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Potomac Yard Village (Previously Land Bay F of CDD #10)
Rezoning and CDD Concept Plan Application
05/20/10 Public Hearing Copies

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APPLICATION

Master Plan Amendment MPA# _____
 Zoning Map Amendment REZ# _____

PROPERTY LOCATION: 3601 Jefferson Davis Highway and 3601 Potomac Avenue

APPLICANT

Name: CPYR Inc.
Address: c/o RREEF, 875 North Michigan Avenue, 41st Floor, Chicago, IL 60611-1901

PROPERTY OWNER:

Name: CPYR Inc.
Address: c/o RREEF, 875 North Michigan Avenue, 41st Floor, Chicago, IL 60611-1901

Interest in property:

Owner Contract Purchaser
 Developer Lessee Other _____

If property owner or applicant is being represented by an authorized agent such as an attorney, a realtor, or other person for which there is some form of compensation, does this agent or the business in which they are employed have a business license to operate in Alexandria, VA:

yes: If yes, provide proof of current City business license.
 no: If no, said agent shall obtain a business license prior to filing application.

THE UNDERSIGNED certifies that the information supplied for this application is complete and accurate, and, pursuant to Section 11-301B of the Zoning Ordinance, hereby grants permission to the City of Alexandria, Virginia, to post placard notice on the property which is the subject of this application.

Jonathan P. Rak, Esquire, Agent
Kenneth W. Wire, Esquire, Agent
Print Name of Applicant or Agent

Jonathan P. Rak
Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

(JPR) (703) 712-5411 (703) 712-5231
(KWW) (703) 712-5362 (703) 712-5222
Telephone # Fax #

McLean, VA 22102
City and State Zip Code

May 19, 2010
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____	Fee Paid: \$ _____
Legal advertisement: _____	_____
ACTION - PLANNING COMMISSION _____	ACTION - CITY COUNCIL: _____

MPA # _____
REZ # _____

SUBJECT PROPERTY

Provide the following information for each property for which an amendment is being requested. (Attach separate sheets if needed.)

Address Tax Map – Block Lot	Land Use		Master Plan Designation		Zoning Designation		Frontage (ft.)
	Existing -	Proposed	Existing –	Proposing	Existing –	Proposing	Land Area (acres)
1. 016.01-05-01 3601 Jefferson Davis Highway	Retail center	Mixed use	Commercial	Mixed use	CDD#10	CDD#19	2,716.45 linear feet _____ 45.43 Acres
2. 016.02-01-02 3601 Potomac Avenue	Retail center	Mixed use	Commercial	Mixed use	CDD#10	CDD#19	N/A _____ 19.17 Acres
3. _____ _____							_____ _____
4. _____ _____							_____ _____

PROPERTY OWNERSHIP

Individual Owner Corporation or Partnership Owner

Identify each person or individual with ownership interest. If corporation or partnership owner, identify each person with more than 10% interest in such corporation or partnership.

- Name: Roundhouse Alexandria, Inc. Extent of Interest: 100%
Address: 101 California Street, 26th Floor, San Francisco, CA 94111
- Name: _____ Extent of Interest: _____
Address: _____
- Name: _____ Extent of Interest: _____
Address: _____
- Name: _____ Extent of Interest: _____
Address: _____

MPA # _____

REZ # _____

JUSTIFICATION FOR AMENDMENT

(attach separate sheets if needed)

1. Explain how and why any proposed amendment(s) to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with City policies:

See attached.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan, or, if no amendment to the Master Plan is being requested, how the proposed zoning map amendment is consistent with the existing Master Plan:

See attached.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets, parking spaces, police and fire, drainage structures, refuse disposal, water and sewers, and schools.

See attached.

4. If this application is for conditional zoning approval pursuant to Section 11-804 of the Zoning Ordinance, identify all proffered conditions that are to be considered part of this application (see Zoning Ordinance Section 11-804 for restrictions on conditional zoning):

N/A

application master plan amend.pdf

8/1/06 Pnz\Applications, Forms, Checklists\Planning Commission

\9967547.3

Statement of Justification
Zoning Map Amendment (Rezoning)
Potomac Yard Retail Center

The applicant requests that the subject property be rezoned and the Zoning Map be amended to change the zoning designation for the subject property from Coordinated Development District #10 to Coordinated Development District #19.

1. Explain how and why any proposed amendments to the Master Plan are desirable, beneficial to surrounding properties, in character with the applicable Small Area Plan and consistent with city policies.

The City of Alexandria (City) and the owner of the subject property are in agreement that additional density at the existing location of the Potomac Yard retail center may be beneficial to the economic health and welfare of the City. The retail center existing on the subject property is a successful retail center, however given the size and location of the site this is not likely the best future use of the property. A redevelopment of this existing center with additional density would provide the needed density to facilitate the construction of an additional Metro station within Alexandria which will benefit the entire city. Additionally, the increased tax revenue from additional density at this location will benefit the surrounding community and the city as a whole.

The proposed redevelopment is an urban, mixed-use development that will include office, residential, hotel, entertainment, retail and restaurant uses. When completed, these uses will be situated along a new, vibrant street grid that will connect three unique urban neighborhoods know as Crescent Park, Market Common and Metro Park. Additionally, the mix of uses, density and heights have been sculpted to accommodate a dynamic urban design that places sufficient density in strategic locations to help facilitate the creation of a Metro station and enhance the existing plan for the Bus Rapid Transit (BRT) adjacent to the site that will serve this neighborhood and the greater Potomac Yard area. Further, the project will provide open space, parks and urban squares in locations that are connected by landscaped streets, as well as usable green roof gardens which will result in a vibrant green neighborhood plan. Lastly, the

Lastly, the project is proposing innovative storm water management and water use reduction techniques that will ensure that this development is utilizing the best technology available at the time of development.

2. Explain how and why the proposed amendment to the Zoning Map(s) is consistent with the proposed amendment to the Master Plan.

This application for a rezoning of the property is, in large part, consistent with the Master Plan Amendment proposed by the staff to amend the Potomac Yard/Potomac Greens small area plan. The applicant has worked closely with the staff to prepare a consistent application for the rezoning and CDD Concept Plan. The applicant's proposal includes a similar street grid, and proposes the same total size of the development and proportions of uses, amount of open space, and transit modes. Further, the staff and applicant are working together to prepare design guidelines that will ensure that the future development of this site will be consistent with the goals of the Master Plan.

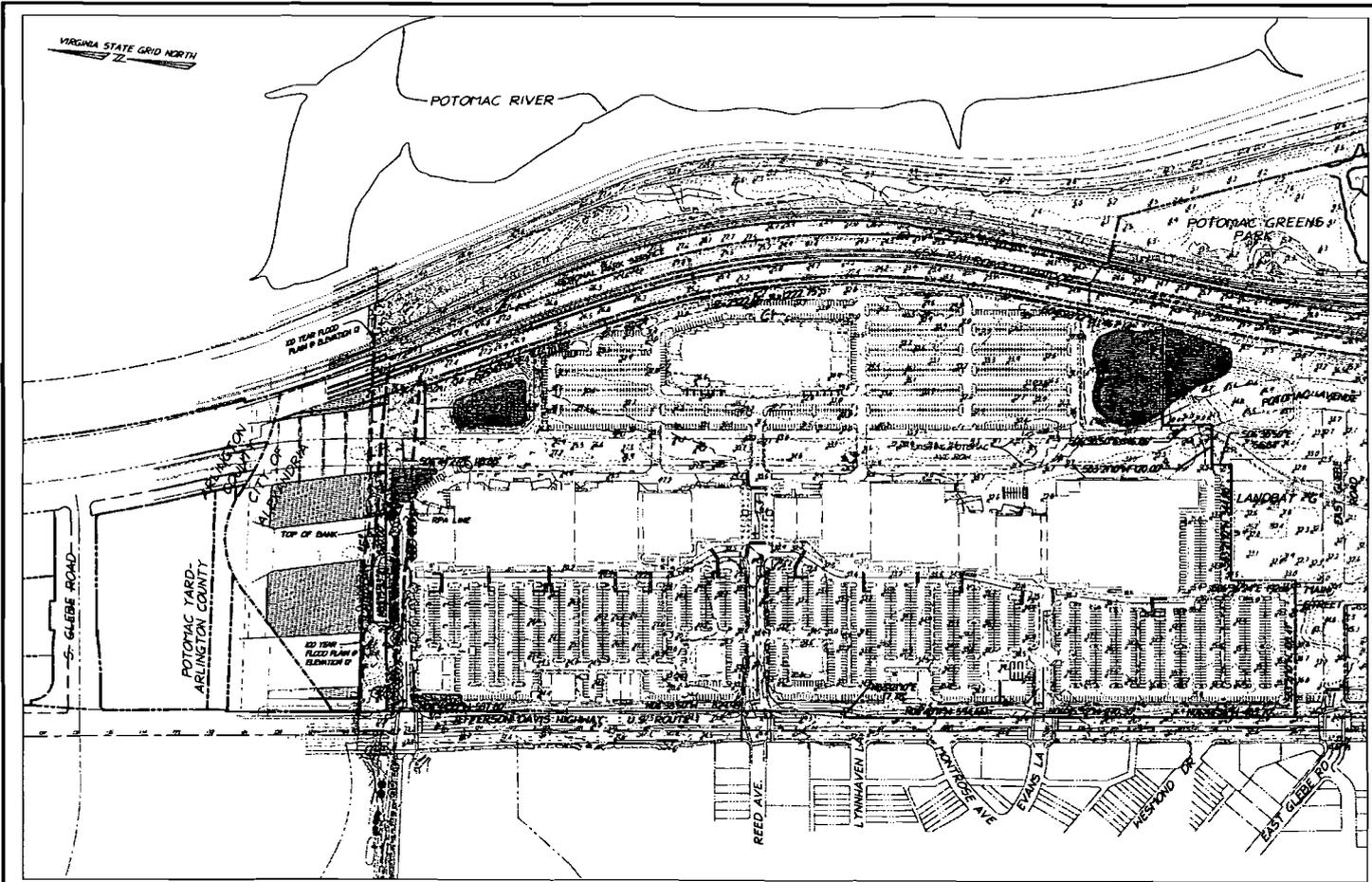
However, the applicant's proposal for the CDD Concept Plan proposes a slightly different street grid in order to provide a more compact, connected development. First, the applicant proposes to locate Potomac Avenue on the eastern most portion of the site between the development and the rail lines. The applicant believes that this is the best location because it provides a landscaped buffer between the new buildings and the rail lines, it connects the BRT and the Metro in a centralized location, and it respects the Old and Historic District that surrounds the George Washington Parkway by placing the development outside of the district. Second, the applicant proposes to terminate the main retail street, Reed Avenue, at Water Street, in order to provide a primary, signature building at the end of the retail corridor. The applicant believes that this is important to provide a retail experience that has proven to be a success historically and commercially. The signature building at the end of Reed Avenue will itself be pedestrian friendly and provide a view from Route 1 that will let users know that this is the retail oriented market common.

3. Explain how the property proposed for reclassification will be served adequately by essential public facilities and services such as highways, streets,

as shown on the plans, owned by CPYR, Inc. The realignment of Potomac Avenue to the location shown in this CDD Concept Plan application is dependent on the City Council revising the planned alignment for Potomac Avenue through Landbay K and through Landbay E. The applicant understands that unless the City Council revises the alignment of Potomac Avenue to the north and south of this CDD, the alignment of Potomac Avenue must be revised to connect with the current planned alignment of Potomac Avenue at the boundaries of this CDD.

Active9973174.3

CDD No.	CDD Name	Without a CDD Special Use Permit	With a CDD Special Use Permit		
			Maximum F.A.R. and/or Development Levels	Maximum Height	Uses
19	Potomac Yards North	the CSL zone regulations shall apply on the first 250 feet east of Rte 1, and the I zone regulations shall apply on the remainder of the site;	Maximum development levels will be as shown in the CDD Concept Plan. Conversion of square footage between uses may be permitted through the special use permit process	Heights shall be as shown on the CDD Concept Plan	Mixed Use development to include office, residential, retail and service, hotel, parks and open spaces, and community facilities.



VIRGINIA STATE GRID NORTH
72

POTOMAC RIVER

POTOMAC GREENS PARK

POTOMAC YARD-
ARLINGTON COUNTY

S- GLEBE ROAD

REED AVE.

LYNNHAVEN LN

WALLACE AVE

EVANS LN

HESFORD DR

EAST GLEBE RD

CURVE TABLE

CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING	TANGENT
Q	FEET	FEET	DEG	FEET	DEG	FEET
1	100.00	157.08	90.00	141.42	S 45° 00' 00" W	100.00
2	100.00	157.08	90.00	141.42	S 45° 00' 00" W	100.00

TOTAL AREA 69.07 ACRES

DATE	REVISION

LEGEND

- SITE BOUNDARY
- EXISTING STREET RIGHT OF WAY BY OTHERS
- 100' LINE & TOP OF BANK

- NOTES:**
- SEE D.B. SURV. PG. 64 & D.B. 404, PG. 31 FOR POTOMAC AVENUE ALEXANDRIA
 - SEE RESTRICED & RSTR. DISCLOSES FOR POTOMAC AVE ALEXANDRIA
 - ALL BOUNDARY INFORMATION TAKEN FROM ALTA 7 ACRES LAND TITLE SURVEY PREPARED BY CHRISTOPHER CONSULTANTS INC. DATED 5-8-2004
 - TOP OF BANK SHOWN FIELD VERIFIED WITH CITY STAFF ON 4-24-04



ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT CITY OF ALEXANDRIA AND VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.

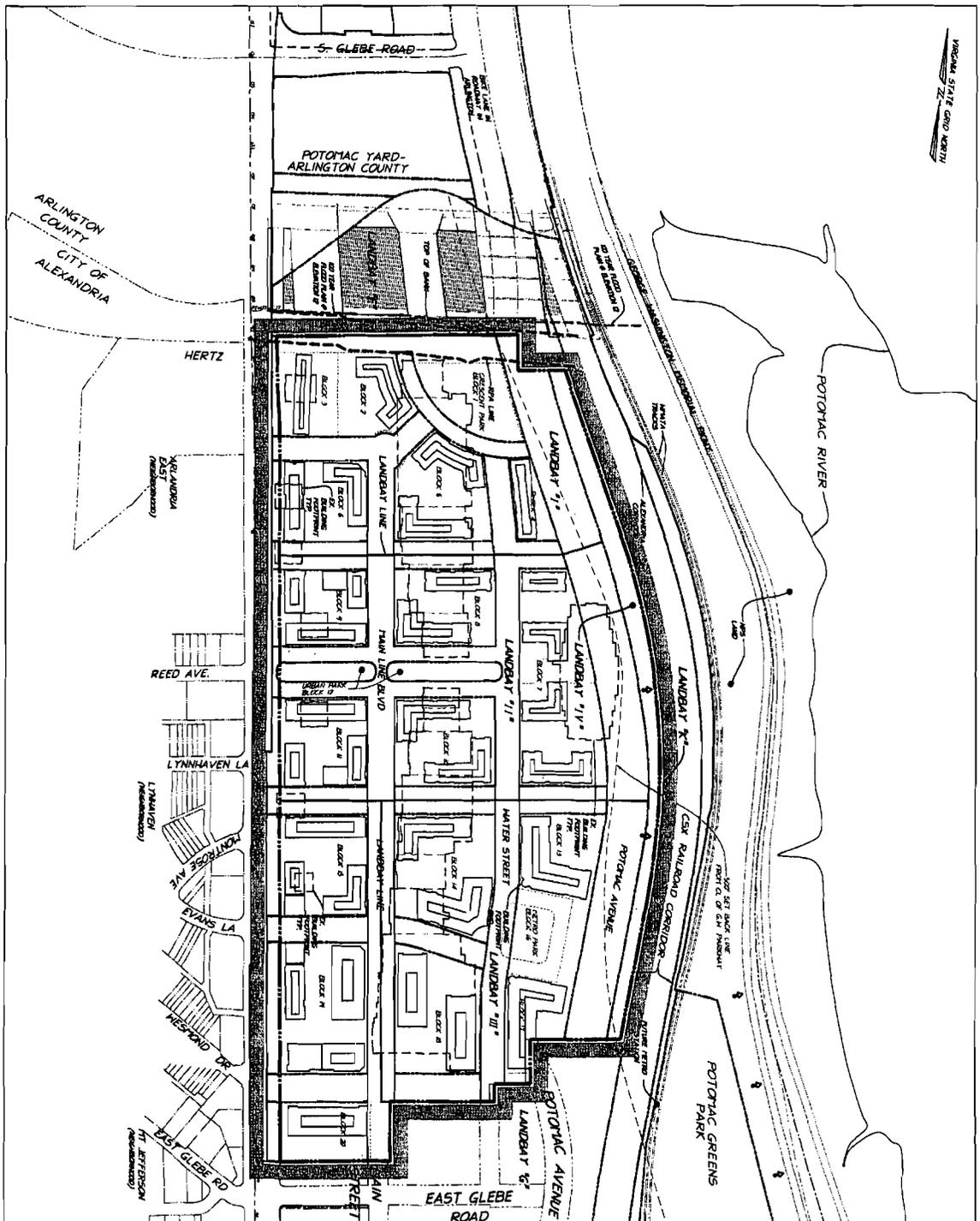
christopher consultants
 engineering surveying land planning
 1800 WOODBINE CHURCH ROAD, SUITE 100, ALEXANDRIA, VA 22304
 703.770.8800 • FAX 703.770.7400



EXISTING CONDITIONS
PLAN

POTOMAC YARD NORTH
CONCEPTUAL DESIGN PLAN
CITY OF ALEXANDRIA, VIRGINIA

PROJECT #2004-06-00
 SCALE: 1" = 100'
 DATE: 10-19-04
 DESIGNER: PKC
 CHECKED: KML
 SHEET NO.



DATE	DESCRIPTION
12-15-09	CONCEPT PLAN
01-15-10	REVISED CONCEPT PLAN
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- LEGEND**
- SITE BOUNDARY
 - LANDMARK LINES
 - PROPERTY LINES
 - EXISTING BUILDING FOOTPRINT
 - PROPOSED BUILDING FOOTPRINT
 - PROPERTY LINES
 - ADJACENT & FRONT STREET
 - SIDE LINE & TOP OF BANK
- NOTES**
1. TOP OF BANK SHOW FIELD VERGED WITH CITY STREET ON W-SIDE
 2. TOTAL SITE AREA IS 40.0 AC.
 3. THE STREET LINES ON THE WEST END OF THE SITE ARE OFFICIAL RECORD, SETBACK AND REGULATORY.
 4. EXISTING FOOTPRINTS SHOW ARE FOR POTOMAC YARD NORTH AND ARE SUBJECT TO CITY RECORDS AND ARE NOT SUBJECT TO THE CITY OF ALEXANDRIA'S ZONING ORDINANCE.
 5. THE EXISTING USE ON THE SITE IS A SHOPPING CENTER.
 6. ADJACENT BUILDING HEIGHT FOR FUTURE RECORDS ONLY.



ALL DIMENSIONS SHALL BE TO THE CENTER OF THE CURVE UNLESS OTHERWISE SPECIFIED AND APPROXIMATE.

POTOMAC YARD NORTH
CONCEPTUAL DESIGN PLAN
 CITY OF ALEXANDRIA, VIRGINIA

EXISTING & PROPOSED BUILDING EXHIBIT

christopher consultants
 engineering · surveying · land planning
 1000 MAIN STREET, SUITE 2000 · ALEXANDRIA, VA 22301-3607
 703.775.6620 · FAX 703.775.7826

C-5861



APPLICATION

**COORDINATED DEVELOPMENT DISTRICT (CDD)
DEVELOPMENT CONCEPT PLAN**

_____ **Filing Fee**

_____ **Filing Deadline**

_____ **June 1, 2010**

Planning Commission Hearing

_____ **June 12, 2010**

City Council Hearing

REQUIREMENTS FOR MAILING NOTICES:

Applicants must send written notice of public hearings by certified or registered mail to all abutting property owners at least 10 days prior to the Planning Commission hearing, and not more than 30 days prior to the City Council hearing. See detailed instructions on "Notice Requirements."

Mail certified or registered notice of hearings between

May 13, 2010 and May 22, 2010 .

Return notice materials to Department of Planning and Zoning by

May 26, 2010.



APPLICATION

CDD DEVELOPMENT CONCEPT PLAN

CDD # _____

[must use black ink or type]

PROPERTY LOCATION: 3601 Jefferson Davis Highway and 3601 Potomac Avenue

TAX MAP REFERENCE: 016.01-05-01 and 016.02-01-02 **ZONE:** CDD#10

APPLICANT'S NAME: CPYR Inc

ADDRESS: c/o RREEF 875 N. Michigan Avenue, 41st Floor, Chicago, IL 60611

PROPERTY OWNER NAME: CPYR Inc.

ADDRESS: c/o RREEF 875 N. Michigan Avenue, 41st Floor, Chicago, IL 60611

REQUEST Request for a CDD Concept Plan for a mixed use development including residential, office, hotel, and retail uses.

