APPLICATION ACCEPTED: October 28, 2008
PLANNING COMMISSION: January 28, 2009
BOARD OF SUPERVISORS: Not Yet Scheduled

County of Fairfax, Virginia

January 14, 2009

DULLES CORRIDOR METRORAIL PROJECT PHASE I
STAFF REPORT

SPECIAL EXCEPTION/2232 APPLICATIONS:

SE 2008-PR-033/2232-P08-10 (TYSONS EAST)
SE 2008-MD-034/2232-MD08-13 (TYSONS WEST)
SE 2008-PR-035/2232-P08-11 (TYSONS CENTRAL 123)
SE 2008-MD-036/2232-MD08-12 (TYSONS CENTRAL 7)
SE 2008-HM-038/2232 H08-14 (WIEHLE AVENUE)

PROVIDENCE AND HUNTER MILL DISTRICTS

APPLICANT: Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation, on behalf of the Washington Metropolitan Transit Authority

PROPOSAL: Establishment of five electrically powered regional rail transit facilities from a point just east of the existing West Falls Church Metrorail Station through Tysons Corner and extending to Wiehle Avenue.

It should be further noted that the content of this report reflects the analysis and recommendation of staff; it does not reflect the position of the Board of Supervisors.

The approval of this rezoning does not interfere with, abrogate or annul any easement, covenants, or other agreements between parties, as they may apply to the property subject to this application.

For information, contact the Zoning Evaluation Division, Department of Planning and Zoning, 12055 Government Center Parkway, Suite 801, Fairfax, Virginia 22035-5505, (703) 324-1290.

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Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 7 days advance notice. For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Suzanne Lin & Peter Braham

Department of Planning and Zoning
Zoning Evaluation Division
12055 Government Center Parkway, Suite 801
Fairfax, Virginia 22035-5509
Phone 703-324-1290 FAX 703-324-3924
www.fairfaxcounty.gov/dpz/

Introduction

This combined staff report contains the staff review, analysis and recommendations on five special exception applications and the five concurrent 2232 applications that have been filed by the Virginia Department of Rail and Public Transportation (VDRPT) and the Metropolitan Washington Airports Authority (MWAA) on behalf of the Washington Metropolitan Area Transit Authority (WMATA). These five applications have been filed to allow the construction of the five planned Metrorail transit stations that are part of the first phase of the project to extend Metrorail service to Dulles Airport. This report is structured to allow the common background associated with all of the applications to be presented in the first portion of this staff report and also to allow the individual attributes of each of the five future stations to be addressed in a separate portion of this overall report. This format was chosen to allow the background common to all five stations to be presented once, while creating a separate special exception approval and 2232 approval for each station, allowing future amendments to each station to occur without having to consider the implications of each and every change to an individual station within the context of an approval for all of the stations.

As such, this combined staff report is formatted as follows:

Part 1 includes a joint cover for all ten applications and common background information for all five proposed stations including: Comprehensive Plan text related to the planned rail extension; common background elements; and a description of the impacts of the Memorandum of Understanding executed by the County, VDRPT and MWAA on the process and review of the pending applications. Appendices related to this portion of the report will follow the text for this part of the report.

Following the first part, the special exception and the 2232 application for each transit station will be addressed in a separate report. Each section will have an application cover for that pair of applications and a locator map for the station addressed in that part. Each part will include information included in a typical staff report for concurrent special exception and 2232 applications. Each of these parts will include a conclusion and recommendation for each station. Any appendices, including proposed development conditions, will be included with each separate part.

TABLE OF CONTENTS

Part I. Background and Other Information Common to all Five Transit Stations
Background
Comprehensive Plan Text and Analysis (2232 Staff Report)
Appendices for Part 1

Part II. Report for SE 2008-PR-033 and 2232-P08-10 – Tysons East Transit Station

Part III. Report for SE 2008-MD-034 and 2232-MD-013 – Tysons West Transit Station

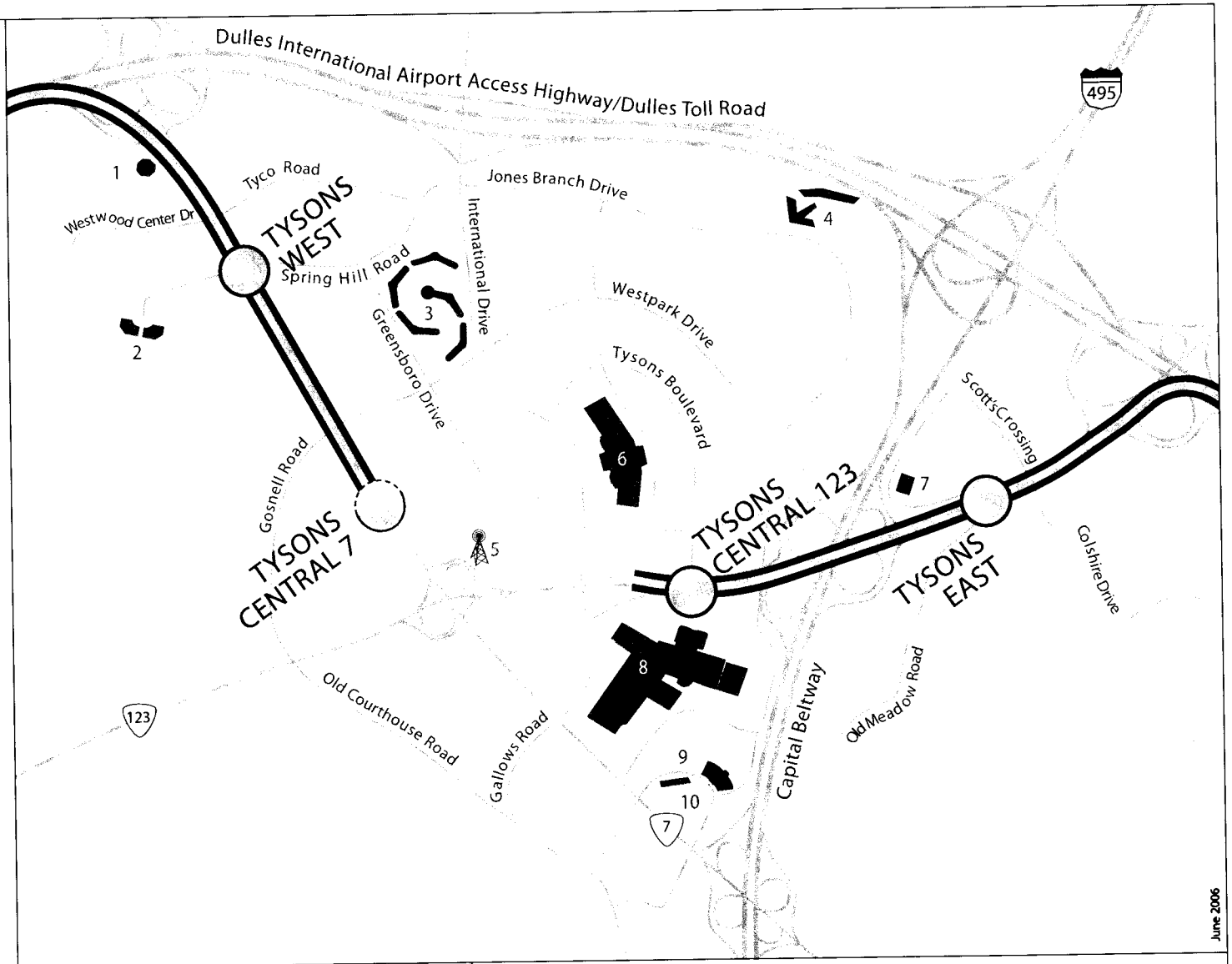
Part IV. Report for SE 2008-PR-035 and 2232-P08-11 – Tysons Central 123 Transit Station

Part V. Report for SE 2008-MD-036 and 2232-MD08-012 – Tysons Central 7 Transit Station

Part VI. Report for SE 2008-HM-038 and 2232-H08 – 14 Wiehle Avenue Transit Station

TYSONS CORNER LANDMARKS

1. Sheraton Premiere
2. Dulles Metrorail Project Office
3. The Rotonda Condominiums
4. Gannett/USA Today
5. Communications Tower
6. Tysons Galleria/Ritz Carlton
7. Capital One
8. Tysons Corner Center
9. Tycon Towers
10. Tysons Marriott

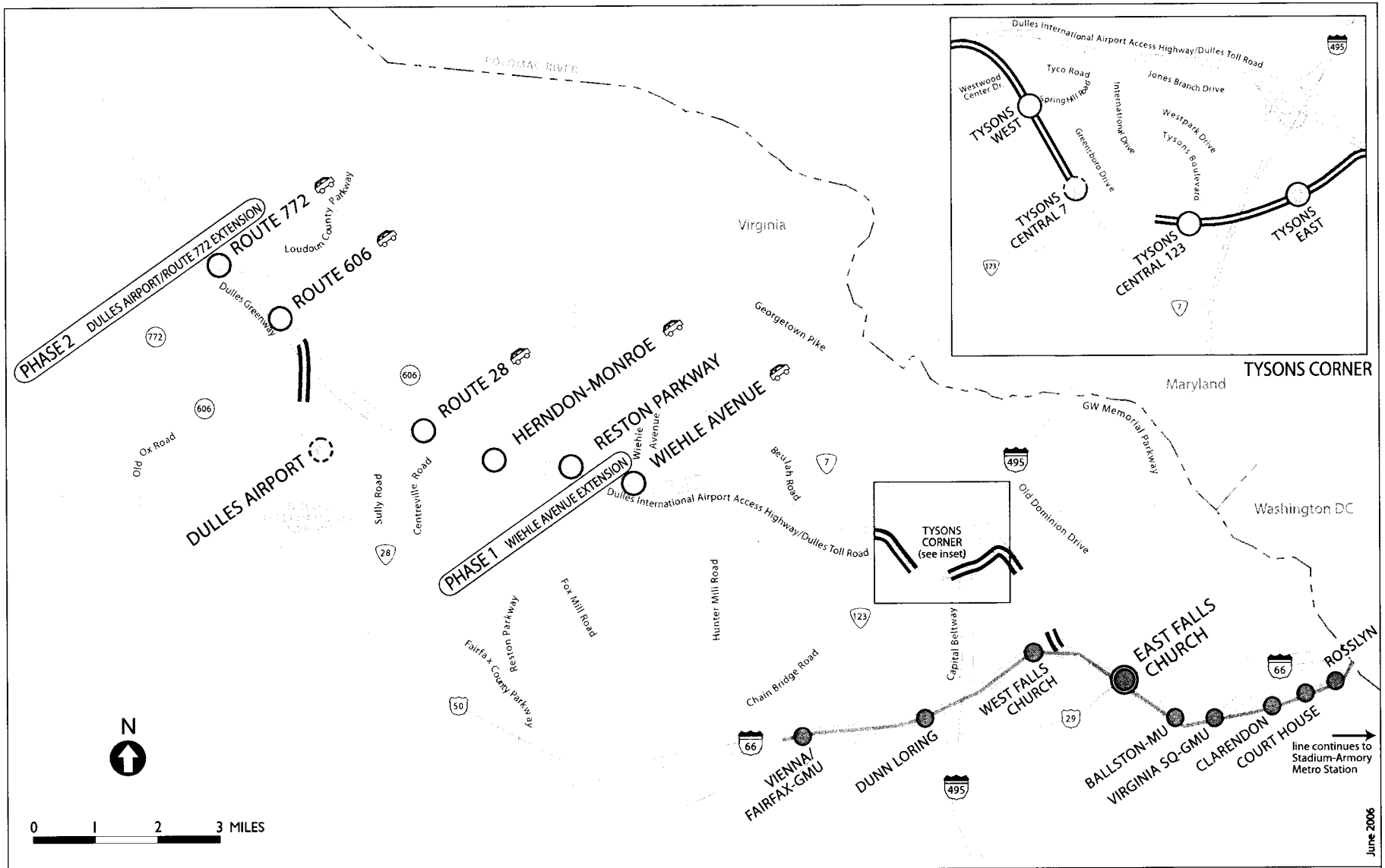


LEGEND

- Station
- Partially Below Surface Station
- Underground Track
- Elevated Track

DULLES CORRIDOR METRORAIL PROJECT

For more information
www.dullesmetro.com
703.288.7000



LEGEND

- Existing Orange Line Track and Station
- Transfer Station
- Parking
- New Station
- Partially Below Surface Station
- Underground Station
- Surface Track
- Elevated Track
- Underground Track

www.dullesmetro.com
703.288.7000

DULLES CORRIDOR METRORAIL PROJECT

A GLOSSARY OF TERMS FREQUENTLY USED IN STAFF REPORTS WILL BE FOUND AT THE BACK OF THIS REPORT

GENERAL DESCRIPTION OF THE APPLICATIONS

These applications have been filed to obtain approval of the special exceptions and determinations with regard to Sect. 2232 of the Code of Virginia to allow the construction of the five rail stations associated with Phase 1 of the planned extension of Metrorail service through the Tysons Corner Urban Center and along the Dulles Airport Access Road (DAAR) to Dulles Airport and into Loudoun County (hereinafter referred to as 'the Project').

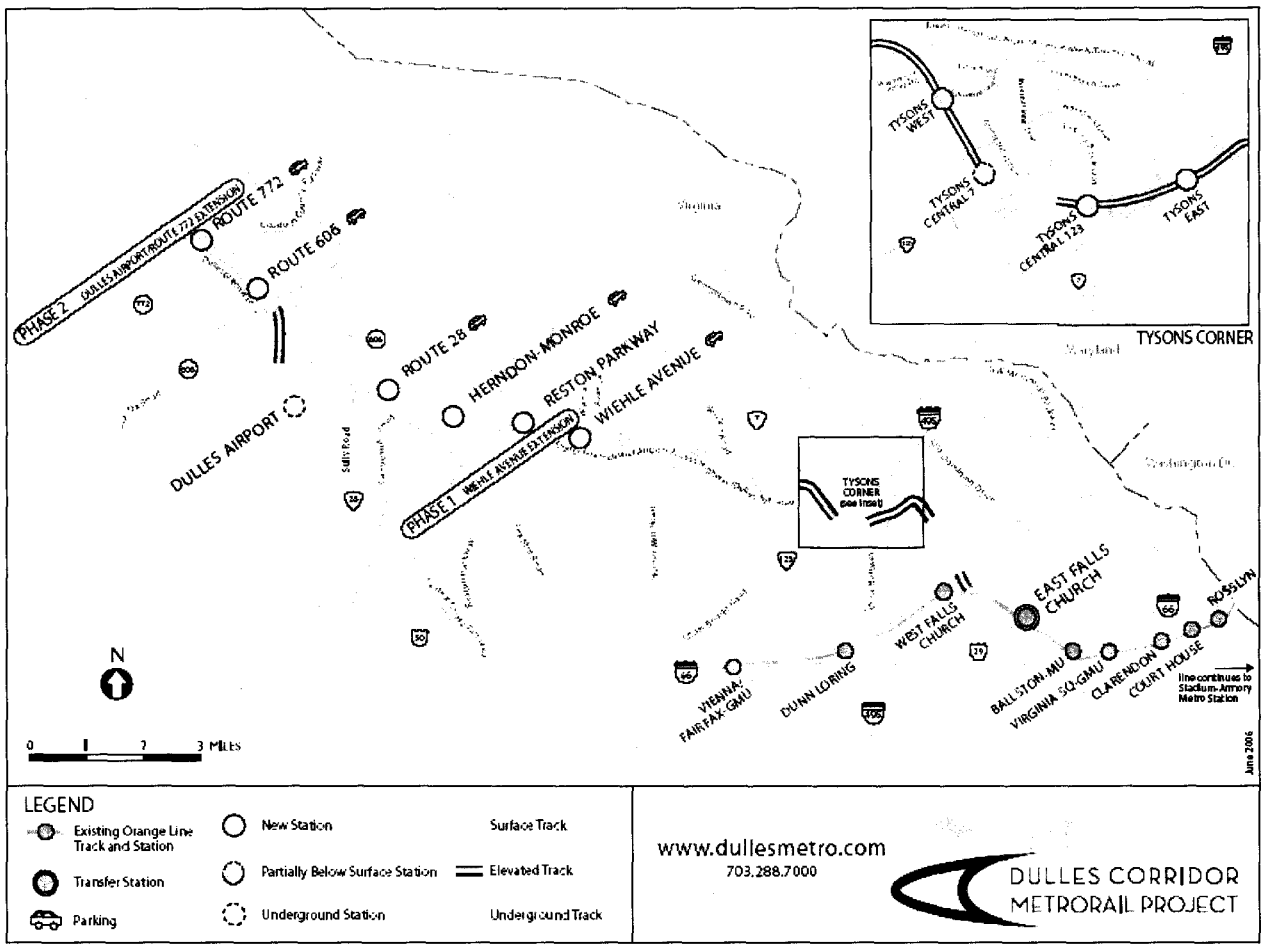
Phase 1 includes the construction of the rail, stations and associated facilities to the Wiehle Avenue Station, which is the first station beyond the Tysons Corner Urban Center. The pending applications reflect the Locally Preferred Alternative (LPA), the route, layout, facilities and other elements of Phase 1 of the rail Project that have been included in the environmental impact analysis required by the New Environmental Project Act (NEPA) process, including public hearings, associated with obtaining federal funding for the extension. The LPA is also the route which includes the short tunnel segment within Tysons Corner Urban Center, the stations and the other facilities on which the federal approval of the Amended Record of Decision on November 17, 2006, was based. (See the following section, entitled Location and Character for additional details regarding the route of the planned Metrorail extension). Previously, the Planning Commission found that the tracks and other appurtenant facilities, generally regulated as accessory electrically-powered regional rail facilities, satisfied the criteria of location, character and extent with the approval of 2232-MD06-10. Therefore, the pending actions have been filed only to address the stations and their associated facilities as the other parts of the system have been approved through the 2232 process and are permitted uses as described below.

The rail stations are defined by the Zoning Ordinance as "Electrically-Powered Regional Rail Transit Facilities" and are special exception uses in all districts except when located within the right-of-way of DAAR or an interstate highway, where they are permitted uses. The other elements of a regional rail transit facility (tracks and their supporting structures, traction power stations, train control rooms, stormwater management facilities and other similar items) are defined by the Zoning Ordinance as "Accessory Electrically-Powered Regional Rail Transit Facilities", which are permitted uses in all districts. Accessory electrically-powered rail transit facilities that are within 200 feet of an electrically-powered rail transit facility are deemed to be part of that facility and are a permitted use or a special exception use depending on the circumstances of that facility. For example, all electrically-powered regional rail transit facilities are permitted uses when such are located within the right-of-way of the DAAR or an interstate highway; however, when such a use is proposed within other kinds or rights-of-way, approval of a special exception is required.

Electrically-powered regional rail transit facilities are Category 4 special exception uses when not located within the right-of-way of the DAAR or an interstate highway. For reference, the definitions of electrically-powered regional rail transit facilities and accessory electrically-powered regional rail transit facilities contained in Article 20, Definitions, of the Zoning Ordinance are contained in Appendix 3 of this report. The provisions of Sect. 2-516 addressing accessory electrically-powered regional rail transit facilities and Sect. 2-517 addressing electrically-powered regional rail transit facilities are also included with the final appendices to this report, along with the applicable special exception standards.

LOCATION AND CHARACTER

The proposed Metrorail extension from the Orange line, which follows the route of Interstate 66 between the Ballston and Vienna Metrorail stations, is planned to depart from that line between the East Falls Church station and the West Falls Church station. The new line, which is also referred to as the Silver Line, will generally follow the route of the DAAR to the airport, with two stations to be located west of the airport, within Loudoun County. The extension of the Metrorail service to Dulles International Airport has been split into two phases. The first phase will extend service to Wiele Avenue and the second phase will extend Metrorail service to the airport and beyond into Loudoun County. This report addresses the stations for Phase 1 only, separate approvals will be sought for Phase 2.



A portion of the first phase of the Silver Line will depart from the DAAR and run through the Tysons Corner Urban Center along Route 123 and Route 7. Four of the five stations to be constructed with Phase 1 will be located within the Tysons Corner Urban Center. This segment will generally be an elevated track with the exception of a short tunnel where the rails make the turn between Route 7 and Route 123. The line will be located on the north side of Route 123 and along the median strip within Route 7. Pedestrian access to the stations will be provided directly into the station or via bridges across the travel lanes of each of these major arterials. It will be possible to use the bridges to the station to cross these roadways without going through the turnstile, i.e. without paying a fare. The fifth station, identified as the Wiehle Avenue Station, is to be located on the segment of the Metrorail extension located in the center of the DAAR right-of-way. Access to this station will be via pedestrian bridges above the travel lanes for the DAAR (both the toll road and the access road). The Wiehle Avenue Station will be the terminal station of Phase 1; Phase 2 will extend westward from the Wiehle Avenue Station and is expected to be the subject of future applications.

The following chart identifies each of the five stations included in Phase 1, identifies the special exception and 2232 applications associated with each station and gives a general location for each station. See the part of this report addressing each station for additional information regarding the location of each station and the surrounding development.

Metrorail Stations – Phase 1 Metrorail Extension to Dulles International Airport			
Station Name	Special Exception	2232 Application	Location
Tysons East	SE 2008-PR-033	2232-P08-10	Rt. 123 at Intersection with Colshire Dr. and Scotts Crossing Rd.
Tysons Central 123	SE 2008-PR-035	2232-P08-11	Rt. 123 at Intersection with Tysons Blvd. and Tysons Corner Center entrance
Tysons Central 7	SE 2008-MD-036	2232-MD08-12	Rt. 7 in vicinity of Tysons Sq. Center
Tysons West	SE 2008-MD-034	2232-MD08-13	Rt. 7 at intersection of Tyco Rd. & Westwood Center Dr.
Whiele Avenue	SE 2008-HM-038	2232-H08-14	West of the Wiehle Av. Bridge over the DAAR

BACKGROUND

History of the Extension of Metrorail Service to Dulles International Airport

Rail to Dulles International Airport has been a consideration since the construction of the airport with the Federal Aviation Administration (FAA) recommending that the median in the access road be reserved for rail in 1964. Other major milestones include:

- 1997 – Major Investment Study recommending rail in the Dulles Corridor
- 1999 – Virginia Secretary of Transportation establishes Dulles Corridor Task Force
- 1999 – Board of Supervisors establishes Dulles Rail as its highest Transportation priority
- 2000 – Federal Transit Administration (FTA) approves initiation of the NEPA process for the extension of Metrorail service in the Dulles Corridor
- 2004 – Phase 1 Tax Improvement District established to provide up to $400 million of the County's share of Phase 1 costs
- 2006 – Final EIS approved and Preliminary Engineering completed
- 2007 – Funding agreement executed between the County, the state, WMATA and MWAA

- 2008 – FTA authorizes the Project to begin final design and to initiate early construction activities such as utility relocation, property acquisition, design and reconstruction of Route 7, tunnel portal construction, and initial tie-in work to the Metrorail Orange line

Implementation of the Planned Metrorail Extension to Dulles International Airport

Rail to Dulles will be constructed as a design-build project, which means that design work will continue as the Project is being constructed. While this approach is recognized as a method of compressing the schedule and budget, it also means that certain design work will require County approvals after construction begins.

The following actions are anticipated during the course of constructing Rail to Dulles:

- 2008 – Application to the FTA for a Full Funding Grant Agreement (FFGA) to provide $900 million in federal funds for Rail to Dulles
- 2009 – MWAA executes the FFGA with FTA in early Spring; initiates full construction of the rail line and stations; seeks SE approval for expansion of the West Falls Church WMATA Service and Inspection yard
- 2010 – MWAA seeks SE approval for a kiss and ride lot located in the approximate area of the Tysons West Station; completes Preliminary Engineering for Phase 2 of Rail to Dulles which includes three stations in Fairfax County. A Transit Oriented Development, as a result of a development agreement with the County, at Wiehle Avenue station seeks Planning Commission approvals
- 2011 – MWAA seeks SE approval for three Metrorail stations in the Dulles Corridor; construction anticipated to begin on Phase 2 of Rail to Dulles
- 2013 – Rail to Dulles Phase 1 to Wiehle Avenue begins passenger service in late CY 2013.

Zoning Ordinance Amendment – ZOA-05-374

On July 25, 2005, following public hearings before the Planning Commission and the Board of Supervisors, the Board adopted ZOA-05-374, which among other things, did the following:

- Established the definition of "Electrically Powered Regional Rail Transit Facilities" as described above and excerpted in Appendix 1;

- Amended Article 9, Special Exceptions, to require approval of a special exception for electrically powered regional rail transit facilities, when such facilities are located outside of the rights-of-way for an interstate highway or the DAAR, and established new Sect. 2-517 (See Appendix 1) to address electrically powered rail transit facilities that are permitted uses;
- Established the definition of "Accessory Electrically Powered Regional Rail Transit Facilities" that are operated by WMATA, and as described above and excerpted in Appendix 1;
- Established such facilities as permitted uses in all districts, excluding the R-A, R-P, R-C and I-I Districts; however, when such facilities are located within 200 feet of an electrically powered regional rail transit facility when the accessory facilities are deemed to be part of the electrically power regional rail transit facility;
- Though exempting accessory electrically powered regional rail facilities from the minimum lot size, bulk, minimum open space and transitional screening yard requirements, the amendment established the following use limitations for accessory regional rail transit facilities (see Sect. 2-516 in Appendix 1):
    - The facility must minimize adverse impacts on adjacent properties though the use of landscaping, screening, design and architectural techniques;
    - All buildings containing mechanical or electrical equipment must be fully enclosed and architecturally finished on all sides;
    - Equipment structures on a lot cannot exceed a cumulative total of up to 9,350 sq. ft. and a height of 30 feet; and,
    - Outside storage is prohibited.
- Subjected all electrically powered regional rail transit facilities and accessory electrically powered regional rail transit facilities operated by WMATA to the agreement between WMATA and the County and subject all other regional rail transit facilities to special exception approval;
- Established a separate definition for WMATA non-rail transit facilities and clarified that such facilities are deemed to not include either accessory electrically powered rail transit facilities nor electrically powered rail transit facilities; and,
- Clarified that the 200-foot separation between rail road tracks and residential dwellings, specified in Sect. 2-412, does not apply to tracks associated with either accessory electrically powered rail transit facilities or electrically powered rail transit facilities.

As part of the amendment, a distinction was drawn between the more intensive Metrorail facilities such as rail stations, bus bays, parking areas and maintenance areas (now defined as electrically powered rail transit facilities) and less intensive facilities such as tracks, traction power stations and train control stations (now defined as accessory electrically powered rail transit facilities). The staff report also noted that railroad tracks are exempted from the provisions of the Zoning Ordinance. Most

importantly, the staff report noted and described the additional public hearing processes that all regional rail transit facilities must undergo, including the 2232 review for electrically powered regional rail facilities, whether or not such facilities are permitted uses or require special exception approval.

The proposed Metrorail extension to Dulles International Airport has undergone the public hearing processes required by the National Environmental Policy Act (NEPA) as part of the federal environmental review process. Through these public hearing processes, all property owners within 500 feet of the proposed Metrorail facility were notified by mail of the public hearing associated with the review of the environmental impact review process. Furthermore, this process enabled the public to comment on all of the facilities associated with the extension, including the stations, tracks, traction power stations, tie breakers, control station and other associated facilities. In addition, to the above processes, 2232 approval, also through a public hearing process within the County, is required for both types of facilities. Special exception approval is required for the stations and their related facilities, bus bays, parking areas, accessory facilities within 200 feet of the stations.

2232-MD06-10 (Appendix 2)

On January 18, 2007, the Planning Commission approved 2232-MD06-10, finding that the tracks, traction power stations, remote control rooms, stormwater management facilities and other facets of both phases of the proposed extension of Metrorail service to the Dulles International Airport (i.e. those facilities which are defined by the Zoning Ordinance as accessory electrically powered regional transit facilities), meet the criteria of location, character and extent pursuant to §15.1-2232 of the Code of Virginia. The Information Item sent to the Board by the Planning Commission noting this approval is contained in Appendix 2. The material includes maps identifying the route of the tracks and the locations of accessory facilities included in that application. The records of this action are on file with the Department of Planning and Zoning (DPZ) and the Planning Commission.

Memorandum of Agreement between the County and the State Letter to County Executive (See Appendix 3)

The planned Metrorail extension is also the subject of an agreement between the County and the Commonwealth of Virginia. The Memorandum of Agreement and an accompanying letter from the Secretary of Transportation for the Commonwealth describe how the proposed extension will be implemented. In a letter to Anthony H. Griffin, County Executive, dated June 14, 2007, Pierce R. Homer, Secretary of Transportation for the Commonwealth of Virginia designated the Metropolitan Washington Airports Authority (MWAA) as the project sponsor of this proposed

extension. The letter further outlined the continuing role of the state with regard to the implementation of Phase 1 of the planned Metrorail extension to Dulles International Airport (the Project). The letter provided specific guidance on interpretation of the MOU.

Previously, the project sponsor for federal financing from the Federal Transit Administration (FTA) had been the Virginia Department of Rail and Public Transportation (DRPT), which established the Project as a *state* project; as such subject to engineering review and approval and permitting by the state through its Department of General Services (DGS). Pursuant to this June 2007 letter, the state committed to assist MWAA in the completion of financing, preliminary engineering, design-build activities, right-of-way acquisition, environmental mitigation, utility coordination and relocation, permitting, intergovernmental agreement and public involvement. DRPT was designated as the project coordinator for the Commonwealth and was required to be co-applicant with MWAA for the approval of the requisite special exceptions and 2232 applications to be submitted to the County. VDOT was designated to assist MWAA with the acquisition of rights-of-way, easements and other land rights needed for the Project.

The Department of General Services (DGS) of the Commonwealth of Virginia was designated as the entity required to perform site plan review and inspections, and to issue all building permits for those portions of the Project located within the County of Fairfax, that is not owned by the federal government and/or MWAA. The Department of Conservation and Recreation (DCR) was designated as responsible for reviewing and approving all stormwater management plans, erosion and sediment control plans, land disturbing activity and construction within Chesapeake Bay Preservation areas. The letter further states that the stricter of the two requirements, either the state's or those of Fairfax County, will be utilized by DGS in the review of the engineering plans for the Metrorail extension. The County is required to transmit any development conditions imposed by the Board of Supervisors to DGS, which is charged with informing the County the extent to which the special exception condition were implemented as part of the site plans for the Project. To the extent that any or all of these special exception development conditions were not addressed by DGS during the process of carrying out its regulatory role for the Project, Fairfax County is permitted access to all approved plans and is permitted to inspect the Project to ensure that the special exception conditions are satisfactorily implemented by the Project. In addition, DGS shall verify that the facilities have conformed with all the requirements for issuance of a Non-Residential Use Permit (Non-RUP) contained in Sect. 18-704 of the County's Zoning Ordinance. The County is also granted access to the Project's facilities to inspect to ensure that all applicable requirements for the issuance of Non-RUPS have been met.

Record of Decision (Appendix 4)

On November 17, 2006, the Federal Transit Administration issued an Amended Record of Decision, stating that the FTA has determined that the Dulles Corridor Metrorail Project had satisfied the requirements for the National Environmental Policy Act (NEPA) of 1969. This determination was based on the Final EIS (Environmental Impact Statement) which was developed to respond to comments and issues raised during the circulation of the Draft EIS and the Supplemental Draft EIS. The Record of Decision noted that the following environmental impacts had been addressed to the extent possible by the Project: property acquisition; land use; historical and archeological resources; wetlands; noise and vibration; traffic and transportation.

The Record of Decision further noted that the Project conforms with Air Quality Plans for the Washington Metropolitan Area, found that the Project conforms with Section 4(f) of the Department of Transportation Act of 1966 which affords protection to features such as parks, wildlife refuges and historic sites by finding that the Project had included all possible planning to minimize impacts to these types of resources. The FTA found that the Project's encroachments on floodplains have been minimized to the extent possible and that the remaining encroachments represent the only practicable alternative, which the Project will continue to try and reduce. The report notes that the placement of new piers in the streams affected by the Project will not raise the flood level by more than one foot. The report also states that all encroachments will need to be designed to conform to Federal, State and local regulations regarding floodplains. Finally, the FTA also noted that all wetlands that may be destroyed (approximately 5 acres) will be compensated as follows: on a 1 to 1 basis for emergent wetlands (approximately 1 acre) and on a 2 to 1 basis for wooded wetlands (approximately 4 acres).

Tysons Corner Land Use Task Force

The current Comprehensive Plan provides a vision for substantial change in the Tysons Corner Urban Center so that it will become more pedestrian and transit oriented. The current Comprehensive Plan recommendations for the Tysons Corner Urban Center contain numerous objectives including to:

- Create an improved sense of place and function;
- Create centralized areas of relatively more intense development;
- Encourage development of additional housing, including affordable units;
- Encourage mixed-use development;
- Develop a cohesive pedestrian system; and
- Develop mass transit options as well as other transportation strategies.

On March 21, 2005, the Board of Supervisors established the Tysons Coordinating Committee to work with staff on a special study to evaluate and review the rail-related land use recommendations of the current Comprehensive Plan for the Tysons Corner Urban Center. On May 23, 2005, the Tysons Corner Land Use Task Force was established, its role was clarified and its membership was expanded by the Board of Supervisors. The Tysons Corner Land Use Task Force mission was to formulate recommended Plan revisions that will: promote mixed use; facilitate transit-oriented development; enhance pedestrian connections throughout Tysons; increase the residential component of the density mix; improve the functionality of the area; and provide for amenities and aesthetics such as public spaces, art and parks.

The Tysons Corner Land Use Task Force has been working with staff, consultants hired by the County to support the re-planning effort and holding numerous public meetings with citizens. The information presented at the citizen meetings as well as the handouts to the Task Force are available on the County web site at http://www.fairfaxcounty.gov/dpz/tysonscorner/. On September 22, 2008, the chairman of the Task Force, presented the Task Force's recommendations for the future amendments to the Tysons Corner Urban Center portion of the Plan to the Board of Supervisors. This presentation is also available on the County web site. The recommendations of the coordinating committee reflect transit-oriented development based on the station locations included in LPA which are being addressed by these applications and a proposed circulator system within the Tysons Corner Urban Center that is also being proposed to supplement the planned rail system. Staff is currently preparing proposed Plan text and the Planning Commission has established a sub-committee for the consideration of the proposed Plan text, which is anticipated to go to public hearing in 2009.

COMPREHENSIVE PLAN PROVISIONS

Plan Areas: Area II and Area III

Planning Districts: Tysons Corner Urban Center and Reston Herndon Suburban Center

The Comprehensive Plan provides the following guidance with regard to the extension of rail service through the Tysons Corner Urban Center and to the Dulles International Airport. On pages 10 - 12 of the Tysons Corner Urban Center of the 2007 edition of the Area II Plan the Plan states:

CONCEPT FOR FUTURE DEVELOPMENT: VISION FOR THE URBAN CENTER

> Over the next 20 to 30 years, Tysons Corner is envisioned to evolve into a more urban environment, while retaining the best features of a suburban activity center. On one hand, the Tysons Corner area should continue to combine all the kinds of businesses and activities that create an exciting and attractive city with activity

beyond daytime business hours. Many of these businesses and housing units will be in high rise buildings, but these buildings will be sited closer together to be better served by pedestrian facilities and transit. The highest development intensities and the most "urban" areas of Tysons Corner will be located within designated core areas and within walking distance of future rail stations. On the other hand, Tysons Corner should preserve those highly valued suburban features such as usable open space and a scale of development appropriate to serve as a good neighbor to adjacent single-family residential areas.

Tysons Corner is envisioned to contain more housing within walking distance of jobs; circulation systems that are not auto-dependent; and a wide variety of community level retail and service uses that meet the daily needs of workers and residents alike. While the automobile will remain the major transportation mode serving Tysons Corner, more workers and residents in Tysons Corner will have the opportunity to get to their destinations by walking, by rail, or by riding on a shuttle bus system or "people mover" circulation system. More future commuters and visitors to Tysons Corner will be able to leave their cars at home and travel by rapid rail transit and local circulation systems. More people will arrive in carpools or vanpools, or work flexible hours to avoid the rush hour traffic. Workers and residents in Tysons Corner will be able to do everyday errands, or meet a friend for dinner and a movie, without getting into an auto. Shoppers will be able to go to both regional malls safely and easily, without moving their cars from one parking structure to the other. Out-of-town visitors will be able to take rapid rail from Dulles International or National Airport to Tysons Corner, stay in a hotel, and attend a convention in a trade center: they should be able to take clients to dinner or relax at the local health club, all without renting a car. The Tysons Corner of the future should function efficiently without exclusive reliance on the auto to reach home, shops, work and recreation.

Extensive streetscaping with tree-lined sidewalks connecting buildings, will make walking safe and pleasant. Urban parks and plazas will be enhanced for year-round visual enjoyment with landscaping, works of art, benches and fountains. Opportunities for recreation will be created throughout the Urban Center. Recreation might take the form of an after-work game of basketball on a court on top of a parking structure; or it might be a lunch-hour jog on a trail up Old Courthouse Branch Stream Valley Park; or a brown-bag lunch in a plaza. Overall, Tysons Corner should incorporate some of the best features of the urban environment in terms of its efficiency and vitality, while retaining some of the suburban character that befits its function and location as one of this nation's premier suburban centers.

Major Objectives for Tysons Corner

The following major objectives for the Tysons Corner Urban Center provide a general framework to achieve the Goals for Fairfax County and to pursue this future vision. The following objectives are all important and are not prioritized:

1. Preserve and enhance Tysons Corner as a vital employment, retail and general business center serving the metropolitan Washington region and beyond.

2. Create an improved sense of place and function to promote the market success of the area, recognizing that meeting the present and future functional needs of commercial, employment and residential uses is important to protect and enhance existing economic activities and to provide for future high-quality development.

3. Preserve and protect existing stable residential neighborhoods adjacent to the boundaries of Tysons Corner.

4. Create centralized areas of relatively more intense development (core areas) for large-scale development, and less intense non-core areas that provide a transition to neighborhoods outside Tysons Corner's boundaries.

5. Encourage development of additional housing, including affordable units, in Tysons Corner so that employees may live near their workplaces, thus reducing the number and length of commuter auto trips.

6. Encourage mixed-use development that permits a combination of uses for market synergy. Such development should include pedestrian and auto circulation systems which integrate the development both internally and externally, resulting in high-quality design for a transit- and pedestrian-friendly environment.

7. Encourage development to achieve a more urban form through appropriate building heights, setbacks, building bulk and site design.

8. Develop a cohesive pedestrian circulation system linked to open spaces such as plazas, courtyards, greenways and parkland, in order to facilitate walking and reduce reliance on private automobiles.

9. Develop mass transit options, transportation strategies and planned highway improvements to mitigate traffic impacts in Tysons Corner and in adjacent residential neighborhoods.

10. Encourage improvement of environmental management regarding air and water quality.

11. Protect the remaining environmentally sensitive areas by preserving them as private or public open space.

12. Implement mechanisms that are necessary to carry out the intent of the Tysons Corner Plan, to ensure that its vision can become reality.

The attainment of the above objectives for the Urban Center, as well as the general and specific land use recommendations presented in this Plan, will assist in accommodating projected growth in employment and population while reducing dependence on the private automobile for local travel. This will be facilitated by encouraging a more urban form through such techniques as reducing minimum building setbacks; increasing allowable densities both for residential and non-residential uses; and linking those uses to serve both pedestrians and transit users. The net effect is to create a positive visual image, while simultaneously creating the concentration of employment and population needed to enhance transit usage.

On pages 25 - 26 of the Tysons Corner Urban Center of the 2007 edition of the Area II Plan the Plan further states in part:

LAND USE

To further define the broad Vision for the Urban Center and its objectives, a Land Use Concept was formulated which identifies an ultimate quantity and general distribution of development. In addition, since achievement of the vision for Tysons Corner as the County's Urban Center will be a long-term process, guidance on land use compatibility and land use flexibility is provided in this section.

QUANTITY OF DEVELOPMENT

The Plan's development potential for Tysons Corner is based on an analysis of future planned infrastructure and environmental constraints. The capacity of the planned transportation system (which includes rapid rail transit serving the Dulles Corridor and 18 additional lanes of roadway serving the area) is the major influence in establishing the area's maximum development potential. By optimizing the capacity of the planned transportation system, Tysons Corner's development potential was determined to be almost twice the area's current (1993) development level. This magnitude of potential growth represents the highest intensity recommended for each parcel, including potential development intensification associated with the provision of rapid rail transit through the core of Tysons Corner that would connect to Dulles International Airport. If this maximum is achieved, build-out would result in over a 90% increase in development square footage above the 1993 development level which represents a 20% increase above the zoning envelope. This Plan also allows for more than a doubling of residential development over the 1993 development level. The expected timeframe for achieving the maximum build-out would be 30 to 40 years, depending upon the pace of future development and the presence of rail. However, it is not likely that the maximum build-out would be totally achieved, for it would necessitate every site developing at the maximum. Some existing site constraints and market conditions may result in development below the maximum intensity....

Under any scenario, the planned transportation system will need to be fully implemented including the provision of rapid rail service, if an acceptable level of service is to be maintained on the roadways. In 1993, the overall transportation level of service was at the D/E boundary, and exhibited a 10% HOV mode split. If Tysons Corner were to fully develop under the current zoning envelope, the overall level of service would deteriorate to E/F even with a 20% HOV mode split. At the Plan's maximum build-out, an HOV mode split greater than 20% would be required to maintain the level of service at the E/F boundary. Rail service through the center of Tysons Corner will best serve the existing and future employment concentrations, and is needed to accommodate the Plan's maximum build-out. Prior to rail service being provided to Tysons Corner, other transit enhancements and transportation demand management programs will be needed to accommodate additional development within an acceptable transportation level of service. (See Transportation Section for more information about transportation assumptions, improvements and conditions for future development).

On pages 30 - 31 of the Tysons Corner Urban Center of the 2007 edition of the Area II Plan under the sub-heading "Transit Station Areas" under the heading "Land Use Pattern" the Plan further states in part:

Transit Station Areas

Rapid rail transit, although considered in planning concepts for Tysons Corner for over 20 years, has yet to become a reality. However, studies are underway by the Virginia Department of Rail and Public Transportation (VDRPT) to study the feasibility of an alignment within the Dulles Access Road Corridor with consideration of alternative alignments through the center of Tysons Corner. The alignment and its station locations will play a major role in shaping the area into the "Urban Center".

The Plan envisions three rapid rail transit stations on an underground alignment through the center of Tysons Corner, although an elevated alignment or a combination underground/elevated alignment should not be precluded as an alternative. These stations are envisioned to be generally located along Dolley Madison Boulevard at Westgate; on Route 123 between the Tysons II and Tysons I activity centers; and on Route 7 west of Westpark Drive. The planned level of intensity and mix of uses around the proposed transit stations would vary. Sites directly adjacent to a rail station or appropriately within 1,000 feet of the platform are planned for mixed-use development with intensities up to 2.0 FAR in the area between the Tysons II and Tysons Corner Center shopping malls (i.e. core areas), and up to 1.5 FAR in the Route 7 and the West Gate station areas (i.e. non-core areas). Sites within approximately 1,000 to 1,600-feet walking distance of the platform may be planned for increased intensities up to 1.65 FAR in the core and 1.0 in non-core areas. Within transit station areas, compatible transitions to existing development should be created and housing is encouraged to achieve the Plan's recommendation. Beyond 1,600 feet from the transit station, transit's influence on intensity will not be significant, since sites within this range will already have relatively high intensity, i.e., between .60 and 1.0 FAR. The areas beyond 1,600 feet of the station platform will need supplemental transit services such as shuttle buses or a fixed guideway "people mover" with short headways, to provide commuters with a reliable and effective alternative to their automobile. Further guidance on the maximum overall intensities for each potential transit station area is identified in the Land Unit Recommendations and bonus intensity for building housing is provided as indicated at the end of this section under Alternative Future Land Use Guidelines. For guidance on development intensification that coincides with the programming for design and construction of rail stations, see the Development Review Guidelines.

If the alignment is within the DAAR corridor with the only station at the Tysons Westpark site, the rapid rail transit service will have a relatively minor role in shaping the land use pattern because there are limited opportunities for redevelopment near that proposed site. Further, that site is located more than one-half mile from the major employment centers of Tysons Corner. In general, studies and experience have found that the greatest impact on development will occur within walking distance of rapid rail stations, which is generally defined as 1,600 feet from the station. Therefore, pedestrian traffic to and from the site will be limited since the area's existing and future employment concentrations are over one-half mile away. The availability of a substantial shuttle bus system or fixed guideway/people mover will be needed to serve Tysons Corner's employment concentrations. If, however, the alignment is through the center of Tysons Corner, preferably underground, the rail service could play a substantial role in providing increased access to the major employment concentrations within the core and areas adjacent to the core.

On pages 58 of the Tysons Corner Urban Center of the 2007 edition of the Area II Plan the Plan further states in part:

TRANSPORTATION

Travel within and through Tysons Corner is affected by land uses and transportation facilities in neighboring areas as well as throughout the Northern Virginia region. The transportation network for this area is comprised of many elements which relate to the more extensive County and regional facilities, services, and policies. Transportation planning for Tysons Corner should be integrated with transportation planning for regional highway and transit facilities.

On pages 67 - 71 of the Tysons Corner Urban Center of the 2007 edition of the Area II Plan under the sub-heading "Public Transportation Improvements" under the heading "Transportation Recommendations" the Plan further states:

Public Transportation Improvements

The land use concept for Tysons Corner recognizes that the recommended road improvements alone cannot sustain the Plan's development potential. In order to maintain the healthy evolution of Tysons Corner into the 21st Century, there will be a need for public transportation improvements in the following areas: rapid rail transit; circulation systems to interface with rail transit; high-occupancy vehicle (HOV) facilities; and transportation demand management measures and programs. These recommended public transportation improvements are described below.

Rapid Rail Transit

The land use concept rests on an assumption that the modal share of high-occupancy vehicle trips will double in the future with the extension of rail transit service to the Urban Center, in combination with other HOV facilities and support programs. Such a rail connection would take the form of an extension from the West Falls Church-VT/UVA Metro Station to Dulles Airport. Horizontal alignments under consideration include staying within the median of the Dulles Airport Access Road (DAAR), with a transfer connection into Tysons Corner, or diverting from the DAAR corridor and directly traversing Tysons Corner via one of several routes. The vertical alignment would stay at-grade for a facility within the DAAR, while an above or below-grade alignment would be required for rail options which pass through the core area of Tysons Corner.

...Under the preferred alignment, the rail extension from West Falls Church would be diverted from the DAAR through the core of Tysons Corner, and connect back to the DAAR west of Route 7, with three stations to serve Tysons Corner. A tunnel rather than an elevated alignment is the preferred mode, in order to create minimum disruption to the area, while affording maximum flexibility in locating stations in conjunction with future development concentrations.

The advantage of an alignment that penetrates Tysons Corner, rather than skirting its edge, is that it would provide direct service to the large employment concentrations and the super-regional shopping malls of Tysons Corner, the economic engine of Fairfax County: Tysons Corner generates more tax dollars than any other single area in the County. Thus Tysons Corner is a major magnet attracting people to do business in the County and the Washington region, due to Tysons Corner's strategic location between Washington, D.C., and Washington Dulles

International Airport. The wide variety of commercial activities attract people from all over the metropolitan area and tourists from out-of-state. A rail transit alignment through Tysons Corner would tap this large pool of patronage because of the efficiency of direct service.

The underground alignment offers the advantages of being less disruptive and more convenient. For example, an underground rail transit system would not intrude visually as would an elevated system in the roadway median. Construction of an underground system would also be less disruptive, not requiring the road closings and other interruptions that surface construction cause. An underground alignment also offers opportunities for flexibility in siting stations. For example, an underground system could directly serve the entire Tysons Corner Core Area which includes both super-regional shopping malls and the Greensboro Drive area through the strategic siting of an underground station that offers underground access connections from convenient above ground entrances. An underground system also offers pedestrians protection from bad weather and the means to avoid crossing busy arterials.

Under the option where rail transit remains in the DAAR median, the Tysons/West*Park bus transit center under development at the intersection of Spring Hill Road and the DAAR would be the most likely location for a future rail transit station. This station is located on a transitional edge, not in the core of Tysons Corner which contains most of the area's employment. If rail transit service is available only to this point at the edge of Tysons Corner, an extensive people mover system would be required to adequately serve commuters to and from key trip destinations in the Tysons Corner area. This supplementary circulator system's additional costs to build and run should be evaluated as a component of the DAAR rapid rail alignment under the VDRPT study. The circulator system would have to run all day with short headways in order to provide the necessary efficiency to convince commuters to leave their autos at home and rely on transit to get to work, to meetings, and to appointments. In addition, transferring to a circulator system would add another mode to a commuter's daily trips, a factor that often discourages ridership. Although the rail station at Tysons/West*Park offers the advantages of being the easiest to construct and least expensive because the land is already committed for a station, these advantages must be considered in terms of the long range implications of rail transit service that only skirts the edge of the County's "downtown." The interests of the County as a whole are best served by a rail transit system that penetrates the core and brings riders to the jobs and shopping that are a major part of the foundation of the County's economic well-being.

Circulator System to Interface with Rail Transit

Under any of the rail transit options, Tysons Corner will need transit circulation systems to interface with the rail transit service. In its simplest form, this would involve feeder buses and related ancillary facilities to provide for convenient transfer of modes and quick transit trips to destination points. A more advanced option would be to provide a fixed-guideway "people mover" system that could move transit riders quickly and efficiently to key destination points away from the transit station areas.

If the DAAR mainline alignment is chosen to serve the Dulles Corridor, the need for such a fixed-guideway circulator system to serve the area becomes more critical, because only a single transit station would serve Tysons Corner at Spring Hill Road and the DAAR. There is little opportunity at that location for creating a concentration of higher intensity transit-related development, or facilitating walk trips to and from the station. Over a 5-15 year time period, this circulation need can be

addressed with feeder buses bringing patrons to and from the Tysons/West*Park station at Spring Hill Road. Over the longer term, as development levels in the Urban Center increase, a fixed-guideway people mover system connecting to the rail station could fulfill the role of connecting rail transit riders to key trip destinations.

Figure 18 (omitted) shows two alternative circulator concepts to interface with a future rail transit line. This figure illustrates two concepts, but many other variations of each concept can be considered in order to design the system that best serves Tysons Corner after the rapid rail alignment has been determined. The loop concept could connect more trip destinations. The number of internal traffic trips would be reduced within Tysons Corner by providing this enhanced transit service. Conversely, the point-to-point system shown could serve many of these same areas while also providing the opportunity to provide fixed-guideway transit connections into the Urban Center from the south. Under one scenario, the line could extend from the Tysons/West*Park station south along International Drive and Gallows Road, to connect to the Merrifield area and the Orange Line at the Dunn Loring Metro Station. This would provide for fixed-guideway transit service into the Tysons Corner area from points served by the future Orange Line to Centreville, and help to alleviate the imbalance of forecasted traffic to the Urban Center from the south and western portions of the County. Both of these circulator concepts should be studied in conjunction with the study of rail transit alternatives in the Dulles Corridor.

On pages 20 - 21 of the Upper Potomac Planning District of the 2007 edition of the Area III Plan under the heading "Reston-Herndon Suburban Center and Transit Station Areas" the Plan further states:

RESTON-HERNDON SUBURBAN CENTER
AND TRANSIT STATION AREAS

OVERVIEW

The Reston-Herndon Suburban Center represents one of the County's premier employment locations. The Center, which surrounds the Dulles Airport Access Road from Hunter Mill Road to Centreville Road, varies in character of development from areas almost completely developed as medium intensity office to the Reston Town Center which is planned as a high intensity mixed-use area. The proximity of the Washington Dulles International Airport and the excellent regional access make this area appropriate for a variety of residential and employment land uses.

The area surrounding the Reston-Herndon Suburban Center consists primarily of residential development, including many stable low and medium-density residential areas within the planned community of Reston. Very low density residential development occurs to the east of the Reston-Herndon Suburban Center. These communities help to form a low density residential transition between the Reston-Herndon Suburban Center and the Tysons Corner Urban Center.

CONCEPT FOR FUTURE DEVELOPMENT

The Concept for Future Development identifies the Reston-Herndon Suburban Center as one of several mixed-use employment centers located in Fairfax County. The intention of the Suburban Center designation is to capitalize on the opportunity to provide future housing and employment locations, while still maintaining the integrity of existing, nearby land uses. The Suburban Center is developed primarily with office uses, although there are a few areas within the Suburban Center where industrial "flex" and research and development uses remain.

The Reston-Herndon Suburban Center also encompasses three of the four Transit Station Areas in the Dulles Corridor. The purpose of the Transit Station Area designation is to optimize development opportunities associated with transit stations while maintaining the stability of existing, nearby land uses. In addition, these areas should allow a mixture of residential, office and retail uses and provide opportunities for joint public-private development.

On pages 21 - 27 of the Upper Potomac Planning District of the 2007 edition of the Area III Plan under the heading "Reston-Herndon Suburban Center and Transit Station Areas" under the sub-heading "Concept for Future Development the Plan further states:

SUBURBAN CENTER AREAWIDE RECOMMENDATIONS

The purpose of the planning recommendations for the Reston-Herndon Suburban Center is to guide and direct development by recognizing both future opportunities and constraints. The land use recommendations are based upon the concept of concentrating development in a limited area, and preserving the existing stable neighborhoods in the vicinity of the Reston-Herndon Suburban Center.

The following recommendations are intended to help achieve broad planning objectives for the four Transit Station Areas in the Dulles Corridor (the three in the Reston-Herndon Suburban Center and the Route 28/CIT Transit Station Area in the Dulles Suburban Center). This guidance establishes a general framework for the specific Transit Station Area land unit recommendations.

Development Pattern

The planning objectives for the Transit Station Areas seek to change the pattern of development that has shaped the Suburban Center area over the last three decades. The previous plan guidance encouraged low and medium intensity office development in a suburban setting throughout most of the Suburban Center, with a more concentrated node of development at the Reston Town Center. The new plan recommendations encourage a more urban and transit-oriented development pattern. The objective is the creation at each Transit Station Area of a pedestrian-oriented core area consisting of mixed-use development that includes support services while maintaining transitional areas at the edges of the TSAs. The plan recommendations, together with the urban design guidelines seek to improve pedestrian and bicycle circulation throughout the Transit Station Areas to encourage non-vehicular trips to and within the TSAs.

- *Protecting Existing Low Density Residential Areas* – It is important that future development does not negatively impact the surrounding residential

communities. The majority of the existing communities are low density residential neighborhoods comprised largely of single family detached homes. In most instances, these communities are separated from the Transit Station Areas by major roadways. However, it is important that adequate screening, buffering and other design measures be incorporated into new development to mitigate any adverse impacts and to maintain an "edge" to define the limits of the Transit Station Areas.

- *Housing Diversity* – To ensure that housing is provided in the Transit Station Areas that meets the needs of a wide variety of residents, affordable housing strategies should be integrated into development proposals with a residential component in order to achieve the maximum development potential under the Plan. Such housing should be provided in accordance with the Affordable Dwelling Unit Ordinance and/or other Board-adopted policies regarding affordable housing.

- *Parcel Consolidation* – For all development proposals involving increased intensity/density above the baseline recommendation, substantial parcel consolidation should be encouraged. Parcel consolidations should be logical and of sufficient size to allow projects to function in a well-designed and efficient manner. In general, any unconsolidated parcels should be able to develop in conformance with the Plan or should represent stable development.

- *Coordinated Development Plans* – To facilitate coordination of design, pedestrian circulation, and transit-oriented amenities, development plans should depict the proposed development's relationship to, compatibility and integration with actual or potential development of surrounding areas through the provision of pedestrian linkages, open space, and other urban design amenities including plazas and courtyards.

- *Interparce access* – Pedestrian, bicycle, and when appropriate, vehicular access among parcels should be provided to facilitate movement throughout the Transit Station Areas and reduce the number of curb cuts required on the major streets in the Transit Station Areas.

- *Retail and Hotel Uses* – Free-standing retail uses are prohibited in all mixed-use projects proposed involving increased intensity/density. Retail uses should be integrated into buildings containing other uses, such as office, hotel or residential uses. In addition, retail uses should be designed and developed in a manner such that pedestrians are encouraged to remain on-site as the retail uses found within the development provide a full range of services to both the area's residential occupants and office tenants. By allowing residents and employees within a mixed-use node to have a number of their needs satisfied on-site, the need to travel off-site is reduced, and in-turn, the number of vehicle trips generated during the day is decreased. Support retail uses may include, but are not limited to dry cleaners, banks, delicatessens, child care facilities, and other similar support goods and services uses.

  Hotel uses are encouraged as part of the mixed-use options because they have less of an impact on the road network, they generate potential pedestrian traffic and they provide a source of transit system riders.

- *Child Care and Other Support Institutional Uses* – Child care and other institutional uses of a support nature are appropriate for all mixed-use areas

planned within the Transit Station Areas of the Reston-Herndon Suburban Center. The incorporation of a diversity of uses in close proximity to one another is instrumental to creating vibrant, mixed-use areas. By providing needed services within a concentrated area, convenience as well as accessibility to these uses is increased, and as such, there is a greater likelihood that individuals will make the decision to use transit rather than the private automobile. Convenience and accessibility to a mix of uses will also lead to an improved quality of life.

- *Noise Attenuation* – The mixed-use options identified in the Transit Station Area recommendations below may result in residential and associated recreational uses being located in close proximity to the Dulles Airport Access and Toll Road. As a result, appropriate measures should be taken to attenuate the noise inside residential buildings and where appropriate, provide barriers for outside recreation areas to minimize the impact of highway noise on these uses.

- *Air Rights* – The location of the proposed transit stations in the median of the Dulles Airport Access Road impacts the opportunity to take full advantage of the transit system. Air rights development may, in the future, provide a means to bring people and activities in closer proximity to the transit station platform. Although no specific land use recommendations are included in this Plan for air rights development, the County and private development community should explore the appropriate level of land use planning for future air rights development.

- *Joint Public/Private Development of Publicly Owned Properties* – The County owns two parcels in the Suburban Center that are used for parking facilities to support existing transit in the Dulles Corridor. Consideration should be given to future redevelopment of these sites to allow continued parking in the Transit Station Areas but also to maximize the use of the sites for transit-oriented development to take advantage of the proximity these parcels have to the proposed station platform locations.

- *Educational Institution(s)* – An educational institution would be an appropriate complementary use to the other uses planned for the Transit Station Areas in the Reston-Herndon Suburban Center and should be encouraged in one or more of the Transit Station Areas. Buildings housing an educational institution should, whenever possible, include support retail and/or support service uses to encourage transit use by students and staff.

Accessibility

- *Pedestrian/bicycle access* – Pedestrian-friendly sidewalks and paths should be provided throughout the Transit Station Areas to facilitate non-vehicular circulation in, through, and around the Transit Station Areas. Additional guidance is provided in the Urban Design Guidelines for the Transit Station Areas. Pedestrian connections to the station platforms at Reston Parkway and Wiehle Avenue should be provided from all four quadrants of the intersections of those two roads and the DAAR.

- *Feeder bus/circulator shuttle service* – Development along the major streets in the Transit Station Areas should be designed to facilitate access to the area by feeder bus service.

- *Station Access* – In order to maximize access to station platforms, connections should be provided from the station to all four bordering land quadrants. These connections should include pedestrian amenities and features, such as bridges and/or tunnels across major roadways and moving sidewalks, to help span the distance between existing development and the station platform.

DEVELOPMENT REVIEW GUIDELINES

Land Use

The Transit Station Area land unit recommendations provide site-specific guidance that establish planned uses and intensity and often provide options for development allowing higher intensities based upon compliance with specified conditions. These options are designed to be transit-supportive. The transit-oriented options may be considered once a Full Funding Grant Agreement or a comparable funding agreement to design and build the Bus Rapid Transit (BRT) phase of the Dulles Corridor Rapid Transit Project, that includes funding for construction of transit stations in the median of the Dulles Airport Access Road, has been executed by all funding stakeholders. The rail-oriented mixed-use options, which allow the highest intensities in the Transit Station Areas, may be considered once a Full Funding Grant Agreement or comparable funding agreement to design and build the rail phase of the Dulles Corridor Rapid Transit Project has been executed by all funding stakeholders. Approval of all planned and optional land uses and/or intensities are based upon the fulfillment of objectives outlined in the Areawide recommendations and the specific land unit recommendations.

It is important that projects under the mixed-use options be phased to ensure the development of both the residential and non-residential components. This requires that the residential and non-residential components be developed at the same time or that the different uses be phased in such a way to ensure that no one component is completed before there is substantial progress on the other components.

The mixed-use recommendations in the Plan seek to establish parameters for future development by suggesting a minimum, a maximum, or a range of percentages for residential and non-residential uses. These percentages are meant to be guides and they may need to be adjusted on a case by case basis in order to further other planning objectives. For example, a mixed-use project that contains an educational use recommended in the Plan may not be able to achieve the minimum percentage of residential use or may exceed the maximum for non-residential use.

Transportation

The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be used in the evaluation of development proposals. The transportation recommendations for the Reston-Herndon Suburban Center are contained in the District-Wide Recommendations for the Upper Potomac Planning District, and in the Transportation Recommendations for the Greater Herndon Community Planning Sector (UP4) and Reston Community Planning Sector (UP5). In addition, the following transportation recommendations should be addressed:

- *Planned Roadway improvements* – The planned roadway improvements in and around the Transit Station Areas should be completed in a timely fashion. These improvements are necessary to ensure the continued functioning of the road network in the vicinity of the transit station areas.

- *Feeder Transit Service* – A feeder transit system, whether it be bus, light rail, monorail or some combination of transit types, should be provided which collects passengers from the surrounding communities and transports commuters and other riders to the transit stations. A feeder service of this nature is critical to reducing vehicle trips into each Transit Station Area and decreasing the need for parking at each transit station.

- *Land Use/Transportation Balance* – The Comprehensive Plan recommendations for the Transit Station Areas are designed to encourage transit-supportive development and redevelopment in the Dulles Corridor. In order for this effort to be successful, a balance between land use and transportation must be achieved at specific sites and within the corridor as a whole. This balance will be maintained and monitored in two ways: first, at such time as 50% of either or both non-residential or residential development potential has been reached within a Transit Station Area, the land use and transportation needs of the Transit Station Area will be re-evaluated by the County. Second, to ensure transportation system adequacy as the corridor continues to develop, conditions will apply to development above the baseline Comprehensive Plan recommendation in each TSA. The conditions include: 1) provision of a detailed transportation analysis during the development review process which will determine transportation improvements needed to support the development and 2) provision of developer contributions for Transportation Demand Management (TDM) programs and/or roadway improvements above those planned for area roadways.

- *"Non-degradation" Policy* – Applicants requesting consideration of the rail-oriented options, which allow the highest intensities of the optional recommendations, should demonstrate that the transportation system is not adversely affected by the application after the development is completed than it would under the baseline recommendation of the Plan. This performance based approach requires applicants to provide improvements or other guarantees to maintain certain performance levels. These levels would be measured by levels of service or critical movement volumes or other measures as deemed appropriate by the Fairfax County Department of Transportation. Projects may be phased to coincide with the achievement of specific non-SOV (single occupancy vehicle) mode split objectives.

- *Transportation Demand Management (TDM)* – Both individual TDM measures, as administered through commitments that are made as part of the zoning process, as well as an areawide TDM program, are needed in the Dulles Corridor as components of a successful public transportation improvement program. A Transportation Management Association (TMA) such as the Dulles Area Transportation Association (DATA) and LINK should administer a comprehensive areawide program and coordinate the TDM actions of individual employers. Further, the County, in association with the TMA should review parking requirements of the Zoning Ordinance to consider the full range of parking management strategies and other TDM strategies.

The implementation of a successful comprehensive areawide TDM program may require adoption of an ordinance governing such actions so that all property owners will be required to participate, not just properties committing to participation through the zoning process. Ordinance requirements may include paid parking, transit subsidies, ridesharing matching services, preferential treatment of carpool/vanpools, shuttle bus services to nearby transit stations, guaranteed ride home programs, marketing of commuter assistance programs, and other related measures designed to lessen use of single-occupant vehicles and boost HOV usage during peak commuting periods. TDM measures that could be considered are shown on Figure 7 (omitted).

- *Transportation System Monitoring Program* – The County, in cooperation with a TMA, should develop a system to monitor and analyze the relationship between development and supporting transportation facilities and services to evaluate whether the Transit Station Areas transportation objectives are being met. If it becomes clear that the road network is being overburdened and a 15% transit/HOV mode split goal is not being achieved, then existing policies and recommendations should be re-evaluated and appropriate modifications should be made to ensure that these transportation policies are implemented effectively.

- *Reduced/shared parking* – Mixed-use developments should provide a mix of uses that can utilize shared parking to the maximum degree possible. Parking reductions for non-residential uses adjacent to transit stations are desirable as a means to encourage transit usage. Projects that provide reduced parking or utilize parking controls, such as fee-based parking, are more likely to be able to satisfy the "Non-degradation" Policy and achieve the maximum intensities recommended in the Plan.

- *Consolidation of Access Points* – Vehicular access points should be consolidated to minimize interference with arterial roadways.

Urban Design

Providing for good urban design exemplified by high quality site design that is both pedestrian-friendly and transit-oriented is a major objective of the Transit Station Areas Plan recommendations. Through redevelopment and new development on vacant parcels, there are opportunities to implement the vision for future development of the Transit Station Areas through coordinated development incorporating high quality design. Consideration should be given to providing a better interrelationship among buildings and sites, implementing areawide open space and pedestrian circulation systems, and providing for plazas and other elements that characterize a pedestrian- and transit-friendly environment. Urban design guidelines that apply specifically to the Transit Station Areas and generally to the other areas in the Suburban Center are provided after the land unit recommendations. They should be used in evaluating all development proposals in the three Transit Station Areas in the Reston-Herndon Suburban Center (as well as the Route 28/CIT Transit Station Area), which involve new development or redevelopment that increases intensity/density above the baseline recommendation, increase height or substantially change the design of previously approved development projects.

ANALYSIS

Land Use Analysis (Appendix 5)

These applications present no land use issues. The staff report for the companion 2232 applications notes that all of the stations are in conformance with the Comprehensive Plan.

Environment (Appendix 6)

Transportation Generated Noise and Vibration Impacts

Unlike the typical situation where staff evaluates the impacts of transportation noise on the proposed use, in this instance, the proposed facility could be a source of potential transportation noise on adjacent more sensitive uses, including, but not limited to, commercial and residential buildings. These impacts were addressed as part of the NEPA process. A copy of the full 66-page noise and vibration analysis is on file with DPZ; selected excerpts from the report are attached to this part of this report in Appendix 7. This report adequately addresses the possible noise and vibration impacts of the operation of the proposed stations. In addition, the points where the noise levels are shown to exceed federal guidelines are to be shielded from noise by the inclusion of abutments along those track sections. All of these areas are located outside of the application properties for the special exceptions and 2332 applications addressed in this report, with the possible exception of an area west of the Tysons West Station. With regard to any vibration impact on the adjacent land uses, few impacts were identified during the evaluation, and for those that were identified, it was recommended that they be mitigated through the installation of vibration isolation features. (It should be noted that the elevated track sections were a vibration attenuation feature as that structure would result in the reduction of the transfer of vibrations to the ground.) The amended Record of Decision from the FTA requires that the attenuation measures be included in the Project.

Lighting

The SE Plats submitted with each of these applications do not include the lighting planned for the station; however, the Project has stated that the lighting will comply with Dark Skies Standards. The provisions of Part 9, (Outdoor Lighting Standards), of Article 14, (Performance Standards), are intended to address issues associated with light pollution affecting the night sky and embody Dark Skies principles. However, to ensure that these standards are complied with during the construction of the Project, staff recommends that the approval of each special exception be subject to a development condition requiring conformance with the Outdoor Lighting Standards contained in the Zoning Ordinance.

Energy Conservation

A recent amendment to the Environment Element of the Policy Plan volume of the Comprehensive Plan addresses resource conservation and green building. This policy requires that commercial buildings and multi-family buildings above four stories in height that are constructed in the development centers including the Tysons Corner Urban Center, suburban centers (such as the Reston Herndon Suburban Center), and transit station areas meet the U. S. Green Building Council's standards known as LEED®, (Leadership in Energy and Environmental Design). The transit stations are not considered commercial buildings. Further, as far as staff is aware, the LEED® standards do not include a standard for the construction of transit stations. It should also be noted that the provision of transit is one method used to reduce automobile usage with a corresponding reduction in energy use.

Signs

In Section 12-208 of the Zoning Ordinance, Par. 2L states: Washington Metropolitan Area Transit Authority (WMATA) facilities may be permitted building-mounted and freestanding signs as specifically approved by the Board of Supervisors. Therefore, with the adoption of this special exception, the signs for this station will be considered approved by the Board of Supervisors. Any changes to such signage shall be subject to the provisions of Sect. 9-004 with regard to minor modifications that may be approved administratively or may require the approval of a special exception amendment.

The transit related signs proposed with each station consist of the following:

- The 12 foot tall brown pylon sign that is used at each Metrorail station and includes the station name and the lines served at that station;
- Building mounted signs for each station entrance; and
- Informational signs posted on the mezzanine level and on each platform providing scheduling, routing and other information;

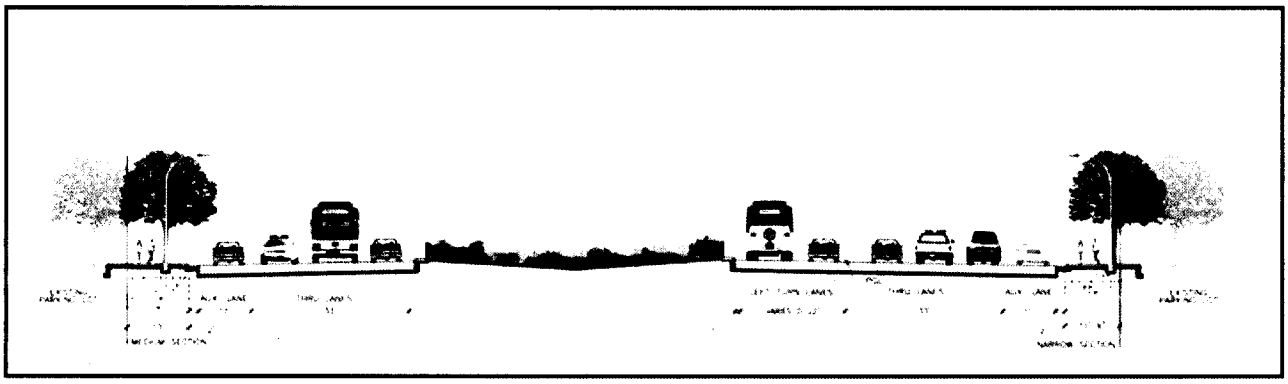
The station illustrations do not include locations for advertising signage within the stations or on the platforms, which are generally located within the right-of-way of Rt. 123, Rt. 7 or the Dulles International Airport Access Highway.

Transportation

The stations along Chain Bridge Road (Rt. 123) will be installed on the north side of that road's right-of-way. The existing road improvements at the Tysons Corner East Station will be retained and the existing entrances on that side modified slightly to accommodate the piers for the rail line. Pedestrian movements across Rt. 123 will be greatly aided by the construction of the pedestrian bridges to reach the stations, which will be able to be crossed from one side of the road to the other without going through the fare gates. This is

especially important where Tysons Boulevard intersects Rt. 123, which is immediately adjacent to Tysons Corner Center.

As part of the construction of the rail line along Leesburg Pike (Rt. 7), that roadway is being reconstructed to a section that includes three through lanes in each direction, dual left turn lanes, and an 11- foot wide right-hand lane (not including the 2-foot wide gutter pan) to accommodate turning movements. The existing service drives are to be eliminated as part of this Project. Pedestrian movements along that road will be accommodated by a 17 foot wide area that includes trees and light poles set back six feet from the curb and a 10 foot wide area beyond the trees and light poles which will be the main pedestrian routing. Pedestrian movements across this road will be enhanced by the pedestrian bridges to be constructed as part of the two stations on Route 7. In addition, several midblock pedestrian crossing will be installed between the stations. These crossings will allow a pedestrian to cross halfway, enter a refuge area that is approximately 40 to 50 foot wide before crossing the other travel lanes. The center median strip will also be landscaped with trees and low shrubs which be used to channelize pedestrian traffic and keep it within the crossings.



APPENDICES

1. Zoning Ordinance Provisions
2. 2232-MD06-10
3. Memorandum of Agreement/Letter to County Executive
4. Record of Decision
5. 2232 Report
6. Excerpts from Final Environmental Impact Statement (FEIS)
7. Glossary of Terms

ORDINANCE STRUCTURE, INTERPRETATIONS AND DEFINITIONS

EATING ESTABLISHMENT: Any establishment, which provides as a principal use, the sale of food, frozen desserts, or beverages in a state ready for consumption within the establishment, and whose design or principal method of operation includes both of the following characteristics:

1. Customers are provided with an individual menu and are served their food, frozen desserts, or beverages by a restaurant employee at the same table or counter at which said items are consumed.

