

## **5.0 ALTERNATIVE LOCATIONS AND SITE PLANS OF THREE PROJECT FACILITIES**

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The following section provides a summary of the design changes that were developed as a result of a May 18, 2004 post-hearing conference on the alternative site plans and locations of three Project facilities: Traction Power Substation #2, Tie-Breaker Station #2 and Tysons West Station entrance and facilities. The conference emanated from comments in the record of the December 2003 hearings on the Supplemental Draft EIS and General Plans-Revisions.

The design changes and the basis for incorporating them into the Project are described below. The evaluation of the alternatives is presented in the technical memoranda in Appendix D.

### **5.1 TRACTION POWER SUBSTATION #2**

The operation of Metrorail requires traction power substations. TPSS are facilities that supply direct current power for the rail system. The power supplies electricity as high voltage current, which the TPSS reduces and converts to direct current and feeds to the contact rail that powers the rail vehicles.

The Draft EIS and Proposed General Plans depicted the location of TPSS-2 along the south roadside of the Dulles Connector Road within the existing right-of-way. Vehicular access to TPSS-2 was via the Dulles Connector Road. In response to the comments in the public hearing record and for safety reasons, the Project Team decided to change the access for TPSS-2 and other ancillary facilities from freeway access to local road access and further decided to move TPSS-2 westward to the southwest undeveloped quadrant of the Magarity Road underpass of the Dulles Connector Road in order for the TPSS-2 to be away from the shoulder of the Dulles Connector Road.

For the conference, the Project Team notified those parties who have expressed interest and/or delivered comments into the public hearing record with respect to TPSS-2. The post-hearing conference generated no comments from the officials, stakeholders or residents.

The westward relocation of TPSS-2 to the southwest quadrant of the Magarity Road underpass of the Dulles Connector Road is upon undeveloped public land of the Dulles Connector Road but on the residential side of the Road's wooden noise wall. The land is owned by FAA, leased by FAA to MWAA and maintained by VDOT. The driveway of the substation would connect with Olney Drive. WMATA would be responsible for the maintenance of the driveway and of the land within the permanent easement of the substation.

That first location would have required the removal of vegetation that screened the Dulles Connector Road from the Olney Road residences. The new location avoids the need to remove existing roadside vegetation but will remove a limited number of trees and shrubs on the undeveloped land of the Dulles Connector Road.

Based on these findings, the Project Team recommended the evaluation of the new location of the TPSS-2 in the Final EIS.

## 5.2 TIE-BREAKER STATION #2

The operation of Metrorail requires tie breaker stations. These are usually located at crossovers in the Metrorail tracks. TBS-2 would support two single crossovers in the Metrorail tracks in the median of the Dulles Connector Road. A tie breaker station permits WMATA to break the Metrorail 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.

In response to the comments in the record of the December 2003 hearings, the Project Team developed and evaluated three alternative locations: Options A, B and C.

- Option A is essentially that of the Proposed General Plans-Revisions of the Supplemental Draft EIS. The location is within the right-of-way of the Dulles Connector Road but on the residential side of the Road's wooden noise wall. The driveway of Option A connects with Baldwin Drive and would traverse the side yard of the 1836 Baldwin Drive residence.
- Option B is on the private land of the Tuckahoe Recreation Club; this southeast corner of the Club is wooded and has a miniature golf course.
- Option C is on undeveloped, landlocked private land; its driveway would connect with the dead-end of Taylor Road and traverse Olney Park, owned by Fairfax County Park Authority. This eastern part of the park is undeveloped woods but has a known archaeological site. (44FX388 - a former Native American quarry) in its vicinity. Based on field testing and past mapping of the site, neither the proposed access driveway nor the TBS-2 building would affect this archaeological site.

The Project Team recommended Option A as the location for TBS-2 for evaluation in the Final EIS instead of Options B or C. As identified by the Tuckahoe Recreation Club, Option B would displace its miniature golf course, remove mature trees, claim space that visiting swim teams use during meets, and could possibly be an attractive nuisance for Club members. Consequently, Option B generated strong opposition from Club officers and membership. In regards to Option C, it could not be recommended because both Options A and B are 'feasible and prudent' alternatives as defined by the above referenced federal law that protects parklands from transportation projects.

The Team recommended that a new wooden noise wall surround the TBS-2 for its security, for enhanced community safety and for the aesthetics of the neighborhood. Since TBS-2 would not be visible from the Baldwin Drive neighborhood, it would not receive any architectural treatment. As currently planned, the location of the access driveway and any temporary construction easement will be fully within the property of 1836 Baldwin Drive.

