

Attachment A

**Washington Metropolitan Area Transit Authority (WMATA),
City of Alexandria, and
Arlington County**

**CRYSTAL CITY/POTOMAC YARD CORRIDOR
TRANSIT IMPROVEMENTS PROJECT**

**COASTAL ZONE MANAGEMENT ACT (CZMA)
CONSISTENCY CERTIFICATION**

August 2006

**CRYSTAL CITY/POTOMAC YARD CORRIDOR
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**CRYSTAL CITY/POTOMAC YARD CORRIDOR TRANSIT IMPROVEMENTS
COASTAL ZONE MANAGEMENT ACT (CZMA)
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1.0 INTRODUCTION

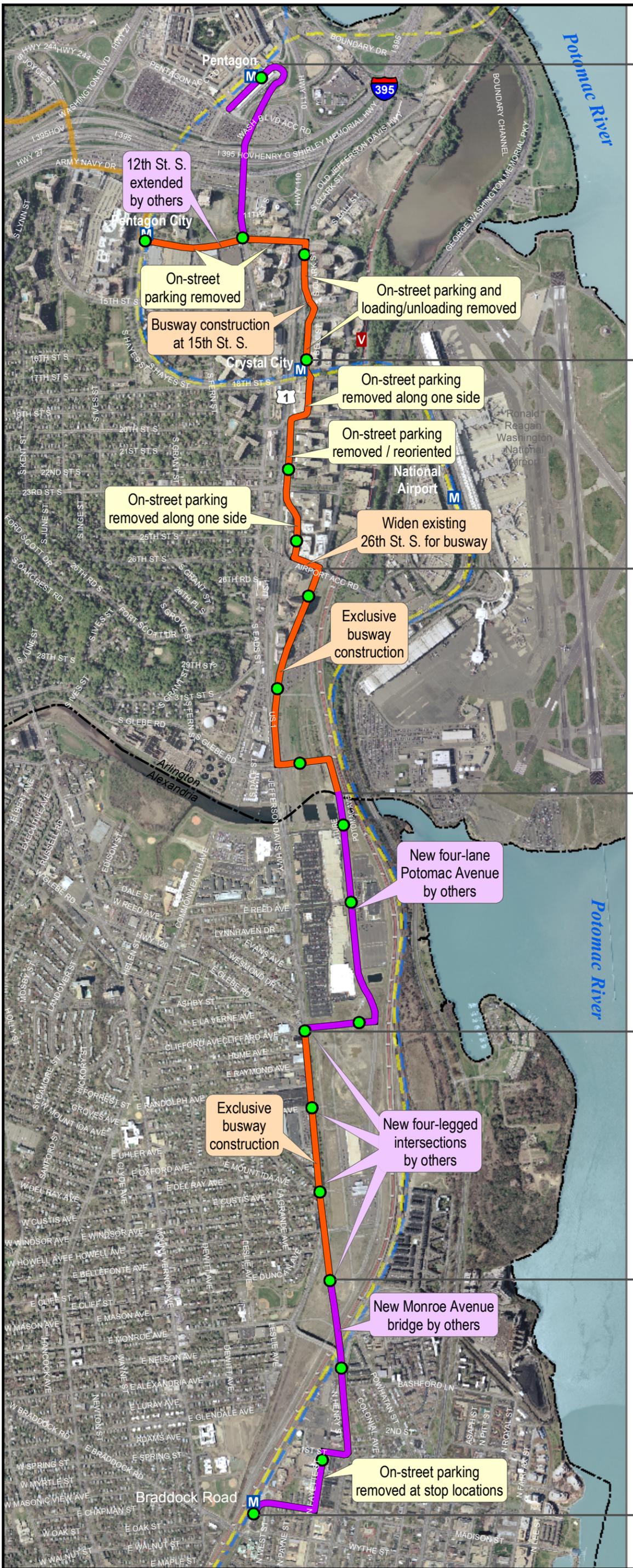
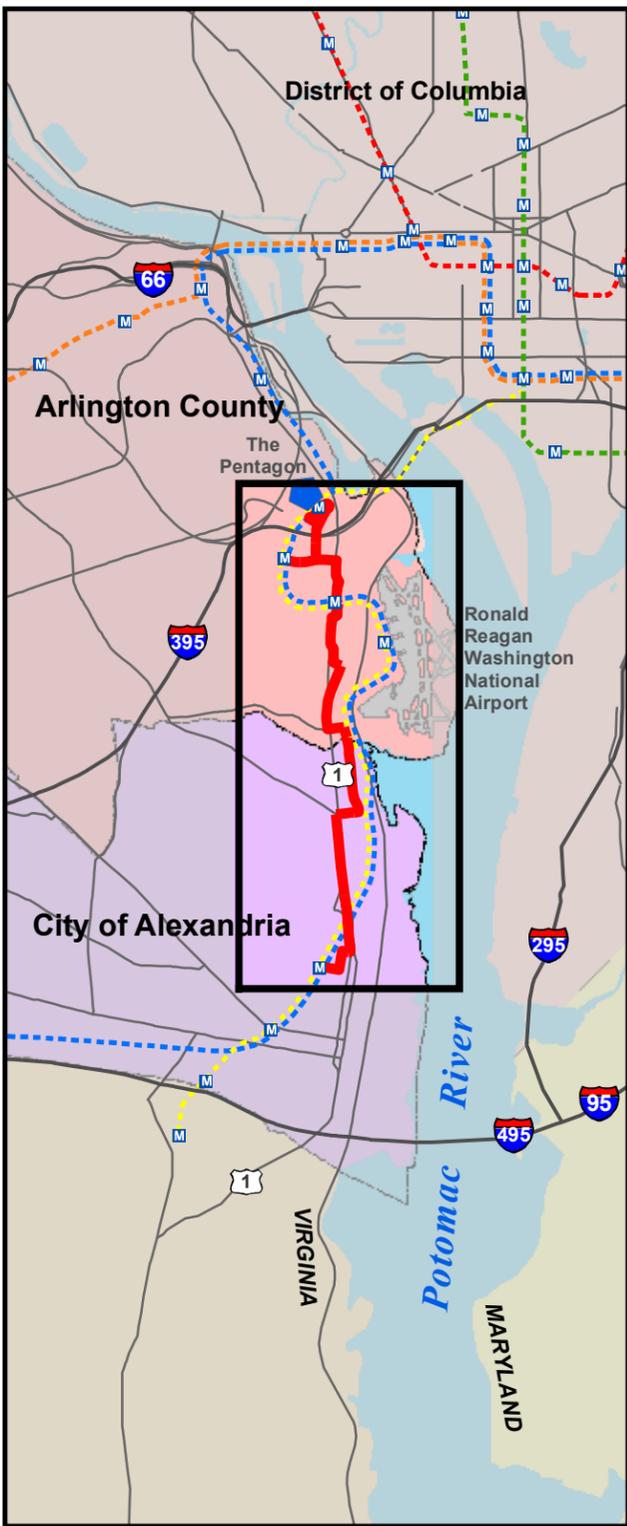
The Crystal City / Potomac Yard (CCPY) Corridor Transit Improvements Project is planned to improve transit service in the CCPY Corridor. The activities included in the proposed project will occur within Arlington County and the City of Alexandria (both communities defined as Tidewater Virginia), and will be funded in part by the Federal Transit Administration (FTA). As such, an evaluation, which demonstrates consistency with the nine enforceable polices of the Virginia Coastal Resources Management program (VCP), is required. This document provides the Commonwealth of Virginia with the Washington Metropolitan Area Transit Authority (WMATA), City of Alexandria, and Arlington County Virginia Consistency Certification and necessary data and information required under the Coastal Zone Management Act (CZMA) Section 307(c)(A) and 15 CFR Part 930, sub-part D, for the proposed CCPY Corridor Transit Improvements Project.