2. The food, frozen desserts, or beverages are served on nondisposable plates or containers and nondisposable eating utensils are provided. Customers are not expected to clear their table or dispose of their trash.

Notwithstanding the above, a cafeteria where food, frozen desserts, or beverages are: (a) generally consumed within the establishment; and (b) served on nondisposable plates or containers, and nondisposable eating utensils are provided shall be deemed an eating establishment.

An eating establishment may provide a carry-out service, provided that such carry-out service is clearly not the principal business of such establishment. For the purpose of this Ordinance, a fast food restaurant shall not be deemed an eating establishment. In addition, an eating establishment shall not be deemed to include a snack bar or refreshment stand at a public or non-private recreational facility which is operated solely by the agency or group operating the recreational facility for the convenience of the patrons of the facility.

Entertainment which is provided for the enjoyment of the patrons shall be considered accessory to an eating establishment, to include dancing by patrons, provided the space made available for such dancing shall not be more than one-eighth (1/8) of that part of the floor area available for dining. Provisions for dancing made available under this definition shall be subject to the licensing requirements of Chapter 27 of The Code.

EFFECTIVE BUILDING HEIGHT: See HEIGHT, EFFECTIVE BUILDING.

ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITIES: Stations and their associated pedestrian connections, bus bays, parking areas, service yards and inspection yards associated with an electrically-powered rapid rail transit system that serves only the Washington metropolitan region or parts thereof, including but not limited to WMATA Metrorail facilities. Electrically-powered regional rail transit facilities shall be deemed to include ACCESSORY ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITIES when such facilities are located wholly or in part within 200 feet of an electrically-powered regional rail transit facility. Such distance shall be measured from the perimeter of any electrically-powered regional rail transit facility structure or paved area therein to the closest point on the perimeter of any accessory electrically-powered regional rail transit facility structure or paved area therein, except stormwater management facilities shall be measured to the closest point of the toe of slope or to any above-ground impoundment structure, including any dam embankment, as may be applicable.

ELECTROMAGNETIC RADIATION: Electromagnetic waves propagating at the speed of light utilized in applications of radio, microwave, radar, television, and other means of communication. The term shall not include light, X-ray, or radioactive emissions.

the installation or removal of such structures and further provided such facilities shall not adversely impact the structural integrity of transmission pipelines.

H. Off-street surface parking facilities in accordance with the provisions of the Public Facilities Manual provided such facilities will not adversely impact the structural integrity of transmission pipelines.

I. Garden or landscaping with low growing plants or ornamental type shrubbery, with no vegetation having a maximum expected height of more than four (4) feet, provided that under no circumstances shall mechanical equipment of any type be permitted to be used in the planting or removal of such vegetation.

J. Accessory structures such as playground equipment, children's playhouses, doghouses, fences, storage structures and other similar structures which do not require approval of a Building Permit, provided that under no circumstances shall mechanical equipment of any type be permitted to be used in the installation or removal of such structures and further provided such structures shall not adversely impact the structural integrity of transmission pipelines.

In addition, any vegetation required by this Ordinance shall be planted and maintained in such a manner that will not obstruct, restrict or impede any major underground utility easement.

2. This Section shall not be construed to restrict measures necessary to identify the location of a transmission pipeline facility as required by the County or to restrict an operator or agent of a transmission pipeline facility from providing maintenance or emergency service to the underground facilities.

2-516 Accessory Electrically-Powered Regional Rail Transit Facilities

Accessory electrically-powered regional rail transit facilities shall be permitted on any lot in any zoning district when such use is in accordance with the limitations listed below. Additionally, such use shall be subject to the requirements of Sect. 15.2-2232 of the Code of Virginia.

1. Such facilities shall be designed in a manner that minimizes adverse impacts on adjacent properties to the greatest extent practical through the use of landscaping, screening, design and architectural techniques.

2. All buildings containing mechanical or electrical equipment associated with any accessory electrically-powered regional rail transit facility shall be fully enclosed and shall have similar architectural treatment on all sides.

Freestanding traction power substations shall not exceed 8300 square feet of gross floor area and a maximum height of 30 feet. Freestanding tie breaker stations shall not exceed 850 square feet of gross floor area and a maximum height of 20 feet. Freestanding communication rooms shall not exceed 350 square feet of gross floor area and a maximum height of 20 feet. Freestanding train control rooms shall not exceed 700 square feet of gross floor area and a maximum height of 20 feet. The cumulative gross floor area of all equipment structures on a lot shall not exceed 9350 square feet. If such equipment facilities are co-located in a structure containing a traction power substation,

the maximum height of the structure shall not exceed thirty (30) feet. If such facilities are co-located in a structure that does not contain a traction power substation, the maximum height of the structure shall not exceed twenty (20) feet.

There shall be no outside storage associated with any mechanical or electrical equipment structure. However, this provision shall not preclude the use of temporary generators for emergency purposes, or other equipment that by its nature requires an outside location.

3. Accessory electrically-powered regional rail transit facilities shall not have to comply with the lot size requirements, bulk regulations or open space requirements of the district in which located. In addition, such facilities shall not have to comply with the transitional screening provisions of Article 13.

4. Except for accessory electrically-powered regional rail transit facilities operated by WMATA, all accessory electrically-powered regional rail transit facilities shall be subject to the provisions of Article 17, Site Plans. Accessory electrically-powered regional rail transit facilities operated by WMATA shall be established in conformance with the provisions of the agreement between WMATA and the County.

Notwithstanding the above, accessory electrically-powered regional rail transit facilities located in the right-of-way of the Dulles International Airport Access Highway, the combined Dulles International Airport Access Highway and Dulles Toll Road or an interstate highway shall not be subject to Par. 2 above.

2-517 Electrically-Powered Regional Rail Transit Facilities

1. Electrically-powered regional rail transit facilities located in the right-of-way of the Dulles International Airport Access Highway, the combined Dulles International Airport Access Highway and Dulles Toll Road or an interstate highway shall be permitted in any zoning district. Except for electrically-powered regional rail transit facilities operated by WMATA, all electrically-powered regional rail transit facilities shall be subject to the provisions of Article 17, Site Plans. Electrically-powered regional rail transit facilities operated by WMATA shall be established in conformance with the provisions of the agreement between WMATA and the County.

2. Electrically-powered regional rail transit facilities not located in the right-of-way of the Dulles International Airport Access Highway, the combined Dulles International Airport Access Highway and Dulles Toll Road or an interstate highway shall be subject to Part 4 of Article 9.

2-518 Condominiums, Condominium and Cooperative Conversions

1. During the period of declarant control and as long as the declarant has the right to create additional units or to complete the common elements, and notwithstanding that the declarant is not the owner of the land, the declarant shall have the authority to execute, file, and process any site plan, parking tabulations, application for special permit, special exception, variance or rezoning, to include a development plan, conceptual development plan, final development plan, generalized development plan or proffered conditions, with respect to the common elements or a plan/application affecting more than one (1) unit.

EATING ESTABLISHMENT: Any establishment, which provides as a principal use, the sale of food, frozen desserts, or beverages in a state ready for consumption within the establishment, and whose design or principal method of operation includes both of the following characteristics:

1. Customers are provided with an individual menu and are served their food, frozen desserts, or beverages by a restaurant employee at the same table or counter at which said items are consumed.

2. The food, frozen desserts, or beverages are served on nondisposable plates or containers and nondisposable eating utensils are provided. Customers are not expected to clear their table or dispose of their trash.

Notwithstanding the above, a cafeteria where food, frozen desserts, or beverages are: (a) generally consumed within the establishment; and (b) served on nondisposable plates or containers, and nondisposable eating utensils are provided shall be deemed an eating establishment.

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Entertainment which is provided for the enjoyment of the patrons shall be considered accessory to an eating establishment, to include dancing by patrons, provided the space made available for such dancing shall not be more than one-eighth (1/8) of that part of the floor area available for dining. Provisions for dancing made available under this definition shall be subject to the licensing requirements of Chapter 27 of The Code.

EFFECTIVE BUILDING HEIGHT: See HEIGHT, EFFECTIVE BUILDING.

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ELECTROMAGNETIC RADIATION: Electromagnetic waves propagating at the speed of light utilized in applications of radio, microwave, radar, television, and other means of communication. The term shall not include light, X-ray, or radioactive emissions.

APPENDIX 2

Board Agenda Item
February 5, 2007

INFORMATION -

Planning Commission Action On Application 2232-MD06-10, WMATA (Dranesville, Hunter Mill, and Providence Districts)

On Thursday, January 18, 2007, the Planning Commission voted 8-0-3 (Commissioners Flanagan, Murphy and Sargeant abstaining; Commissioner Hall absent from the meeting) to approve 2232-MD06-10 and reaffirmed its complete support for the Dulles Rail project and affirmed its strong preference that it be implemented with a tunnel through the Tysons Corner Urban Center.

The Commission noted that the application, as amended, met the criteria of character, location and extent, and was in conformance with Section 15.2-2232 of the Code of Virginia.

Application 2232-MD06-10 sought approval to construct an extension of Metrorail through Fairfax County, generally within the Dulles Corridor, including the rail line, and ancillary power and stormwater management facilities, but excluding the rail passenger stations. The property included in the application includes portions of road rights-of-way located on Tax Maps 15-2, 16-1, 16-3, 16-4, 17-3, 17-4, 18-3, 18-4, 19-3, 27-1, 27-2, 28-1, 28-2, 29-1, 29-3, 29-4, 30-3, 40-1, 40-2, 40-3, and 40-4. Also, portions of Tax maps 16-4 ((1)) 14B, 28, 29; 17-3 ((1)) 35A; 17-4 ((1)) 31,32; 17-4 ((24)) 3,4A,5; 18-3 ((1)) 7A,7B,7D,11B1; 18-4 ((1)) 26; 18-4 ((9))(2) 14; 19-3 ((13)) K; 27-1 ((16))(5) 9; 28-1((1)) 19; 28-1((21)) A, 10A,11; 28-2 ((1)) 2; 28-2 ((14)) J; 28-3 ((1)) 51; 29-4 ((5)) 10A; 29-4 ((10)) 5C; 40-1 ((1)) 10; and 40-1 ((26)) 28.

ENCLOSED DOCUMENTS:
Attachment 1: Verbatim excerpts from 1/18/07 Commission meeting
Attachment 2: Vicinity maps

STAFF:
Robert A. Stalzer, Deputy County Executive
James P. Zook, Director, Department of Planning and Zoning (DPZ)
David B. Marshall, Assistant Director, Planning Division, DPZ
Barbara J. Lippa, Executive Director, Planning Commission Office

Planning Commission Meeting
January 18, 2007
Verbatim Excerpt

2232-MD06-10 - WMATA

Decision Only During Commission Matters
(Public Hearing held on December 7, 2006)

Commissioner Alcorn: Thank you, Mr. Chairman. Mr. Chairman, the Planning Commission held a public hearing on December 7, 2006 on this 2232 application filed by the Virginia Department of Rail and Public Transportation on behalf of WMATA, the Washington Metropolitan Area Transit Authority, and this, related to the proposed extension of the Metro rail system from the existing Orange Line just east of the West Falls Church station through Tysons Corner, Whiele Avenue, Reston Parkway, Herndon, and Route 28 in the County and ultimately this will provide rail service to Dulles Airport and Route 772 in Loudoun County. This is, as we know, a major 2232 application and, in fact, it's - -I think it's the most significant 2232 application I've seen since I've joined the Commission in 1997. At the public hearing there were two sets of issues raised by speakers. One was the desire for an underground alignment through the Tysons Corner Urban Center and the second one was concerns about the location and design of several ancillary facilities particularly regarding traction power substation number 2 proposed to be located at the corner of Magarity Road and Olney Road. On the tunnel issue, I want to make clear that the approval of this 2232 does not preclude movement of the project to a tunnel alternative provided any appropriate approvals of such revised plans are obtained and in a following motion which I'll be making in a moment, I will move to concur with the approved resolution of the Board of Supervisors on January 8 about our preference for a tunnel through the Tysons Corner Urban Center. On the issues raised by citizens about ancillary facilities, I would call the Commission's attention to two items. First in our packets tonight and as noted by Commissioner Hopkins - - thank you - - there is a memo from David Jillson that contains an itemized list of citizen concerns raised at the public hearing and proposed actions to address those concerns. Well some of these issues have been resolved. Discussion about these design details and the feasibility of alternative arrangements continues. These ongoing discussions of the second item I would bring to the Commission's attention. At the public hearing, project management laid out a process for how these concerns would be heard and reviewed on an ongoing basis. For Fairfax County, this process is being lead by Rick Stevens, the drawer of the short stick, and also the Fairfax County Project Manager for the Dulles Rail Project and Rick has committed to coordinate these issues with the affected District Planning Commissioner as he works with the citizens who have concerns. So for purposes of approving this 2232 application, I am comfortable that this process provides a thoughtful and responsive means to consider alternative arrangements and design details that are consistent with this application as the project moves forward. Moving then to the substance issue before us this evening and that is whether this application is substantially

in accord with the Comprehensive Plan. The passage of rail through the Dulles Corridor was envisioned as early as the 1950s when Dulles Airport was constructed. Based on the longevity of this vision, the Metro rail extension at issue is discussed at some length and plainly contemplated by the County's adopted Comprehensive Plan. The physical alignment of the rail as detailed by staff in the staff report and addendum is in all

respects substantially in accordance with the recommendations of the Comprehensive Plan. The application also implements Plan recommendations for providing a high-quality transportation
system to satisfy the demands of present and future economic development in the County. Consistent with Plan recommendations, the rail extension will provide rail transit and major commuter corridors in the County significantly providing such transit directly to the County's major employment centers as well as Dulles Airport. Plainly then, the proposed rail extension supports the Plan's goal of reducing reliance on single occupancy automobiles as far as reasonably possible. Importantly, the construction of the rail extension through the existing transportation corridors also minimizes any adverse impacts of this project on the community. Finally, the ancillary facilities included in the application are consistent with Plan guidelines for ensuring that the necessary supporting facilities for the rail are located as needed to support the rail system. So, Mr. Chairman, on to my first motion, I MOVE THAT THE PLANNING COMMISSION APPROVE APPLICATION NUMBER 2232-MD06-10 AS AMENDED AND FIND FOR ALL THE REASONS STATED IN THE STAFF REPORT AND ADDENDUM FOR THIS APPLICATION THAT THE LOCATION, CHARACTER, AND EXTENT OF THE PROPOSED METRO RAIL EXTENSION OF THE COUNTY WHICH WILL EXTEND FROM THE EXISTING ORANGE LINE FROM THE WEST FALLS CHURCH METRO STATION THROUGH THE DULLES TRANSPORTATION CORRIDOR INCLUDING THE RAIL LINE AND ANCILLARY POWER AND STORMWATER MANAGEMENT FACILITIES BUT EXCLUDING THE RAIL PASSENGER STATIONS IS SUBSTANTIALLY IN ACCORD WITH THE PROVISIONS OF THE COMPREHENSIVE PLAN AND I WOULD SO MOVE.

Commissioners de la Fe, Mr. Lusk, and Mr. Lawrence: Second.

Chairman Murphy: Seconded by Mr. de la Fe, Mr. Lusk, and Mr. Lawrence. Is there a discussion of the motion? All those in favor of the motion to approve 2232 MD-06-10 as amended, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Mr. Sargeant, Mr. Flanagan, and the Chair abstain - - not present for the public hearing.

Commissioner Alcorn: Mr. Chairman.

Chairman Murphy: Mr. Alcorn.

Commissioner Alcorn: As a following motion and consistent with the resolution approved at the January 8, 2007 meeting of the Board of Supervisors, I MOVE THAT THE PLANNING COMMISSION REAFFIRM ITS COMPLETE SUPPORT FOR THE DULLES RAIL PROJECT AND AFFIRM OUR STRONG PREFERENCE THAT THE PROJECT BE IMPLEMENTED WITH A TUNNEL THROUGH THE TYSONS CORNER URBAN CENTER AND I SO MOVE.

Commissioners Lawrence: Second.

Chairman Murphy: Seconded by Mr. Lawrence. Is there a discussion of that motion? All those in favor of the motion, say aye.

Commissioners: Aye.

Chairman Murphy: Opposed? Motion carries. Same abstentions.

//

(The motions carried by a vote of 8-0-3 with Commissioners Flanagan, Murphy, and Sargeant abstaining; Commissioner Hall absent from the meeting.)

WRR

COPY

COOPERATIVE AGREEMENT
BETWEEN
THE METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
AND THE COUNTY OF FAIRFAX, VIRGINIA

THIS COOPERATIVE AGREEMENT RELATING TO THE CONSTRUCTION OF METRORAIL IN THE DULLES AIRPORT CORRIDOR ("Agreement") is hereby entered into as of July 19, 2007, by and between the Metropolitan Washington Airports Authority ("Airports Authority") and the County of Fairfax, Virginia ("Fairfax").

Recitals

Whereas, Fairfax, the County of Loudoun, Virginia ("Loudoun"), the Commonwealth of Virginia ("Commonwealth"), and the Airports Authority wish to proceed to enhance transportation service in Tysons Corner and the Dulles Airport Corridor; and

Whereas, Fairfax, Loudoun, the Airports Authority, and the Commonwealth have approved a project consisting of an extension of Metrorail measuring approximately 23 miles and beginning from the existing Metrorail Orange Line near the West Falls Church Station, through Tysons Corner, along the Dulles Corridor from Tysons Corner to the boundary of Fairfax and Loudoun, into the Washington Dulles International Airport, and terminating at Route 772 in Loudoun, as described more fully in the Agreement to Fund the Capital Cost of Construction of Metrorail in the Dulles Corridor ("Funding Agreement") to be entered into by Loudoun, Fairfax, and the Airports Authority (hereinafter the project description and all Concurrent Non-Project Activities set forth in Exhibit A to the Funding Agreement are collectively referred to in this Agreement as the "Project"); and

Whereas, in accordance with the National Environmental Policy Act ("NEPA"), an Environmental Impact Statement for the Project has been completed and the Federal Transit Administration ("FTA") issued a Record of Decision in March 2005 and July 2005 and an amended Record of Decision on November 18, 2006; and

Whereas, the Commonwealth, Fairfax, Loudoun, and the Airports Authority assessed transportation alternatives in accordance with the process recommended by the FTA, which included feasibility studies, alternatives analysis, and environmental analysis in accordance with NEPA; and

Whereas, the public was involved throughout the alternatives analysis and NEPA processes and in the selection of a locally preferred alternative ("LPA") developed as part of the Dulles Corridor Rapid Transit Project's Environmental Impact Statement process, to extend Metrorail by means of the Project; and

Whereas, for purposes of obtaining one or more federal grants, construction of the Project has been divided into two phases, with Phase 1 of the Project ("Phase 1") described generally in the LPA and more particularly in the Supplemental Draft Environmental Impact Statement of October 2003 as that portion of the Project extending from the Metrorail Orange Line near the West Falls Church Station to and including the proposed Wiehle Avenue Station, and Phase 2 of the Project ("Phase 2") described generally as that portion of the Project west of the proposed Wiehle Avenue Station to and including the Dulles Airport Station and continuing thereafter to the terminus of the Project at Route 772 in Loudoun; and

Whereas, the Commonwealth originally acted as the federal grant applicant and recipient and had direct responsibility for and oversight of the preliminary engineering for the Project, scope of work, schedule, budget, and associated tasks; and

Whereas, effective upon the transfer from the Commonwealth to the Airports Authority of the operations and maintenance responsibilities of the Dulles Toll Road (the "Transfer"), primary responsibility for the implementation of the Project will be transferred from the Commonwealth to the Airports Authority. Beginning with the Transfer, the Airports Authority will provide day-to-day management of the construction of the Project, which includes, but is not limited to: financial planning and financing, right-of-way acquisition, environmental mitigation, intergovernmental agreements, permitting and utility coordination, public involvement, design, construction, and construction management until completion, inspection, and acceptance of the Project by the Washington Metropolitan Area Transit Authority ("WMATA"), and warranty implementation; and

Whereas, the Airports Authority will apply to the FTA as the Project sponsor to receive an FTA grant to implement the Project; and

Whereas, the Commonwealth will assist the Airports Authority with right-of-way acquisition, site plan review and inspections, issuance of building permits, stormwater management, and the regulation of Project activity in the floodplain and/or a resource protection area as more fully described in this Agreement and as confirmed in a letter dated June 14, 2007, from the Secretary of Transportation for the Commonwealth to the County Executive for Fairfax, which letter is attached hereto as Attachment A; and

Whereas, Fairfax, Loudoun, the Commonwealth, and the Airports Authority are committed to design and construct the Project to meet the cost-effectiveness criteria established by the FTA while complying with all federal, state, and local laws, ordinances, and regulations; and

Whereas, recognizing that the funding for the Project has been addressed in a separate Funding Agreement, this Agreement is intended to memorialize the understandings of the parties concerning other issues relating to the Project, including project coordination, property acquisition, compliance with existing regulatory processes for the

Project, insurance coverage, indemnity, and certain other issues not directly related to funding; and

WHEREAS, Fairfax has participated in the preparation of the Project's Phase 1 Preliminary Engineering by reviewing and providing comments on the 50%, 95%, and 100% Preliminary Engineering design package.

NOW THEREFORE, the Airports Authority and Fairfax agree as follows:

DEFINITIONS

"ARS" shall mean the adopted regional system for Metrorail in the Metropolitan Washington area, which is currently comprised of 106 miles of Metrorail track and operated by the Washington Metropolitan Area Transit Authority, and any additions made to the system by the WMATA Board of Directors.

"Agreement" shall mean this Cooperative Agreement, as well as any appendices, exhibits, or subsequent amendments.

"Airports Authority" shall mean the Metropolitan Washington Airports Authority, its various departments and agencies, and its officials and agents.

"Airports Authority Property" shall mean the real property that is owned by the Airports Authority or by the United States of America and leased to the Airports Authority, which is used for the Washington Dulles International Airport, the Washington Dulles International Airport Access Highway, and the Dulles Toll Road, excluding any real property that is acquired by the Airports Authority for purposes of constructing the Project.

"Contractor" shall mean any firm(s) engaged by the Airports Authority to perform design, development, preliminary and final engineering, design-build, or construction work for the benefit of the Project, and shall include any and all subcontractors, agents, and successors-in-interest.

"Days" shall mean business days, excluding all holidays recognized by the Airports Authority and/or Fairfax.

"DCR" shall mean the Department of Conservation and Recreation for the Commonwealth of Virginia.

"DGS" shall mean the Department of General Services for the Commonwealth of Virginia.

"DRPT" shall mean the Department of Rail and Public Transportation for the Commonwealth of Virginia.

"Fairfax" shall mean the County of Fairfax, a political subdivision of the Commonwealth of Virginia, its various departments and agencies and its officials and agents.

"Fairfax County Code" shall mean the Code of the County of Fairfax, Virginia, as amended from time to time.

"Fairfax County Zoning Ordinance" shall mean The Zoning Ordinance of the County of Fairfax, Virginia, as amended from time to time.

"Fairfax Facilities" shall mean existing Fairfax-owned facilities and infrastructure as well as those facilities designed for and constructed as part of the Project to be owned and/or maintained by Fairfax. The term "Fairfax Facilities" shall not include Fairfax – owned, vacant, real property.

"FHWA" shall mean the Federal Highway Administration.

"Funding Partners" shall mean, solely for purposes of this Agreement, the Commonwealth, Fairfax, Loudoun, and the Airports Authority.

"Metropolitan Washington Airports Authority Dulles Corridor Enterprise Fund" shall mean the fund bearing this name that is more fully described in Resolution No. 07-16 entitled "Financial Administration of the Dulles Toll Road and Dulles Corridor Metrorail Project," as adopted by the Metropolitan Washington Airports Authority Board on June 6, 2007. A copy of such resolution is attached hereto and incorporated herein by reference as Attachment B.

"Project" shall mean the approximately 23-mile Metrorail extension referenced above, as more fully described in Exhibit A to the Funding Agreement between the Airports Authority, Fairfax, and Loudoun, including without limitation all project and Concurrent Non-Project Activities identified in Exhibit A to the Funding Agreement.

"Project Facilities" shall mean all rail transit and associated rail transit facilities designed for and constructed as part of the Project.

"VDOT" shall mean the Virginia Department of Transportation, its various departments and agencies, and its officials and agents.

"VDOT Facilities" shall mean existing VDOT-owned facilities and infrastructure including, but not limited to, roadways, pavement markings, rights-of-way, traffic signals and associated equipment, highway signs, toll facilities, structures, drainage facilities, and related facilities, pedestrian and bicycling facilities, as well as those facilities designed for and constructed as part of the Project to be owned and/or maintained by VDOT.

"WMATA" shall mean the Washington Metropolitan Area Transit Authority, its various departments and agencies, and its officials and agents.

ARTICLE 1
PROJECT COORDINATION AND DESIGN REVIEW

Section 1.1 The Airports Authority shall serve as the federal grant recipient and is responsible for the day-to-day management of the Project. The Airports Authority shall be responsible for the completion of preliminary and final engineering for the Project, design-build activities, and associated project development activities, including financial planning, right-of-way acquisition, environmental mitigation, utility coordination and relocation, and permitting. The Airports Authority also is responsible for coordinating the engineering, design, and construction of the Project with the Funding Partners, including Fairfax, as set forth more fully below.

Section 1.2 Fairfax has assigned a project coordinator to support the Airports Authority and the other Funding Partners in the implementation of the Project. Fairfax's project coordinator shall serve as the Airports Authority's first point of contact for Fairfax in coordinating issues relating to the Project, and the Fairfax project coordinator shall assist in managing coordination with all Fairfax offices. The Fairfax project coordinator will facilitate the participation of Fairfax staff in Project-related reviews and meetings and will make every reasonable effort to ensure that Fairfax staff provides timely input and decisions. The Airports Authority also will assign a project coordinator to work with and provide support to Fairfax for the implementation of the Project until final acceptance of the Project Facilities by WMATA. The Airports Authority project coordinator will facilitate the participation of Fairfax staff in Project-related reviews and meetings and shall facilitate the timely transmission of information to Fairfax to allow Fairfax sufficient time to exercise its rights and responsibilities under Section 1.3.

Section 1.3 The parties acknowledge that the Airports Authority and Fairfax have mutually agreed upon 100% preliminary engineering drawings for Phase 1 of the Project. The parties further acknowledge that the agreed upon design and scope of Phase 1 of the Project is detailed in the Memorandum of Understanding between the Airports Authority and Dulles Transit Partners that was approved by the Airports Authority on June 6, 2007, and in the exhibits and attachments to the Memorandum of Understanding (including without limitation the design-build contract and the list of specifications for the Phase 1 of the Project that are attached to the Memorandum of Understanding in a document entitled "Division 1") (hereinafter such documents are collectively referred to as the "Phase 1 Approved Plans"). The Airports Authority shall obtain the advance written approval of Fairfax prior to making any changes to the design, scope, or extent of the Project Facilities that are detailed in the Phase 1 Approved Plans. In the absence of Fairfax's advance written approval of such proposed changes, the Airports Authority shall construct the Project strictly in accordance with the design, scope, and extent of the Project Facilities that are set forth in the Phase 1 Approved Plans.

The parties further acknowledge that they have not yet agreed upon the design, scope, and extent of Phase 2 of the Project. To facilitate Fairfax's review of the Project's design for Phase 2, the Airports Authority will arrange for formal review of the Project's design for Phase 2 at key preliminary engineering and design-build milestones. Design drawings will include drawings depicting the proposed Project alignment; line, track, and systems; and stations and facilities. Landscape, stormwater management, and erosion and sediment control plans shall be included with the design drawings for Phase 2 of the Project to facilitate Fairfax's thorough review of the proposed Phase 2 Project Facilities. The Airports Authority will timely provide to Fairfax copies of drawings or electronic files sufficient to permit Fairfax's thorough review of the proposed design of the Project Facilities for Phase 2, and Fairfax will provide comments at the end of the review period to the Airports Authority in an effort to reach a consensus about the proposed design and scope of Phase 2 of the Project. In addition to the formal design review described above, as necessary, the Airports Authority will facilitate periodic "over-the-shoulder" reviews by Fairfax of specific Project Facility design issues for Phase 2 of the Project as they arise. If the Airports Authority and Fairfax are able to reach a consensus about the design and scope of the Project Facilities for Phase 2 of the Project, and Fairfax has committed to funding a share of the costs of Phase 2 of the Project based upon an agreed upon design for Phase 2, then the Airports Authority shall obtain the advance written approval of Fairfax prior to making any changes to the design, scope, and extent of the Project Facilities that were approved by Fairfax as part of its commitment to assist in funding Phase 2 of the Project. In the absence of Fairfax's advance written approval, the Airports Authority shall construct the Project strictly in accordance with the design, scope, and extent of the Project Facilities that Fairfax agreed to in committing its share of the funding for Phase 2 of the Project.

The Airports Authority will timely provide Fairfax with copies of drawings or electronic files for all Supplemental Engineering Design packages, final engineering drawings, and final site plans, which will further refine the agreed upon 100% preliminary engineering drawings for each phase of the Project, so that Fairfax may thoroughly review such drawings and plans. Fairfax shall, at the end of a reasonable review period of not less than 15 business days, provide comments upon the Supplemental Engineering Design packages, final engineering drawings, and/or final site plans to the Airports Authority. The Airports Authority shall meet with and otherwise coordinate the Supplemental Engineering Design packages, final engineering drawings, and final site plans with Fairfax for all portions of the Project. As part of this collaborative process, the Airports Authority shall respond in writing to each of the comments made by Fairfax, such response to indicate either that Fairfax's comments were incorporated into the drawings or plans, or to the extent that certain comments were not incorporated, the Airport Authority's response shall give a detailed explanation of why such comments were not incorporated into the plans or drawings as requested. To the extent that this collaborative process does not resolve Fairfax's comments upon the Supplemental Engineering Design packages, final engineering drawings, and final site plans, such issues shall be resolved by the Funding Partners. Notwithstanding the foregoing, the Airports Authority must obtain the advance written approval of Fairfax for all

Supplemental Engineering design packages, preliminary and final engineering drawings, and all final site plans that affect Fairfax Facilities and/or Fairfax-owned land.

Section 1.4 At all stages of Project construction and establishment, the Airports Authority shall give notice of its construction activities for the Project to Fairfax's project coordinator, who will assist in coordinating with each Fairfax agency affected by the Project's activities. Such coordination shall include, without limitation, efforts to minimize the effects of nighttime construction and construction noise, as well as the development of traffic managements plans during Project construction as set forth more fully in Article 5, below. The Airports Authority will seek waivers of Fairfax's Noise Ordinance restrictions from Fairfax as may be required by the needs of the Project, which shall be governed by the Fairfax County Code provisions in effect at the time of the waiver request.

Section 1.5 The Airports Authority shall maintain a set of up-to-date "final design" drawings (including contractor modifications) which shall be available for review by Fairfax during the progress of construction of the Project. Upon completion of each phase of the Project, the Airports Authority shall furnish Fairfax with reproducible "as built" drawings showing all Project Facilities as installed. Such "as built" drawings shall be signed by a representative of the Contractor for the Project, certifying that the "as-built" conditions for all Project Facilities are accurately reflected on the "as built" drawings.

Section 1.6 The Airports Authority will provide Fairfax with updated Project schedules on a monthly basis. Similarly, Fairfax will provide the Airports Authority with updates regarding its Project activities, as applicable, on a monthly basis.

Section 1.7 The parties recognize that Fairfax intends to perform or permit other or additional work, and to contract with other persons to do so, on or near the Project. The Airports Authority shall require the Contractor to make commercially reasonable efforts to cooperate with Fairfax to the extent necessary for the performance by Fairfax of its other projects, and shall direct all parties related to the Contractor to so cooperate. Similarly, Fairfax shall instruct its contractors to make commercially reasonable efforts to cooperate with the Airports Authority and the Contractor to the extent necessary for the construction of the Project and shall direct all parties related to its contractors to so cooperate. The Airports Authority and Fairfax shall instruct their respective contractors to make commercially reasonable efforts to conduct their work without interfering or hindering the progress of the work being performed by other such contractors. Potential projects currently contemplated by the parties include, but are not limited to, the Wiehle Avenue joint development proposal and the Capital Beltway (I-495) HOT Lanes Project, as well as other projects undertaken in the Dulles Airport Corridor by DRPT, VDOT, WMATA, and/or Fairfax.

Promptly after the effective date of this agreement, the Airports Authority and the Contractor shall use commercially reasonable efforts to enter into coordination agreements with the other persons or entities, including Fairfax, with current or

anticipated construction projects that are in proximity to the Project. The purpose of these coordination agreements is to coordinate the Project's construction schedule, as well as the construction schedules of other projects in proximity to the Project, so as to minimize potential interference with access to work sites and delays to the Project and to the other projects. The Airports Authority agrees to require the Contractor to attend and participate in coordination meetings as necessary to facilitate the negotiation and execution of such coordination agreements in an effort to avoid and/or mitigate cost and time impacts to the Project.

Section 1.8 The WMATA Manual of Design Criteria in effect as of the completion of 100% preliminary engineering shall apply to the design of the Phase 1 Project Facilities. The Phase 2 Project Facilities shall conform to the WMATA Manual of Design Criteria in effect as of the time of completion of 100% preliminary engineering, unless otherwise agreed by the parties. For any and all Project Facilities that qualify as "buildings," the relevant standards of the Airports Authority shall apply to all buildings located on Airports Authority Property. The relevant standards of the Virginia Uniform Statewide Building Code, as well as any and all other applicable Fairfax ordinances and regulations, shall apply to the portions of the Project located in Fairfax that are not on Airports Authority Property. Design and construction of all Project Facilities on VDOT's rights-of-way shall comply with the Virginia Uniform Statewide Building Code and any and all other applicable regulations and requirements of VDOT, other departments of the Commonwealth, and FHWA.

Section 1.9 The Airports Authority shall be responsible for obtaining the approval of WMATA and VDOT of all of the Project's design and construction plans that affect WMATA's property or operations and/or VDOT Facilities, including obtaining WMATA's approval of all Project Facilities for acceptance by WMATA into the ARS.

ARTICLE 2
LAND USE AND CONSTRUCTION PERMITTING APPROVALS

Section 2.1 The Airports Authority shall be responsible for obtaining all necessary regulatory approvals for the Project in order to expedite WMATA's acceptance of the completed Project Facilities into the ARS and to ensure that the Project complies with all federal, state, and local laws, ordinances, regulations, and other applicable requirements.

Section 2.2 DRPT, acting on behalf of WMATA, has obtained a determination from the Fairfax County Planning Commission that the general or approximate location, character, and extent of the Metrorail tracks and ancillary facilities associated with the Project (excluding the stations areas associated with the Project) are substantially in accordance with the adopted Comprehensive Plan of Fairfax County as required by Va. Code Ann. §15.2-2232 (2003) ("2232"). The Airports Authority, acting on behalf of WMATA, will obtain a determination from the Fairfax County Planning Commission as to whether the general or approximate location, character and extent of all other aspects of the Project (including without limitation the station areas) are substantially in

accordance with the Comprehensive Plan of Fairfax County as required by 2232. The Airports Authority additionally shall be responsible for obtaining the Fairfax County Planning Commission's approval of any and all amendments to previously-approved 2232 applications that may be required by the Project.

Section 2.3 The Airports Authority and DRPT, acting on behalf of WMATA, will apply for all special exceptions for the Project that are required by the Fairfax County Zoning Ordinance on a schedule that will allow sufficient time for Fairfax to process, and the Fairfax County Board of Supervisors to act on, such applications prior to the construction of the Project Facilities at issue in the application. The parties recognize that development conditions may be imposed as part of any approved special exception for the Project. Development conditions associated with any special exception approval for any part of the Project shall be incorporated into all appropriate design, construction, and "as built" plans for the Project, and the Airports Authority shall direct the Contractor to fully implement such development conditions during the construction of the Project.

Section 2.4 In order to ensure that any and all such development conditions are implemented and in place prior to occupancy, Fairfax shall notify DGS of all special exception development conditions imposed by the Fairfax County Board of Supervisors so that such conditions may be made a part of the approved site plans for the Project, as appropriate. The Airports Authority shall provide Fairfax with written confirmation from DGS verifying the extent to which such special exception development conditions were implemented as part of the final site plans for the Project. Such written verification shall be provided to Fairfax no later than the time the Airports Authority applies on behalf of WMATA for Non-Residential Use Permits for the Project in accordance with Section 2.7, below. To the extent that any or all of the special exception development conditions were not addressed by DGS during the process of carrying out its regulatory role for the Project, Fairfax shall be permitted access to all approved plans and shall be permitted to inspect the Project Facilities to verify that all special exception development conditions were satisfactorily implemented by the Project.

Section 2.5 The Airports Authority shall be responsible for reviewing and approving all site plans and issuing all building permits for Project Facilities located on Airports Authority Property. With respect to those portions of the Project that are located on property within Fairfax County that is not Airports Authority Property, the Airports Authority shall secure DGS's approval of all site plans and building permits that are required for the Project. The Airports Authority additionally shall secure DCR's approval of all stormwater management and erosion and sediment control plans associated with the Project to ensure that they fully comply with all applicable federal, state, and local laws, ordinances, regulations, and other requirements. The Airports Authority and Fairfax agree that DCR also shall serve as the regulatory authority for all land-disturbing and construction activity on property in Fairfax County pursuant to the Chesapeake Bay Preservation Act.

In the event that DGS and/or DCR decline for any reason to carry out its/their regulatory roles with respect to the portions of the Project that are located on property in Fairfax

County that is not Airports Authority Property, then the Airports Authority shall obtain Fairfax's advance written approval of all required plans and permits that are needed to conduct land-disturbing and construction activities on such property.

The Airports Authority shall not engage in and/or allow the Contractor to engage in any land-disturbing or construction activity on property in Fairfax County that is not Airports Authority Property unless the Airports Authority has first obtained all required permits from DGS, DCR, and/or Fairfax, as set forth herein.

Section 2.6 The Airports Authority shall require the Contractor to provide full and complete access to the Project Facilities at all times during construction so that Fairfax, DGS, and/or DCR may conduct inspections. Inspections shall be coordinated through the Airports Authority.

Section 2.7 Prior to occupancy of those Project Facilities in Fairfax County that are not on Airports Authority Property, the Airports Authority, acting on behalf of WMATA, will apply for and obtain the Fairfax County Zoning Administrator's approval of all required Non-Residential Use Permits ("Non-RUPs") for the Project in accordance with Fairfax County Zoning Ordinance §18-701. On or before the time the Airports Authority applies for such Non-RUPs on behalf of WMATA, the Airports Authority shall provide Fairfax with written verification from DGS, as appropriate, verifying the Project's compliance with all of the applicable requirements for issuance of Non-RUPs for the Project as set forth in Zoning Ordinance § 18-704. To the extent that DGS is unable to verify the Project's compliance with all of the applicable requirements for issuance of Non-RUPs for the Project, Fairfax shall be permitted access to all approved plans and shall be permitted to inspect the Project Facilities to ensure that all applicable requirements for issuance of Non-RUPs for the Project Facilities have been satisfied.

ARTICLE 3
PROPERTY ACQUISITION AND USE

Section 3.1 The Airports Authority is responsible for acquiring all rights-of-way and property rights necessary for the construction and operation of the Project. The Airports Authority shall acquire a sufficient property interest in all property in Fairfax that is not Airports Authority Property to allow the Airports Authority and/or WMATA to construct and operate the Project. All easements on Fairfax-owned property, if any, shall be obtained using uniform language approved by Fairfax that allows for construction and operation of Project Facilities and/or VDOT Facilities. Density/intensity credit may be utilized to acquire property to the extent permitted by Fairfax County Zoning Ordinance § 2-308.

Section 3.2 A right-of-entry to accommodate completion of the Project shall be requested by Airports Authority, and granted by Fairfax, for the Airports Authority's entry, construction, maintenance, and operation, if any, of Project Facilities on all Fairfax-owned properties. The right-of-entry agreement executed by and between the

Airports Authority and Fairfax is attached hereto and incorporated herein as Attachment C.

Section 3.3 Except as specified in Section 3.4, Fairfax shall transfer to WMATA, in fee simple and for no monetary consideration, all Fairfax property that is necessary for the operations and maintenance of Project Facilities, to include property presently owned by Fairfax and property proffered or dedicated to Fairfax for mass transit purposes but not yet acquired, as contained in the list of properties appended hereto as Attachment D (listed by location, Fairfax County Real Property Identification Map Tax Map Number, and acreage). Any and all other Fairfax property (including property presently owned by Fairfax and property proffered to Fairfax for mass transit purposes but not yet acquired) that is required by the Airports Authority for the construction of the Project shall be identified by the Airports Authority, and a list of such property shall be provided to Fairfax. In the case of Fairfax-owned property, Fairfax shall have 120 business days to review and act upon the Airports Authority's request to transfer such property to WMATA. In the case of land proffered to Fairfax for mass transit purposes, Fairfax shall have 240 business days to review and act upon the Airports Authority's request to transfer such property to WMATA.

Section 3.4 Fairfax intends to retain title to the land at the site of the existing Reston East Park & Ride (Parcel No. 017-4-01-0017A) and Fire Station #29 (Parcel No. 029-3-01-0057B), two parcels with existing Fairfax facilities thereon. For these two Fairfax-owned properties, and in accordance with Section 3.2 above, Fairfax agrees said right-of-entry is applicable and sufficient to allow entry, construction, maintenance, and operation of Project Facilities prior to and after WMATA's acceptance of the Project Facilities into the ARS.

Section 3.5 From commencement of the Project through completion, wherever permanent subsurface or temporary surface easements, or other temporary use of Fairfax-owned property or public rights-of-way are agreed to by the parties as necessary for the Project, Fairfax will grant a right-of-entry in accordance with Section 3.2, as necessary, and without monetary consideration.

ARTICLE 4
CONSTRUCTION ON FAIRFAX-OWNED PROPERTY

Section 4.1 The Airports Authority shall notify Fairfax in a timely manner of any current or future plans for construction on Fairfax-owned property that may be affected by the design or construction of the Project. The Airports Authority shall make arrangements with appropriate Fairfax staff involved with such plans to meet with the Airports Authority to discuss the possible effects on Fairfax-owned property. All current or future plans for Project construction on Fairfax-owned property must be approved by Fairfax in writing prior to implementation. To the extent that Fairfax has already approved in writing design drawings depicting the construction of Project Facilities on Fairfax-owned *vacant* land, further refinements of those plans shall not require additional written approval as long as all construction activity remains within the footprint of the approved design.

Construction on property located in Fairfax that is neither Fairfax-owned property nor Airports Authority Property also shall be coordinated with and approved by Fairfax in accordance with Article 1 of this Agreement.

Section 4.2 The Airports Authority shall secure and execute a right-of-entry agreement [Exhibit C] from Fairfax before commencing any Project activities on Fairfax-owned property. Entry into the right-of-entry agreement with Fairfax is required prior to the Airports Authority's relocation, modification, or construction of Fairfax facilities. Said relocation, modification or construction shall be in accordance with and subject to the restrictions herein set forth. The right of entry permit shall remain in place for the duration of the Project and shall not be revoked by Fairfax without cause.

Section 4.3 The Airports Authority shall perform such relocation, modification, or construction of Fairfax Facilities that may be required to accommodate Project Facilities in accordance with the plans prepared by Airports Authority and approved by Fairfax. Said Fairfax Facilities may include utilities such as sanitary sewer and storm sewer lines. Trees and landscaped areas located on property owned by Fairfax shall be preserved whenever practicable. Trees in the construction area, which are to remain, shall be protected in accordance with the County's requirements and standards. Trees that must be removed shall be replaced with trees of a species in like kind unless otherwise designated by the County. Replacement trees shall have a minimum of two and one-half (2 ½) to three inch caliper, and be guaranteed for a period of one year. Landscaped areas shall be restored to the original condition to the greatest extent practicable as described in the landscape plans for the Project.

ARTICLE 5
TRAFFIC MAINTENANCE

Section 5.1 The Airports Authority shall prepare Maintenance of Traffic ("MOT") plans reflecting the precise manner in which traffic will be controlled on roads that are affected by the construction of the Project. Such plans will show, among other things, the construction phasing, roads to be closed, detour routes, pedestrian walk areas, parcel access, signs, traffic signal modifications, and other pertinent information relating to traffic maintenance during the construction of the Project. The MOT plans shall be coordinated with and approved by Fairfax and VDOT prior to the commencement of construction. All MOT plans shall comply with all applicable federal regulations.

Section 5.2 The Airports Authority shall consult with and obtain VDOT approval prior to partial or complete closure of any Commonwealth-maintained roadways to vehicular and pedestrian traffic during the construction of the Project. The Airports Authority shall provide adequate detour routes as part of any such plans, to be coordinated with and approved by VDOT. The Airports Authority shall notify Fairfax, Fairfax Fire and Rescue Department, Fairfax Police Department, Fairfax Public Schools, Fairfax elected officials, VDOT, and the media at least ten business days in advance of the need to fully close a Commonwealth-maintained roadway.

Section 5.3 The Airports Authority shall consult with and obtain Fairfax approval prior to partial or complete closure of Fairfax-maintained roadways to vehicular and pedestrian traffic during the construction period as needed to construct the Project Facilities. The Airports Authority, with the assistance and approval of Fairfax, shall plan for and provide adequate detour routes. The Airports Authority shall give Fairfax, Fairfax Fire and Rescue Department, Fairfax Police Department, Fairfax Public Schools, Fairfax elected officials, VDOT, and the media at least ten business days in advance of the need to fully close a Fairfax-maintained roadway.

Section 5.4 All road closures required by the Project on property in Fairfax that is not Airports Authority Property shall comply with the requirements of Fairfax's road closure policies that have been adopted by the Fairfax County Board of Supervisors.

Section 5.5 To the extent reasonably possible, construction on roadways shall not occur during peak traffic hours to avoid any unreasonable disruption of the movement of pedestrian and vehicular traffic, except on portions of roadways closed by VDOT permit. The Airports Authority shall require its Contractor during construction of the Project to allow operating businesses sufficient access to their properties for pedestrians, vehicles, deliveries, and fire fighting and rescue equipment.

Section 5.6 Any and all signs, pavement markings, and barricades installed and maintained by the Contractor shall be in accordance with traffic control plans prepared by the Airports Authority, the 2003 edition of the Manual on Uniform Traffic Control Devices, and the Virginia Work Area Protection Manual, as applicable.

Section 5.7 In addition to the MOT Plan, the Airports Authority also will assist in developing a Transportation Management Plan ("TMP") (also known as a Congestion Management Plan) for all areas affected by the construction of the Project. The TMP shall be developed to assist in implementing strategies to reduce reliance on single occupancy vehicle travel in and around the Project construction area and generally to decrease the amount of vehicular travel to and from the construction zone. The TMP shall consist of the following elements, without limitation: (i) implementation of strategies and services to reduce the amount of single occupancy vehicles traveling to the construction area (including without limitation programs to promote ridesharing, teleworking/ telecommuting, public outreach and information, incident management by police and fire departments, and VDOT driver assistance); (ii) employer sponsored activities (including without limitation employer outreach, alternative work schedules, commuter benefits programs, and preferential parking for vanpools and car sharing); (iii) incident management (including without limitation strategically located driver assistance teams, wreckers, policing of traffic at major intersections, and maintaining response rates of fire and rescue teams); and (iv) communications teams that will develop communications plans to inform the public, employers, and employees of current construction activities for the Project and inform the public of alternative routes around the construction sites. The Airports Authority shall coordinate the Project's TMP with all

other TMPs developed for other transportation construction projects in the vicinity of the Project.

Section 5.8 The Airports Authority shall be responsible for coordinating with WMATA and Fairfax Connector for the rerouting of bus traffic necessitated by construction of the Project. These items will be addressed in the TMP, and the plan for addressing such issues must be agreed upon by Fairfax prior to the commencement of the Project's construction activities that will necessitate the rerouting of bus traffic.

ARTICLE 6
INSURANCE REQUIREMENTS

Section 6.1 The Airports Authority shall require its Contractor to be responsible for its work and every part thereof, and for all materials, tools, equipment, appliances, and property of any and all description used in connection therewith. The Airports Authority shall require its Contractor to assume all risk of direct and indirect damage or injury to the property or persons used or employed on or in connection with the work contracted for, and of all damage or injury to any person or property wherever located, resulting from any action, omission, commission, or operation under the contract.

Section 6.2 The Airports Authority shall require its Contractor to, during the continuance of all work under the contract, provide the following:

a. Maintain statutory Workers' Compensation and Employer's Liability insurance in limits of not less than $1,000,000 to protect the Contractor from any liability or damages for any injuries (including death and disability) to any and all of its employees, including any and all liability or damage that may arise by virtue of any statute or law in force within the Commonwealth of Virginia.

b. Maintain Commercial General Liability insurance in the minimum amount of $2,000,000 per occurrence/$4,000,000 annual aggregate to protect the Contractor, its subcontractors, and the interest of Fairfax, its officers and employees against any and all injuries to third parties, including bodily injury and personal injury, wherever located, resulting from any action or operation under the contract or in connection with the contracted work. The General Liability insurance shall also include the Broad Form Property Damage endorsement, in addition to coverages for explosion, collapse, and underground hazards, where required.

c. Maintain owned, non owned, and hired Automobile Liability insurance, in the minimum amount of $1,000,000 per occurrence/ aggregate, including property damage, covering all owned, non owned, borrowed, leased, or rented vehicles operated by the Contractor. In addition, all mobile equipment used by the Contractor in connection with

the contracted work, will be insured under either a standard Automobile Liability policy or a Commercial General Liability policy. The Garage Keeper's Liability coverage shall also be maintained where appropriate.

d. Builder's Risk Policy: The Airports Authority shall require its Contractor to provide Builder's Risk and Fire and Extended Coverage insurance to protect Fairfax and the Contractor and its subcontractors against loss caused by the perils insured in the amount of 100% of the insurable value of the contract. Such insurable value shall reflect any increases to the contract amount through change orders. Such policy shall be in Builder's Risk Completed Value forms, including the following:

1. Policies shall be written to include the names of Contractors and Fairfax and the words "as their interest may appear;"

2. All insurance shall be in effect on or before the date when construction work is to commence; and

3. All insurance shall be maintained in full force and effect until the final acceptance of the Project by the Airports Authority and WMATA.

e. The Airports Authority shall require its Contractor to maintain Excess Liability Insurance in the amount of not less than $298,000,000 per occurrence/aggregate.

f. The Airports Authority shall require the Contractor to maintain Railroad Protective Liability Insurance in the amount of not less than 5,000,000 per occurrence/$10,000,000 aggregate.

g. Liability insurance may be arranged by General Liability and Automobile Liability policies for the full limits required, or by a combination of underlying policies for lesser limits with the remaining limits provided by an Excess or Umbrella Liability policy.

h. Liability Insurance "Claims Made" basis: If the liability insurance purchased by the Contractor has been issued on a "claims made" basis, the Airports Authority shall require its Contractor to comply with the following additional conditions. The limits of liability and the extensions to be included as described previously in these provisions, remain the same. The Contractor must either:

1. Agree to provide certificates of insurance evidencing the above coverages for a period of two years after final payment for the contract. This certificate shall evidence a

"retroactive date" no later than the beginning of the Contractor's or sub-Contractor's work under this contract, or

2. Purchase the extended reporting period endorsement for the policy or policies in force during the term of this contract and evidence the purchase of this extended reporting period endorsement by means of a certificate of insurance or a copy of the endorsement itself.

i. Rating Requirements:

1. The Airports Authority shall require its Contractor to provide insurance issued by companies admitted within the Commonwealth of Virginia, with the Best's Key Rating of at least A:X.

2. European markets including those based in London, and the domestic surplus lines markets that operate on a non-admitted basis are exempt from this requirement provided that the Contractor's broker can provide financial data to establish that a market is equal to or exceeds the financial strengths associated with the A.M. Best's rating of A:VI or better.

j. The Airports Authority shall require its Contractor to indemnify and hold harmless Fairfax, its officers, agents and all employees and volunteers, from any and all claims for bodily injury, personal injury, and/or property damage, including cost of investigation, all expenses of litigation, including reasonable attorney fees, and the cost of appeals arising out of any claims or suits which result from errors, omissions, or negligent acts of the Contractor, its subcontractors and their agents and employees.

k. The Airports Authority shall provide Fairfax with an original, signed Certificate of Insurance and such endorsements as prescribed herein.

l. The Airports Authority shall require its Contractor to secure and maintain all insurance certificates of its subcontractors, which shall be made available to Fairfax on demand.

m. The Airports Authority shall require its Contractor to provide on demand certified copies of all insurance policies related to the Contract within ten business days of demand by Fairfax. These certified copies will be sent to Fairfax from the Contractor's insurance agent or representative.

Section 6.3 No change, cancellation, or non-renewal shall be made in any insurance coverage without a 60-day written notice to Fairfax. The Airports Authority shall require its Contractor to furnish a new certificate to the Airports Authority prior to any change or cancellation date. In the event the Contractor fails to timely deliver a new and valid certificate to the Airports Authority, the Airports Authority shall exercise all contractual remedies available to it against the Contractor to secure the delivery of the new and valid certificate to the Airports Authority, including without limitation the withholding of all payments to the Contractor until the new certificate is furnished.

Section 6.4 Compliance by the Contractor and all subcontractors with the foregoing requirements as to carrying insurance shall not relieve the Contractor and all subcontractors of their liabilities provisions of the Contract.

Section 6.5 Contractual and other liability insurance provided under any contracts for this Project shall not contain a supervision, inspection, or engineering services exclusion that would preclude Fairfax from supervising and/or inspecting the project as to the end result. The Airports Authority shall require its Contractor to assume all on-the-job responsibilities as to the control of persons directly employed by it and/or by the subcontractors.

Section 6.6 Nothing contained in the specifications shall be construed as creating any contractual relationship between the Contractor or any subcontractor and Fairfax. The Contractor shall be as fully responsible to Fairfax for the acts and omissions of the subcontractors and of persons employed by them as it is for acts and omissions of person directly employed by it.

Section 6.7 Precaution shall be exercised at all times for the protection of persons (including employees) and property.

Section 6.8 The Airports Authority shall require its Contractor and all subcontractors to comply with the Occupational Safety and Health Act of 1970, Public Law 91-596, as it may apply to this Project.

Section 6.9 When Fairfax finds it necessary to occupy or use a portion or portions of the land area on which the Project is constructed prior to substantial completion of the Project, such occupancy shall commence only after a mutual agreement between Fairfax and the Airports Authority. In that event, the insurance company or companies providing the property insurance shall be request to provide an endorsement prior to the commencement of work. Consent of the Airports Authority and of the insurance company or companies to such occupancy or use shall not be unreasonably withheld.

Section 6.10 The Airports Authority shall require its Contractor to name Fairfax, its officers and employees, as an "additional insured" and "loss payee" on the Automobile, General Liability, and Excess Liability policies and it shall be stated on the Insurance Certificate that this coverage "is primary to all other coverage Fairfax may possess."

Section 6.11 If an "ACORD" Insurance Certificate form is used by the Contractor's insurance agent, the Airports Authority shall require the deletion of the words, "endeavor to" and "... but failure to mail such notice shall impose no obligation or liability of any kind upon the company" in the "Cancellation" paragraph of the form.

ARTICLE 7
INDEMNIFICATION

Section 7.1 To the extent permitted by law, the Airports Authority shall indemnify and hold harmless Fairfax, its directors, officers, employees and agents from all liabilities, obligations, damages, penalties, claims, costs, charges, and expenses (including reasonable attorney's fees), of whatsoever kind and nature for injury, including personal injury or death of any person or persons (including without limitation employees of Fairfax), and for loss or damage to any property occurring in connection with or in any way arising out of the Project, including without limitation those liabilities, obligations, damages, penalties, claims, costs, charges, and expenses occurring in connection with or in any way arising from the use and occupancy of Fairfax-owned land and the performance of work associated with the construction of the Project on Fairfax-owned land and/or any acts in connection with activities to be performed as part of the construction of the Project on Fairfax-owned land resulting in whole or in part from the acts, errors, or omissions of the Airports Authority and/or the Contractor, or any employee, agent, or representative of the Airports Authority and/or the Contractor.

Section 7.2 The Airports Authority shall indemnify, defend, and hold harmless Fairfax, its agencies, directors, officers, employees, and agents against any and all claims, liabilities, losses, demands, damages, penalties, costs, charges, remedial costs, environmental claims, fees, or other expenses (including reasonable attorneys fees) related to, arising from or attributable to any effluent or other hazardous waste, residue, contaminated soil, or other similar material discharged from, removed from, or introduced on, about, or under Fairfax-owned property as a result of activities in connection with the construction of the Project on Fairfax-owned land.

Section 7.3 If any action or proceeding is brought against Fairfax that is covered by the terms of the indemnification set forth in this Article 7, then upon written notice from Fairfax to the Airports Authority, the Airports Authority shall, at its expense, resist or defend such action or proceeding by counsel approved by Fairfax in writing, such approval not to be unreasonably withheld, but no approval of counsel shall be required where the cause of action is resisted or defended by counsel of any insurance carrier obligated to resist or defend the same.

Section 7.4 The Airports Authority's obligations under this Article are limited:

a. To the extent of insurance under Article 6 of this Agreement, and

b. For a claim or a loss that is not insured under Article 6 of this Agreement, to funds of the Metropolitan Washington Airports Authority

Dulles Corridor Enterprise Fund as defined above and/or revenues from the Dulles Toll Road.

ARTICLE 8
NOTICES

Unless otherwise provided for in this Agreement, whenever necessary for one party to notify another party pursuant to this Agreement, this communication shall be in writing and delivered by independent commercial overnight courier or by facsimile transmission with a cover sheet and date and time stamp (provided an original is also sent by another method listed here), addressed as follows:

If to AIRPORTS AUTHORITY:

President and CEO
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, D.C. 20001-6000
Fax: 703.417.3917

With a copy to:

General Counsel
Metropolitan Washington Airports Authority
1 Aviation Circle
Washington, D.C. 20001-6000
Fax: 703.417.3917

If to FAIRFAX:

Fairfax County Executive
County of Fairfax, Virginia
12000 Government Center Parkway, Suite 552
Fairfax, VA 22035-0064
Fax: 703.324.3956

With a copy to:

Fairfax County Attorney
12000 Government Center Parkway, Suite 549
Fairfax, Virginia 22035-0064
Fax: 703.324.2665

ARTICLE 9
MISCELLANEOUS PROVISIONS

Section 9.1 This Agreement shall be binding on the parties, their respective agencies, employees, agents, and any successors-in-interest.

Section 9.2 This Agreement may not be assigned by either party unless the parties mutually agree to such an assignment in writing.

Section 9.3 This Agreement shall become effective upon its execution by Fairfax and the Airports Authority. It shall remain in effect as long as the Airports Authority is the Project sponsor until WMATA accepts the Project Facilities into the ARS; provided, however, that the provisions of Articles 6 and 7 of this Agreement shall survive any termination or cessation of this Agreement.

Section 9.4 This agreement may be altered, amended, or revoked only by an instrument in writing signed by each party hereto.

Section 9.5 No waiver of any term, covenant, or condition of this Agreement shall be valid unless in writing and signed by the parties.

Section 9.6 Nothing in this Agreement limits the authority of Airports Authority, the Commonwealth, or Fairfax to exercise its regulatory and police powers granted by law, including but not limited to their powers of condemnation with respect to all or any part of Project.

Section 9.7 This Agreement is intended by the parties to be construed as whole and indivisible and its meaning is to be ascertained from the entire instrument. All parts of the Agreement are to be given effect with equal dignity, including but not limited to the recitals at the beginning of this Agreement, and all such parts, including the recitals, are to be given full force and effect in construing this Agreement. No provision of any recital shall be construed as being controlled by or having less force than any other part of this Agreement because the provision is set forth in a recital.

Section 9.8 This Agreement may be executed in two or more counterparts, each of which shall be deemed an original, but all of which together shall constitute one in the same Agreement.

Section 9.9 This Agreement shall be governed by the laws of the Commonwealth of Virginia. Any and all litigation relating to this Agreement may be brought and/or maintained only in a Virginia court of competent jurisdiction.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date entered herein.

FOR AIRPORTS AUTHORITY:

James E. Bennett
~~Chief~~ Executive Officer
Metropolitan Washington Airports Authority

DATE: 10 July 2007

FOR FAIRFAX:

Anthony H. Griffin
County Executive
County of Fairfax, Virginia

DATE: 7/10/07

COMMONWEALTH of VIRGINIA

Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

June 14, 2007

Mr. Anthony H. Griffin
County Executive, Fairfax County
12000 Government Center Parkway, Suite 552
Fairfax, Virginia 22035

Dear Mr. Griffin:

The purpose of this letter is to state the Commonwealth's agreement, through a number of its agencies, to have a continuing role in the Dulles Corridor Metrorail Project (Project) following the anticipated transfer of the Project sponsor role from the Department of Rail and Public Transportation (DRPT) to the Metropolitan Washington Airports Authority (MWAA).

As the Project sponsor, MWAA will be the entity that is responsible for the implementation of the Dulles Corridor Metrorail Project. It shall be assisted with those responsibilities by DRPT, the Department of General Services (DGS), the Department of Conservation and Recreation (DCR), and the Virginia Department of Transportation (VDOT). MWAA will serve as the federal grant recipient and will be responsible for the completion of the financing, preliminary engineering, design-build activities, and associated project development activities including but not limited to: financial planning, right-of-way acquisition, environmental mitigation, utility coordination and relocation, permitting, intergovernmental agreements, and public involvement.

DRPT, which was responsible for overseeing the preparation of the majority of the preliminary engineering plans associated with this Project in accordance with all applicable state and federal standards, will continue to serve in a project coordination role for the Commonwealth. As part of this role, DRPT shall serve as a co-applicant on all special exception applications that are filed for the Project in accordance with Article 9 of the Zoning Ordinance for Fairfax County, Virginia (Fairfax County Zoning Ordinance). DGS shall conduct all required site plan reviews and inspections and shall be responsible for issuing all building permits that may be required for those portions of the Project that are located on land within Fairfax County, Virginia (Fairfax County), that is not owned by the federal government and/or MWAA. DCR shall be responsible for reviewing and

ATTACHMENT A

approving all stormwater management and erosion and sediment control plans for those portions of the Project that are located within Fairfax County that is not owned by the federal government and/or MWAA. Regardless of the ownership of land, the project must be registered under the General Permit for Stormwater Discharge from Construction Activity with DCR. In addition, DCR shall be the regulatory authority for all land-disturbing and construction activity in Chesapeake Bay Preservation areas under the provisions of the Chesapeake Bay Preservation Act. Both DGS and DCR shall apply the stricter of the state or Fairfax County standards, where applicable, in reviewing plans and issuing permits.

Fairfax County shall inform DGS of any special exception development conditions imposed by the Fairfax County Board of Supervisors so that they be made a part of the approved site plans, as appropriate. DGS shall notify Fairfax County, on or before the time that MWAA applies for Non-Residential Use Permits on behalf of WMATA, of the extent to which such special exception development conditions were implemented as part of the final site plans for the Project. To the extent that any or all of the special exception development conditions were not addressed by DGS during the process of carrying out its regulatory role for the Project, Fairfax County will be permitted access to all approved plans and shall be permitted to inspect the Project facilities to verify that all special exception conditions were satisfactorily implemented by the Project.

Additionally, DGS, as appropriate, shall verify the Project's compliance with all applicable requirements for issuance of a Non-Residential Use Permit, as set forth in Fairfax County Zoning Ordinance § 18-704. To the extent that DGS is unable to verify the Project's compliance with all of the applicable requirements for issuance of Non-Residential Use Permit(s), Fairfax County shall be permitted access to all approved plans and shall be permitted to inspect the Project facilities to verify that all applicable requirements for issuance of Non-Residential Use Permits for the Project facilities have been satisfied.

Ongoing stormwater pond maintenance shall be performed based on the ownership of the ponds. Fairfax County will retain responsibility for ponds it currently maintains, WMATA will maintain all ponds located on property it currently owns or will own as a result of this Project, and all other ponds created for the project will be maintained by MWAA.

VDOT will assist MWAA with design reviews, use of VDOT right-of-way, property acquisition, utility relocation, construction permitting, construction and final acceptance, traffic maintenance, and project-related roadway improvements, as will be specifically set out in the MWAA-VDOT Cooperative Agreement. More specific information on the roles and responsibilities of each agency will be available in the Project's "Project Management Plan" and in the Cooperative Agreement entered into between Fairfax County and MWAA.

After all construction and start-up related contracts have been performed, MWAA intends to transfer the Project's transit line, facilities, and systems to WMATA for operation and maintenance and for incorporation into the Adopted Regional System MWAA anticipates having no permanent property interests other than the property interests that MWAA possessed prior to the Project, as permanent property interests in the Project will be held by either WMATA or VDOT, as applicable, in the name of the Commonwealth.

I hope this letter clarifies the anticipated continuing role of the Commonwealth. If you require any further information, please contact DRPT's Director, Matthew Tucker, at (804) 786-1051.

Sincerely,

Pierce R. Homer

Pierce R. Homer

Copy: The Honorable Viola Baskerville, Secretary of Administration
The Honorable Preston Bryant, Secretary of Natural Resources

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

RESOLUTION NO. 07-16

Financial Administration
of the
Dulles Toll Road
and
Dulles Corridor Metrorail Project

WHEREAS, The Chairman and the President and Chief Executive Officer on December 29, 2006 executed the Master Transfer Agreement Relating to the Dulles Toll Road and the Dulles Corridor Metrorail Project as well as the Dulles Toll Road Permit and Operating Agreement, consistent with the authorization to do so in Resolution No. 06-34;

WHEREAS, Implementation of these Agreements with the Virginia Department of Transportation will provide the Authority with control over the Dulles Toll Road for fifty years, making its revenues available to pay a substantial portion of the costs of constructing the Metrorail extension from West Falls Church to Route 772 in Loudoun County;

WHEREAS, The principal source of Toll Road revenues, available as soon as the Authority assumes responsibility for the Toll Road, will be from tolls, to be set by Authority regulation at a level to generate funds sufficient to operate and maintain the Toll Road and other transportation improvements in the Dulles Corridor and to support any debt service requirements necessary to construct the Dulles Corridor Metrorail Project;

WHEREAS, The Authority has since June 2006 met twice a month as the Committee of the Whole to receive briefings on the progress of Dulles Corridor activities and to review the documents that must be executed in the Authority's name;

ATTACHMENT B

WHEREAS, The Agreements reflect the Authority's determination to operate and maintain the Toll Road and construct the Metrorail extension with financing separate from all other activities conducted upon the Metropolitan Washington Airports properties; and

WHEREAS, Accounting measures must be taken to assure that revenues and expenditures for the Toll Road and Metrorail project are kept separate from airport revenues and expenditures, now, therefore, be it

RESOLVED, That the President and Chief Executive Officer is authorized and directed to establish a fund to be known as the "Metropolitan Washington Airports Authority Dulles Corridor Enterprise Fund" in order to account for the performance of activities related to the operation and maintenance of the Dulles Toll Road, the construction of the Dulles Corridor Metrorail Project, and other transportation improvements in the Dulles Corridor;

2. That the Dulles Corridor Enterprise Fund shall be separate from all other funds of the Authority;

3. That the Dulles Corridor Enterprise Fund shall be used to account for the operation, maintenance and improvement of the Dulles Toll Road; the acquisition, construction and financing of the Dulles Corridor Metrorail Project; the assets transferred to the Authority relating to the Dulles Toll Road and the Dulles Corridor Metrorail Project; the employment of consulting engineers, attorneys, accountants, construction and financial experts, superintendents, managers, and other employees and agents as may be necessary, as well as their compensation and benefits; the issuance of revenue bonds, notes or other financing instruments payable solely from the fees and revenues pledged for their payment, and the refunding of those bonds; any payments, appropriations, grants, gifts, loans, advances and other funds, properties and services as may be transferred or made available to the Authority by the United States or any other public or private entity or individual; and any and all other items related to the Dulles Toll Road or the Dulles Corridor Metrorail Project, as appropriate, necessary or convenient;

4. That any payment for services, goods and employees as required under the Permit and Operating Agreement and other agreements relating to the Dulles Toll Road and the Dulles Corridor Metrorail Project may be made only from the Dulles Corridor Enterprise Fund Revenues and, to the extent that such services, goods and employees are paid from Authority funds other than the Dulles Corridor Enterprise Fund, the other funds shall be reimbursed for these payments from Dulles Corridor Enterprise Revenues, computed and based upon the actual direct or allocated cost incurred by the Authority for providing such services;

5. That the Authority will, from time to time, issue in its own name, in accordance with its own statutory authority and existing financing practices, Dulles Toll Road revenue bonds, notes and other financing instruments, consistent with the Permit and Operating Agreement, through appropriate authorizing resolutions, payable solely from revenues derived from tolls, fees and other charges on the Dulles Toll Road, from refunding bonds or as otherwise specified in a financing instrument;

6. That in issuing such bonds and other forms of indebtedness (public or private), the Authority will enter into such financing documents, create such liens, and make such covenants, pledges, transfers, hypothecations, and assignments as it may deem necessary or desirable (i) to fulfill its obligations under the Permit and Operating Agreement and (ii) to secure and provide for the payment of such bonds or other obligations, including the creation of reserves therefor;

7. That the sole source of funds for the Dulles Corridor Enterprise Fund shall be the revenues derived from the use and operation of the Dulles Toll Road, proceeds from the sale of revenue bonds, grants, loans, and other funds as provided from time to time by Resolution;

8. That expenditures from the Dulles Corridor Enterprise Fund shall be for costs related to the administration, management, operation, maintenance, and improvement of the Dulles Toll Road, and other transportation improvements in the Dulles Corridor; costs related to construction, maintenance and improvement of the Dulles Corridor Metrorail Project, including acquisition of land related to the same; establishment of reasonable reserves related thereto, payments of the principal of, interest and premium due upon, and other expenses related to the

issuance and servicing of bonds or other financial obligations relating to the Dulles Toll Road and the Dulles Corridor Metrorail Project; costs and expenses of transit operations in the Dulles Corridor; and payment of surplus revenue to the Commonwealth of Virginia for allocation for transportation programs and projects within the Dulles Corridor, and shall be used only for the purposes and in the priorities set forth in the Permit and Operating Agreement;

9. That the President and Chief Executive Officer shall submit an annual budget for the Dulles Corridor Enterprise Fund concurrently with the current annual budget consistent with the Permit and Operating Agreement;

10. That accounting for the Dulles Corridor Enterprise Fund shall conform to "Generally Accepted Accounting Principles" of the Government Accounting Standards Board, and shall be reported by the calendar year;

11. That in accordance with the Permit and Operating Agreement, all funds and accounts of the Dulles Corridor Enterprise Fund shall be held separate and apart from all other funds and accounts of the Authority, and the revenues and expenses of the Dulles Toll Road and the Dulles Corridor Metrorail Project shall not be commingled with any other revenues or expenses of the Authority;

12. That all revenues of the Dulles Corridor Enterprise Fund shall be held in accounts with a financial institution under arrangements that, to the extent reasonably practicable, preclude such funds from being an asset subject to claims of creditors of the Authority other than holders of bonds and other Dulles Corridor Enterprise Fund financial obligations and holders of claims otherwise related to the Dulles Toll Road or the Dulles Corridor Metrorail Project;

13. That recourse against the Dulles Corridor Enterprise Fund shall be limited exclusively to the Authority's interest in the Dulles Toll Road in accordance with the terms of the Permit and Operating Agreement, and there shall not be any recourse from any action arising out of operation of the Dulles Toll Road or the Metrorail Project against the Authority's interest in any other facility, property, fund or account, including assets used in and revenues derived from the Authority's operation of the Airports;

14. That in addition to the indemnification provided under Resolution No. 01-19, recourse may not be had for any claim against the Dulles Corridor Enterprise Fund against any member, officer, agent or employee, past, present or future, of the Authority, or any successor body, under any constitutional provision, statute, or rule of law, or by the enforcement of any assessment or penalty or by any legal or equitable proceeding or otherwise; and

15. That the Dulles Corridor Enterprise Fund shall remain in existence until terminated by the Authority or by operation of law, at which time any and all assets of the Fund, immediately and without further action, shall be deemed to be and shall be assets of the Authority or such other enterprise as provided by the Authority, or shall otherwise be disbursed in a manner not inconsistent with the Master Transfer Agreement and the Permit and Operating Agreement.

Adopted June 6, 2007

Gregory Wolfe, Secretary

RIGHT-OF-ENTRY - DULLES CORRIDOR METRORAIL PROJECT

RIGHT OF WAY- Property of the Board of Supervisors Fairfax County

Tax Map No. 030-3-28-B3
029-4-05-B1
029-4-05-A1
029-4-05-D
029-4-05-E
029-4-05-C1
029-3-01-0005
029-1-01-0035A
029-1-01-0057B
028-1-21-A
016-1-01-0011B
017-4-01-0017A
(Additional parcels may be added)

The Facilities Management Department (Grantor) hereby grants to_____ (Grantee), its agents, and assigns permission to enter upon the subject properties for the purpose of constructing the Dulles Corridor Metrorail Project within the areas shown on the plans.