THE UNDERSIGNED hereby applies for CDD Development Concept Plan approval in accordance with the provisions of Section 5-600 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article XI, Section 11-301(B) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

THE UNDERSIGNED hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Planning Commission or City Council in the course of public hearings on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Jonathan P. Rak, Esquire, Agent
Kenneth W. Wire, Esquire, Agent
Print Name of Applicant or Agent

Jonathan P. Rak
Signature

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Mailing/Street Address

(JPR) (703) 712-5411
(KWW) (703) 712-5362
Telephone #

(703) 712-5231
(703) 712-5222
Fax #

McLean, VA
City and State

22102
Zip Code

May 19, 2010
Date

DO NOT WRITE IN THIS SPACE - OFFICE USE ONLY

Application Received: _____

Date and Fee Paid: _____ \$ _____

ACTION - PLANNING COMMISSION: _____

ACTION - CITY COUNCIL: _____

Statement of Ownership

The Subject property is owned by CPYR, Inc., 101 California Street, 26th Floor, San Francisco, CA 94111

CPYR, Inc. is owned 100% by Roundhouse Alexandria, Inc, 101 California Street, 26th Floor, San Francisco, CA 94111.

19967458.3

GENERAL NOTES

1. THE CITY OF ALEXANDRIA TAX ASSESSMENT MAP NUMBERS FOR THIS SITE ARE 06.04-05-01 AND 06.02-04-02.
2. THE SITE CONTAINS APPROXIMATELY 64.41 ACRES (AFTER THE DEDICATION OF POTOMAC AVENUE).
3. THE BOUNDARY SURVEY WAS PREPARED BY CCL.
4. THE TOPOGRAPHIC SURVEY WAS OBTAINED FROM AN AERIAL SURVEY. CONSTRUCTION HAS OCCURRED ON SOME AREAS OF THE SITE AND THEREFORE MAY NOT BE REFLECTED ON THE PLANNING.
5. THE SITE IS COMPLETELY DEVELOPED AS THE POTOMAC YARD CENTER. THERE ARE NO NATURAL FEATURES ON THE SITE THAT NEED TO BE PROTECTED OR PRESERVED. SOILS ARE PROTECTED ON THE CORNER OF THE SITE AND THESE WILL BE MAINTAINED OR IMPROVED AS THE REDEVELOPMENT OF THIS SITE OCCURS. THERE IS A RESOURCE PROTECTION AREA (RPA) BUFFER ADJACENT TO THE OFFSITE FOUR HILL RUN. AREAS OF THE RPA LOCATED ON THIS SITE ARE NOT IN THEIR NATURAL STATE. MODIFICATIONS TO THESE AREAS WILL BE IN ACCORDANCE WITH CURRENT CITY OF ALEXANDRIA REDEVELOPMENT WITHIN THE RPA. (S-604-C (2)).
6. ANY POTENTIAL NEGATIVE IMPACT ON ADJOINING PROPERTIES BY THIS PROPOSED PROJECT WILL BE MITIGATED BY PROVIDING ADEQUATE PUBLIC INFRASTRUCTURE, MINIMIZING TRAFFIC IMPACTS AND PRESERVING THE RESOURCE PROTECTION AREA. FIRST, THE PROPOSED PROJECT INCLUDES A SANITARY SEWER PLAN THAT WILL ADEQUATELY SERVE THE SANITARY SEWER NEEDS OF A SITE THIS LARGE, WHILE STILL LEAVING CAPACITY TO THE CITY'S INFRASTRUCTURE SYSTEM TO ACCOMMODATE FUTURE DEVELOPMENT IN OTHER LOCATIONS. LIKEWISE, THE PROPOSED PLAN FOR STORM WATER QUALITY INCLUDES UTILIZING LOW IMPACT DEVELOPMENT PRACTICES AND CONVENTIONAL AND CREATIVE TREATMENT PRACTICES. SECOND, THE TRAFFIC ONSITE AND OFFSITE WILL BE MITIGATED BY FACILITATING THE PROPOSED METRO RAIL PROJECT AND BRT PROJECT WHICH WILL BE ACCESSED BY THIS DEVELOPMENT AS WELL AS THE CONTINUITY AS A WHOLE. FURTHER, THE PROJECT PROPOSES A TRAFFIC CIRCULATION PLAN THAT WILL ADEQUATELY ADDRESS TRAFFIC FLOWING THROUGH THE SITE AND WILL CONNECT THE PROPOSED NON PUBLIC STREETS TO EXISTING PUBLIC STREET OFFSITE. TO THE EXTENT POSSIBLE, THE PROPOSAL DOES INCLUDE SUGGESTED NEW CONNECTIONS AT POTOMAC AVENUE WHICH WOULD REQUIRE THAT THE CITY COUNCIL REVISE EXISTING APPROVED STREETS OFFSITE AS AN ALTERNATIVE THAT WOULD ALLOW THE TRAFFIC TO FLOW THROUGH THIS SITE AND ONTO THE ADJACENT PROPERTIES IN A MORE EFFICIENT MANNER. LASTLY, THE PROJECT PROTECTS THE EXISTING RESOURCE PROTECTION AREA ON THE NORTH SIDE OF THE PROPERTY AND COMPLIES WITH THE FOUR HILL RUN DESIGN GUIDELINES.
7. THE MAXIMUM HEIGHT OF ANY BUILDING ON THIS SITE WILL BE 290 FEET. (S-604-C (5)).
8. THE MAXIMUM FLOOR AREA AS DEFINED BY THE CURRENT CITY ZONING ORDINANCE FOR EACH LAND BAT IN THIS CDD # M WILL BE AS SHOWN ON SHEET 4 OF THIS CONCEPT DESIGN PLAN. (S-604-C (6)).
9. THE MAXIMUM NUMBER OF OFF STREET PARKING SPACES FOR THIS ENTIRE CDD # M SHALL BE 10,000. ALL PARKING WILL BE LOCATED OFFSITE. THE PARKING STRUCTURES WILL HAVE AT LEAST ONE LEVEL OF BELOW GRADE PARKING IN EACH OF THE BUILDINGS, SUBJECT TO ENVIRONMENTAL CONDITIONS. (S-604-C (9)).
10. THE SPECIAL ACTIVITIES PROPOSED WITH THIS CDD CONCEPT PLAN ARE INTENDED TO REACH FOUR KEY AREAS INCLUDING TRANSPORTATION, SUSTAINABLE DEVELOPMENT, OPEN SPACES AND PARKS, AND PEDESTRIAN FRIENDLY DEVELOPMENT. FIRST, IN REGARD TO TRANSPORTATION, THE PROPOSAL INCLUDES THE LEVEL OF DENSITY NEEDED TO FACILITATE THE CONSTRUCTION OF A NEW METRO STATION AND THE EXTENSION OF THE METRO ROUTE TO COMPLETE THE CONNECTION OF THE BRT FROM ALEXANDRIA TO ARLINGTON. SECOND, THE PROPOSAL INCLUDES INNOVATIVE SUSTAINABLE SITE DESIGN AND BUILDING TECHNIQUES THROUGHOUT INCLUDING SUSTAINABLE CONCEPTS FOR INNOVATIVE STORM WATER MANAGEMENT AND WATER USE REDUCTION. THIRD, THE PROPOSAL PROVIDES SPACE FOR THE EXTENSION OF LAND BAT K TO FOUR HILL RUN, AS WELL AS AN URBAN SQUARE OR PARK WITHIN EACH OF THE MAJOR NEIGHBORHOODS. THE PARKS ARE ALSO CONNECTED BY LANDSCAPED STREETS, AS WELL AS USABLE GREEN ROOF GARDENS WHICH WILL RESULT IN A VIBRANT GREEN NEIGHBORHOOD PLAN. FURTHER, THE PROPOSAL WILL INCLUDE NEW STREETSCAPES THAT ALLOW FOR PEDESTRIAN MOVEMENT AROUND THE SITE THAT WILL ENCOURAGE WALKING AND/OR BIKING IN LIEU OF DRIVING. (S-604-C (1)).
11. EACH OF THE EXISTING BUILDINGS AND THE DEVELOPMENT APPROVAL ON THE SITE WILL REMAIN IN FULL FORCE, UNCHANGED AND CONTINUE TO OPERATE UNTIL, SUCH TIME AS THE OWNER/DEVELOPER REPLACES EACH BUILDING WITH DEVELOPER CONCEPTS. THE EXISTING SITE PLAN MAY BE AMENDED TO INCORPORATE ANY ADDITIONAL DENSITY PERMITTED BY THE EXISTING ZONING (UP TO A TOTAL OF 600,000 SQUARE FEET OF RETAIL DEVELOPMENT), BUT NOT YET CONSTRUCTED. (S-604-C (10)).
12. DEVELOPMENT WILL PROGRESS AS EXISTING TENANT/WAREHOUSE, TENANTS MOVE OUT, AND AS MARKET CONDITIONS PERMIT. THE CURRENT PLANNING PLAN, MARKET IS SUBJECT TO CHANGE WITH MARKET CONDITIONS AND AS DESIRED BY THE OWNER/DEVELOPER, WILL PROGRESS IN AN ORGANIZED MANNER SUBJECT TO PROVIDING ADEQUATE TRAFFIC CIRCULATION AND INFRASTRUCTURE SUBJECT TO THE APPROVAL CONDITIONS GRANTED WITH THIS PLAN APPROVAL. (S-604-C (11)).
13. THE OWNER/DEVELOPER SHALL BE PERMITTED TO SUBMIT A DSP PURSUANT TO SECTION 5-605 OF THE ZONING ORDINANCE, FOR ANY BLOCK WITHIN EACH LAND BAT AND IN ANY ORDER, SUBJECT TO APPROVAL OF AN OVERALL INFRASTRUCTURE AND OPEN SPACE PHASING PLAN BY THE CITY. (S-604-C (12)).
14. THE PROPOSAL INCLUDES THE ADDITION OF SEVEN STREETS WHERE THERE ARE CURRENTLY NO STREETS EXISTING. ADDITIONALLY, THE PROPOSAL INCLUDES OPEN SPACE, THE EXTENSION OF LAND BAT K AND A PARK OR URBAN SQUARE IN EACH OF THE MAJOR NEIGHBORHOODS. EACH OF THE STREETS AND PARKS WILL EITHER BE DEDICATED TO THE CITY OR WILL HAVE A PUBLIC ACCESS EASEMENT ON THE PROPERTY TO ALLOW OPEN USE BY THE PUBLIC. THESE IMPROVEMENTS WILL BE PROVIDED IN ACCORDANCE WITH AN OVERALL INFRASTRUCTURE AND OPEN SPACE PLAN. (S-604-C (13)).
15. TO THE BEST OF OUR KNOWLEDGE THERE ARE NO MARINE CLAYS ON SITE. (S-604-C (14)).
16. PLEASE REFER TO THE PHASE I ENVIRONMENTAL SITE ASSESSMENT SUBMITTED UNDER SEPARATE COVER BY THE OWNER/DEVELOPER FOR INFORMATION REGARDING THE LOCATION OF AREAS WITH THE PROBABILITY OF CONTAMINATED SOIL. (S-604-C (8)).
17. THE PROJECT WILL BE SERVED BY ADEQUATE EXISTING AND NEW PUBLIC FACILITIES AND SERVICES. FIRST, A NEW STREET GRID WILL BE CONSTRUCTED ADDING SEVEN ADDITIONAL STREETS TO THE NETWORK AS WELL AS PROVIDING A NEW THROUGH STREET PARALLEL TO ROUTE 1 ON THE EASTERN PORTION OF THE PROPERTY (POTOMAC AVENUE). THE STREET GRID WILL ALLOW ADEQUATE TRAFFIC CIRCULATION WITHIN THE SITE. THE ADDITIONAL THROUGH STREET WILL ALLOW ACCESS TO A SECOND FRONT OF EAST WEST TRAVEL IN ADDITION TO ROUTE 1. SECOND, THE PROPOSED SITE WILL INCLUDE APPROXIMATELY 10,000 OFF STREET PARKING SPACES TO SERVE EACH OF THE PROPOSED USES. THE PROPOSED PLAN WILL ALLOW EACH BLOCK OF DEVELOPMENT TO BE PARKED ADEQUATELY, WHILE STILL REDUCING THE NUMBER OF PARKING SPACES TO TAKE ADVANTAGE OF THE TRANSPORT OPPORTUNITIES PROVIDED IN THE PROPOSAL. THIRD, THE APPLICATION INCLUDES A STORM WATER MANAGEMENT MASTER PLAN THAT PROPOSES INNOVATIVE TECHNIQUES TO ADDRESS STORM WATER MANAGEMENT. THE APPLICANT WILL ALSO WORK WITH THE STAFF TO DEVELOP A PERFORMANCE STANDARD TO ENSURE THAT THE STORM WATER MANAGEMENT TECHNIQUES THAT ARE ULTIMATELY INSTALLED IN THE PROJECT ARE AMONG THE BEST PRACTICES IN THE INDUSTRY. FOURTH, THE APPLICANT HAS PROVIDED A SANITARY SEWER ANALYSIS THAT SHOWS THAT THE EXISTING INFRASTRUCTURE HAS SUFFICIENT CAPACITY TO ACCOMMODATE THE ADDITIONAL FLOWS FROM THIS PROJECT AS WELL AS ADDITIONAL FLOWS PROJECTED BY THE CITY FOR FUTURE DEVELOPMENT. THIS EXISTING INFRASTRUCTURE, COUPLED WITH NEW INFRASTRUCTURE IN STRATEGIC LOCATIONS ON THE SITE THAT WILL BE PROPOSED WITH FINAL ENGINEERING, WILL PROVIDE ADEQUATE SANITARY SEWER SERVICE FOR THE PROJECT. ADDITIONALLY, WATER USE REDUCTION TECHNIQUES WILL BE EMPLOYED TO USE LESS OF THE SEWER CAPACITY. FIFTH, THE APPLICANT HAS CONTACTED THE VIRGINIA AMERICAN WATER COMPANY TO ENSURE THAT THERE WILL BE ADEQUATE WATER SUPPLY FOR THIS NEW DEVELOPMENT TO THE SIZE OF THE BUILDINGS PROPOSED. THE APPLICANT PROPOSES WATER PUMPS THAT WILL ENSURE ADEQUATE WATER PRESSURE AS NEEDED FOR THE USES. LASTLY, THE DEVELOPMENT AT THE DENSITIES PROPOSED WILL PROVIDE THE CITY OF ALEXANDRIA WITH TAX REVENUES THAT WILL MORE THAN ADEQUATELY COVER THE COSTS OF CITY SERVICES TO THE PROPOSED DEVELOPMENT SUCH AS FIRE, POLICE, REFUSE DISPOSAL AND SCHOOLS. THE APPLICANT HAS PROVIDED A FISCAL ANALYSIS THAT SUGGESTS THAT THE NET TAX REVENUE FOR THIS DEVELOPMENT FAR EXCEEDS THE COST OF THESE CITY SERVICES FOR THE SITE.

POTOMAC YARD NORTH

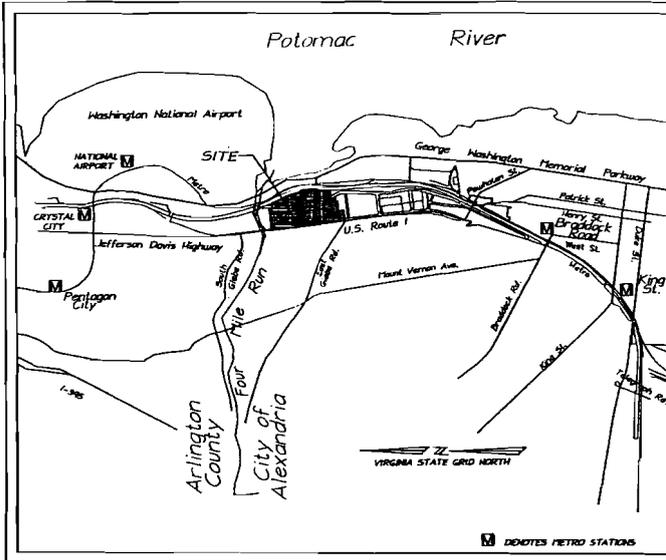
COORDINATED DEVELOPMENT DISTRICT # 19

ALEXANDRIA, VIRGINIA

OCTOBER 15, 2009

CONCEPTUAL DESIGN PLAN

VICINITY MAP
SCALE 1" = 2000'



PROJECT NARRATIVE

THE PROPOSED REDEVELOPMENT IS AN URBAN, MIXED-USE DEVELOPMENT THAT WILL INCLUDE OFFICE, RESIDENTIAL, HOTEL, ENTERTAINMENT, RETAIL AND RESTAURANT USES. WHEN COMPLETED, THESE USES WILL BE SITUATED ALONG A NEW VIBRANT STREET GRID THAT CONNECTS THREE URBAN NEIGHBORHOODS KNOWN AS CROSSCUT PARK, MARKET COTTAGE AND METRO PARK. THE MIX OF USES, DENSITY AND HEIGHTS HAVE BEEN SCALPTED TO ACCOMMODATE A DYNAMIC URBAN DESIGN THAT PLACES SUFFICIENT DENSITY IN STRATEGIC LOCATIONS TO HELP FACILITATE THE CREATION OF A METRO STATION ADJACENT TO THE SITE THAT WILL SERVE THIS NEIGHBORHOOD AND THE LARGER POTOMAC YARD AREA. THE PROJECT WILL PROVIDE OPEN SPACE, PARKS AND URBAN SQUARES IN LOCATIONS THAT ARE CONNECTED BY LANDSCAPED STREETS, AS WELL AS USABLE GREEN ROOF GARDENS WHICH WILL RESULT IN A VIBRANT GREEN NEIGHBORHOOD PLAN. THE REDEVELOPMENT WILL UTILIZE INNOVATIVE SUSTAINABLE SITE DESIGN AND BUILDING TECHNIQUES THROUGHOUT INCLUDING SUSTAINABLE CONCEPTS FOR INNOVATIVE STORM WATER MANAGEMENT AND SANITARY SEWER SOLUTIONS. THE CONCEPT PLAN IS BEING DEVELOPED AND APPROVED CONCURRENTLY WITH AMENDMENTS TO THE POTOMAC YARD POTENTIAL GREENS PLAN. THE PLAN AND THEREFORE, THE CDD CONCEPT PLAN WILL BE CONSISTENT WITH THE APPROVED SMALL AREA PLAN.

SHEET INDEX

- 1 COVER SHEET
- 2 EXISTING CONDITIONS PLAN
- 3 EXISTING CONDITIONS PLAN
- 4 OVERALL PLAN
- 5 WALK PATH CHASIT

PROFESSIONAL SEAL AND SIGNATURE	DATE	REVISION
	11-25-09	COMPLETENESS COMMENTS
	04-26-10	REVISED CDD PLAN

OWNER
CPYR, Inc.
101 California Street
San Francisco, California 94111

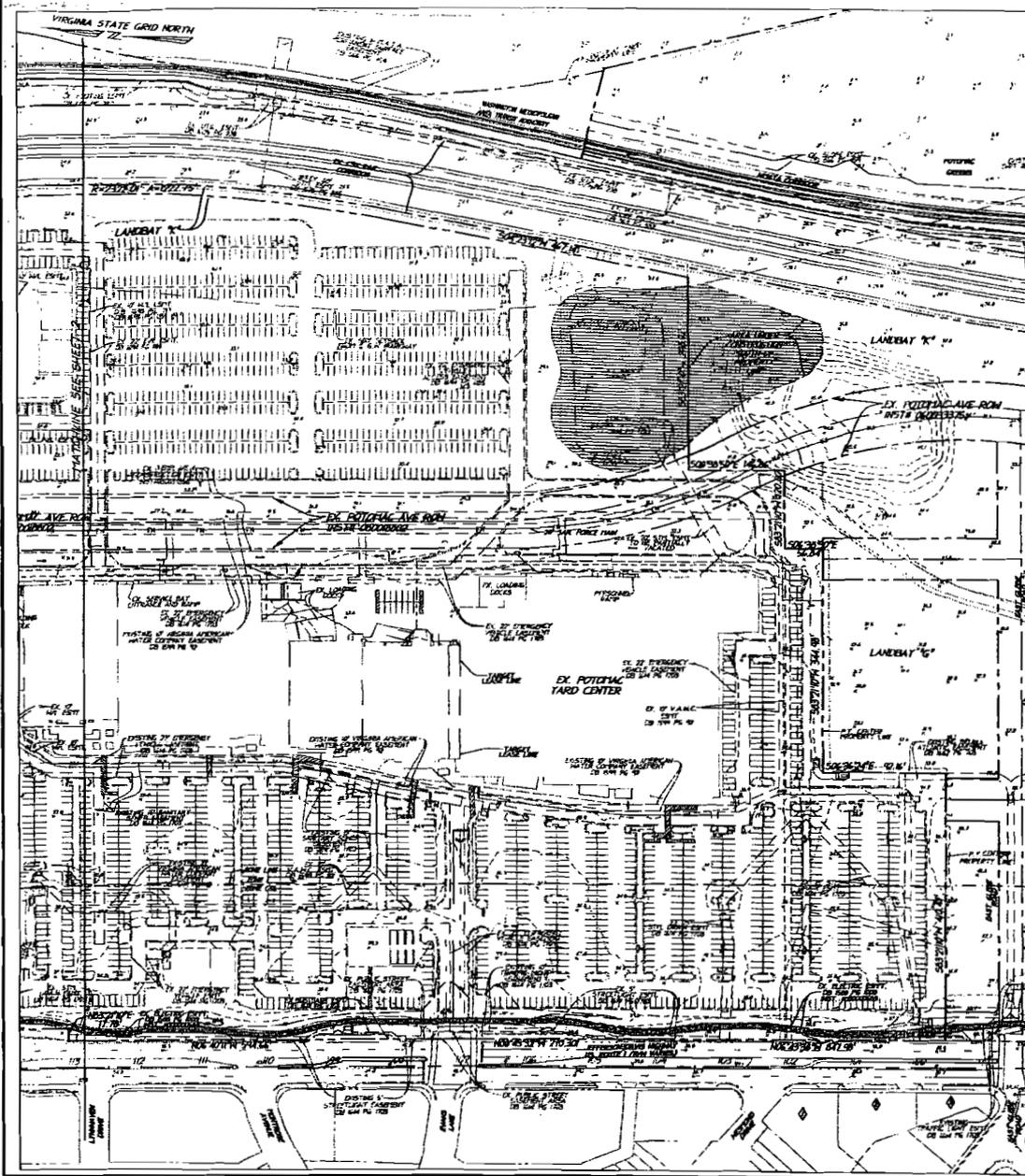
DEVELOPER/APPLICANT
McCaffery Interest, Inc.
875 North Michigan Avenue
Suite 1800
Chicago, Illinois 60611

CIVIL ENGINEER
christopher consultants, ltd.
9900 Main Street
Fourth Floor
Fairfax, Virginia 22031
(703) 273-6820

ARCHITECT
Antunovich Associates
224 West Huron Street
Chicago, Illinois 60654
(312) 266-1126

TRAFFIC ENGINEER
The Traffic Group, inc.
9900 Franklin Square Drive
Suite H
Baltimore, Maryland 21236
(410) 931-6600

ATTORNEY
McGuire Woods
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
(703) 712-5349



LEGEND

- EX. CONTOUR
- EX. DESTING SPOT ELEVATION
- EX. TIRE LINE
- EX. CURB & GUTTER
- EX. FENCE
- EX. EDGE OF PAVEMENT
- EX. TREES
- EX. HANDICAP RAMP
- EX. LIGHT

DATE	REVISION
11-25-01	COMPLETENESS
	COMMENTS

christopher consultants
 engineering, surveying, land planning
 4800 north street, fourth floor, alexandria, va 22304-2807
 703.773.8800 fax 703.773.1533



EXISTING CONDITIONS
 PLAN

POTOMAC YARD NORTH
 CONCEPTUAL DESIGN PLAN
 CITY OF ALEXANDRIA, VIRGINIA

PROJECT NUMBER: 02
 SCALE: 1" = 80'
 DATE: 11-25-01
 DESIGNER: PKC
 CHECKER: KPL
 SHEET NO.

