practices in parking lots) in order to reduce potential adverse impacts to streams. Many of the facilities identified in the documentation would lend themselves to such practices. (0093 0109-25)

***Response:** A comprehensive drainage analysis will be performed during preliminary engineering for the entire corridor. Adequate Stormwater Management (SMW) facilities will be provided at each station site and along the alignment in compliance with state, federal, and local SMW regulations. The latest techniques in water quality and SMW will be utilized.*

Need to Coordinate with Office of Site Development of Department of Public Works and Environmental Services on IDA and RPA Issues

Local Comment: The SDEIS states: "Amendments to the Chesapeake Bay Preservation Ordinance have been proposed by Fairfax County . . ." Amendments to the Ordinance were adopted by the Board of Supervisors on July 7, 2003 and became effective on November 18, 2003. The SDEIS suggests that Intensely Developed Areas (IDAs) would be designated; this has not been done. However, Resource Protection Area (RPA) designations have been revised, with the effect being that the extent of RPAs in Fairfax County has grown considerably (per a State requirement). Several of the proposed stormwater management facility sites (P-6, P-8, P-14, and P-17) are, or may be, located in "new" RPAs. In addition, one of the proposed tie breakers (B- 6) is in an area that has been mapped as a "new" RPA. The RPA designation would not necessarily preclude the construction of these facilities; however, exceptions allowing for these encroachments will need to be pursued and will probably require public hearings. It is noted that the tie breaker site and the site for the proposed pond P-14 are located in areas that have been subject to extensive disturbance. Coordination with the Office of Site Development Services of the Department of Public Works and Environmental Services (703-324-1720) is recommended. (0093 0109-19)

Local Comment: Env. Cond. Sheets - facilities associated with the Tysons East station will, in part, be located in a Resource Protection Area. In addition, an Environmental Quality Corridor has been identified on the site of the proposed Tysons East Kiss and Ride facility. A contractor work area is identified near the Tysons East station site; part of this site is located in the RPA. However, much of the RPA in this area has already been disturbed and is impervious in character. Coordination with the Office of Site Development Services is recommended as early in the process as possible to address possible Chesapeake Bay Preservation Ordinance issues associated with the station location, the Kiss and Ride facility, and the contractor work area. Project staff should also be encouraged to coordinate with DPZ to identify possible approaches to addressing the Environmental Quality Corridor in this area. (0093 0109-23)

***Response:** Thank you for the updated information on recently revised Resource Protection Areas (RPAs) and conservation easements. Coordination with Fairfax County staff will continue through*

preliminary engineering and final design. Locations of these facilities will be adjusted where required as the project's design is refined.

Sitting of Stormwater Retention Ponds

Local Comment: Page 6, Env. Cond. Sheets - Proposed stormwater management facility P9 is located in an area that has been established as a conservation easement. It is not clear if it would be feasible to construct a Stormwater management facility at this location. (0093 0109-24)

Response: *The proposed P9 facility location was adjusted to avoid impacts to the conservation easement. In general, locations of these facilities will be adjusted where required as the project's design is refined through preliminary engineering and final design.*

Local Comment: Gen. Plans - Ponds P-8 and P-9 (and others?) would be located on the other side of a noise barrier from the highway/rail. These ponds would not, therefore, appear to be able to collect drainage from the project site. Is this the case? Is the idea to establish compensatory controls? If so, what areas will go uncontrolled, and what will be the impacts on downstream water resources? (0093 0109-26)

Response: *A comprehensive drainage analysis will be performed during preliminary engineering that addresses runoff and storage in watersheds for the entire corridor. Adequate Stormwater Management (SWM) measures would handle any increased runoff caused by increases in impervious surfaces of the project. The ponds cited provide SMW for the increase in runoff from the line construction in the median. Runoff would be conveyed to the ponds via drainage pipes, and the ponds would provide storage that will regulate the flow back into the watershed.*