Grantee shall have quiet and peaceable possession, use, and enjoyment of the aforesaid right of entry, the parcels applicable thereto, and rights and privileges hereby granted. Said right of quiet and peaceable possession, use, and enjoyment shall apply to all properties listed hereon with the following exceptions: Tax Map Nos. 029-3((1))0057-B (Fire and Rescue Station No. 29); 017-4((1))0017-A (Wiehle Avenue Parking Garage); and 016-1((1))0011-B (Soccer Fields). On these three parcels, Grantee shall coordinate construction activity with the County-authorized activities occurring thereon and accommodate such activities in a manner mutually agreeable to Grantor and Grantee.

Grantor reserves all rights, title and interest in and to the right of way to be occupied by _____ until further transfer of title to the appropriate entity is determined.

BOARD OF SUPERVISORS OF FAIRFAX COUNTY, VIRGINIA

BY_____
TITLE_____
DATE_____

The foregoing instrument was acknowledged before me this ____day of _____, 2007, by_____.

My Commission expires_____ _____
NOTARY PUBLIC

ATTACHMENT C

ATTACHMENT D

	Station Outbound Track	Project Phase	(Fairfax) PIN Number (Loudoun)	Property Interest Identified By	Segment	Purpose	Property Location	Known As	Owner	Contact	Mailing Address	Tenant	Current Zoning	Proffer	Total Land Area
004	539+00	1	Olney Road ROW	DTP 12-15-05	DCR	Access to TPSS 3	Dulles Connector Road, South Side	Olney Road	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533 Fairfax, VA 22035	Public Street			
	891+00	1	029-3-28-B5	FEIS Acquisition List	TE Station	Tysons East Station South Entrance Pavilion and Parking Area	South Side of Route 123 at Colshire Drive	Proffered Site of Station Facilities; Westgate Industrial Park	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533 Fairfax, VA 22035	Vacant Land		Conveyed	88,087 sq ft 2.0221 acres
006	891+00	1	Colshire Drive ROW	DTP 9-10-05	TE Station	Tysons East Station South Entrance Pavilion, Bus Bays along Colshire Drive	West side of Colshire Drive	Colshire Drive	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533, Fairfax, VA 22035	Public Street			
006	890+00	1	029-4-05-B1	FEIS Acquisition List	TE Station	Tysons East Station	North Side of Route 123	Proffered land on Tysons East Station	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533, Fairfax, VA 22035	Vacant Land		Conveyed	43,560 sq ft 1.0000 acres
007	891+00 to 903+00	1	Fairfax County for vacated portion of Old Dominion Drive	DTP 4-19-05	TE Station	Tysons East Station, TPSS 3 and Aerial Guideway	North Side of Route 123, Adjacent to Capital One	Old Dominion Drive (Vacated)	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533, Fairfax, VA 22035	Public Street			1.5 acres
008	894+00	1	029-4-05-A1	FEIS Acquisition List	TE Station	Tysons East Station	North Side of Route 123	Proffered land on Tysons East Station	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533, Fairfax, VA 22035	Vacant Land	PDH-20	Conveyed	43,560 sq ft 1.0000 acres
009	895+00	1	029-4-05-D	FEIS Acquisition List	TE Station	Tysons East Station	North Side of Route 123	Proffered land on Tysons East Station	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533, Fairfax, VA 22035	Vacant Land	Commercial (PDH-20)	Conveyed	6,197 sq ft 0.1422 acres
010	899+00	1	029-4-05-E	FEIS Acquisition List	Rt 123	Aerial Guideway Route 123	North Side of Route 123	Proffered land on Tysons East Station	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533, Fairfax, VA 22035	Vacant Land	Commercial (PDH-20)	Conveyed	6,197 sq ft 0.1422 acres
095	901+00	1	029-4-05-C1	FEIS Acquisition List	Rt 123	Aerial Guideway Route 123	North Side of Route 123	Proffered land on Tysons East Station	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533, Fairfax, VA 22035	Vacant Land	Commercial (PDH-20)	Conveyed	6,110 sq ft 0.1360 acres
011	925+00	1	029-4-10-0004B	DTP 9-18-05	Rt 123	Aerial Guideway Route 123	North Side of Route 123	Tysons Galleria; Vacant Land	Tysons II Land Co., LLC	Peter Rosen, Owner Rep Dawn Munson for entry 703-848-8870	Attn: Robert K. Tanenbaum 11501 Huff Court Kensington, MD 20895	Vacant Land	Planned Development Commercial PDC	Portion required for Metrorail	84,463 sq ft 1.9390 acres
012	928+00	1	029-4-10-0004A	DTP 4-19-05	Rt 123	Aerial Guideway Route 123	North Side of Route 123	Tysons Galleria; Vacant Land	Tysons II Land Co., LLC	Peter Rosen, Owner Rep Dawn Munson for entry 703-848-8870	Attn: Robert K. Tanenbaum 11501 Huff Court Kensington, MD 20895	Vacant Land	Planned Development Commercial PDC	Portion required for Metrorail	244,193 sq ft 5.6059 acres
013	933+00	1	029-4-01-0035A	FEIS Acquisition List	T123 Station	Tysons Central 123 Station - Pedestrian Bridge & South Entrance Pavilion	1961 Chain Bridge Road	Tysons Corner Center	Tysons Corner Property Holdings LLC	Kathy Hannon, Owner Rep Kevin Marroquin, Ops Mgr 703-893-9400	1961 Chain Bridge Road Suite 105 McLean, VA 22102	Portion to be acquired is vacant but adjacent to parking garage.	Commercial (with Res/Apt Zoning)		3,262,352 sq f 74.8933 acres
014	934+00	1	029-4-10-0005A	FEIS Acquisition List	T123 Station	Tysons Central 123 Station Platform, TPSS 4 and North Entrance Pavilion Construction Staging	North Side of Route 123	Tysons Galleria; Vacant Land	Tysons II Land Co., LLC	Peter Rosen, Owner Rep Dawn Munson for entry 703-848-8870	Attn: Robert K. Tanenbaum 11501 Huff Court Kensington, MD 20895	Vacant Land	Planned Development Commercial PDC	Portion required for Metrorail	160,231 sq ft 3.6784 acres
015	940+00	1	029-4-10-0005B	FEIS Acquisition List	Rt 123	Transition into Tunnel Construction Staging	North Side of Route 123	Tysons Galleria; Vacant Land	Tysons II Land Co., LLC	Peter Rosen, Owner Rep Dawn Munson for entry 703-848-8870	Attn: Robert K. Tanenbaum 11501 Huff Court Kensington, MD 20895	Vacant Land	Planned Development Commercial PDC	Portion required for Metrorail	153,105 sq ft 3.5148 acres
045	0942+00	1	029-4-10-0005C	FEIS Acquisition List	Rt 123	Tunnel Portal and Tunnel Construction Staging	North Side of Route 123	Tysons Galleria; Vacant Land	Tysons II Land Co., LLC	Peter Rosen, Owner Rep Dawn Munson for entry 703-848-8870	Attn: Robert K. Tanenbaum 11501 Huff Court Kensington, MD 20895	Vacant Land	Planned Development Commercial PDC	Portion required for Metrorail	203,652 sq ft 4.6752 acres
046	1002+80	1	029-3-01-0005	FEIS Acquisition List	Rt 7	Eastbound Route 7	South Side of Leesburg Pike near Spring Hill Road	Powerline Easement	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533 Fairfax, VA 22035	Vacant Land	Residential R-1		102,627 sq ft 2.3560 acres
049	1002+00	1	029-1-01-0035A	DTP 4-19-05	Rt 7	Westbound Route 7	North Side of Leesburg Pike near Spring Hill Road	Powerline Easement	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533 Fairfax, VA 22035	Vacant Land	Residential R-1		54,897 sq ft 1.2582 acres Property to be divided
				FEIS Acquisition		Tysons West Station - Kiss		Fire and Rescue Station No.			12000 Government Ctr		Industrial		

	Outbound Track	Phase	PIN Number (Loudoun)	Identified By	Segment	Purpose	Property Location	Known As	Owner	Contact	Mailing Address	Tenant	Current Zoning	Profile	Land Area
058	1006+00	1	029-3-01-0001E	DTP Update 1-06-05	TW Station	Eastbound Route 7	8545 Leesburg Pike	HBL Mercedes	George Andreas, Trustee, Ursula Andreas, Trustee, for AAL Associates, LLC		PO Box 1789 Middleberg, VA 20118 6731 Curran Street McLean, VA 22101	HBL Mercedes	Regional Retail C-7		148,429 sq ft 3.4568 acres
059	1006+00	1	029-3-01-0001F	DTP Update 1-06-05	Rt 7	Eastbound Route 7	South side of Route 7	Front of HBL Mercedes	George Andreas, Trustee, Ursula Andreas, Trustee, for AAL Associates, LLC		PO Box 1789 Middleberg, VA 20118 6731 Curran Street McLean, VA 22101	HBL	Regional Retail C-7	Not yet conveyed	2,280 sq ft 0.0523 acres
072	1009+00	1	029-3-20-0001	FEIS Acquisition List	Rt 7	Eastbound Route 7	8601 Westwood Center Drive	HBL Pre-Owned Cars	Jemals Tysons Westwood, LLC		702 H Street, N.W., Suite 400 Washington DC 20001	HBL	Regional Retail C-7	Portion	105,075 sq ft 2.4100 acres
083	1184+00	1	029-1-21-A	FEIS Acquisition List	DAAR	Access for TPSS 8 and RTC 8	Chatterra Ford Drive	Chatterra Ford Drive	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533 Fairfax, VA 22035	Vacant Land	Residential R-30		16,117 sq ft 0.370 acres
	1312+00	1	017-4-01-001TA		Wiehle Station	Wiehle Avenue Station parking structure, bus facilities and TPSS 11	1699 Wiehle Avenue	Wiehle Park and Ride	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533 Fairfax, VA 22035	County operated park & ride	Residential R-30		396,000 sq ft 9.09 acres
	1385+00	2	017-3-01-0035A			TPSS 12	South Side of Sunset Hills Road, east intersection of Town Center Pkwy	Vacant Land	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533 Fairfax, VA 22035		Commercial & Industrial Development PDH	Conveyed	261,360 sq ft 6.000 acres
	1488+00	2	018-4-01-0027	FEIS Acquisition List		Herndon Monroe Station - South Entrance Pavilion and Parking Structure, Stormwater Pond 5, TPSS 13	North Side of Sunrise Valley Drive	Site of South Side Station Facilities (Herndon-Monroe Park & Ride	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533 Fairfax, VA 22035		Industrial Industrial		1,191,240 sq ft 27.340 acres
215	1536+00	2	016-1-01-0013B	FEIS Acquisition List		Route 28 Station - North Entrance Pavilion and Kiss & Ride	North of Dulles Airport Access Road and east of Route 28	Preferred Site of North Side Station Facilities; Vacant	Board of Supervisors, Fairfax County		12000 Government Ctr Pkwy, Suite 533 Fairfax, VA 22035		Planned Development Housing PDH-20	Conveyed	419,244 sq ft 9.84 acres
217	1540+00	2	016-1-25-0008A	FEIS Acquisition List		Route 28 Station - South Entrance Pavilion	South Side of Horse Pen Road	Site of South Side Station Facilities; Vacant	WRIT Dulles Station, LLC		c/o Washington Real Estate Investment Trust 6110 Executive Blvd, Suite 800 Rockville, MD 20852		Planned Development Commercial PDC		229,836 sq ft 5.2763 acres
	1542+00	2	015-4-05-0008A	FEIS Acquisition List		Route 28 Station - South Entrance	South Side of Horse Pen Road	Site of South Side Station Facilities; Vacant	Dulles Development LLC c/o Crimson Partners		456 Spring Mill Place Suite 100 Herndon, VA 20170		Planned Development Commercial PDC		305,175 sq ft 7.006 acres

AMENDED
RECORD OF DECISION

by the Federal Transit Administration

Dulles Corridor Metrorail Project
Fairfax and Loudoun Counties, Virginia

DECISION

The Federal Transit Administration (FTA), in accordance with 23 CFR part 771, the regulation that governs the Federal environmental review process for transportation projects funded by the FTA, has decided that the requirements of the National Environmental Policy Act of 1969 (NEPA), as amended, have been satisfied for the Dulles Corridor Metrorail Project. The Project, a planned extension of the Washington Metropolitan Area Transit Authority (WMATA) regional Metrorail system in Fairfax and Loudoun Counties, Virginia, will include 23.1 miles of electrically-powered rapid rail transit operating in an exclusive right-of-way with at-grade, aerial, and subway sections, 11 new stations, parking facilities, new and improved yard and shop facilities, rail vehicles, fare collection equipment, communications and train control systems, and ancillary facilities for the distribution of electrical power and stormwater management.

This FTA Record of Decision (ROD) applies to the Locally Preferred Alternative ("the Project"), as described in the Project's December 2004 *Final Environmental Impact Statement and Section 4(f) Evaluation* (Final EIS) and modified in the February 2006 *Preliminary Engineering Design Refinements Environmental Assessment.* This Amended ROD replaces the FTA Record of Decision previously issued in March 2005. The Project sponsor,[1] the Virginia Department of Rail and Public Transportation (DRPT), seeks financial assistance from FTA for the first phase of the Project (the Extension to Wiehle Avenue), which will extend from the existing Metrorail Orange Line near the West Falls Church Station and terminate at Wiehle Avenue in Reston. The second phase of the project (the Extension to Dulles Airport/Route 772) will extend west from Wiehle Avenue to Dulles International Airport and eastern Loudoun County. Once constructed and accepted by WMATA, each phase of the Project will be operated as part of the regional Metrorail system.

In addition to FTA, the Federal Aviation Administration (FAA) participated in the Project's NEPA review as a cooperating agency because construction of the Project requires the use of airport property and FAA's approval of the change in the Airport Layout Plan.

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[1] Up to now, the Virginia Department of Rail and Public Transportation (DRPT) has been the sponsoring agency and the presumed recipient of any grant provided by FTA. However, the Metropolitan Washington Airports Authority (MWAA) is working with DRPT and FTA to take over as the Project sponsor, and if this change occurs, MWAA will become the recipient of any FTA grant already in place or awarded after such a transition. As a condition of any grant, FTA will require that the Project sponsor construct the Project in accordance with the environmental record referenced herein. (The Washington Metropolitan Area Transit Authority (WMATA) is not a Project sponsor, but is serving as technical manager to the Project since WMATA will assume ownership and operation of the Project after it is constructed.)

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BACKGROUND

The Dulles Corridor, located in Northern Virginia, west of the nation's capital, is home to several of the Washington metropolitan region's most dynamic and rapidly growing activity centers. Extending from the vicinity of West Falls Church Metrorail Station in Fairfax County, Virginia, to Route 772 in Loudoun County, Virginia, the 23.1-mile corridor includes the high-density office buildings and regional shopping centers of Tysons Corner; the residences, shopping centers, and suburban office complexes of the Reston-Herndon area; the rapidly growing Washington Dulles International Airport (Dulles Airport); and an emerging residential and employment center in eastern Loudoun County.

With the Dulles Corridor's increasing attractiveness as a place to live and work, travel in the corridor has been steadily growing over the past 15 years. This increasing travel demand has strained the capacity of the existing transportation network, causing delays and increasing travel times between activity centers within the corridor and the region. The central and eastern portions of the corridor currently experience some of the region's worst traffic congestion.

Over the next 25 years, continued development of the corridor as a regional employment destination and the maturation of residential communities and commercial areas within the corridor are expected to far outpace the growth of the region as a whole. Parallel increases in travel demand are projected to exceed the capacity of the corridor's already overburdened transportation system, resulting in severely congested conditions on numerous routes, further degradation of air quality, and a threat to the valued quality of life in the Dulles Corridor.

Planned roadway enhancements in the corridor are not expected to relieve the current levels of congestion and the ability to further expand roadway capacity beyond currently planned improvements is constrained by right-of-way limitations and federal air quality standards. For these reasons, alternative transportation improvements in the Dulles Corridor that would increase capacity and improve mobility without further expanding roadways, such as a high-quality, high-capacity rapid transit line, have long been the focus of public and private sector studies.

Rapid transit in the Dulles Corridor was initially explored in the 1950s as part of the planning of Dulles Airport. At that time, it was decided to reserve the median of the Dulles International Airport Access Highway (DIAAH), previously known as the Dulles Airport Access Road, for future transit access to the airport. In the late 1960s the need for transit in the corridor was evaluated during the planning of the regional Metrorail system. While Metrorail's original Adopted Regional System did not include a connection to Dulles Airport, extending rapid transit service to the airport has remained a local and regional goal.

In the 1990s, providing a rapid transit connection to Dulles Airport was evaluated in the *Dulles Corridor Transportation Study* (1997) and the *Supplement to the Dulles Corridor Transportation Study* (1999). The former, a Major Investment Study (MIS), recommended developing a rail line between the Metrorail Orange Line and Route 772 primarily using the median of the DIAAH.

The MIS Supplement in 1999 recommended developing this rail line through a phased implementation program that would begin with enhanced express bus services, then use bus rapid transit (BRT) technology to institute rapid transit service in the Dulles Corridor as quickly as possible. BRT is an emerging transit mode in which buses are used to provide high-quality service akin to a rapid rail system. The BRT line would then be converted to rail use over time.

The recommended transit alternatives for the Dulles Corridor were evaluated in the *Dulles Corridor Rapid Transit Project Draft Environmental Impact Statement and Section 4(f) Evaluation* (Draft EIS) published in June 2002. The results of the evaluation assisted the Commonwealth of Virginia, MWAA, WMATA, FTA, FAA, local and regional decision-makers, and the public in understanding the potential effects of the alternatives under consideration for the project. Based on the analysis contained in the Draft EIS, public comments received on the document, and agency coordination, in late 2002 an extension of the WMATA Metrorail from the existing Orange Line to Route 772 in Loudoun County was selected as the Locally Preferred Alternative (LPA) for the project by both the Commonwealth Transportation Board (CTB) and the WMATA Board of Directors. Like the alternative recommended in the 1997 MIS, the rail line would primarily use the median of the DIAAH, leaving the highway to directly serve Tysons Corner and Dulles Airport. However, unlike the recommendations of the MIS Supplement, the selected LPA was not proposed to be developed through a phased implementation program that included BRT as an interim step to rail.

Following the publication of the Draft EIS and selection of the Metrorail Alternative as the LPA, additional agency and public coordination resulted in revisions to the selected LPA. The potential effects of these changes—which included design modifications to the preferred alignment and facilities, adjustment of opening years, and scheduling construction of the project in two phases—were documented in the *Dulles Corridor Rapid Transit Project Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation* (Supplemental Draft EIS) published in October 2003. Although many of the merits and potential impacts of the proposed LPA were similar to those presented in the Draft EIS, the Supplemental Draft EIS allowed decision makers to fully and explicitly examine the effects of the revised LPA compared to the Metrorail Alternative evaluated in the Draft EIS and a No Build Alternative. Based on the analysis contained in the Supplemental Draft EIS, public comments received on the document, and agency coordination, in March 2004 the CTB approved the revision of the LPA to incorporate the elements required for phased construction and the design refinements outlined in the Supplemental Draft EIS and recommended in its Public Hearings Report. In April 2004, the WMATA Board of Directors approved the revision of the LPA. The Transportation Planning Board of the Metropolitan Washington Council of Governments included the LPA in the 2005 Constrained Long-Range Transportation Plan for metropolitan Washington, D.C.

The Final EIS was developed to respond to comments and issues raised during the circulation of the Draft EIS and the Supplemental Draft EIS and to provide more detailed information on the design of proposed mitigation measures for unavoidable adverse impacts associated with the Project. The Final EIS was published in December 2004.

In February 2006, an Environmental Assessment (the 2006 EA) was prepared to assess the environmental impacts of modifications that were made to the design of the Project's initial construction phase during preliminary engineering (PE). These design refinements came about after the publication of the Final EIS and issuance of the original FTA Record of Decision in March 2005.

BASIS FOR DECISION

FTA's decision is based on information contained in the Draft EIS (June 2002), the Supplemental Draft EIS (October 2003), the Final EIS (December 2004), and the Preliminary Engineering Design Refinements Environmental Assessment (February 2006), which together constitute the detailed statement on environmental impacts required by NEPA and the Federal transit statutes (49 USC 5324(b)). The statement identifies the Preferred Alternative and includes a review of the purpose and need for the Project, its goals and objectives, consideration of alternatives, environmental impacts, and measures to minimize harm. FTA has reviewed this statement and notes that the Metrorail Alternative was selected over other alternatives considered because it:

- provided better access to corridor activity centers;
- provided better access to other regional activity centers
- did not require a mode transfer to access the regional Metrorail system;
- provided shorter travel times for trips within the corridor;
- provided the greatest increase in person throughput capacity in the corridor;
- attracted the highest number of total riders and new riders;
- better supported the comprehensive planning efforts of Fairfax and Loudoun counties;
- allowed for more transit-oriented development to be focused in station areas;
- increased the overall mobility within the corridor, the counties, and the region;
- conformed with regional air quality plans; and
- had the highest level of public and agency support.

The FAA has determined that the use of airport property for the Project is consistent with the terms of Section VII.G of FAA's *Policy and Procedures Concerning the Use of Airport Revenue* (64 FR 7696-7723). Public transit access to Dulles International Airport was envisioned in the airport's original Master Plan, and the Project will not affect airport operations. The median of the airport access highway was initially reserved for a future rail line when the airport was constructed in the early 1960s. In 1985, when the Master Plan was updated, FAA recommended that the median of airport access highway continue to be reserved for a future transit line and anticipated that this would likely be an expansion of the region's Metrorail system. On airport property, the rail line will be located either underground or along existing roadways; the station at the main terminal will be located underground. Other related facilities will be located in an airport buffer zone on land that would not otherwise be used for airport

development. The improved mobility and access provided by the Project will benefit the airport's operator, tenants, and air passengers.

ALTERNATIVES CONSIDERED

Numerous alternatives were evaluated throughout the various stages of the environmental review phase of the Project. Consistent with the Project's evaluation methodology, the effectiveness of each alternative was assessed based on social, environmental, economic, and transportation factors. The evaluation process applied increasingly detailed and comprehensive measures of effectiveness to a decreasing number of alternatives. This process allowed decision-makers to identify similarities, differences, and trade-offs between each alternative, and to carry forward those alternatives that were determined to best achieve the following:

- Improve transportation service;
- Increase transit ridership;
- Support future development;
- Support environmental quality;
- Provide cost-effective, achievable transportation choices; and
- Serve diverse populations.

The formal NEPA review process began with the Notice of Intent, which was published on June 26, 2000, and a series of scoping meetings, which were held July 25-27, 2000. The initial set of alternatives considered for the Project included various rapid transit modes, alignments, station locations, and ancillary facilities. These alternatives were based on recommendations from the *Dulles Corridor Transportation Study* (1997), the *Supplement to the Dulles Corridor Transportation Study* (1999), and the comments received during the scoping meetings. These initial alternatives were then subjected to a two-phase screening process to determine which should be advanced for more detailed evaluation in the Draft EIS. For the initial screening process, most measures were qualitative. Criteria included consistency with land use plans, order of magnitude capital costs, access to activity centers within the Dulles Corridor and the region, and compatibility with existing infrastructure, among others. Alternatives carried forward from initial screening were subjected to a more rigorous evaluation in intermediate screening. In this phase of evaluation, many of the criteria applied during initial screening were measured more quantitatively. Alternatives that performed well were advanced for more detailed evaluation in the Draft EIS. The results of the screening evaluation are documented in detail in the Project's *Final Alternatives Analysis Report* (May 2001). Additional alternatives evaluated are documented in the *Final Alternatives Analysis Report Addendum* (December 2004.)

Draft Environmental Impact Statement

The Draft EIS evaluated the potential effects of several alternative transit improvements for the Dulles Corridor. In addition to a No Build Alternative, four Build Alternatives that primarily ran

along the Dulles Connector Road, the DIAAH, and the Dulles Greenway were evaluated. The alternatives included:

- **No Build (Baseline) Alternative.** The No Build Alternative represented the "no-action alternative" required by the Council of Environmental Quality's (CEQ's) regulations for implementing NEPA, and provided a baseline for comparison against which the other alternatives were evaluated in the Draft EIS. The No Build Alternative included existing highway and public transportation infrastructure in the Dulles Corridor, and transportation system improvements, aside from the Project, that were included in the Washington metropolitan region's constrained long-range transportation plan and planned for implementation by 2025.
- **Bus Rapid Transit (BRT) Alternative.** BRT is a bus-based transit system that operates like a rail system. Passengers on BRT are provided rail-like amenities such as off-board fare collection, level boarding, enhanced stations, and platforms. Because it often takes advantage of pre-existing roadway facilities, BRT is generally a lower-cost transit technology than rail. Three alignment options were considered for the BRT Alternative in the Draft EIS.
- **Metrorail Alternative.** Metrorail is the region's rapid rail system. It is powered by an electrified third rail and operates in exclusive rights-of-way. By using multiple-car trains, Metrorail is capable of moving high volumes of passengers. Key features of the Metrorail system include fixed stations, dedicated rights-of-way, advanced fare collection, relatively simple transfers between different lines, and multiple-door boarding from level platforms. For the Metrorail Alternative, four alignment options were considered in Tysons Corner, and three sites were considered for a Metrorail Service & Inspection (S&I) Yard in Loudoun County.
- **BRT/Metrorail Alternative.** This alternative combined the BRT and Metrorail alternatives. Metrorail would be constructed in the eastern part of the Dulles Corridor as far as Tysons Corner, and BRT would be constructed in the western part of the corridor to Route 772 in Loudoun County.
- **Phased Implementation Alternative.** This alternative combined the other three Build Alternatives into a program of rapid transit improvements that would be implemented in stages (BRT, then BRT/Metrorail, then Metrorail). This approach would allow decision-makers to begin to address the travel needs in the corridor with rapid transit in the near term, while allowing for future development of rail.

Each of the Build Alternatives included several stations located in the median of the DIAAH, which were similar to stations on the existing Metrorail system. The BRT stations were designed to allow future conversion to rail stations. The alternatives also included the development of station and ancillary facilities such as parking and bus transfer facilities, a bus maintenance and storage facility, a rail service and inspection yard (S&I Yard), rail traction power substations and tie-breaker stations, and stormwater management facilities.

Supplemental Draft Environmental Impact Statement

Based on subsequent public and agency coordination after the completion of the Draft EIS and after an LPA was recommended and selected, the Project sponsor identified a series of modifications to the project to resolve outstanding design issues, reduce environmental and community impacts, and allow for construction of the project in two phases. The Supplemental Draft EIS was prepared to assist decision-makers and the public in understanding the effects of the proposed modifications to the selected LPA. A comparative evaluation was presented for the following alternatives:

- **No Build Alternative.** The No Build Alternative for the Supplemental Draft EIS was the same as the Baseline Alternative defined in the Draft EIS. The alternative included existing transportation infrastructure and services, as well as improvements included in the region's constrained long-range plan and planned to be implemented by 2025. The No Build Alternative provided a baseline for comparison against which the other alternatives were evaluated.
- **Metrorail Alternative (T6/Y15).** This alternative was the Metrorail Alternative evaluated in the Draft EIS and originally selected as the LPA (with Alignment T6 through Tysons Corner and a new S&I Yard at Site 15). The alternative generally followed an alignment between the Metrorail Orange Line near West Falls Church Station and Route 772 in Loudoun County, using the median of the Dulles Connector Road, the DIAAH, and the Dulles Greenway. It included 11 new stations and ancillary facilities, such as a new Metrorail S&I Yard, traction power substations, tie-breaker stations, and stormwater management ponds. The Metrorail Alternative (T6/Y15) was included in the Supplemental Draft EIS to facilitate understanding of the changes in effects associated with the proposed modifications to the LPA.
- **Proposed LPA.** The proposed LPA was similar to the Metrorail Alternative (T6/Y15) in terms of alignment, stations, facilities, and operating characteristics. The primary difference between the two alternatives was that the LPA was to be implemented in two phases. For the Wiehle Avenue Extension, Metrorail would be constructed from the Metrorail Orange Line through Tysons Corner to Wiehle Avenue, with interim express bus service in the western portion of the corridor until rail service could be extended. The Wiehle Avenue Extension was anticipated to open in 2011 with the full LPA opening in 2015. The impacts associated with operating the Wiehle Avenue station temporarily as an end-of-line station were evaluated. Other differences between the proposed LPA and the Metrorail Alternative (T6/Y15) included additional improvements at West Falls Church S&I Yard to accommodate operation of the Wiehle Avenue Extension prior to construction of the remainder of the LPA; adjustments to alignment plans and profiles for a variety of purposes including to reduce potential noise impacts, visual impacts, costs, and to improve operational efficiency; and design modifications of station site plans and ancillary facilities to address operational changes and to respond to concerns of local jurisdictions and landowners.

Final Environmental Impact Statement

The Final EIS was developed to respond to comments and issues raised during the circulation of the Draft EIS and the Supplemental Draft EIS and to provide more detailed information on the design of proposed mitigation measures for unavoidable impacts associated with the Project. The Final EIS presented an evaluation of the following alternatives:

- **No Build Alternative.** The No Build Alternative for the Final EIS is similar to the No Build Alternative defined in the Supplemental Draft EIS, but updated to reflect current conditions. The alternative includes existing transportation infrastructure and services, as well as improvements included in the region's constrained long-range plan and planned to be implemented by 2025. The No Build Alternative provides a baseline for comparison against which the other alternatives were evaluated.
- **Wiehle Avenue Extension.** The initial construction phase of the LPA was evaluated as a stand-alone alternative in the Final EIS. This alternative includes the first 11.6 miles of the Project from the existing Metrorail Orange Line near West Falls Church through Tysons Corner to Wiehle Avenue. The Wiehle Avenue Extension follows the Dulles Connector Road, Routes 123 and 7 in Tysons Corner, and the Dulles International Airport Access Highway (DIAAH). It includes 5 new stations, additional commuter parking, improvements to the existing Metrorail Service and Inspection Yard at West Falls Church, and required ancillary facilities. Express bus service would be provided by local transit operators between Wiehle Avenue and the western portion of the corridor.
- LPA. The LPA in the Final EIS is the entire 23.1-mile Metrorail extension, which is the subject of this Record of Decision. The LPA extends along the Dulles Connector Road, Routes 123 and 7, the DIAAH, and the Dulles Greenway between the Metrorail Orange Line and Route 772 in Loudoun County. It includes direct Metrorail service to Tysons Corner and Dulles Airport. The LPA includes 11 new stations, additional commuter parking, a new Metrorail Service & Inspection Yard on Dulles Airport property, improvements to the existing West Falls Church Service and Inspection Yard, and required ancillary facilities such as traction power substations, tie-breaker stations, and stormwater management ponds. The LPA would be constructed in two phases, the first phase being the Wiehle Avenue Extension described above, and the second phase being the further extension from Wiehle Avenue through the Airport to the terminus at Route 772 on the Dulles Greenway. Express bus service would be provided by local transit operators between Wiehle Avenue and the western portion of the corridor until Metrorail is extended to Route 772. This alternative, as modified by the Preliminary Engineering Design Refinements Environmental Assessment (2006 EA), discussed below, is the subject of this Amended Record of Decision.

Preliminary Engineering Design Refinements Environmental Assessment (2006 EA)

In early 2006, an Environmental Assessment (2006 EA) was prepared to assess the environmental impacts of modifications that were made to the design of the Project's initial

construction phase during preliminary engineering (PE). These design refinements came about after the publication of the Final EIS and issuance of the original FTA Record of Decision in March 2005. The 2006 EA presented an evaluation of the following two alternatives of limited scope, with variations primarily in the Tysons Corner area:

- **Final EIS Wiehle Avenue Extension.** This alternative is identical to initial phase of the LPA evaluated in detail in the Final EIS.

- **PE Wiehle Avenue Extension.** This alternative reflects the design refinements made during preliminary engineering (PE), including: a shift of the alignment from the southern edge to the median of Route 7 and reconfiguration of the roadway travel lanes, narrower track centers (outside station areas), simplified aerial guideway structures and architectural treatments, alternative station designs, and a revised connection with the existing Metrorail Orange Line. The tunnel portion of the Route 7 alignment would be shortened in length from approximately 5,000 feet to 3,000 feet, and the underground Tysons Central 7 Station would be replaced with an at-grade station in the Route 7 median. In addition, the site of the Dulles Storage and Inspection (S&I) Yard that was originally envisioned as an element only of Phase 2 of the Project would be used for soil fill and disposal during construction of the Wiehle Avenue Extension (Phase 1).

Two changes proposed in the 2006 EA have not been incorporated into the Project. The 2006 EA proposed to store and maintain the Project's additional rail vehicles at existing WMATA storage and maintenance facilities and to forgo the expansion of the West Falls Church Storage and Inspection (S&I) Yard. That change has not been accepted and the expansion of the West Falls Church S&I Yard, as described in the FEIS, will proceed and remains an element of the Project that is the subject of this Amended ROD. The 2006 EA also proposed to forgo some elevators at Phase 1 stations, especially in the Tyson's Corner area, to reduce the Project's cost. Numerous public comments opposing this change (see Attachment B) were received during the comment period for the 2006 EA, and in response to those comments, FTA and the Project sponsor have decided to retain those elevators.

On the basis of the 2006 EA, FTA has found that the PE design refinements would result in no significant changes in impacts and no new significant impacts from those evaluated in the Final EIS.

ENVIRONMENTAL IMPACTS AND MEASURES TO MINIMIZE HARM

The Project's effects on the existing social, environmental, economic, and transportation conditions in the Dulles Corridor were assessed in the Final EIS and the subsequent 2006 EA. Because most of the Metrorail extension would be built along existing roadways or within the medians of highways (e.g., the Dulles Connector Road, the DIAAH, and the Dulles Greenway), the anticipated environmental and community impacts are limited, in spite of the length and complexity of the Project.

FTA notes the following environmental impacts of the Project in reaching a decision:

- **Property Acquisition.** Construction of the Project and its facilities will require the acquisition of approximately 22 acres of privately-owned commercial property and 4 acres of privately owned residential property. One commercial business, an automotive repair facility, will be displaced to accommodate Project facilities. A portion of a self-storage business will also be acquired, but the business will be able to continue operations. There will be no residential displacements. Additional private property and business displacements will be required temporarily to accommodate construction activities or maintain traffic during construction. All property acquisitions and relocations will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended, and its implementing regulation at 49 CFR part 24.

  Another 159 acres of government-owned or controlled property will also be used for the Project's line and track, stations, rail yard, and ancillary facilities. This includes the acquisition of property interests in the median and other parts of the Dulles International Airport Access Highway and Dulles Connector Road, and in parts of the Dulles Airport property itself, including the site of the Service & Inspection Yard and portions of eight parcels that are currently leased to commercial entities. The U.S. Department of Transportation (U.S. DOT) owns the Access Highway, the Connector Road and the Dulles Airport property. The Metropolitan Washington Airports Authority (MWAA) leases the property from the U.S. DOT (the current lease extends through the year 2067) and has sublet certain commercial parcels to private businesses. If necessary, the Project sponsor will seek conveyance of property interests or easements on the Access Highway, Connector Road, and Airport needed for the Project's construction and operation from MWAA and the U.S. DOT. The acquired property interest will be adequate to ensure the Project sponsor's continuing control of the Project facilities throughout the useful life of the Project.

- **Land Use.** The Project is expected to have positive effects on commercial and residential properties located near transit stations, and contribute to more sustainable and transit-supportive economic development by focusing higher-density residential and commercial land uses around the station areas.

- **Historic and Archaeological Resources.** The effects of the Project on historic and archaeological resources have been assessed in accordance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 USC §470f), and its implementing regulations (36 CFR 800). The Project will have an adverse effect on the Dulles Airport Historic District by altering the historic views of the main terminal for travelers approaching via the DIAAH. The Project will have no effects on known archaeological resources. The measures to be taken to avoid, minimize and mitigate the adverse effects on this historic resource and on any archaeological resources that may be encountered during construction activities are set forth in the Section 106 Memorandum of Agreement (MOA) among FTA, DRPT, and the Virginia Department of

Historic Resources. A copy of the signed MOA is included herein as Attachment C. FTA will require compliance with the MOA by the Project sponsor, even if the lead sponsoring agency changes.

- **Wetlands.** The Project will affect approximately 5 acres of wetlands, which are primarily located in the vicinity of the Service and Inspection Yard on Dulles Airport property. Practicable mitigation measures are described in the Final EIS and summarized herein in Attachment A.
- **Noise and Vibration.** Without noise mitigation, operation of the Project was predicted to exceed FTA noise impact criteria at many sensitive receptors along the alignment, primarily residences along the Dulles Connector Road. During preliminary engineering, additional noise analyses were conducted to confirm mitigation requirements. Track edge barriers (parapets) will be installed to reduce the noise levels from Metrorail train passbys along all aerial sections of the track. For at-grade locations where noise levels at sensitive receptors are predicted to exceed FTA criteria, track edge barriers will also be installed as described in Attachment A. During construction, noise and vibration levels from construction activities may temporarily impact nearby sensitive receptors.
- **Traffic and Transportation.** The Project will result in changes to traffic conditions as people change their travel patterns to access the new transit stations, affecting some of the neighborhoods that surround certain stations. Although they would experience such traffic-related effects, these neighborhoods would also directly benefit from the mobility and accessibility that the transit improvements would bring. The Project includes roadway improvements needed for vehicular access to stations or facilities and additional roadway improvements to address opening year traffic congestion in the vicinity of the new Metrorail stations.

  Construction of the Project will impede access to residences or to building entrances or to the parking area of businesses. It may also necessitate temporary relocation of parking either for safety reasons or if property is needed for construction staging areas. Construction-related disruptions to access will generally be short-term and temporary.

Throughout the process of developing and evaluating alternatives and coordinating with the public and other stakeholders, the Project sponsor and FTA made considerable effort to incorporate measures to minimize the Project's potential social, environmental, economic and transportation impacts. The Final EIS and 2006 EA provide a description of the mitigation measures that are now incorporated into the Project to avoid and minimize adverse impacts. FTA will ensure that the Project sponsor designs and builds the Project in accordance with the mitigation measures contained in the Final EIS and 2006 EA and summarized in Attachment A. In addition, FTA will require that the Project sponsor establishes a mitigation-monitoring program to ensure adequate communication of mitigation and design commitments to the teams working on final design and construction, and to provide a means for the Project sponsor and FTA to track the progress in accomplishing the mitigation commitments. FTA will monitor

implementation of mitigation measures through quarterly reviews during design and construction or other appropriate means.

PUBLIC COORDINATION AND COMMENTS

During the preparation of the Draft EIS and the Supplemental Draft EIS, a comprehensive public involvement program was conducted to provide citizens, businesses, and organizations with an interest in the Project the opportunity to keep informed of project developments, to participate in project planning and to provide recommendations to decision-makers for the selection of the LPA. In order to facilitate public participation in project planning and design, several different outreach techniques were employed to reach a wide range of participants. These included a variety of information dissemination outlets and interactive techniques in addition to meetings and coordination and public hearings as described below.

Public Outreach

A number of different techniques and activities were conducted over the course of the environmental review process in order to ensure that the public remained informed of project developments and were provided the opportunity to comment throughout project planning and design. Major activities conducted for the project included a call-in line, mailing list, newsletter, update bulletins, comment forms, website, and email address, as well as the distribution of project materials through the project kiosk and information center, libraries and community centers. Other outreach techniques included representation at community fairs and festivals, and presentations to communities and businesses.

Public Coordination Meetings and Hearings

As required by Federal transit laws [49 USC §5323(b) and §5324(b)], public coordination meetings and public hearings were held. Notices of public hearings were also provided. Meetings were held with the general public and stakeholders on an as-needed basis to understand issues of concern, to inform them on the development and evaluation of potential alternatives, and to discuss the selection of the LPA. Public meetings held to support the development of the project included public scoping meetings, public information meetings, stakeholder meetings, and public hearings on the Draft EIS and the Supplemental Draft EIS, as well as a post-hearing conference as detailed in Chapter 11 of the Final EIS. Additional meetings and a public hearing were held during preliminary engineering to review and seek comment on the proposed design refinements presented in the 2006 EA.

To maintain public and stakeholder support for the project, the Project sponsor will continue public outreach efforts throughout preliminary engineering, final design and construction. The focus of these outreach activities will be to keep the public, stakeholders, and affected property owners informed about the project's progress. Continuing outreach efforts will include participation in community outreach activities and public information meetings and events, circulation of project newsletters, brochures, and fact sheets, project website updates, and development of presentations or meeting materials for interested parties.

Comments on the Final EIS and 2006 EA

The Notice of Availability of the Final EIS was published in the Federal Register on December 23, 2004. During the Final EIS circulation period, comment letters were received from one Federal agency, the District of Columbia, and one interest group. Responses to the comments received on the Final EIS were provided in the original ROD of March 2005. Responses to comments received on the 2006 EA are contained in Attachment B of this Amended ROD.

DETERMINATIONS AND FINDINGS

On the basis of the determinations made in compliance with relevant portions of federal law, the FTA finds that the Project, as described as the Final EIS and 2006 EA, and including the mitigation measures identified in those documents and summarized in this ROD, satisfies the requirements of the National Environmental Policy Act of 1969, 49 USC 5301(e) and 5324(b), , the Clean Air Act of 1970, and the Department of Transportation Act of 1966 (all as amended) and complies with Executive Orders 11988, 11990, and 12898, as specified below.

Environmental Protection (49 USC Section 5301(e) and 5324(b))

The environmental record for the Project includes the previously referenced Draft EIS (June 2002), the Supplemental Draft EIS (October 2003), the Final EIS (December 2004), and the PE Design Refinements EA (February 2006), and all attachments thereto. Cumulatively, these documents represent the detailed statement required by both NEPA and the Federal transit laws, 49 USC Sections 5301(e) and 5324(b), regarding:

- the environmental impacts of the proposed Project;
- adverse environmental effects that cannot be avoided;
- alternatives to the proposed Project; and
- irreversible and irretrievable impacts on the environment.

On the basis of the evaluation of social, economic, and environmental impacts presented in the Final EIS and 2006 EA, and the written and oral comments offered by the public and other agencies, FTA has determined, in accordance with 49 USC 5324(b), that:

- An adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social, or environmental interest in the Project;
- Fair consideration has been given to the preservation and enhancement of the environment and to the interest of the community in which the proposed Project is to be located; and
- All reasonable steps have been taken to minimize the adverse environmental effects of the Project, and where adverse environmental effects remain, no feasible and prudent alternative to the effects exist.

Conformity with Air Quality Plans

The Clean Air Act of 1970, as amended, requires that Federally-funded transportation projects in air quality nonattainment and maintenance areas conform to the State Implementation Plan (SIP) for eliminating or reducing the severity and number of violations of the national ambient air quality standards (NAAQS). The regulation of the U.S. Environmental Protection Agency implementing this provision of the Clean Air Act (40 CFR Parts 51 and 93) establishes criteria for demonstrating that a transportation project is in conformity with the goals of the SIP. The Washington metropolitan area in which the Dulles Corridor Metrorail Project is located is classified as an ozone non-attainment area. The Project is therefore subject to the conformity requirements of the EPA regulation. The primary project-level conformity requirements of the EPA regulation dictate that the project comes from a conforming regional transportation plan and program and that the project not cause or contribute to any localized violation of the NAAQS.

The Project is included in the 2005 Constrained Long-Range Plan (CLRP), a plan that has been duly adopted by the Metropolitan Washington Council of Governments (MWCOG) Transportation Planning Board and has been found by MWCOG to conform to the relevant State Implementation Plans (SIPs) (i.e., those of Virginia, Maryland, and the District of Columbia). FHWA and FTA have reviewed and concurred in that conformity determination for the CLRP. Near-term project activities are included in the FY 2005–2010 Transportation Improvement Program (TIP) adopted by MWCOG. The TIP has also been found by MWCOG, FHWA, and FTA to conform with air quality plans for the area. In addition, micro-scale air quality analyses in the Final EIS indicate that no localized violations of the National Ambient Air Quality Standards will result from implementation of the Project. Therefore, FTA finds that the Project conforms to air quality plans for the area.

Section 4(f) Determination

Section 4(f) of the Department of Transportation (DOT) Act of 1966 (49 USC 303) affords special protection to parks, recreation areas, wildlife refuges, and historic sites, by prohibiting use of such properties for a transportation project unless there is no feasible and prudent alternative to such use and the project includes all possible planning to minimize the harm to the protected resource. Based on the evaluation conducted and coordination with the U.S. Department of the Interior, the Project would result in a permanent physical use of one section 4(f) resource, the Dulles International Airport Historic District and the potential permanent physical use of another section 4(f) resource, the Hunter Mill Road Proposed Historic District, depending on that district's final boundaries.

The Dulles International Airport Historic District will be affected by the placement of the Project alignment within the median of the DIAAH and by the addition of inbound and outbound portals within the district boundaries. This would result in a use of a contributing element to the district (the historic viewshed) and require the physical use of property within the historic district boundaries. The median of the DIAAH was historically reserved for a transit guideway to the

Airport. FTA has determined that there is no prudent and feasible alternative to the use of the Dulles International Airport Historic District that would serve the purpose of the project of providing high-capacity transit service to the Airport. FTA has further determined that the Project includes all possible planning to minimize harm to the Dulles International Airport Historic District, as detailed in the Section 106 MOA and the Final EIS.

The rail alignment, stormwater management ponds, and traction power substations may fall within the Hunter Mill Road Proposed Historic District, whose exact boundaries have not been established, The Project facilities within the likely boundaries of the historic district would not use any contributing element of the historic district. Minor proximity impacts identified would not substantially impair the historic features of the protected resources. Construction activities will not result in additional permanent impacts to the Section 4(f) resource. FTA has determined that there is no feasible and prudent alternative to the use of the Hunter Mill Road Proposed Historic District and that the Project includes all possible planning to minimize harm, as detailed in the Section 106 MOA and the Final EIS.

Floodplain Finding

Executive Order 11988, "Floodplain Management and Protection," and U.S. DOT Order 5620.2 state that FTA may not approve an alternative involving a significant floodplain encroachment unless FTA can make a finding that the proposed encroachment is the only practicable alternative. The major purposes of Executive Order 11988 are to avoid Federal support for floodplain development; to prevent uneconomic, hazardous, or incompatible use of floodplains; to restore and preserve the natural and beneficial floodplain values; and to be consistent with the standards and criteria of the National Flood Insurance Program.

Based on a review of the Federal Emergency Management Agency maps, the Project will cross portions of the 100-year base floodplains of several streams along the alignment, including Pimmit Run, Scotts Run, Difficult Run, Horsepen Run, and Broad Run. The Project will span these streams parallel to existing roadway structures, thereby minimizing impacts to floodplains. The placement of new piers to span these streams will not increase the surface elevation of the 100-year flood at any location by more than one foot, nor will the Project increase the risks of off-site flooding. All Project facilities located within floodplains will be designed to comply with Federal, State, and local regulations and the Project sponsor will comply with all applicable regulations or ordinances governing construction in floodplains.

FTA finds that the Project's encroachment on floodplains has been minimized to the extent practicable and that the remaining encroachments represent the only practicable alternative. During final design and construction, the Project sponsor will continue to explore design measures to reduce floodplain encroachments even further.

Wetlands Finding

Executive Order 11990, "Protection of Wetlands," directs federal agencies to avoid to the extent possible the long- and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.

The Project will destroy approximately 5 acres of wetlands. The Project sponsor will provide compensatory mitigation for these unavoidable wetland impacts. A 1:1 replacement ratio for impacts to the approximately 1 acre of emergent wetlands, and a 2:1 replacement ratio for impacts to the approximately 4 acres of forested wetlands will be used. Because on-site mitigation is not allowable on airport property due to potential wildlife interference with airport operations, an off-site location for mitigation will be used. Permanent impacts will be mitigated through the purchase of credits at an existing regional wetland bank, if available. Otherwise, an appropriate wetlands mitigation site of a size consistent with the replacement ratios above will be found and developed into wetlands in accordance with conditions on a Section 404 permit expected to be issued by the U.S. Army Corps of Engineers (COE). The Section 404 Permit is required by the COE and a Virginia Water Protection Permit will also be required from the Virginia Department Environmental Quality (VDEQ).

Impacts to wetlands during construction activities will be minimized through the use of Best Management Practices recommended by state and regional agencies, such as pollution control devices, installation and maintenance of runoff diversion structures and secondary containment structures. All temporarily disturbed wetland areas will be restored to pre-construction conditions by re-vegetating these areas with the appropriate cover type, as required by applicable permits.

FTA finds that the wetland impacts of the Project have been minimized to the extent practicable, and that there is no practicable alternative to construction in the wetlands and that all practicable measures to minimize harm to the wetlands have been included in the Project. During final design, the Project sponsor will coordinate with COE and VDEQ to obtain the necessary permits and will continue to consider measures to reduce permanent and temporary wetland impacts even further.

Environmental Justice

Executive Order 12898, "Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations"), provides, in relevant part, that FTA identify and address "disproportionately high and adverse human health or environmental effects" of federally-funded mass transit projects on minority populations and low-income populations, and that FTA "conduct its programs, policies, and activities in a manner that ensures that such programs, policies, and activities do not have the effect of subjecting persons...to discrimination...because of their race, color, or national origin."

On the basis of the evaluation in the Final EIS and 2006 EA, FTA has determined that the adverse health and environmental effects of the Project will not be disproportionately borne by minority or low-income populations, and furthermore, that all persons within the study area will enjoy improved mobility as a result of the Project.

Susan Borinsky

Susan Borinsky

Regional Administrator
Federal Transit Administration
Region III

Nov. 17, 2006

Date

County of Fairfax, Virginia

MEMORANDUM

DATE: January 14, 2009

TO: Regina C. Coyle, Director
Zoning Evaluation Division

FROM: David B. Marshall, Chief
Facilities Planning Branch, Planning Division

SUBJECT: Section 15.2-2232 Review
Application 2232-P08-10 (concurrent with SE 2008-PR-033)
Application 2232-P08-11 (concurrent with SE 2008-PR-035)
Application 2232-MD08-12 (concurrent with SE 2008-MD-036)
Application 2232-MD08-13 (concurrent with SE 2008-MD-034)
Application 2232-H08-14 (concurrent with SE 2008-HM-038)
Applicant: Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority
Subject Property: Portions of Tax Maps 17-4, 29-3, 29-4, and 30-3; Tax Maps 17-4 ((1)) 17A; 17-4 ((12)) 11D4 pt., 11D5 pt.; 29-3 ((1)) 2C1 pt., 32 pt., 53 pt., 53A pt., 71A pt.; 29-4 ((10)) 4A pt., 5A pt., 5B pt., 5C pt.; 29-4 ((5)) A1, B1 pt., C1 pt., D, E; 30-3 ((28)) B3 pt., C1 pt.

In accordance with the Standard Operating Procedures approved by the Board of Supervisors on July 25, 1994, which provide guidance to Department of Planning and Zoning ("DPZ") staff regarding the review of public facility projects pursuant to Va. Code Sec. 15.2-2232, the Facilities Planning Branch of the Planning Division offers the following comments on the five proposed electrically-powered regional rail transit facilities and associated components.

BACKGROUND

Rapid transit in the Dulles Corridor was first explored in the 1950's during planning for Dulles International Airport ("the Airport"). Since then, studies concluded that rail was the long-term solution to accommodate projected population and employment growth. Recommended transit alternatives were more recently evaluated through the *Dulles Corridor Rapid Transit Project Environmental Impact Statement*, prepared by the Commonwealth of Virginia in partnership with the Washington Metropolitan Area Transit Authority ("WMATA") and the Federal Transit Administration ("FTA"). By 2004, the Commonwealth Transportation Board, WMATA, the Metropolitan Washington Airports

Authority ("MWAA"), and the Fairfax County Board of Supervisors ("the Board") adopted the extension of Metrorail from West Falls Church to Loudoun County as the Locally Preferred Alternative, which was evaluated in a Final Environmental Impact Statement ("FEIS") in 2004. In 2005, FTA issued a Record of Decision approving the environmental process for the extension of Metrorail from the Orange Line, through Tysons Corner, Reston, and Herndon, to Loudoun County and Dulles Airport.

In 2006, pursuant to Va. Code Sec. 15.2-2232, the Virginia Department of Rail and Public Transportation ("DRPT") submitted Application 2232-MD06-10 to Fairfax County for approval to extend Metrorail through Fairfax County. That proposal included the rail line itself as well as ancillary power and stormwater management facilities *but excluded the rail passenger stations*. For reference purposes only, general information about the eight rail passenger stations to be located in Fairfax County was included in the application and related staff report. However, the rail stations were not included in the scope of that application or subject to approval. Furthermore, it was noted in the staff report that the rail passenger stations would be subject to future 2232 and Special Exception approvals. On January 18, 2007, the Planning Commission found Application 2232-MD06-10 substantially in accord with the provisions of the adopted Comprehensive Plan ("the Plan").

On September 22, 2008, the Board accepted the Tysons Land Use Task Force's report "Transforming Tysons: Vision and Area Wide Recommendations" as a guide for transforming Tysons Corner to an urban space, and directed the Planning Commission and planning staff to develop Plan text based on the Task Force recommendations. The report notes that "by linking development to the four Metrorail stations that will serve Tysons by 2014, the Task Force envisions a Tysons that will grow into the 'downtown' for Northern Virginia." Four of the eight districts envisioned for the future Tysons Corner will surround proposed Metrorail stations with mixed-use pedestrian-friendly transit-oriented development. A system of circulators connecting most of Tysons with the rail stations will provide environmentally friendly transit service and access to the regional rail system. At this time, Plan text for the transformation of Tysons Corner has not been developed. Therefore, evaluation of the subject four proposals for rail passenger stations in Tysons Corner must be based on current Plan recommendations for the Tysons Corner Urban Center ("TCUC"). However, both the Comprehensive Plan's recommendations and the Task Force's vision recognize the proposed rail stations' critical role in Tysons Corner's future.

APPLICANT PRPOSAL

Attachments 1 – 5

PROJECT SUMMARY DESCRIPTION

MWAA and DRPT on behalf of WMATA ("the applicant") propose to construct five electrically-powered regional rail transit facilities and associated components ("stations") as part of Phase I of the Metrorail extension through Fairfax County.

Elements common to proposed stations:

- Location – maximize efficiency of the system with respect to ridership; alternate locations evaluated in the FEIS; proposed locations selected as part of the Locally Preferred Alternative (Tysons Corner stations: ability to serve separate hubs; numbers of stations evaluated in the FEIS).
- Components and features – elevated pedestrian bridge(s) will connect entrance pavilion(s) to elevated station platform for safe pedestrian passage over road; stations will have elevators,

escalators, and stairs to mezzanine level, seating, lighting, bike storage, landscaping using drought- and disease-resistant plants, and will provide a convenient, pleasant, and safe experience for pedestrians and encourage use of the Metro system; understandable signage will be consistent with existing stations; WMATA's "Art in Transit" program will display public art; stations will employ "green" technology, including fluorescent bulbs and LED lighting, cut-off fixtures to minimize spill light and glare, rain gardens to increase ground water recharge, and recycling of materials.

- Historic resources – impacts on known archaeological and historic architectural resources were assessed under the FEIS; compliance with National Historic Preservation Act of 1966 ("NHPA") Section 106 (**Attachments 1a, 2a, 3a, 4a, 5a,** pp. 3-64 through 3-78) is provided in FTA's Record of Decision; no adverse impacts were revealed at any of the five proposed stations.
- Noise impacts – parapet wall on either side of tracks will help reduce wheel noise; all work during construction is subject to County regulations pertaining to noise reduction; studies conducted for FEIS (**Attachments 1b, 2b, 3b, 4b, 5b**, p. 4-102) identified no impacts requiring mitigation.
- Operations – 5 am-12 am M-F, 7 am-3 am Sa-Su.

Descriptions of each of the five stations are summarized below (see **Attachments 1, 2, 3, 4, 5** for detailed descriptions and plans of the proposed stations); all dimensions and areas are approximate:

Tysons East Station (Application 2232-P08-10) **Attachment 1**

Intersection of Dolley Madison Boulevard ("DMB") and Colshire Drive:

- Elevated station platform (north side of DMB) – brick veneer/concrete, street-level entrance, traction power substation bus bays/shelters (future elevated pedestrian bridge to north, by others).
- South entrance pavilion (south side of DMB) – surface Kiss-and-Ride ("K&R") parking lot (right and left turn entry/right turn-only exit), taxi and shuttle bus parking, bus shelters.
- DMB – three lanes each direction, left and right turn lanes.
- Stormwater management – runoff quantity and quality control measures on-site and at construction staging area; water quality inlets at K&R lot will exceed County's Best Management Practices ("BMP") requirements; detention pond at staging area will provide quantity and quality controls for Scotts Run watershed; design to be reviewed by Virginia Department of Conservation and Recreation ("DCR").
- Scotts Run floodplain – station designed to minimize land disturbance and impervious surface area; floodplain study found no impact to floodplain elevation (**Attachment 1c,** pp. 1 through 4); design has been submitted to DCR to determine compliance with Chesapeake Bay Preservation Act.
- Landscaping – native riparian species in disturbed areas and Resource Protection Area ("RPA").

Tysons Central 123 Station (Application 2232-P08-11) **Attachment 2**

Intersection of Chain Bridge Road ("CBR") and Tysons Boulevard:

- Elevated station platform (north side of CBR) – textured pre-cast concrete panels, street-level entrance, traction power substation, bus bays/shelters, (future elevated pedestrian bridge to north, by others); possible future retail use at street-level entrance subject to conformance with County Zoning Ordinance.
- South entrance pavilion/bus plaza (south side of CBR) – to be constructed by others in compliance with rail project schedule.
- CBR – three lanes each direction, left and right turn lanes; accommodate fourth lane each direction.
- Stormwater management – runoff will be collected in a closed system and routed to existing nearby pond; design to be reviewed by DCR.
- Landscaping – screening of station wall and structures along CBR.

Tysons Central 7 Station (Application 2232-MD08-12) **Attachment 3**

North of the intersection of Leesburg Pike ("LP") and Chain Bridge Road:

- Elevated station platform (median of LP) – brick veneer/concrete, traction power substation.
- North and south entrance pavilions (north and south sides of LP) – planned future extension of Pinnacle Drive is feasible based on preliminary concept design for station.
- LP – four lanes each direction (fourth lane each direction is shared "through/right turn"); additional left, right, and auxiliary lanes.
- Stormwater management – runoff to be routed into existing roadway system; series of shallow ponds in median to provide discharge quantity and quality control; design to be reviewed by DCR.

Tysons West Station (Application 2232-MD08-13) **Attachment 4**

Intersection of Leesburg Pike and Spring Hill Road:

- Elevated station platform (median of LP) – textured pre-cast concrete panels/brick veneer.
- North and south entrance pavilions (north and south sides of LP) – stairs, bus bays/shelters.
- LP – four lanes each direction (fourth lane each direction is shared "through/right turn"); additional left, right, and auxiliary lanes.
- Stormwater management – runoff to be routed into existing roadway system, and planting areas where feasible; shallow ponds in median to provide discharge quantity and quality control; design to be reviewed by DCR.

Wiehle Avenue Station (Application 2232-H08-14) **Attachment 5**

Intersection of Wiehle Avenue and Dulles International Airport Access Highway ("DIAAH"):

- Elevated station platform (median of DIAAH) – textured concrete wall, street-level entrance.
- Parking (north side of DIAAH) – seven-level structure with textured pre-cast concrete panels and stairwell; K&R and Park-and-Ride surface lots.
- North and south entrance pavilions (north and south sides of DIAAH) – bus bays/shelters.
- Pedestrian access – existing crosswalks at intersections of Wiehle Avenue with Sunset Hills Road and Sunrise Valley Drive will provide access to station; the "Wiehle Avenue/Reston Parkway Station Access Management Plan" prepared for Fairfax County in 2008 recommends that high-visibility crosswalks and pedestrian countdown signals be included with future improvements to the intersections of Wiehle Avenue with Sunset Hills Road and Sunrise Valley Drive, in association with future development of transit-oriented uses near the station.
- Stormwater management – runoff from north side to be collected in parking lots and structure and routed through rain gardens and underground filters before release into existing regional stormwater pond; runoff from south side to be collected in the south entrance pavilion in curb inlets and routed into a closed drainage system before release into existing regional stormwater pond.
- Landscaping – rain gardens, native shade trees and ground cover.

STAFF PLANNING ANALYSIS

PLANNING AREAS, PLANNING DISTRICTS, COMMUNITY PLANNING SECTORS

Table I below shows the Planning Area, Planning District, and Community Planning Sector for each of the proposed Metrorail stations:

Table I

Station	Area	Planning District	Land Unit or Community Planning Sector
Tysons East	II	Tysons Corner Urban Center	Land Unit R (R-2)
Tysons Central 123	II	Tysons Corner Urban Center	Land Unit N (N-3)
Tysons Central 7	II	Tysons Corner Urban Center	Land Units D (D-1) & M (M-1, M-2)
Tysons West	II	Tysons Corner Urban Center	Land Units B (B-1), I (I-1), & J (J-1)
Wiehle Avenue	III	Upper Potomac	Reston-Herndon Suburban Center and Transit Station Area (G-4, H-2)

COMPREHENSIVE PLAN MAP RECOMMENDATIONS

Table II below shows the Comprehensive Plan recommendation for each of the subject properties and adjacent properties:

Table II

Station / Tax Map Parcel	Comprehensive Plan Recommendation					Zoning
	Parcel	North	East	South	West	
Tysons East						
29-4	rw	office/pos	--	office/pub park	--	R-1
30-3	rw	office	--	office	--	R-1
29-4 ((5)) A1 pt	office	office	office	office	office	C-3
29-4 ((5)) B1 pt	pos	pos	pos	rw/pub park	office	C-3
29-4 ((5)) C1 pt	office	office	office	rw/office	office	C-3
29-4 ((5)) D	office	office	pos	rw/office	office	C-3
29-4 ((5)) E	office	office	office	rw/office	office	C-3
30-3 ((28)) B3 pt	office	rw/pos	rw/pos	office	pub park	C-3
30-3 ((28)) C1	office	office/rw	rw/office	office	pub park	C-3
Tysons Central 123						
29-4	rw	mixed use	--	mixed use	--	R-1
29-4 ((10)) 4A pt	mixed use	rw/mixed use	mixed use	rw/mixed use	rw/mixed use	PDC
29-4 ((10)) 5A pt	mixed use	rw/mixed use	rw/mixed use	rw/mixed use	mixed use	PDC
29-4 ((10)) 5B pt	mixed use	rw/mixed use	mixed use	rw/mixed use	mixed use	PDC
29-4 ((10)) 5C pt	mixed use	rw/mixed use	mixed use	rw/mixed use	rw/office	PDC
Tysons Central 7						
29-3	rw	--	office/retail	--	retail	R-1
29-3 ((1)) 32 pt	retail	retail	rw/office/retail	retail	res 16-20 du/ac	C-7
29-3 ((1)) 71A pt	retail	office	retail	retail	rw/retail	C-8
Tysons West						
29-3	rw	--	retail	--	retail/mixed use	R-1
29-3 ((1)) 2C1 pt	retail	retail/mixed use	rw/retail	office	retail/mixed use	C-7
29-3 ((1)) 53 pt	retail	retail	industrial	retail	rw/retail/mixed use	C-7
29-3 ((1)) 53A pt	retail	retail	industrial	rw/retail	rw/retail	C-7
Wiehle Avenue						
17-4	rw	mixed use	--	office	--	R-1
17-4 ((1)) 17A	mixed use	mixed use	rw/mixed use	rw/office	mixed use	I-4
17-4 ((12)) 11D4 pt	office	rw/mixed use	rw/office	rw/rpc	office	I-3
17-4 ((12)) 11D5 pt	office	rw/mixed use	office	office	office	I-3

Abbreviations –
ac = acre; du = dwelling unit; pos = private open space; pt = partial; pub = public; res = residential; retail = retail & other commercial uses; rpc = residential planned community; rw = public right-of-way
R = residential; C = commercial; I = industrial; PDC = planned development commercial

TRANSPORTATION IMPROVEMENTS

Table III below shows Comprehensive Plan recommendations for transportation improvements in the vicinity of the proposed rail stations:

Table III

Station	Road	Lanes
Tysons East	Dolley Madison Boulevard (Route 123)	6 lanes
Tysons Central 123	Chain Bridge Road (Route 123)	8 lanes
Tysons Central 7	Leesburg Pike (Route 7)	8 lanes
Tysons West	Leesburg Pike (Route 7)	8 lanes
Wiehle Avenue	Dulles International Airport Access Highway	6 lanes

An assessment of the proposal for substantial conformance with the Comprehensive Plan ("the Plan") has been guided by the following citations from the Plan:

AREA PLAN:

All Tysons Corner Rail Stations

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **URBAN DESIGN,** THE ROLE OF URBAN DESIGN, **Principles of Good Design,** pages 36 – 37:

> "In addition to defining urban or suburban character, urban design principles help define the image of an area. Urban design . . . includes the appearance of buildings, open spaces, roadways, pedestrian paths, signage . . .
>
> Four principles underlie good urban design: function, order, identity and appeal.
>
> Function: If an area is designed well, it works well. . . .
>
> Order: Good design is logical and well organized. It presents a clear and coherent image. . . .
>
> Identity: Good design helps an area take on a special character. . . .
>
> Appeal: Appeal is subjective . . .
>
> Use of these four principles throughout the planning and development process, by public and private sector alike, will help focus attention on Tysons Corner as the Urban Center."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **URBAN DESIGN,** DESIGN CONCEPT FOR TYSONS CORNER URBAN CENTER, **Gateways,** page 41:

> "Gateways define the major approaches to an area or community. . . . Gateways function better if they are easily identified by a landmark, usually a well-remembered physical object or group of objects."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **URBAN DESIGN,** DESIGN CONCEPT FOR TYSONS CORNER URBAN CENTER, **Pedestrian and Transit-Oriented Design,** page 42:

> " . . . Designing for the pedestrian includes designing the streetscape to include trees, signage, and street furniture (benches, lighting, etc.). . . .
>
> • Usable open space in the form of an urban park should be considered at transit station approaches to provide a strong pedestrian focus."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **TRANSPORTATION,** TRANSPORTATION RECOMMENDATIONS, p. 63: on the map entitled **TYSONS CORNER URBAN CENTER – FIGURE 16**, a Metrorail station is shown as proposed for: Dolley Madison Boulevard at the general location of the proposed Tysons East Station; Chain Bridge Road at the general location of the proposed Tysons Central 123 Station; and Leesburg Pike at the general locations of the proposed Tysons Central 7 Station and the Tysons West Station.

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **TRANSPORTATION,** TRANSPORTATION RECOMMENDATIONS, **Roadway and Circulation Improvements**, pages 64 and 66:

> "Arterial Roadways . . .
>
> 4. Widen Leesburg Pike (Route 7) to 8 lanes between the Dulles Toll Road and the Capital Beltway, and provide other access improvements in conjunction with the Route 7 design plans and boulevard concept. . . .
>
> 7. Widen Chain Bridge Road (Route 123) to 8 lanes between Route 7 and the Capital Beltway.
>
> 8. Widen Chain Bridge Road/Dolley Madison Boulevard to 6 lanes from the Capital Beltway to the Dulles Airport Access Road."

Tysons East Station
Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT R**, page 144:

> "**SUB-UNIT R-2** . . .
>
> Option with Rail
>
> If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform."

Tysons Central 123 Station
Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT N**, pages 129 – 130:

"**SUB-UNIT N-3** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 2.0 FAR is appropriate for the area within 1,000 feet of the station platform."

Tysons Central 7 Station
Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT D**, pages 91 – 92:

"**SUB-UNIT D-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT M**, pages 123 – 126:

"**SUB-UNIT M-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development (for all nonresidential uses) up to 2.0 FAR is appropriate for the area within 1,000 feet of the station platform. . . .

SUB-UNIT M-2 . . .

Option . . .

- In the event a rail line is planned within the right-of-way of Route 123 and Route 7, site design for Sub-unit M-2 should not adversely affect the potential need for additional rail right-of-way at the edge of the sub-unit; development proposals should dedicate right-of-way that is needed for the rail alignment as appropriate."

Tysons West Station
Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT B**, pages 86 – 88:

"**SUB-UNIT B-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development up to 1.5 FAR (for all nonresidential uses) is appropriate for the area within 1,000 feet of the station platform."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT I**, pages 107 – 109:

"**SUB-UNIT I-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform."

Fairfax County Comprehensive Plan, Area II, 2007 Edition; Tysons Corner Urban Center, as amended through January 27, 2003, **LAND UNIT RECOMMENDATIONS, LAND UNIT J**, pages 111 – 112:

"**SUB-UNIT J-1** . . .

Option with Rail

If a rapid rail station site is selected and programmed for design and construction in proximity to this sub-unit, mixed-use development with an intensity (for all nonresidential uses) up to 1.5 FAR is appropriate for the area within 1,000 feet of the station platform."

Wiehle Avenue Station
Fairfax County Comprehensive Plan, Area III, 2007 Edition; Reston-Herndon Suburban Center and Transit Station Areas, as amended through June 30, 2008, SUBURBAN CENTER AREAWIDE RECOMMENDATIONS, page 23:

"Accessibility . . .

- *Pedestrian/bicycle access* – . . . Pedestrian connections to the station platforms at Reston Parkway and Wiehle Avenue should be provided from all four quadrants of the intersections of those two roads and the DAAR."

Fairfax County Comprehensive Plan, Area III, 2007 Edition; Reston-Herndon Suburban Center and Transit Station Areas, as amended through June 30, 2008, LAND UNIT RECOMMENDATIONS, **Land Unit G**, pages 55 – 56:

"Sub-unit G-4 (part of Wiehle Avenue Transit Station Area)

Sub-unit G-4 is bounded by Sunset Hills Road on the north, Wiehle Avenue on the east and the Dulles Airport Access and Toll Road (DAAR) on the south. It is immediately adjacent to proposed location of the transit station platform for the Wiehle Avenue Transit Station. . . .

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 2.5 FAR may be considered for the 17 acres within Sub-unit G-4 located closest to the rail station . . . "

Fairfax County Comprehensive Plan, Area III, 2007 Edition; Reston-Herndon Suburban Center and Transit Station Areas, as amended through June 30, 2008, LAND UNIT RECOMMENDATIONS, **Land Unit H,** pages 60 – 61:

"Sub-unit H-2 (part of Wiehle Avenue Transit Station Area) . . .

Rail-oriented Residential Mixed-Use Option – At such time as a funding agreement for rail, as described in the Land Use section in the Suburban Center Areawide Recommendations, is reached, mixed-use development up to a 1.25 FAR may be considered for the 10 acres within Sub-unit H-2 located closest to the rail station . . . "

Fairfax County Comprehensive Plan, Area III, 2007 Edition; Reston-Herndon Suburban Center and Transit Station Areas, as amended through June 30, 2008, URBAN DESIGN GUIDELINES FOR TRANSIT STATION AREAS, Urban Design Guidelines, page 66:

"Design Guidelines for Transit Station Areas

Building Design, Height and Mass
- . . . Long expanses of blank walls along major roads should be avoided. . .

Open Spaces . . .
- Public art/sculpture should be incorporated into all open spaces.

Trees, Landscaping and Natural Environment . . .
- Landscaping should be provided that is attractive in all seasons, and provides shade to seating areas and pedestrian paths/sidewalks during summer months."

Fairfax County Comprehensive Plan, Area III, 2007 Edition; Upper Potomac Planning District, as amended through June 30, 2008; UP5-Reston Community Planning Sector, RECOMMENDATIONS, Transportation, p. 129: on the map entitled **TRANSPORTATION RECOMMENDATIONS** –

FIGURE 41, a Metrorail station is proposed for the Dulles International Airport Access Highway / Dulles Airport Toll Road at the location of the proposed Wiehle Avenue Station.

POLICY PLAN:
Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition; **TRANSPORTATION**, as amended July 10, 2006, pages 2 and 8:

"**Objective 1: Provide for both through and local movement of people and goods via a multi-modal transportation system that provides transportation choices, reduces single-occupancy-vehicle (SOV) use and improves air quality.** . . .

Policy e. Design and construct trails, sidewalks, overpasses, bike lanes, transit amenities, and other non-motorized facilities leading to and accessing public transportation facilities . . . .

Objective 2: Increase use of public transportation and non-motorized transportation. . . .

Policy a. Support the extension of the Metrorail system in the Dulles Corridor to the Dulles Airport and Loudoun County. . . .

Objective 7: Provide transportation facilities and services that minimize community disruption and adverse environmental impacts.