2.0 PROJECT BACKGROUND

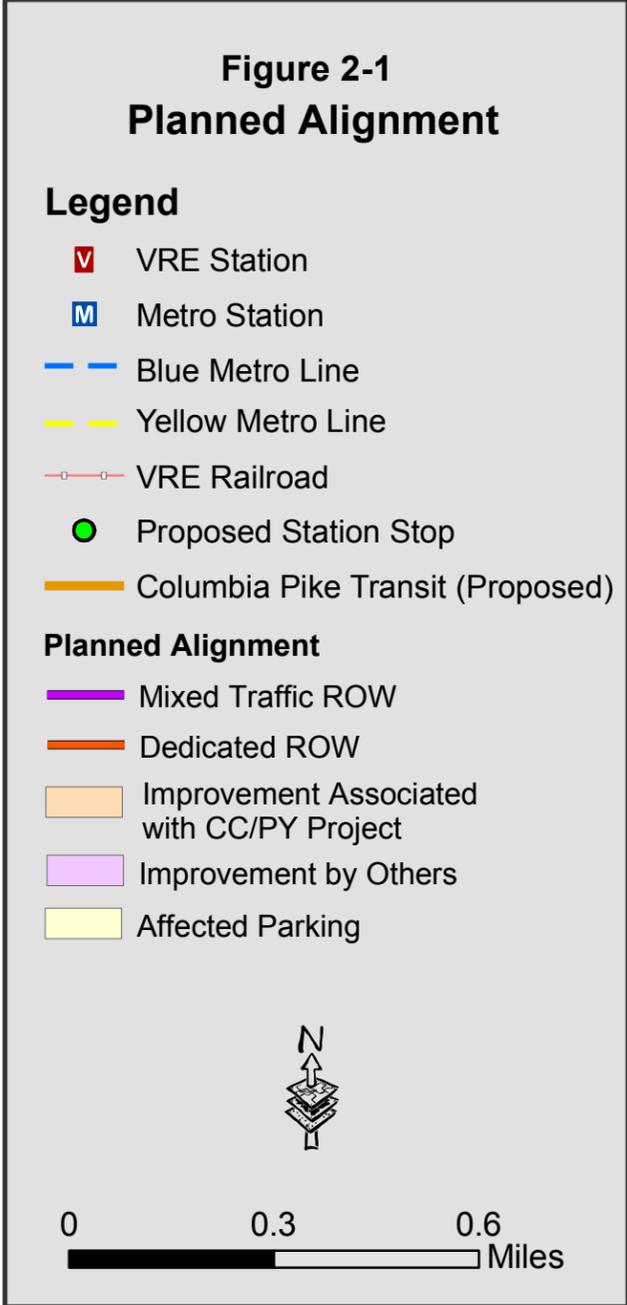
The Potomac Yard, Crystal City, and Pentagon City areas of the City of Alexandria and Arlington County in Northern Virginia will be experiencing rapid commercial and residential development over the next ten years. Redevelopment of the large tracts of open land associated with the former CSX rail yards is occurring in both jurisdictions, and new development and redevelopment is underway within Crystal City and Pentagon City as remaining open tracts are developed and existing buildings are modified for different uses. The CCPY Corridor is a five-mile corridor that extends from the Braddock Road Metrorail station in the City of Alexandria to the Pentagon in Arlington County (Figure 2-1). Metrorail Blue and Yellow lines and the Jefferson Davis Highway, a segment of the heavily-traveled U.S. Route 1, form the transportation backbone of the area.

In 2003, the DRPT, Arlington County, and the City of Alexandria completed the CCPY Corridor Transit Alternatives Analysis (AA). In the AA, transit modes, including bus rapid transit (BRT), light rail transit (LRT), and Metrorail, as well as alignment options, were analyzed. The costs and benefits of each alternative were also assessed.

Following the completion of the AA, DRPT, in collaboration with Arlington County and the City of Alexandria, undertook the CCPY Corridor Transit Improvements Study that formulated implementation strategies targeting the period from 2007 to 2014. As part of the study, an environmental scan and station area planning were conducted. At the conclusion of this study, a high-capacity, branded bus transit service using both mixed traffic operations and exclusive transitways (dedicated to bus use) was recommended. This service, while supporting growing transit demand from existing and new developments, would not preclude longer-term transit system improvement options that have been envisioned for the CCPY corridor, including BRT, LRT, and the addition of a Metrorail station.