## 5.3 TYSONS WEST STATION ENTRANCE AND FACILITIES

The October 2003 Supplemental Draft EIS and Proposed General Plans-Revisions included the Project Team's proposal for the Tysons West Station facilities on the site of the former Templeton Oldsmobile automotive dealership, now leased by HBL Incorporated and operated as a Porsche/Audi dealership. The facilities include bus bays, Kiss & Ride and station entrance pavilion. This site had been considered by

the Project Team for Tysons West station facilities since the beginning of the Project's NEPA environmental review process, though the size and configuration of facilities at this location varied depending on the alternative being considered (e.g., Bus Rapid Transit (no facilities), Metrorail, and BRT/Metrorail). Following the selection of Metrorail as the LPA, the station facilities proposed at this location were reduced in size and reconfigured.

The record of the December 2003 public hearings on the Project's Supplemental Draft EIS and the General Plans-Revisions included numerous comments on the proposed Tysons West Station and its facilities. The Fairfax County Board of Supervisors, its Non-Motorized Transportation Committee and the business directly affected by the facilities were among the major stakeholders who provided comments on this issue. In response to these comments, the Project Team developed and evaluated four alternative site plans: Options A, B, C and D. Each option is summarized below.

- Option A is essentially that of the General Plans from the Supplemental Draft EIS. It retains the location for station facilities originally evaluated in the Draft EIS. The bus bays and Kiss & Ride facilities are located at the intersection of Route 7 (Leesburg Pike) and Tyco Road, on the north/outbound side of Tyco Road, at the site of the former Templeton Oldsmobile (now HBL Porsche/Audi) automotive dealership.
- Option B locates the bus bays and Kiss & Ride facilities at the south/inbound side of Tyco Road, at the intersection of Route 7 and Tyco Road, at the site of the current Peacock Buick automotive dealership. This option retains the station entrance on the outbound end of the station, but responds to comments from Fairfax County and others to consider placement of the station facilities on the south side of Tyco Road.
- Option C relocates the station entrance from the outbound end of the station platform, near Tyco Road, to the inbound end, 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. This new option was developed in response to comments from the Fairfax County Non-Motorized Transportation Committee and others suggesting that a Spring Hill Road location for the station entrance would better facilitate pedestrian and bicycle access.
- Option D relocates the station entrance to the center of the station platform, at a mid-block location on Route 7, between Tyco Road and Spring Hill Road. The bus bays and Kiss & Ride facilities are located between Tyco Road and Spring Hill Road, set back from Route 7. Option D also takes advantage of currently vacant public property behind the existing Fairfax County Fire & Rescue facility (Fire & Rescue Station #29). This new option responds to issues raised by the potentially impacted property owners and tenants expressed in comments on the Public Hearing Report of the Supplemental Draft EIS, and during meetings held with these stakeholders.

The Project Team evaluated the Options on the following criteria:

- Property Acquisition and Business Effects
- Vehicular Access
- Pedestrian and Bicycle Access
- Transit Customer Convenience and Safety
- Ability to Accommodate Joint Development
- Support of Transit Oriented Development

At the close of the public and agency review and comment period, the Project Team developed and recommended an Option E for the Tysons West entrance and station facilities for evaluation in the Final

EIS. Option E is a viable variant of Option C and 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. Option E's initial access at Tyco Road is similar to Option C and would be for access to station facilities only. 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.

However, the current access to a portion of Cherner Automotive Group's existing automotive operations from Spring Hill Road would be closed by Option E, as it was by Option C. Alternative access to the property would be developed in coordination with the property owner during preliminary engineering.

In summary, the Project Team recommended Option E at Tysons West Station because it would:

- Offer high transit customer convenience and safety and thus best serve the mobility goals of the Project.
- Better facilitate pedestrian and bicycle access, as urged by the Fairfax County Non-Motorized Transportation Committee, the McLean Citizens Association and others.
- Preserve Route 7 frontage for future redevelopment.
- Position the bus bays and Kiss & Ride facilities to better accommodate possible joint development in support of Fairfax County's goals for Transit Oriented Development (TOD) in and around transit stations.
- Allow the future construction of the roadway connection to Spring Hill Road for improved vehicular access.
- Place the access point on Tyco Road at the farthest point possible in order to lessen the effects on the Route 7 intersection.
- Reduce the effects upon the Cherner Automotive Group's operations and avoid the displacement of the business tenants of RMC TYCO, LLC.
- Reduce the property requirements and locate the facilities to improve the potential for redevelopment of surrounding parcels.