Policy a. Plan and design transportation facilities and services to minimize adverse impacts on Environmental Quality Corridors (EQCs), Resource Protection Areas (RPAs), other environmental resources, and heritage resources."

Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition; **PUBLIC FACILITIES**, as amended January 10, 2005, pages 2 – 4:

"**Objective 1: Locate new facilities to provide convenient service to the greatest number of people or service consumers and users.**

Policy a. Site facilities appropriately to the area they are intended to serve. . .

Objective 4: Mitigate the impact of public facilities on adjacent planned and existing land uses.

Policy a. Locate public facilities in areas of compatible land use, if service efficiency and cost effectiveness can be achieved. . . .

Objective 5: Acquire sites which are appropriate for the facility's specific purpose. Apply acceptable criteria when evaluating public facility sites.

Policy a. Consider accessibility in siting facilities. In general, public facilities should have access to primary arterial roadways."

Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition; **ENVIRONMENT**, as amended February 25, 2008, pages 3 – 17:

"Objective 1: Preserve and improve air quality.

Policy a. Establish land use patterns and transportation facilities that encourage the use of public transportation and reduce trip lengths to reduce emissions of oxides of nitrogen, carbon monoxide, and hydrocarbons from automobiles. . . . and encourage the following during the reviews of development proposals . . .

- The provision of facilities to support transit use (e.g., bus shelters, park-and-ride lots . . .

Objective 2: Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County. . .

Policy d. Preserve the integrity and the scenic and recreational value of stream valley EQCs when locating and designing storm water detention and BMP facilities. . .

Development proposals should implement best management practices to reduce runoff pollution and other impacts. . . .

Objective 3: Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance, as applied to Chesapeake Bay Preservation Areas adopted by the Board of Supervisors . . .

Objective 4: Minimize human exposure to unhealthful levels of transportation generated noise.

Policy a: Regulate new development to ensure that people are protected from unhealthful levels of transportation noise. . . .

Objective 9: Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.

Policy a: For ecological resource conservation, identify, protect and restore an Environmental Quality Corridor system (EQC). . . .

. . . In addition, some intrusions that serve a public purpose such as unavoidable public infrastructure easements and rights of way are appropriate. . . .

Objective 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently . . .

Policy a. Consistent with other Policy Plan objectives, encourage the application of energy conservation, water conservation and other green building practices in the design and construction of new development and redevelopment projects."

STAFF ANALYSIS: See **Attachments 6 – 31** for complete review comments.

DPZ – Zoning Administration Division **Attachments 6 – 10**

- Special Exception – approval is required for each proposed station.
- Tysons East – Must be in substantial conformance with Proffered Condition Amendments PCA 92-P-001-2 and PCA 92-P-001-3.
- Tysons Central 123 – Must be in substantial conformance with PCA 84-D-049, PCA 84-D-049-5 and Rezoning RZ 84-D-049; subject to Final Development Plan Amendment FDPA 84-D-049-6.
- Tysons Central 7 – Must be in substantial conformance with Special Exception Amendment SEA 81-C-008.
- Tysons West – Must be in substantial conformance with SEA 79-C-007-3.
- Wiehle Avenue – Must be in substantial conformance with SE 94-H-049.

DPZ – Planning Division / Historic Preservation Planning **Attachment 11**

- All 5 Stations – Applicant should supply information showing that compliance with NHPA Section 106, if required, was completed.

DPZ – Planning Division / Environment and Development Review Branch **Attachments 12 – 16**

- Tysons East – additional restoration measures should be sought for portions of Scotts Run in the immediate vicinity of the station to mitigate short-term and long-term impacts.
- Tysons Central 123, Tysons Central 7, Tysons West, and Wiehle Avenue Stations – no issues.

Fairfax County Park Authority / Park Planning Branch **Attachments 17 – 21**

- Tysons East –
  - stabilize Scott's Run upstream from DMB, including the creation of wetlands.
  - proposed planting should be native to Fairfax County.
  - use Low Impact Design to the greatest extent possible.
  - should have a disturbance assessment and possible Phase I archaeological survey.
  - see archaeological requirements under NHPA Section 106.
  - applicant should transfer unused portions of site to FCPA for stream valley park use.
- Tysons Central 123 – proposed station bears no adverse impact on FCPA land or resources.
- Tysons Central 7, Tysons West, and Wiehle Avenue –
  - reduce storm water flow and use Low Impact Design to greatest extents possible.
  - proposed planting should be native to Fairfax County.

Fairfax County Water Authority / Planning & Engineering **Attachments 22 – 26**

- All 5 Stations –
  - domestic water and fire protection service to the station can be provided.
  - on-site minimum required facilities will be determined during site plan review.
  - existing utility infrastructure in the vicinity of the station may need to be relocated.
  - water utility work must be coordinated with other related phases of rail extension project.

- Tysons Central 7 – due to conflicts, existing 12" main and meter vault in Leesburg Pike must be relocated and placed into service prior to construction of the station.
- Tysons West – due to conflicts, existing water mains in this area must be relocated and placed into service prior to construction of the station.
- Wiehle Avenue – due to conflicts, existing facilities just south of DIAAH must be relocated and placed into service prior to construction of the station, and water main improvements, relocations, or abandonments near the North Entrance parking facilities will require County review and approval.

Virginia Department of Transportation/Land Development **Attachments 27 – 31**

- Tysons East and Tysons Central 123 – for proposed pedestrian bridges over DMB and CBR, provide adequate sight lines for traffic signals along DMB and CBR, respectively.
- Tysons Central 7, Tysons West, and Wiehle Avenue Stations – no comments.

CONFORMANCE WITH THE COMPREHENSIVE PLAN **Attachment 32**

Va. Code Sec. 15.2-2232, as amended, requires the Planning Commission to determine whether the general location or approximate location, character, and extent of the proposed facilities are substantially in accord with the adopted Comprehensive Plan:

LOCATION: The locations of the four stations proposed for Tysons Corner are consistent with the general or approximate locations for Metrorail stations on Dolley Madison Boulevard, Chain Bridge Road, and Leesburg Pike as shown on the map of transportation recommendations for the Tysons Corner Urban Center in Area II of the Plan. In addition, the location of the station proposed for Reston is consistent with the general or approximate location for a Metrorail station on the DIAAH as shown on the map of transportation recommendations for the Reston Community Planning Sector in Area III of the Plan. All five proposed rail stations will be located on primary arterial roadways, consistent with Plan guidelines for the location of rail stations. Finally, the applicant states that all of the station locations, and the numbers of and alternate locations of station s in Tysons Corner, were selected during review of the FEIS to maximize efficiency with respect to system ridership, in accord with Plan policies to site public facilities appropriately to the areas they are intended to serve.

According to the Plan, a rail station may be planned in proximity to Land Units B, D, I, J, M, and N in the TCUC if rail service is extended through Tysons Corner. Tysons Central 123, Tysons Central 7, and Tysons West are proposed to be located in those land units. The Plan also states that opportunities exist for intensified development if a rail station is located in proximity to Land Unit R in the TCUC, where Tysons East is proposed to be located. Furthermore, for development proposed in those Land Units, the Plan recommends optional mixed use intensities *if* a rapid rail station is constructed nearby. In addition, the Plan recommends rail-oriented residential mixed-use options with a specified range of residential and non-residential components for portions of Land Sub-units closest to the proposed Wiehle Avenue Station if rail service is provided to Reston.

In staff's opinion, Plan recommendations for the Tysons Corner Urban Center and the Reston-Herndon Suburban Center clearly state that, not only are rail stations appropriate in proximity to certain Land Units in these Centers if rail service is provided, but are indeed *required* if those Land Units are to be developed in accordance with optional specified land uses and development intensities recommended

by the Plan. Furthermore, staff believes that development of the proposed stations will make possible the Phase I extension of the Metrorail system in the Dulles Corridor—and eventually to Dulles Airport and Loudoun County—in accordance with Plan recommendations.

As noted at the beginning of this report, the Tysons Land Use Task Force states that Tysons Corner's transformation to an urban space is linked to the construction of the four proposed Metrorail stations. Staff believes that the locations for the proposed Tysons East, Tysons Central 123, Tysons Central 7, Tysons West, and Wiehle Avenue Stations conform with the Plan's current vision and land use recommendations for development in the Tysons Corner Urban Center and the Reston-Herndon Suburban Center. In addition, although not pertinent to considering whether the subject proposals conform with Plan recommendations, staff believes that the locations of the stations proposed for Tysons Corner will nonetheless lay the foundation for the future redevelopment and transformation of Tysons Corner.

CHARACTER: The Plan currently recommends light industrial, research and development, office, support retail and other support services, mixed-use, hotel, community-serving shopping centers, public facilities, industrial flex uses, and residential uses for the areas surrounding the five proposed rail stations in Tysons Corner and Reston. The Plan also recommends mixed use options at higher intensities if a rail station (or rail service) is provided nearby. Staff believes that the five proposed rapid-rail transit stations will be compatible with the character of both the planned and optional employment and residential uses in the vicinity of the stations.

In staff's opinion, the design of each of the four proposed Tysons Corner stations conforms with the Plan's four principles of good urban design: the stations have been located and designed so that their street-level entrances, sidewalks, crosswalks, pedestrian bridges, energy-conserving "green" technology, bus bays, taxi stands, street furniture, bicycle storage, and other features will *function* to provide a safe, convenient, and pleasant experience for users at each station. Understandable signage consistent with existing stations will provide *order* in directing rail users to the entrances/exits, train platforms, and other areas. The stations' aerial configuration and architectural design will provide *identity* and visual landmarks in the surrounding office and commercial areas. The stations' design elements, landscaping, and public art will provide visual *appeal*, and strengthen their visual compatibility with the urban character of the TCUC. A landscaped seating plaza at the north entrance pavilion for Tysons Central 7 conforms with Plan guidelines that urban parks be created from usable open space at train station approaches. Tysons East and Tysons West are each located on major thoroughfares at main entrances to the Urban Center, and thus also will be identifiable as "gateways" to Tysons Corner. Wiehle Avenue's design will conform with WMATA's criteria for high quality character, and Plan guidelines that transit station areas in the Reston-Herndon Suburban Center be pedestrian-friendly and supportive of the transit facility. Each of the proposed stations includes sidewalks, elevated pedestrian bridges, and bike facilities in support of Plan guidelines for the movement of people to public transportation facilities. Proposed trees, signage, benches, and lighting are consistent with Plan recommendations for pedestrian and transit-oriented design. In staff's opinion, the five proposed stations will be compatible with the urban character currently planned for the areas surrounding them. Staff also believes that the four rail stations proposed for Tysons Corner will be compatible with the vision of Tysons Corner as transformed into an urban space with walkable streets, accessible transit, public art, and cultural facilities.

EXTENT: Quantity and quality controls for stormwater runoff will be managed in accordance with County and State requirements in support of Plan guidelines to reduce pollution of surface and groundwater resources. Tysons East was designed to minimize its impact on the Scott's Run floodplain, and the design has been submitted to the DCR to determine its compliance with the Chesapeake Bay Preservation Act, in support of Plan policies to protect the Chesapeake Bay from avoidable impacts. Development of the four stations in Tysons Corner will accommodate additional through-lanes on Dolley Madison Boulevard, Chain Bridge Road, and Leesburg Pike, in accordance with Plan recommendations for transportation improvements in Tysons Corner. Parapet walls along the tracks will reduce wheel noise of the rail cars, and all construction work is subject to County noise regulations. The applicant states that a noise impact study conducted as part of the FEIS concluded that noise will not exceed FTA or WMATA criteria during operation of Metrorail, and that no noise impacts requiring mitigation were identified, consistent with Plan guidelines. Impacts on archaeological and historic architectural resources were assessed under the FEIS for the five proposed rail stations, but no adverse impacts were revealed at any of the station locations, consistent with Plan goals. The applicant states that compliance with the requirements of NHPA Section 106 was included in the FTA's Record of Decision. The proposed location and design of the Wiehle Avenue Station, combined with future intersection improvements for Wiehle Avenue at both Sunset Hills Road and Sunrise Valley Drive, will provide safe pedestrian access from all four quadrants across those roads to the station, as recommended by the Plan. The proposed use of "green" technology at the stations is consistent with Plan recommendations for energy conservation and other "green" building practices. Finally, a study of air quality impacts during preparation of the FEIS found that no long-term impacts to regional air quality are anticipated, in accord with Plan objectives.

CONCLUSION AND RECOMMENDATIONS

Staff concludes that the subject proposal by the Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of the Washington Metropolitan Area Transit Authority, to construct five electrically-powered regional rail transit facilities and associated components, known as Tysons East Station at the intersection of Dolley Madison Boulevard and Colshire Drive, Tysons Central 123 Station at the intersection of Chain Bridge Road and Tysons Boulevard, Tysons Central 7 Station north of the intersection of Leesburg Pike and Chain Bridge Road, Tysons West Station at the intersection of Leesburg Pike and Spring Hill Road, and Wiehle Avenue Station at the intersection of Wiehle Avenue and the Dulles International Airport Access Highway, satisfies the criteria of location, character, and extent as specified in Va. Code Sec. 15.2-2232. Staff therefore recommends that the Planning Commission find Applications 2232-P08-10, 2232-P08-11, 2232-MD08-12, 2232-MD08-13, and 2232-H08-14, as amended, substantially in accord with provisions of the adopted Comprehensive Plan.

DBM/DSJ
Attachments

2232-FOO-10

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ATTACHMENT 1

December 18, 2007

RECEIVED
FEB 1 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project
Application for Determination Pursuant to Sect. 15.2-2232 Code of Virginia
Tysons East Station

Letter No: MWAA-00109

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority acting in coordination with the Virginia Department of Rail and Public Transportation is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority for an electrically-powered regional rail transit facility to be known as Tysons East Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary)
- A property identification table
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered.
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

TE

If you have any questions regarding this submission or need additional information, please contact Lori Greenlief of McGuireWoods LLP at 703-712-5433.

Sincerely,

Charles S. Carnaggio, PE
Project Director
Dulles Corridor Metrorail Project

CSC/rm/ml

cc: James Van Zee, MWAA
Supervisor Linda Q. Smyth, Providence District
Ken A. Lawrence, Providence District Planning Commissioner

RECEIVED
FEB 1 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

COUNTY OF FAIRFAX, VIRGINIA

APPLICATION FOR DETERMINATION PURSUANT TO SECTION 15.2-2232 OF THE CODE OF VIRGINIA

Application Number: 2232-P08-10
(assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

RECEIVED
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address: Property near intersection of Rt. 123 and Colshire Drive

City/Town: Mclean, VA Zip Code: _____

APPLICANT(S)

Name of Applicant: Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Street Address: 1593 Springhill Road, Suite 300

City/Town: Vienna State: VA Zip Code: 22182

Telephone Number: Work (703) 572-0500 Fax (___) _____

E-mail Address: _____

Name of Applicant's Agent/Contact (if applicable): Jonathan Rak/Lori Greenlief

Agent's Street Address: 1750 Tysons Blvd. Suite 1800

City/Town: Mclean State: VA Zip Code: 22102

Telephone: Work (703) 712-5433 (Lori) Fax (___) _____

2232-P08-10

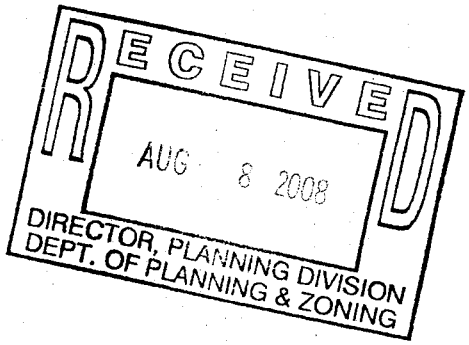
PROPOSED USE

Street Address Property near intersection of Rt. 123 and Colshire Drive

Fairfax Co. Tax Map and Parcel Number(s) See attached

Brief Description of Proposed Use

The proposed use is an electrically powered regional rail transit facility.



Total Area of Subject Parcel(s) 4.40 LRB 10/1/08 ~~3.92~~ acres (acres or square feet)

Portion of Site Occupied by Proposed Use 4.40 10/1/09 ~~3.92~~ acres (acres or square feet)

Fairfax County Supervisor District Providence

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Cited on Transportation Plan as location for transit facility

Zoning of Subject Property C-3 ; HC

List all applicable Proffer Conditions, Development Plans, Special Exceptions, Special Permits or Variances previously approved and related to this site

PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address

City/Town State Zip Code

2232-P08-10

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

Name of Applicant or Agent Charles S. Carnaggio, P. E.

Signature of Applicant or Agent Charles S Carnaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

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AUG 8 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

****

FOR STAFF USE ONLY

Date application received: 2/1/08

By: _____

Additional information requested to complete application:

Date application accepted: 6/26/08

By: _____

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
TYSONS EAST STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
29-4	Metrorail Station & Pedestrian Bridge	Providence			Commonwealth of Virginia	Route 123	
30-3	Bus Bays along Colshire Drive	Providence	Metrorail Facility	C-3, HC	Commonwealth of Virginia	West Side of Colshire Drive	
30-3 ((28)) B3 pt	South Entrance Pavilion and Kiss & Ride Lot	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	South Side of Route 123 at Colshire Drive	
30-3 ((28)) C1 pt	Entrance to Kiss & Ride Lot	Providence	Office	C-3, HC	West Group Properties, LLC	Colshire Meadow Drive	1600 Anderson Rd, Mclean, VA 22102
29-4 ((05)) A1	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4 ((05)) B1 pt	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4 ((05)) C1 pt	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4 ((05)) D	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4 ((05)) E	Metrorail Station	Providence	Metrorail Facility	C-3, HC	Board of Supervisors, Fairfax County	North Side of Route 123	
29-4	Metrorail Station	Providence	Old Spring House Road		Board of Supervisors, Fairfax County	North Side of Route 123	

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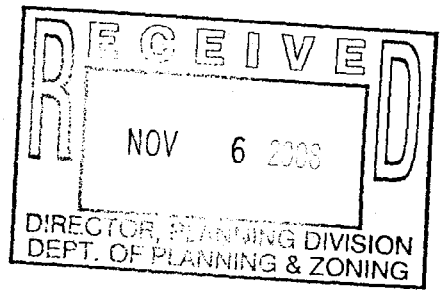
2232-P08-10

2232-P08-10

Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Tysons East Station

STATEMENT OF JUSTIFICATION

August 20, 2008



INTRODUCTION AND OVERVIEW

The Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively the Applicant, requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metrorail station and kiss-and-ride lot on property known as Fairfax County Tax Map 29-4((5))A1, B1 part, C1 part, D, E and 30-3((28))B3 part and C1 part.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions that were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Tysons East station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transportation Authority issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969, and the Locally Preferred Alternative (LPA) for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

2232-P08-10

Section 15.2-2232 Application, Tysons East Station
STATEMENT OF JUSTIFICATION
August 20, 2008

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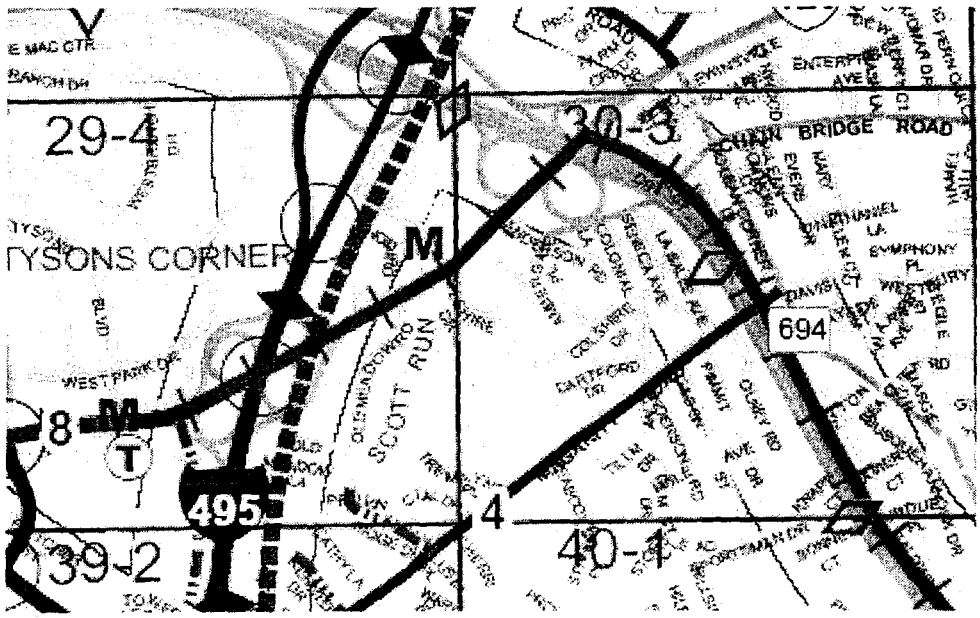
NOV 6 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County. ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i.")

The proposed location for the Tysons East station is within Sub-Unit R-2 of the Tysons Corner Urban Center portion of the Area II plan. Language within Sub-Unit R-2 contains land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located north of Route 123 and east of Scott's Run. The station is located to either side of Scott's Run as it crosses under Rt. 123.

Additionally, below is a segment of the County Transportation Plan Map that shows the envisioned location for a Metro station (with the designation M) as proposed in this application. During preliminary engineering for the project, the location of support piers for the station platform were positioned to reduce impact on Scott's Run.



2232-P08-10

SECTION 15.2-2232 APPLICATION FOR THE TYSONS EAST STATION

1. Description of the Use

The proposed Tysons East station, located in the northwest quadrant of the intersection of Route 123 and Scotts Crossing Road, will be the first transit station stop available to passengers traveling west out of the East Falls Church Station and from locations farther east. The land to be utilized for the station and associated facilities was dedicated for public use as part of several rezoning applications.

The station platform, mezzanine and bus bays will be located on the north side of Route 123. A kiss and ride lot and bus bays will be located on the south side of Route 123. There will be drop-off and pick-up parking spaces on the southern side but no long term parking facilities at this station. An elevated pedestrian bridge over Route 123 will connect the facilities. Included with this application is a copy of the Special Exception plat and reference drawings that give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-Powered regional rail transit facility.
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends.
- Daily Patronage: According to the FEIS issued December 2004, 59,000 daily boardings are expected for the Dulles Corridor Metrorail extension by 2011, including 3,803 daily boardings at the Tysons East Station.
- Proposed number of employees: One employee (the station agent) assigned full time per shift. Other employees
- Vicinity of area to be served: Tysons Corner and the metropolitan area east of I-495
- Description of building and façade: The station will be brick veneer and concrete, consistent with WMATA's criteria for character and quality appropriate for public transit facilities. It will also feature glass and woven metal mesh windows. Elevations and section drawings are provided with this submittal as reference drawings 1 through 5.

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles

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Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, Corridor population is expected to increase by 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. Among the Guiding Planning Principles adopted by the Tysons Land Use Task Force in October of 2006 is the transformation of Tysons Corner from a suburban office park into a 24/7 activity center which will inherently mean an increase in the housing stock. Given the increase in jobs, residential population and general activity level projected for Tysons Corner, strategically placed Metro stops are essential to move the flow of people in and out of Tysons.

The Metropolitan Washington Airport Authority (MWAA) forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use alone is projected to reach 55 million trips by 2035 – more than twice the current level. Therefore, alternative access to the airport is also essential.

The general philosophy behind placement of the transit stations in Tysons Corner was the ability to serve separate hubs within the area coupled with the goal of maximizing efficiency of the system with respect to ridership. Alternative locations for stations and differing numbers of stations within Tysons Corner were evaluated with this criteria in preparation for the publication of the Draft EIS in 2002. The LPA, which located the Tysons East station as proposed in this application, was the recommended alternative, and the general location as shown for the Tysons East station was ultimately selected.

3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metrorail Project is to provide an alternate transportation mode for the increasing residential and employment population in the Dulles Corridor and generally improve transportation service.

A traffic simulation analysis was developed for the Tysons East Station to study impacts to Route 123 at Colshire Drive and Old Meadow Road. Because the short distance along Colshire Drive between Colshire Meadow Drive and Route 123 would otherwise require signalization at Colshire Meadow Drive, the exit from the kiss and ride lot was limited to right turns only. Under both build and no-build

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scenarios, the Route 123 and Colshire Drive intersection was projected to operate at satisfactory levels of service, and the Route 123 and Old Meadow Road intersection was projected at Level of Service "F" conditions.

Noise Impacts

In preparation of the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise anticipated in the study area: Metrorail train passbys, express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at park-and-ride lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Tysons East Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail. Consistent with use of parapet walls installed along the aerial trackway for noise mitigation elsewhere within Tysons Corner, the Tysons East Station will utilize parapet walls on the trackway through the station.

Impacts of Environmental Features of the Site

The proposed Tysons East Station facilities will be adjacent to Scotts Run, a designated Chesapeake Bay Preservation Area and Environmental Quality Corridor by Fairfax County. The Tysons East Station would be an aerial station spanning the stream. Structural columns supporting the station and trackway would be located outside of Scotts Run, but within the 100-year floodplain and the Resource Protection Area (RPA) for the stream. Additionally, a portion of the kiss & ride lot and entrance pavilion on the south side of Route 123 are within the RPA.

The Virginia Department of Conservation and Recreation (DCR) has jurisdiction over the project's use of the RPA and has reviewed the preliminary engineering for the proposed station, trackway and kiss & ride lot. At the request of DCR, alternatives were evaluated for station location and modification of the kiss & ride lot. Changes made as a result of this evaluation include shifting the station platform 200 feet to the west and reducing the height of the structure supporting the station in order to eliminate the need to place support piers in Scotts Run. The kiss & ride lot was modified to reduce the number of parking spaces in order to decrease the overall effect on the RPA.

Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions

2232-P08-10

from motor vehicle traffic associated with construction and operation of the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects on surface water resources, surface water quality, wetland systems, and floodplains. The Dulles Corridor Metrorail Project has been carefully designed to minimize impacts to water quality, and stormwater management has been computed and handled on a systemwide basis. To improve the quality of runoff at the Tysons East station, water quality inlets for runoff are proposed within the kiss & ride Lot. Stormwater detention was not required because the size of the site is less than 1% of the total watershed at the point of discharge, addressing adequacy of outfall requirements and site detention, and water quality requirements had been addressed in the overall drainage plan for Westpark Development (including this site), under the approved Westgate Rezoning RZ 92-P-001, and specifically on Sheet 4 of 16 of the approved Site Plan (referring to site 4), prepared by Huntley, Nyce & Associates, File No. PP-1801, dated 04-01-97.

Visual Impacts

The proposed location for the Tysons East Station is surrounded by office development zoned C-3. The station, kiss-and-ride area, and elevated pedestrian walkways will be visible from adjacent properties as well as many high-rise buildings in the Tysons area and residential communities. The construction materials and design of the station will fit into the urban character of Tysons Corner. The station and kiss-and-ride lot will be attractively landscaped to soften the visual impact of this addition to the Tysons Corner urban core.

4. Alternate Sites Considered for the Proposal

As stated previously, the number of stations and their potential locations were evaluated for the Tysons Corner area as a whole. The land proposed for the Tysons East station, specifically, was envisioned for this use more than 15 years ago when the property was dedicated for public use in conjunction with surrounding rezoning applications.

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CONCLUSION

The proposed Tysons East station and associated kiss-and-ride lot is consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map. The following is offered in addition to the foregoing information to specifically address the standards under Va. Code Sec. 15.202232, as amended:

Location: The proposed location of the Tysons East station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters to Tysons, especially given its location between two major office parks.

Character: The proposed station and kiss-and-ride lot within Tysons Corner will be compatible with the high-density urban character of the area and the Plan's vision of Tysons Corner as an Urban Center.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. Stations within Tysons Corner are integral to the operation of rail to Dulles and the Tysons East station will further that goal.

The Applicant respectfully requests support of this 2232 application by County Staff and the Planning Commission.

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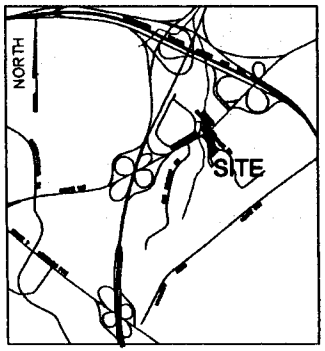
2232-P08-10

TYSONS EAST STATION

DULLES CORRIDOR METRORAIL PROJECT

Providence District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP
SCALE : 1"= 2,000'

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OCT 6 2008

Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1593 Spring Hill Road, Suite 300
Vienna, VA 22182

Sheet Index

1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN AND SIGN PLAN
4. PERSPECTIVE, ILLUSTRATIVE, NOTES & TABULATION
5. STATION PLAN VIEW DETAILS
6. ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
7. ELEVATIONS AND SECTIONS
8. EXISTING VEGETATION MAP

Tysons East Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

Dewberry

Dewberry & Davis LLC

DRPT

DULLES TRANSIT PARTNERS, LLC

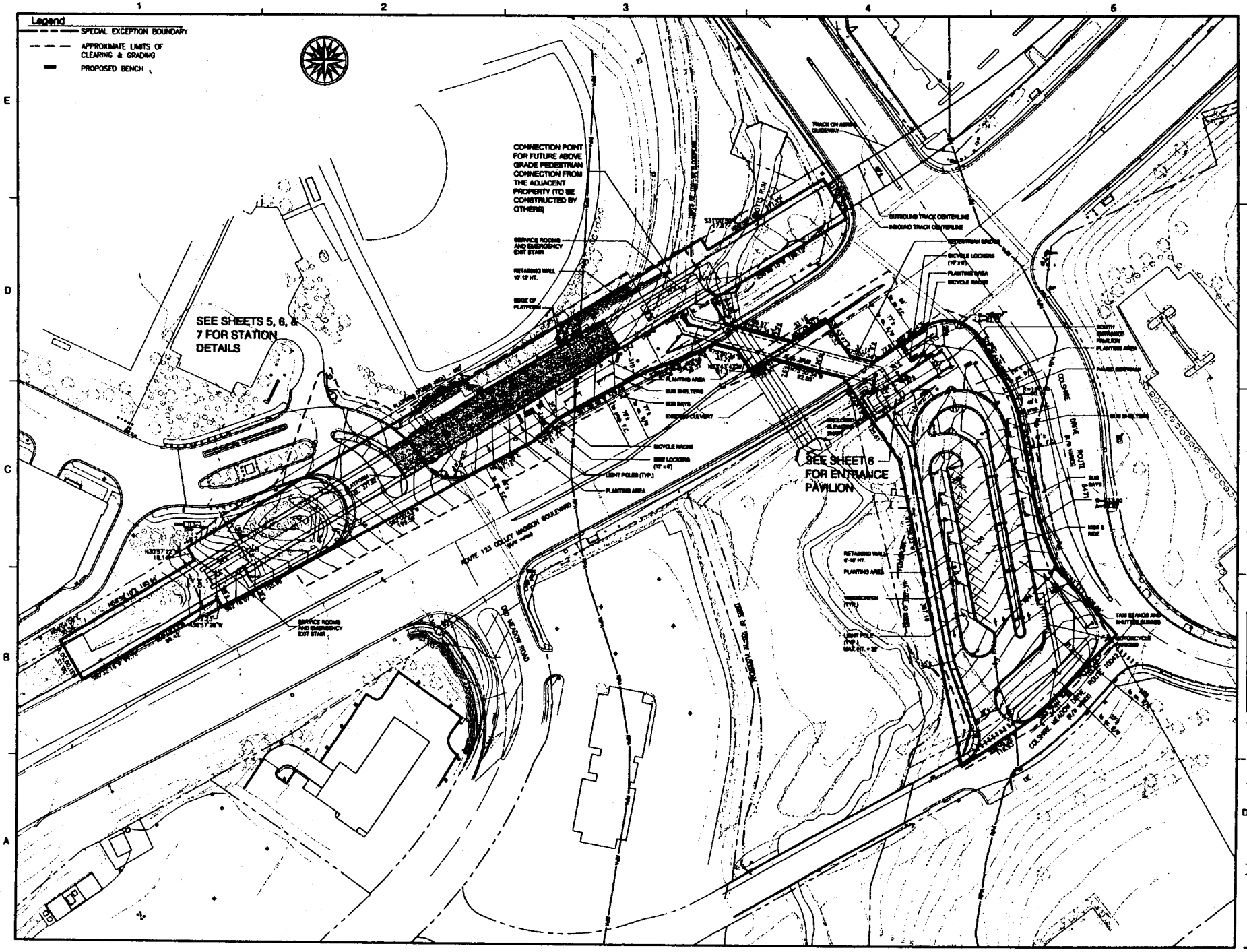
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Revised October 1, 2008
Revised June 4, 2008
Revised December 19, 2007
August 28, 2007

M-10647

2232-P08-10



Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 30' 60'

No.	DATE	BY	Description
3	10.01.08	JMC	
2	08.04.08	JMC	
1	12.19.07	JMC	

DRAWN BY JMC
APPROVED BY
CHECKED BY LAH
DATE AUGUST 29, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proj
Special Exception Plat
2232 Plan

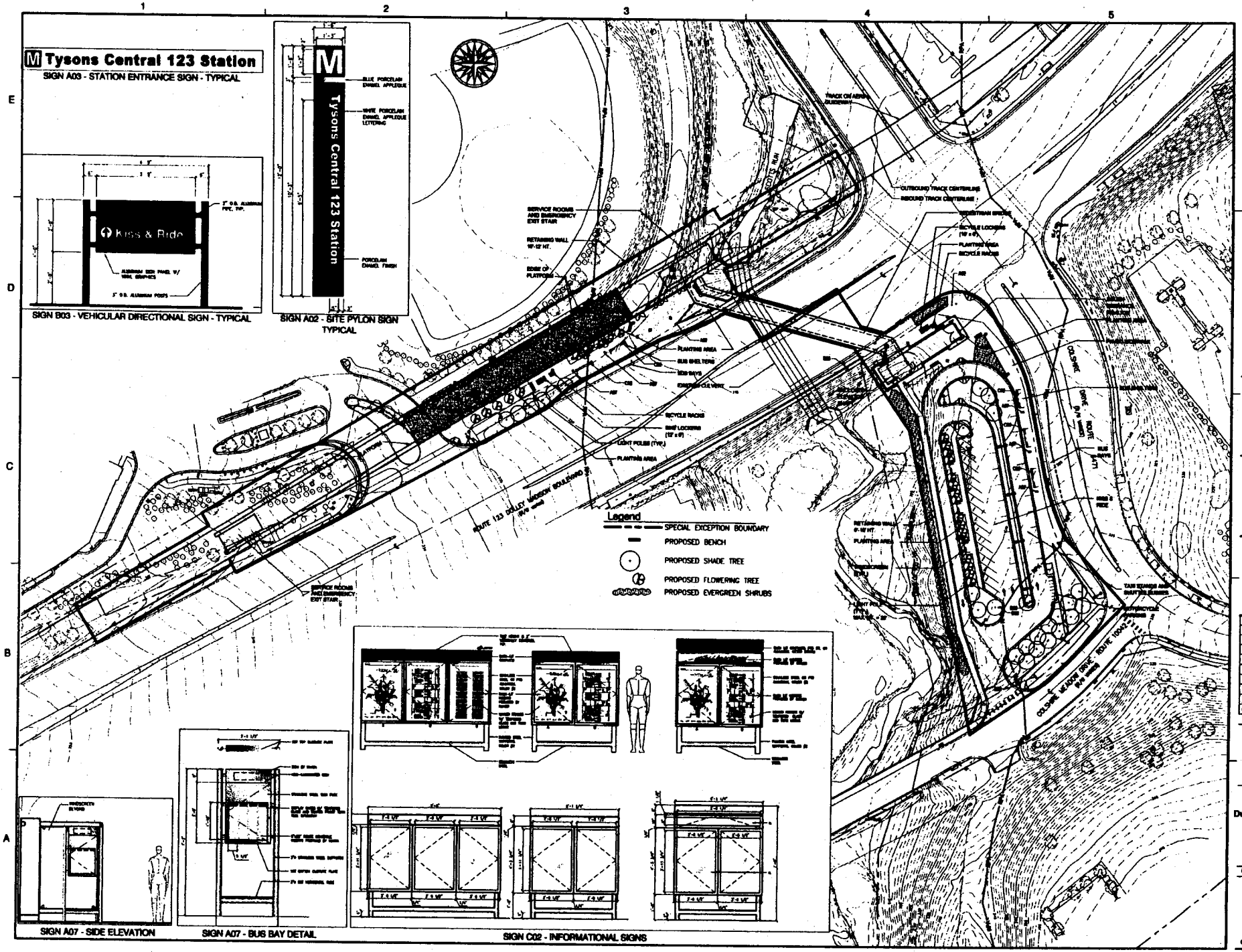
PROJECT NO. M-10647

2

SHEET NO. 2 of 8

M-10647

2232-P08-10



Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

No.	DATE	BY	Description
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2	08.04.08	JMC	
1	12.19.07	JMC	

DRAWN BY JMC
APPROVED BY
CHECKED BY LAH
DATE AUGUST 28, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proje
Landscape Plan
& Sign Plan

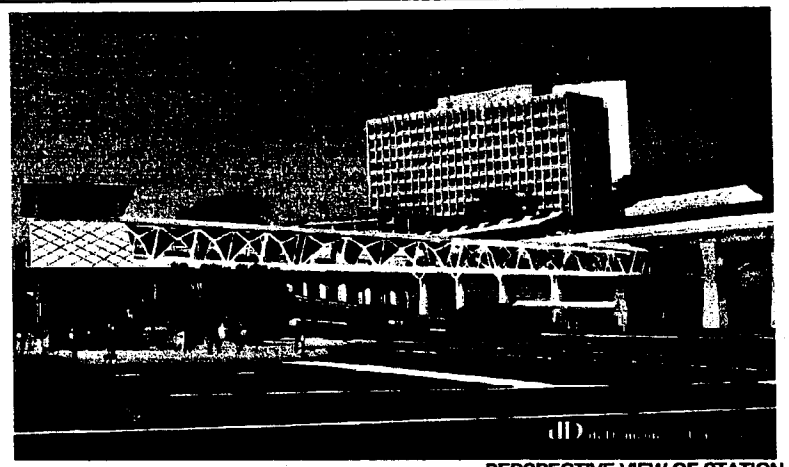
PROJECT NO. M-10647

3

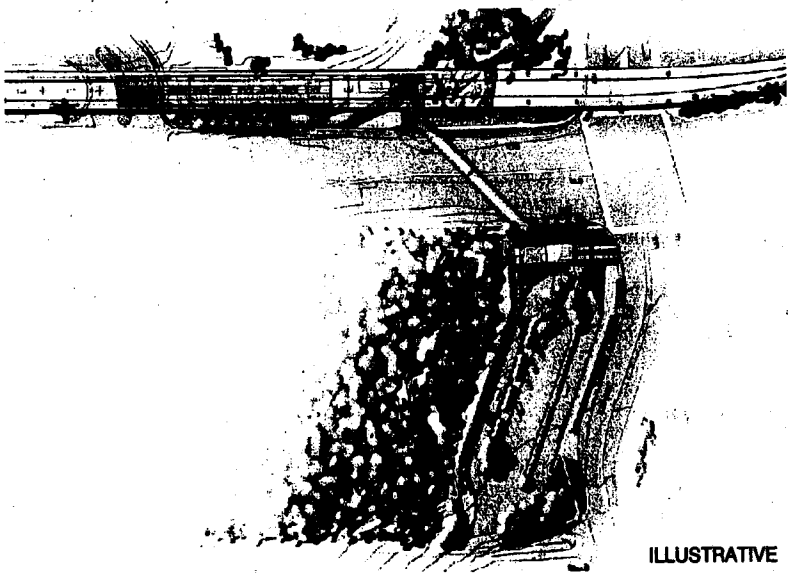
SHEET NO. 3 OF 8

M-10647

2232-P08-10



PERSPECTIVE VIEW OF STATION



ILLUSTRATIVE

NOTES:

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 29-4 ((29)) A1, B4(PART) AND C1 (PART), D, AND E; AND 30-3 ((30)) B3 (PART) AND C1 (PART) AND IS ZONED C-3.
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION IS APPROXIMATELY 4.49 ACRES.
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE RETAIL EMPLOYMENT OF AN ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY. SPECIFICALLY, A RAIL STATION AND ACCESSORY USES THERETO AND TO PERMIT THE USE WHICH IS PARTIALLY WITHIN A FLOODPLAIN AND THE REQUIRED FILLING IN THE FLOODPLAIN TO ACCOMMODATE THE USE.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEFINED BY DULLES TRANSIT ENGINEERS, JV DURING PRELIMINARY ENGINEERING.
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FEET FROM SURVEY INFORMATION PROVIDED BY DULLES TRANSIT ENGINEERS, JV.
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT.
7. MINIMUM YARD REQUIREMENTS FOR THE C-3 DISTRICT ARE AS FOLLOWS:

   FRONT: CONTROLLED BY A 25° ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET.

   SIDE: NO REQUIREMENT.

   REAR: CONTROLLED BY A 25° ANGLE OF BULK PLANE, BUT NOT LESS THAN 25 FEET.
8. AS STATED BY SECT. 9-504 AND 9-505 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE BULK REGULATIONS OR THE MINIMUM DISTRICT SIZE REQUIREMENTS OF THIS ZONING DISTRICT IN WHICH THE USE IS LOCATED.
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED.
10. PARKING FACILITY REQUIREMENTS WERE DETERMINED AS PART OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS) AND ARE PRESENTED IN THIS TABULATION HEREON. IT IS UNDERSTOOD THAT THERE ARE NO SPECIFIC PARKING STANDARDS SET FORTH IN THE ZONING ORDINANCE FOR THIS SPECIFIC USE. FURTHER, THE APPLICANT RESERVES THE RIGHT TO INCREASE OR DECREASE THE NUMBER OF PARKING SPACES PROVIDED THAT SUCH SPACES ARE IN SUBSTANTIAL COMPLIANCE, IN TERMS OF LOCATION, WITH THAT PRESENTED HEREON.
11. THIS FACILITY IS PROPOSED TO BE PARTIALLY LOCATED WITHIN A DESIGNATED RESOURCE PROTECTION AREA (RPA) AS PRESENTED ON THE GRAPHIC. AN ALTERNATIVES ANALYSIS WAS PERFORMED DURING PRELIMINARY ENGINEERING TO MINIMIZE THE FOOTPRINT OF THE STATION FACILITIES AND RESULTANT ENCROACHMENT ON THE RPA AS COMPARED TO THE FEIS. BMP MANAGEMENT PRACTICES ARE EMPLOYED THROUGH THE USE OF SAND OASERS AND WATER QUALITY INLETS FOR PRETREATMENT OF STORMWATER RUNOFF.
12. THE PROPOSED FACILITY IS LOCATED PARTIALLY IN THE EXISTING FLOODPLAIN AS SHOWN THEREON. A FLOODPLAIN ANALYSIS WAS PERFORMED DURING PRELIMINARY ENGINEERING AND THE RESULTS INDICATED THAT THE POST-DEVELOPMENT 1% EVATION IS LOWERED BY APPROXIMATELY 0.1 FEET.
13. STORMWATER MANAGEMENT WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR), BASED ON FAIRFAX COUNTY CRITERIA. THEREFORE, A WAIVER OF PAR. 3 OF SECT 9- 911 OF THE ZONING ORDINANCE IS HEREBY REQUESTED.
14. THERE ARE NO EXISTING OR PROPOSED UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE ON THE SUBJECT PROPERTY.
15. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS A PAVED TRAIL AND AN ON ROAD BIKE TRAIL ADJACENT TO THE SUBJECT PROPERTY.
16. SEE REFERENCE DRAWINGS, WHICH HAVE BEEN PROVIDED UNDER SEPARATE COVER, FOR THE LOCATIONS, NUMBER AND SIZES OF ALL PROPOSED SIGNS.
17. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE FEIS, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY.
18. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCE AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCES THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF IN CONJUNCTION WITH THE USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS.
19. THE EXACT LOCATION OF THE PROPOSED VEHICULAR ACCESS POINTS TO THE SUBJECT PROPERTY IS SUBJECT TO MODIFICATION BASED ON FINAL DESIGN AND ENGINEERING.
20. EXCEPT AS QUALIFIED ABOVE, THIS PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

TABULATION:

EXISTING/PROPOSED ZONING	C-3
TOTAL LAND AREA	4.49± AC
MAXIMUM FLOOR AREA RATIO PERMITTED	1.0
PROPOSED FLOOR AREA RATIO	0.31
MAXIMUM GROSS FLOOR AREA PERMITTED	191,664± SF
PROPOSED GROSS FLOOR AREA	69,811± SF
PARKING SPACES REQUIRED/PROVIDED	34 SPACES
AUTOMOBILE	23
TAXI CAB/SHUTTLE	11
MAXIMUM BUILDING HEIGHT PROPOSED	75 FT
OPEN SPACE REQUIRED (15%)	0.68± AC
OPEN SPACE PROVIDED (39%)	0.95± AC

ZONING ORDINANCE SUBMISSION REQUIREMENTS FOR FILLING IN THE FLOODPLAIN

PAR. 3A OF SECT. 2-905 OF THE FAIRFAX COUNTY ZONING ORDINANCE

(1) THE EXISTING FLOODPLAIN IS DELINEATED ON THE SPECIAL EXCEPTION PLAN (SE) FROM FAIRFAX COUNTY DPWES SUPPLIED INFORMATION.

(2) THE TOPOGRAPHY PRESENTED HEREON IS AT CONTOUR INTERVALS OF ONE (1) FEET FROM SURVEY INFORMATION FROM THE DULLES TRANSIT ENGINEERS, J.V.

(3) INGRESS AND EGRESS IS SHOWN ON SE PLAT. THE ACCESS POINT WILL SERVE AS ACCESS FOR BOTH NORMAL AND EMERGENCY USES.

(4) THE NATURE OF AND EXTENT OF THE PROPOSED FILL IS TO INSTALL A RETAINING WALL WITH A HEIGHT BETWEEN 6' AND 16-6". THE AREA WITHIN THE FLOODPLAIN FILL AREA IS PROPOSED TO ENCOMPASS PORTION OF THE TRAVEL WAY AND A PORTION OF THE PLAZA AND SOUTH ENTRANCE PAVILION AS SHOWN ON THE SE PLAT. BASED ON A FLOODPLAIN STUDY THERE WILL BE NO INCREASE IN THE FLOODPLAIN ELEVATION, THEREFORE, NO COMPENSATORY AREAS WILL BE REQUIRED.

CLEAN FILL WILL BE USED AS APPROVED BY THE VIRGINIA DEPARTMENT OF ENVIRONMENTAL QUALITY AND WILL SATISFY THE REQUIREMENTS OF 9VAC 20-80-700. BENEFICIAL RE-USE SOIL FROM ELSEWHERE ON THE SITE WILL BE PRIORITIZED FOR ALL LOCATIONS REQUIRING FILL.

(5) SEE (4) ABOVE

(6) THE ELEVATION OF THE NEAREST 100-YEAR FLOODPLAIN IS 300' AND IS 12.5 FEET FROM THE NEAREST STRUCTURE, WHICH IS AN ENCLOSED ELEVATOR SHAFT.

(7) THE SOUTH ENTRANCE PAVILION FOOTPRINT IS WITHIN THE EXISTING FLOODPLAIN, BUT THE PROPOSED FLOODPLAIN BOUNDARY WILL BECOME THE RETAINING WALL FACE IN THIS AREA. THE BUILDING FOUNDATION, ELEVATOR AND ESCALATOR PITS ARE ABOVE THE FLOODPLAIN ELEVATION.

PAR. 3B OF SECT. 2-905

(1) SCOTTS RUN ORIGINATES IN THE INTENSELY DEVELOPED TYSON'S CORNER AREA. THE MAIN STEM OF SCOTTS RUN AND ITS HEADWATER TRIBUTARIES DRAIN MAINS CENTERS WITH VERY HIGH LEVELS OF IMPERVIOUS COVER. PORTIONS OF SCOTTS RUN HAVE BEEN DIVERTED THROUGH A SERIES OF ROAD CULVERTS THAT HAVE ALTERED THE STREAM IN THIS WATERSHED. OVER-WIDENING AND CHANNELIZATION OF THE STREAM NEAR THESE CULVERTS HAVE CAUSED EROSION DOWNSTREAM. HOWEVER, THE SEGMENT OF SCOTTS RUN SOUTH OF THE DEVELOPMENT ALONG ROUTE 123 FLOWS THROUGH A FORESTED STREAM VALLEY THAT HAS REDUCED THE RATE OF BANK AND CHANNEL EROSION. TO ABATE FLOODING OR EROSION IMPACT, EVERGREEN SHRUBS FROM THE VIRGINIA DEPARTMENT OF CONSERVATION AND RECREATION LISTING OF NATIVE AND RIPARIAN PLANT SPECIES WILL BE PLANTED IN THE AREA DISTURBED BY THE RETAINING WALL PROPOSED TO BE CONSTRUCTED AT THE KISS AND RIDE LOT.

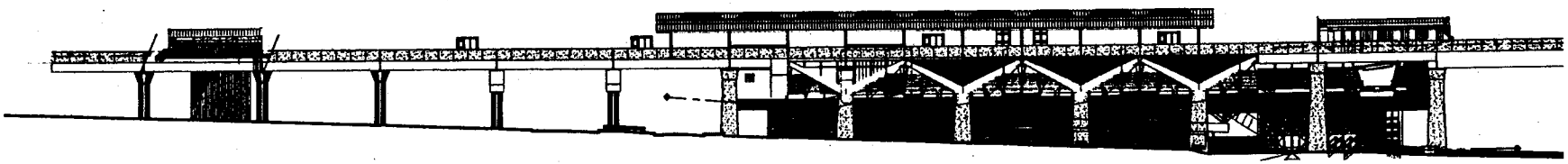
(2) NO ADDITIONAL FEDERAL OR STATE PERMITS ARE REQUIRED.

PAR. 3C OF SECT. 2-905

(1) THE RETAINING WALL STRUCTURE PROPOSED TO BE CONSTRUCTED WITHIN THE FLOODPLAIN IS USED TO SUPPORT THE WEST SIDE OF THE KISS AND RIDE SURFACE LOT.

(2) THE RETAINING WALL WILL BE DESIGNED TO WITHSTAND LOADS AND FORCES OF FLOODWATERS. FLOOD PROOFING CERTIFICATION TO BE PROVIDED UNDER SEPARATE COVER.

(3) NOT APPLICABLE



STATION ELEVATION - SOUTH

2232-P08-10

Dewberry

Dewberry & Davis LL

DULLES PARTN

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT

KEY PLAN

SCALE

No.	DATE	BY	Desc
3	10.01.08	JMC	
2	06.04.08	JMC	
1	12.10.07	JMC	

DRAWN BY JMC
APPROVED BY
CHECKED BY LAN
DATE AUGUST 20,

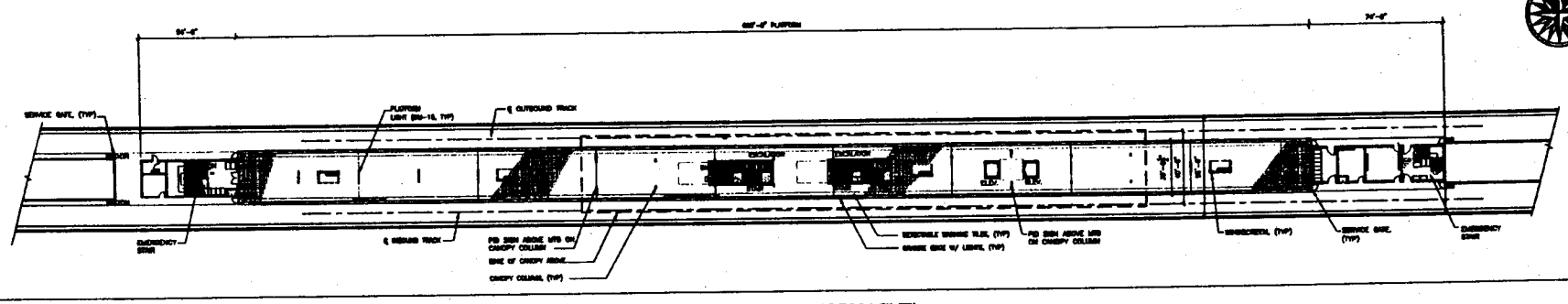
TITLE
Tysons East S
Dulles Corridor Metro
Station Perspective,
Notes, & Tabu

PROJECT NO. M-10

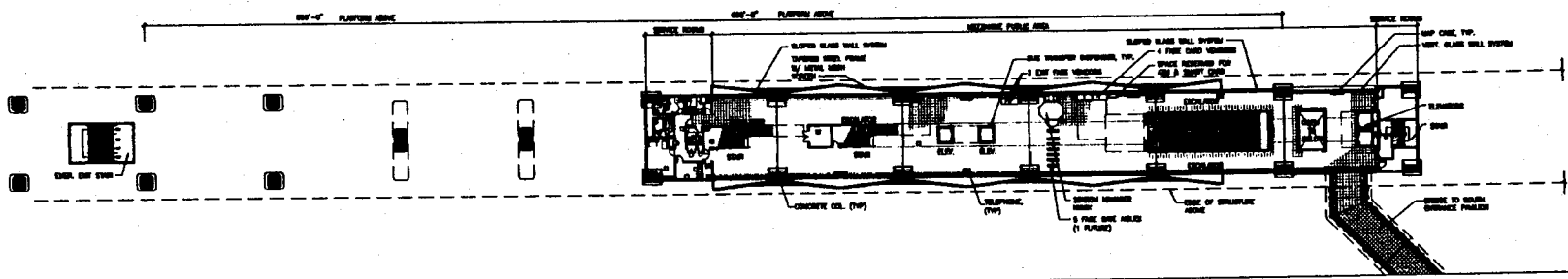
4

SHEET NO.

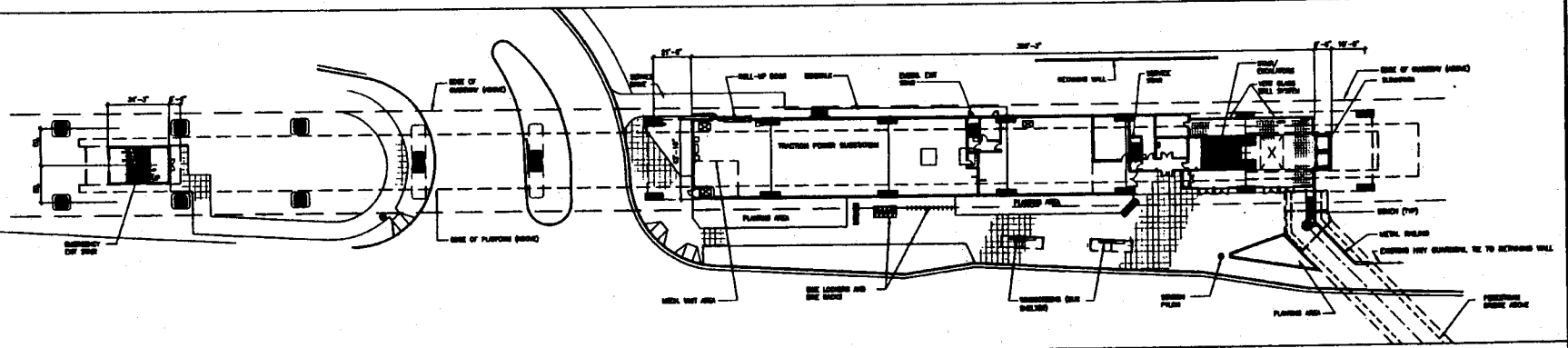
M-10647



PLAN VIEW - PLATFORM LEVEL



PLAN VIEW - MEZZANINE LEVEL



PLAN VIEW - GROUND LEVEL

Dewberry

Dewberry & Davis LLC

DULLES TRANS PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

SET PLAN

SCALE

No.	DATE	BY	Description
3	10.01.08	JMC	
2	06.04.08	JMC	
1	12.19.07	JMC	

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE AUGUST 28, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proje

Station Plan View Details

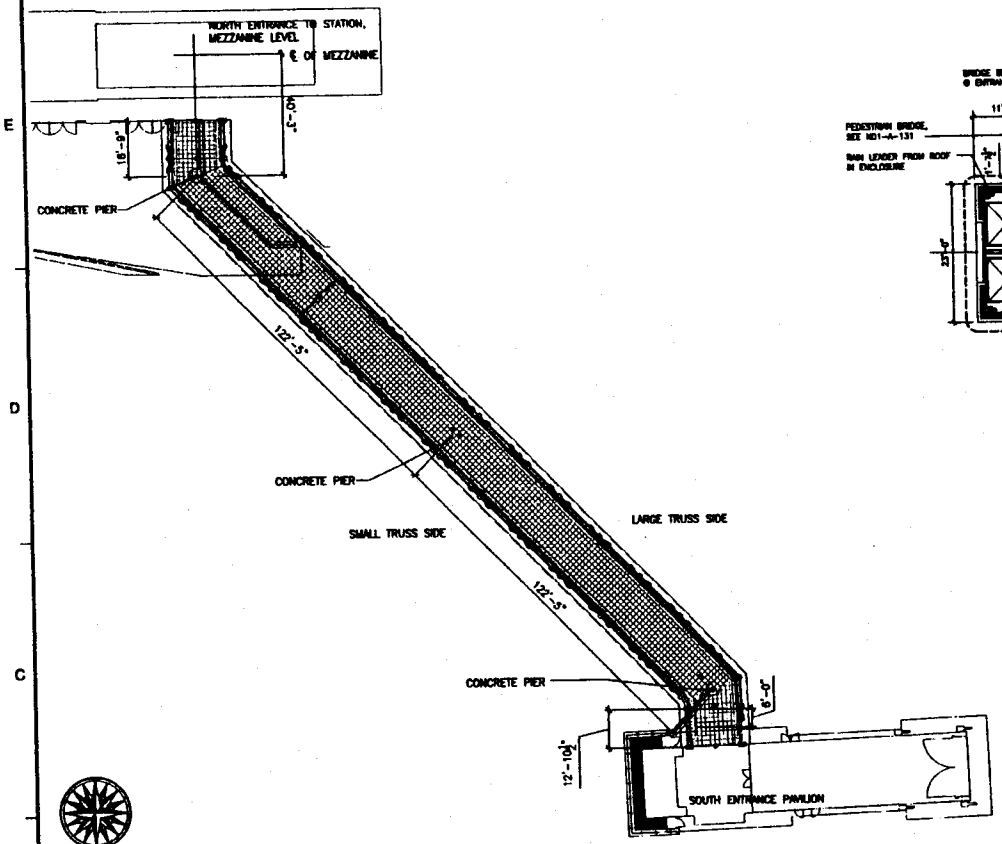
PROJECT NO. M-10647

5

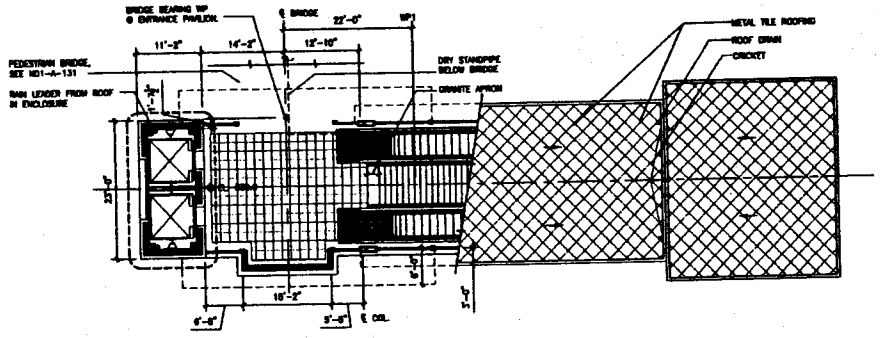
SHEET NO. 5 OF 5

M-10647

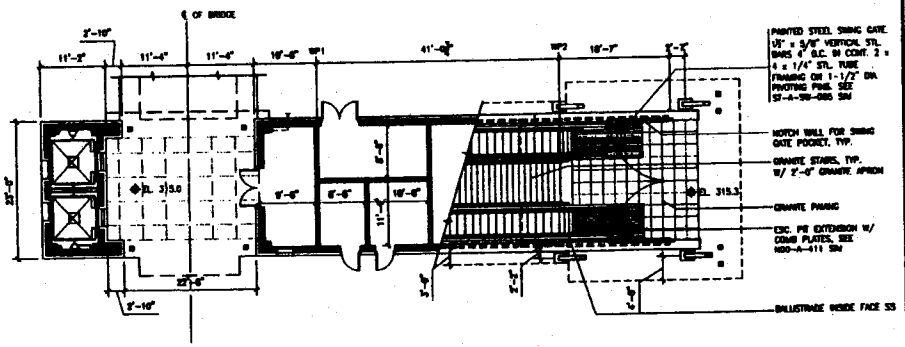
2232-POB-10



BRIDGE LEVEL FLOOR PLAN



SOUTH ENTRANCE PAVILION - BRIDGE LEVEL



SOUTH ENTRANCE PAVILION - GROUND LEVEL

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

No.	DATE	BY	Description
3	10.01.08	JMC	
2	08.04.08	JMC	
1	12.18.07	JMC	

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE AUGUST 25, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proje
Entrance Pavilion and
Ped Bridge Details

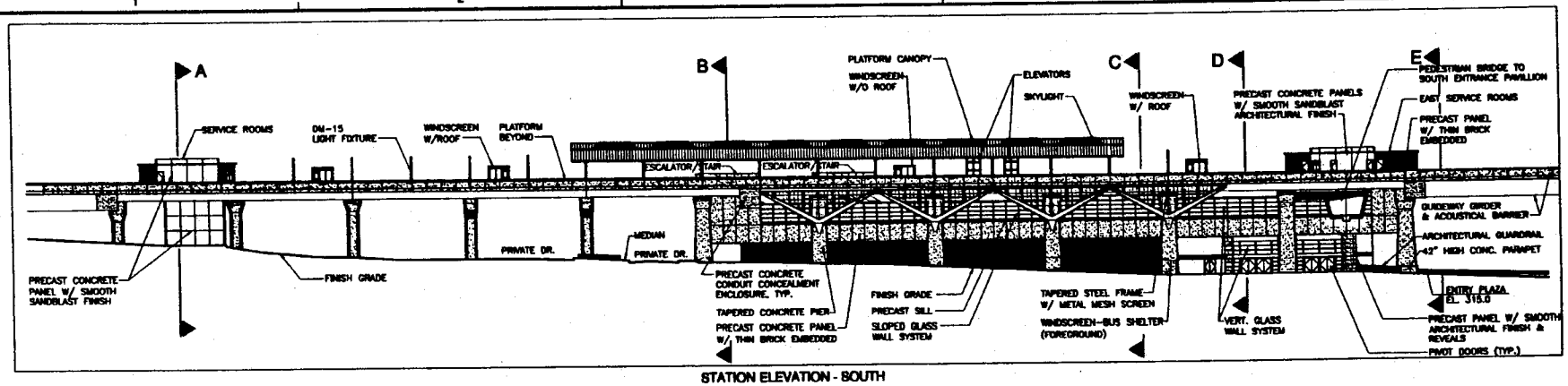
PROJECT NO. M-10847

6

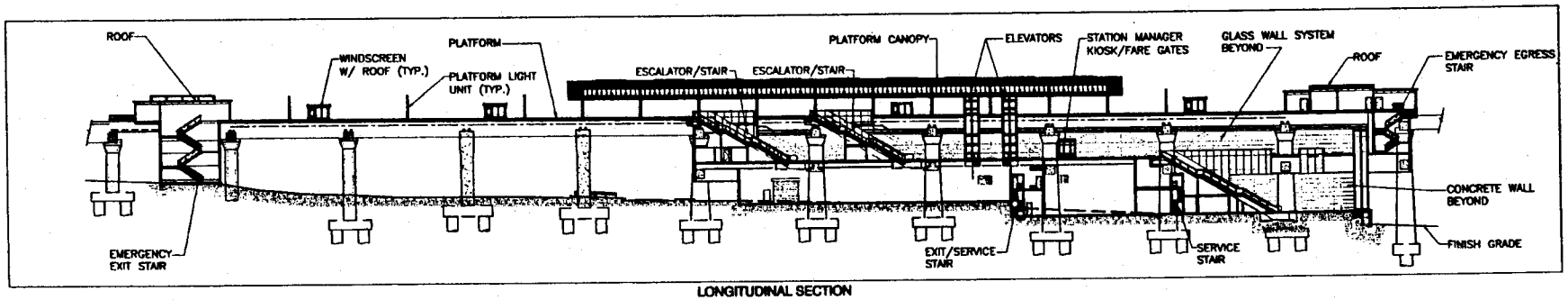
SHEET NO. 9 of

M-10847

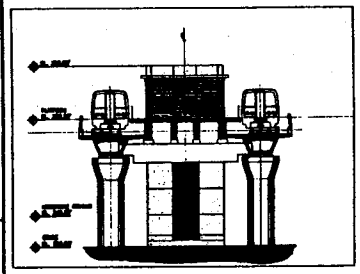
2232-P08-10



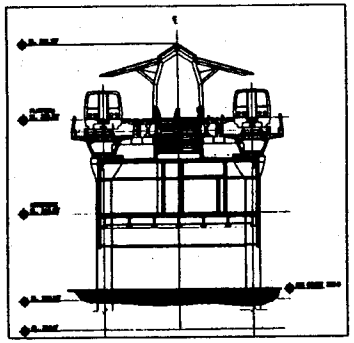
STATION ELEVATION - SOUTH



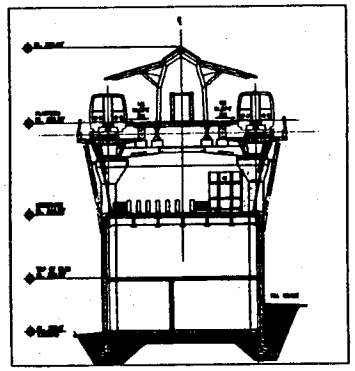
LONGITUDINAL SECTION



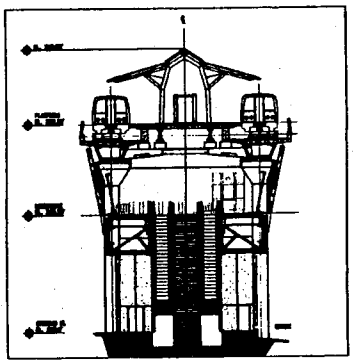
SECTION A
BETWEEN COLUMNS 01 & 02



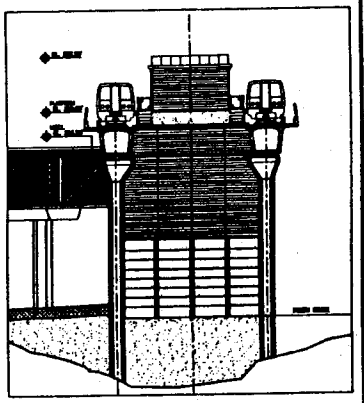
SECTION B
BETWEEN COLUMNS 09 & 10



SECTION C
BETWEEN COLUMNS 16 & 17



SECTION D
BETWEEN COLUMNS 18 & 19



ELEVATION - E
STATION ELEVATION - EAST

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE

No.	DATE	BY	Description
3	10.01.08	JMC	
2	06.04.08	JMC	
1	12.19.07	JMC	

DRAWN BY JMC
APPROVED BY
CHECKED BY LAH
DATE AUGUST 30, 2007

TITLE
Tysons East Station
Dulles Corridor Metrorail Proj
Elevations and Sections

PROJECT NO. M-10647

7

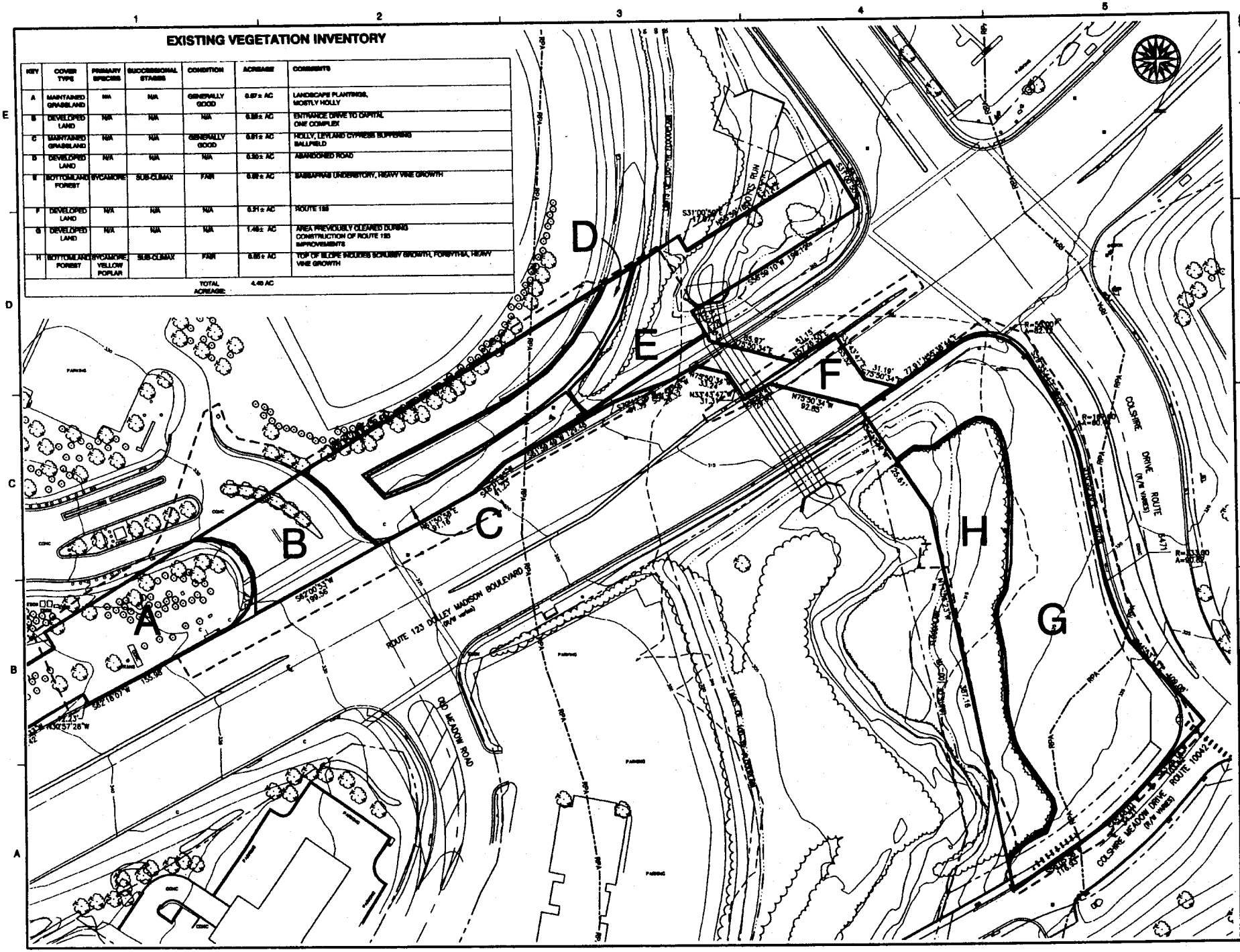
SHEET NO. 7 of 8

M-10647

2232-P08-10

EXISTING VEGETATION INVENTORY

KEY	COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGES	CONDITION	ACREAGE	COMMENTS
A	MAINTAINED GRASSLAND	N/A	N/A	GENERALLY GOOD	0.67± AC	LANDSCAPE PLANTINGS, MOSTLY HOLLY
B	DEVELOPED LAND	N/A	N/A	N/A	0.55± AC	ENTRANCE DRIVE TO CAPITAL ONE COMPLEX
C	MAINTAINED GRASSLAND	N/A	N/A	GENERALLY GOOD	0.91± AC	HOLLY, ENGLAND CYPRESS SURROUNDS BALLFIELD
D	DEVELOPED LAND	N/A	N/A	N/A	0.55± AC	ABANDONED ROAD
E	BOTTOMLAND FOREST	SYCAMORE	SUB-CLIMAX	FAIR	0.88± AC	SAMARAS UNDERSTORY, HEAVY VINE GROWTH
F	DEVELOPED LAND	N/A	N/A	N/A	0.31± AC	ROUTE 123
G	DEVELOPED LAND	N/A	N/A	N/A	1.48± AC	AREA PREVIOUSLY CLEARED DURING CONSTRUCTION OF ROUTE 123 IMPROVEMENTS
H	BOTTOMLAND FOREST	SYCAMORE YELLOW POPLAR	SUB-CLIMAX	FAIR	0.55± AC	TOP OF SLOPE INCLUDES SCRUBBY GROWTH, FORSYTHIA, HEAVY VINE GROWTH
				TOTAL ACREAGE:	4.49 AC	



Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS EAST STATION
Dulles Corridor Metrorail Project
EXISTING VEGETATION MAP
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE

NO.	DATE	BY	DESCRIPTION
3	10.01.08	JMC	
2	06.04.08	JMC	
1	12.19.07	JMC	

ISSUANCE

DESIGNED BY JMC
APPROVED BY
CHECKED BY LAM
DATE AUGUST 30, 2007

WBS Tysons East Station
Dulles Corridor Metrorail Proje

Existing Vegetation Map

PROJECT NO. M-10647

8

SHEET NO. 8 OF 8

M-10647

2232-P08-10

2232-P08-10

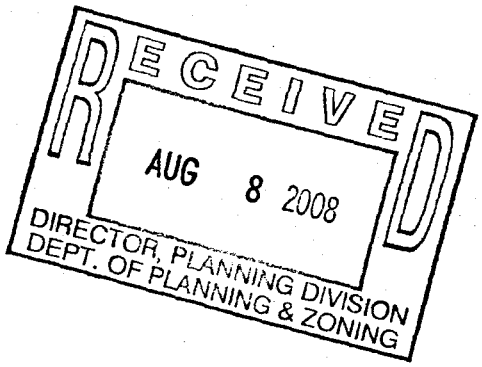
McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008



HAND DELIVERED

David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Additional submissions for Tysons East 2232 application

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Tysons East 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

30-3((28))B3, part	Copy of BOS Motion consenting to application
29-4((5))A1, B1 part, C1 part, D, E	Copy of BOS Motion consenting to application
30-3((28))C1 part	Letter from Michael Harris, DRPT
Portions of Rt. 123 and Colshire Dr. ROW	Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant. If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

solutions to local challenges. The Thomas H. Muehlenbeck Award recognizes only one local government in the United States for a program that demonstrates outstanding achievements.