NOTES:
 1. SEE D.B. 303, PG. 54 & D.B. 494, PG. 31 FOR POTOMAC AVENUE ROW ALEXANDRIA
 2. SEE INTERSECTIONS THROUGH RETAIL CENTER) & NORTH CROSSINGS (SOUTH OF RETAIL CENTER) FOR POTOMAC AVE ROW ALEXANDRIA
 3. TOP OF BANK SLOSH FIELD VERIFIED WITH CITY STAFF ON 07-24-01

GRAPHIC SCALE: 1" = 80'

ALL CONSTRUCTION SHALL CONFORM TO THE CURRENT CITY OF ALEXANDRIA AND VIRGINIA DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS.



APPLICATION SPECIAL USE PERMIT

SPECIAL USE PERMIT # _____

PROPERTY LOCATION: 3601 Jefferson Davis Highway and 3601 Potomac Avenue

TAX MAP REFERENCE: 016.01-05-01 and 016.02-01-02 **ZONE:** CDD #10

APPLICANT:
Name: CPYR, Inc.

Address: c/o RREEF, 875 North Michigan Avenue, 41st Floor, Chicago, IL 60611-1901

PROPOSED USE: Transportation Management Plan.

[] **THE UNDERSIGNED**, hereby applies for a Special Use Permit in accordance with the provisions of Article XI, Section 4-11-500 of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria staff and Commission Members to visit, inspect, and photograph the building premises, land etc., connected with the application.

[] **THE UNDERSIGNED**, having obtained permission from the property owner, hereby grants permission to the City of Alexandria to post placard notice on the property for which this application is requested, pursuant to Article IV, Section 4-1404(D)(7) of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

[] **THE UNDERSIGNED**, hereby attests that all of the information herein provided and specifically including all surveys, drawings, etc., required to be furnished by the applicant are true, correct and accurate to the best of their knowledge and belief. The applicant is hereby notified that any written materials, drawings or illustrations submitted in support of this application and any specific oral representations made to the Director of Planning and Zoning on this application will be binding on the applicant unless those materials or representations are clearly stated to be non-binding or illustrative of general plans and intentions, subject to substantial revision, pursuant to Article XI, Section 11-207(A)(10), of the 1992 Zoning Ordinance of the City of Alexandria, Virginia.

Jonathan P. Rak, Esquire, Agent
Kenneth W. Wire, Esquire, Agent

Print Name of Applicant or Agent

Jonathan P. Rak

Signature May 19, 2010
Date

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800

Mailing/Street Address

(JPR) (703) 712-5411 (703) 712-5231
(KWW)(703) 712-5362 (703) 712-5222

Telephone # Fax #

McLean, VA 22102

City and State Zip Code

jrak@mcguirewoods.com
kwire@mcguirewoods.com

Email address

ACTION PLANNING COMMISSION	DATE
ACTION CITY COUNCIL	DATE

SUP # _____

PROPERTY OWNER'S AUTHORIZATION

As the property owner of N/A _____, I, hereby
(Property Address)

grant the applicant authorization to apply for the Transportation Management Plan use as
(use)
described in this application.

Name: _____ Phone: _____
Please Print

Address: _____ Email: _____

Signature: _____ Date: _____

1. Floor Plan and Plot Plan. As a part of this application, the applicant is required to submit a floor plan and plot or site plan with the parking layout of the proposed use. The SUP application checklist lists the requirements of the floor and site plans. The Planning Director may waive requirements for plan submission upon receipt of a written request which adequately justifies a waiver.

Required floor plan and plot/site plan attached.

Requesting a waiver. See attached written request.

2. The applicant is the (check one):

Owner

Contract Purchaser

Lessee or

Other: Developer of the subject property.

State the name, address and percent of ownership of any person or entity owning an interest in the applicant or owner, unless the entity is a corporation or partnership, in which case identify each owner of more than ten percent.

Roundhouse Alexandria, Inc. – 100%

101 California Street, 26th Floor

San Francisco, CA 94111

SUP # _____

USE CHARACTERISTICS

4. The proposed special use permit request is for (check one):
[] a new use requiring a special use permit,
[] an expansion or change to an existing use without a special use permit,
[] an expansion or change to an existing use with a special use permit,
[X] other. Please describe: Transportation Management Plan

5. Please describe the capacity of the proposed use:

A. How many patrons, clients, pupils and other such users do you expect?
Specify time period (i.e., day, hour, or shift).

N/A

B. How many employees, staff and other personnel do you expect?
Specify time period (i.e., day, hour, or shift).

N/A

6. Please describe the proposed hours and days of operation of the proposed use:

Day:

Hours:

<u>N/A</u>	
_____	_____
_____	_____
_____	_____

7. Please describe any potential noise emanating from the proposed use.

A. Describe the noise levels anticipated from all mechanical equipment and patrons.

N/A

B. How will the noise be controlled?

N/A

SUP # _____

8. Describe any potential odors emanating from the proposed use and plans to control them:

N/A

9. Please provide information regarding trash and litter generated by the use.

A. What type of trash and garbage will be generated by the use? (i.e. office paper, food wrappers)

N/A

B. How much trash and garbage will be generated by the use? (i.e.# of bags or pounds per day or per week)

N/A

C. How often will trash be collected?

D. How will you prevent littering on the property, streets and nearby properties?

N/A

10. Will any hazardous materials, as defined by the state or federal government, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

SUP # _____

11. Will any organic compounds, or example paint, ink, lacquer thinner, or cleaning or degreasing solvent, be handled, stored, or generated on the property?

Yes. No.

If yes, provide the name, monthly quantity, and specific disposal method below:

N/A

12. What methods are proposed to ensure the safety of nearby residents, employees and patrons?

ALCOHOL SALES

13.

A. Will the proposed use include the sale of beer, wine, or mixed drinks?

Yes No

If yes, describe existing (if applicable) and proposed alcohol sales below, including if the ABC license will include on-premises and/or off-premises sales.

N/A

PARKING AND ACCESS REQUIREMENTS

The CDD concept plan application provides information about the total maximum number of parking spaces for this CDD. The specific information about parking will be determined at the DSUP stage.

14. A. How many parking spaces of each type are provided for the proposed use:

- _____ Standard spaces
- _____ Compact spaces
- _____ Handicapped accessible spaces
- _____ Other.

Planning and Zoning Staff Only

Required number of spaces for use per Zoning Ordinance Section 8-100(A)

Does this application meet the requirement? Yes / No

B. Where is required parking located? (check one)
 on - site
 off - site

If the required parking will be located off-site, where will it be located?

PLEASE NOTE: Pursuant to Section 8-200 (C) of the Zoning Ordinance, commercial and industrial uses may provide off-site parking within 500 feet of the proposed use, provided that the off-site parking is located on land zoned for commercial or industrial uses. All other uses must provide parking on-site, except that off-street parking may be provided within 300 feet of the use with a special use permit.

C. If a reduction in the required parking is requested, pursuant to Section 8-100 (A) (4) or (5) of the Zoning Ordinance, complete the PARKING REDUCTION SUPPLEMENTAL APPLICATION.

Parking reduction requested; see attached supplemental form

15. Please provide information regarding loading and unloading facilities for the use:

A. How many loading spaces are available for the use? _____

Planning and Zoning Staff Only

Required number of loading spaces for use per Zoning Ordinance Section 8.260 _____

Does the application meet the requirement?

Yes No

SUP # _____

B. Where are off-street loading facilities located? _____

C. During what hours of the day do you expect loading/unloading operations to occur?

D. How frequently are loading/unloading operations expected to occur, per day or per week, as appropriate?

16. Is street access to the subject property adequate or are any street improvements, such as a new turning lane, necessary to minimize impacts on traffic flow?

SITE CHARACTERISTICS

17. Will the proposed uses be located in an existing building? Yes No

Do you propose to construct an addition to the building? Yes No

How large will the addition be? _____ square feet.

18. What will the total area occupied by the proposed use be?

_____ sq. ft. (existing) + _____ sq. ft. (addition if any) = _____ sq. ft. (total)

19. The proposed use is located in: (check one)

- a stand alone building
- a house located in a residential zone
- a warehouse
- a shopping center. Please provide name of the center: _____
- an office building. Please provide name of the building: _____
- other. Please describe: _____

Transportation Management Plan

POTOMAC VILLAGE – POTOMAC YARDS

City of Alexandria, Virginia

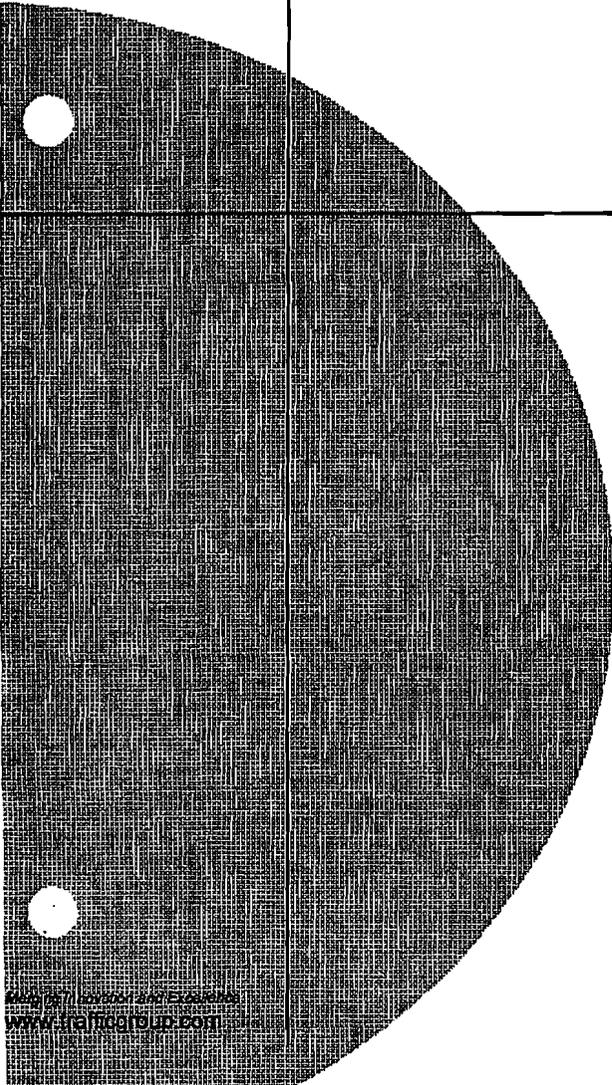
October 15, 2009



- INTRODUCTION TO TMP 1
- TRANSPORTATION MANAGEMENT PLAN 2
- TRANSPORTATION FUND AND REPORTING..... 7

Corporate Office
Baltimore, MD
Suite H
9600 Franklin Square Drive
Baltimore, Maryland 21236
410.831.8600
fax: 410.831.6801
1.800.583.8411

Other Office Locations
Delmarva Region
Virginia



Prepared by: Wes Guckert, PTP

JWG:smb:jew
(F:\2009\2009-0808\wp\Report - TMP.doc)

INTRODUCTION TO TMP

Transportation Management Plan

POTOMAC VILLAGE – POTOMAC YARDS

City of Alexandria, Virginia

TMP PURPOSE

The primary purpose of a Transportation Management Plan (TMP) is to reduce the number of vehicles using the road system while providing a variety of mobility options to those who wish to travel by vehicle.

There are many TMP measures which can be implemented for employment-type uses, residential uses and mixed use such as those proposed for the Potomac Village at Potomac Yards, in the City of Alexandria. Looking at the Potomac Village mixed-use project as a whole allows the project to reduce the number of vehicles along the roadways based on many key elements, including:

- **LOCATION** – The mixed-use components of this property are such that each are located within easy walking distance of the uses and, therefore, in and of itself, will help to reduce the number of vehicles that would be generated by this type of development by automobiles. Vehicle Miles Traveled (VMT) will be reduced by virtue of the mixed-use characteristics of this development.

The latest New Urban News report by the National Center for Smart Growth has challenged the ITE Guidelines for vehicle counts in mixed-use developments. The National Center for Smart Growth has stated that among other things, the residential portions of mixed-use developments generate 44% fewer trips than the ITE Manual suggests.

- **PEDESTRIAN PATHWAYS** – Due to the close proximity of the property to other adjoining land uses, north and south, and the future Metro Station and future BRT Station, the vision of pedestrian pathways and sidewalks will encourage pedestrian activity versus the need for use of an automobile. There will be generous sidewalks to and from transit stations and all land uses. This project is a Transit Oriented Development that will be walkable and bikeable.
- **TRANSIT SERVICE** – One of the main goals of the development project is to provide enough density at this site to allow for a future WMATA Metro Station. Having the WMATA Metro Station located immediately to the east of the property will minimize the number of automobiles generated by Potomac Village. In addition, there is a Bus Rapid Transit (BRT) Line proposed to be located in the median of Potomac Avenue connecting to Route 1, with a major transit and transfer station connecting the BRT to the future Metro station. Additionally, local bus service will continue along US 1 and there will likely be bus service within the confines of Potomac Village mixed-use community. With these improvements, this site will have AAA availability of transit and, therefore, in and of itself, will reduce VMT and single occupant vehicles.

In addition to the benefits already gained by the location and type of project, the applicant proposes the following Comprehensive Transportation Management Plan:

COMPREHENSIVE TMP - The TMP will include the following techniques and processes:

1. Reduced and shared parking.
2. Accommodations for bicycles
3. On Street Parking rates
4. Car Sharing
5. Cash Out Program
6. Car sharing and car pooling opportunities and incentives.
7. Public Transit Incentive Program
8. Bicycle and pedestrian Incentives
9. Live near your work program
10. Telework and Flex Hour programs
11. Transit Store
12. On site Local Bus service
13. On site Advertising of TMP.

TRANSPORTATION MANAGEMENT PLAN

The following is a list and description of the TMP processes that are proposed for Potomac Village – Potomac Yards project.

PARKING SPACES

1. **Reducing the number of Parking Spaces:** Perhaps the most significant way to reduce SOV's and VMT deals with provision of parking.

We have reduced the overall Parking Supply (less parking) from that in the City Zoning Code to take into consideration adjustments for this Transit Oriented Development (T.O.D.) and the proximity to the Bus Rapid Transit System and the WMATA Metro System. Additionally, we have adjusted the parking ratios to take into consideration intra-site trips between uses for walking and biking due to the high mixed-use character of this project.

Overall, we are reducing parking availability and parking supply substantially. We recommend a Parking Maximum of 10,000 spaces. This maximum will have the greatest impact on reducing SOV's and VMT.

Charging Market Rate prices for parking: All parking will be paid – unbundled – to reflect the fact that there is no such thing as “free” parking. Paid parking encourages fewer S.O.V.'s.

It should be encouraged that higher parking prices and shorter payment periods should exist for the more convenient parking spaces on-street and within the garage. For

example, in prime central locations, we will consider a charge of \$.25 to \$.50 for each 15-minute period. Parking in the higher levels of the garage, the charge should be no less than \$2.00 for four hours.

The National Urban Transit Institute at the Center for Urban Transportation Research has found that in a Central Business District (like this project), a \$4.00 daily parking charge can reduce vehicle trips by up to 50%.

BICYCLES

2. Accommodations for bicycles – In each parking garage, there will be bicycle racks or bicycle lockers available. Bicycle lockers will be available in areas where it is believed weather impacts will be a factor and bicycle racks can occur in areas where there will be cover for the bicycles. There are two general categories for bicycle parking.
 - a) Short Term (Class 2) parking is needed where bicycles would be left for short stops. It requires a higher degree of convenience (as close to destinations as possible). At least some short term bicycle parking should be protected from the weather.
 - b) Long Term (Class 1) parking is needed where bicycles will be left for hours at a time. It requires a high degree of security and weather protection with well designed racks and covered areas, lockers, storage rooms or fenced areas with restricted access.

Racks should be highly visible so cyclists can spot them immediately when they arrive from the street. A visible location also discourages theft and vandalism. Adequate lighting and surveillance is essential for the security of bicycles and the users. Bicycle racks and lockers must be well anchored to the ground to avoid vandalism and theft.

We will locate bicycle parking in visible and prominent locations – because, if cyclists are unaware of the parking, it will not be used.

ON-STREET PARKING

3. We recommend metered on street parking. Parking durations on street should be limited for things such as 5-minute loading zones, and a range of say 30-45 minute and up to 2 hours parking adjacent to shop entrances, on the streets

within the mixed-use community. These limitations are to encourage turnover and favor short term users (since higher priority trips such as deliveries and shopping tend to park for shorter durations than lower priority trips).

An EPA Study conducted in 1997 (Opportunities to Improve Air Quality Through Transportation Pricing) indicates that \$1.50 to \$2.75 increase in parking fees reduces auto commuting 12% to 39% and if matched with transit and ride share subsidies, can further reduce auto trips and VMT

CAR SHARING

4. Within all of the garages, there will be a location dedicated for "zip cars" or other similar type of car sharing services. Car sharing is an important element for both employees and residents and this dedication of spaces, the best spaces in the closest location to the exit, will be key to encouraging a reduction in automobile ownership.

Also, within each of the garages, the best and closest parking will be dedicated for carpools, vanpools, and hybrid vehicles and the Guaranteed Ride Home program.

The employers within each of the office buildings will be required to set up a Guaranteed Ride Home program (GRH) for carpools, transit riders, and vanpoolers.

OTHER INCENTIVE PROGRAMS

5. The TMP will encourage a parking "Cash-Out" program that will help to reduce single occupant vehicles. This type of program is one where employers pay the employees not to drive in an S.O.V. The "cash out" could vary from \$55 to \$100 per employee/month. This encourages reduced S.O.V.'s, reduced VMT's and reduced CO². Employers are able to ultimately build, buy or lease fewer parking spaces. (Wes add more details from library)
6. Rideshare incentive programs may include activities to encourage and assist in the formation of car, van, and buspools, cash payments or subsidies, and preferential parking charges and parking space location and other incentive programs. The ridesharing program shall include the formation of two-person carpools and vanpools and vanpools of three or more persons. The applicant will coordinate this effort for the TMPC with the City's Office of Transit & Services Programs.
7. Public transit incentive programs may include the provision of transit services to and from convenient public transit sites and to accommodate mid-day and evening excursions, the construction of transit shelters and amenities, the construction of bus/rail transit stations and related facilities, and the dedication of land and the provision of other subsidies for the construction and operation

of public transit facilities. The provision of transit fare media subsidies and marketing programs and the provision of other analogous incentive programs will be undertaken.

8. Bicycle and pedestrian incentive measures could include provision of bicycle parking and storage facilities, the construction and extension of bicycle paths and pedestrian walkways, the provision of shower and locker facilities and similar incentive features will be included in the buildings.
9. Work with the City to establish a "live near your work" program that could provide cash subsidies to the employees and residents.
10. The encouragement of telework options and flex work hours options for employees. The encouragement of after work recreation options on-site is another great way to reduce travel during peak commuting hours.
11. The applicant will provide space of approximately 500 sq ft for a transit store in, or near, the area designated near the BRT Transit station.
12. The applicant will work with the City and transit companies to encourage bus service within the site and along the streets within Potomac Village.
13. The applicant will prepare, as part of its sales/leasing agreement, appropriate language to inform perspective buyers/tenants/residents of the TMP conditions that will be approved by the City.