Arlington Pentagon	F
Arlington Crystal City	E
Arlington Potomac Yard	D
Alexandria Potomac Yard	C
Alexandria Route 1	B
Alexandria Route 1 South	A



3.0 PROJECT DESCRIPTION

The planned CCPY Alignment of the proposed bus transit service route has been separated into six segments that are identified from south to north. Figure 2-1 shows the planned transit alignment, stops, and location of dedicated and mixed right-of-ways. The near-term development in the corridor, consisting of both alignment and service improvements, is currently in the preliminary design phase. A description of the six segments and the proposed station stops are described below.

3.1 Transit Alignment

A majority of the new transit alignment is proposed to operate in mixed traffic within existing right-of-way. However, roadway re-construction/widening and intersection improvements are proposed for portions of the exclusive right-of-way. A description of each segment of the transit route is provided below.

Segment A - Alexandria Route 1 South. Segment A begins at the Braddock Road Metrorail Station and heads east on Madison Street to North Fayette Street. The planned alignment turns north on Fayette Street and then east on 1st Street before turning north again on North Henry Street and crossing the realigned Monroe Avenue Bridge. The planned alignment in Segment A runs entirely in mixed traffic on existing roadway.

Segment B - Alexandria Route 1. Segment B runs north along Route 1 from the realigned Monroe Avenue Bridge to East Glebe Road. The planned alignment in Segment B runs entirely in exclusive transit lanes to East Glebe Road, where it transitions to mixed traffic.

Segment C - Alexandria Potomac Yard. Segment C travels east on East Glebe Road from Route 1 through the planned Potomac Yard Town Center to Potomac Avenue. It then turns north along Potomac Avenue to the Alexandria/Arlington line. The planned alignment in Segment C runs entirely in mixed traffic.

Segment D - Arlington Potomac Yard. Segment D begins at the Alexandria/Arlington border running in mixed traffic north on Potomac Avenue. It transitions to exclusive lanes as it turns west on South Glebe Road, running on the northern side of the roadway in right-of-way donated as part of the planned development of Potomac Yard. The alignment turns north on Jefferson Davis Highway and merges with South Crystal Drive, running on the east side of the roadway to the intersection of South Crystal Drive and 26th Street South.

Segment E - Arlington Crystal City. Segment E begins at 26th Street South and South Crystal Drive running west before turning north on South Clark Street to 20th Street South. At 20th Street South, the planned alignment turns east and then north on South Bell Street to the Crystal City Metrorail Station at 18th Street South. This segment runs entirely in exclusive curbside lanes on the west side of the roadway when traveling north and on the north side of the roadway when running east or west.

Segment F - Arlington Pentagon. Segment F begins at the Crystal City Metrorail Station and travels north on South Bell/South Clark Street before turning west on 12th Street. At South Eads Street, the alignment splits into two branches serving the Pentagon and Pentagon City. The first branch turns north on South Eads Street to the Pentagon Transit Center. The second branch continues west on 12th Street South to the Pentagon City Metrorail Station. The planned transit

improvement will run in exclusive lanes on the west side of the roadway as far as 15th Street South, where it will transition to running in exclusive curbside lanes. North of Army Navy Drive, the route runs in mixed traffic lanes.

3.2 Station Stops

One of the key factors affecting the development of the planned transit improvements for the CCPY corridor will be the placement and configuration of transit stops within the project corridor. The features of the proposed station stops include a platform, typically 75 feet long and 12 feet wide with a 15-foot ramp at one end. In cases of limited right-of-way, the typical platform is reduced to a length of 30 feet and a width of eight feet, with a 15-foot ramp at one end. Shelters for the typical platform (75 by 12 feet) are 30 feet long and 12 feet wide. Figure 2-1 depicts the location of the proposed station stops, which include two stops each to accommodate both northbound and southbound transit routes.

4.0 CERTIFICATION AND DISCUSSION OF ENFORCEABLE AND ADVISORY POLICIES

4.1 Certification

WMATA, the City of Alexandria, and Arlington County certify that the proposed activity complies with the enforceable programs of Virginia's Coastal Resources Management Program (VCP) and will be conducted in a manner consistent with the VCP.

The following sections present a discussion of the consistency of the planned CCPY Corridor Transit Improvements Project with regard to applicable VCP enforceable policies (1-9) and advisory policies.

4.2 Enforceable Policies

Titles of the VCP enforceable policies (1-9) are provided below in *italics*, followed by a statement or discussion regarding the applicability of the policy to the proposed project.