Supervisor Hudgins announced that on June 5, the Fairfax County Magnet Housing program was selected from among 82 nationwide entries to receive the prestigious 2008 Thomas H. Muehlenbeck Award from the Alliance for Innovation for Excellence in Local Government. This award not only recognizes the good work and innovation of the Department of Housing and Community Development but the partners in this effort as well. Champion Awards were given to the Board and other County organizations, including the Redevelopment and Housing Authority, Police Department, Fire and Rescue Department, Sheriff's Office, and Fairfax County Public Schools. Inova Health System and key agency staff were recognized.

Accordingly, Supervisor Hudgins moved that the Board direct staff to invite the Department of Housing and Community Development and Magnet Housing program representatives to appear before the Board to be recognized for this significant accomplishment. Without objection, it was so ordered.

Chairman Connolly noted for the record that the award was for a workforce housing initiative.

9a. **FILING OF SPECIAL EXCEPTION AND 2232 APPLICATIONS ON BEHALF OF WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) (HUNTER MILL AND PROVIDENCE DISTRICTS)** (3:33 p.m.)

STALZER

Supervisor Hudgins said that utility work and other preparation continues for the Metrorail extension through Tysons Corner to Wiehle Ave in Reston. To further this process, the Board needs to authorize the filing of special exception and 2232 public facility applications on property owned by the Board, specifically, land proposed for the Tysons East and the Wiehle Metro Rail Stations. The special exception applications will be Category 6 Special Exception requests for electrically-powered regional rail transit facilities.

Supervisor Hudgins noted that the proposed Tysons East station is in the Providence District and the specific properties are as follows: Tax Map Numbers 30-3((28))B3 and C1, part and 30-3((5))A1, B1, C1, D, E, and portions of Old Springhouse Road. Specifically, the Metro station itself, as well as the associated north and south pedestrian entrance pavilions and the kiss and ride lot are to be located on Board property associated with the Tysons East station.

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PAGE 2/3 * RCVD AT 8/6/2008 9:37:52 AM [Eastern Daylight Time] * SVR:RIGHTFAX/2 * DNIS:2303 * CSID:703 968 8984 * DURATION (mm-ss):01-10

The proposed Wiehle Station is in the Hunter Mill District and the specific property is Tax Map 17-4((1))17A. The northern pedestrian entrance pavilion and the structured and open air parking are located on Board property associated with the Wiehle Station.

Therefore, jointly with Chairman Connolly, Supervisor Hudgins moved that the Board, as owner of the property, authorize the filing of special exception and 2232 public facility applications on behalf of WMATAon the properties identified by the Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation. These properties are specifically identified as follows: Tax Map 17-4((1))17A, Tax Map Numbers 30-3((28))B3 and C1, part and 30-3((5))A1, B1, C1, D, E, and portions of Old Springhouse Road.

Supervisor Hudgins noted that approval of this motion should not be construed as a favorable recommendation of this application by the Board and does not relieve the applicant of compliance with the provision of any applicable ordinances, regulations or adopted. Supervisor Hyland seconded the motion, which carried by unanimous vote.

10a. **HUNTER MILL DISTRICT APPOINTMENTS** (3:35 p.m.)

VEHRS

(APPTS) Supervisor Hudgins moved the reappointment of Mr. Robert Dim as the Fairfax Representative #5 to the Southgate Community Center Advisory Board. Supervisor Bulova seconded the motion, which carried by unanimous vote.

Supervisor Hudgins moved the appointment of Ms. Lin Wagener as the Hunter Mill District representative to the Commission on Aging. Supervisor Hyland seconded the motion, which carried by unanimous vote.

11a. **EVERGREEN LANE (MASON DISTRICT)** (3:36 p.m.)

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Supervisor Gross said that Evergreen Lane is a street which forms the eastern boundary of a portion of the Annandale Commercial Revitalization District in the Mason District. It has long been regarded by citizens of the Annandale community as the "line of demarcation" between the stable residential neighborhoods located on the east side of Evergreen Lane and the commercial uses located on the west side. However, over the years there has been increasing pressure for the adaptive reuse and replacement of the existing older homes on the east side of Evergreen Lane with more commercial uses, and there have been a number of applications for special exceptions, as well as a long series of zoning violations on these properties, which has been a constant concern of the community.

2232-P08-10

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

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DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons East Station
Property Status and Consent
Tax Map 29-4((28))C1 part
West Group Properties, LLC

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

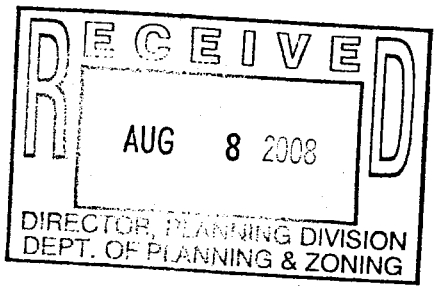
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-P08-10

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

2232-P08-10

COMMONWEALTH of VIRGINIA

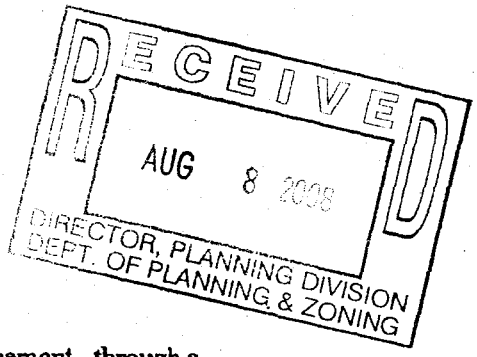
Office of the Governor

Pierce R. Homer
Secretary of Transportation

P.O. Box 1475
Richmond, Virginia 23218

(804) 786-8032
Fax: (804) 786-6683
TTY: (800) 828-1120

June 14, 2007



Mr. Anthony H. Griffin
County Executive, Fairfax County
12000 Government Center Parkway, Suite 552
Fairfax, Virginia 22035

Dear Mr. Griffin:

The purpose of this letter is to state the Commonwealth's agreement, through a number of its agencies, to have a continuing role in the Dulles Corridor Metrorail Project (Project) following the anticipated transfer of the Project sponsor role from the Department of Rail and Public Transportation (DRPT) to the Metropolitan Washington Airports Authority (MWAA).

As the Project sponsor, MWAA will be the entity that is responsible for the implementation of the Dulles Corridor Metrorail Project. It shall be assisted with those responsibilities by DRPT, the Department of General Services (DGS), the Department of Conservation and Recreation (DCR), and the Virginia Department of Transportation (VDOT). MWAA will serve as the federal grant recipient and will be responsible for the completion of the financing, preliminary engineering, design-build activities, and associated project development activities including but not limited to: financial planning, right-of-way acquisition, environmental mitigation, utility coordination and relocation, permitting, intergovernmental agreements, and public involvement.

DRPT, which was responsible for overseeing the preparation of the majority of the preliminary engineering plans associated with this Project in accordance with all applicable state and federal standards, will continue to serve in a project coordination role for the Commonwealth. As part of this role, DRPT shall serve as a co-applicant on all special exception applications that are filed for the Project in accordance with Article 9 of the Zoning Ordinance for Fairfax County, Virginia (Fairfax County Zoning Ordinance). DGS shall conduct all required site plan reviews and inspections and shall be responsible for issuing all building permits that may be required for those portions of the Project that are located on land within Fairfax County, Virginia (Fairfax County), that is not owned by the federal government and/or MWAA. DCR shall be responsible for reviewing and

2232-P08-10

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DEPT. OF PLANNING & ZONING

approving all stormwater management and erosion and sediment control plans for those portions of the Project that are located within Fairfax County that is not owned by the federal government and/or MWAA. Regardless of the ownership of land, the project must be registered under the General Permit for Stormwater Discharge from Construction Activity with DCR. In addition, DCR shall be the regulatory authority for all land-disturbing and construction activity in Chesapeake Bay Preservation areas under the provisions of the Chesapeake Bay Preservation Act. Both DGS and DCR shall apply the stricter of the state or Fairfax County standards, where applicable, in reviewing plans and issuing permits.

Fairfax County shall inform DGS of any special exception development conditions imposed by the Fairfax County Board of Supervisors so that they be made a part of the approved site plans, as appropriate. DGS shall notify Fairfax County, on or before the time that MWAA applies for Non-Residential Use Permits on behalf of WMATA, of the extent to which such special exception development conditions were implemented as part of the final site plans for the Project. To the extent that any or all of the special exception development conditions were not addressed by DGS during the process of carrying out its regulatory role for the Project, Fairfax County will be permitted access to all approved plans and shall be permitted to inspect the Project facilities to verify that all special exception conditions were satisfactorily implemented by the Project.

Additionally, DGS, as appropriate, shall verify the Project's compliance with all applicable requirements for issuance of a Non-Residential Use Permit, as set forth in Fairfax County Zoning Ordinance § 18-704. To the extent that DGS is unable to verify the Project's compliance with all of the applicable requirements for issuance of Non-Residential Use Permit(s), Fairfax County shall be permitted access to all approved plans and shall be permitted to inspect the Project facilities to verify that all applicable requirements for issuance of Non-Residential Use Permits for the Project facilities have been satisfied.

Ongoing stormwater pond maintenance shall be performed based on the ownership of the ponds. Fairfax County will retain responsibility for ponds it currently maintains, WMATA will maintain all ponds located on property it currently owns or will own as a result of this Project, and all other ponds created for the project will be maintained by MWAA.

VDOT will assist MWAA with design reviews, use of VDOT right-of-way, property acquisition, utility relocation, construction permitting, construction and final acceptance, traffic maintenance, and project-related roadway improvements, as will be specifically set out in the MWAA-VDOT Cooperative Agreement. More specific information on the roles and responsibilities of each agency will be available in the Project's "Project Management Plan" and in the Cooperative Agreement entered into between Fairfax County and MWAA.

2232-P08-10

After all construction and start-up related contracts have been performed, MWAA intends to transfer the Project's transit line, facilities, and systems to WMATA for operation and maintenance and for incorporation into the Adopted Regional System MWAA anticipates having no permanent property interests other than the property interests that MWAA possessed prior to the Project, as permanent property interests in the Project will be held by either WMATA or VDOT, as applicable, in the name of the Commonwealth.

I hope this letter clarifies the anticipated continuing role of the Commonwealth. If you require any further information, please contact DRPT's Director, Matthew Tucker, at (804) 786-1051.

Sincerely,

Pierce R. Homer

Pierce R. Homer

Copy: The Honorable Viola Baskerville, Secretary of Administration
The Honorable Preston Bryant, Secretary of Natural Resources

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DEPT. OF PLANNING & ZONING

2232-P08-10

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

October 10, 2008

BY COURIER

David Jillson
Planning Division
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Consent Letter for Tysons East 2232 application, 2232-P08-10

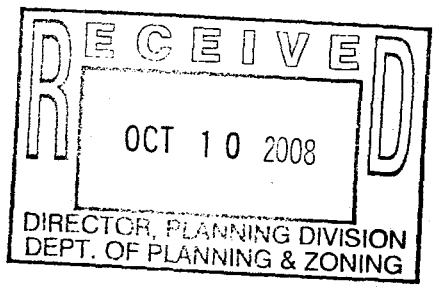
Dear Mr. Jillson:

Enclosed please find a letter of consent from West*Group Properties LLC. The original was filed with Virginia Ruffner for the SE application. The BOS motion indicating consent to filing on Board land and a letter from Pierce Homer indicating the State properties can be used for the purposes stated in the Project were already submitted on August 7, 2008.

If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,
Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

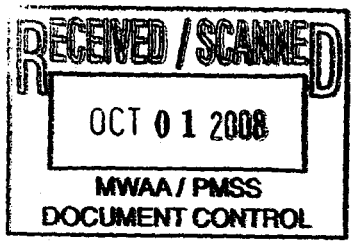


2232-P08-10

WEST GROUP

October 1, 2008

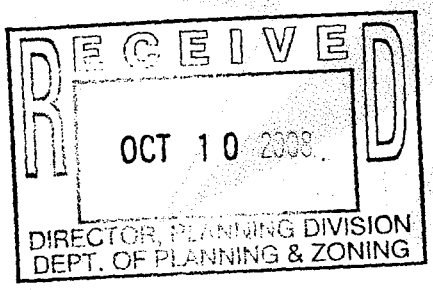
Ms. Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway
Suite 801
Fairfax, VA 22035



RE: Consent for the filing of a Special Exception and a 2232 Application for a portion of the property known as Tax Map 030-3-28-C1
(West Group Properties, LLC, future Kiss and Ride Lot)

Dear Ms. Coyle:

The undersigned, as title owner of the above-referenced property, hereby consents to the Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation on behalf of the Washington Metropolitan Area Transit Authority filing and processing of a special exception application and a 2232 application for the above referenced property substantially as provided in the Tysons East Station Combined Special Exception and 2232 Application as revised June 13, 2008. The special exception request is to allow an electrically-powered regional rail transit facility with associated structures as shown on the special exception plat to be constructed on the property. The 2232 application is a request to review that the location, character and extent of the proposed use is substantially in accord with the Comprehensive Plan.



Very truly yours,

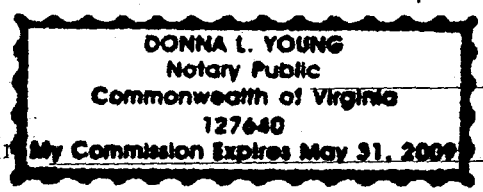
Property Owner of Tax Map No. 030-3-28-C1
West Group Properties, LLC

G.T. Halpin

NAME: G. T. Halpin
TITLE: President

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before me this 1st day of October, 2008, by G.T. Halpin.



Donna L. Young
Notary Public

My Commission expires

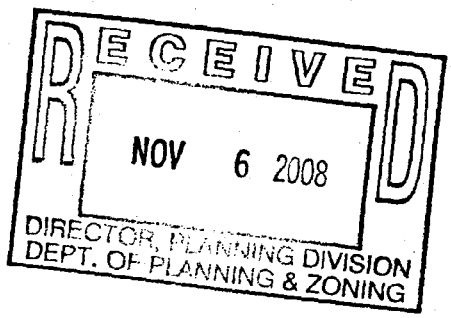
McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

2232-P08-10

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050



November 6, 2008

BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-P08-10), Tysons East

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 and the SE applications (administrative edits). I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for Tysons Corner Urban Center.

Response: The Principles of Good Design and Transit Oriented Design contained on pages 36-37 and 41-42 of the Comprehensive Plan underscore the need for function, order, identity and appeal in the design of buildings, open spaces, roadways, pedestrian paths and signage. The Metro stations (all 4 in Tysons Corner) will be key components of the transformed Tysons landscape. As stated in the Plan, one of the key objectives of the Tysons Corner Plan is to encourage alternative modes of transportation. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Tysons East station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Ample access points are provided to the Tysons East station including safe passage over Route 123. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations. The program will be

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applied to the 5 new stations in Phase 1. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. Art displayed in the stations will be visible from the public areas of the station. Ultimately, artists for each station will be chosen by a panel of representatives, including persons recommended by County Supervisors.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed. The Project is required per the MOA to maintain ongoing contact with the Virginia Department of Historic Resources who has jurisdiction over archaeological and historic resources.

Comment: Provide a summary detailing how noise will be mitigated.

Response: Noise impact studies were performed as part of the FEIS which considered ambient conditions and future operations of the station and the Kiss & Ride lot. No impacts were identified requiring mitigation. The noise analysis in the FEIS is lengthy and contains FTA, WMATA and County criteria. A summary, "C. Project Facilities" on page 4-102 of FEIS is attached. Note that the tracks have parapet walls on either side to reduce wheel noise. During construction, the project is subject to the requirements of the Fairfax County Noise Ordinance

Comment: Discuss any "green" technology used?

Response: The Dulles Corridor has been called the "the economic engine" of Fairfax County and Northern Virginia. The provision of Metrorail to Dulles is a critical step for providing multi-modal and comprehensive transit options, facilitating the movement of residents, customers and employees throughout that area. The Fairfax County Policy Plan encourages the implementation of transportation strategies that reduce auto travel, minimize dependence on single-occupant automobiles and improve traffic flow, thereby reducing auto emissions.

Public transit is crucial if we as a society are going to improve air quality and reduce green house gases released into the environment. The American Public Transportation Association (APTA) states that "an individual switching to public transit can reduce his or her daily carbon emissions by 20 pounds; that's more than 4,800 pounds in a year, a figure that is more than the combined carbon emissions reduction that comes from weathering your home and using energy efficient appliances and environmentally-friendly light bulbs." APTA goes on to state that "if just one commuter of a household switches from driving to using public transportation, the household's carbon footprint will

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be reduced by 10 percent. If a household gives up its second car altogether, a household can reduce carbon emissions by 30 percent."

Other than the obvious provision of alternative mode of transportation in the Dulles Corridor, below are some of the energy conserving aspects of the rail development:

- All steel has a 25 - 35% recycled content today.
- We are using fluorescent bulbs in many fixtures - tunnel areas, service rooms, pedestrian bridges, mezzanine and platform ceilings
- Use of LED lighting in handrails, and fixtures at platform capable of using LED in the future
- The system employs an Advanced Energy Management System (AEMS) that monitors energy consumption and provides for control and limits availability of electrical features unless needed
- Site lighting is actuated by photo sensors
- Site lighting uses cutoffs to reduce fugitive light, minimizing light pollution
- Rain gardens and redirected runoff are a featured concept in landscaping - providing increased ground water recharge and irrigation
- Increased use of free-ventilating spaces where possible to minimize energy intensive environmental controls
- Increased use of skylights and glazed storefront windows to increase contribution of natural lighting
- Increased attention to jobsite management of waste materials - increased recycling content and reduction of materials sent to landfills

Comment: What are the number of lanes provided for Rt. 123 and Rt. 7?

Response: Route 123 is planned for 3 through lanes in each direction with left and right turn lanes. Rt. 7 is planned for 3 through lanes in each direction plus a fourth lane in each direction for right turn movements and with left, additional right and auxiliary lanes.

Comment: How is stormwater management addressed?

Response: Stormwater management (quantity and quality) are managed through a combination of measures introduced on site and at the construction staging area. At the Kiss & Ride lot, water quality inlets (Filterra) are being used which exceed best management practice requirements for water treatment for the station and parking areas. An extended detention pond has been introduced at the construction staging area that provides quantity and additional quality controls with the Scotts Run watershed. This design is currently under review by DCR.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

2232-P08-10

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Response: Plantings at this station will reflect the use of native riparian species in disturbed areas of the RPA. Drought and disease resistant species of trees will be used in the Kiss & Ride open areas. Tree calipers will be two inches in diameter.

Comment: Discuss impact of Kiss & Ride lot on floodplain? Supply approvals from DCR. Was a floodplain study completed? Submit a copy. Did DCR ever determine that the Kiss & Ride was an integral part of the station? That is the only way it can be exempt from Ches. Bay Ordinance.

Response: DCR advised the Project in July 2002 that parking lots and stations were not exempt from the Chesapeake Bay Preservation Act. DCR provided comments in June 2005 specifically addressing the Tysons East Station and the Kiss & Ride lot, suggesting alternative locations, and if not feasible to relocate, requiring that the design be modified to the extent practical to minimize impervious surface and land disturbance. Design modifications were made during preliminary engineering and were included in the Environmental Assessment prepared by the project that resulted in an amended Record of Decision being issued by the FTA in November 2006. DCR has informally reviewed the modifications to the Tysons East Station and the Kiss & Ride lot, and they have provided favorable feedback. The formal submittal to DCR for compliance with the Chesapeake Bay Preservation Act has been made and approval is anticipated in December 2008. The Kiss & Ride lot modifies the currently delineated floodplain and re-establishes its boundary at the Kiss & Ride lot retaining wall. A copy of the floodplain study is attached. It indicates there was no impact to the floodplain elevation.

Comment: Coordination the location of bike lockers with Charlie Strunk.

Response: The bike locker location has been coordinated with Charlie Strunk and such is reflected on the plat.

Comment: Provide sidewalk on the west side of the Kiss & Ride lot.

Response: A paved area is provided on the west side of the Kiss & Ride lot.

Comment: Add landscaping in the northeast corner of where the pedestrian bridge connects to the station.

Response: We have no objection to a condition which requires the addition of plantings in that area. But note that this area is within the delineated RPA and such area will be replanted using native riparian species from the DCR list of approved plantings.

Comment: Confirm access at entrance to Kiss & Ride.

2232-P08-10

Response: The access point to the Kiss & Ride will be left and right in and right out only.

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

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2232-P08-10 1a
ATTACHMENT

3.4.5 MITIGATION

To mitigate any visual effects of the project, DRPT and WMATA would consider designs for Metrorail stations, aerial structures, and portals that are compatible with the surrounding environment. In addition, landscaping would be provided at stations. Using established WMATA designs, traction power substations and tie-breaker stations would be designed to be compatible with the surrounding environment. At Dulles Airport, the design of the two tunnel portals would consider the historic terminal and other contributing elements to the historic district. DRPT and WMATA would coordinate with the Metropolitan Washington Airports Authority and the Virginia Department of Historic Resources in the design of these facilities.

3.5 CULTURAL RESOURCES

This section presents information regarding the impacts to archaeological and historic architectural resources that would occur due to the Wiehle Avenue Extension and the full LPA. The discussion includes a description of regulatory requirements, methods of identifying existing historic properties, the archaeological and architectural resources identified, discussions of impacts, and potential mitigation measures.

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3.5.1 LEGAL AND REGULATORY CONTEXT

Section 106 of the National Historic Preservation Act, 16 U.S.C. 470(f), as amended (Section 106), governs federal actions that could affect historic properties. Section 106 requires federal agencies to take into account the effects of their undertakings, including licensing and approvals on historic properties, and to afford the Advisory Council on Historic Preservation (ACHP) and other interested parties a reasonable opportunity to comment on such undertakings. As defined broadly by 36 CFR 800.16, a "historic property" means "any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior." This term includes archaeological sites and properties of traditional religious and cultural importance to Native American tribes or Native Hawaiian organizations that meet the NRHP criteria. Section 101(b)(4) of NEPA requires federal agencies to coordinate and plan their actions so as to preserve important historic, cultural, and natural aspects of the country's national heritage.

Properties that qualify for inclusion in the NRHP must meet at least one of the following four criteria:

- Criterion A: Association with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: Association with the lives of persons of significance in our past;
- Criterion C: Embody the distinctive characteristics of a type, period, or method of construction, or the work of a master, or high artistic values, or a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D: Have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

Properties that qualify for the NRHP also must possess integrity, defined by the following seven aspects: location, design, setting, materials, workmanship, feeling, and association. The term "eligible for inclusion in the NRHP" includes both properties formally designated as eligible and all other properties determined to meet NRHP criteria. Normally, NRHP eligibility requires a property to be at least 50 years of age. In

order for buildings and structures less than 50 years of age to be eligible for the NRHP, these resources must be highly significant and meet the "special criteria considerations" as outlined in 36 CFR 60.4.

National Historic Landmarks are defined as historic properties of outstanding national significance that have been specially designated by the Secretary of the Interior, in accordance with 36 CFR 65.

Section 4(f) of U.S. Department of Transportation Act, as amended (49 USC 303 (c)) states that U.S. DOT may not approve the use of land from a publicly owned park, recreation area, wildlife or waterfowl refuge, or historic site of national, state, or local significance, unless a determination is made that there is no feasible and prudent alternative to the use of that land and the action includes all possible planning to minimize harm to the property resulting from such use. Chapter 7 of this Final EIS contains a complete discussion of sites and issues covered by this statute and its regulations.

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3.5.2 METHODOLOGY

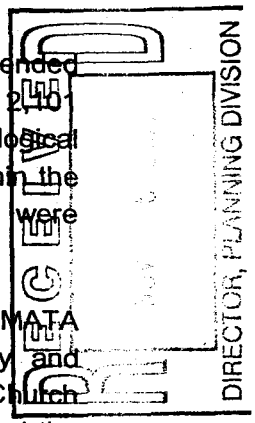
An integral part of the Section 106 process is to determine the area within which archaeological and historic architectural resources would be affected or are likely to be affected. As defined by 36 CFR 800.16 (d), the Area of Potential Effect (APE) represents the "geographic area or areas within which an undertaking could cause changes in the character or use of historic properties, if any such properties exist." In accordance with 36 CFR 800.4(a), DRPT and WMATA consulted the Virginia Department of Historic Resources (VDHR) in determining the boundaries of the APE.

The APE for archaeology was initially defined as 200 feet beyond the predicted limits of disturbance and 200 feet beyond station footprints to allow for possible variation during construction. In delineating the APE, major human-made and natural features were considered. Survey work determined that portions of the APE had been disturbed by development-related construction and did not require intensive-level survey, and several areas were removed as a result of the selection of the Metrorail Alternative (T6/Y15) as the LPA. The remaining areas, a total of 138.07 acres, constitute the revised APE for archaeology on which the field investigations described in the Project's April 2004 *Identification and Evaluation Report—Archaeology* are based. Figures 3.5-1a and 3.5-1b show the revised APE for archaeology.

During the development of the Draft EIS, the APE for architecture was established at 1,000 feet from the centerline to account for the uncertainty of the proposed design plans for the various alternatives under consideration. The potential for direct, indirect, audible, and/or visual impacts to historic resources was assessed for a wide area to ensure a comprehensive study of all NRHP-listed or -eligible resources that could be affected by the proposed undertaking. Following the selection of the Metrorail Alternative (T6/Y15) as the LPA and subsequent narrowing of the study area, VDHR, DRPT, and WMATA agreed that a 1,000-foot APE was no longer necessary or appropriate. Based on an analysis of the impacts associated with the Wiehle Avenue Extension and the full LPA, the APE for architecture was revised to 600 feet from the centerline. Figures 3.5-1a and 3.5-1b show the revised APE for architecture.

The *Cultural Resources Technical Report (Phase 1a)* was prepared in August 2003 to provide further documentation of the data upon which the Draft EIS cultural resources analysis and Section 4(f) evaluation was based. The information presented in that report partially fulfilled the requirements of Section 106, including documentation of known archaeological and architectural resources that might be affected by the proposed project and identification of areas that may contain archaeological and/or architectural resources.

In order to complete the requirements of identification and evaluation under Section 106, the *Identification and Evaluation Report—Archaeology* and the *Identification and Evaluation Report—Historic Architecture* were prepared in April 2004 to document archaeological and historic architectural resources within the APE that had not previously been recorded and evaluated for NRHP eligibility. A Phase 1b archaeological survey of selected portions of the corridor was undertaken to determine the presence or absence of prehistoric and historic archaeological resources that may be in the APE and to provide recommendations on further cultural resource investigations.



Based on the Phase 1a survey completed in August 2003, 49 areas within the APE were recommended for additional archaeological survey. The total surveyed area was 138.07 acres, and a total of 2,101 shovel tests were excavated. Nine isolated artifact locations were identified; however, no archaeological sites were identified, and no remains of previously identified archaeological sites were found within the APE. Because no historic properties were identified, no additional archaeological studies were recommended.

Based on the August 2003 Phase 1a survey and in coordination with VDHR, DRPT and WMATA identified 83 historic architectural resources within the APE that required Phase 1b survey and documentation. These resources are located in the portion of the corridor between the West Falls Church Metrorail Station and Tysons Corner in Fairfax County. The scope of this phase of work involved the execution of a reconnaissance level survey of each resource in accordance with VDHR survey guidelines. A historic context on the rapid development of Fairfax County during the second and third quarters of the twentieth century was developed in order to evaluate these resources within a relevant context for eligibility of listing in the NRHP. No new potentially eligible resources were identified during this investigation, and no additional architectural studies were recommended.

Together, the August 2003 *Cultural Resources Technical Report (Phase 1a)* and the April 2004 *Identification and Evaluation Reports* for archaeology and historic architecture serve as a detailed record of the cultural resources data collection that was performed during the preliminary engineering and environmental review process, as well as fulfilling the requirements of identification and evaluation under Section 106.

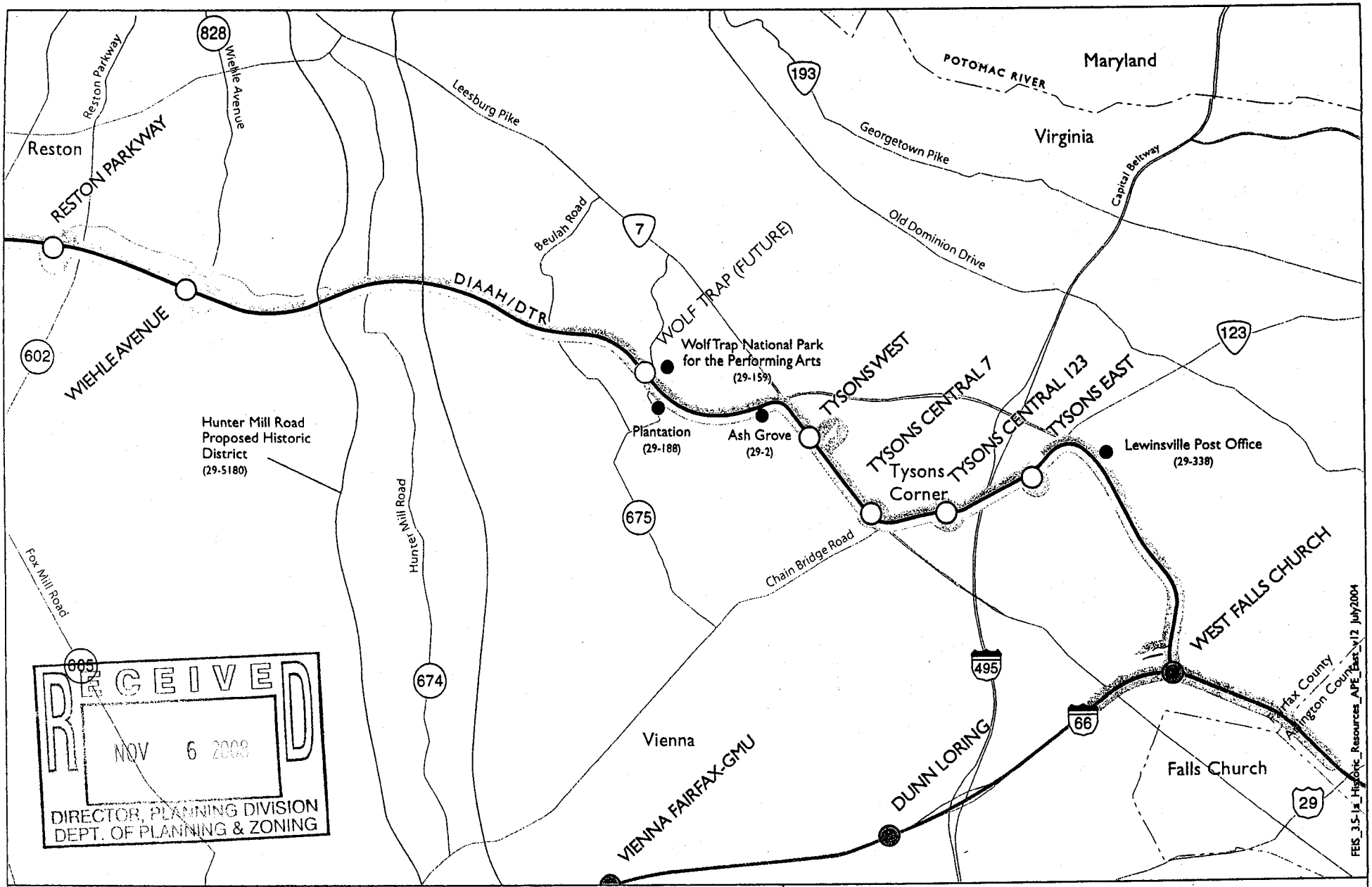
3.5.3 EXISTING CONDITIONS

The following sections describe the process used to identify historic properties, their historic context, and the archaeological and historic architectural resources that were identified.

3.5.3.1 Efforts to Identify Historic Properties

The identification of potentially affected historic properties is a critical step for compliance with both Section 106 and NEPA. Identification was conducted in accordance with the regulations implementing Section 106 and the *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (48 FR 44716-44742), as well as guidance issued by VDHR.

Efforts to identify historic properties included, but were not limited to, public input obtained from public scoping meetings and other public meetings conducted for NEPA and Section 106 compliance, meetings or contact with other interested parties and agencies, including DRPT, WMATA, MWAA, and VDHR, and contact with individuals knowledgeable about known or potentially historic properties. Historic literature and maps were researched, along with historic context information from state and local guidelines and secondary sources.



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- Area of Potential Effect, Archaeology
- Area of Potential Effect, Architecture
- Existing Metrorail Orange Line and Stations
- Proposed Station
- Historic Architectural Resources
- Proposed Metrorail Alignment
- County Boundary

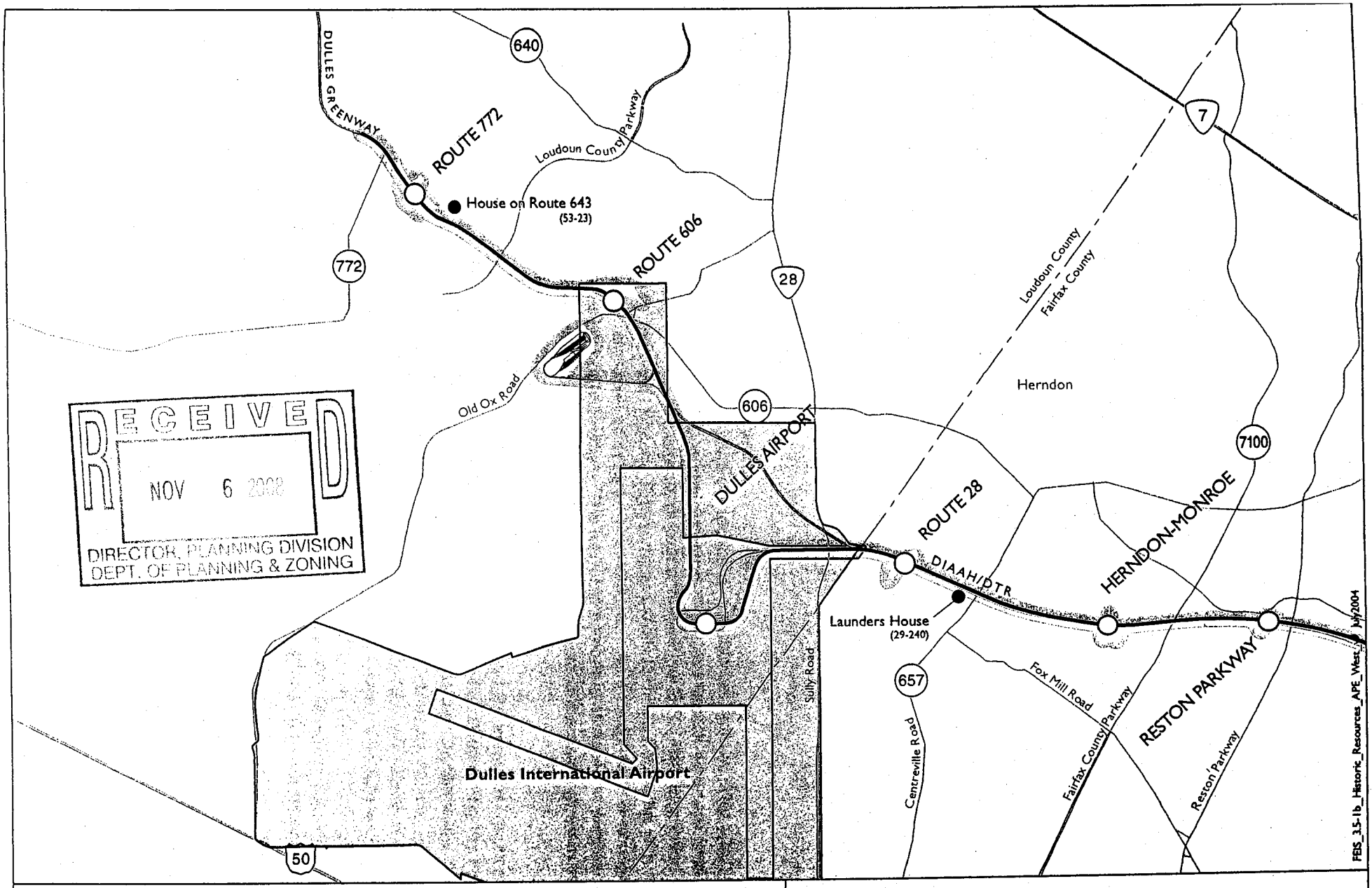
DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road

0 3000 6000 FEET

Figure 3.5-1a

Area of Potential Effect and Known Historic Resources

Dulles Corridor Rapid Transit Project



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- Area of Potential Effect, Archaeology
- Area of Potential Effect, Architecture
- Historic Architectural Resources
- Dulles Property Boundary
- Boundary of NRHP-Eligible Dulles Airport Historic District (2004)
- Proposed Metrorail Alignment
- County Boundary
- Proposed Station

0 3000 6000 FEET

DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road

Figure 3.5-1b

Area of Potential Effect and Known Historic Resources

Dulles Corridor Rapid Transit Project

Key file materials, such as the NRHP and National Historic Landmark nomination forms, files and inventories for locally significant properties housed at VDHR and Fairfax County, and previous investigations (e.g., surveys and compliance-related reports) were reviewed. Shovel-testing of areas determined to have a high likelihood of archaeological potential; and reconnaissance-level survey of architectural resources in the APE were conducted.

Several repositories were consulted to identify known or potential historic properties and develop the historic context for the APE. Repositories visited included but were not limited to: the Library of Congress, VDHR, the Virginia State Library, the Virginia Room of the Fairfax County Library, the Fairfax County Planning Office, Fairfax Archaeological Services, Fairfax County Park Authority (FCPA), the Thomas Balch Library in Leesburg, the Virginia Room of the Spotsylvania County Public Library, the Architecture Library of the University of Maryland in College Park, and the Gelman Library of George Washington University in Washington, D.C.

3.5.3.2 Historic Context

Knowledge of local prehistory and history helps to place cultural resources within their historic context. A summary of prehistoric (Native American prior to European contact) and historic (since European immigration to the Americas) development within Fairfax and Loudoun counties is provided in the Project's April 2004 *Identification and Evaluation Report—Archaeology* and *Identification and Evaluation Report—Historic Architecture*.

3.5.3.3 Archaeological Resources

Archaeological resources are locations with evidence of past human activity. The sites identified below are listed in order from east to west; actual locations of archaeological sites are kept confidential to protect the sites from disturbance and are not provided in this Final EIS. The description begins with the site number assigned by the State Historic Preservation Officer (SHPO), beginning with 44, the code for Virginia (the 44th state in alphabetical order). The next two letters designate the county or city (FX for Fairfax County or LD for Loudoun County). The following number is assigned in sequence as new sites are recorded with the state. In parentheses after the site number is the name given to the site by those who provided the site information to the state.

Based on the selection of the Metrorail Alternative (T6/Y15) as the LPA and subsequent narrowing of the APE, as well as the results of additional testing of previously identified sites during the Phase 1b survey, several archaeological resources discussed in the Draft EIS, and the Supplemental Draft EIS are no longer considered to be affected by the full LPA or the Wiehle Avenue Extension. Previously identified sites that no longer fall within the APE for archaeology include: Site 44FX2662 (Zipf); Site 44FX2024 (Magarity Site); Site 44FX0051 (Maplewood); Site 44FX2299 (Jarrett #4); Site 44FX1569 (Dulles Toll Road Site); Site 44FX2034 (Reston Land Parcel 912 A&B); Site 44FX1489 (Worldgate Hotel Site); Site 44FX0232; Site 44FX2233 (Dulles Green/DG 2); Site 44LD0500 (Trueno); Site 44LD0491 (HE-696A "Orange"); Site 44LD0380 (HNWF-1A); Site 44LD0383 (HSEE-BR); Site 44LD0472 (HE-P620A); Site 44LD0377 (HNWB-1A); Site 44LD0378 (HNWB-1B); and Site 44LD0852 (Shellhorn Road 1). Detailed summaries of these resources can be found in the documents listed above.

Seven previously-identified archaeological sites are located within the revised APE for archaeology and are summarized in Table 3.5-1.

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Table 3.5-1: Archaeological Resources Identified

Site	Description	Listing
44FX0388 – Olney Park/Dulles Access Connector	Prehistoric archaeological site; most likely a rock quarry	Eligibility undetermined
44FX2405 – Scott's Run Site	Prehistoric archaeological site; lithic workshop used to process stone tools	Eligibility undetermined
44FX0915 – Arrowhead Farm	Historic archaeological site, early 20th century	Eligibility undetermined
44LD0379 – Indian Creek Site	Prehistoric, early/middle archaic occupation archaeological site	Potentially eligible for listing in the NRHP
44LD0432 – Runway #1	Prehistoric archaeological site	Eligibility undetermined
44LD0406	Prehistoric and historic occupation with artifacts dating to the Early Archaic period archaeological site	Potentially eligible for listing in the NRHP
44LD0408	Prehistoric archaeological site	Not eligible for listing in the NRHP

Source: Identification and Evaluation Report-Archaeology, April 2004.

In addition to these seven previously identified archaeological sites, nine isolated artifact locations were discovered during the Phase 1b archaeological survey conducted in early 2004. However, by definition, none of these meet the minimum requirements for consideration of eligibility for listing in the NRHP. The April 2004 *Identification and Evaluation Report—Archaeology* contains a discussion of these locations, as well as the other survey areas where shovel tests did not result in the identification of archaeological sites or isolated artifact locations.

3.5.3.4 Historic Architectural Resources

Generally, historic architectural resources are buildings, structures, landscapes, or objects greater than 50 years of age. Locations of the known architectural resources within the APE are shown in Figures 3.5-1a and 3.5-1b.

Based on the selection of the Metrorail Alternative (T6/Y15) as the LPA and subsequent narrowing of the APE, as well as the further reduction of the APE to 600 feet prior to Phase 1b survey, several architectural resources discussed in the Draft EIS, and Supplemental Draft EIS are no longer considered to be affected by the LPA or the Wiehle Avenue Extension. Previously identified sites that no longer fall within the revised APE for architecture include: Bois de Gosses (29-81, 1358 Windy Hill Road, McLean); Shiloh Baptist Church (29-189, 1331 Spring Hill Road, McLean); Wiehle/Sunset Hills Proposed Historic District (29-14, Reston); Robert Wiehle House (29-14-1, 1830 Old Reston Avenue, Reston); Smith Bowman Distillery (29-14-2, 1875 Old Reston Avenue, Reston); Sunset Hills (29-14-3, 1850 Reston Avenue, Reston); Ratcliff/Meiselman House (29-245, 2346 Centreville Road, Herndon); Middleton Farm (29-253, 13801 Frying Pan Road, Herndon); Cockerille House (53-1100, Route 789, Sterling vicinity); House, and Route 772 (now Petworth Court) (53-1095, Ryan).

Nine known historic resources are located within the revised APE for architecture. Summaries of these resources can be found in Table 3.5-2. Detailed descriptions of these resources are contained in the Draft EIS and Supplemental Draft EIS.

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Table 3.5-2: Historic Architectural Resources Identified

Resource	Description	Listing
The Lewinsville Post Office (29-338), 1554 Great Falls Road, McLean	Architectural resource, dating to the 1850s	Potentially Eligible for listing in the NRHP
Ash Grove (29-2), 8900 Ash Grove Lane, Vienna	Architectural resource, dating to the 1790s	Potentially Eligible for listing in the NRHP
Wolf Trap National Park for the Performing Arts (29-159) 1551 and 1555 Trap Road, Vienna	130-acre complex consisting of historic farm and associated outbuildings developed for the performing arts	Listed on the Fairfax Co. Historic Landmarks Inventory; Potentially eligible for listing in the NRHP
Plantation (29-5180) 1624 Trap Road, Vienna	Architectural resource, dating to 1895	Listed on the Fairfax Co. Historic Landmarks Inventory; Potentially eligible for listing in the NRHP
Hunter Mill Proposed Historic District (29-5180), Reston	District, stretching along Hunter Mill Road from Baron Cameron Road (6oute 606) to Chain Bridge Road (Route 123), with various resources and contributing elements identified along the roadway	Potentially Eligible for listing in the NRHP
Launders House (29-240), 2300 Centreville Road, Herndon	Architectural resource, built around 1910	Potentially Eligible for listing in the NRHP
Washington Dulles International Airport (53-8)	Proposed historic district within the 11,000-acre airport complex with various contributing elements, including the "peekaboo sequence" consisting of a series of viewsheds designed to allow motorists to gradually view structures on the airport property as they approach	Eligible for listing in the NRHP
House, Route 643 (53-23), Ryan	Architectural resource, dating to the late 19th century	Potentially Eligible for listing in the NRHP

Source: Identification and Evaluation Report-Historic Architecture, April 2004.

3.5.4 LONG-TERM EFFECTS

As defined in Section 106 of the National Historic Preservation Act, an effect on a cultural resource could occur due to an action that could 1) physically damage or destroy all or part of the property; 2) isolate the property or alter the character of the property's setting, when that character contributes to the property's qualification for the NRHP; 3) introduce visual, audible, or atmospheric elements that are out of character with the property or alter its setting; 4) result in neglect of a property leading to its deterioration or destruction; or 5) result in the transfer, lease, or sale of the property without adequate restriction or conditions included to ensure preservation of the property's significant historic features.

The long-term effects of the Wiehle Avenue Extension and the LPA on cultural resources could be direct or indirect. Direct effects would result from actual physical contact with the resources, while indirect effects would be from noise and visual impacts. Indirect impacts are more likely to affect historic architectural resources than archaeological sites. Exceptions include archaeological sites that are open to the public for visitation, such as those located at historic house museums or battlefield parks. The noise impacts at the identified historic architectural resources within the APE were assessed in accordance with applicable noise criteria. Potential impacts on historic architectural resources were assessed using FTA and WMATA criteria for noise. Vibration levels at the historic resources were judged to be below FTA criteria for annoyance and well below the threshold for minor cosmetic damage.

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Table 3.5-3 summarizes the effects of the Wiehle Avenue Extension and the full LPA archaeological resources, while Table 3.5-4 summarizes the effects of the Wiehle Avenue Extension and the full LPA on historic architectural resources.

Table 3.5-3: Project Effects on Archaeological Resources

Resource	No Build Alternative	Wiehle Avenue Extension	Full LPA
Site 44FX0388 (Olney Park/Dulles Access Connector Site)	Continues current conditions.	No historic properties affected.	No historic properties affected.
Site 44FX2405 (Scott's Run Site)	Continues current conditions.	No historic properties affected.	No historic properties affected.
Site 44FX0915 (Arrowhead Farm)	Continues current conditions.	Continues current conditions.	No historic properties affected.
Site 44LD0379 (HNWE-1A or Indian Creek Site)	Continues current conditions.	Continues current conditions.	No historic properties affected.
Site 44LD0432 (Runway #1)	Continues current conditions.	Continues current conditions.	No historic properties affected.
Site 44LD0406	Continues current conditions.	Continues current conditions.	No historic properties affected.
Site 44LD0408 (HSP-789A)	Continues current conditions.	Continues current conditions.	No historic properties affected.

Table 3.5-4: Project Effects on Architectural Resources

Resource	No Build Alternative	Wiehle Avenue Extension	Full LPA
The Lewinsville Post Office (29-338), 1554 Great Falls Road, McLean	Continues current conditions.	No historic properties affected.	No historic properties affected.
Ash Grove (29-2), 8900 Ash Grove Lane, Vienna	Continues current conditions.	No adverse effect.	No adverse effect.
Wolf Trap National Park for the Performing Arts (29-159), 1551 and 1555 Trap Road, Vienna	Continues current conditions.	No historic properties affected.	No historic properties affected.
Plantation (29-188), 1624 Trap Road, Vienna	Continues current conditions.	No adverse effects	No adverse effects
Hunter Mill Road Proposed Historic District (29-5180), Reston	Continues current conditions.	No adverse effect.	No adverse effect.
Launders House (29-240), 2300 Centreville Road, Herndon	Continues current conditions.	Continues current conditions.	No historic properties affected.
Washington Dulles International Airport (53-8)	Continues current conditions.	Continues current conditions.	Adverse effect.
House, Route 643 (53-23), Ryan	Continues current conditions.	Continues current conditions.	No adverse effect.

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3.5.4.1 No Build Alternative

The No Build Alternative would continue current conditions and would have no adverse effects on known archaeological or architectural resources in the corridor.

3.5.4.2 Wiehle Avenue Extension

The Wiehle Avenue Extension would have no adverse effects on known archaeological resources in the corridor. There are two previously identified sites (44FX0388 and 44FX2405) located within the Wiehle Avenue Extension portion of the APE; however, no remains of these sites were found within the APE during the 2004 Phase 1b survey. Therefore these sites would not be affected by the Wiehle Avenue Extension. Although Site 44FX0388 was described in the Draft EIS as being potentially disturbed by the

construction of a nearby tie-breaker station, design refinements associated with the relocation of this tie-breaker station have eliminated this potential adverse effect.

The Wiehle Avenue Extension would result in minor impacts to three historic architectural resources: Ash Grove Historic Site, the Plantation, and the Hunter Mill Road Proposed Historic District. However, construction of the Wiehle Avenue Extension would not affect the characteristics that contribute to these resources' eligibility for the NRHP; therefore, no adverse effects would occur.

The **Ash Grove Historic Site** and **the Plantation** would experience a minor increase in noise as a result of Metrorail operations; however, predicted noise levels do not exceed FTA or WMATA criteria at either property. Therefore, this would not adversely affect these resources.

The **Hunter Mill Road Proposed Historic District** could experience minor visual impacts from the Wiehle Avenue Extension. The LPA would pass through the potential historic district in the median of the DIAAH /Dulles Toll Road. In addition, three stormwater management ponds and two traction power substations would be located along the DIAAH/Dulles Toll Road within the potential boundaries of the Project facilities district. These Project facilities have been sited to lessen their visibility by being placed adjacent to the DIAAH/Dulles Toll Road (within or adjacent to existing public right-of-way) and are not near any significant contributing elements of the potential district. Due to the existing conditions, Metrorail operations would not be a predominant source of noise in the area and would not change the overall noise levels in the proposed district. Implementation of the Wiehle Avenue Extension would not have an adverse effect on the characteristics that make the Hunter Mill Road Proposed Historic District significant. Because the proposed district boundaries have yet to be determined, it is possible that these ancillary facilities would be located outside of the proposed district.

3.5.4.3 Full LPA

In addition to the effects on cultural resources discussed for the Wiehle Avenue Extension, the full LPA would also have the additional following effects.

The LPA would have no adverse effects on known archaeological resources in the corridor. There are five previously identified sites located within the APE for the full LPA; however, no remains of these sites were found within the APE during the 2004 Phase 1b survey. Therefore, these sites would not be affected by the LPA.

The LPA would result in an adverse effect on the Dulles International Airport Historic District and minor impacts to the house at 22017 Shellhorn Road (Route 643) in Ryan (53-23). Based on the results of the consultation with VDHR, the impacts to the "peekaboo" views of the main terminal control tower from the DIAAH, a contributing element to the **Dulles International Airport Historic District**, would constitute an Adverse Effect under Section 106. (This was previously identified in the Supplemental DEIS as No Adverse Effect). However, the implementation of the mitigation measures stipulated in a Memorandum of Agreement (MOA) executed between FTA, VDHR, and DRPT would reduce this effect significantly enough that it would no longer be considered adverse. A discussion of the mitigation measures included in the MOA is provided in Section 3.5.6.

In his design for the airport, architect Eero Saarinen incorporated all aspects of airport operations, including the terminal, runways, passenger movement devices called "mobile lounges," airport services and support systems, landscaping, land use, and roadways. It also provided for the DIAAH, a dedicated access road to provide an efficient and direct route to the airport from Washington, D.C. A 1989 historic

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architectural survey of the airport property identified 13 of the approximate 62 buildings at the airport as contributing buildings to a historic district associated with the Main Terminal, as well as the 18 original mobile lounges, terminal area landscaping, and the DIAAH.

Also identified as a contributing element to the district was the "peekaboo sequence," a series of viewsheds designed by Saarinen to allow motorists to gradually view structures on the airport property. Saarinen intended that this peekaboo sequence heighten viewer interest by providing motorists approaching the airport along the DIAAH a variety of views of the Main Terminal and control tower from different points along the roadway, each revealing an increasingly greater glimpse of the structures and creating a sense of dramatic expectation. Although several of the peekaboo views have been compromised or eliminated since Saarinen implemented his original design in the 1960s—a result of commercial construction, changes to the Route 28 interchange, and growth of landscaping and vegetation at the perimeter of the airport property and within the Route 28 interchange—the views that exist today remain important elements of the Dulles International Airport Historic District.

The full LPA would approach Dulles Airport at grade in the median of the DIAAH above ground before transitioning to a subway west of the Route 28 interchange after Horsepen Run. Three remaining peekaboo views that provide approaching motorists views of the airport's control tower are located in this area. In response to concerns raised during the Draft EIS comment period, the vertical profile of the Metrorail alignment and the concrete safety barrier required to separate the Metrorail tracks from vehicular traffic on the DIAAH were lowered by 3 feet to minimize the visual impacts of the full LPA on these three peekaboo views. Although these efforts have reduced the potential impacts, the design changes do not alter the full LPA's location within the boundaries of the historic district, and security fencing atop the concrete median barriers would still be required. As a result, the three peekaboo views could still be affected by the full LPA because a new physical element would be introduced between the approaching motorists' views of the control tower as they near the airport proper. Therefore, the visual effect of the portion of the LPA in this area would constitute an adverse effect to the Dulles International Airport Historic District.

With the exception of these three peekaboo views, the full LPA would not result in any additional adverse effects on any other elements of the Dulles International Airport Historic District. A full analysis of the effect of the full LPA on the district can be found in the April 2004 *Identification and Evaluation—Historic Architecture*.

The Route 772 station would be slightly visible from the **house located at 22017 Shellhorn Road (Route 643) in Ryan (53-23)**. Since the publication of the Draft EIS, the Route 772 station footprint has been reconfigured to be consistent with proposed development in the vicinity of the station site. Although the footprint of the proposed station facilities has been decreased and relocated closer to the Dulles Greenway, the station would still have some visual impact on the house, and the impact of the full LPA on this resource was changed from "No Historic Properties Affected" in the Draft EIS to "No Adverse Effect" in the Supplemental Draft EIS. However, the house is presently abandoned and deteriorating, and the property has been compromised by the construction of commercial warehouses immediately east of the farm and the earlier construction of the Dulles Greenway to the south and west. In addition, the approved Loudoun Station development would add new commercial development between the house and the station facilities. This site would experience an increase in noise; however, predicted noise levels do not exceed FTA or WMATA criteria at this property. Therefore, this resource would not be adversely affected by the full LPA.

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3.5.5 CONSTRUCTION EFFECTS

Construction effects on cultural resources result when there is direct physical impact. Construction effects could also occur from the operation of heavy equipment on or near a resource. Construction noise and vibration impacts were analyzed and were judged to be below the FTA impact criteria for structural damage along the project corridor (see Sections 4.7 and Section 4.8).

3.5.5.1 No Build Alternative

The No Build Alternative would continue current conditions and would have no construction effects on known archaeological or architectural resources in the corridor associated with this project.

3.5.5.2 Wiehle Avenue Extension

Construction activities associated with the Wiehle Avenue Extension would not result in additional impacts to any known archaeological or historic architectural resources. Several potential construction staging areas would be located along the corridor; however, these staging areas have been sited to avoid all known archaeological and architectural resources. Noise from construction would not change overall noise levels in the corridor in such a way as to result in an adverse effect on any architectural resource.

3.5.5.3 Full LPA

Construction activities associated with the full LPA would not result in additional impacts to any known archaeological resources. Several potential construction staging areas would be located along the corridor; however, these staging areas have been sited to avoid all known archaeological resources.

With the exception of Dulles Airport, no construction effects on historic architectural resources discussed would be anticipated from construction activities related to the full LPA. Noise from construction would not change overall noise levels in the corridor in such a way as to result in an adverse effect on any architectural resource.

During the construction period, there would be short-term impacts to the Dulles Airport terminal. No vibration effects would occur that would exceed FTA criteria. During a portion of the construction period, the area directly over the Dulles Airport underground station, directly in front of the terminal, would be excavated from the surface to allow construction of the station itself. The tunnels leading to and from the Dulles Airport Station also would be excavated from the surface, and then covered within the Dulles International Airport Historic District. During this time, proximity impacts, including air quality, noise, and visual effects, would occur. None of the proximity impacts would have any long-term effects that would compromise the significance of the resource.

3.5.6 MITIGATION

To mitigate the effects of the full LPA on the cultural resources present at Dulles Airport, the at-grade Metrorail alignment in the DIAAH median has been lowered to preserve the historic "peekaboo" view sequence of the control tower and main terminal. In addition, the design of the Dulles Airport station, two tunnel portals, and aerial structures would consider the historic terminal and other contributing elements of the historic district. DRPT and WMATA would coordinate the design of these facilities with the MWAA and the VDHR. As further mitigation, DRPT would also implement treatment measures, such as interpretive exhibits, public artwork, photo documentation, or landscaping to provide Metrorail users and airport travelers with an appreciation for the airport's unique historic characteristics. A treatment plan incorporating these measures will be developed in accordance with the Section 106 Memorandum of

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Agreement (see Appendix F). Additionally, the Section 106 MOA discusses mitigation for discovery of unknown archaeological artifacts.

3.6 PARKLANDS AND RECREATION AREAS

This section describes existing public parklands and recreation areas located within the study area of the project. An assessment of the long-term operating and short-term construction effects of the No Build Alternative, the Wiehle Avenue Extension and the full LPA on these resources, and proposed measures to mitigate any potential adverse impacts on parklands, is provided in the following sections. Additional details are presented in the Section 4(f) Evaluation and 6(f) Evaluation included in Chapter 7.

3.6.1 LEGAL AND REGULATORY CONTEXT

Section 4(f) of the U.S. Department of Transportation Act of 1966 protects public parks and recreational lands, wildlife habitat, and historic sites of national, state, or local significance from acquisition and conversion to transportation use. Section 4(f) is implemented by regulations 23 CFR 771.135. The Section 4(f) Evaluation in Chapter 7 provides detailed information on the conditions of "use" under Section 4(f).

Section 6(f) of the U.S. Land and Water Conservation Fund Act of 1965 (16 U.S.C. 4601-4 to 4601-11) preserves, develops, and assures the quality and quantity of outdoor recreation resources through purchase and improvement of recreational lands, wildlife and waterfowl refuges, and other similar resources. Certain conditions must be met before conversion of these resources to other usage.

Federal Transit Law 49 USC §5301(e) requires that special effort should be made to preserve the natural beauty of the countryside, public park and recreation lands, wildlife and waterfowl refuges, and important historical and cultural assets when planning, designing, and carrying out an urban mass transportation capital project with Federal financial assistance under sections 5309 and 5310 of this title.

3.6.2 METHODOLOGY

Potential effects to publicly owned or leased parks and recreation lands (parks) that are located within the proposed limit of disturbance for the various alternatives or immediately adjacent to these areas are described in this section. The study area for parklands and recreation areas was initially defined as an area within 300 feet of the proposed alignments, station areas, S&I Yard, and maintenance and storage facility. After the noise, vibration, and air quality effects (discussed in Chapter 4) were carefully analyzed, this study area was reviewed to ensure it adequately covered all of the parklands and recreational areas potentially affected. Section 3.2 contains information on neighborhood parks and community facilities that are not within or immediately adjacent to the limits of disturbance for any of the alternatives, and are not publicly owned.

Parklands and recreation areas in the study area were identified in coordination with the Fairfax County Park Authority (FCPA), Fairfax County Planning Department, Loudoun County Planning Department, Northern Virginia Regional Park Authority (NVRPA), the National Park Service (NPS), and the Commonwealth of Virginia Department of Conservation and Recreation (DCR). Parkland boundaries were confirmed with reviews of park master plans, the Outdoors 2002, Virginia ADC maps, aerial

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Receptor						
No.	Description	Community	WMATA Category	Wiehle Avenue Extension Noise Level (dBA)	Full LPA Noise Level (dBA)[1]	WMATA Impact Criteria (dBA)
R25	11810 Sunrise Valley	Reston	COM V	71[3]	73	85
R26	12708 Roark Court	Reston	SFAM III	60[3]	59	75
R27	2204 Westcourt Lane	Herndon	MFAM V	72[3]	74	80
R28	13300 Apgar Place	Herndon	MFAM III	58[3]	59	80
R29	Rail S&I Yard (Y7)	Ashburn	COM V	67[3]	69	85
R30	21971 Shellhorn Road	Ashburn	SFAM I	59[3]	54	70

1 Assessment of impact is displayed as follows: No impact and ***impact***.
2 Not applicable. Due to other developments along the Dulles Corridor (not associated with the project), several receptors would be removed.
3 Receptor noise levels west of Wiehle Avenue are due to express buses under the Wiehle Avenue Extension.
* Discrete receptors R8 through R12 all lie along Westpark Drive and were originally selected to evaluate the former T4 alignment and therefore have been removed.
** Discrete receptors R14 through R17 all lie along Route 7 where the Metrorail tunnel is proposed and would not experience noise effects from Metrorail operations.

Overall, single-event Lmax noise levels under the Wiehle Avenue Extension are predicted to exceed the WMATA noise criteria threshold at 48 locations (46 residential and 2 commercial) as shown in Table 5.

Table 4.7-5: Number of WMATA Noise Impacts under the Wiehle Avenue Extension and the Full LPA

Land Use[1]	Wiehle Avenue Extension Impacts	Full LPA Impacts
Residential	46	47
Commercial	2	2
Other	0	0

1 Residential (Res.) land uses include all single- and multi-family buildings while commercial (Com.) receptors include all non-residential receptors such as offices. Other specific receptor types (Other) include schools and amphitheaters.

C. Project Facilities

Although the overall impact assessment included the noise contribution from project facilities such as passenger stations, feeder bus facilities, and parking garages, their individual contributions were also evaluated against the WMATA criteria and those from Fairfax County. Lmax noise levels from idling buses at passenger stations were predicted to range from below 20 dBA at a residence in McLean, to 51 dBA at the LaMadeleine Restaurant in Tysons Corner under the LPA. Similarly, project noise levels from parking facilities were expected to range from below the ambient background at receptors over 2,000 feet away, to 36 dBA at Moore Cadillac in Tysons Corner, which would be less than 750 feet away from the Tysons West station facilities. However, Lmax noise levels from facility activities associated with the new storage tracks at the West Falls Church S&I Yard are predicted to exceed the Fairfax County stationary noise criterion of 55 dBA at six residences in McLean. No other exceedances of the FTA or the WMATA facility criteria are predicted under the LPA.

D. Historic Resources

At all historic resources within the area of potential effect (APE), none of the predicted future noise levels are predicted to exceed the FTA or the WMATA impact criteria under the Wiehle Avenue Extension. However, at specific historic receptor locations, including Ash Grove historic site (29-2) and The Plantation (29-188), cumulative future ambient day-night noise levels under the Wiehle Avenue Extension are predicted to increase slightly by less than three dBAs. At the Lewinsville Post Office, cumulative future noise levels are not predicted to change from the existing ambient levels.

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Dulles Transit Partners, LLC

CALCULATION COVER SHEET

PROJECT	JOB NO.	CALC NO.	SHEET
Dulles Corridor Metrorail Project	25235	25235-000-C0C-C004-00003	1

SUBJECT	GROUP
Scotts Run Flood Plain Study	Civil

CALCULATION STATUS DESIGNATION	PRELIMINARY	CONFIRMED	SUPERSEDED	VOIDED
	☐	☒	☐	☐

COMPUTER PROGRAM/ TYPE	SCP	STAND-ALONE	NETWORKED	PROGRAM NO.	VERSION/RELEASE NO.
	☒YES ☐NO	☐	☒	See Below	See Below

NOTES/COMMENTS:

This calculation was developed to assess the effect of the proposed construction of the Dulles Corridor Metrorail Project related facilities on the water surface elevations of Scotts Run as it crosses under VA State Route 123, in McLean, Fairfax County, VA.

The project is proposing to build a parking lot and access facility on the Southwest corner of the intersection of Route 123 and Colshire Drive, along the east bank of Scotts Run. This is an ancillary facility to the Tysons East Metrorail Station, which will be located on the North side of Route 123. The proposed surface parking lot is located, in part, on what has been identified as the 100 year floodplain for Scotts Run.

In order to construct the proposed surface parking lot, a concrete retaining wall is required along the east bank of Scotts Run. These calculations were developed to compare the water surface elevations of the existing conditions to those with the proposed conditions with the retaining wall in place. The100 year flows and water surface elevations used in the calculation were obtained from the Storm Water Management section of Fairfax County. These flows reflect developed conditions of the watershed considering a high level of percentage imperviousness (85%). They are the official figures that Fairfax County uses for flows at this location. The water surface elevation provided by Fairfax County is based on the vertical datum system NGVD29. These elevations were converted to NAVD88, and the adjusted elevations were used as boundary conditions in the model. A conversion of elevation of a point in Scotts Run using Corpscon v6.0.1, U.S. Army Corps of Engineers, is presented in Section 6 of this calculation.

In addition to the water surface elevation calculations, a scour analysis has been performed to investigate the scour potential at the proposed retaining wall. Its results are part of this report as well.

Computer programs used in the development of this report are:

1. HEC-RAS Version 3.1.3, US Army Corps of Engineers
2. CorpsCon Version 6.01, Us Army Corps of Engineers

COMMONWEALTH OF VIRGINIA
FRANK WALTER MATCHNER III
Lic. No. 043979
12/20/07
PROFESSIONAL ENGINEER

NO.	REASON FOR REVISION	TOTAL NO OF SHEETS	LAST SHEET NO.	BY	CHECKED	APPROVED / ACCEPTED	DATE
0	Issued for Final Review	147	147	SZ	RB	FM	12-20-07

RECORD OF REVISIONS

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CALCULATION SHEET		PROJECT:	Dulles Corridor Metrorail Project
		JOB NUMBER:	25235
		CALC NO.	25235-000-C0C-C004-00003
SUBJECT:	Scotts Run Flood Plain Study	SHEET NO.	2 of 147
BY: Selim Zaman	DATE: 12-05-07	SHEET REV.	0

Table of Contents

Section#	Subject	Page #
1.	Calculation Cover Sheet	1
2.	Table of contents	2
3.	Introduction	3
4.	Design Criteria and Applicable Standards	3
5.	Summary / Conclusions	4
6.	HEC-RAS Modeling Results Summary Tables	5
7.	Boundary Conditions	13
8.	HEC-RAS Output – Existing Conditions Calculations	17
9.	HEC-RAS Output – Proposed Conditions Calculations	76
10.	Scour analysis	139

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CALCULATION SHEET	PROJECT:	Dulles Corridor Metrorail Project	
	JOB NUMBER:	25235	
	CALC NO.	25235-000-C0C-C004-00003	
SUBJECT: Scotts Run Flood Plain Study	SHEET NO.	3 of 147	
BY: Selim Zaman DATE: 12-05-07	SHEET REV.	0	

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3. - Introduction

These calculations were developed to assess the effect of the proposed construction of the Dulles Corridor Metrorail Project related facilities on the water surface elevations of Scotts Run as it crosses under VA State Route 123, in McLean, Fairfax County, VA.

4. - Design Criteria and Applicable Standards

A hydraulic model was created for the 1320 ft reach of Scotts Run which runs through a 4- barrel 6'x6' box culvert under VA Route 123 and 1-36'x10' Conspan Arch culvert under Scotts Crossing Road in the study area. The model was developed using the U.S. Army Corps of Engineers' HEC-RAS computer program, Version 3.1.3. The cross section data was derived from the topography available for the development of the Metrorail Project. The Manning's "n" factors used for the main channel and overbanks are based on guidelines found in the HEC-RAS manual and visual observation of the site.

The model was run using 25, 50, 100, and 500 yr. storm events, as required by VDOT Hydraulics Section. The 500-yr flow and corresponding water surface elevation were not available and hence approximated. The 500-yr flow was taken to be 1.7 times the 100-year flow, and the corresponding normal depth at the down stream section was used as the boundary condition.

The known water surface elevations at downstream end of the reach were selected as boundary conditions and the model was run under subcritical steady state flow regime to simulate existing condition. The Table in Section 7 shows the model calibration for 25, 50 and 100 year flow. The model results show that water surface elevations are in close agreement with the observed water surface elevations and hence, model calibration has been achieved.

To evaluate the impact of the retaining wall on the water surface elevation at the upper end of the box culvert, blocked obstructions were placed along the length of the retaining wall on the right bank of the stream, and an adjusted Manning's n was used to represent the concrete face of the retaining wall. In a sub-critical flow regime, boundary conditions are only necessary at the downstream end of the stream. In order to keep the upper end free, the known water surface elevation was used as boundary condition at the down stream end. The summary of the existing and the proposed model outputs are tabulated in Section 6.

Scour depth for the proposed retaining wall along Scotts Run was calculated using the HEC-RAS model based on FHWA 2001 (HEC-18) criteria/methods. Scour depth was calculated using the 500-yr. storm event, corresponding to a flow of 3910 cfs and normal depth (Elev. 303.89 ft, NAVD88) as the downstream boundary condition.

To perform the scour analysis, it was necessary to update the model geometry to include the proposed retaining wall. In HEC-RAS, there is no option in the Hydraulic Design Window editor for scour analysis for a retaining wall. Therefore, to estimate the scour depth, a fictitious bridge was added so that the retaining wall would be treated in the model as one of the vertical abutments of the

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		JOB NUMBER:	25235
		CALC NO.	25235-000-C0C-C004-00003
SUBJECT:	Scotts Run Flood Plain Study	SHEET NO.	4 of 147
BY:	Selim Zaman DATE: 12-05-07	SHEET REV.	0

bridge. The other abutment was placed above the 500-yr flood plain to eliminate any effect on the water surface calculation. The bridge was inserted between cross section 8 and 7 since the depth of flow above the retaining wall toe was maximum in that region for 500-yr event. The calculated scour depth for 500-yr flow at this section could be used for foundation design of the proposed retaining wall.

Channel bed material in the vicinity of the Scotts Run area was found to be silty and clayey medium to fine sand with trace of gravel. This bed material is specified on the bore hole details (DTE-T6-B002 & DTE-T6022; see Section 10) supplied by Mactec Engineering and Consulting, Inc. The particle size distribution of the bed material shows that median particle (D_{50}) size is in the range of 0.05 to 0.1mm. The geotechnical laboratory analysis is included on Section 10 of this report. For scour analyses purposes a D_{50} = 0.05 mm was used for both the channel bed and the over bank area to be on the conservative side. The results of the scour analysis are presented in Section 10 of this report. These results represent the 500-yr flood event, which is the VDOT requirement for calculating scour (VDOT Drainage Manual, P12-4).