TRANSPORTATION COORDINATOR (TMPC)

14. The on-site Transportation Coordinator will be the administrator of all of the TMP programs. The Transportation Management Plan Coordinator (TMPC) will promote the use of transit, carpooling and vanpooling, bicycling, telecommuting, and the regional Guaranteed Ride Home program and other components of the TMP with prospective residents/tenants/employees during the marketing/leasing/new employee orientation.

The TMPC shall display and distribute information about transit, carpool/vanpool, bicycling, telecommuting and other TMP programs and services to residents, tenants, employees of the project, including maintaining on-site stock of appropriate bus schedules, Metro schedules, and other information on Metro Rail and VRE. The TMPC will coordinate with the Office of Transit Services & Programs to distribute transportation brochures and applications to the regional rideshare program. The TMPC will provide this information and display it in a central location in all commercial buildings and in all of the common areas of the residential buildings.

TRANSPORTATION FUND AND REPORTING

FUND

The applicant shall fund or shall require that individual builders and owners within the development provide a transportation fund at an annual rate equal to \$60 per occupied residential unit and \$.10 per occupied net sq ft of commercial office and retail space. The first payment shall be made with the issuance of the initial certificate of occupancy. The rate shall increase annually by the amount equal to the rate of inflation for the previous year unless a waiver has been obtained.

The TMP fund shall be used exclusively for the following activities:

- a) *discounting the cost of transit fare media for residents and employees*
- b) *marketing and promotional materials to promote the TMP*
- c) *subsidizing the cost of carpool/vanpool spaces*
- d) *installation of bike racks, lockers, and transit displays*
- e) *any other TMP activities that may be proposed and approved by the Director of T&ES.*

Any funded remaining in the TMP account at the end of each reporting year may either be reprogrammed for TMP activities during the following year, or may be paid to the City for use in TMP support activity which benefits the site.

The director of T&ES may require that the funds be paid to the City upon determination that the applicant has not made reasonable effort to use the funds for the TMP program. The applicant shall provide annual reports to OTS&P, including an assessment of the effects of TMP activities of carpooling, vanpooling, transit ridership, and peak hour traffic, the results of the annual survey and a work program for the following year.

REPORTING

The TMPC will provide semi-annual reports to the Office of Transit Services & Programs. These reports will provide a summary of the contributions to the fund and all expenses. The first report will be due six months following the issuance of the first certificate of occupancy.

This report and each subsequent report, shall identify the sq ft of commercial and retail floor area space and the number of occupied dwelling units, and the number of employees or residents occupying such space.

Counting vehicle trips and identifying occupancy of those cars (in and out of the site) is perhaps the best way to establish the fact that the TMP is effectively reducing peak hour trips and, therefore, VMT on and off-site.

**Preliminary FAA Obstacle Evaluation:
Land Bay F Project**

Prepared for Antunovich and Associates by:

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10780 Parkridge Boulevard, Suite 75
Reston, VA 02191
(703) 773-3100

Preliminary FAA Obstacle Evaluation: Land Bay F Project

Overview:

The intent of this evaluation is to survey potential airspace issues that may affect decisions regarding the development of the Land Bay F parcel. Results of the analysis are based on standards outlined in "Title 14 CFR Part 77 - Code of Federal Regulations: Obstacles Effecting Navigable Airspace" as applied to landing facilities in the vicinity. Results also analyze the possible impact of TERPS (US Terminal Instrument Procedures) criteria that are specific to Reagan Washington National Airport (DCA).

Since this is a preliminary analysis, results are based on an approximation of the parcel location. Site boundaries were estimated by comparing a "Flight Path Overlay" drawing (provided by Antunovich and Associates) to Google Earth images. Five sample points were selected from within these approximate Land Bay F boundaries. Sample point coordinates are presented below:

- Northeast Corner: 38°50'23.85"N, 77° 2'56.13"W
- Northwest Corner: 38°50'23.92"N, 77° 3'6.63"W
- Central Point: 38°50'14.30"N, 77° 2'57.39"W
- Southeast Corner: 38°50'4.75"N, 77° 2'49.96"W
- Southwest Corner: 38°50'3.87"N, 77° 3'3.89"W

These coordinates were selected to provide representative mock structure locations for obstacle evaluation purposes. By examining the impact of structures in the corners and center of the property, general statements can be made concerning the airspace impact of tall buildings at various site locations.

Method:

Each of the five points and coordinates listed above were evaluated at a height of 200 feet AMSL using *Federal Airways and Airspace* obstacle evaluation software. This specialty program analyses a proposed structure's Part 77 and TERPS impacts on navigable airspace. This analysis thus provides information about the likely outcome of the FAA's initial determination, as well as any "further study" that may be required during the approval process. It also provides initial estimates for the highest structure height that might be allowed at each sample location.

Since Land Bay F is very close to DCA, it is to be expected that new buildings of any substantial height will have a presumed impact on the airport's navigable airspace. Other structures in the area, both existing and those that have been granted FAA approval but have not yet been built, provide the strongest mitigations if proposed structures on Land Bay F penetrate regulatory imaginary surfaces. These prior FAA approved structures

were reviewed to determine how they might serve as precedents for FAA Determinations on Land Bay F.

FAA Part 77 Analysis:

Part 77 imaginary surfaces provide the FAA with general guidelines for determining whether a structure may be a hazard, and in isolation do not definitively determine what structures will or will not adversely impact air navigation. Penetration of any Part 77.23 standards or any Part 77.25 surfaces will generate an automatic "Notice of Presumed Hazard" from the FAA, and will require further study and circularization for public comment. The discussion of Part 77 results below applies only to DCA. No airspace impact was found during the software analysis to any other landing facility or heliport in the area.

Part 77.13 - Notice Requirements: Software results confirm that proposed buildings on the site that are planned to be greater than a range of 36 feet (northeast corner) to 53 feet (southwest corner) in height will penetrate the airport's "Notice Slope" of 100:1 and be subject to the FAA filing process. Depending on the final height proposed, other less stringent imaginary surfaces may also be penetrated.

Part 77.23(a) (2) - Obstruction Standards: These standards state that a structure would be a hazard to air navigation if it either exceeds 200 feet Above Ground Level (AGL) or rises more than 200 feet above the Airport Reference Point (ARP) within three miles of the airport, whichever is higher. Under this standard, buildings on the Land Bay F parcel would be restricted to a height of approximately 215 feet based on airport elevation standard. Dozens of buildings, towers and monuments within a three mile radius of DCA exceed 200 feet AGL, however, and provide a mitigating argument if this standard surface is penetrated.

FAR 77.23(a) (3) - Departure Surface Criteria (40:1 TERPS departure surface): Buildings greater than the heights listed below would penetrate the TERPS 40:1 departure surface. This instrument procedure standard provides for a climb gradient of 200 feet per nautical mile (fpm) and implies minimum obstacle clearances of 48 fpm. Maximum heights allowable under the 40:1 standard are:

- Northeast Corner: 74 feet
- Northwest Corner: 88 feet
- Central Point: 88 feet
- Southeast Corner: 95 feet
- Southwest Corner: 114 feet

Mitigations of any building penetrations under this standard are discussed below under "DCA Instrument Procedures (TERPS)".

Part 77.25- Civil Airport Imaginary Surfaces: The "Horizontal Surface" is established 150 feet above airport elevation (165 feet for DCA) and extends arcs 10,000 feet beyond the end of each runway. Buildings on the Land Bay F site are likely to generate "Notice of Presumed Hazard" (NPH) determinations from the FAA if they exceed this height. As with the 200 foot standard cited above, there are multiple structures near DCA that penetrate this surface, thus providing mitigating arguments for any penetration by buildings on Land Bay F.

DCA Instrument Procedures (TERPS):

Penetrations of imaginary surfaces established by instrument procedures are often difficult the most difficult to mitigate. These are designed specifically for the airport, may be expensive to change, and it is necessary to negotiate changes with airport involvement in the process.

Runway 04 Instrument Approach Procedures: There is one published arrival procedure for DCA Runway 4 (GPS RWY 04). Our software analysis indicates that there would be no practical impact to this approach since the Land Bay F site is outside the final visual approach segment of this procedure.

Runway 01 Instrument Approach Procedures: There are four approach procedures for Runway 01, and these were also analyzed to assess their possible impact on building heights in Land Bay F. Results indicate that only one approach would be impacted, and would restrict structure heights to 290 feet (based on assessment at the SE Corner coordinates).

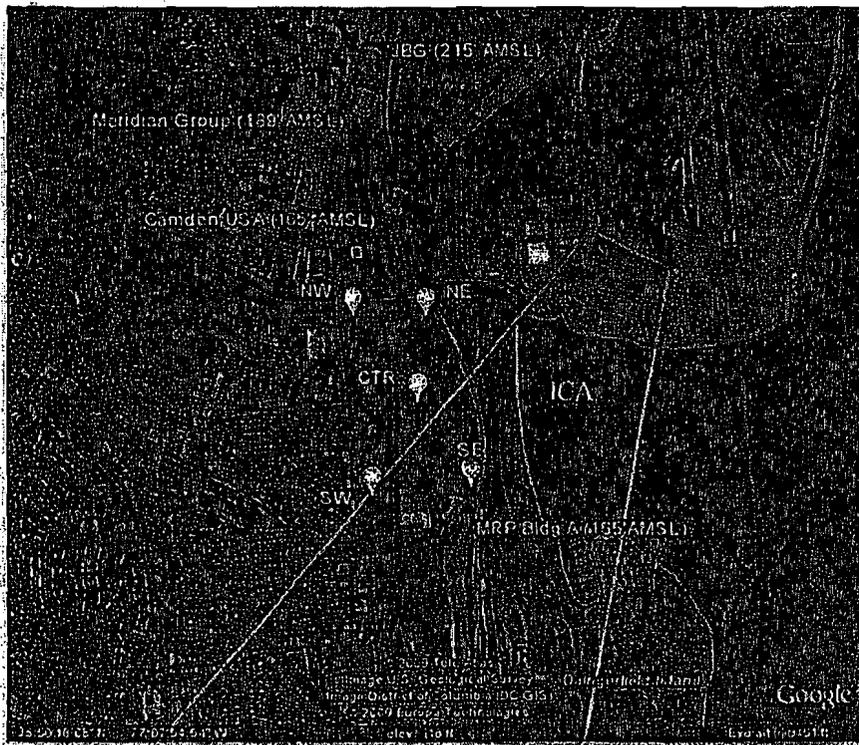
- ILS RWY 01: Parcel is outside the approach surface.
- RNAV (RNP) RWY 01: Parcel is outside the approach surface.
- VOR RWY 01: Maximum structure height allowed would be 290 feet AMSL (based on SE Corner).
- LOC RWY 01: Parcel is outside the approach surface.

Missed Approach Procedures: No instrument approaches to Runway 22 are allowed and as a result there are no missed approach procedures that would be affected by buildings in Land Bay F. Of the four missed approach procedures to Runway 19, the lowest minimum decent altitude is 475 feet, the height at which a missed approach climb would be initiated. Missed approach surfaces in the proximity of Land Bay F would have no practical impact on building heights.

Runway 04 Instrument Departure Procedures: DCA does not have published departure restrictions for Runway 22, so diverse departure procedures are assumed. Our software analysis indicates that structures within the 40:1 Initial Climb Area (ICA) - a trapezoid that extends two miles beyond the departure end of the runway - would be the most

¹ Under diverse departures, aircraft may turn in any direction following takeoff. Runway 22 does have a minimum climb gradient of 210 fpm, which is superseded as noted.

restrictive. More than half of the parcel lies outside the ICA trapezoid in the "Diverse A" area, however, and higher building heights should be possible here. The Table below outlines the heights that may be allowed within and outside the ICA based on the TERPS criteria.



	Surface Affected	Max Possible Structure Height at 200 fpm
SW Corner	ICA	111'
SE Corner	ICA	94'
CTR	Diverse A	320'
NW Corner	Diverse A	346'
NE Corner	Diverse A	334'

For the portion of Land Bay F that would be restricted by the Initial Climb Area surface, the strongest supporting argument for higher structures than those listed above is found in the FAA Determination for MRP Realty's Building "A". This building has been proposed for Land Bay G and recently received a "Determination of No Hazard" from the FAA at 165 feet AMSL. The Determination of No Hazard concluded that no instrument procedures would be impacted by this structure and there would be no interference with visual flight rules at this height. Most important, the DCA Runway 22 departure climb gradient will be increased to 325 fpm as a result of this Determination, a significant increase over the 40:1 (200 fpm) standard. The Determination requires that MRP provide 2C survey verification which eliminates the FAA "penalty" that adds 50 feet vertically to the structure and moves the study point 250 feet closer to the airport for the FAA analysis. Allowable heights for Land Bay F sample points within the ICA if a 2C survey and a 325 fpm climb gradient are assumed are tabled below.

2C Survey Equivalent Heights

	Climb Gradient/ Distance from DER ²	200 fpm	325 fpm
MRP "A"	3700	107'	164'
SW Corner	6955	111'	176'
SE Corner	9290	94'	146'

Heights higher than these may be difficult to achieve, although climb gradients as great as 500 feet per NM could conceivably be allowed. The "Determination of No Hazard" for MRP Building "A" suggests that this change as allowed by the FAA will be the maximum allowable climb gradient for Runway 22, stating that "any height exceeding 127 feet above ground level (165 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation."

Other Prior FAA Determinations near Land Bay F:

Three additional prior "Determinations of No Hazard" (ranging from a quarter to a half mile north of Land Bay F) were found in the FAA archives that provide supporting information to predict the outcomes of Land Bay F filings. These include a building currently under construction by JBG at the south end of Crystal City (215' AMSL), a building proposed by Meridian Group (189' AMSL), and one by Camden USA (165' AMSL). None of these structures were found to impact any instrument procedures, and though two of them penetrated the 165' horizontal surface, they were nonetheless approved. In the case of the Meridian building, there was an additional impact on navigational aids for DCA that presented issues that required resolution:

"The most serious issue was a very significant adverse effect it would have on the Radio Communication Link (LDRCL) between the equipment located at DCA Air Traffic Control Tower and the Potomac Terminal Radar Approach Control (TRACON) facility. The proposed development was also found to interfere with the system performance of

² DER is the acronym for Departure End of Runway, the point from which TERPS measurements are made.

the Terminal Surveillance Radar (ASR-9). Both the LDRCL and the ASR-9 are absolutely critical to the operation of the Air Traffic Control system and any interference with their operation is highly objectionable and unacceptable."³

As a condition of the "Determination of No Hazard", Meridian was required to pay for the relocation of equipment necessary to mitigate this impact, presumably a solution negotiated with the airport to ensure approval. The impact of Land Bay F buildings on navigation facilities can only be determined through FAA study.

Additional Considerations:

A 2007 plan to modify Runway 4-22 has been proposed that will shorten the runway to comply with FAA safety zone requirements. Other modifications/limitations will be made to allow use of an overflow parking lot at the touchdown end of Runway 4. The expected result is a significant reduction in DCA traffic that will be able to utilize Runway 4-22 (estimated at about 250 operations per year). Though changes are characterized as temporary (runway mods are linked to a five year parking garage construction project), there is implicit reference to the possibility that this runway may soon be more for show than for handling air traffic.

"An ALP change to close the runway is also not an option; there is considerable pressure for high-rise development near DCA, and closing the runway could lead to permanent loss of airspace."⁴

Although beyond the scope of this preliminary analysis, MWAA might be challenged in their apparent effort to "reserve" airspace without the intention to use it, thus providing another avenue to achieve higher building heights, particularly in the Runway 22 ICA. It is important to note that other possible restrictions that are not runway dependent (i.e. NAVAID interference) would not be mitigated by closing Runway 4-22.

Conclusion:

The heights tabled below are estimated maximums that would be allowable current FAA regulations as they apply to DCA. There is a possibility that greater heights are possible in the southeastern section of the site which is impacted by the Runway 4 Initial Climb Area surface, noting there are no mitigations to support more height other than asserting that a climb gradient greater than 325 fpm is possible. The maximum heights estimated for the northwest two thirds of the parcel are allowable under TERPS but still penetrate Part 77 surfaces to a much greater degree than other buildings in the proximity of DCA, particularly those in Crystal City. According to the FAA database, 5 buildings west of DCA reach above 200' ASML, and none are greater than 280 feet in height. At these

³ Excerpt from FAA Determination of No Hazard 2006-ABA-4035-0E.

⁴ From "Runway 4-22 Modifications: Environmental Assessment and Federal Consistency Certification". Produced for MWAA by Engineering, Science, and Technology, Inc., Nov, 2007.

heights, the argument would likely be more political than a matter of regulatory compliance.

	Max Structure Height at 325' height
SW Corner	173'
SE Corner	146'
GTR	320'
NW Corner	346'
NE Corner	334'

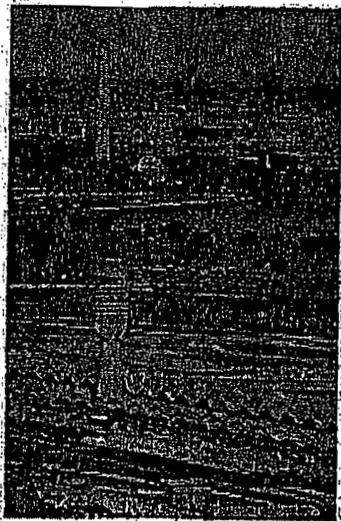
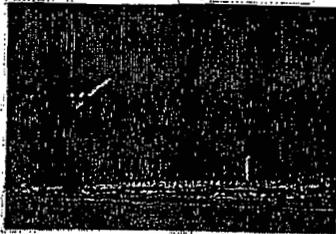
At a minimum, building heights on Land Bay F outside the ICA should be approved at heights up to 200' AGL. Since the assumed height of structures was limited to 200 feet AMSL in this preliminary analysis, additional work should be completed if heights greater than this are to be considered. Buildings within the ICA surface are more likely to be restricted to between 145' and 175' AMSL, depending upon their distance from Runway 4-22.

When likely building site coordinates become available, it would be prudent to file for FAA Determinations to test maximum desired building heights on Land Bay F. The approval process averages approximately 6 months including the circularization and "further study" period. A Determination of No Hazard, once issued for specific building coordinates, would remain in force for 18 months, with an automatic 18 month extension available if needed. This allows a window of three and one half years to begin construction.

Related Study FAA Airspace Study Numbers (ASN)

2007-AEA-5620-OE
2006-AEA-4034-OE
2004-AEA-3587-OE
2006-AEA-4035-OE

MRP Realty Building "A" (165' AMSL)
JBG Companies (215' AMSL)
Camden USA (165' AMSL)
Meridian (189' AMSL)

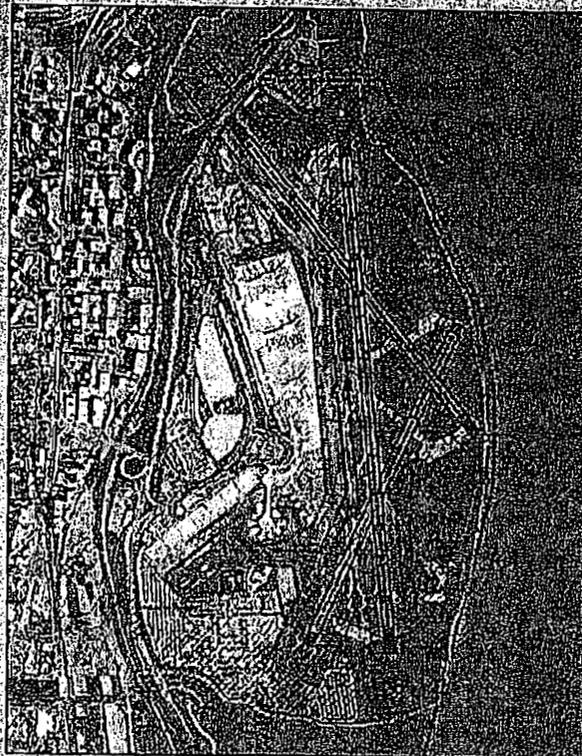


**EA Engineering, Science,
and Technology, Inc.**

RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA)

RUNWAY 4-22 MODIFICATIONS

ENVIRONMENTAL ASSESSMENT AND FEDERAL CONSISTENCY CERTIFICATION



Prepared for:
Metropolitan Washington Airports Authority
One Aviation Circle
Washington, D.C., 20001

Prepared by:
EA Engineering, Science, and Technology, Inc.
15 Loveton Circle
Sparks, Maryland 21152

November 2007

EA Project 13840.07

RONALD REAGAN WASHINGTON NATIONAL AIRPORT (DCA)

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C



**ENVIRONMENTAL
EVALUATION
FORM "C"
(Short Environmental Assessment)
for
AIRPORT DEVELOPMENT
PROJECTS**



~ Aviation in Harmony with the Environment ~



**FEDERAL AVIATION ADMINISTRATION
EASTERN REGION
AIRPORTS DIVISION**

Airport Name: Ronald Reagan Washington National Airport (DCA) Proposed Project: Runway 4-22 Modifications

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA official.

Responsible FAA Official: _____ Date: _____

C

Note: The form on which this document is based is a modification of the Form C developed by FAA Eastern Region dated March 22, 1999. The original form contained references to specific paragraphs of FAA Order 5050.4A. In the modified form, these references were replaced with references to the corresponding paragraphs of FAA Order 5050.4B, which replaced Order 5050.4A effective April 28, 2006, and FAA Order 1050.1E.