1 Tidal and Non-Tidal Wetlands Management

The proposed project is not being constructed or operated within either tidal or non-tidal wetlands. No wetlands are anticipated to be affected by the project, and no wetlands permits related to the project will be required. During construction, erosion and sedimentation controls will be installed and maintained to ensure acceptable quality of wet weather runoff to any wetland tributary. Permanent stormwater management structures will be designed to avoid impacts to receiving waters.

2 Fisheries Management

The proposed project will have no foreseeable impacts on finfish or shellfish resources and will not affect the promotion of either commercial or recreational fishing. The project will not use tributyltin in any form. The project will implement best management practices (BMPs), in accordance with state and local guidance documents, during all phases of construction.

3 Subaqueous Land Management

No activity associated with the proposed project will occur within “... *the beds of the bays, rivers, creeks and the shores of the sea within the jurisdiction of the Commonwealth...*” (Code of Virginia § 28.2-1200). Therefore, the above VCP enforceable policy is not applicable to the proposed project.

4 Dunes and Beach Management

The proposed project is not being constructed either within or near an area of beach or coastal primary sand dune. Therefore, the above VCP enforceable policy is not applicable to the proposed project.

5 Shoreline Sanitation

The proposed project will not include any “...*sanitary collection, conveyance, transportation, treatment,*” or the “...*disposal of sewage by onsite sewage systems and alternative discharging sewage systems...*” (Code of Virginia § 32.1-164). Therefore, the above VCP enforceable policy is not applicable to the proposed project.

6 Point Source Air Pollution Control

The proposed project site is located within the National Capital Interstate Air Quality Control Region (AQCR 47). The region was re-designated from serious to severe non-attainment for ozone in 2003. WMATA, the City of Alexandria, and Arlington County are currently completing a traffic analysis for the study area, and a hot-spot air quality analysis will also be conducted in the near future. Once these results are available, the project design will be completed in accordance with all local, state, and federal air quality regulations.

7 Non-Point Source Water Pollution Control

Table 1 provides a summary of the anticipated total land area required to construct the proposed station stops and transit alignment. The area of land disturbed for each individual station stop location ranges from 720 ft² to 1,800 ft², while the total area required for the proposed stations is approximately 1.4 acres. In addition, roadway modifications proposed at three locations along the alignment consist of two areas where two-lane dedicated right-of-ways will be constructed (Segments B and D), and one intersection (Segment F), which will be reconfigured. The total area of disturbance resulting from the project will be approximately six (6) acres, located in both the Coastal Zone Management Area and Resource Management Areas (RMAs). One small area of disturbance in a Resource Protection Area (RPA) may also result depending on the final location of the proposed station stop immediately south of Four Mile Run.

Table 1. Area Required for Construction of the Planned Alignment and Station Stops

	Length of Alignment, feet (Miles)	Area of Construction, sq. ft. (Acres)	
		Alignment	Stops⁴
Mixed Traffic¹	13,460 (2.549)	n/a	6,690 (0.154)
Exclusive Lanes (Total)	15,090 (2.858)	n/a	
New construction for busway ²	7,810 (1.479)	203,060 (4.662)	55,100 (1.264) ⁵
New construction by others ³	730 (0.138)	17,520 (0.402)	
Operation along existing lanes ³	6,550 (1.241)	-	

1. Portions of street network do not exist today and will be constructed by others.

2. New two-way busways are assumed to be 26 feet wide.

3. Assumes two 12-foot lanes dedicated for exclusive transit use.

4. Station stops in Alexandria south of the Monroe Ave Bridge are assumed to be 45 feet by 8 feet; other station stops are assumed to be 75 feet by 10 feet on average.

5. Assumes 12-foot continuous strip for stops, left turn pockets, and median area along Segment B.

During construction, site stability will be maintained and runoff from the work area controlled to avoid the migration of pollutants from the various construction areas to nearby sensitive resource areas. The technical criteria stipulated in the Virginia stormwater management regulations will be incorporated into the project's BMP design, and the construction stormwater management regulations established by both Arlington County and the City of Alexandria will be observed. Due to work within the RMA, an erosion and sediment control plan will be submitted to Arlington County and the City of Alexandria for review and approval prior to the start of work.