5.- Summary/Conclusions:

a) These calculations analyze the effect on the water surface elevations of Scotts Run as it flows under Route 123 due to the construction of ancillary facilities associated with the Dulles Corridor Metrorail Project.

b) A HEC-RAS model was used to analyze both existing and proposed conditions. This model was calibrated based on flows and elevations developed and provided to DTP by Fairfax County Stormwater Management Division.

c) In the absence of flow information for the 500-yr. storm event, this was assumed to be 1.7 times the 100-yr. storm event.

d) This assumed 500-yr. storm event was used to do a scour analysis on the proposed wall for a parking facility on the right bank of Scotts Run. After this analysis, DTP concluded that the scour depth for the proposed retaining wall would be 4.02 ft. The design of the foundation for this wall will reflect this depth.

e) From the HEC-RAS modeling results, we conclude that the 100 year water surface elevations are not affected by the proposed construction. These results are summarized on two tables in Section 6. The water surface elevation at the inlet to the box culvert under route 123 are 307.72 (existing) and 307.73 (after retaining wall construction)

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McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

December 22, 2008

VIA ELECTRONIC MAIL AND FIRST CLASS MAIL

David Jillson
Suzanne Lin
12055 Government Center Parkway
7th and 8th floors
Fairfax, VA 22035

RE: Traction Power Substation at Tysons East, 123 and 7

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to confirm that a traction power substation is included in the SE request and incorporated as one of the train rooms for the Tysons East, Tysons 123 and Tysons 7 stations. Thank you.

Sincerely,

Lori Greenlief
McGuireWoods LLP

cc: Frank Turpin, DTP
Rick Stevens, FDOT

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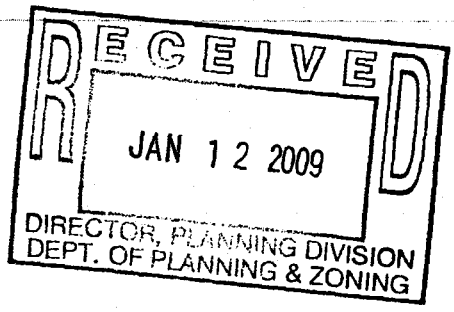
Jillson, David



From: Turpin, Frank [Frank.Turpin@DullesTransitPartners.com]
Sent: Monday, January 12, 2009 2:12 PM
To: Jillson, David
Cc: Greenlief, Lori R.
Subject: RE: Another question

avid, give me a call if more is needed.

. During the construction of TC123, TC7, and TW, will Rte 123 and Rte 7 be widened to 6 or 8 through lanes ?

Sections of temporary roadway installed on eastbound Rt 7 during metrorail construction will be 4 lanes. As the permanent eastbound Rt 7 is completed, it will have 4 lanes beginning at the ramp from Dulles Tollroad eastbound onto Rt 7 and continuing to and under the Rt 123 overcrossing. As westbound Rt 7 is completed, it will have 4 lanes from the intersection of the frontage road (across Rt 7 from the entrance to Marshalls Shopping Center) to the exit ramp to eastbound Dulles Tollroad. Additional left and right turning lanes are provided at street intersections. The 4th lane being added in each direction is a shared "through/right turn" lane. It replaces the service roads on both sides of Rt 7 where they exist today. Right turn movements into driveways are allowed from these lanes, and the lanes extend on Rt 7 through the project area.

Street work on Rt 123 is incidental, and adding lanes is not within the project scope.

. If either road (or both) will be widened to 6 lanes, do the plans for the stations allow for future widening of both roads to the lanned 8-lane configuration ?

The plans for the Central 123 Station do allow for an additional 4th lane on Rt 123 to be constructed in each direction.

rank Turpin
ROW Manager

)ulles Corridor Metrorail Project
595 Spring Hill Road
/ienna, VA 22182

)hone: 703-852-5995
:mail: frank.turpin@dullestransitpartners.com

From: Greenlief, Lori R. [mailto:lgreenlief@mcguirewoods.com]
Sent: Monday, January 12, 2009 11:08 AM
To: Turpin, Frank
Subject: FW: Another question

Frank - Can you respond to David today?

_ori R. Greenlief
_and Use Planner

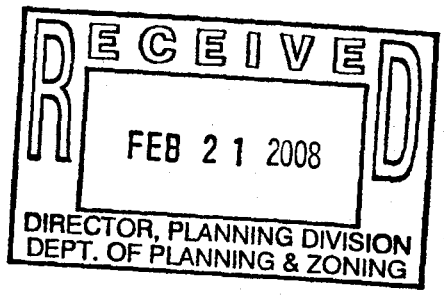
McGUIREWOODS
McGuireWoods LLP
1750 Tysons Boulevard

2232-P08-11

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ATTACHMENT 2

February 14, 2008



Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project
Application for Determination Pursuant to Sect. 15.2-2232 of the Code of Virginia Tysons Central 123 Station

Letter No: MWAA-00229

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority acting in coordination with the Virginia Department of Rail and Public Transportation is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority for an electrically-powered regional rail transit facility to be known as Tysons Central 123 Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary)
- A property identification table
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered.
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

TC123

2232-P08-11

If you have any questions regarding these submissions or need additional information, please contact Lori Greenlief at McGuireWoods LLP at (703)712-5433.

Sincerely,

Charles S. Carnaggio, P.E.
Project Director
Dulles Corridor Metrorail Project

CSC/ft/bt

Attachment: a/s

cc: James Van Zee, MWAA
Supervisor Linda Q. Smyth, Providence District
Ken A. Lawrence, Providence District Planning Commissioner

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FEB 21 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

COUNTY OF FAIRFAX, VIRGINIA

APPLICATION FOR DETERMINATION PURSUANT TO SECTION 15.2-2232 OF THE CODE OF VIRGINIA

Application Number: 2232-P08-11
(assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

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(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address: Property near intersection of Rt. 123 and Tysons Blvd.

City/Town: Mclean, VA Zip Code: _____

APPLICANT(S)

Name of Applicant: Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Street Address: 1593 Springhill Road, Suite 300

City/Town: Vienna State: VA Zip Code: 22182

Telephone Number: Work (703) 572-0500 Fax (____) _____

E-mail Address: _____

Name of Applicant's Agent/Contact (if applicable): Jonathan Rak/Lori Greenlief

Agent's Street Address: 1750 Tysons Blvd. Suite 1800

City/Town: Mclean State: VA Zip Code: 22102

Telephone: Work (703) 712-5433 (Lori) Fax (___) _____

2232-POR-11

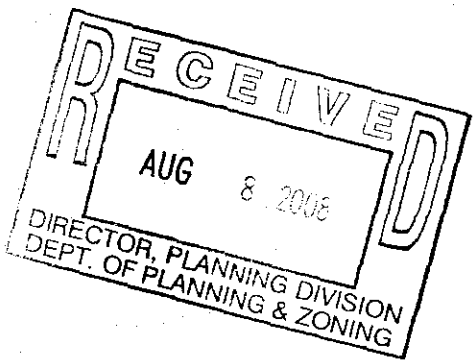
PROPOSED USE

Street Address Property near intersection of Rt. 123 and Tysons Blvd.

Fairfax Co. Tax Map and Parcel Number(s) 29-4((10))pts. 4A, 5A, 5B, and 5C

Brief Description of Proposed Use

The proposed use is an electrically powered regional rail transit facility.



Total Area of Subject Parcel(s) ~~3.23 acres~~ 3.46 4R 10 11 08 (acres or square feet)

Portion of Site Occupied by Proposed Use 3.46 4R 10 11 08 3.23 acres (acres or square feet)

Fairfax County Supervisor District Providence

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Cited on Transportation Plan as location for transit facility

Zoning of Subject Property PDC, HC, SC

List all applicable Proffer Conditions, Development Plans, Special Exceptions, Special Permits or Variances previously approved and related to this site

PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address

City/Town State Zip Code

2232-P08-11

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

Name of Applicant or Agent Charles S. Camaggio, P. E.

Signature of Applicant or Agent Charles S Camaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

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DEPT. OF PLANNING & ZONING

****

FOR STAFF USE ONLY

Date application received: 2/21/08

By: _____

Additional information requested to complete application:

Date application accepted: 7/2/08

By: _____

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
TYSONS CENTRAL 123 STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
29-4	Metrorail Station and Pedestrian Bridge	Providence	Metrorail Facility		Commonwealth of Virginia	Route 123	
29-4 ((10)) 4A pt, 5A pt, 5B pt and 5C pt	Portion of Metrorail Station	Providence	Metrorail Facility	PDC, HC, SC	Commonwealth of Virginia	North Side of Route 7 at Tysons Blvd.	

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2232-P08-11

2232-POR-11

Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Tysons Central 123 Station

STATEMENT OF JUSTIFICATION

August 20, 2008

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INTRODUCTION AND OVERVIEW

The Metropolitan Washington Airports Authority (MWAA) in coordination with the Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively "the Applicant", requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metro station located on the north side of Rt. 123 in Tysons Corner as shown on the plat included with this request.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions which were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Tysons Central 123 station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transportation Authority (FTA) issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969 (NEPA) and the Locally Preferred Alternative for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

The internal configuration of the station has been the subject of design studies conducted during the NEPA review period in order to reduce capital cost. Consideration

2232-P08-11

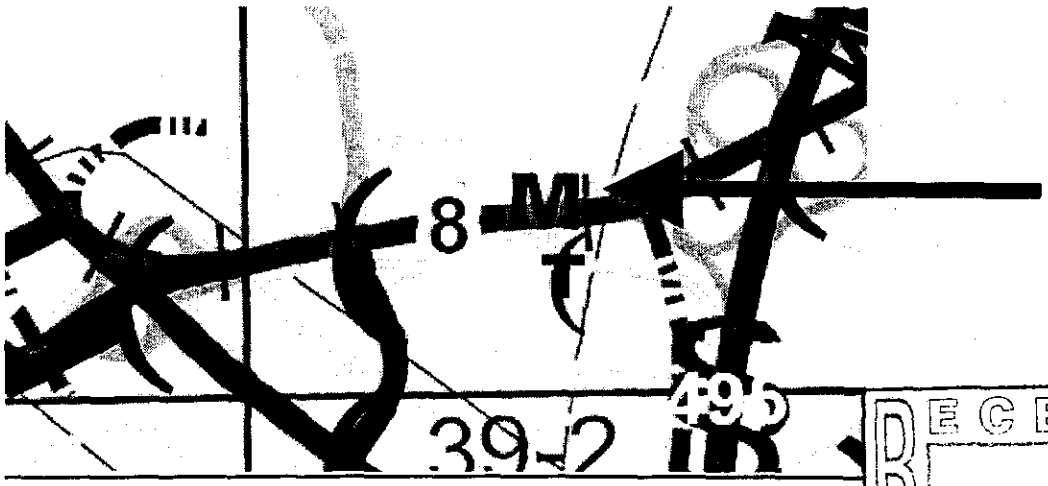
was given to eliminating the mezzanine level above the track platform by moving the station entrance and fare collection facilities to ground level below the track platform. Although this would reduce the overall height of the station and the cost of construction, concerns regarding transit passenger access from adjacent developments outweighed the potential cost savings. The station design proposed in this 2232 application is based on the design contained in the FEIS, in which the fare collection facilities and the connection to a pedestrian bridge are located on a mezzanine level above the track platform. The ground level below the track platform is an open plaza connecting with sidewalks on both Tysons Boulevard and Route 123.

COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i").

Specifically, the proposed location for the Tysons Central 123 station is within Sub-Unit N-3 of the Tysons Corner Urban Center portion of the Area II plan. Language within Sub-Unit N-3 contains land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located in proximity to Subunit N-3. This is where the station is proposed in this 2232 application and the accompanying special exception application.

Additionally, below is a segment of the County Transportation Plan Map which shows the envisioned location for a Metro station as proposed in this application.



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SECTION 15.2-2232 APPLICATION FOR THE TYSONS CENTRAL 7 STATION

1. Description of the Use

The proposed Tysons Central 123 station, located on the north side of Rt. 123 at it's intersection with Tysons Boulevard, will be the second transit station stop available to Metrorail passengers traveling west out of the East Falls Church Station and from locations farther east.

The station platform and mezzanine including an entrance pavilion will be located on land located just north of Rt. 123. There will also be an entrance pavilion on the south side of Rt. 123 to be constructed by others (Tysons Corner Center). An elevated pedestrian bridge will cross Rt. 123. Included with this application is a copy of the Special Exception plat and reference drawings which give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-powered regional rail transit facility
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends.
- Daily Patronage: The Dulles Corridor Metrorail extensions ridership is projected to be 59,000 by 2013, including 5,209 daily boardings at the Tysons Central 123 Station.
- Proposed number of employees: One employee (the station agent) assigned full time per shift, with additional employees present at various times to perform maintenance tasks, provide security and conduct operations assistance.
- Estimate of traffic impact: The primary mode of access for this station is pedestrian, not automobile, and there are no parking or Kiss & Ride facilities proposed. Three bus bays will be provided on southbound Tysons Boulevard near Route 123, and three to four bus bays will be provided by others (Tysons Corner Center) on the south side of Route 123. The station will generate very little new traffic to the area.
- Vicinity of area to be served: Tysons Corner and the metropolitan area east of I-495
- Description of building and façade: The station wall finishes will be textured pre-cast concrete panels, consistent with WMATA's criteria for character and quality appropriate for public transit facilities. The vaulted roof over the mezzanine will cover approximately 300-feet of length of the track platform.

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and will provide coverage for all vertical circulation elements and equipment. The roof system consists of standing seam metal roofing with aluminum frame skylights. The pedestrian bridge will have sloping walls comprised of a tightly woven wire fabric material. Pedestrian bridges will have a single-sloped roof. The selection of finishes and station features continues to be refined to achieve improvement in cost effectiveness, and current details are included on reference drawings attached to this application.

- Listing of Hazardous or Toxic Substances on site: The proposed use of the properties as a WMATA metro station will not generate hazardous waste, although there are a number of industrial products that are used in the operation and maintenance of a station. These products include (but are not limited to) paints and associated paint solvents, lead-based acid batteries, and oils and lubricants. WMATA manages these products and associated waste in accordance with state and federal laws.

- Conformity of Proposed Use: The proposed changes conform to the provisions of all applicable ordinances, regulations, adopted standards and any applicable conditions.

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, population is expected to increase 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. Among the Guiding Planning Principles adopted by the Tysons Land Use Task Force in October of 2006 and continued as an objective throughout the current Task Force work, is the transformation of Tysons Corner from a suburban office park into a 24/7 activity center.

Given the increase in jobs, residential population and general activity level projected for Tysons Corner, strategically placed Metro stops are essential to move the flow of people in and out of Tysons. Further, the Metropolitan Washington Airport Authority forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use alone is projected to reach 55 million trips by 2035, more than twice the current level. Therefore, alternative access to the airport is also essential.

The general philosophy behind the placement of the transit stations in Tysons Corner was the ability to serve separate hubs within the area coupled with the goal of maximizing the efficiency of the system with respect to ridership. Alternative locations for stations and differing numbers of stations within Tysons Corner were evaluated with this goal in mind in preparation for the publication of the Draft EIS in 2002. The final location

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of the Tysons Central 123 station was refined in an Environmental Assessment approved by the FTA in the Amended ROD issued in November 2006.

3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metrorail Project is to provide an alternate transportation mode to the automobile for this increasing residential and employment population in the Dulles Corridor and generally improve transportation service in the corridor.

Specifically, around the Tysons Central 123 station, no significant traffic impacts are anticipated as there will be no parking or kiss & ride facilities. Pedestrian access to the station will be by way of entry pavilions on the north and south sides of Route 123 and a pedestrian bridge to the station.

Noise Impacts

In preparation for the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise proposed in the study area: Metrorail train passbys, articulated express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at park-and-ride lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Tysons Central 123 Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail. Consistent with the use of parapet walls installed along the aerial trackway for noise mitigation elsewhere within Tysons Corners, the Central 123 Station will utilize parapet walls on the trackway through the station.

Impacts of Environmental Features of the Site

The Tysons Central 123 Station is an aerial station supported on structures and retained fill. No streams or wetlands are impacted and the area is not within a floodplain.

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Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions from motor vehicle traffic associated with the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated from the construction and operation of the project. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects from the proposal on surface water resources; surface was quality; wetland systems; and floodplains. The Metrorail Project has been carefully designed to minimize impacts to water quality, and stormwater management has been computed and handled on a systemwide basis. Water quality requirements for the Tysons Central 123 station site will continue to be provided by the current stormwater management facilities as set forth in the Overall Storm Water Management Plan No. 6028-DS-01-3 approved by Fairfax County on September 20, 1990.

Visual Impacts

The proposed location for the Tysons Central 123 station is surrounded by office and retail development, zoned PDC. The station and its connecting aerial trackway and elevated pedestrian bridge will be visible to pedestrians and motorists on Route 123 and from adjacent properties as well as many high-rise buildings in the Tysons area. The station area is within a transportation corridor and a highly developed commercial area. The construction materials and design of the station and station canopy will fit into the urban character of Tysons Corner. The station entrance pavilion will be attractively landscaped to soften its visual impact.

4. Alternative Sites Considered for the Proposal

As stated previously, an alternative number and possible location shifts for stations were evaluated for the Tysons Corner area as a whole. The final location for the Tysons Central 123 Station was refined during preliminary engineering and was addressed in an Environmental Assessment approved by the FTA in an amended ROD issued in November 2006.

CONCLUSION

The proposed Tysons Central 123 Station is consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map.

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The following is offered in addition to the foregoing information to specifically to address the standards under Va. Code Sec. 15.202232, as amended:

Location: The proposed location of the Tysons Central 123 station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters to Tysons Corner.

Character: The proposed station within Tysons Corner will be compatible with the high-density urban character of the area and the Plan's vision of Tysons Corner as an Urban Center.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. Stations within Tysons Corner are integral to the operation rail to Dulles and the Tysons Central 123 station will further that goal.

The Applicant respectfully requests support of this 2232 application by County Staff and the Planning Commission.

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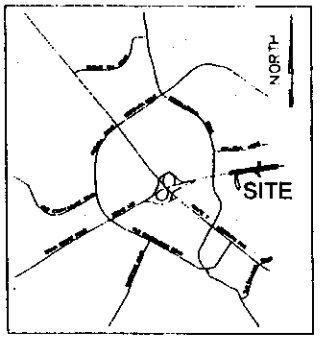
TYSONS CENTRAL 123 STATION

DULLES CORRIDOR METRORAIL PROJECT

Providence District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP
SCALE 1" = 2,000'

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Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

Sheet Index

1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN, SIGN PLAN, AND EXISTING VEGETATION MAP
4. STATION PERSPECTIVE, NOTES, AND TABULATION
5. STATION PLAN VIEW DETAILS
6. PEDESTRIAN BRIDGE DETAILS
7. ELEVATIONS AND SECTIONS
8. ELEVATIONS AND SECTIONS

Tysons Central 123 Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

Dewberry

Dewberry & Davis LLC

DRPT

DULLES TRANSIT PARTNERS, LLC

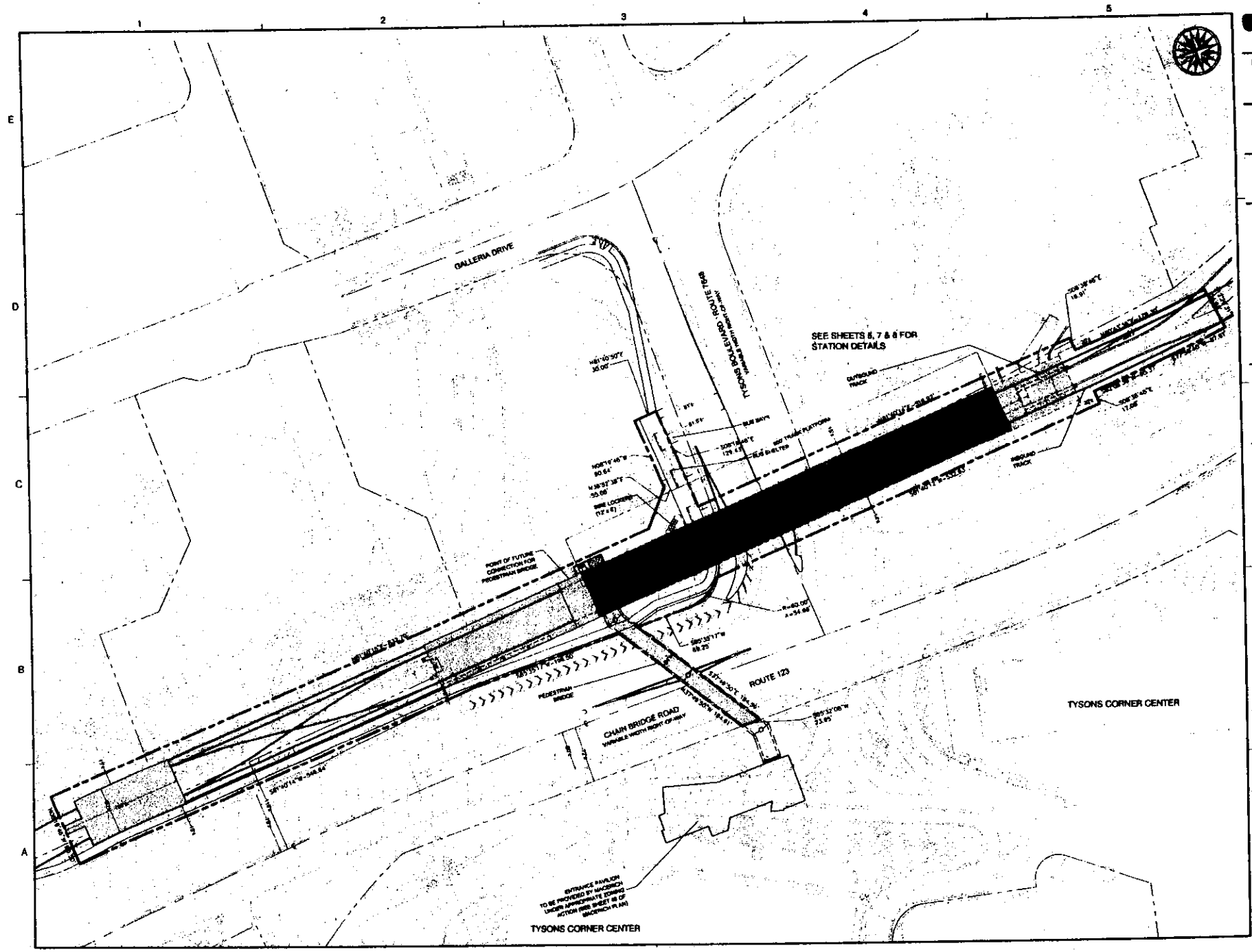
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Rev. October 1, 2008
Rev. June 23, 2008
February 20, 2008

M-10697

2232-P08-11



Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 80' 160'

No	DATE	BY	Description
2	10.01.08	JMC	
1	04.11.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 20, 2008

TITLE
Tysons Central 123 Station
Dulles Corridor Metrorail Project
Special Exception Plat
2232 Plan

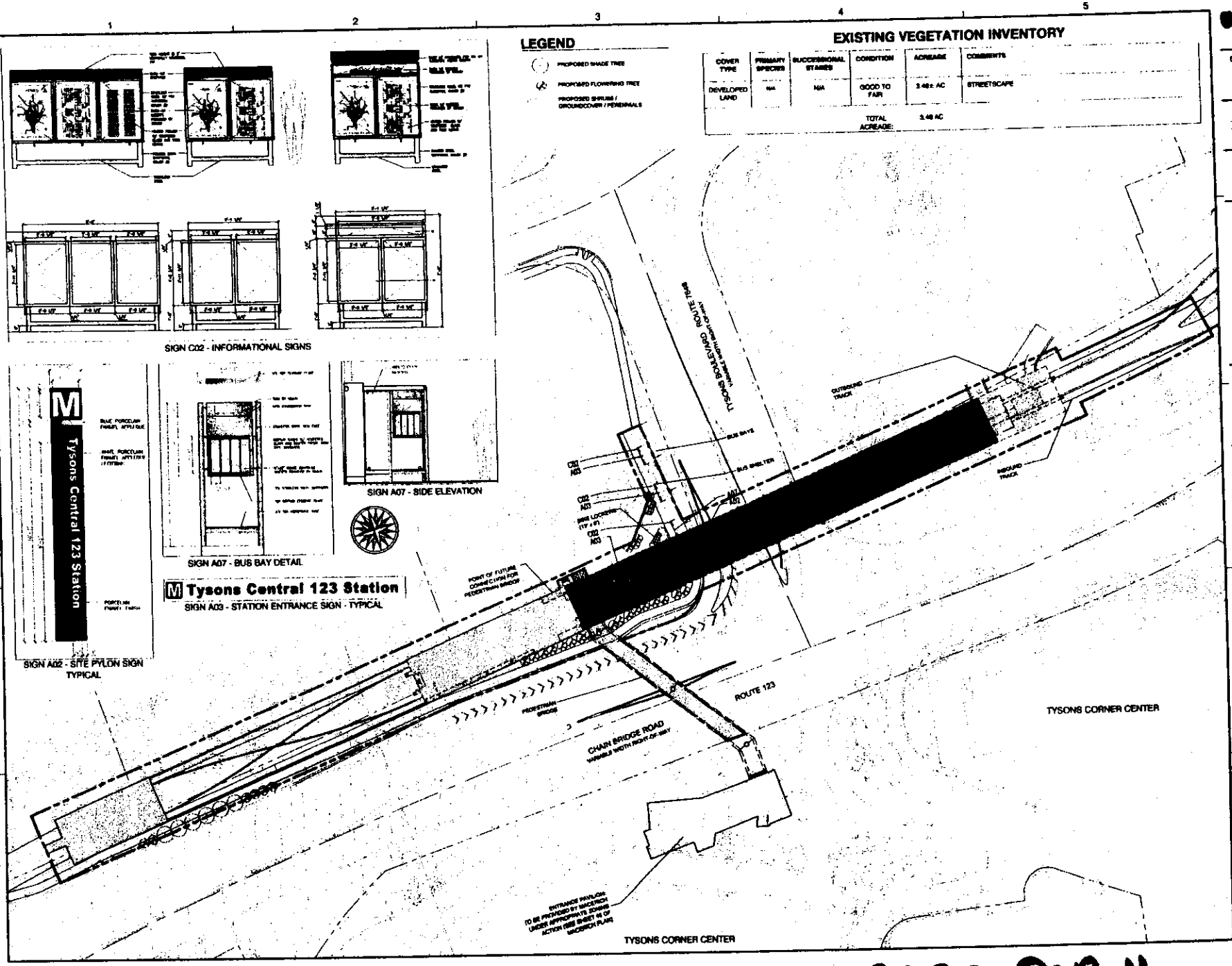
PROJECT NO. M - 10697

2

SHEET NO. 2 OF 8

M-10697

2232-P08-11



Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

SCALE: 0' 50' 100'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	09.23.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LJM
DATE February 26, 2008

Tysons Central 123 Station
Dulles Corridor Metrorail Project
Landscape Plan, Sign Plan & Existing Vegetation Map

PROJECT NO. M-10697

3

SHEET NO. 3 OF 9

M-10697

2232-P08-11

PERSPECTIVE VIEW OF STATION

NOTES:

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 29-4 ((19)) 4A PART, 9A PART, 9B PART, 9C PART AND VDOT RIGHTS-OF-WAY.
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION APPLICATION IS APPROXIMATELY 3.46 ACRES AND IS ZONED PDC, HC AND SC.
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE ESTABLISHMENT OF AN ELECTRICALLY POWERED REGIONAL RAIL TRANSIT FACILITY; SPECIFICALLY, A RAIL STATION AND ACCESSORY USES THERETO.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEFINED BY DULLES TRANSIT PARTNERS, LLC DURING PUBLIC PERMITTING.
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FOOT FROM SURVEY INFORMATION PROVIDED BY DULLES TRANSIT PARTNERS, LLC.
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT.
7. MINIMUM YARD REQUIREMENTS FOR THE PDC DISTRICTS IS AS FOLLOWS:

   THE STANDARDS FOR REQUIRED YARDS IN THE PDC DISTRICT ARE AS SET FORTH IN PART 1 OF ARTICLE 16.
8. AS STATED IN SECT. 9-404 AND 9-405 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE BULK REGULATIONS OR THE MINIMUM DISTRICT SIZE REQUIREMENTS OF THE ZONING DISTRICT IN WHICH THE USE IS LOCATED.
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED.
10. NO PARKING FACILITY REQUIREMENTS WERE DETERMINED AS PART OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS).
11. THERE IS NO FLOODPLAIN, RESOURCE PROTECTION AREA (RPA) OR ENVIRONMENTAL QUALITY CORRIDOR (EQC) ON THE SUBJECT PROPERTY.
12. STORMWATER MANAGEMENT HAS BEEN DESIGNED SYSTEM-WIDE, INCLUDING THIS SITE, AND WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR), BASED ON FAIRFAX COUNTY CRITERIA, PER AGREEMENT BETWEEN THE COUNTY AND DCR. THEREFORE, A WAIVER OF PAR. 3 OF SECT. 9-011 OF THE ZONING ORDINANCE IS HEREBY REQUESTED.
13. THERE ARE NO EXISTING UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE OR MAJOR UNDERGROUND UTILITY EASEMENTS LOCATED ON THE SUBJECT PROPERTY.
14. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS A SIX (6) FOOT SIDEWALK ON BOTH SIDES OF ROUTE 123, FLANKED BY MINIMUM STRIPS OF SIX FEET OF LANDSCAPING ON EACH SIDE.
15. SEE SHEET 3 FOR THE LOCATIONS, NUMBER AND SIZES OF ALL PROPOSED SIGNS.
16. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE FEIS, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY.
17. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCE AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCES THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF IN CONJUNCTION WITH THE USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS.
18. EXCEPT AS QUALIFIED ABOVE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

NOTE: THE PERSPECTIVE VIEW SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES TO SHOW THE CHARACTER OF THE PROPOSED RAIL STATION. ARCHITECTURE AND LANDSCAPING ARE SUBJECT TO CHANGE WITH FINAL DESIGN.

TABULATION:

EXISTING/PROPOSED ZONING	PDC
TOTAL LAND AREA	3.46 ± AC
PDC	3.47± AC
VDOT R/W	1.99± AC
MAXIMUM FLOOR AREA RATIO PERMITTED	1.50
PROPOSED FLOOR AREA RATIO	0.52
MAXIMUM GROSS FLOOR AREA PERMITTED	226,976 ± SF
PROPOSED GROSS FLOOR AREA	78,441 ± SF
MAXIMUM BUILDING HEIGHT PROPOSED	75 FT
OPEN SPACE REQUIRED / PROVIDED (15%)	0.52 / 1.40 AC

STATION ELEVATION - SOUTH

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	JMC	
1	06.23.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 20, 2008

TITLE
Tysons Central 123 Station
Dulles Corridor Metrorail Project

Station Perspective, Notes, and Tabulation

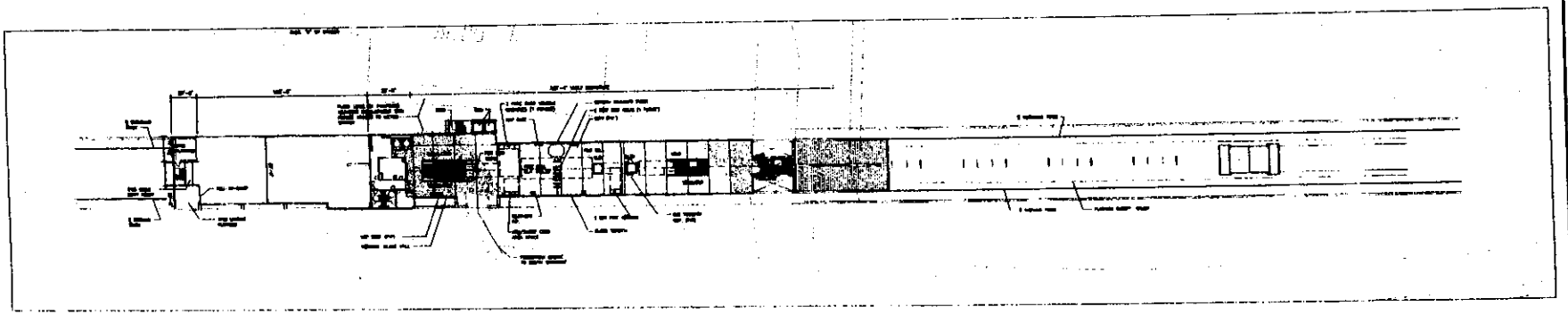
PROJECT NO M-10697

4

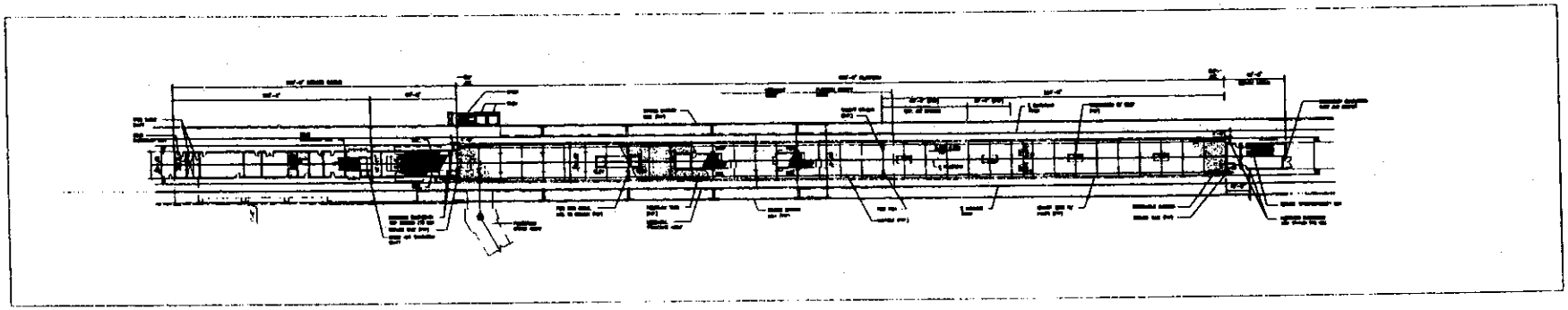
SHEET NO 4 OF 8

M-10697

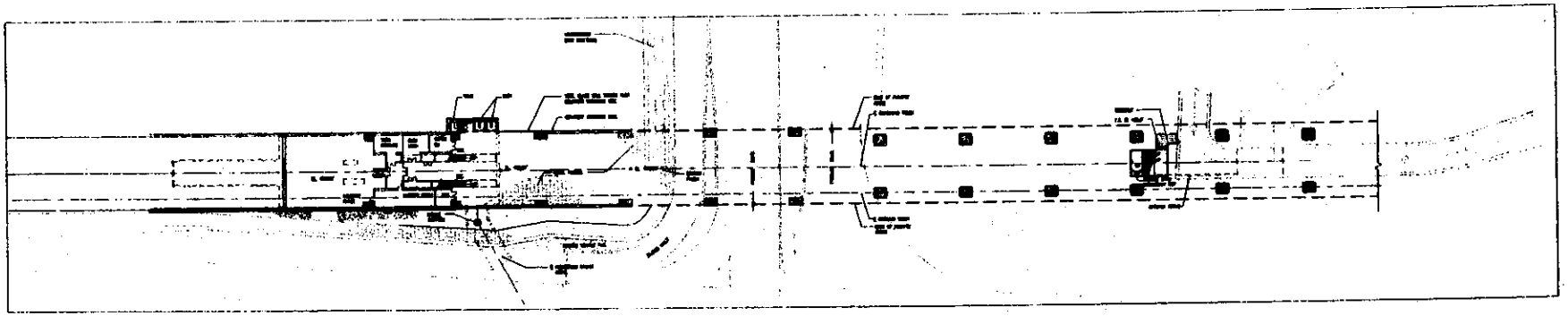
2232-P08-11



PLAN VIEW - MEZZANINE LEVEL



PLAN VIEW - PLATFORM LEVEL



PLAN VIEW - GROUND LEVEL

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.13.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAN
DATE February 26, 2008

TITLE
Tysons Central 123 Station
Dulles Corridor Metrorail Project
Station Plan View Details

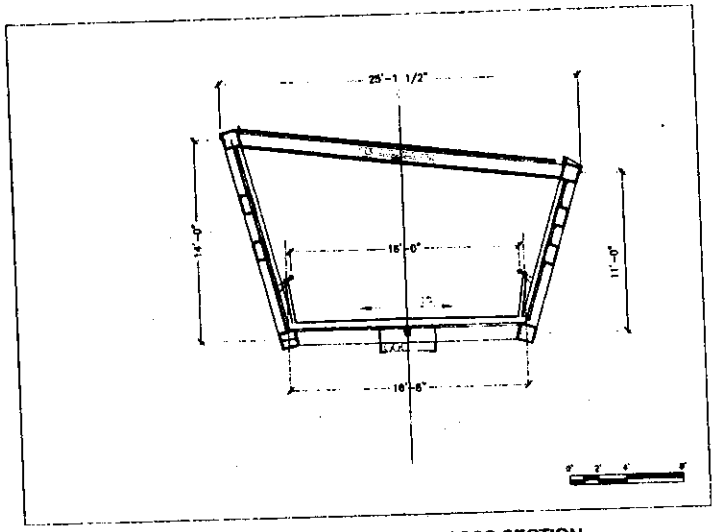
PROJECT NO M-10697

5

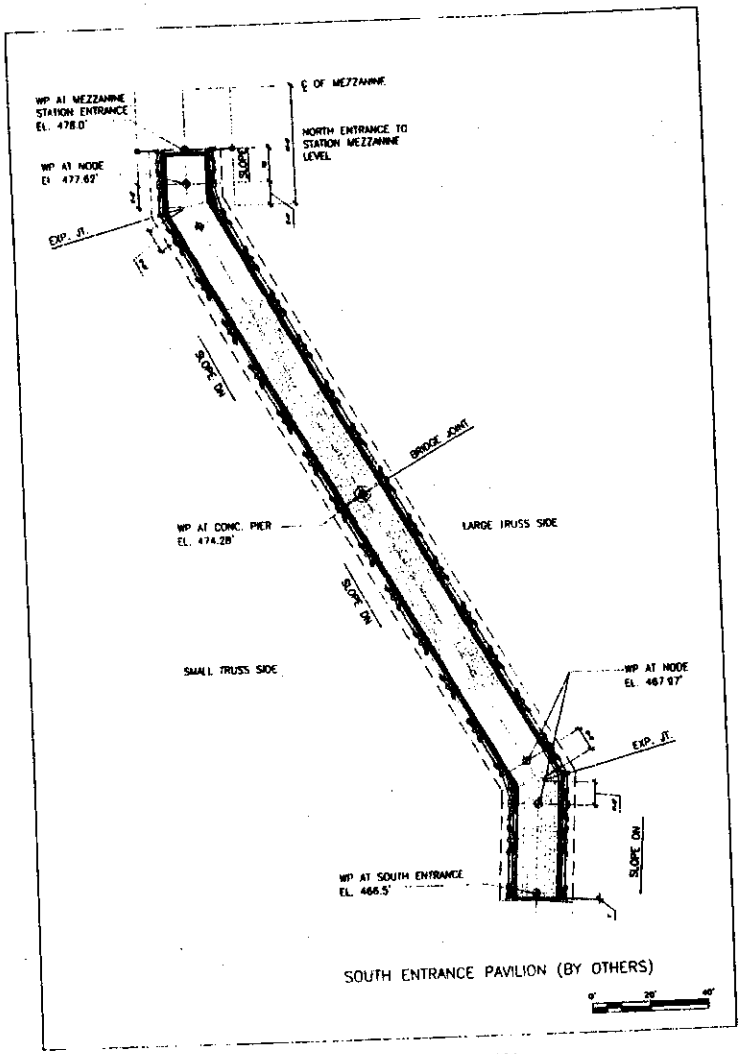
SHEET NO 5 OF 5

M-10697

2232-P08-11



PEDESTRIAN BRIDGE - CROSS SECTION



BRIDGE LEVEL FLOOR PLAN

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	JWC	
1	06.23.08	JWC	

REVISIONS

DRAWN BY JWC
APPROVED BY
CHECKED BY
DATE February 29, 2008

TITLE

Tysons Central 123 Station
Dulles Corridor Metrorail Project
Pedestrian Bridge Details

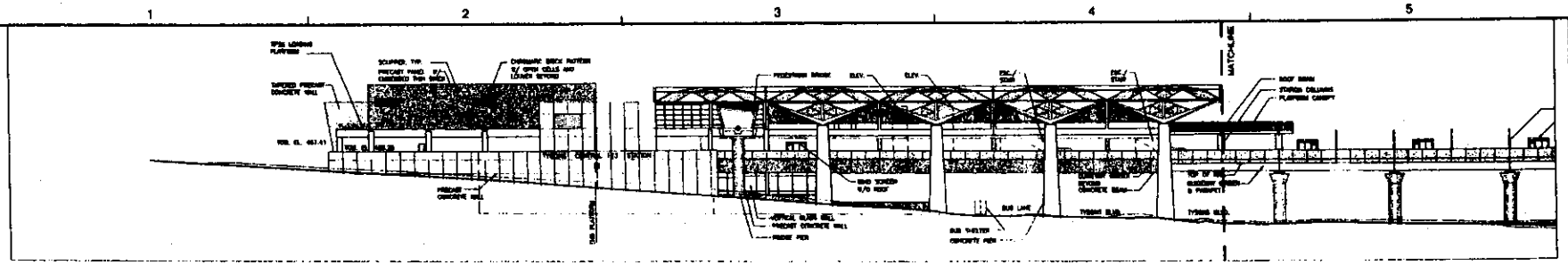
PROJECT NO. M-10897

6

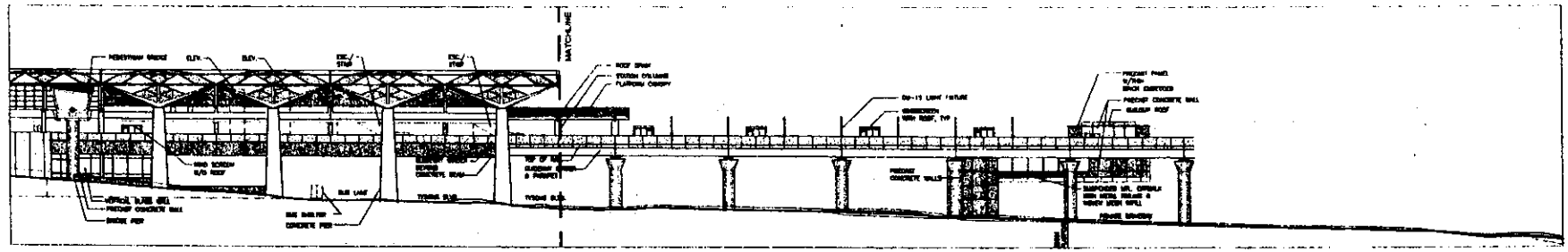
SHEET NO. 6 OF 8

M-10897

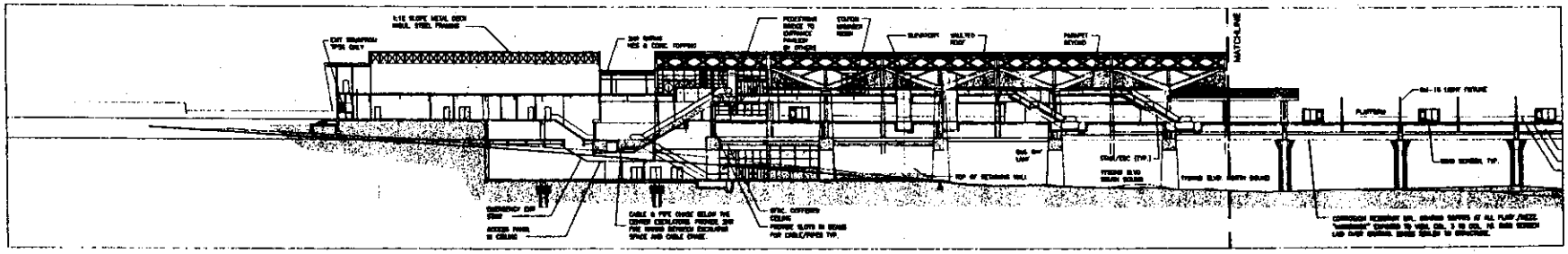
2232-P08-11



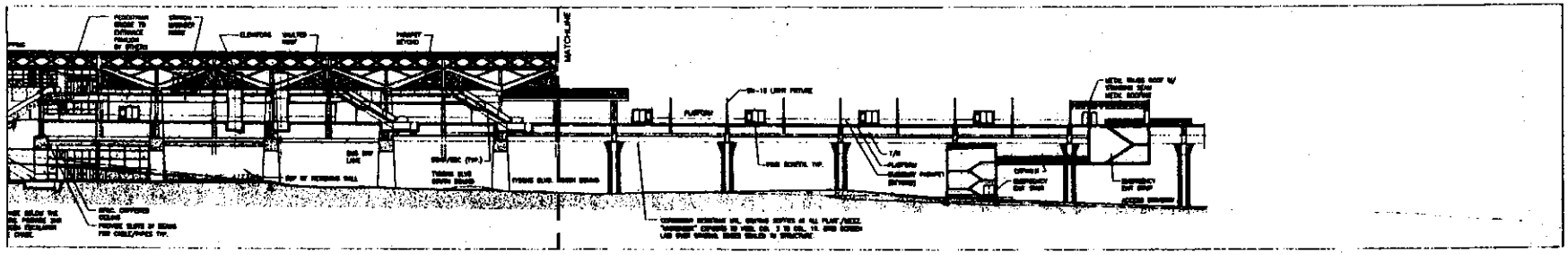
STATION ELEVATION - SOUTH



STATION ELEVATION - SOUTH (CONT)



LONGITUDINAL ELEVATION



LONGITUDINAL ELEVATION (CONT)

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

NO.	DATE	BY	Description
3	10.01.08	JMC	
1	08.22.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 26, 2008

Tysons Central 123 Station
Dulles Corridor Metrorail Project

Elevations and Sections

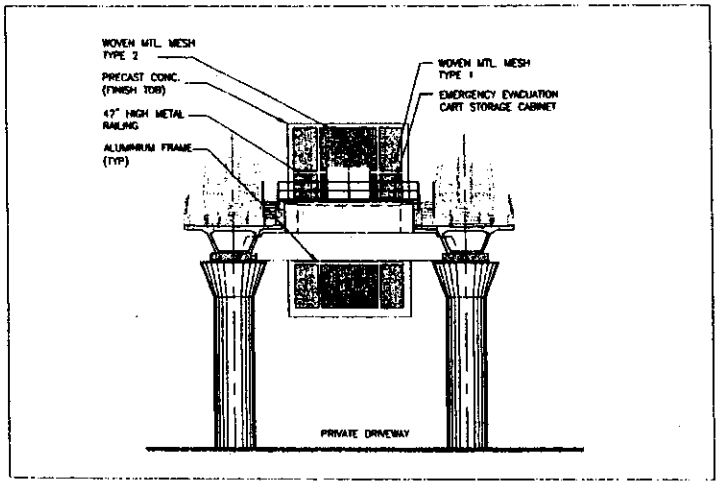
PROJECT NO. M - 10697

7

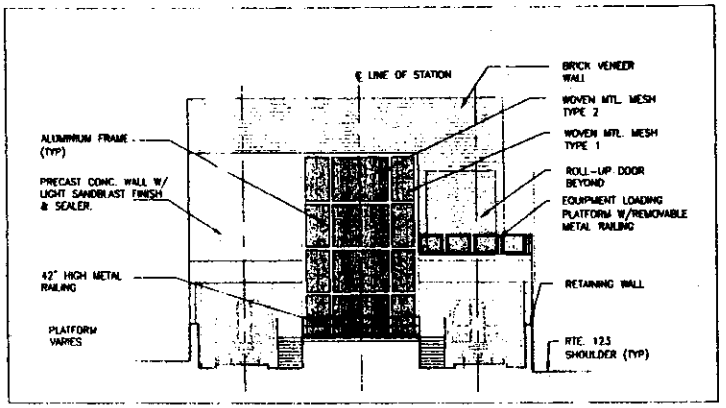
SHEET NO. 7 OF 8

M-10697

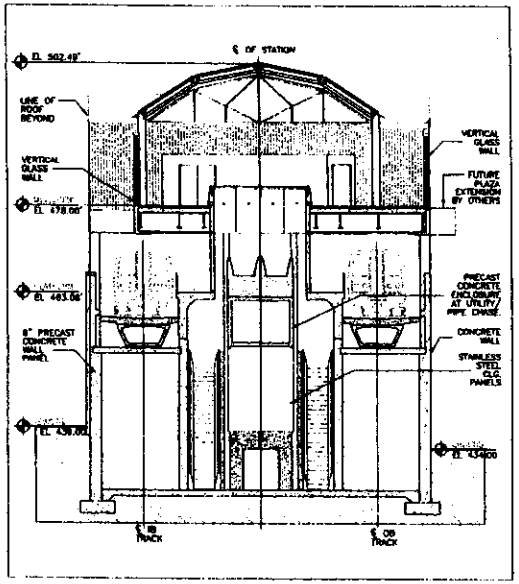
2232-P08-11



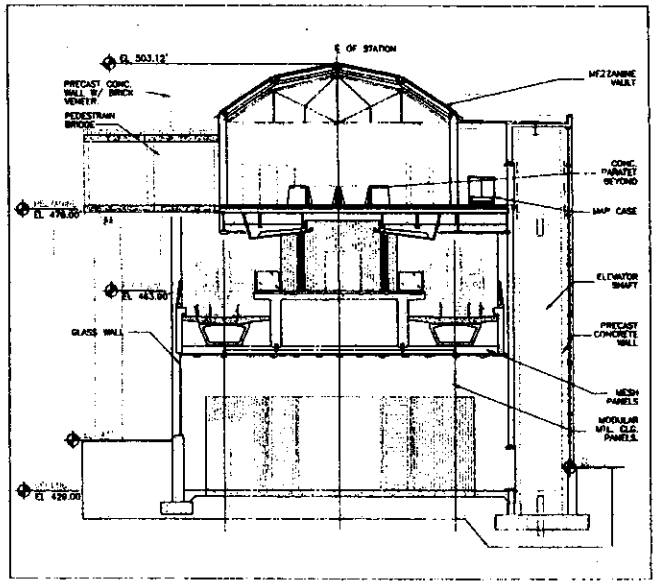
ELEVATION A
EAST END



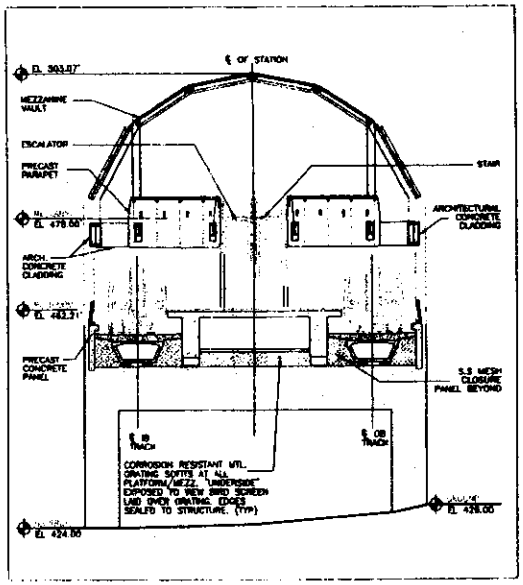
ELEVATION B
WEST END



SECTION C
BETWEEN COLUMNS 01 & 1



SECTION D
BETWEEN COLUMNS 1 & 2



SECTION E
BETWEEN COLUMNS 8 & 9

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 123 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 10' 20'

No.	Date	BY	Description
2	10.01.09	JMC	
1	06.23.09	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LMM
DATE February 20, 2009

TITLE
Tysons Central 123 Station
Dulles Corridor Metrorail Project
Elevations and Sections

PROJECT NO. M-10697

8

SHEET NO. 8 OF 8

M-10697

2232-POB-11

2232-P08-11

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

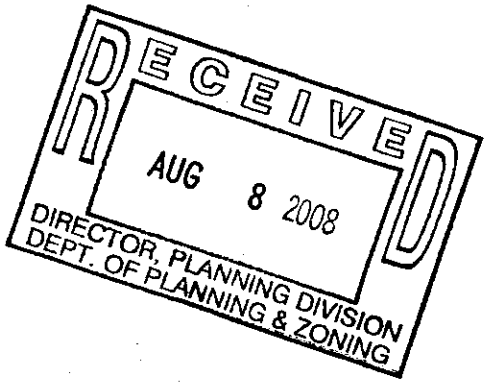
Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008

HAND DELIVERED



David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Additional submissions for Central 123 2232 application

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Central 123 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

29-4((10))5A part, 5B part, 5C part Portions of Rt. 123 ROW	Letter from Michael Harris, DRPT Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant. If you have any questions regarding these submittals, please feel free to call me.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

2232-POR-11

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

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AUG 8 2008
FAIRFAX COUNTY PLANNING DIVISION
DEPARTMENT OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons Central 123 Station
Property Status and Consent
Tax Map 29-4((10))5A part, 5B part, 5C part, 4A part
Tysons II Land Co.

HRG 12/17/08

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

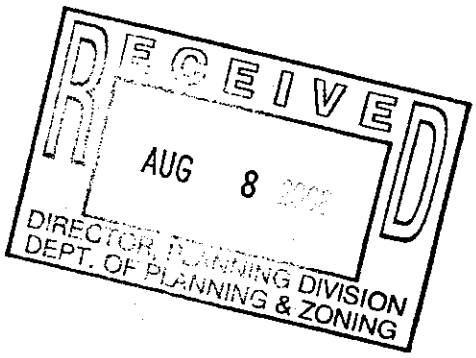
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-P08-11

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

For June 14, 2007, letter from
Pierce Homer,
Secretary of Transportation,
Commonwealth of Virginia,
see

August 7, 2008, letter from
McGuireWoods,

in **ATTACHMENT 1**

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

2232-P08-11

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

October 10, 2008

BY COURIER

David Jillson
Planning Division
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
8th Floor
Fairfax, VA 22035

RE: Consent for Central 123 2232 application; 2232-P-08-11

Dear Mr. Jillson:

Enclosed please find a letter from the Department of Rail and Public Transportation (DRPT) indicating the status of the condemnation process for the Tysons II Land Co property. The original was filed with Virginia Ruffner for the SE application. A letter from Pierce Homer indicating the State properties can be used for the purposes stated in the Project was already submitted on August 7, 2008.

If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

2232-P08-11

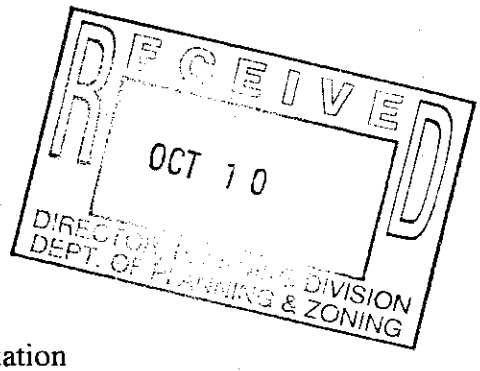
COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

October 9, 2008



Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons Central 123 Station
Property Status and Consent
Tax Map 29-4((10))4A part. 5A part, 5B part, 5C part
Tysons II Land Co.

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property has been completed, a written offer of just compensation has been presented to the property owner and after the required time period, no reasonable response was received. Therefore, MWAA with support from the Commonwealth through the Virginia Department of Transportation (VDOT) has prepared a Certificate of Take to be filed with the Circuit Court on November 3, 2008. Upon filing the Certificate of Take (which terminates the interest or estate of the owner of the property described herein), title to the property will be acquired and right of entry gained by the Commonwealth on behalf of MWAA for this project.

2232-P08-11

Please also note that concurrence with the special exception application was also requested from the owner but that request was denied.

Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Dulles Corridor Coordinator
Department of Rail and Public Transportation

RECEIVED
OCT 10
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

McGuireWoods LLP
1750 Tysons Boulevard
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Fax: 703.712.5050
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Lori Greenlief
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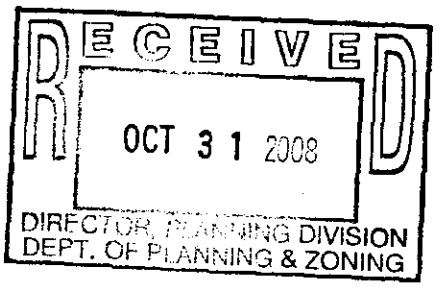
2232-P08-11

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050



October 28, 2008

BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-P08-11), Tysons Central 123

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 application based on staff's comments. I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for Tysons Corner Urban Center.

Response: The Principles of Good Design and Transit Oriented Design contained on pages 36-37 and 41-42 of the Comprehensive Plan underscore the need for function, order, identity and appeal in the design of buildings, open spaces, roadways, pedestrian paths and signage. The Metro stations (all 4) will be key components of the transformed Tysons landscape. As stated in the Plan, one of the key objectives of the Tysons Corner Plan is to encourage alternative modes of transportation. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Tysons Central 123 station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Ample access points are provided to the Tysons Central 123 station including safe passage over Route 123. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations and the program

2232-P08-11

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DEPT. OF PLANNING & ZONING

will include the 5 stations in Phase 1. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. All art displayed in the stations will be visable from the public areas of the station. This also will allow those who choose to use the pedestrian bridges to enjoy any interior artworks. Ultimately, artists chosen by a panel recommended by County Supervisors, will be assigned to each station.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed at the Tysons Central 123 station. The applicable section of the FEIS, pages 3-64 through3-78 are attached for reference.

Comment: Provide a summary detailing how noise will be mitigated.

Response: Noise impact studies were performed as part of the FEIS which considered ambient conditions and future operations of the station. No impacts were identified requiring mitigation. The noise analysis in the FEIS is lengthy and contains FTA, WMATA and County criteria. A summary, "C. Project Facilities" on page 4-102 of FEIS is attached. Note that the tracks have parapet walls on either side to reduce wheel noise. During construction, the project is subject to the requirements of the Fairfax County Noise Ordinance.

Comment: Discuss any "green" technology used?

Response: The Dulles Corridor has been called the "the economic engine" of Fairfax County and Northern Virginia. The provision of Metrorail to Dulles is a critical step for providing multi-modal and comprehensive transit options, facilitating the movement of residents, customers and employees throughout that area. The Fairfax County Policy Plan encourages the implementation of transportation strategies that reduce auto travel, minimize dependence on single-occupant automobiles and improve traffic flow, thereby reducing auto emissions.

Public transit is crucial if we as a society are going to improve air quality and reduce green house gases released into the environment. The American Public Transportation Association (APTA) states that "an individual switching to public transit can reduce his or her daily carbon emissions by 20 pounds; that's more than 4,800 pounds in a year, a figure that is more than the combined carbon emissions reduction that comes from weathering your home and using energy efficient appliances and environmentally-friendly light bulbs." APTA goes on to state that "if just one commuter of a household switches from driving to using public transportation, the household's carbon footprint will

2232-POP-11

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DEPT. OF PLANNING & ZONING

be reduced by 10 percent. If a household gives up its second car altogether, a household can reduce carbon emissions by 30 percent."

Other than the obvious provision of alternative mode of transportation in the Dulles Corridor, below are some of the energy conserving aspects of the rail development:

- All steel has a 25 - 35% recycled content today.
- We are using fluorescent bulbs in many fixtures - tunnel areas, service rooms, pedestrian bridges, mezzanine and platform ceilings
- Use of LED lighting in handrails, and fixtures at platform capable of using LED in the future
- The system employs an Advanced Energy Management System (AEMS) that monitors energy consumption and provides for control and limits availability of electrical features unless needed
- Site lighting is actuated by photo sensors
- Site lighting uses cutoffs to reduce fugitive light, minimizing light pollution
- Rain gardens and redirected runoff are a featured concept in landscaping - providing increased ground water recharge and irrigation
- Increased use of free-ventilating spaces where possible to minimize energy intensive environmental controls
- Increased use of skylights and glazed storefront windows to increase contribution of natural lighting
- Increased attention to jobsite management of waste materials - increased recycling content and reduction of materials sent to landfills

Comment: What are the number of lanes provided for Rt. 123 and Rt. 7?

Response: Route 123 is planned for 3 through lanes in each direction with left and right turn lanes. Rt. 7 is planned for 3 through lanes in each direction with left, right and auxiliary lanes.

Comment: How is stormwater management addressed?

Response: Stormwater runoff from the station is collected in a closed system and routed into the existing pond on the Tysons II Land Company property. The design will be submitted to DCR in the near future for review.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

Response: The landscaping concept includes screening of the station wall and buffering the hardscape along Route 123, as well as screening the site from future development to the north of the station. Trees will be planted

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in planting strips that are a minimum of five feet wide. Tree calipers will be two inches in diameter. No tree grates will be used.

Comment: Provide benches at the station entrance.

Response: The applicant has no objection to a development condition requiring the provision of benches outside of the station entrance. It is noted that within the station, at the ground level entrance, there will be public space for seating or possibly retail uses.

Comment: Coordination the location of bike lockers with Charlie Strunk.

Response: The bike locker location has been coordinated with Charlie Strunk and such is reflected on the plat.

Comment: Provide explanation of timing and responsibility of construction for south entrance pavilion.

Response: Tysons Corner Holdings LLC and Tysons Corner Property Holdings LLC ("The Owners") entered into a Metrorail Facilities Agreement with The Virginia Department of Rail and Public Transportation on January 9, 2007. A copy is included for reference. To summarize, this agreement states that the Owners are responsible for the design and construction of the southern pavilion and bus plaza. If the Owners fail to commence construction in compliance with the rail project schedule, Fairfax County, through the proffers associated with RZ 2004-PR-044 or DRPT will demand dedication upon 60 days notice and DRPT will construct the improvements. In accordance with the agreement, DRPT will provide project schedule updates to the Owners.

Page 46 of the CDP/FDP for Tysons Corner Center shows the location and design of the proposed southern entrance pavilion. Proffer 50 associated with RZ 2004-PR-044 requires the execution of the agreement described above and specifically addresses the owners responsibility to construct the pavilion and bus plaza area.

2232-P08-11

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

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Attachments:

1. Revised 2232 Statement, clean and blacklined
2. Section 3.5 Cultural Resources of FEIS
3. Page 4-102 of FEIS, Noise Impacts
4. Agreement with Tysons Corner Holdings LLC and Tysons Corner Property Holdings LLC

ATTACHMENT 2a

For information regarding Section 106 of the National Historic Preservation Act, see **ATTACHMENT 1a**

"3.5 Cultural Resources"
Pages 3-64 through 3-78

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Social Effects

ATTACHMENT 2b

For information regarding Noise Impacts,
see **ATTACHMENT 1b**

Page 4-102

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Environmental Effects

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METRORAIL FACILITIES AGREEMENT

THIS METRORAIL FACILITIES AGREEMENT is dated January 9, 2007, and is by and between TYSONS CORNER HOLDINGS LLC and TYSONS CORNER PROPERTY HOLDINGS LLC, each of which is a Delaware limited liability company (jointly, the "Owners"), and THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION, a body politic of the Commonwealth of Virginia ("DRPT").

Background:

A. The Owners are the fee and/or leasehold owners of certain real property commonly known as the Tysons Corner Center super-regional shopping mall, which is identified on the Fairfax County Tax Map as 29-4 ((1)) 35A and 35C and 39-2 ((1)) 2, 4 and 5 (collectively, the "Property").

B. The Property is situated in Fairfax County, Virginia, the Owners having acquired the Property by deeds recorded in Deed Book 15694, at Page 1925 and Deed Book 10007, at Page 1118, among the land records of Fairfax County, Virginia (the "Land Records").

C. The Owners have filed an application with Fairfax County to rezone the Property to the Planned Development Commercial District, which application is pending as of the date of this Agreement (the "Rezoning"). The Rezoning of the Property is being done in contemplation of a mixed-use development of the Property over a period of years, as shown on a plan entitled "Conceptual/Final Development Plan RZ 2004-PR-044 (With Rail Option)," dated November 15, 2004 and revised through January 8, 2007, prepared by Patton, Harris, Rust & Associates of Chantilly, Virginia (the "Plan").

D. DRPT is responsible for the construction of an extension of Metrorail service ("Metro") under what is commonly referred to as the Dulles Corridor Rail Project (the "Project"), which will include stations in the vicinity of the Property, and in particular the Tysons Central 123 Metro Station, which is proposed to be constructed at or near the intersection of Route 123 and Tysons Boulevard (the "Station").

E. The parties desire to accommodate certain connections between the Property and the Station, and to provide for the construction and maintenance of facilities that will provide for those connections.

NOW THEREFORE, in consideration of the mutual promises contained herein, and the exchange of other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

Terms and Conditions of Agreement:

1. The Plan and the Project identify that there will be an elevated pedestrian bridge between the Station and the Property (the "Bridge"), which is shown and labeled on

2232-P08-11

the Plan as the "Pedestrian Bridge Connection to Metro Station" or an underground pedestrian connection between the Station and Property. DRPT agrees to the alignment of the Bridge and to the approximate location of its landing on the Property. Except as provided in the following sentence, DRPT shall construct and maintain the Bridge at its sole cost and expense. Notwithstanding the foregoing, if the Bridge design that DRPT intends to use for Project contracting purposes does not incorporate a handrail-to-handrail width of 16' or more, then upon completion and opening of the Bridge, the Owners shall reimburse DRPT for the agreed cost of widening the Bridge from 12'± to 16' (handrail-to-handrail). DRPT estimates this reimbursement to be $305,360 in 2006 dollars and DRPT will provide the Owners with an updated estimate of the cost of this work prior to the commencement thereof for the Owners' review and acceptance. The effect of the foregoing will be that if DRPT incorporates a pedestrian Bridge having a handrail-to-handrail width of 16' or more into the design for the Station or an underground pedestrian connection, the Owners shall not be responsible for the cost of the widening of this Bridge.

2. The Plan identifies that there will be an entrance pavilion that will be built along the northern edge of the Property. This is shown and labeled on the Plan as "2-E South Entrance Pavilion" (the "Pavilion"). DRPT agrees to the approximate location of the Pavilion. The Pavilion shall provide for sufficient access (further defined in Section 5) between the ground level bus plaza and the Bridge or underground pedestrian connection.

3. The Plan identifies that there will be a four-bay bus plaza that will also be built along the northern edge of the Property, adjacent to the Pavilion. This is shown and labeled on the Plan as "Bus Plaza" (the "Bus Plaza"). DRPT agrees to the approximate location of the Bus Plaza. The Bus Plaza indicates four bus bays; however, DRPT only requires three bus bays. DRPT shall only reimburse the Owners for three of the four bus bays as further described in para. 5 below.

4. The Owners will be responsible for reconfiguring Route 123 to be all 11' lanes for the area between the center median in Route 123 and the Bus Plaza, if VDOT approves this reconfiguration, and provided that the additional space created by such lane reconfiguration is used to accommodate the vertical circulation for the Station on the north side of Route 123, the South Entrance Pavilion or the Bus Plaza on the south side of Route 123.

5. Owners shall design and build the Pavilion and the Bus Plaza. DRPT shall reimburse the Owners for Owners' expenditures in constructing the Pavilion and three bays of the Bus Plaza. The amount of such reimbursement is estimated to be $6,067,168 in 2006 dollars, in accordance with the budget prepared by DRPT and attached hereto as Attachment 2, and DRPT will provide the Owners with an updated estimate of the cost of this work prior to the commencement thereof for the Owners' review and acceptance. Reimbursement shall be provided to the Owners in the form of customary construction progress draws, based on certified percentage

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of completion by the Owners, with payments to be made within thirty (30) days of submission. To the extent that the cost of the Pavilion and the Bus Plaza exceeds the amount that DRPT is obligated to reimburse the Owners, then the excess cost shall be borne by the Owners, and such excess shall be fully paid or spent by the Owners on such improvements before DRPT is required to commence reimbursement payments to the Owners. The Owners shall design and build the Pavilion and Bus Plaza in compliance with applicable design criteria, specifications and requirements of the Project. Owners shall provide the following vertical circulation devices in the Pavilion: at a minimum, one stairway, one ascending escalator, one descending escalator and two elevators.

6. The Pavilion and Bus Plaza must be operational, including a positive acceptance inspection by DRPT and WMATA, in compliance with the Project construction schedule provided by DRPT and reasonably accepted by the Owners. Additionally, construction of the Pavilion and Bus Plaza must be advanced in accordance with any interface milestones required to facilitate construction of the Bridge. Likewise, DRPT shall complete the Bridge (or underground pedestrian connection) prior to the opening of the Station. DRPT, WMATA and the Owners shall coordinate their respective design, construction and construction inspection work in a manner so as to ensure that the Bridge (or underground pedestrian connection) and the Pavilion are compatible and meet the Project design requirements. To that end, Owners shall grant to DRPT any reasonably necessary construction and utility easements to facilitate the connection of the Bridge (or underground pedestrian connection) to the Pavilion, and also to permit installation of connections with the Bus Plaza. Other specific Pavilion and Bus Plaza requirements include, but are not limited to, those outlined in the hereto attached Exhibit A. The Owners shall provide DRPT reasonable access to the facilities and all design drawings during construction for periodic inspections.

7. DRPT shall provide Owners with prior written notice of the Station's opening not less than three years prior to the scheduled opening. Such notice shall be accompanied with a detailed construction schedule pertaining to DRPT's work. All work to be performed by the Owner shall be in accordance with the Project construction schedule provided by DRPT and reasonably accepted by the Owners.

8. Upon acceptance of the Project, it is assumed that WMATA shall be responsible for maintenance of the Bridge (or underground pedestrian connection) and the Bus Plaza, and those portions of the Pavilion that serve the Bus Plaza and the Bridge/underground pedestrian connection (including vertical circulation devices). The Owners shall contribute to such maintenance in an equitable amount. Such maintenance responsibilities shall be evidenced by separate agreement between the Owners and WMATA. Representatives of the Owners shall have the right to enter those portions of the Pavilion and Bus Plaza for which WMATA is responsible for routine cleaning and maintenance.

9. Subsequent to completion of the Pavilion, the Bus Plaza and the Bridge/underground pedestrian connection, the Owners shall dedicate the land for the Bus Plaza to Fairfax County in fee simple and grant permanent access easements to Fairfax County and WMATA to provide for access to the Pavilion and bus egress from the Bus Plaza to Route 123. Dedication of the land for the Bus Plaza shall be completed incrementally, with land area for three bus bays to be dedicated with Phase 1 and land area for the fourth bus bay to be dedicated with Phase 2, as indicated in the Plan. The Owners shall not be entitled to receive and shall waive the right to obtain compensation for such dedication of land and conveyance of easements, and the dedication of land and conveyance of easements will be evidenced by recorded instruments in the Land Records. The Owners shall prepare the plats and legal instruments and pay any fees associated with the recordation of the documents unless DRPT chooses to prepare and record the documents.

10. If the Owners fail to commence construction of the Pavilion or the Bus Plaza in compliance with the Project construction schedule provided by DRPT and reasonably accepted by the Owners or fail to complete and dedicate the land and grant the easements described above in a timely manner, Fairfax County through proffers associated with RZ 2004-PR-044 or DRPT shall demand dedication of the underlying land and the conveyance of the requisite easements for construction and permanent operations on sixty (60) days' prior written notice, and then DRPT may complete the improvements for the Pavilion and the Bus Plaza in accordance with WMATA's prototypes for those facilities and Sheet 46 of the Plan. The Owners shall (i) dedicate in fee simple to the County the area of land necessary for the Bus Plaza as specified on Sheet 46 of the Development With Rail CDP/FDP and (ii) convey necessary easements to the County for construction and permanent operations of the Bus Plaza and the South Entrance Pavilion. No demand for dedication shall be made prior to the execution of a Full Funding Grant Agreement in favor of DRPT or its successor(s) in interest by all requisite parties in respect of the Project. Subsequent to this construction, if the Owners choose to continue with their development as indicated in the Plan, the Owners may do so in coordination with Fairfax County and DRPT to ensure that modifications to the Bus Plaza and the Pavilion may be made to allow these facilities to integrate with the development as indicated in the Plan. The Owners shall prepare the plats and legal instruments and pay any fees associated with the recordation of the documents unless DRPT chooses to prepare and record the documents.

11. The dedication of land described in Sections 9 and 10 shall be subject to the reservation that such land area shall at all times be used solely for bus, transit, emergency and ancillary support purposes, and shall expressly exclude the right of DRPT, WMATA or Fairfax County to develop or re-develop the Bus Plaza area or any air rights relating thereto for any uses other than those approved by the Owners, or uses in which DRPT, WMATA or Fairfax County and the Owners are joint venturers.

2232-P08-11

12. This rights and obligations of the parties under this Agreement are expressly conditioned on the approval of the Rezoning by the Fairfax County Board of Supervisors. If the Rezoning is not approved by the Fairfax County Board of Supervisors on or before February 28, 2007, then this Agreement shall automatically be null and void without further action by either party.

13. The parties agree that the rights, privileges and obligations contained in this Agreement shall be binding upon the parties and their successors and assigns, if any.

14. This Agreement may be executed in counterparts, which, taken together, shall constitute one and the same instrument.

15. The parties agree that the Project and the Plans are in substantial conformance with the 100% Preliminary Engineering Dulles Metrorail plans (with modifications currently under review for changes to the mezzanine and the pedestrian bridge). Minor modifications in these plans may occur as a result of design changes, site engineering conditions or other factors. The parties agree to adapt to these changes as long as they conform to RZ 2004-PR-044 and have the approval of Fairfax County and will best serve to connect the Station with the Property. Should the cost estimates provided in Sections 1 and 5 change to reflect design modifications to the Station or the Bridge, such as but not limited to a change in the elevation of the Station mezzanine above the tracks, the Owners and DRPT shall coordinate to adjust the cost estimates indicated to accurately reflect the costs associated with the modified design.