FAA EASTERN REGION AIRPORTS DIVISION
ENVIRONMENTAL EVALUATION FORM "C"
FOR SHORT ENVIRONMENTAL ASSESSMENTS

Environmental Evaluation Form "C," Short Environmental Assessment (EA), is based upon the guidance in Federal Aviation Administration (FAA) Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions For Airport Actions* or subsequent revisions, which incorporates the Council on Environmental Quality's (CEQ) regulations for implementing the National Environmental Policy Act (NEPA), as well as the U.S. Department of Transportation environmental regulations (including FAA Order 1050.1E or subsequent revisions), and many other federal statutes and regulations designed to protect the Nation's natural, historic, cultural, and archeological resources. It was prepared by FAA Eastern Region Airports Division, and is intended to be used for proposed Airports projects in this region only. If you wish to use it for projects in other regions or divisions, you must first coordinate with that region or division to determine whether they approve of its use.

Form C is intended to be used when a project cannot be categorically excluded (CATEX) from formal environmental assessment, but when the environmental impacts of the proposed project are expected to be insignificant and a detailed EA would not be appropriate. Accordingly, Form C is intended to meet the intent of a short EA while satisfying the regulatory requirements of an EA. Proper completion of Form C would allow the FAA to determine whether the proposed airport development project can be processed with a short EA, or whether a more detailed EA must be prepared. FAA normally intends to use a properly completed Form C to support a Finding of No Significant Impact (FONSI).

Applicability

Form C should be used if the sponsor's proposed project meets the following two (2) criteria:

- 1) The proposed project involves conditions ("extraordinary circumstances") identified in Order 5050.4B paragraph 903 (projects normally requiring an EIS); paragraph 702 (projects normally requiring an EA); Table 6-3 (extraordinary circumstances); or paragraph 706.h (cumulative impacts), and the sponsor shall demonstrate that involvement with, or impacts to, the extraordinary circumstances are not notable in number or degree of impact, and that any significant impacts can be mitigated below threshold levels.
- 2) The proposed project must fall under one of the following categories of Federal Airports Program actions noted with an asterisk (*):
 - (a) Approval of an airport location (new airport).
 - * (b) Approval of a project on an airport layout plan (ALP).
 - * (c) Approval of federal funding for airport development.
 - * (d) Requests for conveyance of government land.
 - * (e) Approval of release of airport land.
 - * (f) Approval of the use of passenger facility charges (PFC).
 - * (g) Approval of development or construction on a federally obligated airport.

C

Do any of these listed Federal Airports program action(s), 2(b) - (g), apply to your project?
Yes No** If "yes," list them here (there can be more than one).

2 (b) Approval of a project on an airport layout plan (ALP);

2(c) Approval of development or construction on a federally obligated airport.

If "no," see (**) below.

**** If the proposed project does not meet 1) or 2) above, i.e., one or more answers to the questions resulted in a (**), do not complete this Form. Rather, contact the appropriate official (listed at the end of this form) for additional instructions.**

Directions

Prior to completing Form C, FAA recommends that you contact the environmental specialist in the appropriate office listed at the end of this Form to insure that the proper Form (A, B, or C) is used for your proposed action. Once you have completed the Form in accordance with the following instructions, submit it to that office for review.

To complete Form C, the preparer should describe the proposed project and provide information on any potential impacts of the proposed project. Accordingly, it will be necessary for the preparer to have knowledge of the environmental features of the airport. Although some of this information may be obtained from the preparer's own observations, previous environmental studies and associated documents, or research, the best sources are the jurisdictional federal, state and local resource agencies responsible for protecting specially-protected resources, such as wetlands, coastal zones, floodplains, endangered or threatened species, properties in or eligible for National Register status, DOT Section 303/4(f) lands, etc.. As appropriate, these agencies should be consulted prior to submitting information to the FAA. It is important to note that in addition to fulfilling the requirements of NEPA through this evaluation process, the FAA is responsible for ensuring that airport development projects comply with the many laws and orders administered by the agencies protecting specially-protected resources. Moreover, the Form is not meant to be a stand-alone document. Rather, it is intended to be used in conjunction with applicable Orders, laws, and guidance documents, and in consultation with the appropriate resource agencies.

An electronic version of this Evaluation Form is available on-line at <http://www.faa.gov/arp/aea>. In addition, some of the guidance and regulatory documents referenced in this Evaluation Form are available on-line at <http://www.faa.gov/arp/arp/home.htm>. A document entitled "Tips for Airport Sponsors and their Consultants" is also available at <http://www.faa.gov/asw/asw600/envreq.html>. We encourage the preparer to complete the Form electronically, rather than by hand. It may then be submitted via e-mail, with a copy of the completed signature page sent by fax or mail; or, a hard copy of the completed Form may be submitted by fax or mail. The contact list should be removed from the completed Form prior to its submittal. Those responses requiring further explanation, or separate project plans or maps, should be attached at the end of the Form. In the attachment, identify the issue by its associated number/title (e.g., response to Item 13, Coastal Zone Impacts).

C

Complete the following information:

1. Project Location:

Airport Name: Ronald Reagan Washington National Airport (DCA)
Airport Address: Washington, D.C. 20001-4901
City: _____ County: Arlington State: Virginia

2. Airport Sponsor Information:

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4. Proposed Development Action (describe ALL associated projects that are involved):

Ronald Reagan Washington National Airport (DCA) is located on a peninsula in the Potomac River in Arlington County, Virginia (Figure 1). The Metropolitan Washington Airports Authority (the Authority) is responsible for the day-to-day operation of DCA. The Authority is proposing to take a number of actions in regard to Runway 4-22 at DCA. The net impact of all proposed changes is to temporarily reduce the declared distances for departing aircraft on Runway 4, to reduce the largest category of aircraft permitted on the runway from Category C to Category A and/or B, and to eliminate departures and arrivals on Runway 22 as well as arrivals to Runway 4 per discussions between the Airport Manager and representatives of the FAA Washington Airports District Office (ADO). The change would be temporary (effective winter 2007) and is expected to last for a period of 2-5 years, at which time a decision will be made by the Authority whether to apply for an extension of the temporary designation or to make the changed designation permanent.

The modifications proposed for implementation of the temporary change in Runway 4-22 classification and reduction in approach category include full safety areas at both approach ends to the runway. Because of the proximity of the Potomac River to the threshold of Runway 22, the Safety Area associated with the runway will be established by relocating the threshold of Runway 22 approximately 600 feet to the southwest, effectively shortening the runway by 600 feet (Figure 2). The pavement affected by the shift will be reclassified as a taxiway. The runway edge lights will be relamped to correspond to the new threshold, and blue lenses installed on the 600-ft segment being reclassified as a taxiway. The Runway End Identifier Lights (REIL's) and the runway threshold lights will be relocated and the Visual Approach Slope Indicator (VASI) associated with Runway 22 will be temporarily placed out of service for the duration of the threshold relocation.

The Runway 4 threshold will be unaffected, and the lighting and instrumentation associated with the threshold will not change. However, the Runway end lights at the opposite end will be relocated to match the relocated threshold for Runway 22 (Figure 3).

Procedural modifications include the reclassification of Runway 4-22 as limited to Visual Approaches of no less than 1/4-mile visibility by aircraft in Approach Categories A, B, as defined in FAA Advisory Circular AC 150/5300-13. The Safety Area for Runway 4 will be changed from 500 feet in width to 300 feet in width. The Object Free Area for both runways will be reduced from 1,000 feet to 600 feet in length beyond the runway threshold. The relocation of the threshold for Runway 22 will allow the establishment of a permanent safety area before the threshold of the runway as desired by FAA. As a result of the 600-ft relocation of the Runway 22 threshold, the declared distance for Runway 4-22 in both arrival and departure directions will be reduced from 4,911 feet available to 4,311 feet available.

An analysis of data on aircraft operations for the first five months of 2007 showed a total of 725 operations by all aircraft types in all directions on Runway 4-22 resulting in an average of slightly less than 5 operations per day. Of these, 477 arrivals and departures were performed by aircraft in Approach Category C averaging 3 per day. Reclassification of Runway 4-22 will require a shift of these operations from Runway 4-22 to either Runway 1-19 or Runway 15-33. Impacts to airfield and airspace as a result of the proposed changes are expected to be minimal.

For the time that Runway 4-22 is reclassified for departures by aircraft in Approach Category B and below, the Authority expects to gain as many as 560 additional public parking spaces in a remote lot.

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located beyond the runway end (south of Runway 4) (Figure 4). These spaces will be created in the space between the Approach Category C Object-Free Area and the Approach Category B Object-Free Area.

5. Describe the Purpose of and Need for the Project:

The proposed activities are intended to provide additional public parking space at DCA during construction of an additional parking deck on each of Garages A and B/C. Construction of the additional parking decks will result in a temporary loss of approximately 350-400 parking spaces. The proposed activities would allow the establishment of up to 560 additional parking spaces in an existing inactive temporary lot at the south end of Runway 4-22 (Figure 4) to replace those lost during construction of the additional parking decks for Garages A and B/C.

6. Alternatives to the Project: Describe any other reasonable actions that may feasibly substitute for the proposed project, and include a description of the "No Action" alternative. If there are no feasible or reasonable alternatives to the proposed project, explain why:

There are no feasible or reasonable action alternatives for the proposed action. There is no land available at DCA for additional parking, and there is no off-airport parking available. An ADP change to close the runway is also not an option; there is considerable pressure for high-rise development near DCA, and closing the runway could lead to permanent loss of airspace.

Alt #1

Alt. #2

No Action Alt.

Explanation: The "No Action" Alternative would not offset the 350-400 public parking spaces estimated to be lost during construction of additional decks on the existing parking Garages A and B/C. Parking at DCA would be available only in remaining designated spaces. Parking at DCA is already beyond capacity and is creating the necessity for expansion of the existing parking garages. Although the additional decks on the existing parking Garages A and B/C project is designed to be implemented in phases and phasing of the construction of the decks will minimize disturbances to public parking, traffic circulation, and rental car operations, phasing will not eliminate disruption to these operations and would still result in a temporary loss of approximately 350-400 parking spaces. Creating temporary parking south of Runway 4 would reduce the disruptions further by allowing the establishment of up to 560 additional parking spaces.

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In addition, the loss of public parking spaces would increase the number of passengers using taxis and to a much lesser extent, Metrorail. Metrorail is not convenient for passengers coming to the airport from locations that do not have Metrorail service or for passengers with large quantities of luggage. The additional taxi traffic would add to the congestion on roads serving DCA.

7. Describe the affected environment of the project area (terrain features, level of urbanization, sensitive populations, etc). Attach a map or drawing of the area with the location(s) of the proposed action(s) identified. Attachment? Yes X No

Ronald Reagan Washington National Airport is the closest airport to Washington, D.C. and as such is located in a highly urban environment. The DCA property is approximately 860 acres adjacent to the Potomac River in Arlington County, Virginia (Figure 5). The area was once the site of a plantation and much of the shoreline area was filled during construction of the airport facilities. The proposed project activities would be entirely within the DCA property boundary and in areas already developed and impervious (inactive parking lot and the existing ends of Runway 4-22).

8. Are there attachments to this Form? Yes X No If "yes," identify them below.

- Figure 1. Ronald Reagan Washington National Airport Location
- Figure 2. Recommended Action Plan Runway 4-22
- Figure 3. Recommended Action Plan Runway 22 End
- Figure 4. Runway Protected Areas and Parking Area Runway 4 End
- Figure 5. Project Area
- Figure 6. 2004 Noise Exposure Contours
- Figure 7. 2008 Noise Exposure Contours – No Action
- Figure 8. 2013 Noise Exposure Contours – No Action
- Figure 9. 2008 Noise Exposure Contours – Proposed Action
- Figure 10. 2013 Noise Exposure Contours – Proposed Action
- Figure 11. Noise Grid Analysis

Attachment A. Coastal Zone Management Act Consistency Certification

Attachment B. Comments Received Regarding the Draft Environmental Assessment (to be prepared)

9. Environmental Consequences – Special Impact Categories (refer to corresponding sections in 5050.4A, or subsequent revisions, for more information and direction to complete each category, including discussions of Thresholds of Significance).

(1) NOISE

1) Does the proposal require a noise analysis per Order 5050.4A? Explain. (Note: Noise sensitive land uses are defined in Table 1 of FAR Part 150). Yes X No

2) If "yes," determine whether the proposed project is likely to have a significant impact on noise levels over noise sensitive areas within the DNL 65-dBA noise contour.

In accordance with FAA Orders 5050.4B and 1050.1B, aircraft noise exposure in the Airport vicinity was analyzed for projected conditions in 2008 and 2013. The primary metric used in the noise analysis is the day-night average sound level (DNL), which is the average sound pressure level

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In A-weighted decibels (dBA) for an average day of the year.¹ DNL is calculated using the sound energy generated by individual aircraft operations (arrivals or departures), the number of operations occurring during a theoretical average 24-hour period, and the times of day the operations occur. A 10-decibel (dB) weighting penalty is added for aircraft operations occurring during nighttime hours (between 10:00 p.m. and 6:59 a.m.). The 10-dB penalty represents the added intrusiveness of sounds that occur during sleeping hours, both because of the increased sensitivity to noise during sleep, and because ambient sound levels during nighttime hours are typically about 10 dB lower than during daytime hours. With the penalty, each operation during nighttime hours is considered to be equivalent to 10 operations of the same aircraft type during daytime hours (between 7:00 a.m. and 9:59 p.m.). As specified in FAA Orders 5050.4B and 1050.1E, DNL 65, 70, and 75 are the criterion levels for noise exposure analyses included in EAs for proposed airport improvement projects. The FAA defines a significant change in aircraft noise exposure as a DNL difference of 1.5 dBA over noise-sensitive land uses within an area exposed to aircraft noise of DNL 65 or higher.

The Integrated Noise Model (INM) is a computer model developed by the FAA and required for use in developing aircraft noise exposure maps. The INM contains aircraft operational and noise data in an aircraft database that reflect average aircraft operating conditions at an airport. Version 7.0 of the INM²—the latest accepted, state-of-the-art tool for determining the total effect of aircraft noise at and around airports at the time the noise exposure maps for this Environmental Evaluation Form "C" were prepared—was used for the 2008 and 2013 noise analysis. The INM Version 7.0 aircraft database contains representative data for commercial, general aviation, and military aircraft powered by turbojet, turbofan, or propeller-driven engines. For each aircraft type in the database, the following information is provided: (1) a set of departure profiles for each applicable trip length, (2) a set of approach parameters, and (3) sound exposure level (SEL) versus distance curves for several thrust settings. This information is needed to develop the noise exposure maps based on the DNL metric.

Environmental Setting

The existing conditions (2004) noise exposure map for Ronald Reagan Washington National Airport (the Airport) is presented on Figure 6. 2004 aircraft operations data, fleet mix information, and runway and flight track use data are documented in a May 4, 2003, memorandum by Wyle Laboratories entitled, *Washington National Airport (DCA) 2004 DNL Contours*. The FAA accepted the existing conditions and future (2009) noise exposure maps contained in the Airport's FAR Part 150 Noise Compatibility Program Update in August 2007.

As shown on Figure 6, the majority of the area exposed to DNL 65 and higher is located on Airport property or within the Potomac River. No population or noise-sensitive land uses are exposed to aircraft noise of DNL 65 and higher. Two land areas are exposed to aircraft noise of DNL 65 and higher: the first area is north of the Airport and includes Roaches Run Waterfowl Sanctuary and portions of the Pentagon. The second land area is directly south of the Airport and includes Daingerfield Island Marina.

¹ A-weighted sound pressure level is a frequency-weighted sound level that correlates with the way sound is perceived by the human ear.

² Version 7.0 of the INM was released on April 30, 2007.

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Environmental Consequences

Noise exposure in 2008 and 2013 under the No Action and Proposed Action alternatives is described in the following sections.

No Action Alternative

Under the No Action alternative, there would be no change to existing facilities at the Airport and no change to airport operational procedures including runway use and flight track use. Figures 7 and 8 show the 2008 and 2013 aircraft noise exposure contours for the No Action alternative superimposed on a map of generalized existing land use. As shown on Figures 7 and 8, the noise exposure contours for the Airport are anticipated to grow slightly in the future compared to the existing conditions contours. No population or noise-sensitive land uses would be exposed to aircraft noise of DNL 65 and higher in 2008 or 2013 under the No Action Alternative.

Proposed Action Alternative

Under the Proposed Action, the Metropolitan Washington Airports Authority would make temporary modifications to Runway 4-22 in 2008. The temporary modifications of the runway would require the closure of Runway 22, and Runway 4 would only accommodate departure operations by approach category A and B aircraft. It was assumed for noise modeling purposes that aircraft that currently use Runway 4-22 for arrivals and departures would be redirected to Runway 1-19.

Figures 9 and 10 show the 2008 and 2013 aircraft noise exposure contours for the Proposed Action alternative superimposed on a map of generalized existing land use. The noise contours depicted on Figures 9 and 10 are virtually identical to the noise contours presented on Figures 7 and 8 for the No Action alternative. No population or noise-sensitive land uses would be exposed to aircraft noise of DNL 65 and higher in 2008 or 2013 under the Proposed Action Alternative.

A noise grid analysis was conducted to determine differences in noise levels at specific locations in the vicinity of the Airport under the Proposed Action and No Action alternatives. The noise grid points that were modeled in the INM depicted on Figure 11 represent residential communities that are outside the DNL 65 noise contour, Darter Field Island, and Roaches Run Waterfowl Sanctuary. As presented in Table 1, predicted noise levels at these grid point locations would be virtually identical in 2008 and 2013 under the Proposed Action and No Action alternatives. It is anticipated that noise levels at Point 2, Point 4, and Point 5 would be slightly lower (0.1 dB) in 2008 under the Proposed Action alternative when compared to the No Action alternative.

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Table 1. Noise Grid Analysis – Runway 4-22 Modifications

Point	Land Use	Noise Exposure Level (DNL)			
		2008 No Action	2008 Proposed Action	2013 No Action	2013 Proposed Action
1	Park and Recreation	66.4	66.4	66.5	66.5
2	Park and Recreation	63.9	63.8	64.0	64.0
3	Residential	60.2	60.2	60.3	60.3
4	Residential	61.6	61.5	61.7	61.7
5	Residential	58.0	57.9	58.1	58.1
6	Residential	50.9	50.9	51.0	51.0

Notes: DNL = Day-night average sound level.
 Source: Ricondo & Associates, Inc
 Prepared by: Ricondo & Associates, Inc.

Summary of Findings

No population or noise-sensitive land uses would be exposed to aircraft noise of DNL 65 and higher in 2008 or 2013 under the Proposed Action or No Action alternatives. Noise levels south of the Airport in the vicinity of Dainzerfield Island are anticipated to be 0.1 dB lower under the Proposed Action alternative when compared to the No Action alternative. The results of the noise analysis demonstrate that there would be no significant noise impacts in 2008 or 2013 under the Proposed Action.

(2) COMPATIBLE LAND USE

(a) Would the proposed project result in other (besides noise) impacts exceeding thresholds of significance that have land use ramifications, such as disruption of communities, relocation of residences or businesses, or impact natural resource areas? Yes ___ No X Explain.

No. The proposed activities resulting in the reclassification of Runway 4-22 and the creation of temporary replacement public parking spaces will utilize already developed land within the DCA property boundary and would not impact communities, businesses or natural resources.

(b) Would the proposed project be located near or create a wildlife hazard as defined in FAA Advisory Circular 150/5200-33, "Wildlife Hazards on and Near Airports"? Yes ___ No X Explain.

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(3) SOCIAL IMPACTS

(a) Would the proposed project cause relocation of any homes or businesses? Yes ___ No X
Explain.

No. The proposed actions are within the existing DCA property boundaries and would not cause any relocation of residences or businesses. (See 2(a) above).

(b) If "yes," describe the availability of adequate relocation facilities

(c) Would the proposed project cause an alteration in surface traffic patterns, or cause a noticeable increase in surface traffic congestion? Yes X No ___ Explain.

The construction of an additional deck on Gates A and B/C will result in the temporary loss of approximately 330-400 parking spaces. The changes proposed for Runway 4-22 would result in the establishment of a maximum of 500 temporary public parking spaces to offset those lost during construction. Some minor temporary changes to airport roadway traffic patterns and parking operations would be expected as a result of the proposed project activities at DCA; however, traffic congestion is not expected.

(4) INDUCED SOCIOECONOMIC IMPACTS

Would the proposed project cause induced, or secondary, socioeconomic impacts to surrounding communities, such as change business and economic activity in a community; impact public service demands; induce shifts in population movement and growth, etc.?

Yes ___ No X Explain.

See 2(a) and 3(a) above.

(5) AIR QUALITY

(a) Does the proposed project have the potential to increase airside or landside capacity, including an increase in capacity to handle surface vehicles? Explain. No. The proposed project involves temporary relocation of existing automobile parking, but not a permanent increase in parking capacity.

(b) Identify whether the project area is in a non-attainment or maintenance area for any of the six (6) criteria air pollutants having National Ambient Air Quality Standards (NAAQS) established under the Clean Air Act Amendments (CAAA), and identify which pollutant(s) apply. If the proposed project is in an attainment area, no further air quality analysis is needed; skip to item (5). See EPA Green Book at www.epa.gov/oar/oaaps/greenbk for current attainment areas.