Concerns about the Location of the Contractor Work Area

Local Comment: Vol. II, p. 019 Tysons II development area may not be a realistic "contractor work area", as it will probably be developed prior to or during rail construction. Also, the area shown on this map does not match that shown in the SDEIS, Env. Conditions Sheet 3. (0093 0109-6)

Response: *In consultation with the owner/developer of these parcels during the public comment period of the Supplemental Draft EIS, it was determined that this area would be the last area developed as part of its master development plan, and it should be available as a contractor work area during at least a portion of the rail construction work for LPA Phase 1 prior to 2009 (the then opening year of the now-named Wiehle Avenue Extension). The Final EIS has reconciled the Environmental Conditions Map and the final General Plans. During preliminary engineering, DRPT and WMATA, in coordination with the two counties and VDOT, will determine the contractor work areas.*

Public Comments

Extend Underground Portion of Tysons Loop to Dulles Access/Dulles Toll Road

Public Comment: Equally importantly, we would strongly suggest that the Tysons Loop continue underground until it intersects with the Dulles Access/Dulles Toll Road. Indeed there remains a median in the Route 7 area from Springhill Road to the intersection with the Dulles Access Road/Dulles Toll Road. It is appropriate both to the existing businesses and to the existing transportation network to make this area as free of further congestion as practically possible. An underground extension of this Tysons Loop would make more sense, in all regards. (0004 0004-5)

Response: *The LPA includes Alignment T6 in Tysons Corner; Alignment T4 was eliminated from consideration after the public and interagency review and comment on the Draft EIS. The aerial section of the Alignment T6 was evaluated in the Final EIS for potential impacts. The analysis presented in Section 3.4 shows that aerial alignment would have moderate-to-substantial visual impacts in Tysons Corner. Because the elevated portions of Alignment T6 primarily extend along*

relatively wide roadways, the visual impact for these alignments would not be as substantial. In addition, Alignment T6 includes an underground section along Route 123 and Route 7, reducing the visual effects of this alignment. The most substantial visual effects would occur in the vicinity of the Tysons Central 123 Station, where landscaping would be removed and signage for the Tysons Galleria would be obscured.

Clarify Need for Retained Fill at Future Wolf Trap Station

Public Comment: The SDEIS needs to clarify the contention that a 1400-foot-long section of retained fill is needed to support tracks for accommodation of a future station at Wolf Trap National Park. (0068 0173-35)

Response: *The design of the Metrorail Alternative allows a future side-platform station at Wolf Trap by creating a level track grade along this segment of vertical alignment where the existing ground slopes significantly (3 to 4 percent). Fill and retaining walls up to 20 feet in height are required in the median of the Access Highway for the length cited to accommodate the transitions between the existing slope and the level station platforms. The additional cost is estimated at more than \$5 million (YOE). The accommodation for a possible future station would not require any widening of the Dulles International Airport Access Highway or Dulles Toll Road, or require additional track. The future cost of a station at Wolf Trap would depend on the design of the station and the location of the stations support facilities (park-and-ride layout and size, access roads, pedestrian connections). No station design has been completed and therefore no corresponding cost estimate has been developed.*

Clarify Prior Realignment of Dulles Toll Road

Public Comment: The SDEIS needs to clarify the reference to the prior realignment of Dulles Toll Road and the Access Road to accommodate a transit station (at 2-22). (0068 0173-36)

Response: *Concurrent with the addition of HOV lanes to the Dulles Toll Road, portions of the Dulles Toll Road were modified to accommodate the Wiehle Avenue and Reston Parkway Stations. These “bubbles” of the Toll Road were created to allow these two stations to be built in the Access Highway median without impact to the Toll Road. The Access Highway must yet be bubbled at these two stations and at the Herndon-Monroe and Route 28 Stations. For the future six-lane Access Highway, the Toll Road would be bubbled at the Herndon-Monroe and Route 28 Stations. The three-track tail track of Wiehle Avenue Station as an interim terminal station does not appear to require additional bubbling of the Toll Road.*