During construction, the project will have regulatory coverage under the *General Permit for Discharges of Stormwater from Construction Activities* (DCR01, July 1, 2004). A stormwater pollution prevention plan for the overall project will be developed, detailing the plan to manage other wastes on site, such as building materials, garbage and debris, and to implement controls to minimize the exposure of these materials to stormwater. The project will be designed to ensure that stormwater impacts during construction are avoided or minimized to the maximum extent practicable. Construction methods will be selected to minimize the potential for non-point source pollution impacts (primarily erosion and sedimentation) to occur during construction of the proposed project. The project will comply with the Virginia Pollutant Discharge Elimination System (VPDES) Stormwater General Permit for associated construction activities.

8 Point Source Water Pollution Control

The majority of new construction proposed for the project involves permanent roadway modifications (see attached Figure 2-1). The planned transit improvements will require an increase in impervious surfaces along Route 1 (Segment B), South Glebe Road (Segment D), 26th Street South (Segment E), and at the intersection of 15th Street and South Clark Street (Segment F), as well as many of the proposed station stops. Current design plans propose employing urban curb and gutter methods to direct stormwater runoff from the new roadways to the existing storm drain system. Future design plans are anticipated to employ similar stormwater management techniques. At this point in the project, designs for the station stops are conceptual; however, efforts will be made to incorporate low-impact development concepts into the proposed design. The long-term management of stormwater runoff from these structures and the roadway surfaces will be designed in coordination with regulatory officials in Arlington County and the City of Alexandria. There will be no sanitary discharges associated with this project.

9 Coastal Lands Management

The proposed project activities would be located primarily within the Four Mile Run watershed. A portion of Segment A also abuts and may extend partially into the Hunting Creek/Cameron Run Watershed. The Virginia Coastal Resource Management Map identifies the entirety of both Arlington County and the City of Alexandria as within the Coastal Zone Management Area. Both jurisdictions are also considered part of Tidewater Virginia and border the Potomac River, which eventually discharges into Chesapeake Bay. In accordance with the local Chesapeake Bay Preservation Ordinances, Arlington County and the City of Alexandria have designated Resource Protection Areas (RPAs). Based on available data, three segments within the proposed project area are shown to contain RPAs. In Segment C, an RPA associated with the Potomac River just south of the mouth of Four Mile Run is located approximately 800 feet east of the proposed transit route. Existing railroad tracks separate the proposed transit route from this RPA. Also in Segment C (and within a small portion of Segment D) is an RPA along the northern and southern banks of, and including, Four Mile Run. The proposed transit route crosses this RPA and a proposed station stop is located potentially within the Four Mile Run RPA. Another RPA, associated with an unnamed tributary to Four Mile Run, is located approximately 100 feet east of the proposed transit route in Segment D just north of Four Mile Run. In Segment F, an RPA is located immediately adjacent to the VRE Railroad east of the proposed transit route. No RPAs are located in the vicinity of the project in Segments A, B, or E.

In addition to RPAs, Arlington County and the City of Alexandria have also designated Resource Management Areas (RMAs) in accordance with the Chesapeake Bay Preservation Plan, which was prepared by the Chesapeake Bay Local Assistance Department and adopted by each of the municipalities as part of their Comprehensive Plans. All areas located outside of RPAs within both Arlington County and the City of Alexandria are designated RMAs; therefore, within all segments (A-F), the entire project area (outside of RPAs) is located within an RMA.

Project-wide plans for erosion and sediment control and stormwater management will be developed and implemented. These plans will comply with state and local regulations and will be approved before construction is initiated. Therefore, the proposed project will not affect land or water uses, or natural resources in the Virginia Coastal Zone.

4.3 Advisory Policies

Although not required for the purpose of consistency, in accordance with 15 CFR §§ 930.39(c) and 930.58(a) (3) applicants should demonstrate adequate consideration of policies, which are in the nature of recommendations. These include policies related to Coastal Natural Resource Areas, Coastal Natural Hazard Areas, Waterfront Development Areas, and Shorefront Access Planning and Protection. The CCPY Corridor Transit Improvements Project and associated activities will not affect any of the areas of special consideration in any planning resources management process.