DCA is located in the Washington Metropolitan area. This area is currently in attainment for all criteria pollutants except ozone (O₃) and fine particulate matter (PM_{2.5}). The Washington Metropolitan area is classified as moderate nonattainment for the new 8-hr ozone standard (0.08 ppm), and as nonattainment for fine particulate matter (particles smaller than 2.5 microns) for which the standard is 15 micrograms per cubic meter as a 24-hr average, or 15 micrograms

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per cubic meter as an annual average. The Metropolitan Washington Council of Governments is preparing State Implementation Plans (SIPs) for both ozone and PM_{2.5}. Actions to be taken by VDEO to reduce pollution to levels at or below the NAAQS are outlined in a CAA-mandated State Implementation Plan.

(c) Is an air quality analysis needed with regard to indirect source review requirements or levels of aircraft activity (See Order 5050.4A and the 1997 FAA Handbook "Air Quality Procedures for Civilian Airports and Air Force Bases"). Explain. If "yes," comply with state requirements. No. Indirect source review requirements are state-specific and are not required in Virginia, where the project area is located.

(d)(1) Would the proposed action be an "exempted action," as defined in 40 C.F.R Part 51.853(c)(2) of the General Conformity Rule? If exempt, skip to item (6). List exemption claimed. No.

(d)(2) Would the increase in the emission level of the regulated air pollutants for which the project area is in non-attainment or maintenance exceed the de minimis standards?
Yes _____ No X

Indirect emissions resulting from the project will be insignificant. Direct emissions associated with construction are estimated at 0.41 tons CO, 0.60 tons NO_x, 1.0 tons VOC, 0.08 tons PM, and 0.05 tons SO_x (Table 2). Thus, total direct and indirect emissions are well below de minimis standards and are not regionally significant.

(d)(3) If "no," would the proposed project cause a violation of any NAAQS, delay the attainment of any NAAQS, or worsen any existing NAAQS violation? Explain. Total direct and indirect emissions are well below de minimis standards and are not large enough to be regionally significant. At these emissions levels air quality impact modeling is not required under General Conformity because it is assumed that the emissions will not cause a violation or delay in attainment of the applicable NAAQS.

(d)(4) Would the proposed project conform to the State Implementation Plan (SIP) approved by the state air quality resource agency? Explain, and provide supporting documentation. Yes. Because total direct and indirect emissions from the proposed project are well below de minimis standards and are not regionally significant it can be presumed to conform to the applicable SIP.

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Table 2. Estimated Air Quality Emissions for Runway 4/22 Modifications

Construction Equipment	Usage (hrs)	Emissions (lbs)				
		CO	NOx	VOC	PM	SOx
Asphalt Pavers	54	21.49	69.18	4.12	6.05	6.25
Plate Compactors		0.00	0.00	0.00	0.00	0.00
Concrete Pavers		0.00	0.00	0.00	0.00	0.00
Rollers		0.00	0.00	0.00	0.00	0.00
Scrapers		0.00	0.00	0.00	0.00	0.00
Paving Equipment		0.00	0.00	0.00	0.00	0.00
Signal Boards		0.00	0.00	0.00	0.00	0.00
Trenchers		0.00	0.00	0.00	0.00	0.00
Bore/Drill Rigs	27	85.84	102.73	13.46	13.44	8.68
Excavators		0.00	0.00	0.00	0.00	0.00
Concrete/Indust. Saw		0.00	0.00	0.00	0.00	0.00
Cement Mixers	27	1.69	4.04	0.38	0.33	0.34
Cranes	27	20.86	51.15	6.42	7.15	4.62
Graders		0.00	0.00	0.00	0.00	0.00
Off-Highway Trucks		0.00	0.00	0.00	0.00	0.00
Crushing/Proc. Equipment		0.00	0.00	0.00	0.00	0.00
Rough Terrain Lifts		0.00	0.00	0.00	0.00	0.00
Rubber Tired Loaders		0.00	0.00	0.00	0.00	0.00
Rubber Tired Dozer		0.00	0.00	0.00	0.00	0.00
Tractor/Loader/Backhoe	54	34.28	50.92	7.22	5.29	4.29
Crawler Tractors		0.00	0.00	0.00	0.00	0.00
Skid Steer Loader		0.00	0.00	0.00	0.00	0.00
Off-Highway Tractor		0.00	0.00	0.00	0.00	0.00
Dumpers/Tenders	1080	58.27	199.77	17.96	29.97	18.52
Forklifts		0.00	0.00	0.00	0.00	0.00
Other Construction Equipment	297	601.31	719.61	94.31	94.12	60.78
Paving Emissions				1,854.92		
TOTAL	(lbs):	823.73	1,197.40	1,998.80	156.34	103.47
	(tons):	0.41	0.60	1.00	0.08	0.05
	de minimis levels (tons/yr):	100	100	50	100	100

Source: The above estimates were calculated using the methodology and information provided in the *Non-road Engine and Vehicle Emission Study-Report*, US BPA Doc 21A-2001, 1991.

(6) WATER QUALITY

Describe the potential of the proposed project to impact water quality, including ground water, surface water bodies, any public water supply systems, etc. Provide documentation of consultation with agencies having jurisdiction over such water bodies, as applicable.

The proposed project involves two main construction activities: repaving an existing but unused parking lot and cutting grooves into the existing asphalt for the electrical conduit for parking lot lighting. Because these activities are not expected to disturb the underlying soil, no construction related runoff is expected. Therefore, no adverse effects to the water quality of Fourmile Run, located adjacent to the proposed parking area, and the nearby Potomac River are anticipated.

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In the event that unanticipated soil disturbance would be needed for the proposed project, then construction activities will be under the restrictions identified in DCA's Virginia Pollutant Discharge Elimination System (VPDES) stormwater discharge permit, as well as pertinent state guidance such as the Northern Virginia Best Management Practices (BMPs) Handbook and the Virginia Stormwater Management Handbook. In addition to the management of stormwater runoff, the construction aspects of the project would be required to have an individual erosion and sediment control plan reviewed and approved by the Authority's Building Codes/Environmental Department. As required under Title 10.1, Chapter 6, Article 1.1 of the Code of Virginia and Section 4VAC50-60-380 of the Virginia Administrative Code, MWAA's contractor will obtain registration coverage under the General Permit for Discharges of Stormwater From Construction Activities. Currently, the proposed project will be below the threshold for which an erosion and sediment control plan would be required.

(7) DEPARTMENT OF TRANSPORTATION SECTION 303/4(f)

Does the proposed project require the use of any publicly owned land from a public park, recreation area, or wildlife or waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance? Yes ___ No X

Provide justification for your response. Include concurrence of appropriate officials having jurisdiction over such land regarding the use determination. The proposed project is entirely within the DCA property boundary and would not require the use of any publicly owned lands, recreation area, or wildlife or waterfowl refuge. There are identified historic resources at DCA; however, the project will not be located in an area where it could impact historical resources. (See 8(a) below).

(8) HISTORIC, ARCHITECTURAL, ARCHEOLOGICAL, AND CULTURAL RESOURCES

(a) Describe any impact the proposed project might have on any properties in or eligible for inclusion in the National Register of Historic Places. Provide justification for your response, and include a record of your consultation with the State Historic Preservation Officer (SHPO), if applicable (attach correspondence with SHPO).

As stated in the Metropolitan Washington Airports Authority Design Manual, the Authority is responsible for the protection of the historic and archeological resources contained on MWAA-owned property. Historic resources have been identified at DCA and include the Abingdon Plantation Site, the Main Terminal and South Hangar Line, the Abingdon Research Station, and the George Washington Memorial Parkway (see Figure 5). The project and its related activities will not impact historic resources at DCA; no consultation with VA SHPO is required.

(b) Describe whether there is reason to believe that significant scientific, prehistoric, historic, archeological, or paleontological resources would be lost or destroyed as a result of the proposed project. Include a record of consultation with persons or organizations with relevant expertise, including the SHPO, if applicable.

Since the proposed project will occur on developed/paved surfaces and the project area is located on fill material, it will not affect any significant prehistoric, historic, archeological or paleontological resources.

(9) BIOTIC COMMUNITIES

Describe the potential of the proposed project to directly or indirectly impact plant communities and/or the displacement of wildlife. This answer should also reference Section 6, Water Quality, if jurisdictional water bodies are present.

DCA is located in a highly urban environment adjacent to the Potomac River. The project is proposed for an area that has previously been developed and is entirely paved or disturbed. There are no natural plant communities or wildlife habitat at the project site therefore the project will not have an impact on plant communities or wildlife habitat. Measures to prevent impact to the aquatic habitat of the Potomac River are described in Section 6.

(10) FEDERAL and STATE-LISTED ENDANGERED AND THREATENED SPECIES

Would the proposed project impact any federally- or state-listed or proposed endangered or threatened species of flora and fauna, or impact critical habitat? Yes ___ No X
Explain, and discuss and attach records of consultation efforts with jurisdictional agencies, if applicable.

No. There are no known federal or state listed endangered or threatened species or designated critical habitat within the project area therefore the proposed project will not have an impact on any known or suspected threatened or endangered species or designated critical habitat.

(11) WETLANDS

Does the proposed project involve the modification of delineated wetlands (wetlands must be delineated using methods in the US Army Corps of Engineers (ACE) 1987 Wetland Delineation Manual; delineations must be performed by a person certified in wetlands delineation).
Yes ___ No X Provide justification for your response.

No. The nearest wetland is the Fourmile Run shoreline, located directly south of the proposed parking area. Fourmile Run is classified as "waters of the US" by the US Army Corps of Engineers. The proposed project will not affect this wetland since construction activities are limited to the existing but unused parking lot.

(12) FLOODPLAINS

(a) Would the proposed project be located in, or would it encroach upon, any 100-year floodplains, as designated by the Federal Emergency Management Agency (FEMA)?
Yes X No ___

(b) Would the proposed project be located in a 500-year floodplain, as designated by FEMA?
Yes X No ___

(c) If "yes," is the proposed project considered a "critical action", as defined in the Water Resources Council Floodplain Management Guidelines? (see FR Vol. 43, No. 29, 2/10/78)
Yes ___ No X

(d) You must attach the corresponding FEMA Flood Insurance Rate Map (FIRM) or other documentation showing the project area. Map attached? Yes X No ___ If "no," why not? The Federal Emergency Management Agency (FEMA) has not mapped floodplains at Ronald Reagan Washington National Airport. However, according to FEMA, the airport is located in Zone D, areas of undetermined, but possible flood hazards (FEMA 1992) and the

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100-year base flood elevation for the airport and surrounding water bodies is 11.4 feet above Mean Sea Level (MSL) (FEMA 1985). Figure 5 shows areas below the 100-year floodplain elevation at DCA. These floodplain areas were based on airport elevations from 1997 Air Survey topographic data and the 100-year base flood elevation for the airport of 11.4 feet.

(e) If the proposed project would cause an encroachment of a base floodplain (the base floodplain is the 100-year floodplain for non-critical actions and the 500-year floodplain for critical actions), what measures would be taken to provide an opportunity for early public review, in accordance with Order 5050.4A Par. 47 (g)(6)?

DCA is bounded on three sides by Roaches Run to the north, the Potomac River to the east, and Fourmile Run to the south. The 100-year floodplain elevation for these water bodies at DCA is 11.4 ft above mean sea level. Approximately 200 acres of DCA are below the 100-year floodplain. Even though the proposed project is located within the 100-year floodplain there will be a change to the flooding potential of DCA as a result of project activities.

MWAA will inform the public of the proposed project by publishing a Public Notice that the Draft EA is available for review and information on the public comment period. See Public Involvement at the end of this form for more details on the public involvement process.

(13) COASTAL ZONE MANAGEMENT PROGRAM

(a) Would the proposed project occur in, or affect, a coastal zone, as defined by a state's Coastal Zone Management Plan (CZMP)? Yes X No Explain.

DCA is located in Arlington County which is within Virginia's designated Coastal Zone Management Area. Virginia implements the federal Coastal Zone Management Act (CZMA) through its Coastal Resources Management Program (VCP). A Federal Consistency Certification for the project is attached (Attachment B).

(b) If "yes," is the project consistent with the State's CZMP? Explain. If applicable, attach the sponsor's consistency certification and the state's concurrence of that certification. Early coordination is recommended. Yes X No

Yes. The project is consistent with the State's CZMP. Nine enforceable regulatory programs comprise the VCP: Tidal and non-tidal Wetlands, Fisheries Management, Subaqueous Lands Management, Dunes Management, Point Source Air Pollution Control, Point Source Water Pollution Control, Non-Point Source Water Pollution Control, Shoreline Sanitation, and Coastal Lands Management. The proposed project was determined to be in compliance with all nine programs therefore, there would be no impacts to the coastal zone. Attachment B contains a copy of the sponsor's consistency certification that will be sent to Virginia's Department of Environmental Quality (VDEQ) for review and concurrence.

(14) COASTAL BARRIERS

Is the location of the proposed project within the Coastal Barrier Resources System, as delineated by the US Fish and Wildlife Service (FWS) or FEMA coastal barrier maps? Explain. Yes No X

No. DCA is located inland of the Atlantic Coast and because of its location, is not within the Coastal Barrier Resource System.

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(15) WILD AND SCENIC RIVERS

Would the proposed project affect any portion of the free-flowing characteristics of a Wild and Scenic River or a Study River, or any adjacent areas that are part of such rivers, listed on the Wild and Scenic Rivers Inventory? Yes ___ No **X**

Consult the (regional) National Parks Service (NPS), U.S. Forest Service (FS), or other appropriate federal authority for information. Early consultation is recommended.

No. Although DCA is located adjacent to the Potomac River, the river is not designated as a Wild and Scenic River.

(16) FARMLAND

(a) Would the proposed project involve the use of federal financial assistance or conversion of federal government land? Yes ___ No **X** Explain:

No. DCA is located in a highly urban environment. The proposed project area has previously been developed. Therefore, no prime or unique farmland would be affected by the proposed project.

(b) If "yes" would it convert farmland protected by the Farmland Protection Policy Act (FPPA) (prime or unique farmland) to non-agricultural uses? Yes ___ No ___

(c) If "yes," determine the extent of project-related farmland impacts by completing (and submitting to the Natural Resources Conservation Service) the "Farmland Conversion Impact Rating Form" (NRCS Form AD 1006). Coordinate with the state or local agricultural authorities. Explain your response, and attach the Form AD 1006, if applicable.

(17) ENERGY SUPPLY AND NATURAL RESOURCES

What effect would the proposed project have on energy or other natural resource consumption? Would demand exceed supply? Yes ___ No **X** Explain: Letters from local public utilities and suppliers regarding their abilities to provide energy and resources needed for large projects may be necessary.

The project is a modification of Runway 4-22 and would not increase consumption of energy or other natural resources. Any materials required for the project would be readily available.

(18) LIGHT EMISSIONS

Would the proposed project have the potential for airport-related lighting impacts on nearby residents? Yes ___ No **X** Explain, and, if necessary, provide a map depicting the location of residences in the airport vicinity in relation to the proposed lighting system.

The project proposed includes the modification of runway lighting; however, the relamping, lens installations and relocation of some lighting will not affect residences in the airport vicinity.

(19) SOLID WASTE

Would the proposed project generate solid waste? Yes ___ No X

If "yes," are local disposal facilities capable of handling the additional volumes of waste resulting from the project? Explain.

No. The project is a modification of Runway 4-22 and as such would not generate solid waste that would affect the current solid waste handling program at DCA.

NOTE: A sanitary landfill is incompatible with airport operations if the landfill is located within 10,000 feet of a runway serving turbo-powered aircraft, or 5,000 feet of a runway serving piston-powered aircraft. Refer to FAA Advisory Circular 150/5200.33 "Hazardous Wildlife Attractants on or Near Airports," and FAA Order 5200.5B, "Guidance Concerning Sanitary Landfills on or Near Airports."

(20) CONSTRUCTION IMPACTS

Would construction of the proposed project: 1) increase ambient noise levels due to equipment operation; 2) degrade local air quality due to dust, equipment exhausts and burning debris; 3) deteriorate water quality when erosion and pollutant runoff occur; 4) or disrupt off-site and local traffic patterns? Explain.

1) Noise impacts are expected but would be localized to the vicinity of the project site within the DCA property boundary. Construction equipment and vehicles will create localized increases in noise levels, but these temporary noise impacts will not disrupt normal airport operations.

2) Air quality degradation is not expected. Emissions related to construction activities will be limited to the duration of the proposed project and are below the *de minimis* level (see paragraph 5 - Air Quality). The State Implementation Plan (SIP) includes an allowance for construction emissions region-wide. Dust control is important for airport construction activities since light reflecting off of dust particles at night may jeopardize aircraft safety. Best Management Practices (BMPs) will be used to keep this to a minimum. No burning of debris will occur.

3) If uncontrolled, construction activities have the potential to cause erosion and sedimentation that can impact water quality. Since the proposed project involves two main construction activities that are not expected to disturb the underlying soil, repaving an existing but unused parking lot and cutting grooves into the existing asphalt for the electrical conduit for parking lot lighting, no construction related runoff is expected. In the event that unanticipated soil disturbance would be needed for the proposed project, erosion control measures required by the Authority Design Manual (2006) would be implemented to minimize erosion and sedimentation from the construction area. The Department of Conservation and Recreation (DCR) published the *Virginia Erosion and Sediment Control Handbook* (Third Edition, 1992) to provide guidance for all state erosion and sediment control programs. It covers basic concepts, design measures, installation, maintenance, plan review procedures and administrative guidelines to support compliance with the Virginia Erosion and Sediment Control Law and regulations. In addition, the project would be implemented with the appropriate erosion and sediment control plans consistent with State Erosion and Sediment Control Law. Contractors would be required to provide an erosion and sediment control plan that complies with the Virginia Erosion and Sediment Control Law (Title 10.1, Chapter 5, Article 4 of the Code of Virginia) and regulations, including the *Virginia Erosion and Sediment Control Handbook*. Currently, the proposed project will be below the threshold for which an erosion and sediment control plan would be required.

4) Construction of the proposed project will not result in changes to the level of service of area roads. According to MWA Design Manual Section 2.14 AIRPORT OPERATIONS DURING CONSTRUCTION, paragraph 2.14.1, the Authority must safely conduct airport operations during the construction phase of the project. The project will be designed to consider passenger check-in, security screening, passenger departures, and passenger arrivals. The design will consider the continued operational needs of Airport Operations, airlines tenants, and concessionaires. Additionally it will ensure the continuity of services, maintenance of vehicular access, maintenance of pedestrian access, and security and safety requirements. During the construction period, construction-related vehicles will be traversing the airport access roads and internal roadways to deliver materials and equipment. Large or bulky construction equipment that is slow moving could temporarily congest roadway traffic. This congestion is likely to be intermittent and infrequent. This increase in roadway use will be managed to avoid impact to normal airport operations. The access roads and internal roadways may experience a slight increase in traffic volumes; the increase should be easily accommodated on the existing roadways. The Authority will incorporate the provisions of Advisory Circular (AC) 150/5370-10A, standards for Specifying Construction of Airports, into the project specifications. This AC provides information to reduce airport-related construction impacts.

(21) OTHER CONSIDERATIONS

(a) Is the proposed project likely to be highly controversial on environmental grounds?

Explain:

No. The project is a modification of an existing runway to enable the creation of additional parking spaces during the expansion of the existing parking garages. No controversy should result.

(b) Is the proposed project likely to be inconsistent with any federal, state or local law or administrative determination relating to the environment? Explain.

No. The proposed project would be consistent with all federal, state and local laws or administrative determinations related to the environment.

(c) Is the proposed project reasonably consistent with plans, goals, policies, or controls that have been adopted for the area in which the airport is located? Explain.

Yes. The proposed project is consistent with the following:

Arlington County Comprehensive Plan, 2003.

Arlington County Department of Community Planning, Housing, and Development, 2004, Arlington County Comprehensive Plan.

Arlington County Department of Environmental Services, 2001, Watershed Management Plan.

Coastal Zone Management Act, Arlington Co., VA (County Program).

District of Columbia, Comprehensive Plan, Revised 2006.

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National Capital Planning Commission (NCPC), 2004. Comprehensive Plan for the National Capital: Federal Element. 2004.

Federal Aviation Administration (FAA) Metropolitan Washington Airports Master Plan. Ronald Reagan Washington National Airport. April 1990.

Metropolitan Washington Airports Authority (MWAA), 2003. Consolidated Spill Contingency Plan. Ronald Reagan Washington National Airport. March.

Metropolitan Washington Airports Authority (MWAA), 1987. Programmatic Memorandum of Agreement Among the Advisory Council on Historic Preservation, the Virginia State Historic Preservation Officer, and the Federal Aviation Administration: Metropolitan Washington Airports.

(22) HAZARDOUS SITES/MATERIALS

Would the proposed project require the use of land that may contain hazardous substances or may be contaminated? Explain your response and describe how such land was evaluated for hazardous substance contamination. Early consultation with appropriate expertise agencies (e.g., US Environmental Protection Agency (EPA), EPA-certified state and local governments) is recommended.