16. DRPT shall have the right to assign all of its rights and obligations under this Agreement to the Metropolitan Washington Airports Authority without the consent of the Owners. DRPT shall give prompt written notice of the assignment to the Owners."

{SIGNATURES APPEAR ON FOLLOWING PAGES}

2232-P08-11

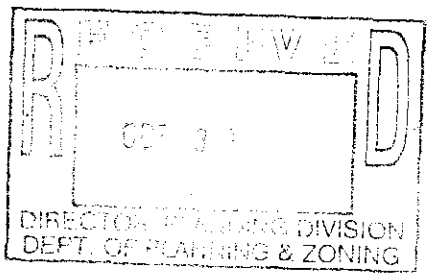
FURTHER WITNESS the following signatures and seals.

TYSONS CORNER HOLDINGS LLC,
a Delaware limited liability company
Owner of Tax Map #39-2 ((1)) 2, 4 and 5

By: TYSONS CORNER LLC,
a Virginia limited liability company,
its sole member

By: MACW TYSONS, LLC,
a Delaware limited liability company,
its member

By: _____
Name: Thomas E. O'Hern
Title: Executive Vice President



COMMONWEALTH OF VIRGINIA
COUNTY OF _____, to wit:

I the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that _____ as _____ of MACW TYSONS LLC, whose name is signed to the foregoing Agreement, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this _____ day of _____, 2007.

My commission expires:

_____

_____
Notary Public

2232-PD8-1

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of LOS ANGELES } ss.

On 19 January 2007 (Date) before me, Kristen McCormick, Notary Public (Name and Title of Officer (e.g., "Jane Doe, Notary Public")),

personally appeared Thomas Olivera (Name(s) of Signer(s))

☑ personally known to me

☐ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

KRISTEN MC CORMICK
Commission # 1563627
Notary Public - California
Los Angeles County
My Comm. Expires Apr 20, 2009

WITNESS my hand and official seal.

Place Notary Seal Above

Signature of Notary Public

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer is Representing: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

Signer's Name: _____

☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney in Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____

Signer is Representing: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

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2232-P08-11

TYSONS CORNER PROPERTY HOLDINGS LLC,
a Delaware limited liability company
Owner of Tax Map # 29-4 ((1)) 35A and 35C

By: TYSONS CORNER PROPERTY LLC,
a Virginia limited liability company,
its sole member

By: MACW TYSONS, LLC,
a Delaware limited liability company,
its member

By: _____
Name: Thomas E. O'Hern
Title: Executive Vice President

COMMONWEALTH OF VIRGINIA
COUNTY OF _____, to wit:

I the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that _____ as _____ of MACW TYSONS LLC, whose name is signed to the foregoing Agreement, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this _____ day of _____, 2007.

My commission expires:

_____
Notary Public

_____

2232-P08-11

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California
County of LOS ANGELES } ss.

On 19 January 2007 (Date) before me, Kristen McCormick, Notary Public (Name and Title of Officer (e.g., "Jane Doe, Notary Public")),
personally appeared Thomas O'Hern (Name(s) of Signer(s)),

☑ personally known to me

☐ proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

KRISTEN MC CORMICK
Commission # 1563627
Notary Public - California
Los Angeles County
My Comm. Expires Apr 20, 2009

WITNESS my hand and official seal.

Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of Attached Document

Title or Type of Document: _____

Document Date: _____ Number of Pages: _____

Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney In Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

RIGHT THUMBPRINT OF SIGNER
Top of thumb here

Signer's Name: _____
☐ Individual
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Attorney In Fact
☐ Trustee
☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

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VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION

By: Matt O. Tucker
Name: Matthew O. Tucker
Title: Executive Director

COMMONWEALTH OF VIRGINIA
COUNTY OF Richmond (to wit:

I the undersigned Notary Public, in and for the jurisdiction aforesaid, do hereby certify that Mathew Tucker as Executive Director of THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION, whose name is signed to the foregoing Agreement, appeared before me and personally acknowledged the same in my jurisdiction aforesaid.

GIVEN under my hand and seal this 26th day of March, 2007.

Notary Public

My commission expires:
31 March 2011

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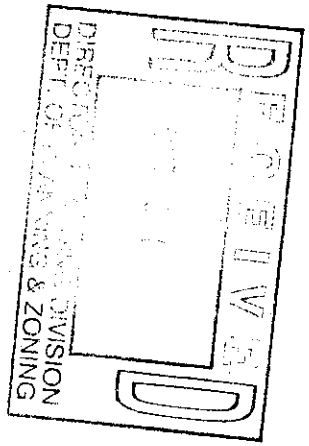
Dulles Corridor Metrorail Project
Tysons 123 Station / Macerich Interface
Estimated Cost Summary
Pavilion and Bus Plaza

Attachment 2
Summary

Bid Item #	Description	TOTAL (2006$)*	Comments
41011012	TC 123 - South Entrance Pavillion	$ (1,729,506)	Building
30101012	T6 Tysons Central 123 - Elevators	$ (1,192,895)	Tys C123 El #3 - 24' VR
30201012	T6 Tysons Central 123 - Escalators	$ (814,660)	Tys C123 Escal #4 - 26.1' VR
	Design	$ (136,329)	
SUBTOTAL SOUTH PAVILLION		**$ (3,873,390)**	
62401013	Tysons Central 123 Bus Stop Area	$ (2,043,922)	2066 sf
63001011	Partial T6 Tysons Corner - MPT/MOT	$ (57,332)	Allowance
62601013	Partial T6 Tysons C 123 Sta - Landscaping	$ (92,525)	Allowance
SUBTOTAL BUS STOP AREA		**$ (2,193,779)**	
TOTAL EQUIVALENT COST *		***$ (6,067,168)***	

Note: *Cost data based on 100% PE capital cost estimate



2232-P08-11

BidNum	Bid Item Description	Activity	Description	Units	Quantity
	South Entrance Pavillion	01540.001	Scaffolding - Brick & Block	SF	3371
	double wide	02315.001	Structural Excavation	CY	741
		02315.005	Structural Backfill	CY	195
		02315.01	Haul out & Stockpile	CY	503.84
		02370.10	Gravel 6"	CY	55
		0311.1252	Form Wall	SF	8450
		0311.1261	SIP Forms, Elevated Slab	SF	475
		0311.1352	Form Columns & Beams	SF	3056
		0311.1911	P/S Slab on grade Forms	SF	1242
		0315.250	Construction Joints	LF	28
		0321.2000	Reinforcing Steel	TN	54.3
		0321.2010	Embeds	LB	813
		0331.1250	Wall Concrete	CY	164
		0331.1251	Concrete In Place, Fdn Mat	CY	414
		0331.1350	Concrete - Column & Beam	CY	33
		0331.3390	Cure Concrete	SF	12747
		0335.3350	Finish Conc	SF	475
		0339.1212	Patch Wall	SF	9768
		0339.1213	Patch Column	SF	1737
		0339.1520	WWM	SF	475
		0340.2000	Precast Granite Sill	VLF	37
		0422.1000	Concrete Masonry Block - 8 In	SF	785
		0422.2001	Brick Veneer - Norman	SF	3371
		0485.0010	F.A.I Granite Landing	SF	77
		0512.117	Str Stl Erect - Entrance Pavilion	TN	28.87
		0572.2005	Handrail SStl with Screen	LF	245
		0575.2000	Install Sorim - screen	SF	190
		07220.001	Roof & Deck - Sheathing	SF	3200
		0761.001	Standing Seam Roof	SF	3200
		0761.003	Soffit - Standing Seam Roof	SF	1317
		0761.004	Fascia – Standing Seam Roof	SF	602
		0811.200	Hollow Metal Door & Frame	EA	2
		0811.300	Hollow Metal Dr & Frame - Pair	EA	2
		0811.500	Finish Hardware	EA	6
		0835.100	Furnish & Install - S.S. Folding Gate	SF	240
		0852.1000	Aluminum Frame Windows	SF	564
		0881.200	Elevator Passageway Glass	SF	156
		0897.100	Glass Curtain Wall	SF	1069
		0934.100	Lay Paver Tile	SF	330
		0938.2013	Install Granite Paver	SF	315
		0951.002	Furn & Install - Susp Metal Pan Ceilin	SF	1884
		09510.002	Susp Ceiling Support System	SF	1884
		0998.250	Floor Sealer	SF	515
		12400.100	Signs & Identification Devices	LS	1
		1606.41681	Grounding Grid	LF	80
	Total South Entrance Pavillion				

2232-P08-11

Dulles Corridor Metrorail Project
100% PE Bus Drop Off

Attachment 2
Sheet 2.2

***BidItem	BidItem Description	***Activity	Description	Units	Quantity
62401013	Tysons Central 123 Bus Stop Area	0222.008	Site Demolition - Concrete Curb	LF	595
		0222.009	Site Demolition - Pavement	SY	532.4
		0222.011	Site Demolition - Remove Striping	LF	800
		0222.014	Demolition - small Structures	EA	5
		0222.510	Sawcut	LF	400
		0223.001	Site Clearing - Clearing & Grubbing	ACRE	0.44
		0223.002	Site Clearing - 12" Root Mat Removal	CY	723.77
		02315.001	Structural Excavation	CY	1025.7
		02315.002	Fill - 6" Gravelbed	CY	73.4
		02315.005	Structural Backfill	CY	163.7
		02315.0052	Struc Backfill - Small Bldg	CY	336
		0245.650	Drive Piles - Retaining Walls	VLF	5238
		0263.0PLUG	Stormdrain - Plug/Mod. Pipe/MH	EA	2
		0271.0100	Base Course	SY	1463.8
		0275.0100	Concrete Pavement 6" - 8"	SY	229.6
		0276.0710	Striping - 4"	LF	2400
		0276.0780	Striping - Symbols	EA	10
		0277.0440	Curb & Gutter - CIP	LF	538
		02775.0450	Sidewalk 6'	SF	9225
		02775.0451	Sidewalk Scoring 3' x 3'	SF	28087
		02775.400	Sidewalk - Precast 6"x6"	SF	6316
		02775.401	Sidewalk - Precast Paver Base	CY	58.5
		02775.402	Sidewalk Exp Joints	LF	1010
		0287.1000	Site Furnishings	LS	1
		0289.007	Traffic - Signs	EA	15
		0315.240	Place Const Joint	LF	7238
		0315.250	Construction Joints	LF	550
		0321.2000	Reinforcing Steel	TN	3.26
		0331.1911	Place Conc - Slab on Grade	CY	1197
		0331.3390	Cure Concrete	SF	675
		0335.120	Cure, Protect, Finish Slab	SF	11291.4
		0512.119	Str Stl Erect - Bus Canopy	TN	20
		07220.001	Roof & Deck - Sheathing	SF	3305
		0761.001	Standing Seam Roof	SF	2725
		0761.002	Furnish & Install - Acoustical Roof Deck	SF	3305
		0761.005	F & I Shingles	SF	580
		0771.2000	Roof Drainage	LF	500
		0862.200	Skylights	SF	195
		0997.100	Str Steel Painting, 2-Coats	SF	2200
		12400.100	Signs & Identification Devices	LS	1
		1606.416810	Grounding Grid	LF	250
		16525.001	Lighting fixtures	EA	5
62801013	T6 Tysons C 123 Sta - Landscaping	02930.200	Landscaping - Exterior Plants	LS	1

2232-P08-11

25071-000-106-GAMT-00004a03

Dulles Corridor Metrorail Project
Tysons 123 Station / Macerich Interface
Ped Bridge Comparison

Attachment 3
Summary

Bid Item #	Description	TOTAL (2006$)	Comments		Description	TOTAL (2006$)	Comments	DELTA $'s
100% PE PEDESTRIAN BRIDGE				*16 FOOT WIDE PEDESTRIAN BRIDGE*				
41091021	TC 123 - Foundation Ped Bridge	$ 117,192	Caisson 2.5' dia. 180 ft long (per Pier)		TC 123 - Foundation Ped Bridge	$ 131,157	Caisson 6' dia. 70 ft long (per Pier)	$ 13,966
41091022	TC 123 - Piers Ped Bridge	$ 190,679	2 Piers		TC 123 - Piers Ped Bridge	$ 253,182	2 Piers	$ 62,504
41091023	TC 123 - Superstr. Ped Bridge	$ 1,639,422	Bridge Span 276 ft width 11 ft		TC 123 - Superstr. Ped Bridge	$ 1,903,872	Shorter Bridge Span 255 ft width 16 ft	$ 264,450
41091024	TC 123 - Architectural - Ped Bridge	$ 1,236,916			TC 123 - Architectural - Ped Bridge	$ 1,203,226		$ (35,689)
*Total Estimate 100% PE Pedestrian Bridge**		$ 3,186,078		*Total Estimate 16' wide Pedestrian Bridge*		$ 3,491,438		$ 305,360

Note: *Cost data based on 100% PE capital cost estimate

2232-B8-11

Dulles Corridor Metrorail Project
100% PE bridge

Attachment 3
Sheet 3.1

BidItem	BidItemDescription	Activity	Description	Units	Quantity
41091021	TC 123 - Foundation Ped Bridge	0247.002	Install Caissons	LF	360
		0321.1900	Caissons - Rebar	LB	15,053
41091022	TC 123 - Piers Ped Bridge	0311.0013	Fab Pile Cap	SF	256
		0311.1200	Form Pile Cap	SF	288
		0311.1350	Fabricate Cols	SF	407
		0311.1352	Form Cols	SF	1626
		0321.2000	Reinforcing Steel	TN	17.11
		0321.2010	Embeds	LB	200
		0331.1260	Column Concrete	CY	104.6
		0331.1910	Place Conc - Pile Cap	CY	32
		0331.3390	Cure Concrete	SF	1914
		0339.1213	Patch Column	SF	1626
		0339.1215	Patch Pile Cap	SF	288
		1606.41681	Grounding Grid	LF	708
41091023	TC 123 - Superstr. Ped Bridge	0331.1280	Suspended Slab Concrete	CY	64.5
		0331.3390	Cure Concrete	SF	3482
		0335.110	Place Screed	SF	3482
		0336.3350	Finish Conc	SF	3482
		0339.1217	Patch Sus Slab	SF	3482
		0339.1520	WWM	SF	3482
		0512.300	Str Steel Erect - Ped Bridge	TN	144.04
		0531.100	Furnish & Install Metal Deck	SF	3482
41091024	TC 123 - Architectural - Ped Bridge	0531.100	Furnish & Install Metal Deck	SF	6875
		0572.200	Handrail - SStl with Screen	LF	522
		0575.2000	Install Scrim - screen	SF	7823
		0581.0200	Exp Joint Assy - Floor,1" Space Alum	LF	65
		0581.0800	Exp Joint Assy - Wall, 1" Space, Alum	LF	180
		0581.200	Exp Joint Assy - Roof, Alum	LF	125
		07220.001	Roof & Deck - Sheathing	SF	7136
		0761.001	Standing Seam Roof	SF	7136
		0771.2000	Roof Drainage	LF	100
		07710.100	Roof Gutter, Ped Bridge Standing Sea	LF	274
		0862.200	Skylights	SF	100
		0934.100	Lay Paver Tile	SF	2366
		0938.200	Granite Edge	SF	698
		0951.002	Furn & Install - Susp Metal Pan Ceilin	SF	4368
		09510.002	Susp Ceiling Support System	SF	4368
		0997.100	Str Steel Painting, 2-Coats	SF	54344
		12400.100	Signs & Identification Devices	LS	1

2232-PDB-11

Dulles Corridor Metrorail Project
16' Wide Bridge
(TCC / Macerich)

Attachment 3
Sheet 3.2

BidItem	Act ID	Description	QTY	Unit
	0247.002	Install 6' dia, 70 ft long caisson	140	lf
	0321.19	Caisson - Rebar	33,720	lb
41091021		*Foundation Ped Bridge*		
	0311.0013	Fab Pile Cap	294	SF
	0311.1200	Form Pile Cap	331	SF
	0311.1350	Fabricate Cols	937	SF
	0311.1352	Form Cols	1771	SF
	0321.2000	Reinforcing Steel	14	TN
	0321.2010	Embeds	230	LB
	0331.1260	Column Concrete	78	CY
	0331.1910	Place Conc - Pile Cap	32	CY
	0331.3390	Cure Concrete	2201	SF
	0339.1213	Patch Column	1870	SF
	0339.1215	Patch Pile Cap	331	SF
	1606.41681	Grounding Grid	814	LF
41091022		Piers Ped Bridge		
	0331.1280	Suspended Slab Concrete	80	cy
	0331.3390	Cure Concrete	4332	sf
	0335.110	Place Screed	4332	sf
	0335.3350	Finish Conc	4332	sf
	0339.1217	Patch Sus Slab	4332	sf
	0339.1520	WWM	4332	sf
	0512.300	Str Steel Erect - Ped Bridge	167	tn
	0531.100	Furnish & Install Metal Deck	4332	sf
41091023		Superstr Ped Bridge		
	531.1	Furnish and install metal deck	6880	sf
	572.2	Handrail	510	lf
	575.2	Install scrim screen	6970	SF
	581.02	Exp jt flr	65	lf
	581.08	Exp jt wall	180	lf
	581.2	Exp jt roof	125	lf
	7220.001	roof sheathing (densdeck and mtl dck)	6880	sf
	781.001	standing seam	6880	sf
	771.2	rf drainage	100	lf
	7710.1	rf gutter	274	lf
	862.2	skylights	100	sf
	934.1	paver tile	4332	sf
	934.2	granite edge	510	sf
	951.002	ceiling pnl	6370	sf
	9510.002	ceiling susp sys	6370	sf
	997.1	painting	44410	sf
	12400.1	signs	1	ls
41091024		Architectural - Ped Bridge		

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METRORAIL FACILITIES AGREEMENT
Exhibit A

REQUIREMENTS FOR PAVILION AND BUS PLAZA:

- Pavilion design for aerial alignment shall provide structural support for the south end of the Bridge. Structural design to comply with VUSBC and Washington Metropolitan Area Transit Authority (WMATA) Design Criteria. Coordinate with loading requirements and support configuration to be provided by the Project.

- Pavilion design shall incorporate the following ancillary spaces: Elevator Machine Room, Escalator Equipment Room, Electrical Room and Yard Storage Room, with all associated mechanical and electrical systems provided in accordance with the Project design requirements. The minimum size and configuration of these spaces/rooms shall be as shown in the Project's Pavilion drawings.

- Hydraulic Elevators for which WMATA will become responsible for maintenance shall comply with Project design requirements including WMATA Standard Specifications and Design Criteria. They shall also provide the same capacity and, to the extent practicable, be the same model and of the same manufacturer as to be installed by the Project at other similar locations.

- Escalators for which WMATA will become responsible for maintenance shall be heavy duty transit type escalators and shall comply with Project design requirements including WMATA Standard Specifications and Design Criteria. They shall also provide the same capacity and, to the extent practicable, be the same model and of the same manufacturer as to be installed by the Project at other similar locations.

- Lighting levels at the Pavilion and Bus Plaza shall, at a minimum, comply with Project design requirements. Lighting controls for Pavilion and Bus Plaza areas shall be coordinated with Station lighting controls.

- Bus shelter/windscreens and site furnishings shall be provided and installed by the Owner. Bus shelter/windscreen design and site furnishings shall be as shown in the Project drawings and specifications, and shall incorporate provisions for public phones. Note that alternative designs can be considered, subject to approval by WMATA.

- Pavilion design shall incorporate a fire department connection and routing for the fire line to the Bridge serving the station. Owners shall ensure the

2232-P08-11

provision of a fire hydrant in an adjacent location acceptable to the jurisdictional fire/life safety authority.

- Pavilion design shall incorporate provisions for installation of WMATA fire and intrusion alarm systems, and other communication systems in locations required by Project design requirements. Provisions shall include, but not be limited to, conduit, junction boxes, preparation of doorframes and other work necessary to allow installation of devices and wiring by the Project. Conduit shall terminate at point of interface to be determined.

- Pavilion design shall incorporate provisions for securing access to the Bridge during Metrorail non-revenue hours, such as the swing gates indicated in the Project drawings. Note that alternative provisions may be considered, subject to approval by WMATA.

- Pavilion and Bus Plaza design shall incorporate provisions for the installation of signage to be furnished by the Project, including provision of power where required for illuminated signs and map cases.

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McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

December 10, 2008

BY EMAIL

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Clarification of Response to Staffing Comments regarding SE 2008-PR-035 and 2232 application (2232-P08-11), Tysons Central 123

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to clarify one of the responses contained in my letter of October 28, 2008. The response to the comment about providing benches at the station entrance should read:

Response: The applicant has no objection to a development condition requiring the provision of benches outside of the station entrance. It is noted that within the station, at the ground level entrance, public space for seating will be provided as well as possible retail uses subject to conformance with the proffered rezoning.

Please contact me if you have any questions. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

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McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

December 22, 2008

VIA ELECTRONIC MAIL AND FIRST CLASS MAIL

David Jillson
Suzanne Lin
12055 Government Center Parkway
7th and 8th floors
Fairfax, VA 22035

RE: Traction Power Substation at Tysons East, 123 and 7

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to confirm that a traction power substation is included in the SE request and incorporated as one of the train rooms for the Tysons East, Tysons 123 and Tysons 7 stations. Thank you.

Sincerely,

Lori Greenlief
McGuireWoods LLP

cc: Frank Turpin, DTP
Rick Stevens, FDOT

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lson, David

om: Turpin, Frank [Frank.Turpin@DullesTransitPartners.com]
ent: Monday, January 12, 2009 2:12 PM
o: Jillson, David
c: Greenlief, Lori R.
ubject: RE: Another question

id, give me a call if more is needed.

During the construction of TC123, TC7, and TW, will Rte 123 and Rte 7 be widened to 6 or 8 through lanes ?

Sections of temporary roadway installed on eastbound Rt 7 during metrorail construction will be 4 lanes. As the permanent eastbound Rt 7 is completed, it will have 4 lanes beginning at the ramp from Dulles Tollroad eastbound onto Rt 7 and continuing to and under the Rt 123 overcrossing. As westbound Rt 7 is completed, it will have 4 lanes from the intersection of the frontage road (across Rt 7 from the entrance to Marshalls Shopping Center) to the exit ramp to eastbound Dulles Tollroad. Additional left and right turning lanes are provided at street intersections. The 4th lane being added in each direction is a shared "through/right turn" lane. It replaces the service roads on both sides of Rt 7 where they exist today. Right turn movements into driveways are allowed from these lanes, and the lanes extend on Rt 7 through the project area.

Street work on Rt 123 is incidental, and adding lanes is not within the project scope.

If either road (or both) will be widened to 6 lanes, do the plans for the stations allow for future widening of both roads to the inned 8-lane configuration ?

The plans for the Central 123 Station do allow for an additional 4th lane on Rt 123 to be constructed in each direction.

ank Turpin
)W Manager

ılles Corridor Metrorail Project
95 Spring Hill Road
enna, VA 22182

ıone: 703-852-5995
nail: frank.turpin@dullestransitpartners.com

rom: Greenlief, Lori R. [mailto:lgreenlief@mcguirewoods.com]
ent: Monday, January 12, 2009 11:08 AM
o: Turpin, Frank
ubject: FW: Another question

rank - Can you respond to David today?

ori R. Greenlief
and Use Planner

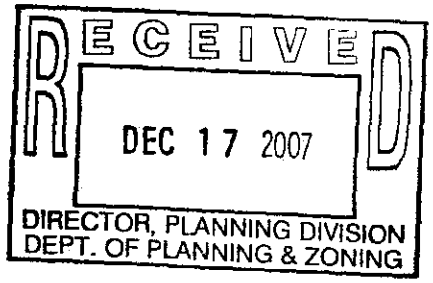
McGUIREWOODS
/cGuireWoods LLP
750 Tysons Boulevard

1/12/2009

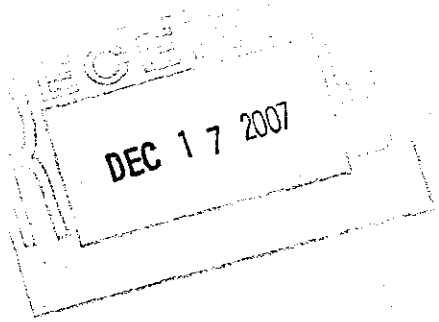
2232-MD08-12

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ATTACHMENT 3



December 11, 2007



Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project
Application for Determination Pursuant to Sect. 15.2-2232 of the Code of Virginia Tysons Central 7 Station

Letter No: MWAA-00093

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority acting in coordination with the Virginia Department of Rail and Public Transportation is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority for an electrically-powered regional rail transit facility to be known as Tysons Central 7 Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary)
- A property identification table
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered.
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

TC7

2232-MD08-12

If you have any questions regarding these submissions or need additional information, please contact Lori Greenlief at McGuireWoods LLP at (703)712-5433.

Sincerely,

Charles S. Carnaggio, PE
Project Director
Dulles Corridor Metrorail Project

CSC/rm/ml

cc: James Van Zee, MWAA
Supervisor Linda Q. Smyth, Providence District
Supervisor Cathy Hudgins, Hunter Mill District
Ken A. Lawrence, Providence District Planning Commissioner
Frank de la Fe, Hunter Mill District Planning Commissioner

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COUNTY OF FAIRFAX, VIRGINIA

APPLICATION FOR DETERMINATION
PURSUANT TO
SECTION 15.2-2232 OF THE CODE OF VIRGINIA

Application Number: 2232-MD08-12
(assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

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(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address 8359 and 8348 Leesburg Pike

City/Town Vienna, VA Zip Code

APPLICANT(S)

Name of Applicant Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Street Address 1593 Springhill Road, Suite 300

City/Town Vienna State VA Zip Code 22182

Telephone Number: Work (703) 572-0500 Fax (___) ___

E-mail Address ___

Name of Applicant's Agent/Contact (if applicable) Jonathan Rak/Lori Greenlief

Agent's Street Address 1750 Tysons Blvd. Suite 1800

City/Town Mclean State VA Zip Code 22102

Telephone: Work (703) 712-5433 (Lori) Fax (___) ___

2232-MD08-12

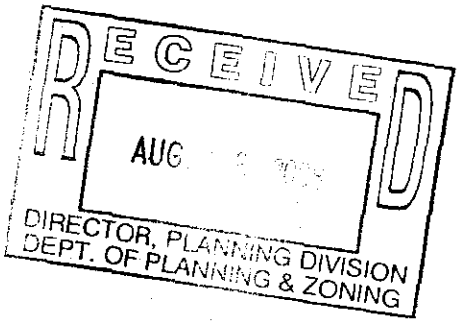
PROPOSED USE

Street Address 8359 and 8348 Leesburg Pike

Fairfax Co. Tax Map and Parcel Number(s) See attached

Brief Description of Proposed Use

The proposed use is an electrically powered regional rail transit facility.



Total Area of Subject Parcel(s) 2.51 acres (acres or square feet)

Portion of Site Occupied by Proposed Use 2.51 acres (acres or square feet)

Fairfax County Supervisor District Providence/Hunter Mill

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Right-of-way and commercial

Zoning of Subject Property C-7 and C-8, HC AND SC LR6 10/1/08

List all applicable Proffer Conditions, Development Plans, Special Exceptions, Special Permits or Variances previously approved and related to this site

N/A

PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address

City/Town State Zip Code

2232-MD08-12

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

Name of Applicant or Agent Charles S. Carnaggio, P. E.

Signature of Applicant or Agent Charles S. Carnaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

****

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FOR STAFF USE ONLY

Date application received: 12/17/07

By:

Additional information requested to complete application:

Date application accepted: 6/26/08

By:

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
TYSONS CENTRAL 7 STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
29-3	Station Platform and Mezannine, Pedestrian Bridges	Providence, Hunter Mill	Metrorail Facility		Commonwealth of Virginia	Leesburg Pike, Route 7	
29-3 ((1)) 71A pt	North Entrance Pavilion	Providence	Metrorail Facility	C-8, HC, SC	Marbish LLC Bishmar LLC	North Side of Route 7	6101 Ed Crone Lane, Frederick, MD 21703 5700 Sugarbush Lane, Rockville, MD 20852
29-3 ((1)) 32 pt	South Entrance Pavilion	Hunter Mill	Metrorail Facility	C-7, HC, SC	Commonwealth of Virginia	South Side of Route 7	

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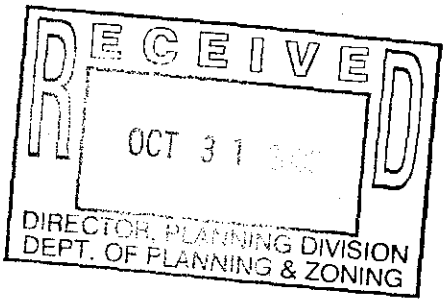
Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Tysons Central 7 Station

STATEMENT OF JUSTIFICATION

August 20, 2008



INTRODUCTION AND OVERVIEW

The Metropolitan Washington Airports Authority (MWAA) in coordination with the Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively "the Applicant", requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metro station located in the median of Rt. 7 and portions of the lots directly to the north and south of the station as shown on the plat included in this application.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions which were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Tysons Central 7 station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transportation Authority issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969 and the Locally Preferred Alternative (LPA) for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

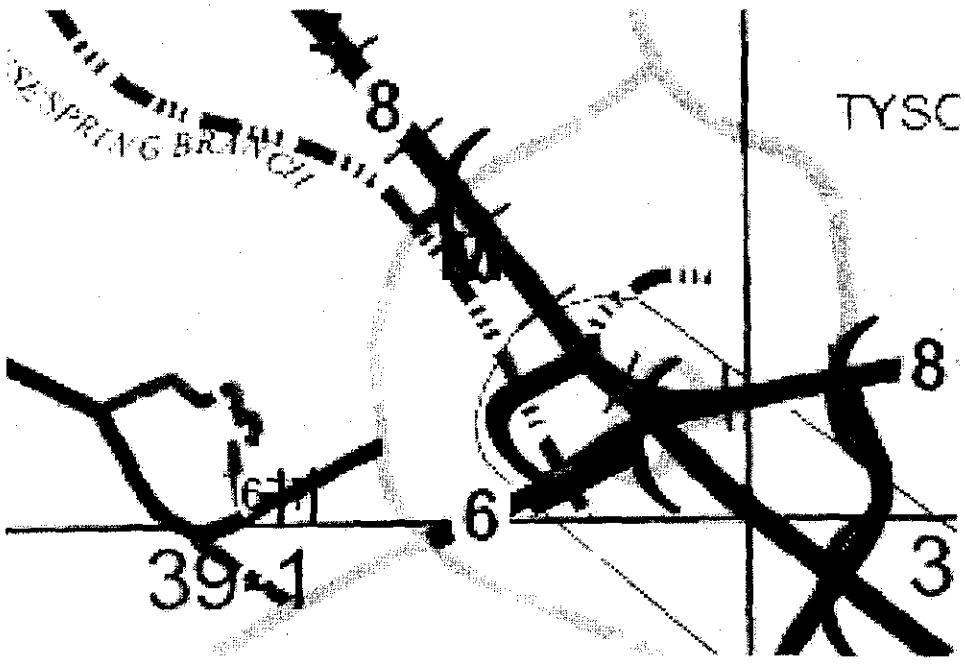
2232-MD08-12

COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i").

Specifically, the proposed location for the Tysons Central 7 station is within Sub-Unit D-1 south of Rt. 7 and subunits M-1 and M-2 north of Rt. 7 within the Tysons Corner Urban Center portion of the Area II plan. Language within Sub-Units D-1, M-1 and M-2 contain land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located in proximity to Subunits D-1, M-1 and M-2. This is where the station is proposed in this 2232 application and the accompanying special exception application.

Additionally, below is a segment of the County Transportation Plan Map which shows the envisioned location for a Metro station as proposed in this application.



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SECTION 15.2-2232 APPLICATION FOR THE TYSONS CENTRAL 7 STATION

1. Description of the Use

The proposed Tysons Central 7 station, located in the median of Rt. 7 west of it's intersection with Rt. 123, will be the third transit station stop available to passengers traveling west out of the East Falls Church Station and from locations farther east.

The station platform and mezzanine will be located in the median of Rt. 7 and there will be entrance pavilions located on the north and south sides of Rt 7 with elevated pedestrian bridges over Rt. 7 to access the station. Included with this application is a copy of the Special Exception plat and reference drawings which give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-powered regional rail transit facility
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends.
- Daily Patronage: The Dulles Corridor Metrorail extensions ridership is projected to be 59,000 by 2013, including 3,306 daily boardings at the Tysons Central 7 Station.
- Proposed number of employees: One employee (the station agent) assigned full time per shift, with additional employees present at various times to perform maintenance tasks, provide security and conduct operations assistance.
- Estimate of traffic impact: Park & Ride and Kiss & Ride facilities will not be provided, and feeder and/or circulator bus service is not planned to serve this station. Therefore, no traffic impact is anticipated.
- Vicinity of area to be served: Tysons Corner and the metropolitan area east of I-495
- Description of building and façade: The station will be brick veneer and concrete, consistent with WMATA's criteria for character and quality appropriate for public transit facilities. Elevations and section drawings are provided with this submittal as reference drawings.

  Listing of Hazardous or Toxic Substances on site: Environmental site assessments have been conducted for land parcels comprising both entrance pavilions of the Tysons Central 7 Station. Record reviews for the north pavilion area (Merchant's Tire and Auto site) indicate the site was originally used for agricultural purposes and developed in the early 1970's

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as an automotive repair shop. Petroleum releases associated with both the site and adjacent properties are documented within records of the Virginia Department of Environmental Quality (DEQ). All cases are currently closed and the site in not subject to any known environmental regulatory program. Record reviews for the south pavilion area (Tysons Square Center site) indicate that this site has always been undeveloped and was originally situated around agricultural areas. The site was cleared in the 1960's to make way for parking areas associated with Tysons Square Center. The site is not currently subject to regulatory action. Soils borings and groundwater samples were obtained and analyzed from both sites to support acquisition of the properties by the Commonwealth of Virginia. The assessments confirmed existence of petroleum contamination (residual or associated with adjacent properties), and a soil management plan was recommended by DEQ for implementation during construction.

WMATA Metrorail stations and parking structures themselves do not generate hazardous waste, although there are a number of industrial products that are used in the operation and maintenance of a station. These products include (but are not limited to) paints and associated paint solvents, lead-acid batteries, and oils and lubricants. WMATA manages these products and associated waste in accordance with state and federal laws.

- Conformity of Proposed Use: The proposed changes conform to the provisions of all applicable ordinances, regulations, adopted standards and any applicable conditions.

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, population is expected to increase 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. Among the Guiding Planning Principles adopted by the Tysons Land Use Task Force in October of 2006 is the transformation of Tysons Corner from a suburban office park into a 24/7 activity center which will inherently mean an increase in the housing stock. Given the increase in jobs, residential population and general activity level projected for Tysons Corner, strategically placed Metro stops are essential to move the flow of people in and out of Tysons. Further, the Metropolitan Washington Airport Authority forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use alone is projected to reach 55 million trips by 2035, more than twice the current level. Therefore, alternative access to the airport is also essential.

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The general philosophy behind the placement of the transit stations in Tysons Corner was the ability to serve separate hubs within the area coupled with the goal of maximizing the efficiency of the system with respect to ridership. Alternative locations for stations and differing numbers of stations within Tysons Corner were evaluated with this goal in mind in preparation for the publication of the Draft EIS in 2002. The final location of the Tysons Central 7 station was refined in an Environmental Assessment approved by the Federal Transportation Authority in the Amended ROD issued in November 2006.

3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metro Project is to provide an alternate transportation mode to the automobile for this increasing residential and employment population in the Dulles Corridor and generally improve transportation service in the corridor.

Specifically, around the Tysons Central 7 station, no traffic impacts are anticipated as there will be no parking, kiss & ride facilities or bus bays. Pedestrian access to the station will be by way of entry pavilions on the north and south sides of Route 7 and pedestrian bridges to the station.

Noise Impacts

In preparation for the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise proposed in the study area: Metrorail train passbys, articulated express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at park-and-ride lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Tysons Central 7 Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail. Consistent with the use of parapet walls installed along the aerial trackway for noise mitigation elsewhere within Tysons Corners, the Central 7 Station will utilize parapet walls on the trackway through the station.

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Impacts of Environmental Features of the Site

The Tysons Central 7 Station is partially at-grade and partially above grade in the median of Route 7. The entrance pavilions on the north and south sides of Route 7 are located in areas presently paved for commercial uses. No streams or wetlands are impacted and the area is not within a floodplain.

Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions from motor vehicle traffic associated with the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated from the construction and operation of the project. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects from the proposal on surface water resources; surface was quality; wetland systems; and floodplains. The Metrorail projects have been carefully designed to minimum impacts to water quality and stormwater management has been computed and handled on a systemwide basis.

Visual Impacts

The proposed location for the Tysons Central 7 station is surrounded by office and retail development, zoned C-37 and C-8. The station and its connecting aerial trackway and elevated pedestrian bridges will be visible to pedestrians and motorists on Route 7 and from adjacent properties as well as many high-rise buildings in the Tysons area. The station area is within a transportation corridor and a highly developed commercial area. The construction materials and design of the station and station canopy will fit into the urban character of Tysons Corner. The station entrance pavilions will be attractively landscaped to soften their visual impact.

4. Alternative Sites Considered for the Proposal

As stated previously, an alternative number and possible location shifts for stations were evaluated for the Tysons Corner area as a whole. The final location for the Tysons Central 7 Station was refined during preliminary engineering and was addressed in an Environmental Assessment approved by the Federal Transit Administration in an amended ROD issued in November 2006.

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CONCLUSION

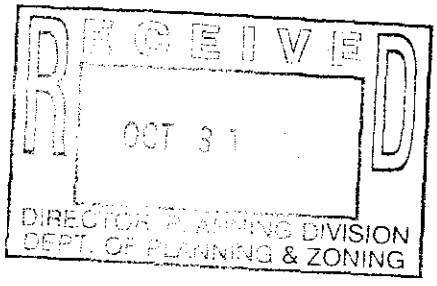
The proposed Tysons Central 7 Station and entrance pavilions are consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map. The following is offered in addition to the foregoing information to specifically to address the standards under Va. Code Sec. 15.202232, as amended:

Location: The proposed location of the Tysons Central 7 station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters to Tysons Corner.

Character: The proposed station within Tysons Corner will be compatible with the high-density urban character of the area and the Plan's vision of Tysons Corner as an Urban Center.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. Stations within Tysons Corner are integral to the operation rail to Dulles and the Tysons Central 7 station will further that goal.

The Applicant respectfully requests support of this 2232 application by County Staff and the Planning Commission.

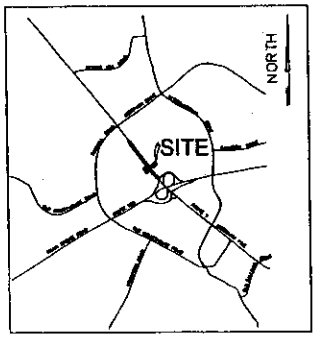


TYSONS CENTRAL 7 STATION

DULLES CORRIDOR METRORAIL PROJECT

Providence District and Hunter Mill District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP
SCALE : 1" = 2,000'

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Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

Sheet Index

1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN AND SIGN PLAN
4. STATION PERSPECTIVE, ILLUSTRATIVE, NOTES, & TABULATION
5. STATION PLAN VIEW DETAILS
6. NORTH ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
7. SOUTH ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
8. ELEVATIONS AND SECTIONS
9. ELEVATIONS AND SECTIONS

Tysons Central 7 Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

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Dewberry & Davis LLC

DRPT
Virginia Department of Rail and Public Transportation

DULLES TRANSIT PARTNERS, LLC

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

COMMONWEALTH OF VIRGINIA
RUSSELL A. WEBER
Lic. No. 019977
9/10/08
SEAL

Revised August 5, 2008
Revised June 4, 2008
November 19, 2007

M-10672

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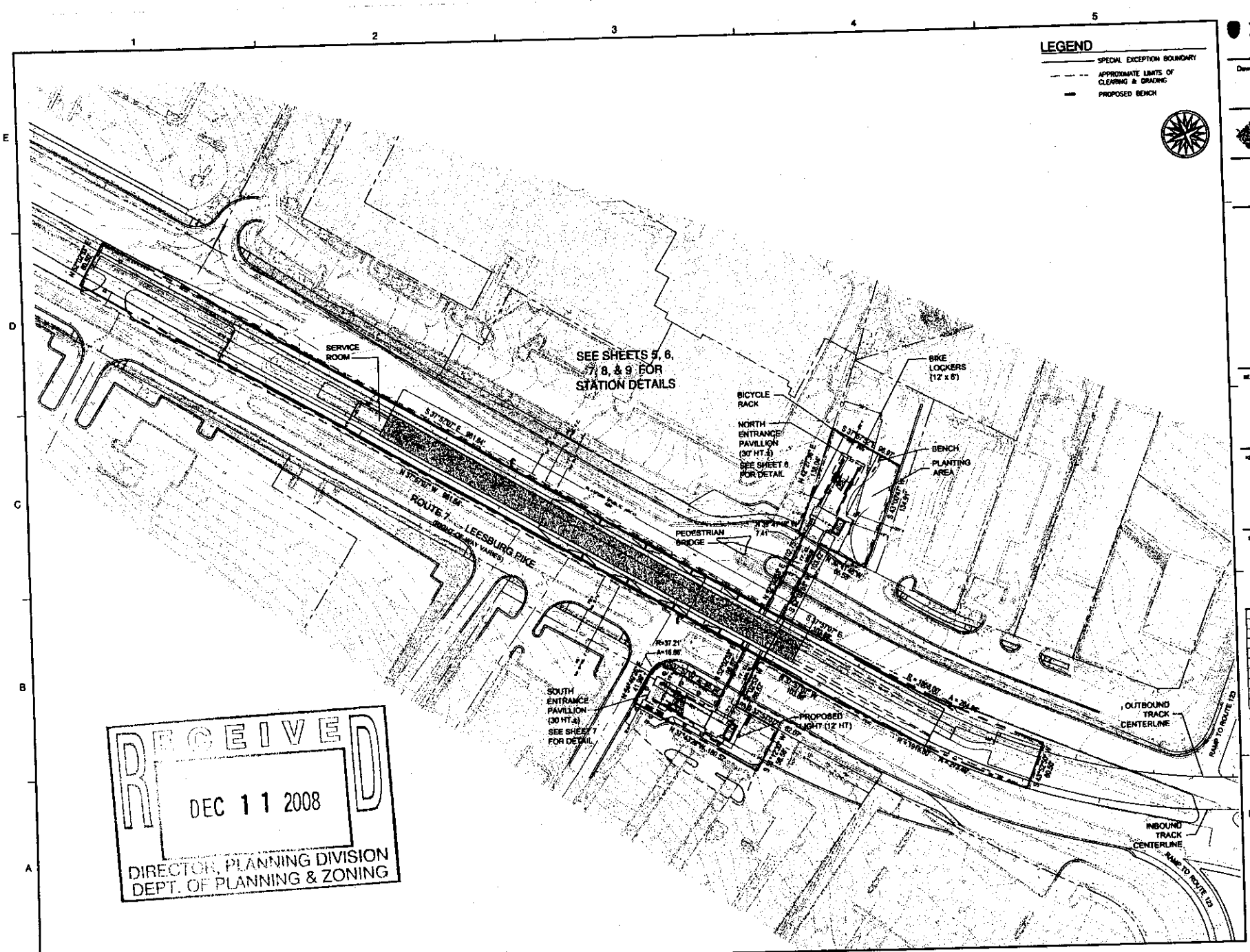

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Dewberry & Davis LLC

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Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 50' 100'

No.	DATE	BY	Description
2	08.05.08	JMC	
1	06.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE November 19, 2007

TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
Special Exception Plat
2232 Plan

PROJECT NO. M-10672

2

SHEET NO. 2 OF 9

M-10672

2232-MD08-12

EXISTING VEGETATION INVENTORY

COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGES	CONDITION	ACREAGE	COMMENTS
DEVELOPED LAND	N/A	N/A	GOOD TO FAIR	2.51± AC	PARKING LOT LANDSCAPING
		TOTAL ACREAGE:		2.51 AC	

LEGEND

- PROPOSED BENCH
- PROPOSED SHADE TREE
- PROPOSED FLOWERING TREE
- PROPOSED EVERGREEN SHRUBS

SERVICE ROOM

BIKE LOCKERS (12' x 6')

BICYCLE RACK

NORTH ENTRANCE PAVILLION (30' HT.)

A03

BENCH

PLANTING AREA

A03

ROUTE 7 - LEESBURG PIKE (PUBLIC WAY VARIES)

PEDESTRIAN BRIDGE

A03

SOUTH ENTRANCE PAVILLION (30' HT.)

PROPOSED LIGHT (12' HT)

OUTBOUND TRACK CENTERLINE

RAMP TO ROUTE 123

INBOUND TRACK CENTERLINE

RAMP TO ROUTE 123

SIGN A02 - SITE PYLON SIGN TYPICAL

BLUE PORCELAIN ENAMEL APPLIQUE

WHITE PORCELAIN ENAMEL APPLIQUE LETTERING

PORCELAIN ENAMEL Finish

Tysons Central 123 Station

SIGN A03 - STATION ENTRANCE SIGN TYPICAL

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Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

Russell A. Werner
Lic. No. 016377
9/1/08

KEY PLAN

SCALE
0' 50' 100'

No.	DATE	BY	Description
2	08.05.08	JMC	
1	08.04.08	JMC	

REVISIONS

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APPROVED BY
CHECKED BY LAS
DATE November 19, 2007

TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
Landscape Plan, Sign Plan & Existing Vegetation Map

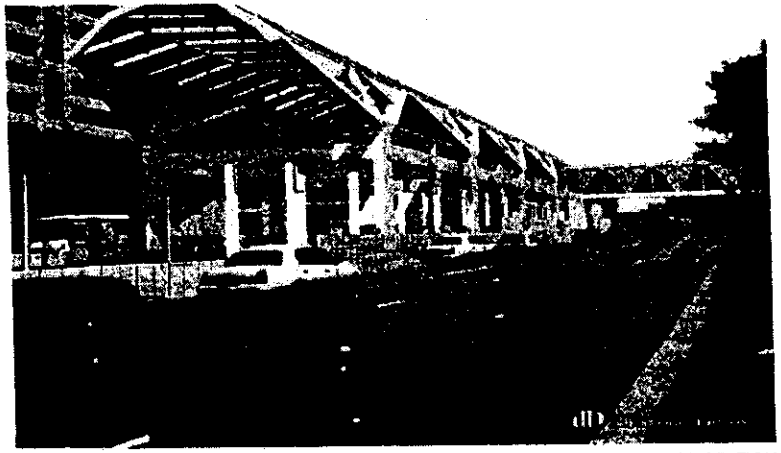
PROJECT NO. M-10672

3

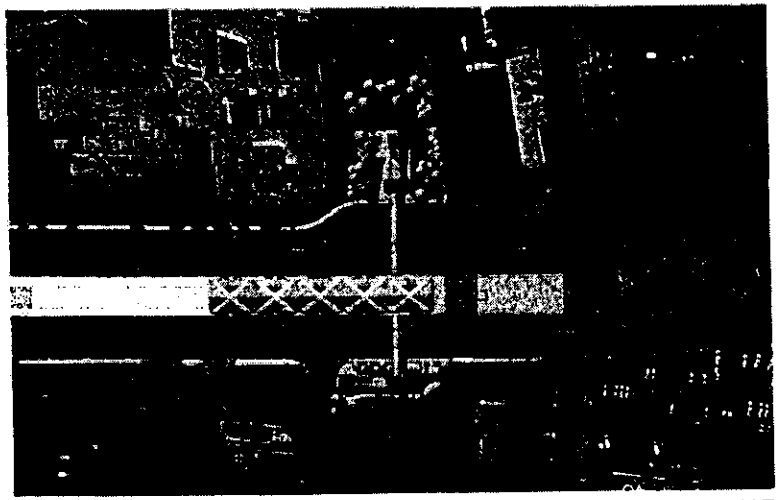
SHEET NO. 3 OF 9

M-10672

2232-MD08-12



PERSPECTIVE VIEW OF STATION



ILLUSTRATIVE

NOTES:

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 29-3 ((3)) 7A (PART) AND 32 (PART) AND IS ZONED C-7,C-5, HCA AND SC.
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION APPLICATION IS APPROXIMATELY 2.51 ACRES.
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE ESTABLISHMENT OF AN ELECTRICALLY-POWERED HEAVY RAIL TRANSIT FACILITY; SPECIFICALLY, A RAIL STATION AND ACCESSORY USES THERETO.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEFINED BY DULLES TRANSIT PARTNERS, LLC DURING SUPPLEMENTAL ENGINEERING.
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FOOT FROM SURVEY INFORMATION PROVIDED BY DULLES TRANSIT PARTNERS, LLC.
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT.
7. MINIMUM YARD REQUIREMENTS FOR THE C-7 AND C-5 DISTRICTS ARE AS FOLLOWS:

   FRONT: CONTROLLED BY A 45° ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET.

   SIDE: NO REQUIREMENT.

   REAR: 30 FEET
8. AS STATED IN SECT. 9-504 AND 9-505 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE BULK REGULATIONS OR THE MINIMUM DISTRICT SIZE REQUIREMENTS OF THE ZONING DISTRICT IN WHICH THE USE IS LOCATED.
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED.
10. NO PARKING FACILITY REQUIREMENTS WERE DETERMINED AS PART OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS).
11. THERE IS NO FLOODPLAIN, RESOURCE PROTECTION AREA (RPA) OR ENVIRONMENTAL QUALITY CORRIDOR (EQC) ON THE SUBJECT PROPERTY.
12. STORMWATER MANAGEMENT HAS BEEN DESIGNED SYSTEM WIDE, INCLUDING THIS SITE, AND WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR), BASED ON FAIRFAX COUNTY CRITERIA, PER AGREEMENT BETWEEN THE COUNTY AND DCR. THEREFORE, A WAIVER OF PAR. 1 OF SECT. 9-611 OF THE ZONING ORDINANCE IS HEREBY REQUESTED.
13. THERE ARE NO EXISTING UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE OR MAJOR UNDERGROUND UTILITY EASEMENTS ON THE SUBJECT PROPERTY.
14. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS A SIX (6) FOOT SIDEWALK ON BOTH SIDES OF ROUTE 7, FLANKED BY MINIMUM STRIPS OF SIX FEET OF LANDSCAPING ON EACH SIDE.
15. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE FEIS, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY.
16. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCES AS SET FOR TH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116A, 302.4 AND 355, ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCES THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF BY CONJUNCTION WITH THE USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS.
17. EXCEPT AS QUALIFIED ABOVE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

TABULATION:

EXISTING/PROPOSED ZONING ..... C-7 AND C-5

TOTAL LAND AREA (109,331) ..... 2.51 ± AC
C-5 ..... 0.34
C-7 ..... 2.17
VDOT R/W 0.00

MAXIMUM FLOOR AREA RATIO PERMITTED (109,334 SF) 1.00
PROPOSED FLOOR AREA RATIO (76,369 SF) 0.70

MAXIMUM GROSS FLOOR AREA PERMITTED ..... 97,465 ± SF
PROPOSED GROSS FLOOR AREA ..... 76,369 ± SF

MAXIMUM BUILDING HEIGHT PROPOSED ..... 71 FT

OPEN SPACE REQUIRED (5%) ..... 5.57 ± AC*
OPEN SPACE PROVIDED (5%) ..... 5.56 ± AC*

* OPEN SPACE BASED ON NET SITE AREA OF 6.67 AC (2.51 AC - 2.01 AC BY VDOT R/W).

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NOTE: THE PERSPECTIVE VIEW AND ILLUSTRATIVE PLAN SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES TO SHOW THE CHARACTER OF THE PROPOSED RAIL STATION. ARCHITECTURE AND LANDSCAPING ARE SUBJECT TO CHANGE WITH FINAL DESIGN.

STATION ELEVATION - SOUTH

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONSCENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

COMMONWEALTH OF VIRGINIA
RUSSELL L. WORKEN
Reg. No. 021827
PROFESSIONAL ENGINEER
12/4/08

KEY PLAN

SCALE
0' 40' 80'

No.	DATE	BY	Description
3	09.05.08	JMC	
1	09.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAH
DATE NOVEMBER 10, 2007

TITLE
Tysons Central 7 Station
Dulles Corridor Metrorail Project
Station Perspective, Illustrative, Notes, & Tabulation

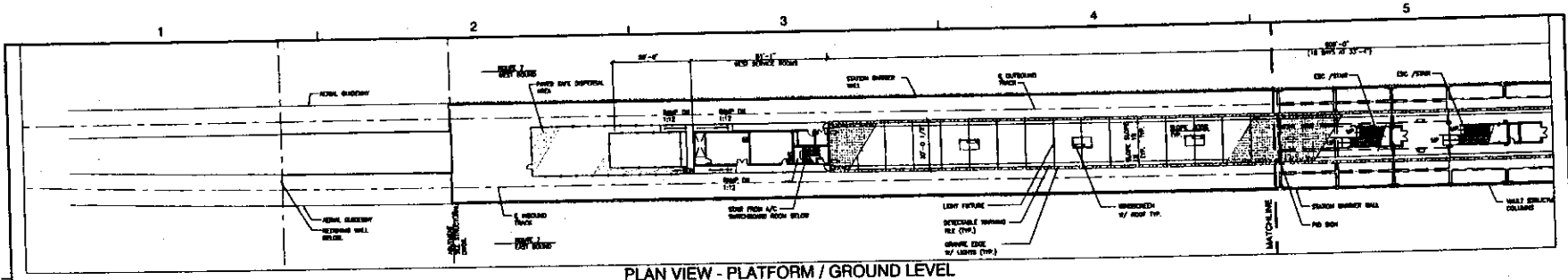
PROJECT NO. M-10672

4

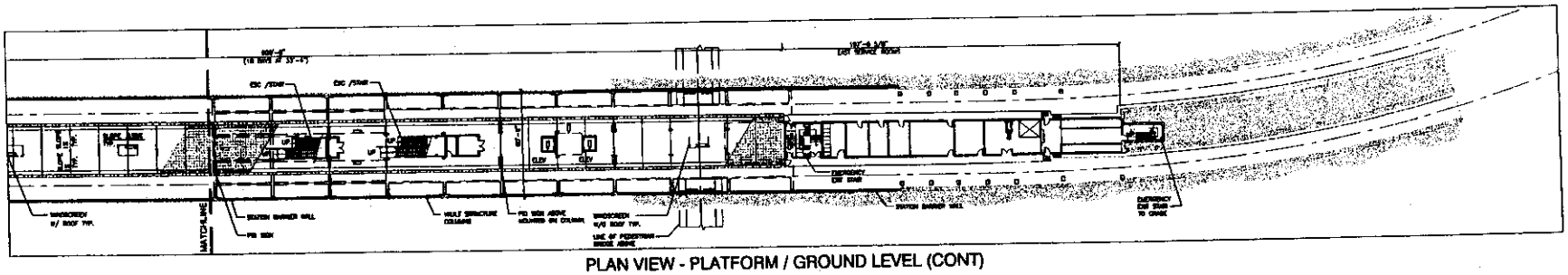
SHEET NO. 4 OF 8

M-10672

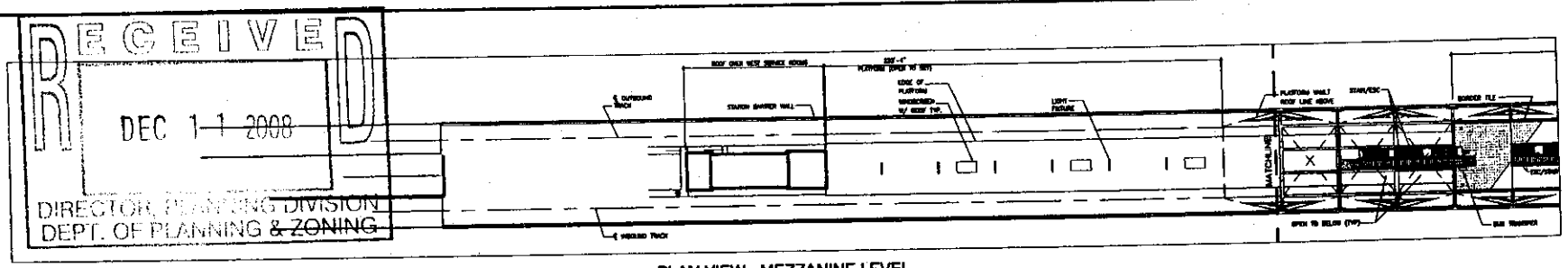
2232-MD08-12



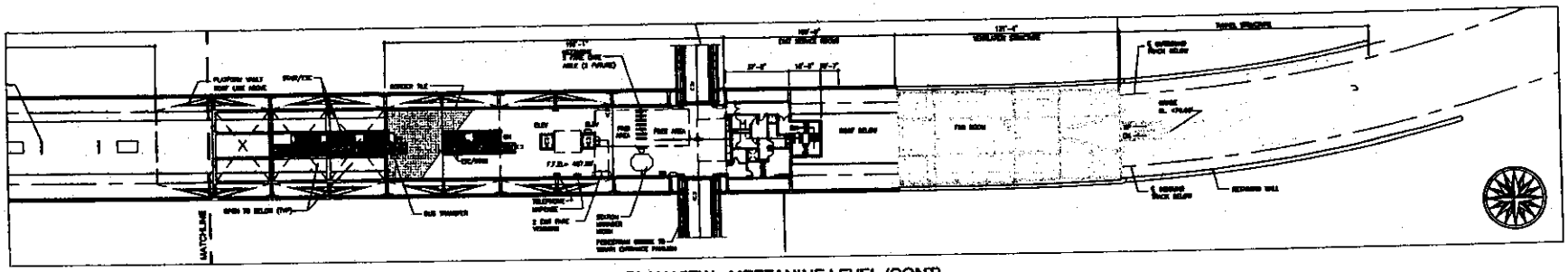
PLAN VIEW - PLATFORM / GROUND LEVEL



PLAN VIEW - PLATFORM / GROUND LEVEL (CONT)



PLAN VIEW - MEZZANINE LEVEL



PLAN VIEW - MEZZANINE LEVEL (CONT)

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TYSONS CENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 30' 60'

No.	DATE	BY	Description
2	08.05.08	JMC	
1	08.04.08	JMC	

REVISIONS

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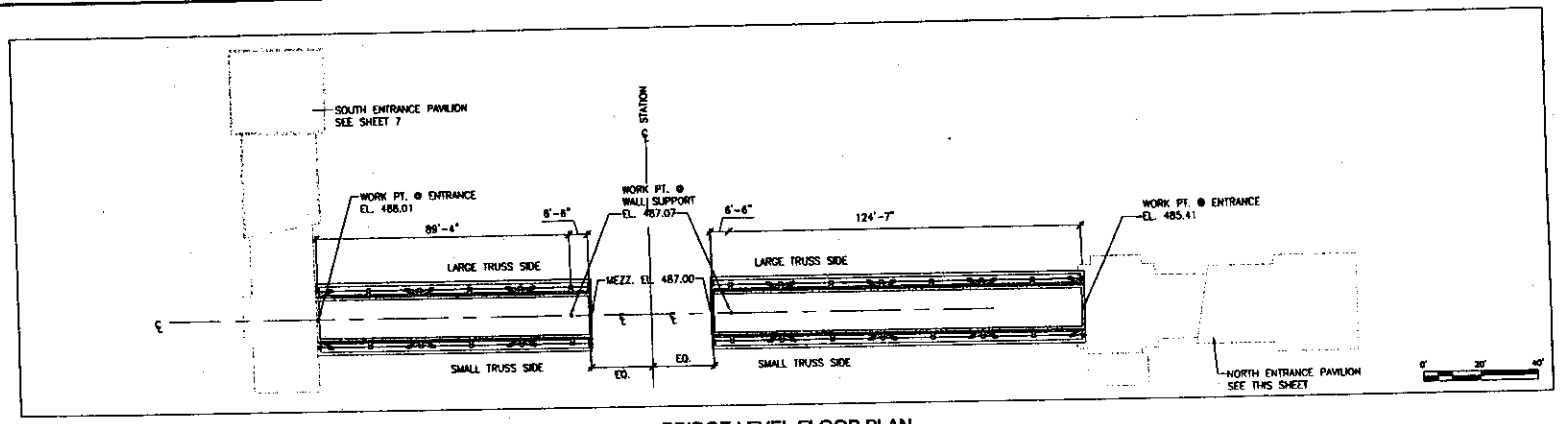
CHECKED BY LAM
DATE November 19, 2007

TITLE
Tysons Central 7 Station
Dulles Corridor Metrorail Project
Station Plan View Details

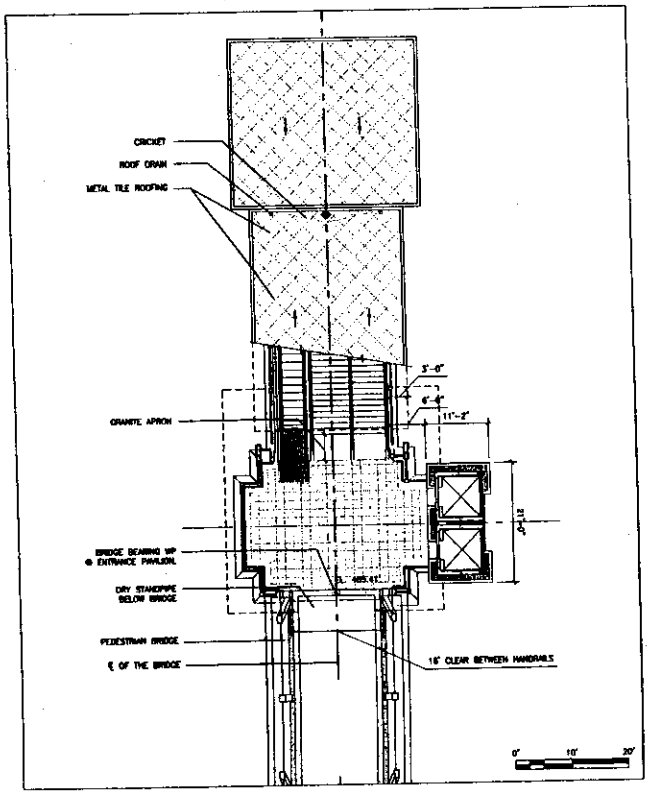
PROJECT NO. M-10672

5

SHEET NO. 5 OF 8
M-10647



BRIDGE LEVEL FLOOR PLAN



NORTH ENTRANCE PAVILION - BRIDGE LEVEL

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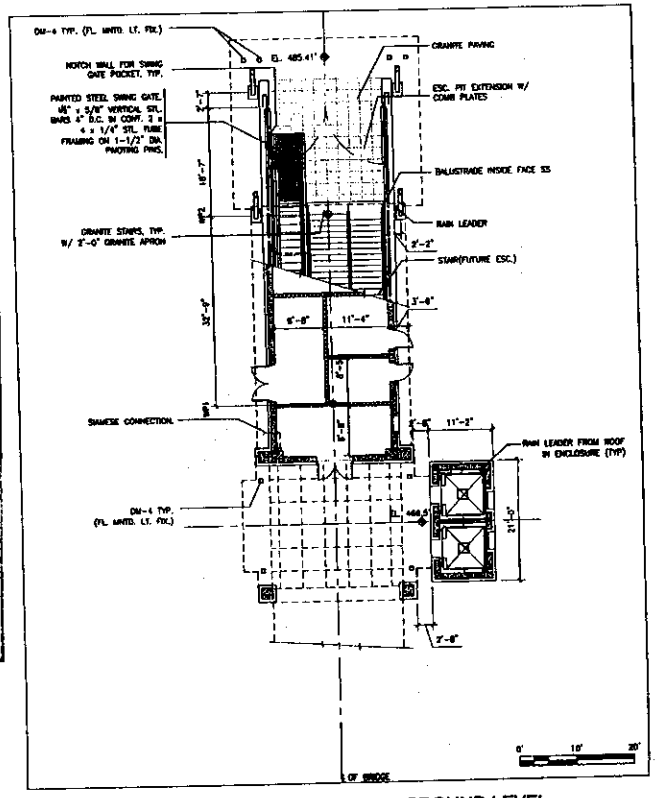

NORTH ENTRANCE PAVILION - GROUND LEVEL

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Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

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COMMONWEALTH OF VIRGINIA
RUSSELL K. WERNER
Reg. No. 019377
8/1/08
PROFESSIONAL ENGINEER

KEY PLAN

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No.	DATE	BY	Description
2	08.05.08	JMC	
1	08.04.08	JMC	

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CHECKED BY LAH
DATE November 19, 2007

TITLE

Tysons Central 7 Station
Dulles Corridor Metrorail Project

North Entrance Pavilion and Pedestrian Bridge Details

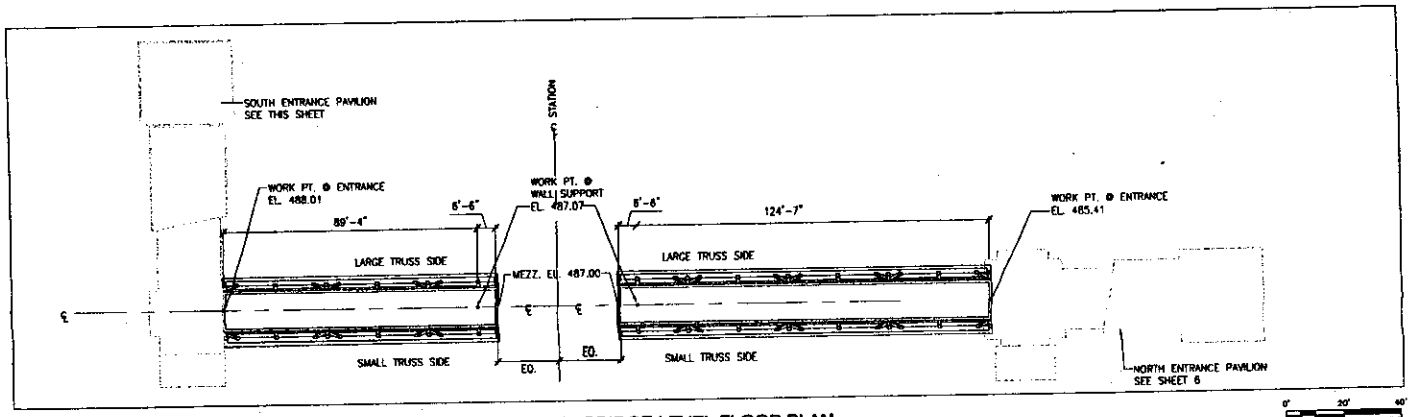
PROJECT NO. M-10672

6

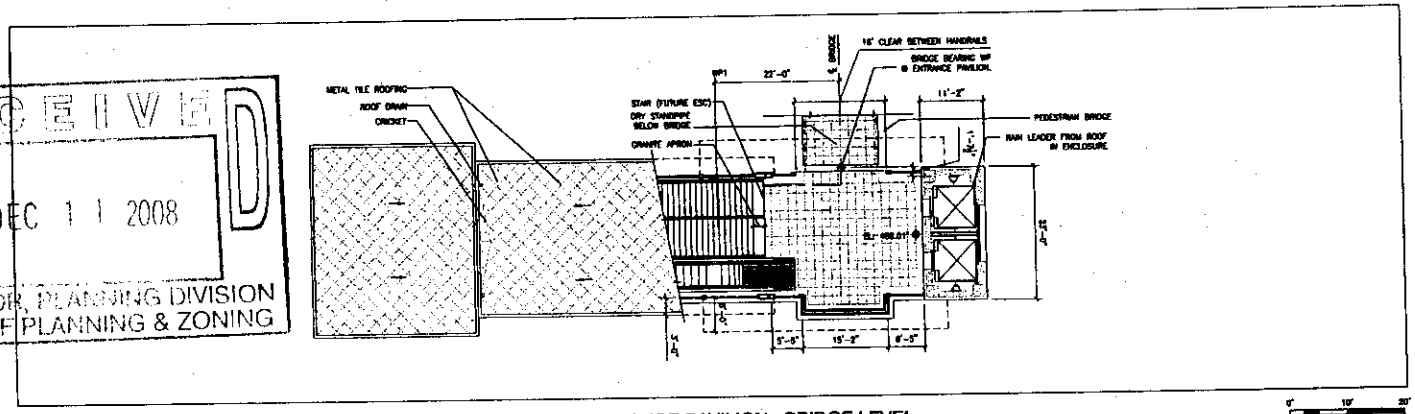
SHEET NO. 6 OF 9

M-10647

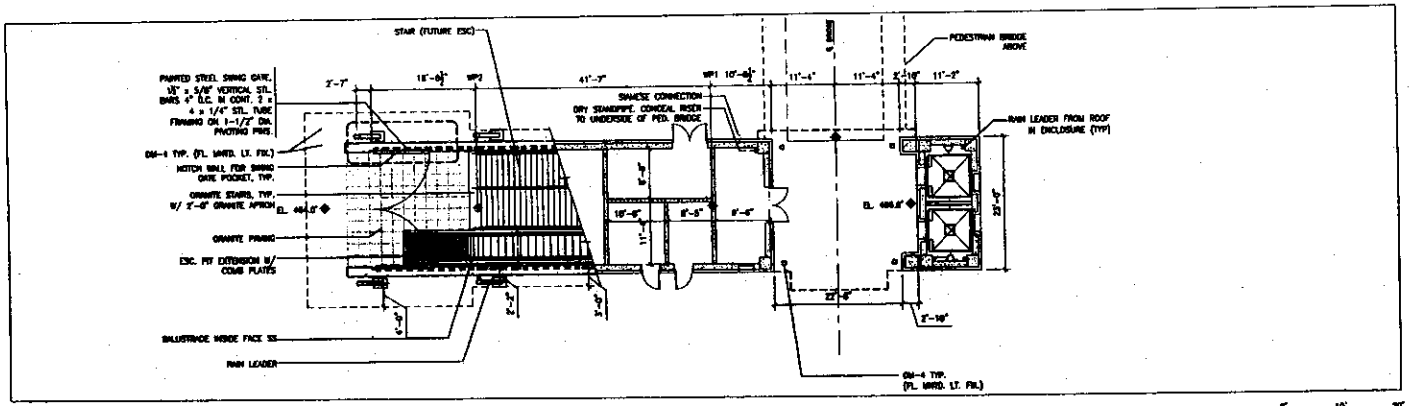
2232-MD08-12



BRIDGE LEVEL FLOOR PLAN



SOUTH ENTRANCE PAVILION - BRIDGE LEVEL



SOUTH ENTRANCE PAVILION - GROUND LEVEL

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DEPT. OF PLANNING & ZONING

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

JESSICA L. WERNER
Lic. No. 019277
9/6/08

KEY PLAN

SCALE

No.	DATE	BY	Description
2	05.05.08	JMC	
1	05.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAH
DATE November 19, 2007