Concerns with Siting of Infrastructure Facilities

Public Comment: The predominance of stormwater detention pond and substation locations away from Tysons Corner and Reston, as compared with the Hunter Mill-Wolftrap areas, needs to be objectively and adequately explained in detail in the SDEIS. Optically, at least, it looks like these infrastructure facilities are being sited away from commercial properties and to the detriment of residential and natural properties. (0068 0173-38)

Response: *Traction power substations (TPSS), tie-breaker stations (TBS), and Stormwater Management (SWM) ponds are located throughout the Corridor in order to support rail operations and the complete Project. No conscious effort was made to purposely locate these in residential areas to avoid affecting commercial areas. Efforts were made to locate these ancillary facilities in areas that minimize the disturbance to both adjacent residential and commercial properties. The distance between Metrorail station locations and power requirements dictate the locations of TPSS, while TBS are often located near special trackwork such as turnouts and crossovers. A more comprehensive drainage analysis will be performed during preliminary engineering.*

Clarify Proximity of Station/Tracks to Airport Facilities

Public Comment: The SDEIS fails to clarify how close tracks and a future station will be to the runway approach near Dulles Airport. Apparently, “approximately half” of an undefined “site” would be in the runway approach surface (SDEIS, 2-9). (0068 0173-9)

Response: *The site plan for Yard 15 is shown in the General Plans (Final EIS Volume V, GPN-A-100-LY). The runway approach surfaces are shown, with all the occupied buildings being shown outside the surfaces. A portion of the yard lead tracks, some unoccupied buildings, and some vehicular parking are located within the approach surfaces, which is permitted by FAA regulations.*

Public Comment: Page 020/021. 1. We strongly object to consideration of Parcel 029-4-050010A (the Cleveland Site) as a “potential Contractor Work Area” because:

- a. Such designation is tantamount to a condemnation by designation which would severely negatively impact the value of the property.
- b. The Cleveland Site is currently under study for a rezoning application associated with additional density triggered by the FFGA. No one from WMATA has discussed the term the area would be used as a work area, compensation, indemnification from environmental liability, etc.
- c. It appears there are other options for work areas other than a site ripe for redevelopment in conjunction with the opening of the Tysons East Station. (0113 0132-12) (0123 0158-14)

Response: *The locations of areas identified as Potential Contractor Work Areas are preliminary, and their use will be based on their availability, the timing of plans for redevelopment, and the need for the site when the Project progresses into final design and construction. During preliminary engineering, DRPT and WMATA, in coordination with the two counties and VDOT, will determine the contractor work areas.*

Impacts of Aerial Easements

Public Comment: Permanent aerial easements are shown on the Cleveland Site which may impact zoning bulk regulations and land values. WMATA has not approached WEST*GROUP on the details of shown aerial easements and until details are known, we cannot concur with aerial easements shown. (0113 0132-17)

Public Comment: Permanent aerial easements are shown on the Cleveland Site which may impact zoning bulk regulations and land values. WMATA has not approached WEST*GROUP on the details of shown aerial easements and until details are known, we cannot concur with aerial easements shown. (0123 0158-19)

Response: *Permanent aerial easements would be required for areas adjacent to elevated sections of the Metrorail guideway such as the aerial easement shown on the north side of Route 123. DRPT, the project sponsor and initial owner, can provide any requested information on the terms, conditions, and use restrictions of any potential easements. DRPT and WMATA will continue to coordinate with WEST*GROUP and other stakeholders as the project further develops during preliminary engineering, final design, and right-of-way acquisition.*

Utility Impacts at Station 900+00

Public Comment: At station 900+00 there is a new fiber optics telephone, gas and electric vault system that servers the entire CapOne project. You may have foundation conflicts in that area and/or the aerial track may impede access by utility companies. (0113 0132-21) (0123 0158-26)