The proposed project area has been previously developed and disturbed and does not involve any Solid Waste Management Units or areas of concern that are the subject of RCRA Corrective Action. A review of the regulatory list search and airport files determined that a portion of the parking area was included in a CERCLIS investigation. A "solvent disposal area" located in the southwestern corner of the parking area is a component of a larger CERCLIS site. A "Focused Site Inspection Report" (Weston 1994) indicated that the results of two soil vapor surveys conducted in the "solvent disposal area" were inconclusive. The report was submitted to EPA with a request that "no further action" be required. Any hazardous material encountered throughout the project activities will be disposed of in accordance with applicable laws and regulations.

In 2007, FAA prepared a sampling and analysis plan for a Supplemental Site Investigation (SSI) of the CERCLIS site. The sampling and analysis plan includes a soil boring to be performed in the southwest corner of the proposed temporary parking lot. The area of the soil boring site will be closed to parking during sampling.

The proposed project will not disturb the soil that is the subject of the SSI. Electrical conduit for parking lot lighting will be laid in grooves cut into the existing asphalt paving, rather than in trenches. Thus no soil beneath the parking lot will be brought to the surface during implementation of the proposed action.

(23) PERMITS

List all required permits for the proposed project. Indicate whether any difficulties are anticipated in obtaining the required permits. This project will not require any specific environmental permits.

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NOTE: Even though the airport sponsor has/shall obtain one or more permits from the appropriate federal, state, and/or local agencies for the proposed project, initiation of such project shall **NOT** be approved until FAA has issued its environmental determination.

(24) ENVIRONMENTAL JUSTICE

Would the proposed project impact minority and/or low-income populations? Consider human health, social, economic, and environmental issues in your evaluation. Explain.

No. The project is a modification of Runway 4-22 to allow for the creation of temporary parking spaces during the expansion of the existing parking garages and is located entirely within the DCA property boundary. No minority and/or low income populations would be affected.

(25) CUMULATIVE IMPACTS

When considered together with other past, present, and reasonably foreseeable future development projects on or off the airport, federal or non-federal, would the proposed project produce a cumulative effect on any of the environmental impact categories above? You should consider projects that are connected, cumulative and similar (common timing and geography). Provide a list of such projects considered. For purposes of this Evaluation Form, generally use 3 years for past projects and 5 years for future foreseeable projects.

No. The proposed project is not expected to produce a cumulative effect on any of the environmental impact categories listed above. No substantive changes in the environment would result from implementation of the proposed project and other development projects in the vicinity of the airport. The following projects are under construction at DCA:

ARFF Station 301 - The project consists of a new Airport Rescue and Fire Fighting (ARFF) Facility Station 301 to replace the existing ARFF facility in the southern area of DCA. The new ARFF station will provide facilities crucial to the support of fire and rescue activities both in areas where aviation operations occur and in those public areas used by air travelers. The station will house ARFF equipment and staff required to respond to aircraft emergencies. In addition, the station will house both structural and Emergency Medical Service (EMS) units that support the landside and terminal areas of the airport. This project was found to qualify for a Categorical Exclusion from preparation of a formal environmental assessment.

Authority Office Building Expansion - The project consists of an expansion of the Authority Office Building (AOB) and an enclosed pedestrian connector bridge between the AOB and Hangar 11. The expansion will provide 5,000 square feet of office space at ground level and a 5,000 square foot second story. This project was found to qualify for a Categorical Exclusion from preparation of a formal environmental assessment.

The following projects are planned in the foreseeable future:

Regional Carrier Concourse - The project includes an airside concourse building and related apron and supporting facilities to serve regional airlines. The concourse facility was designed to accommodate up to 10 regional aircraft parking positions that will be served via passenger loading bridges. The facility is being constructed north of Terminals B and C and east of Hangar 11 and the MVA offices. Access to the facility is provided via an underground pedestrian tunnel equipped with moving walkways.

In-Line Baggage Screening - Building Modifications - The project includes the installation of an In-Line Baggage Screening System at DCA to expedite passenger check-in and enhance security measures. The project will be constructed as an expansion on the landside of the terminal, and will consist of building modifications of a new landside baggage room.

Additional Levels Garages A and B/C - The proposed project consists of the addition of new parking decks to the existing Garages A and B/C located at DCA. The purpose of the project is to create additional parking at DCA due to the projected parking demands from an increase in passenger traffic at DCA.

Each of these projects, the Regional Carrier Concourse, In-Line Baggage Screening - Building Modifications, and Additional Levels Garages A and B/C was found to qualify for a Categorical Exclusion from preparation of a formal environmental assessment.

Potential Cumulative Impacts from construction:

Construction of the proposed project could cause environmental effects that would add to the expected environmental impacts of other development projects in that area of the airport. Cumulative effects that may occur include increased air emissions from construction vehicles, higher noise levels during construction, and additional vehicular traffic during the construction period. The proposed project would generate air emissions from use of vehicles and equipment at the site during construction. Compared with air emissions from vehicle use in the vicinity, the proposed project would generate a minimal contribution to the current and expected amount of air pollutants from other development. The cumulative impact on air quality would be not be significant and would not result in violation of NAAQS. During construction of the proposed project, noise levels would temporarily increase in the vicinity of the site. Similarly, construction traffic would add to existing traffic volumes on the airport roads. Construction traffic generated by the project would be minor compared with existing traffic levels in the area and to traffic volumes generated by other development. Cumulative noise and traffic impacts from development of the proposed project would not be significant and would amount to only a small portion of the increase in noise and traffic of development.

10. MITIGATION

(a) Describe those mitigation measures to be taken to avoid creation of significant impacts to a particular resource as a result of the proposed project, and include a discussion of any impacts that cannot be mitigated, or that cannot be mitigated below the threshold of significance (TOS) (See 5050.4A).

(b) Provide a description of the resources that are in or adjacent to the project area that must be avoided during construction. Note: The mitigation measures should be incorporated into the project's design documents. The proposed parking area is adjacent to Fourmile Run; however, construction activities for the parking area is not expected to disturb the underlying soil. Therefore, no construction related runoff is expected resulting in no effect to Fourmile Run. However, in the event that unanticipated soil disturbance would be needed for the proposed project, erosion control measures required by the Authority Design Manual (2006) will be implemented to minimize erosion and sedimentation from the construction areas to prevent

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impacts to water quality. The project will then be implemented with the appropriate erosion and sediment control plans consistent with State Erosion and Sediment Control Law. Contractors will then be required to provide an erosion and sediment control plan that complies with the Virginia Erosion and Sediment Control Law (Title 10.1, Chapter 5, Article 4 of the Code of Virginia) and regulations, including the Virginia Erosion and Sediment Control Handbook.

11. PUBLIC INVOLVEMENT

Describe what efforts would be made to involve the public with this proposed project. Discuss the appropriateness of holding public meetings and/or public hearings, making the draft document available for public comment, or the preparation of a public involvement plan, etc.

MWAA will inform the public of the proposed project by publishing a Public Notice that the Draft EA is available for review and information on the public comment period. The Public Notice will appear in the Washington Post. The Draft EA will be made available to the public in several public libraries near DCA (to be listed in the Public Notice) and will be posted on MWAA's website. In addition, MWAA will distribute copies of the Draft EA to federal, state, and local government agencies. Comments will be accepted for a 30 day period. Comments received will be presented in Attachment C and will be summarized in the Final Environmental Assessment (EA). The Final EA will be revised in response to comments received.

References

- Federal Emergency Management Agency (FEMA), 1985. Flood Insurance Study. District of Columbia, Washington DC. Federal Emergency Management Agency. November 15, 1985.
- Federal Emergency Management Agency (FEMA), 1992. Flood Insurance Rate Map, Arlington County, Virginia, Community Panel Number 515520-0010 B-Federal Emergency Management Agency. May 1982.
- Roy F. Weston, Inc. 1994. Focused Site Inspection, Washington National Airport, South Investigation Site.

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12. PREPARER CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct.


Signature

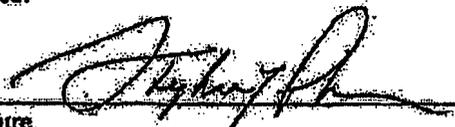
Nov 21, 2007
Date

Renee Bartnik, Senior Environmental Planner
Name, Title

Parsons Management Consultants/ Metropolitan Washington Airports Authority
Affiliation

13. AIRPORT SPONSOR CERTIFICATION

I certify that the information I have provided above is, to the best of my knowledge, correct. I also recognize and agree that except as otherwise approved by the Manager of the FAA Washington Airports District Office, no construction activity, including but not limited to site preparation, demolition, or land disturbance, shall proceed for the above proposed project(s) until FAA issues a final environmental decision for the proposed project(s), and until compliance with all other applicable FAA approval actions (e.g., ALP approval, airspace approval, grant approval) has occurred.


Signature

11/21/07
Date

Stephan G. Smith, Deputy Vice President for Engineering
Name, Title

Metropolitan Washington Airports Authority
Affiliation

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Note: This page to be completed by FAA only

14. FAA DECISION:

Having reviewed the above information, certified by the responsible airport official, it is the FAA decision that the proposed project(s) of development warrants environmental processing as indicated below.

- The proposed development action has been found to qualify for a Short Environmental Assessment.
- The proposed development action exhibits conditions that require the preparation of a detailed Environmental Assessment (EA).
- The following additional documentation is necessary for FAA to perform a complete environmental evaluation of the proposed project: _____

***Action Reviewed/Recommended by:**

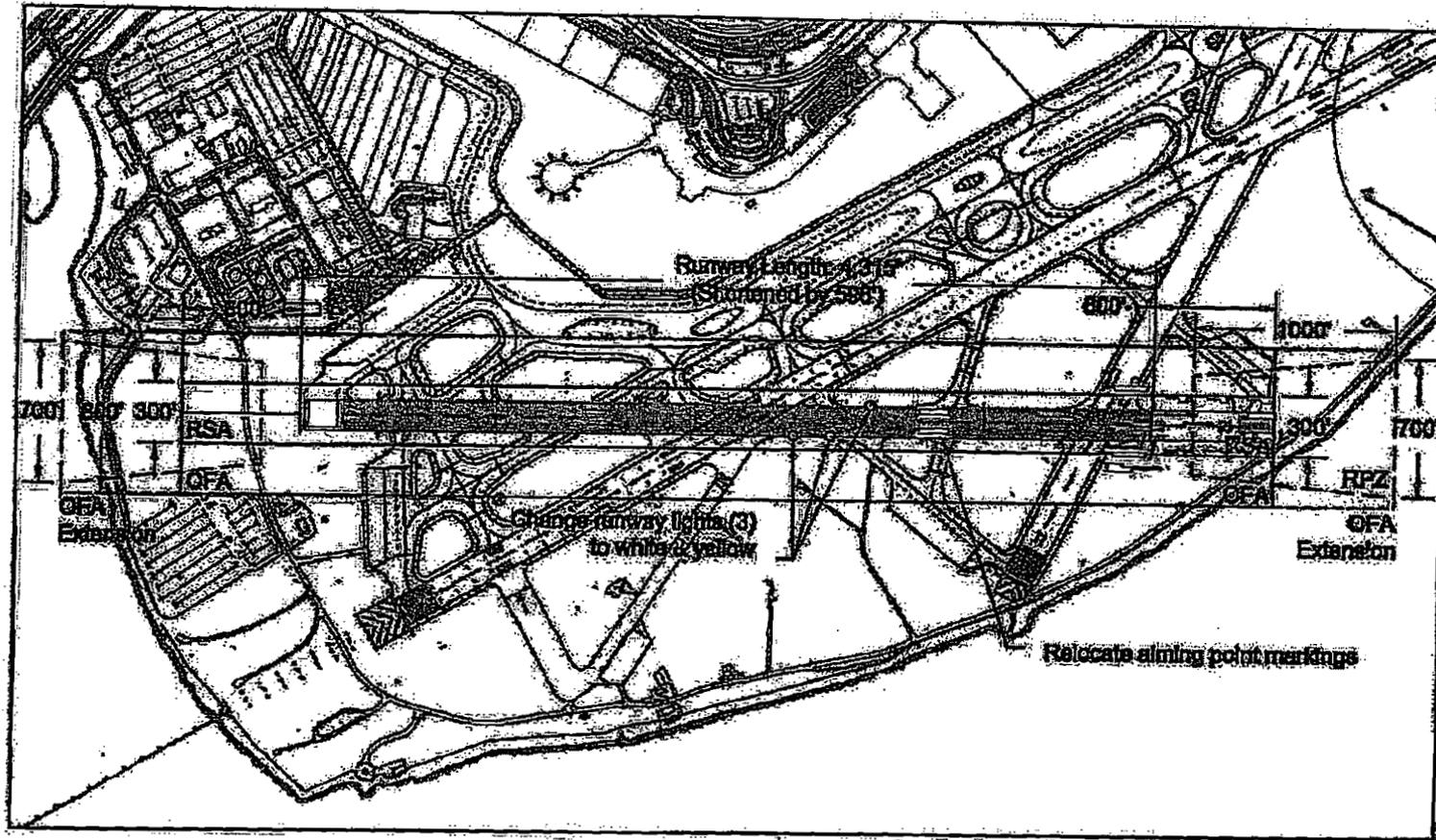
(FAA Environmental Specialist)	Date

***Approved:**

(FAA Approving Official)	Date

* The above FAA approval only signifies that the proposed development action(s), as described by the information provided in this Evaluation Form, initially appears to qualify for the indicated environmental processing action. This may be subject to change after more detailed information is made known to the FAA by further analysis, or through additional federal, state, local or public input, etc.

FIGURES



Source: Ricardo & Associates, Inc.
Prepared by: Ricardo & Associates, Inc.

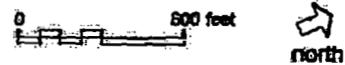
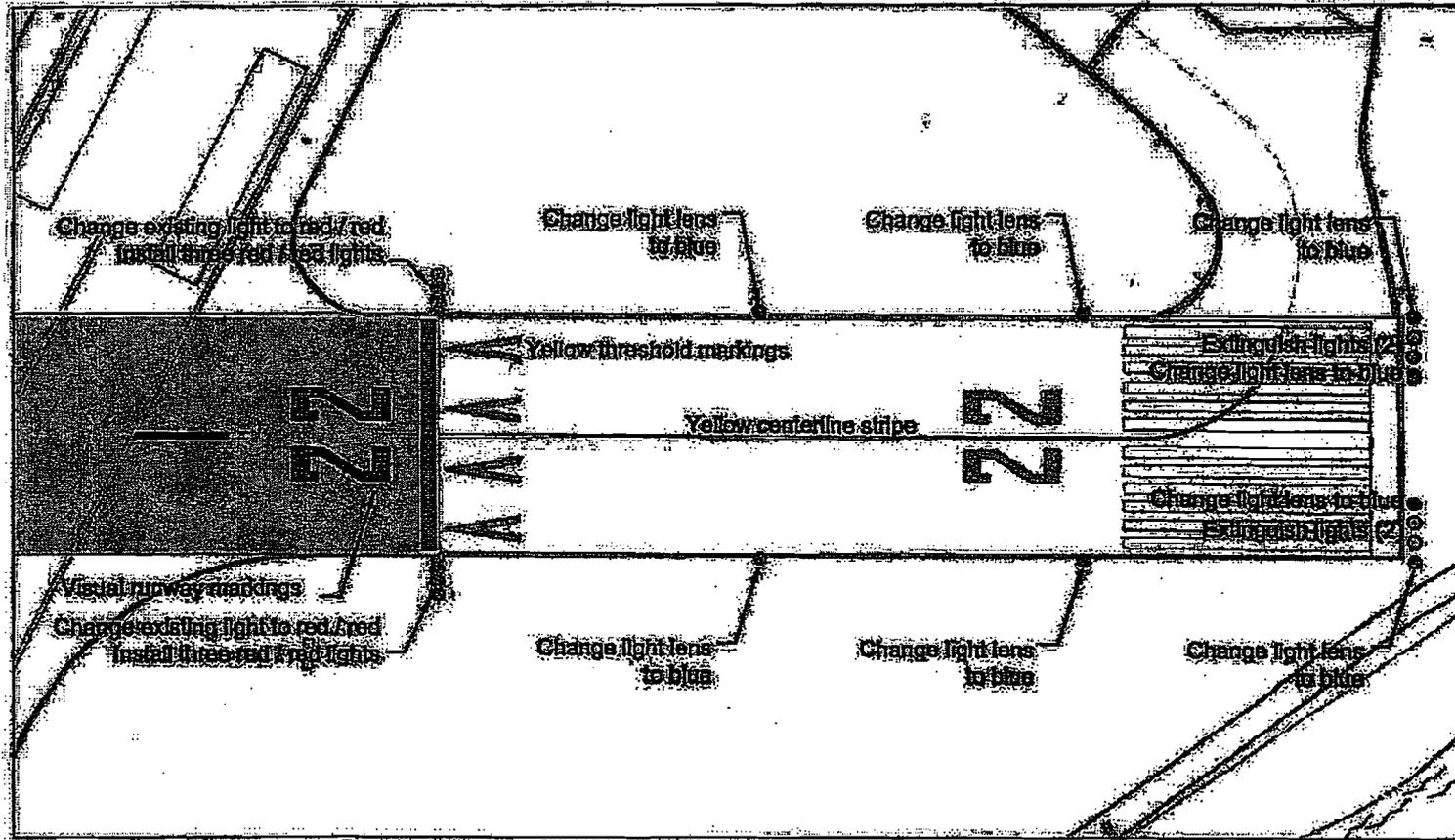


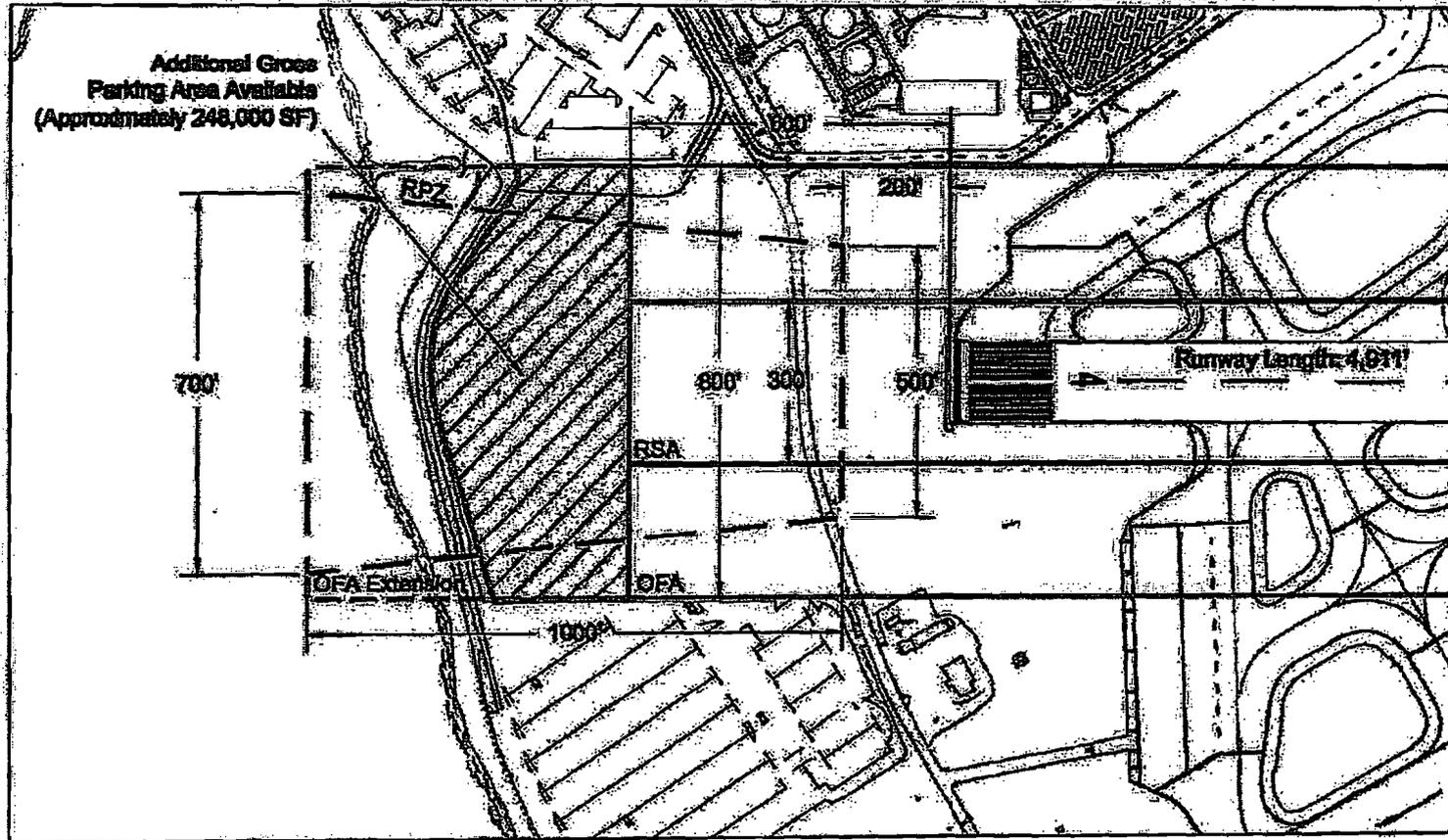
Figure 2 Recommended Action Plan
Runway 4-22



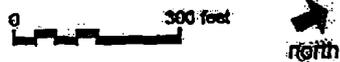
Source: Ricardo & Associates, Inc.
Prepared by: Ricardo & Associates, Inc.