Response: *Thank you for the information. Comprehensive, as-built utility location will be assembled prior to the design of any foundations or substructures during the preliminary engineering phase of the project.*

Concerns about Facilities at the Tysons East Station

Public Comment: Figure 2.3.2. Tysons East Station seems to be overloaded with apparatus and equipment

Stations

- A tie-breaker (TB)
 - A traction power substation (TPSS)
 - A #10 double crossover
 - Mis-labeled flood plain
 - Inaccurate RPA limits
 - Station is slated to be a Contractors Work Area which is tantamount to a “condemnation by designation” and located in an area that requires crossing a major roadway to construct the East Station (perhaps the I- 495 median or other clover leaf areas may work instead)
 - There is no tower or elevated connection from the platform to the Cleveland site and no aerial pedestrian connection except from the platform to the Kiss and Ride on the opposite side of Rt. 123.
- These are all objectionable to WEST*GROUP and can be remedied by close coordination and integration of rail plans to our proposed “with rail” long term master plan. (0113 0132-5) (0123 0158-7)

Response: *The traction power substation and tie-breaker station would be required in this area due to the power requirements and special trackwork. In response to this and other comments, the double crossover has been relocated approximately 170 feet inbound towards the Dulles Connector Road. The RPA and floodplain limits will be updated in consultation with Fairfax County staff. The locations of areas identified as Potential Contractor Work Areas are preliminary, and their use would be based on their availability, the timing of plans for redevelopment, and the need for the site when the project progresses into final design and construction. A pedestrian bridge is currently shown connecting the south Kiss & Ride to the station mezzanine. The potential for any additional pedestrian bridge connections can be discussed with DRPT and WMATA in terms of future transit-oriented development.*

Public Comment: Why is the area of the cross over so large? How does it impact building, parking, and landscaping? What does it look like? As mentioned above, this issue should be studied very carefully as the design moves forward and appropriate features to provide mitigation of the noise should be included in the final design. (0123 0158-21)

Public Comment: Sheets 045/071 T-6 Notes. TBS-3-T-6 Alignments. The location of the proposed double cross over directly in the middle of the Cleveland Building redevelopment (potentially PRM 3.0 FAR high-rise residential mix use) creates the potential for a crossover “clack” in close proximity to high rise, high density residential development. What assurances do we have that the corridor noise technology or design has improved to avoid this potential nuisance sound. Why is the area of the cross over so large? How does it impact building, parking, and landscaping? What does it look like? (0113 0132-18)

Response: *In response to this comment, the Project Team shifted the double crossover approximately 170 feet inbound towards the Dulles Connector Road interchange. Its location is now near the ramp terminal of the interchange and the east property line of the Cleveland Building parcel. The parapet walls that are part of the standard WMATA aerial guideway would provide significant sound attenuation for trains passing through the switches at the proposed double crossover. The size of the double crossover is the standard size shown for 14' (narrow) track centers, which is significantly less than the size of a double crossover for 40.5' (wide) track centers that were previously examined. Tie-breaker Station #3 is shown below at ground level to support the operations of the double crossover. A typical tie-breaker station is approximately 45 feet by 20 feet and about 13 feet high. They break the rail line into sections, allowing power in one or more sections to be shut down for maintenance without affecting the power supply to the rest of the system. Tie-breaker stations would be combined with traction power substations*

wherever possible. The exact locations of tie-breaker stations will be further refined during preliminary engineering.

Should Not Expand to 16 Bus Bays at Wiehle Avenue Stations

Public Comment: The SDEIS is wrong to expand Wiehle Avenue Reston bus bays to 16. This is a temporary terminal. Nine bus bays will serve adequately. Of the 7,200 weekday passengers expected, 2,645 can be expected to use the parking spaces. Another 1,050 can be expected to be dropped off (kiss-and-ride). Perhaps 950 will walk or use bicycles. That leaves 2,555 will be using buses, with 630 in the maximum hour. One bus bay is needed for express buses from Herndon every six minutes to meet each train. One is needed for North Reston Routes 552 and 554. Another is needed for South Reston Routes 551, 553 and 557, one every six minutes. Route 585 will need one. Route 980 should be extended east from Reston Town Center over Sunset Hills Road and will need half a bus bay. RIBS will need one. Three spares seem prudent, perhaps excessive. People need fewer bus bays with shorter walks to their bus and fewer places to hunt for it. (0054 0090-1)

Public Comment We also question the need for 16 bus bays for the interim terminal station at Wiehle Avenue. As Ed Tennyson has pointed out, it appears that nine bays would adequately serve the feeder bus need. (0060 0169-8)

Response: *The calculations for required bus bays at Wiehle Avenue Station are based on the number of physical bus arrivals during the peak hour, including bus platoons wherein two buses on the same route arrive simultaneously (two buses running on the same route together in a platoon is done to provide enough capacity to meet demand that cannot be met with one bus). In addition, because these routes would be arriving very frequently (every six minutes, in order to meet trains running every six minutes), it would not be physically possible to share these bays with other services. In addition to the four premium bus routes, twelve other routes would use the Wiehle facility. Because these buses would arrive less frequently (typically every 20 to 30 minutes), there is an opportunity for bay sharing among the 12 routes. Based on the re-analysis of bus arrivals during the preparation of the Final EIS and final General Plans, it was determined that 12 revenue bays and three layover bays are required at the north side station facilities and that five revenue bays are required at the southside, to be located on the eastbound exit ramp of the Dulles Toll Road.*

Station Mezzanine Impacts to Adjacent Property

Public Comment: The mezzanine design, as proposed, would impact the Aston Martin dealer and the preowned car dealerships operated by HBL at 8601 Westwood Center Drive, which are on the southwest corner of the subject intersection. We believe that these activities will be in place here for the next 10 to 20 years and so, therefore, the mezzanine is located in not the most optimally location. (0053 0139-4)

Public Comment: 5. Mezzanine design has significant impact to the Austin Martin and Pre-Owned car dealerships operated by HBL at 8601 Westwood Center Drive in the SW corner of Route 7/Tyco Road signal, and the mezzanine is optimally located for the existing and anticipated land uses expected in the next 10-20 years. (0053 0054-3)

Response: *The May 18, 2004, post-hearing conference on the Tysons West Station entrance and facilities has resulted in revisions to the Locally Preferred Alternative. The Project Team recommended and the decision-makers approved Option E, which has its station entrance at the inbound, east end of the station near Spring Hill Road.*

The entrance pavilion at the south side of the station is in the front part of the property currently leased by Rosenthal Honda. The station will have its stair towers for emergency exits on property currently leased by HBL Mercedes-Benz and by HBL Pre-Owned Cars. The station support columns will be on all three properties. The entrance pavilion, emergency exit stair towers, and

support columns will displace a limited number of parking spaces and result in alteration of on-site circulation and access for all three businesses.

Alternative Site Plans for Tysons West Station Area

Public Comment: As shown in Exhibit 2, an alternative bus facility in the northeast quadrant of Route 7 and Spring Hill Road intersection would better center bus circulation and reduce impacts on existing C-7 properties in Fairfax County. With a relocation of the mezzanine, the pedestrian access is significantly improved and ingress would be at Spring Hill Road and egress would be at Tyco Road, allows more orderly bus and car transfer points. (0053 0139-7)

Public Comment: A variation of this alternative as shown in Exhibit 3 would orient the Kiss & Ride facilities to the existing Flex industrial buildings along Tyco Road. This alternative keeps walking distances from the bus facilities at less than 1,000 feet and still maintain the car storage areas that are leased behind the Cherner parking lot. (0053 0139-8)