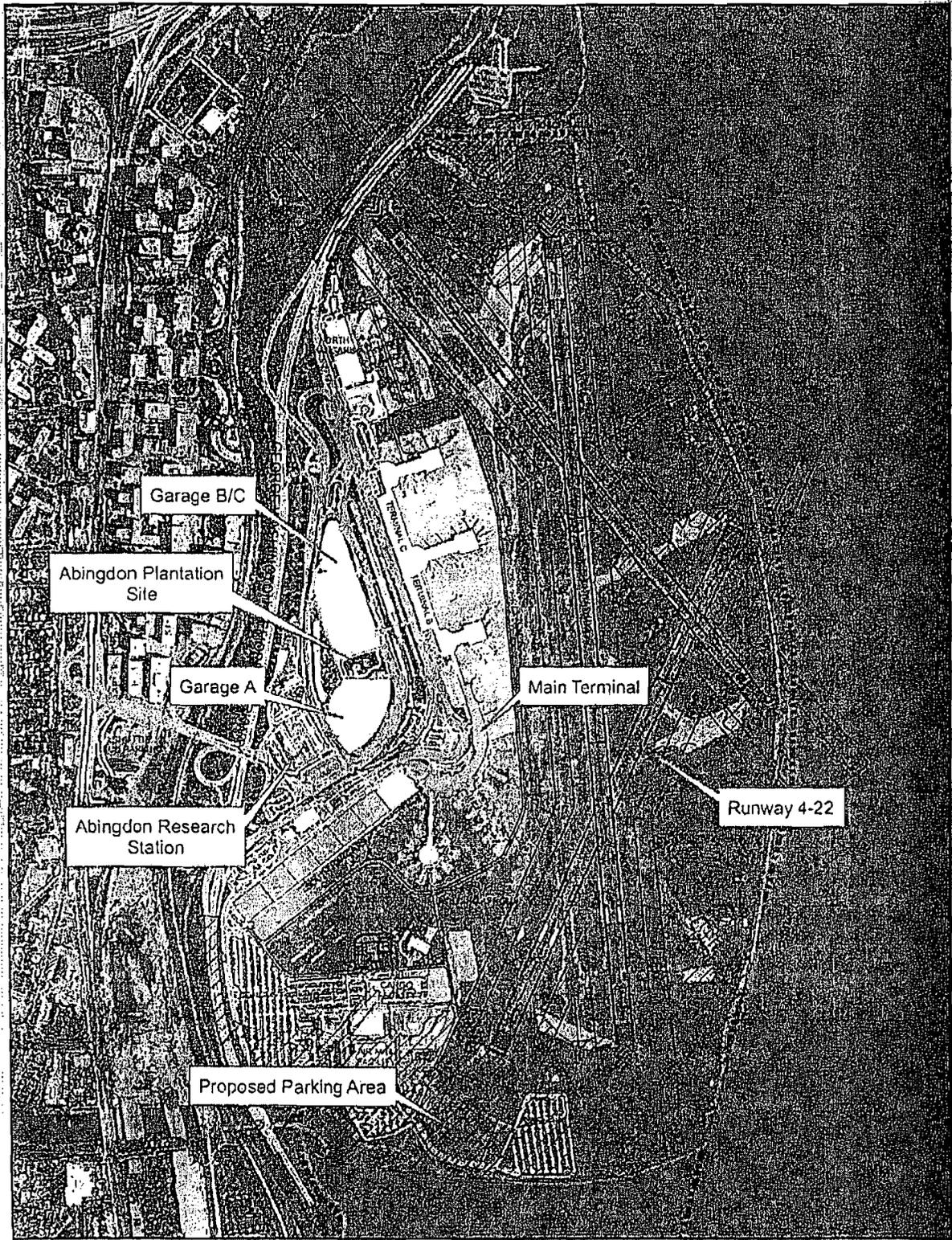
**Figure 3 Recommended Action Plan
Runway 22 End**



Source: Ricardo & Associates, Inc.
Prepared by: Ricardo & Associates, Inc.



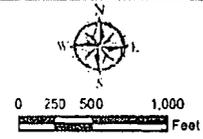
**Figure 4 B-III Runway Protected Areas and Parking Area
Runway 4 End**



Legend

-  Historic Structures Identified at DCA
-  Areas Below 100-Year Floodplain Elevation

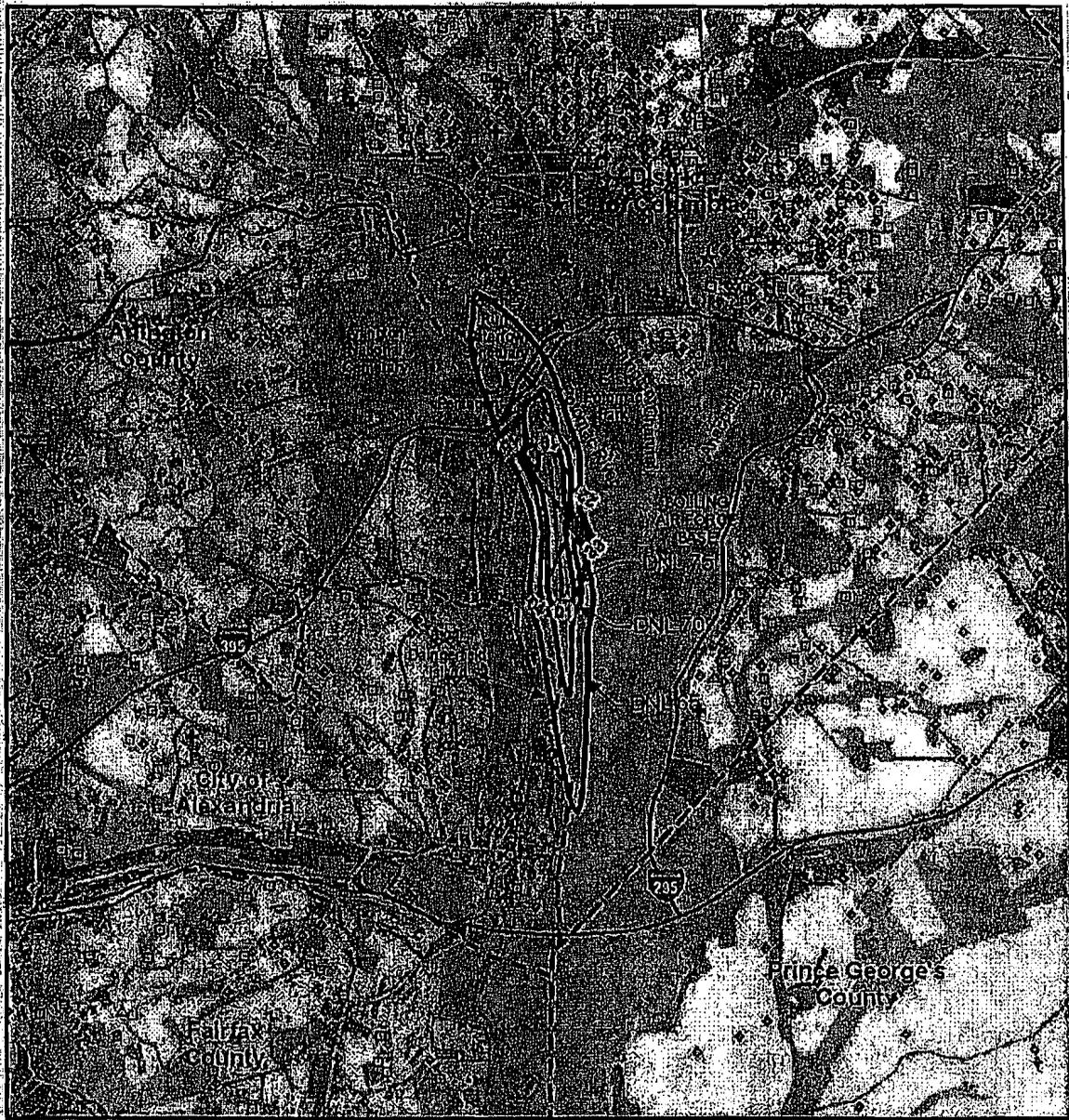
Source: Elevation Data From FEMA, 1985
and Air Survey Topographic Data, 1997.



\PROJECTS\IDEA\PROJECTS\FLOODPLAIN\FLOODPLAIN.MXD

Figure 5. Project Area.

Ronald Reagan Washington National Airport



- | | | | | | | | |
|---|--------------------|------------|-------------------------|--------------------------|----------------------------|---------------------------|---|
| + | Hospital | ★ | Landmark | [Stippled Pattern] | Residential | [Dark Stippled Pattern] | Parks and Recreation |
| □ | School | — [Shield] | Interstate Highway | [Dark Solid Pattern] | Commercial | [Medium Stippled Pattern] | Open Space |
| ■ | Daycare | - - - | Jurisdictional Boundary | [Light Stippled Pattern] | Mixed Use | [Dark Solid Pattern] | Vacant Space |
| ▲ | Library | — | Major Road | [Dark Solid Pattern] | Industrial | [Medium Stippled Pattern] | Ronald Reagan Washington National Airport |
| ◆ | Religious Facility | — | Noise Contour | [Dark Solid Pattern] | Institutional / Government | [Medium Stippled Pattern] | Water |

Source: Wyle Laboratories
 Prepared by: Ricordo & Associates, Inc.

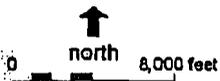
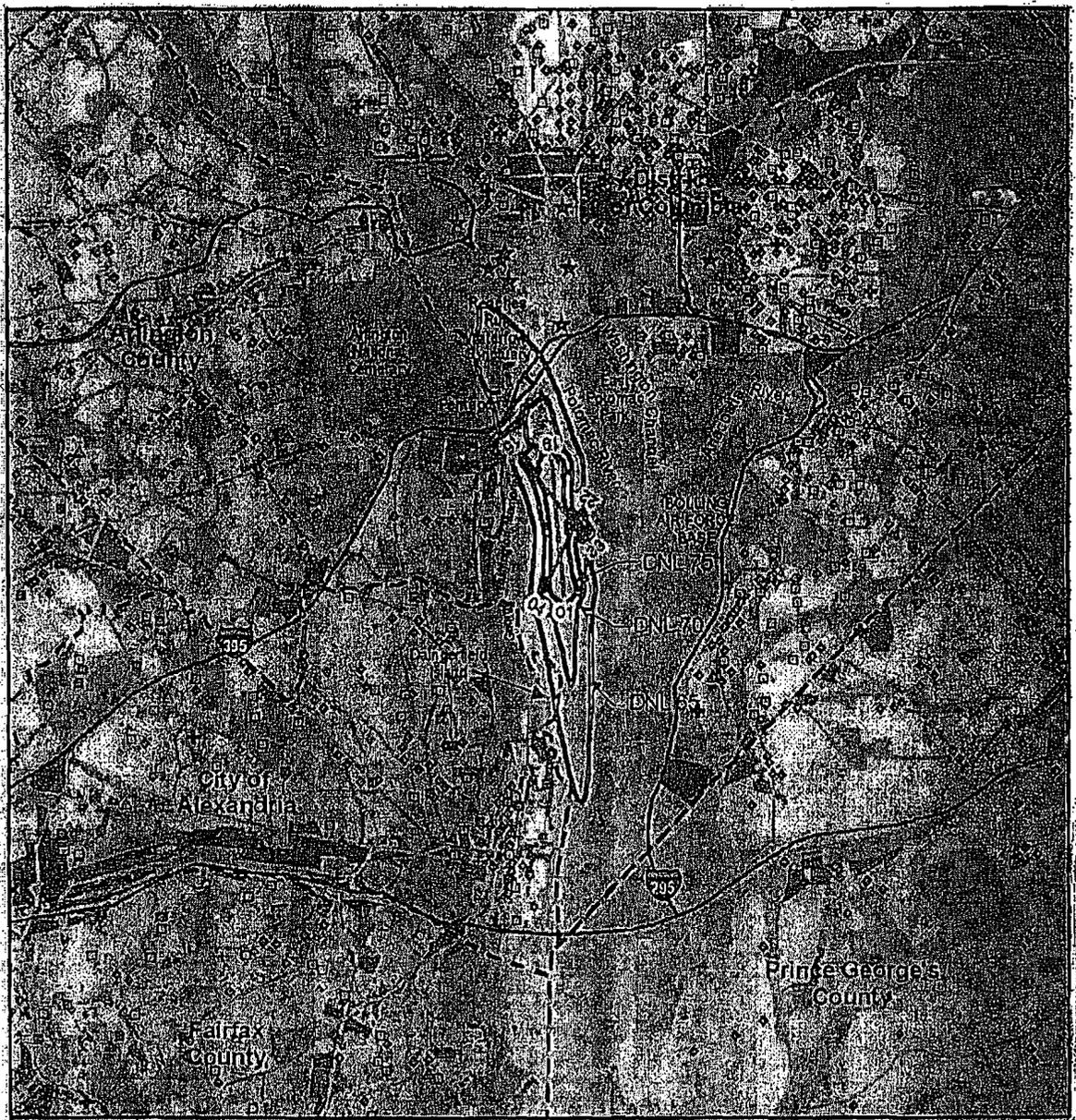


Figure 6. 2004 Noise Exposure Contours
 Ronald Reagan Washington National Airport



- | | | | | | | | |
|---|--------------------|-------|-------------------------|---|----------------------------|---|---|
| + | Hospital | ★ | Landmark | ■ | Residential | ■ | Parks and Recreation |
| □ | School | — — — | Interstate Highway | ■ | Commercial | ■ | Open Space |
| □ | Daycare | — — — | Jurisdictional Boundary | ■ | Mixed Use | ■ | Vacant Space |
| ▲ | Library | — | Major Road | ■ | Industrial | ■ | Ronald Reagan Washington National Airport |
| ◆ | Religious Facility | — | Noise Contour | ■ | Institutional / Government | ■ | Water |

Source: Ricardo & Associates, Inc.
 Prepared by: Ricardo & Associates, Inc.

↑ north
 0 8,000 feet

**Figure 7. 2008 Noise Exposure Contours - No Action
 Ronald Reagan Washington National Airport**

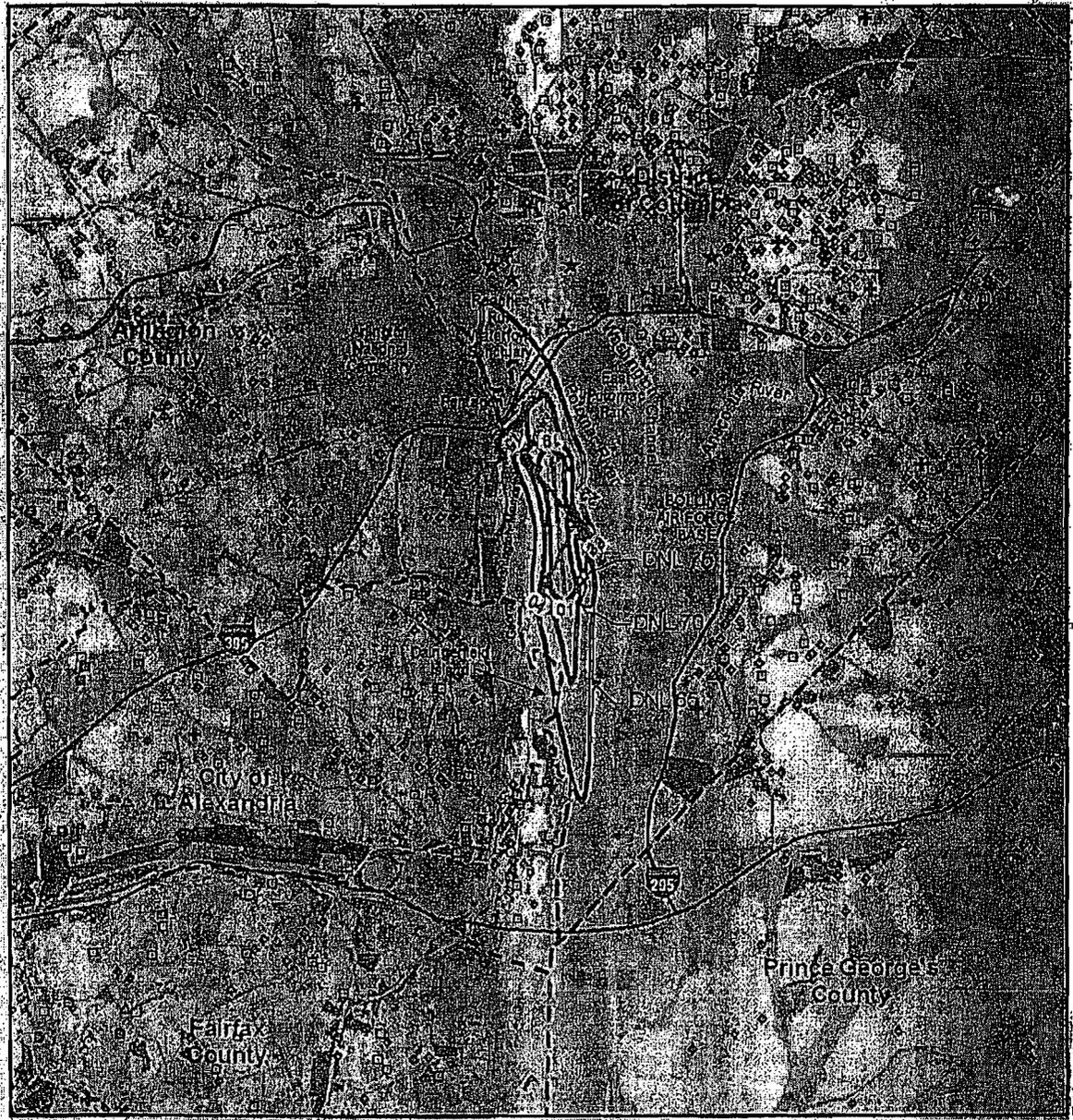


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|---|--------------------|--------------|-------------------------|------------------|----------------------------|--------------------|---|
| + | Hospital | ★ | Landmark | [Stippled Box] | Residential | [Dark Green Box] | Parks and Recreation |
| ⊠ | School | — [Shield] — | Interstate Highway | [Dark Blue Box] | Commercial | [Light Green Box] | Open Space |
| ■ | Daycare | - - - | Jurisdictional Boundary | [Dark Grey Box] | Mixed Use | [Medium Green Box] | Vacant Space |
| ▲ | Library | — [Dashed] — | Major Road | [Dark Brown Box] | Industrial | [Light Blue Box] | Ronald Reagan Washington National Airport |
| ◆ | Religious Facility | — [Solid] — | Noise Contour | [Dark Red Box] | Institutional / Government | [Medium Blue Box] | Water |

Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.

↑ north
 0 8,000 feet

**Figure 8. 2013 Noise Exposure Contours - No Action
 Ronald Reagan Washington National Airport**



- | | | | | | | | |
|---|--------------------|-------|-------------------------|-------------------|----------------------------|-----------------|---|
| + | Hospital | ★ | Landmark | [Light Gray Box] | Residential | [Dark Gray Box] | Parks and Recreation |
| □ | School | — — | Interstate Highway | [Medium Gray Box] | Commercial | [Dark Gray Box] | Open Space |
| ■ | Daycare | - - - | Jurisdictional Boundary | [Medium Gray Box] | Mixed Use | [Dark Gray Box] | Vacant Space |
| △ | Library | — | Major Road | [Medium Gray Box] | Industrial | [Dark Gray Box] | Ronald Reagan Washington National Airport |
| ◇ | Religious Facility | — | Noise Contour | [Medium Gray Box] | Institutional / Government | [Dark Gray Box] | Water |

Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.

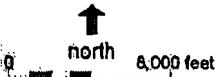


**Figure 9. 2008 Noise Exposure Contours - Proposed Action
 Ronald Reagan Washington National Airport**

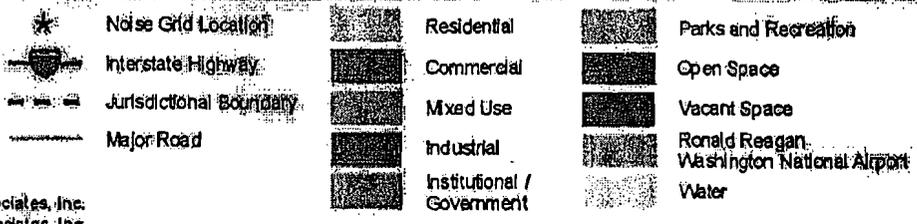


- | | | | |
|----------------------|-------------------------------|--|---|
| ✚ Hospital | ★ Landmark | [Stippled Box] Residential | [Dark Grey Box] Parks and Recreation |
| ▣ School | — Interstate Highway | [Dark Grey Box] Commercial | [Dark Grey Box] Open Space |
| ■ Daycare | - - - Jurisdictional Boundary | [Dark Grey Box] Mixed Use | [Dark Grey Box] Vacant Space |
| ▲ Library | — Major Road | [Dark Grey Box] Industrial | [Dark Grey Box] Ronald Reagan Washington National Airport |
| ◆ Religious Facility | — Noise Contour | [Dark Grey Box] Institutional / Government | [Dark Grey Box] Water |

Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.



**Figure 10. 2013 Noise Exposure Contours - Proposed Action
 Ronald Reagan Washington National Airport**



Source: Ricondo & Associates, Inc.
 Prepared by: Ricondo & Associates, Inc.

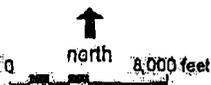


Figure 11. Noise Grid Analysis
Ronald Reagan Washington National Airport