Public Comment: Another alternative is shown in Exhibit 4, and I'll hand out the use of the county property behind existing Tysons Fire Station may provide improved separation of access for bus facilities away from the Route 7 intersections. We believe that this alternative concerned, and it only impact I-4 and I-5 zoning. We have also included in an alternative to look at alternatives along Tyco Road that we believe maintain the integrity of the Fairfax County overlay district. (0053 0139-9)

Public Comment: Additionally, as shown in Exhibit 4, the use of County property behind the Tysons Fire Station on Spring Hill Road could allow the bus entrance to be sifted away from Route 7 while, maintaining shorter transfer distances between the bus spaces and the station entrance. Additional properties would need to be coordinated for parking impacts, and buffers, but the affected properties are zoned I-4 or I-5 and are located away from the Route 7 frontage. (0053 0054-8)

Public Comment: As shown in Exhibit 2, an alternative bus facility northeast of the Route 7/ Spring Hill Road intersection would better center the bus circulation while reducing impacts on existing C-7 commercial zoning. With the relocation of the mezzanine, pedestrian access is significantly improved and ingress via Spring Hill and egress via Tyco Road allows more orderly bus and car transfer points. The sites are currently developed with flex uses and vehicle storage. (0053 0054-6)

Public Comment: A variation on the alternative would be to maintain a bus pull-outs between Spring Hill Road and Tyco Road, but orient kiss and ride facilities to the existing flex buildings along Tyco Road. As shown in Exhibit 3, this alternative keeps walking distances from the bus bays to the platform at less than 1,000 feet and still maintains the storage area used behind the existing Cherner lot. (0053 0054-7)

Response: *The May 18, 2004, post-hearing conference on the Tysons West Station entrance and facilities resulted in revisions to the Locally Preferred Alternative. The Project Team recommended and decision-makers approved Option E, which has its station entrance at the inbound, east end of the station near Spring Hill Road.*

The bus bays and Kiss & Ride facilities are located between Tyco Road and Spring Hill Road, set back from Route 7. Since the conference, the Project Team convened to reconsider the program requirements for bus bays and reduced the number of bus bays. Unlike other options, the Kiss & Ride fully utilizes the undeveloped County land to the rear of Fire and Rescue Station No. 29.

Initial access to Option E facilities from Tyco Road would be for station access only. This roadway and the station facilities would be operated and maintained by WMATA. In response to expressions of interest in having a second access point to the station facilities and in an initiation of a street grid in this area of Tysons Corner, Option E includes a possible, later connection to Spring Hill Road. That connection cannot be advanced at this time due to its proximity to the driveways of Fire Station No. 29.

Fairfax County has formally proposed an Option F in lieu of Option E. This option would relocate Fire Station No. 29 to a more central location within Tysons Corner. DRPT will monitor the County's further development of Option F during preliminary engineering and decide whether the schedule for the project's implementation can accommodate this option.

Improved Bus Stop, Kiss & Ride, Pedestrian Walkways and Pedestrian Access at Herndon Parkway

Public Comment: The walkway to Herndon Parkway shown in the General Plans provides basic access. However, are bus stop slips envisioned on Herndon Parkway near the end of the pedestrian walkway? Where do bicyclists store their bicycles? Where do the kiss & ride vehicles wait? How do transit users from nearby office building to the east and west reach the northside touchdown? How do transit users from the office building north of the Herndon Parkway safely cross the four-lane divided roadway? Minimal improvements such as a signalized crosswalk on Herndon Parkway and multiple pedestrian sidewalks would at least fulfill the intent of the project as described on page 6-16, Section 6.2 of the Supplemental Draft EIS. (0132 0171-04)

Response: *Bicycle racks and lockers would be provided adjacent to the station entry. The issue of pedestrian access beyond what has been shown on the plans, including the possibility of a new crosswalk, will be considered during the preliminary engineering phase of the project in coordination with Fairfax County, Town of Herndon, and existing property owners. However, no additional bus stops or Kiss & Ride facilities would be provided on the north side of the DIAAH as part of the project.*