TITLE

Tysons Central 7 Station
Dulles Corridor Metrorail Project

South Entrance Pavilion and Pedestrian Bridge Details

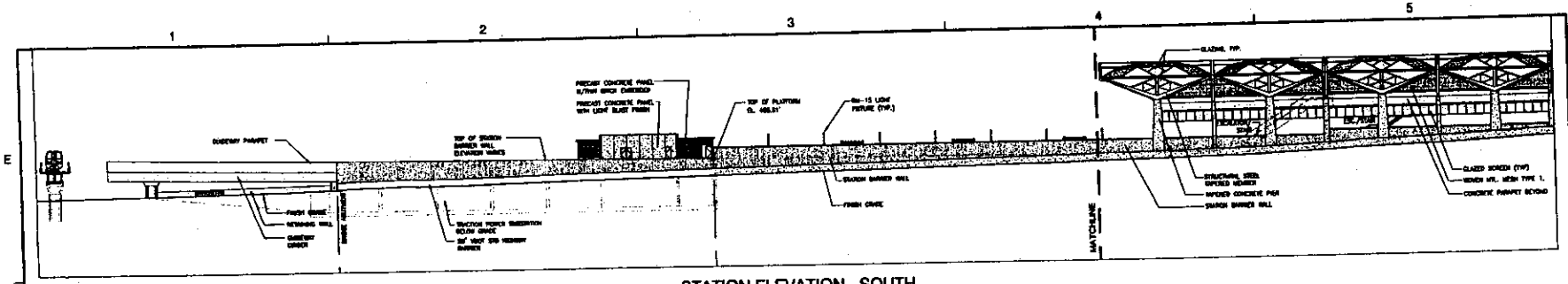
PROJECT NO. M-10672

7

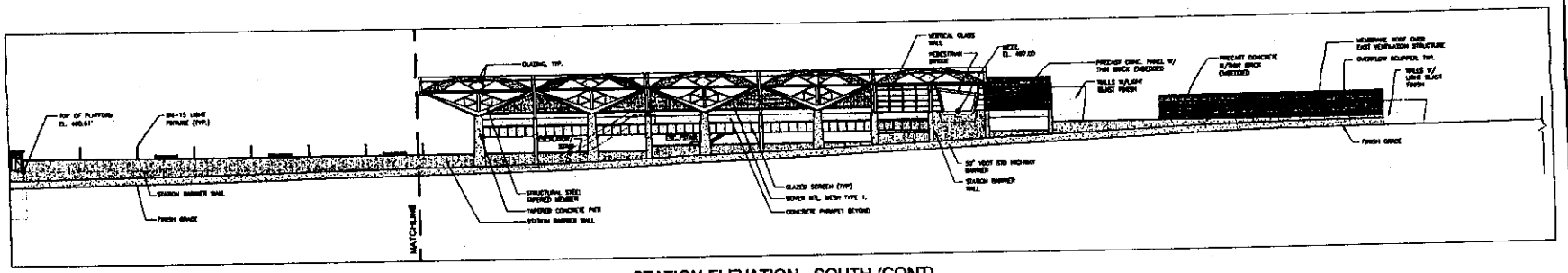
SHEET NO. 7 OF 9

M-10647

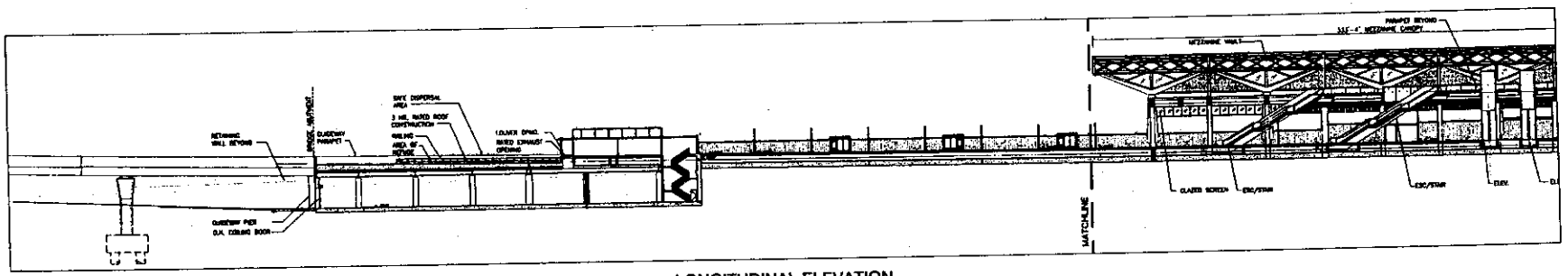
2232-MD08-12



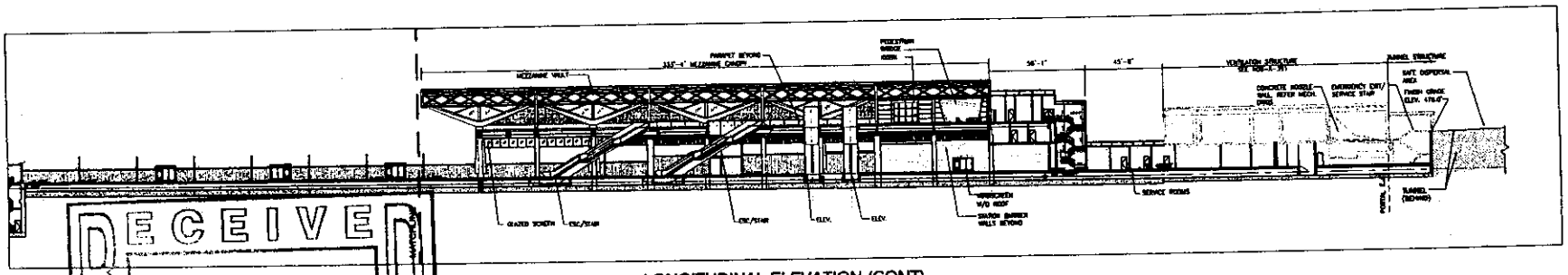
STATION ELEVATION - SOUTH



STATION ELEVATION - SOUTH (CONT)



LONGITUDINAL ELEVATION



LONGITUDINAL ELEVATION (CONT)

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DEC 11 2008
DIRECTOR, PLANNING DIVISION
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2232-MD08-12

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

RUSSELL A. WERNER
REG. No. 019077
4/4/08

KEY PLAN

SCALE
0' 30' 60'

No.	DATE	BY	Description
2	08.05.08	JMC	
1	08.04.08	JMC	

REVISIONS

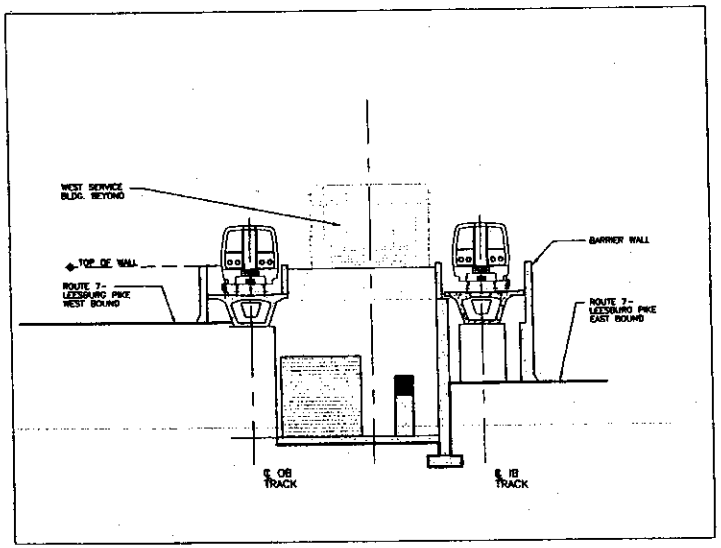
DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE November 19, 2007

TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
Elevations and Sections

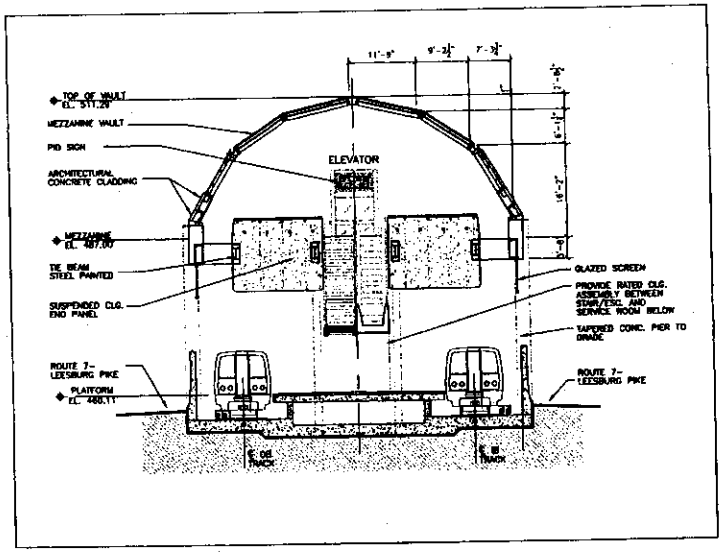
PROJECT NO. M-10672

8

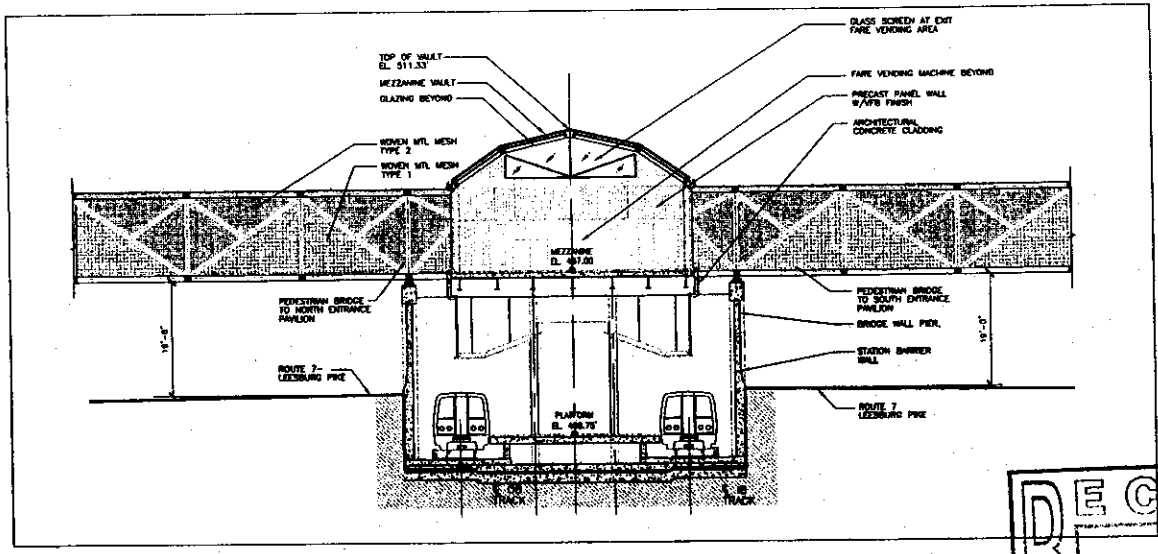
SHEET NO. 8 OF 9
M-10647



SECTION A
AT COLUMN 07



SECTION B
BETWEEN COLUMNS 11 & 12



SECTION C
BETWEEN COLUMNS 17 & 18

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2232-MD08-12

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS CENTRAL 7 STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
PROVIDENCE DISTRICT AND HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 10' 20'

No.	DATE	BY	Description
1	06.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE November 19, 2007

TITLE
Tysons Cenral 7 Station
Dulles Corridor Metrorail Project
Elevations and Sections

PROJECT NO. M-10672

9

SHEET NO. 9 OF 9
M-10647

2232-MD08-12

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008

HAND DELIVERED

David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Additional submissions for Tysons 7 2232 applications

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Central 7 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

29-3((1))32, part	Letter from Michael Harris, DRPT
29-3((1))71A, part	Letter from Michael Harris, DRPT
Portions of Rt. 7 ROW	Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant and changes the acreage of the 2232 area. The SE plat has also been revised to reflect this acreage change and is included. If you have any questions regarding these submittals, please feel free to call me.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

2232-MD08-12

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

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AUG 8 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons Central 7 Station
Property Status and Consent
Tax Map 29-3((1))71A, part
8350 Leesburg Pike, LLC
(Merchants Tire)

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property has been completed. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) has been transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

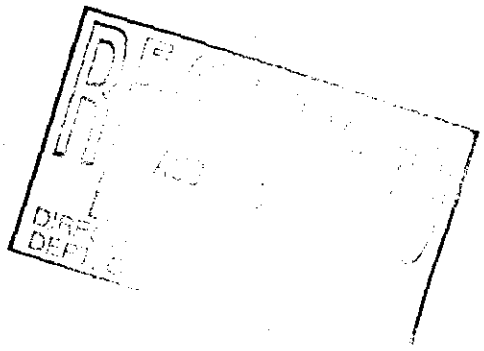
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-MD08-12

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

2232-MD08-12

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

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AUG 8 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons Central 7 Station
Property Status and Consent
Tax Map 29-3((1))32, part
Trulie Investment Corp., Joray Realty, Antonoff Family Trust Partnership, LLP
(Marshalls Shopping Center)

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the referenced property has been completed and a written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) has been transmitted to the property owner.

By MWAA and VDOT record, that offer has been rejected and a certificate of condemnation is currently being prepared for filing in the circuit court. The Commonwealth of Virginia will take ownership of this property on behalf of MWAA for this transportation project.

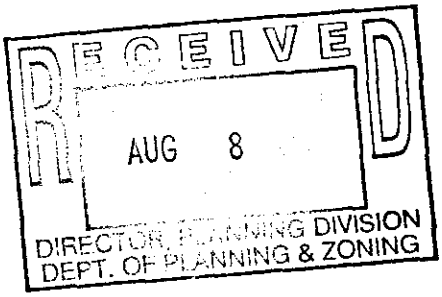
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuirewoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-MD08-12

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

For June 14, 2007, letter from
Pierce Homer,
Secretary of Transportation,
Commonwealth of Virginia,
see

August 7, 2008, letter from
McGuireWoods,

in **ATTACHMENT 1**

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

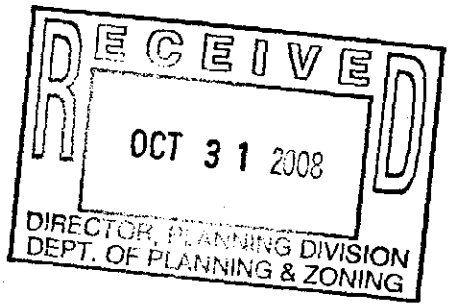
Lori Greenlief
Direct: 703.712.5433

2232-MD08-12

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

October 30, 2008



BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-MD08-12), Tysons Central 7

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 and the SE applications (administrative edits). I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for Tysons Corner Urban Center.

Response: The Principles of Good Design and Transit Oriented Design contained on pages 36-37 and 41-42 of the Comprehensive Plan underscore the need for function, order, identity and appeal in the design of buildings, open spaces, roadways, pedestrian paths and signage. The Metro stations (all 4) will be key components of the transformed Tysons landscape. As stated in the Plan, one of the key objectives of the Tysons Corner Plan is to encourage alternative modes of transportation. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Tysons Central 7 station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Ample access points are provided to the Tysons Central 7 station including safe passage over Route 7. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations and the program will include

2232-MD08-12

the 5 stations in Phase 1. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. All art displayed in the stations will be visable from the public areas of the station. This also will allow those who choose to use the pedestrian bridges to enjoy any interior artworks. Ultimately, artists chosen by a panel recommended by County Supervisors, will be assigned to each station.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed at the Tysons Central 7 station. The applicable section of the FEIS, pages 3-64 through 3-78 are attached for reference.

Comment: Provide a summary detailing how noise will be mitigated.

Response: Noise impact studies were performed as part of the FEIS which considered ambient conditions and future operations of the station. No impacts were identified requiring mitigation. The noise analysis in the FEIS is lengthy and contains FTA, WMATA and County criteria. A summary, "C. Project Facilities" on page 4-102 of FEIS is attached. Note that the tracks have parapet walls on either side to reduce wheel noise. During construction, the project is subject to the requirements of the Fairfax County Noise Ordinance.

Comment: Discuss any "green" technology used?

Response: The Dulles Corridor has been called the "the economic engine" of Fairfax County and Northern Virginia. The provision of Metrorail to Dulles is a critical step for providing multi-modal and comprehensive transit options, facilitating the movement of residents, customers and employees throughout that area. The Fairfax County Policy Plan encourages the implementation of transportation strategies that reduce auto travel, minimize dependence on single-occupant automobiles and improve traffic flow, thereby reducing auto emissions.

Public transit is crucial if we as a society are going to improve air quality and reduce green house gases released into the environment. The American Public Transportation Association (APTA) states that "an individual switching to public transit can reduce his or her daily carbon emissions by 20 pounds; that's more than 4,800 pounds in a year, a figure that is more than the combined carbon emissions reduction that comes from weathering your home and using energy efficient appliances and environmentally-friendly light bulbs." APTA goes on to state that "if just one commuter of a household switches from driving to using public transportation, the household's carbon footprint will

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2232-MD08-12

be reduced by 10 percent. If a household gives up its second car altogether, a household can reduce carbon emissions by 30 percent."

Other than the obvious provision of alternative mode of transportation in the Dulles Corridor, below are some of the energy conserving aspects of the rail development:

- All steel has a 25 - 35% recycled content today.
- We are using fluorescent bulbs in many fixtures - tunnel areas, service rooms, pedestrian bridges, mezzanine and platform ceilings
- Use of LED lighting in handrails, and fixtures at platform capable of using LED in the future
- The system employs an Advanced Energy Management System (AEMS) that monitors energy consumption and provides for control and limits availability of electrical features unless needed
- Site lighting is actuated by photo sensors
- Site lighting uses cutoffs to reduce fugitive light, minimizing light pollution
- Rain gardens and redirected runoff are a featured concept in landscaping - providing increased ground water recharge and irrigation
  Increased use of free-ventilating spaces where possible to minimize energy intensive environmental controls
- Increased use of skylights and glazed storefront windows to increase contribution of natural lighting
- Increased attention to jobsite management of waste materials - increased recycling content and reduction of materials sent to landfills

Comment: What are the number of lanes provided for Rt. 123 and Rt. 7?

Response: Route 123 is planned for 3 through lanes in each direction with left and right turn lanes. Rt. 7 is planned for 3 through lanes in each direction with left, right and auxiliary lanes.

Comment: How is stormwater management addressed?

Response: Stormwater runoff in the station and pavilion areas is being routed into the roadway system. Discharge quantity and quality controls are being introduced in the median areas as a series of shallow ponds connected by an underdrain. This design is currently under review by DCR.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

Response: The landscaping concept has been developed through a series of workshops involving VDOT and County staff and is consistent with the Comprehensive Plan. Tree species have been screened and either William Oak or Red Maple cultivars

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with two inch calipers are proposed. Tree pit areas have been optimized given the requirements for sidewalks and utilities. Note the median treatment is under development and subject to change pending DCR review.

Comment: Will the station location conflict with future extensions to Pinnacle Drive?

Response: The design has avoided placing any structures within the existing 30-foot wide access easement along the east side of the north pavilion station entrance site. No design for Pinnacle Drive was provided for use; however, limited conceptual design was performed during Preliminary Engineering which indicated its future construction would be feasible.

Comment: Provide additional information on the streetscape plan for Rt. 7.

Response: The Route 7 Streetscape 60% design is under review by MWAA. Included with this response are plans and cross-sections of the sidewalk areas. Note the median treatment proposed in this submittal is subject to change per recent agreements between project stakeholders and the pending DCR review.

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

Attachments:

Revised, clean and blacklined 2232 statement
Revised, clean and blacklined SE statement

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

2232-MD08-12

ATTACHMENT 3a

For information regarding Section 106 of the National Historic Preservation Act, see **ATTACHMENT 1a**

"3.5 Cultural Resources"
Pages 3-64 through 3-78

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Social Effects

ATTACHMENT 3b

For information regarding Noise Impacts,
see **ATTACHMENT 1b**

Page 4-102

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Environmental Effects

2232-MD08-12

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

December 22, 2008

VIA ELECTRONIC MAIL AND FIRST CLASS MAIL

David Jillson
Suzanne Lin
12055 Government Center Parkway
7th and 8th floors
Fairfax, VA 22035

RE: Traction Power Substation at Tysons East, 123 and 7

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to confirm that a traction power substation is included in the SE request and incorporated as one of the train rooms for the Tysons East, Tysons 123 and Tysons 7 stations. Thank you.

Sincerely,

Lori Greenlief
McGuireWoods LLP

cc: Frank Turpin, DTP
Rick Stevens, FDOT

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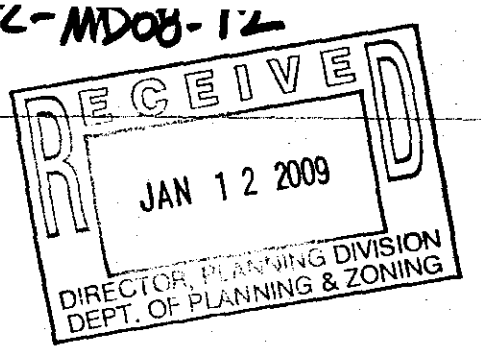
2232-MD08-12



illson, David

From: Turpin, Frank [Frank.Turpin@DullesTransitPartners.com]
Sent: Monday, January 12, 2009 2:12 PM
To: Jillson, David
Cc: Greenlief, Lori R.
Subject: RE: Another question

ıvid, give me a call if more is needed.

During the construction of TC123, TC7, and TW, will Rte 123 and Rte 7 be widened to 6 or 8 through lanes ?

Sections of temporary roadway installed on eastbound Rt 7 during metrorail construction will be 4 lanes. As the permanent eastbound Rt 7 is completed, it will have 4 lanes beginning at the ramp from Dulles Tollroad eastbound onto Rt 7 and continuing to and under the Rt 123 overcrossing. As westbound Rt 7 is completed, it will have 4 lanes from the intersection of the frontage road (across Rt 7 from the entrance to Marshalls Shopping Center) to the exit ramp to eastbound Dulles Tollroad. Additional left and right turning lanes are provided at street intersections. The 4th lane being added in each direction is a shared "through/right turn" lane. It replaces the service roads on both sides of Rt 7 where they exist today. Right turn movements into driveways are allowed from these lanes, and the lanes extend on Rt 7 through the project area.

Street work on Rt 123 is incidental, and adding lanes is not within the project scope.

If either road (or both) will be widened to 6 lanes, do the plans for the stations allow for future widening of both roads to the anned 8-lane configuration ?

The plans for the Central 123 Station do allow for an additional 4th lane on Rt 123 to be constructed in each direction.

rank Turpin
OW Manager

ulles Corridor Metrorail Project
595 Spring Hill Road
ienna, VA 22182

hone: 703-852-5995
mail: frank.turpin@dullestransitpartners.com

---

rom: Greenlief, Lori R. [mailto:lgreenlief@mcguirewoods.com]
ent: Monday, January 12, 2009 11:08 AM
o: Turpin, Frank
ubject: FW: Another question

rank - Can you respond to David today?

ori R. Greenlief
and Use Planner

McGUIREWOODS
McGuireWoods LLP
1750 Tysons Boulevard

1/12/2009

2232-MD08-13

METROPOLITAN WASHINGTON AIRPORTS AUTHORIT

ATTACHMENT 4

March 13, 2008

Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project:
Application for Determination Pursuant to Sect. 15.2-2232 of the Code of Virginia, Tysons West Station

Letter No: MWAA-00299

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority, acting in coordination with the Virginia Department of Rail and Public Transportation, is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority for an electrically-powered regional rail transit facility to be known as Tysons West Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary);
- A property identification table;
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered;
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

TW

2232-MD08-13

If you have any questions regarding these submissions or need additional information, please contact Lori Greenlief at McGuireWoods LLP at (703) 712-5433.

Sincerely,

Charles S. Carnaggio, P.E.
Project Director
Dulles Corridor Metrorail Project

CSC/rm/bt

cc: James Van Zee, MWAA
Supervisor Linda Q. Smyth, Providence District
Supervisor Cathy Hudgins, Hunter Mill District
Ken A. Lawrence, Providence District Planning Commissioner
Frank de la Fe, Hunter Mill District Planning Commissioner

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MAR 28 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

COUNTY OF FAIRFAX, VIRGINIA

APPLICATION FOR DETERMINATION PURSUANT TO SECTION 15.2-2232 OF THE CODE OF VIRGINIA

Application Number: 2232-MD08-13 (assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address 8536, 8548 Leesburg Pike and 1580 Spring Hill Road

City/Town Vienna, VA Zip Code _____

APPLICANT(S) Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Name of Applicant _____

Street Address 1593 Springhill Road, Suite 300

City/Town Vienna State VA Zip Code 22182

Telephone Number: Work (703) 572-0500 Fax (___) _____

E-mail Address _____

Name of Applicant's Agent/Contact (if applicable) Jonathan Rak/Lori Greenlief

Agent's Street Address 1750 Tysons Blvd. Suite 1800

City/Town Mclean State VA Zip Code 22102

Telephone: Work (703) 712-5433 (Lori) Fax (___) _____

2232-MD08-13

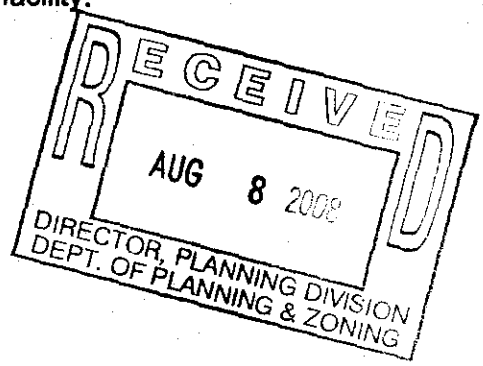
PROPOSED USE

Street Address 8536, 8548 Leesburg Pike and 1580 Spring Hill Road

Fairfax Co. Tax Map and Parcel Number(s) 29-3((1))2C, 53 and 53A - PARTS

Brief Description of Proposed Use dc2 LRB 12/17/08

The proposed use is an electrically powered regional rail transit facility.



Total Area of Subject Parcel(s) ~~1.40~~ 1.91 LRB 10/1/08 (acres or square feet)

Portion of Site Occupied by Proposed Use ~~1.40~~ 1.91 10/1/08 acres (acres or square feet)

Fairfax County Supervisor District Providence/Hunter Mill

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Right-of-way and commercial

Zoning of Subject Property C-7, HC LRB 10/1/08

List all applicable Proffer Conditions, Development Plans, Special Exceptions, Special Permits or Variances previously approved and related to this site

N/A

PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address _____

City/Town_____ State_____ Zip Code _____

2232-MD08-13

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

Name of Applicant or Agent Charles S. Carnaggio, P. E.

Signature of Applicant or Agent Charles S Carnaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

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DEPT. OF PLANNING & ZONING

****

FOR STAFF USE ONLY

Date application received: 3/28/08

By: _____

Additional information requested to complete application:

_____

_____

_____

_____

Date application accepted: 6/26/08

By: _____

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
TYSONS WEST STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
29-3	Metrorail Station and Pedestrian Bridges	Providence, Hunter Mill	Metrorail Facility		Commonwealth of Virginia	Route 7	
29-3 ((1)) 2C1, pt	Station Entrance Pavilion	Hunter Mill	Metrorail Facility	C-7, HC, SC	CARS-DB1 LLC, successor in interest to Capital Automotive LP	South Side of Route 7 at Spring Hill Road	c/o Capital Automotive REIT 8270 Greensboro Drive, Suite 950 McLean, VA 22102
29-3 ((1)) 53 pt, 53A pt	Station Entrance Pavilion, Bus Bays	Providence	Metrorail Facility	C-7, HC, SC	Cherner Family LLC	North Side of Route 7 at Spring Hill Road	PO Box 9400 McLean, VA 22102

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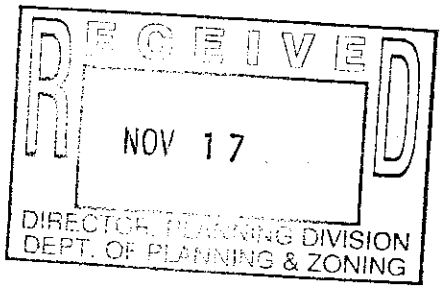
Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Tysons West Station

STATEMENT OF JUSTIFICATION

August 20, 2008



INTRODUCTION AND OVERVIEW

The Metropolitan Washington Airports Authority (MWAA) in coordination with the Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively "the Applicant", requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metro station located in the median of Route 7 in Tysons Corner and on portions of the lots directly to the north and south of the station as shown on the plat included with this application.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions which were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Tysons West station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transit Authority (FTA) issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969 and the Locally Preferred Alternative (LPA) for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

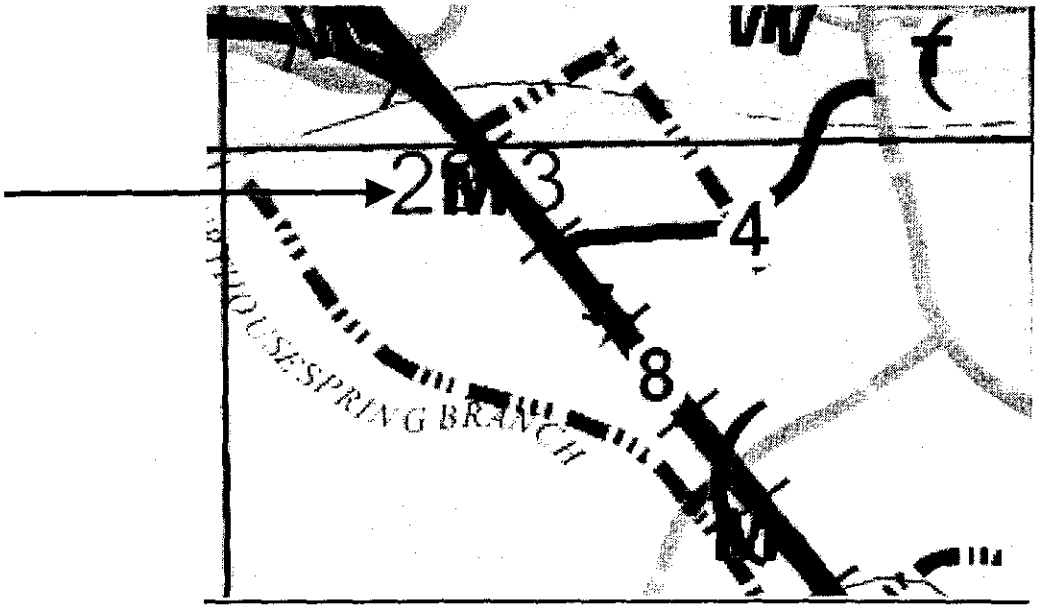
2232-MD08-13

COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i").

Specifically, the proposed location for the Tysons West Station is within Sub-Units I-1 and B-1 of the Tysons Corner Urban Center portion of the Area II plan. Language within these sub-units contains land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located in proximity to Subunit I-1. This is where the station is proposed in this 2232 application and the accompanying special exception application.

Additionally, below is a segment of the County Transportation Plan Map which shows the envisioned location for a Metro station as proposed in this application.



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SECTION 15.2-2232 APPLICATION FOR THE TYSONS WEST STATION

1. Description of the Use

The proposed Tysons West station, located in the median of Route 7 west of it's intersection with Spring Hill Road, will be the fourth transit station stop available to Metrorail passengers traveling west out of the East Falls Church Station and from locations farther east.

The station platform and mezzanine will be located in the median of Route 7 and there will be entrance pavilions located on the north and south sides of Rt 7 with elevated pedestrian bridges over Route 7 to access the station. Included with this application is a copy of the Special Exception plat and reference drawings which give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-powered regional rail transit facility
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends.
- Daily Patronage: The Dulles Corridor Metrorail extensions ridership is projected to be 59,000 by 2013, including 4,000 daily boardings at the Tysons West Station.
- Proposed number of employees: One employee (the station agent) assigned full time per shift, with additional employees present at various times to perform maintenance tasks, provide security and conduct operations assistance.
- Estimate of traffic impact: Once the Kiss & Ride Lot is constructed, traffic on Tyco Road is projected to increase by 45 peak hour trips in each direction. The primary mode of access for this station, however, is pedestrian, not automobile. Four bus bays will be provided on the north side of Route 7 adjacent to the station entrance pavilion.
- Vicinity of area to be served: Tysons Corner and the metropolitan area east of I-495
- Description of building and façade: The station finish will be comprised of textured pre-cast concrete panels and brick veneer, consistent with WMATA's criteria for character and quality appropriate for public transit facilities. The platform canopy on the track level will cover approximately 300-feet of length of the track platform, and will provide coverage for vertical circulation elements and equipment. The roof system consists of standing seam metal roofing with aluminum frame skylights. The pedestrian bridges will have sloping walls comprised of a tightly woven wire fabric material. Pedestrian bridges will have a single-sloped roof. The selection of finishes and station features continues to be

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2232-MD08-13

refined to achieve improvement in cost effectiveness, and current details are included on reference drawings attached to this application.

- Listing of Hazardous or Toxic Substances on site: The proposed use of the properties as a WMATA metro station will not generate hazardous waste, although there are a number of industrial products that are used in the operation and maintenance of a station. These products include (but are not limited to) paints and associated paint solvents, lead-acid batteries, and oils and lubricants. WMATA manages these products and associated waste in accordance with state and federal laws.

- Conformity of Proposed Use: The proposed changes conform to the provisions of all applicable ordinances, regulations, adopted standards and any applicable conditions.

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, population is expected to increase 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. Among the Guiding Planning Principles adopted by the Tysons Land Use Task Force in October of 2006 and continued as an objective throughout the current Task Force work, is the transformation of Tysons Corner from a suburban office park into a 24/7 activity center.

Given the increase in jobs, residential population and general activity level projected for Tysons Corner, strategically placed Metro stops are essential to move the flow of people in and out of Tysons. Further, the Metropolitan Washington Airport Authority forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use alone is projected to reach 55 million trips by 2035, more than twice the current level. Therefore, alternative access to the airport is also essential.

The general philosophy behind the placement of the transit stations in Tysons Corner was the ability to serve separate hubs within the area coupled with the goal of maximizing the efficiency of the system with respect to ridership. Alternative locations for stations and differing numbers of stations within Tysons Corner were evaluated with this goal in mind in preparation for the publication of the Draft EIS in 2002. The final location of the Tysons West station was refined in an Environmental Assessment approved by the FTA in the Amended ROD issued in November 2006.

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3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metrorail Project is to provide an alternate transportation mode to the automobile for this increasing residential and employment population in the Dulles Corridor and generally improve transportation service in the corridor.

Specifically, around the Tysons West station, no traffic impacts are anticipated as, at this time, a kiss & ride facility is not part of the application. Pedestrian access to the station will be by way of entry pavilions on the north and south sides of Route 7 and pedestrian bridges to the station.

Noise Impacts

In preparation for the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise proposed in the study area: Metrorail train passbys, articulated express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at park-and-ride lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Tysons West Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail. Consistent with the use of parapet walls installed along the aerial trackway for noise mitigation elsewhere within Tysons Corners, the Tysons West Station will utilize parapet walls on the trackway through the station.

Impacts of Environmental Features of the Site

The Tysons West Station is an aerial station in the median of Route 7. The entrance pavilions on the north and south sides of Route 7 are located in areas presently paved for commercial uses. No streams or wetlands are impacted and the area is not within a floodplain.

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Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions from motor vehicle traffic associated with the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated from the construction and operation of the project. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects from the proposal on surface water resources; surface was quality; wetland systems; and floodplains. The Metrorail Project has been carefully designed to minimize the impacts to water quality, and stormwater management has been computed and handled on a systemwide basis.

Visual Impacts

The proposed location for the Tysons West station is surrounded by office, hotel, retail and car dealerships, zoned C-7. The station and its connecting aerial trackway and elevated pedestrian bridges will be visible to pedestrians and motorists on Route 7 and from adjacent properties as well as many high-rise buildings in the Tysons area. The station area is within a transportation corridor and a highly developed commercial area. The construction materials and design of the station and station canopy will fit into the urban character of Tysons Corner. The station entrance pavilions will be attractively landscaped to soften their visual impact.

4. Alternative Sites Considered for the Proposal

As stated previously, an alternative number and possible location shifts for stations were evaluated for the Tysons Corner area as a whole. The final location for the Tysons West Station was refined during preliminary engineering and was addressed in an Environmental Assessment approved by the FTA in an amended ROD issued in November 2006.

CONCLUSION

The proposed Tysons West Station and entrance pavilions are consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map. The following is offered in addition to the foregoing information to specifically to address the standards under Va. Code Sec. 15.202232, as amended:

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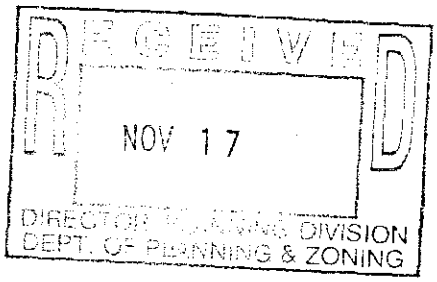
Location: The proposed location of the Tysons West station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters to Tysons Corner.

Character: The proposed station within Tysons Corner will be compatible with the high-density urban character of the area and the Plan's vision of Tysons Corner as an Urban Center.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. Stations within Tysons Corner are integral to the operation rail to Dulles and the Tysons West station will further that goal.

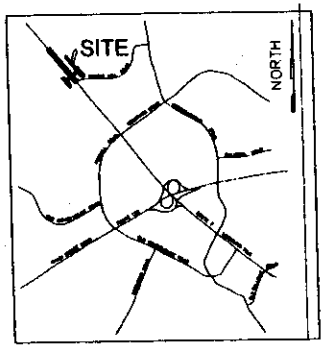
The Applicant respectfully requests support of this 2232 application by County Staff and the Planning Commission.



TYSONS WEST STATION
DULLES CORRIDOR METRORAIL PROJECT

Providence District and Hunter Mill District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP
SCALE : 1"= 2,000'

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Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

Sheet Index
1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN AND SIGN PLAN
4. STATION PERSPECTIVE, NOTES & TABULATION
5. STATION PLAN VIEW DETAILS
6. NORTH ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
7. SOUTH ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
8. ELEVATIONS AND SECTIONS

Tysons West Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

Dewberry
Dewberry & Davis LLC

DRPT
Virginia Department of Rail and Public Transportation

DULLES TRANSIT PARTNERS, LLC

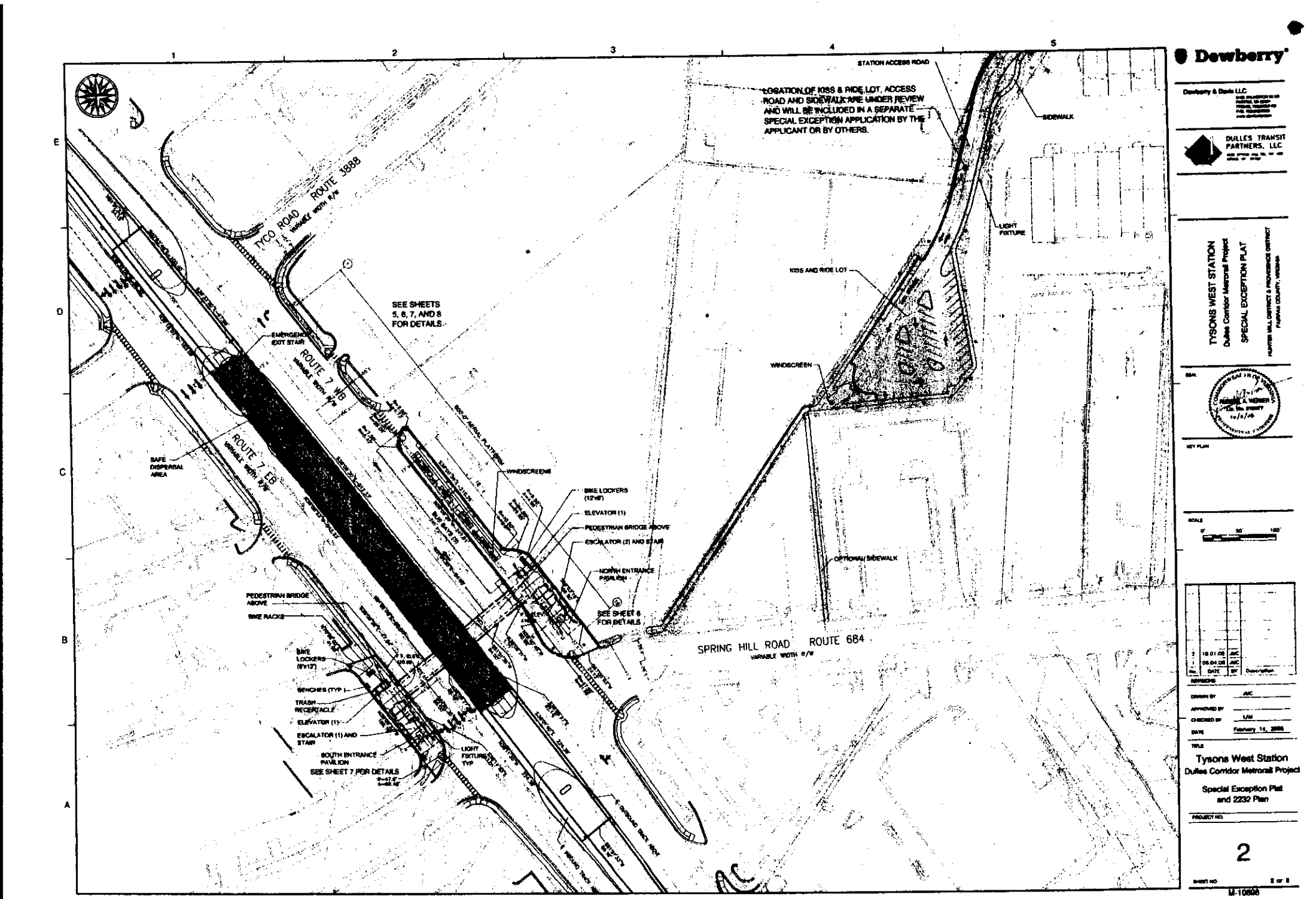
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Rev. October 1, 2008
Rev. June 4, 2008
February 14, 2008

M-10696

2232-MD08-13



Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 50' 100'

No.	DATE	BY	Description
2	10.01.06	JMC	
1	09.04.06	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 14, 2006

TITLE
Tysons West Station
Dulles Corridor Metrorail Project
Special Exception Plat and 2232 Plan

PROJECT NO.

2

SHEET NO. 2 of 8

M-10606

2232-MD08-13

EXISTING VEGETATION INVENTORY

COVER TYPE	PRIMARY SPECIES	SUCCESSIONAL STAGES	CONDITION	ACREAGE	COMMENTS
DEVELOPED LAND	N/A	N/A	GOOD TO FAIR	1.91± AC	STREETSCAPE
		TOTAL ACREAGE:		1.91 AC	

LEGEND

PROPOSED DECIDUOUS TREE

PROPOSED SHRUBS/ GROUNDCOVER/PERENNIALS

STATION ACCESS ROAD

SIDEWALK

LOCATION OF KISS & RIDE LOT, ACCESS ROAD AND SIDEWALK ARE UNDER REVIEW AND WILL BE INCLUDED IN A SEPARATE SPECIAL EXCEPTION APPLICATION BY THE APPLICANT OR BY OTHERS.

LIGHT FIXTURE

KISS AND RIDE LOT

TYCO ROAD ROUTE 3888 VARIABLE WIDTH R/W

EMERGENCY EXIT STAIR

ROUTE 7 WB VARIABLE WIDTH R/W

ROUTE 7 EB VARIABLE WIDTH R/W

SAFE DISPERSAL AREA

WINDSCREENS

WINDSCREEN

BIKE LOCKERS (12'x8')

ELEVATOR (1)

PEDESTRIAN BRIDGE ABOVE

ESCALATOR (2) AND STAIR

A03

NORTH ENTRANCE PAVILION

A02

OPTIONAL SIDEWALK

PEDESTRIAN BRIDGE ABOVE

BIKE RACKS

BIKE LOCKERS (8'x12')

BENCHES (TYP.)

TRASH RECEPTACLE

ELEVATOR (1)

ESCALATOR (1) AND STAIR

SOUTH ENTRANCE PAVILION

A01

A02

LIGHT FIXTURE TYP.

SPRING HILL ROAD ROUTE 684 VARIABLE WIDTH R/W

Tysons Central 123 Station

SIGN A03 - STATION ENTRANCE SIGN TYPICAL

Tysons Central 123 Station

SIGN A02 - SITE PYLON SIGN TYPICAL

2232-MD08-13

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE 0' 50' 100'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.04.08	JMC	

REVISIONS

DRAWN BY JMC

APPROVED BY

CHECKED BY LAM

DATE February 14, 2008

TITLE

Tysons West Station
Dulles Corridor Metrorail Pro

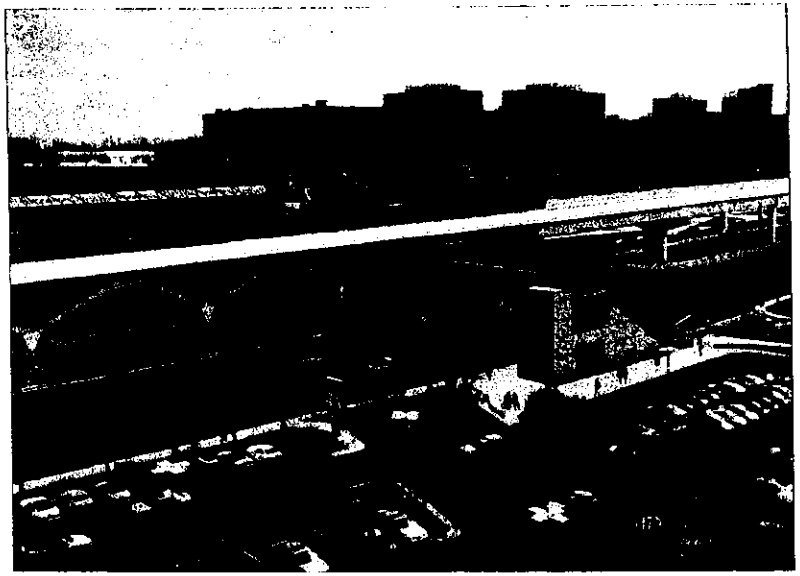
Landscape Plan, Sign Pla
& Existing Vegetation Ma

PROJECT NO.

3

SHEET NO. 3 of

M-10696



PERSPECTIVE VIEW OF STATION

NOTES:

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 29-3 ((19)) 3C PART, 33 PART AND 33A PART AND IS ZONED C-7, HC AND SC.
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION APPLICATION IS APPROXIMATELY 1.91 ACRES.
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE ESTABLISHMENT OF AN ELECTRICALLY POWERED REGIONAL RAIL TRANSIT FACILITY; SPECIFICALLY, A RAIL STATION AND ACCESSORY USES THERETO.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEFINED BY DULLES TRANSIT PARTNERS, LLC. DURING SUPPLEMENTAL ENGINEERING.
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FOOT FROM SURVEY INFORMATION PROVIDED BY DULLES TRANSIT PARTNERS, LLC.
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT.
7. MINIMUM YARD REQUIREMENTS FOR THE C-7 DISTRICT ARE AS FOLLOWS:

   FRONT: CONTROLLED BY A 45° ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET.

   SIDE: NO REQUIREMENT

   REAR: 20 FEET.
8. AS STATED IN SECT. 9-406 AND 9-407 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE BULK REGULATIONS OR THE MINIMUM DISTRICT SIZE REQUIREMENTS OF THE ZONING DISTRICT IN WHICH THE USE IS LOCATED.
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED.
10. NO PARKING FACILITY REQUIREMENTS WERE DETERMINED AS PART OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS). LOCATION OF THE PARKING AND ACCESS ROAD ARE UNDER REVIEW AND WILL BE INCLUDED IN A SPECIAL EXCEPTION AMENDMENT APPLICATION.
11. THERE IS NO FLOODPLAIN, RESOURCE PROTECTION AREA (RPA) OR ENVIRONMENTAL QUALITY CORRIDOR (EQC) ON THIS SUBJECT PROPERTY.
12. STORMWATER MANAGEMENT HAS BEEN DESIGNED SYSTEM WIDE, INCLUDING THIS SITE, AND WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND REVITALIZATION (DCR), BASED ON FAIRFAX COUNTY CBPA REGULATIONS, PER AGREEMENT BETWEEN THE COUNTY AND DCR THEREFORE, A WAIVER OF PAR. 3 OF SECT. 9-615 OF THE ZONING ORDINANCE IS HEREBY REQUESTED.
13. THERE ARE NO EXISTING UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE OR MAJOR UNDERGROUND UTILITY EASEMENTS LOCATED ON THE SUBJECT PROPERTY.
14. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS A SIX (6) FOOT SIDEWALK ON BOTH SIDES OF BOULEVARD, FLANKED BY MINIMUM STRIPS OF SIX FEET OF LANDSCAPING ON EACH SIDE.
15. SEE REFERENCE DRAWINGS, WHICH HAVE BEEN PROVIDED UNDER SEPARATE COVER, FOR THE LOCATIONS, NUMBERS AND SIZES OF ALL PROPOSED SIGNS.
16. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE FEIS, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY.
17. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCE AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116.4, 302.4 AND 355; ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA/VWPA/DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS; AND/OR ANY PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCES THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF IN CONJUNCTION WITH THE USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS.
18. EXCEPT AS QUALIFIED ABOVE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

TABULATION:

EXISTING/PROPOSED ZONING	C-7
TOTAL LAND AREA	1.91 ± AC
C-7	0.00 ± AC
VDOT R/W	1.91 ± AC
MAXIMUM FLOOR AREA RATIO PERMITTED	0.88*
PROPOSED FLOOR AREA RATIO	0.57
MAXIMUM GROSS FLOOR AREA PERMITTED	66,633 ± SF
PROPOSED GROSS FLOOR AREA	47,761 ± SF***
MAXIMUM BUILDING HEIGHT PROPOSED	75± FT
OPEN SPACE REQUIRED (5%)	0.096 AC***
OPEN SPACE PROVIDED (40%)	0.766 AC***

* MAY BE INCREASED TO 1.0 BY THE BOARD OF SUPERVISORS WITH THE PROVISIONS OF SECT. 9-618 OF THE ZONING ORDINANCE.

** NOTE THAT THIS AREA DOES NOT INCLUDE THE PARKING LOT AND ACCESS ROAD.

*** OPEN SPACE BASED ON NET SITE AREA OF 0.48 ACRES (1.91 AC - 1.51 AC IN VDOT R/W).

NOTE: THE PERSPECTIVE VIEW SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES TO SHOW THE CHARACTER OF THE PROPOSED RAIL STATION. ARCHITECTURE AND LANDSCAPING ARE SUBJECT TO CHANGE WITH FINAL DESIGN.

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE

No.	DATE	BY	Description
3	10 01 08	JMC	
2	08 04 08	JMC	
1	06 04 08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 14, 2008

TITLE

Tysons West Station
Dulles Corridor Metrorail Project

Station Perspective, Notes, & Tabulation

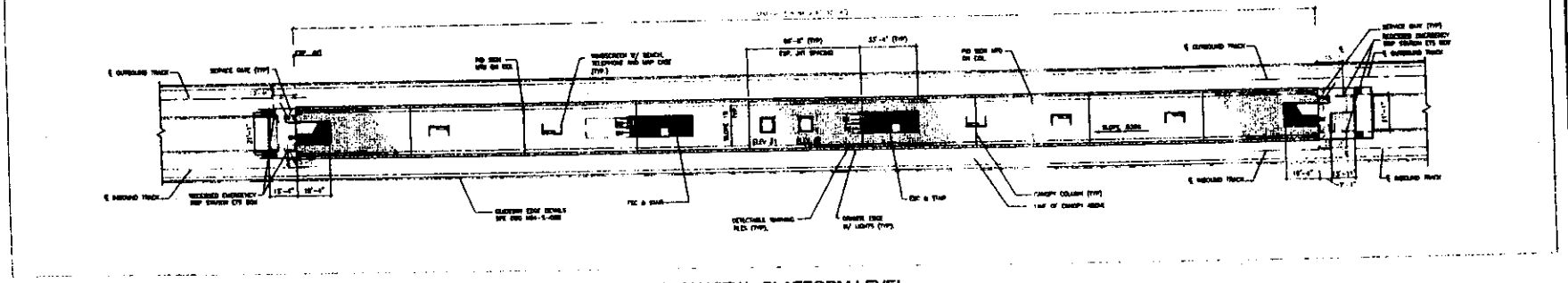
PROJECT NO.

4

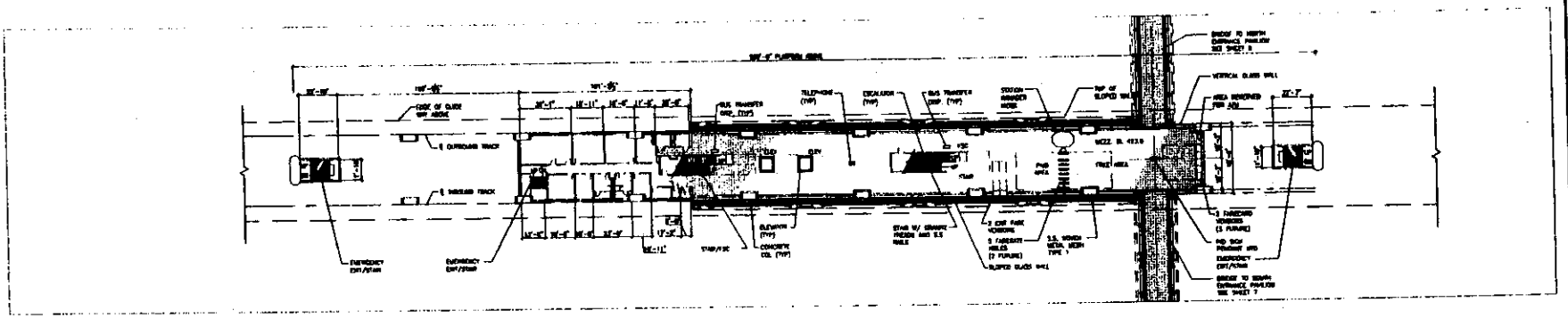
SHEET NO. 4 OF 8

M-10686

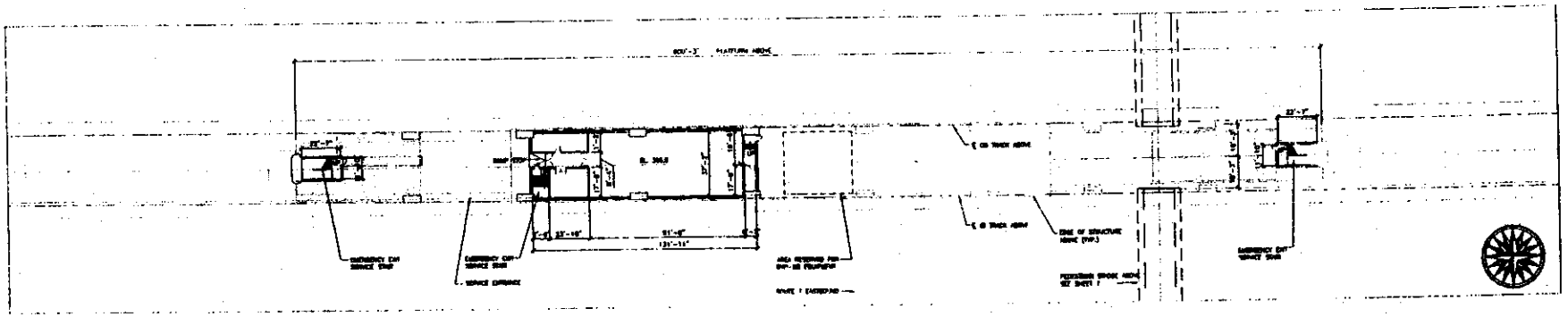
2232-MD08-13



PLAN VIEW - PLATFORM LEVEL



PLAN VIEW - MEZZANINE LEVEL



PLAN VIEW - GROUND LEVEL

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

KEY PLAN

SCALE
0' 30' 60'

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAH
DATE February 14, 2008

TITLE
Tysons West Station
Dulles Corridor Metrorail Project
Station Plan View Details

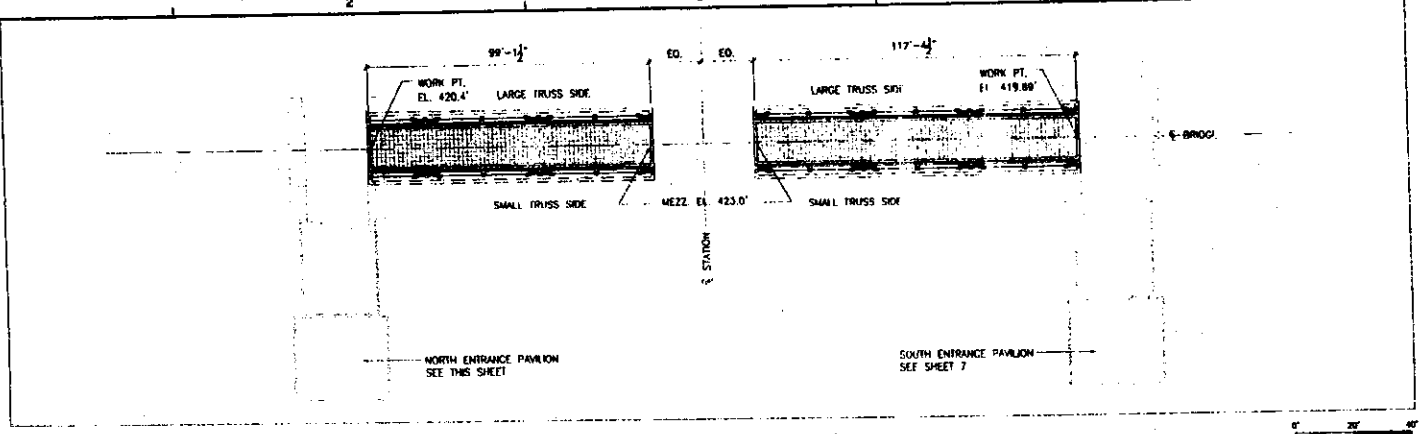
PROJECT NO.

5

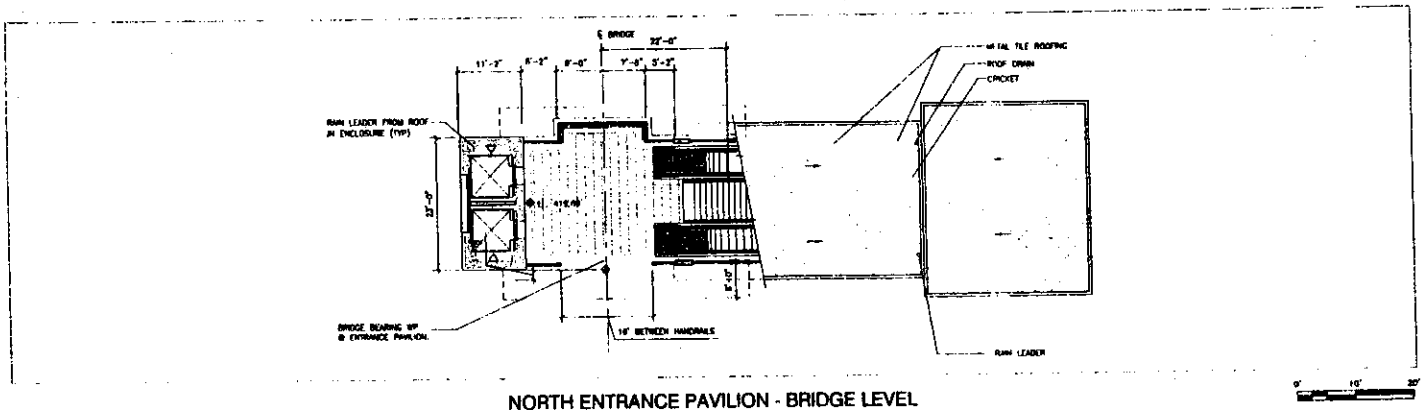
SHEET NO. 5 OF 6

M-10596

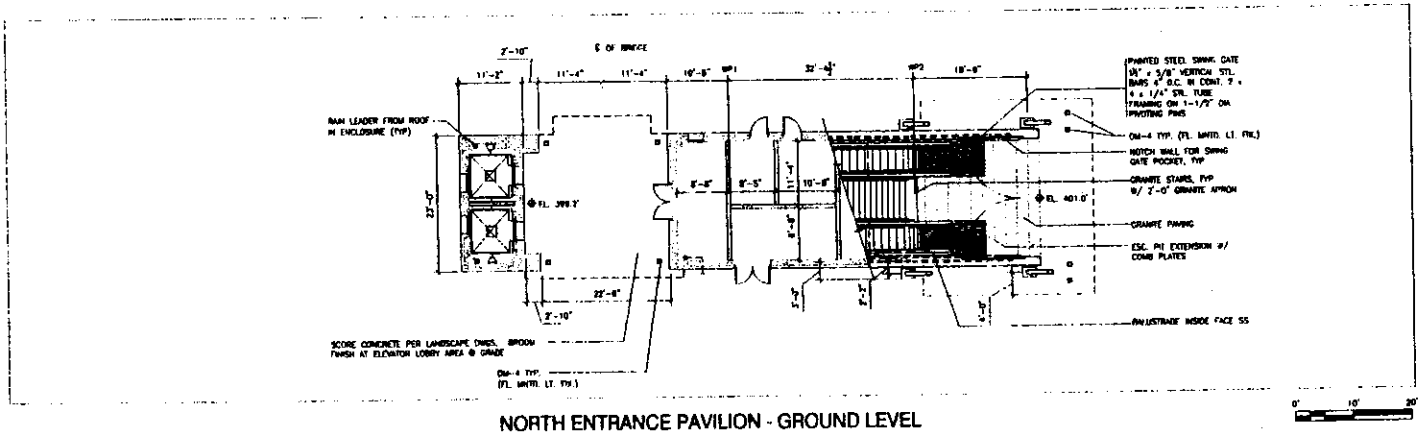
2232-MD08-13



BRIDGE LEVEL FLOOR PLAN



NORTH ENTRANCE PAVILION - BRIDGE LEVEL



NORTH ENTRANCE PAVILION - GROUND LEVEL

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

MPV PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 14, 2008

TITLE
Tysons West Station
Dulles Corridor Metrorail Project
North Entrance Pavilion and Pedestrian Bridge Details

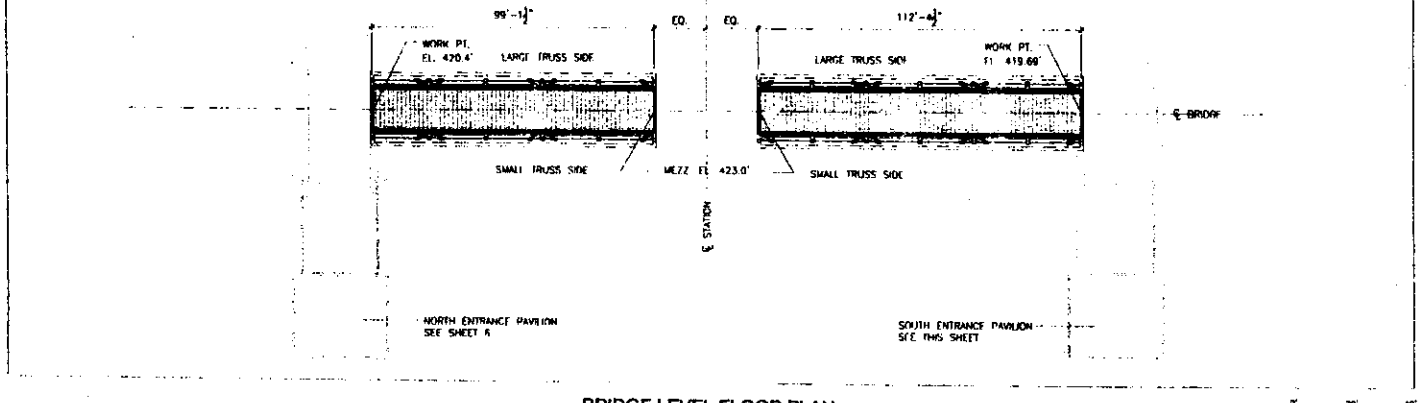
PROJECT NO

6

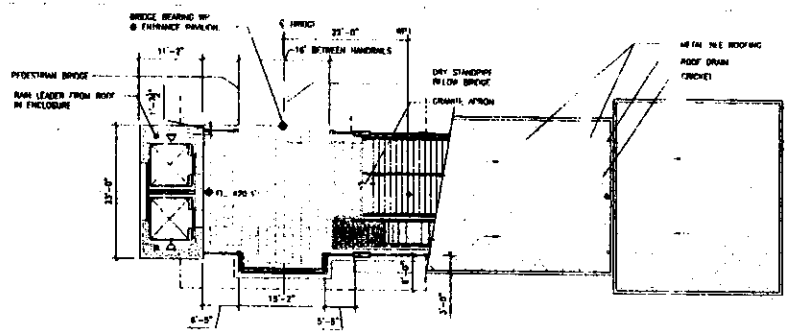
SHEET NO 6 OF 8

M-10686

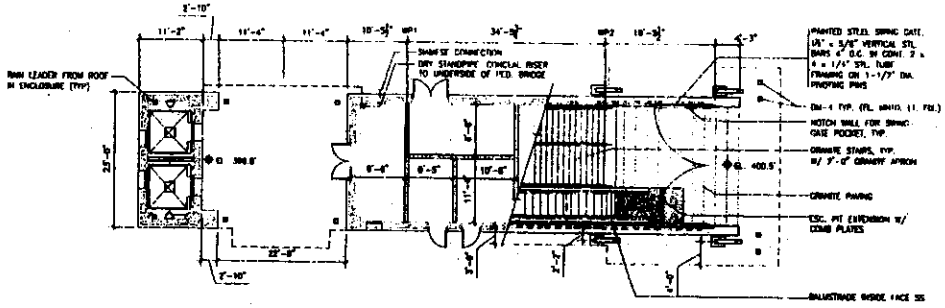
2232-MD08-13



BRIDGE LEVEL FLOOR PLAN



SOUTH ENTRANCE PAVILION - BRIDGE LEVEL



SOUTH ENTRANCE PAVILION - GROUND LEVEL

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

No.	DATE	BY	Description
2	12.03.08	JMC	
1	08.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LAM
DATE February 14, 2008

TITLE

Tysons West Station
Dulles Corridor Metrorail Project

South Entrance Pavilion and Pedestrian Bridge Details

PROJECT NO

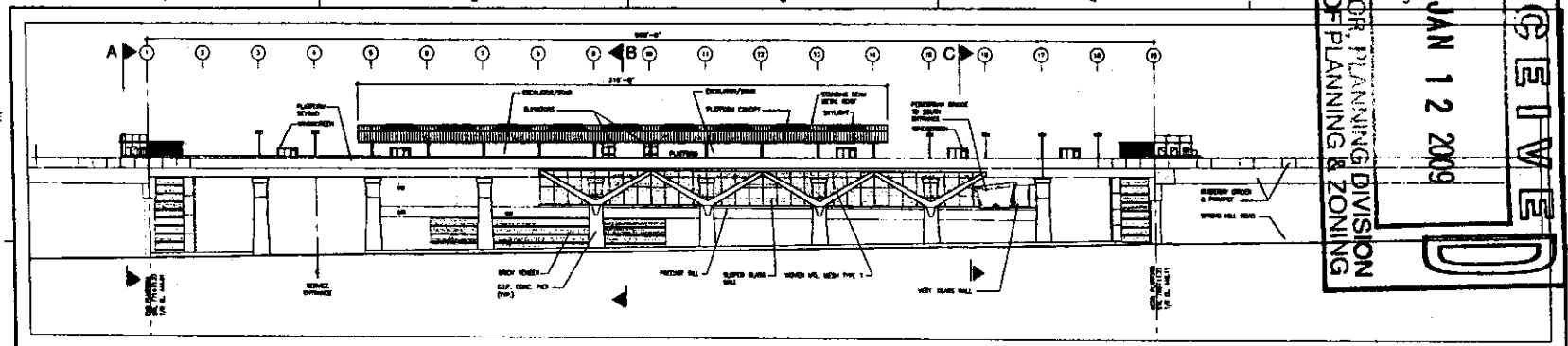
7

SHEET NO 7 of 8

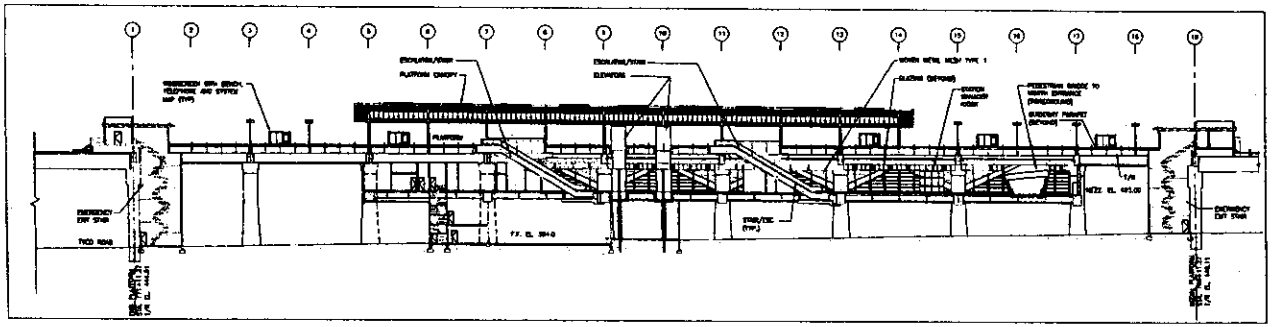
M-10847

2232-MD08-13

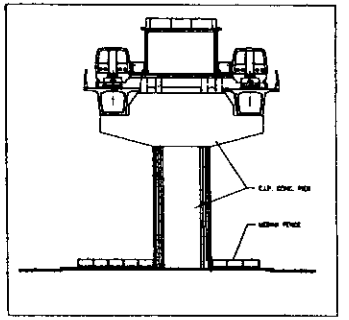
RECEIVED
JAN 12 2009
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING



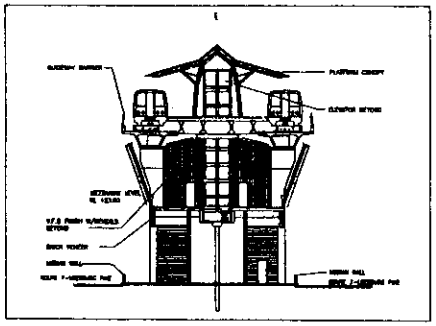
STATION ELEVATION - SOUTH



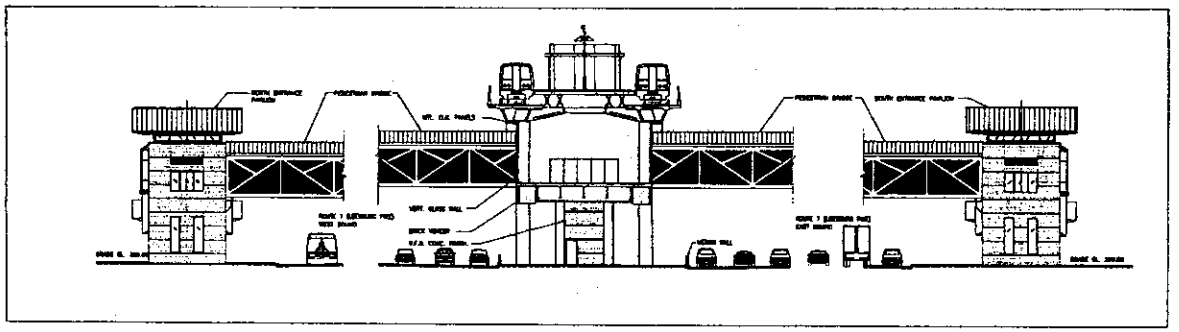
LONGITUDINAL SECTION



SECTION A
WEST OF COLUMN 1



SECTION B
BETWEEN COLUMNS 9 & 10



SECTION C
BETWEEN COLUMNS 15 & 16

Dewberry

Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

TYSONS WEST STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT & PROVIDENCE DISTRICT
FAIRFAX COUNTY, VIRGINIA

SEAL

1/7/09

KEY PLAN

SCALE

No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.04.08	JMC	

REVISIONS

DRAWN BY JMC
APPROVED BY
CHECKED BY LMI
DATE February 14, 2008

TITLE
Tysons West Station
Dulles Corridor Metrorail Project
Elevations and Sections

PROJECT NO.

8

SHEET NO. 8 OF 8

M-10647

2232-MD08-13

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

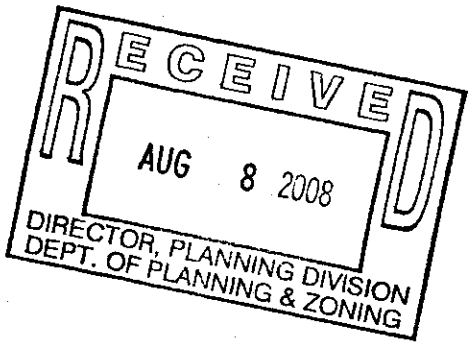
Lori Greenlief
Direct: 703.712.5433

2232-MD08-13

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008



HAND DELIVERED

David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
8th Floor
Fairfax, VA 22035

RE: Additional submissions for Tysons West 2232 application

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Tysons West 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

29-3((1))53A part, 53 part	Letter from Michael Harris, DRPT
29-3((1))2C part	Letter from Michael Harris, DRPT
Portions of Rt. 7 ROW	Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant. If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

2232-MD08-13

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

RECEIVED
AUG 8 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons West Station
Property Status and Consent
Tax Map 29-3((1))53 part, 53A part
Cherner Family LLC

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

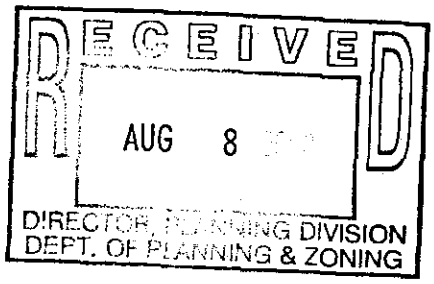
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-MD08-13

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

2232-MD08-13

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

RECEIVED
AUG 8 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Tysons West Station
Property Status and Consent
Tax Map 29-3((1))2C part
CARS-DB1, LLC 2C2, PART
LR6 10/17/08

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

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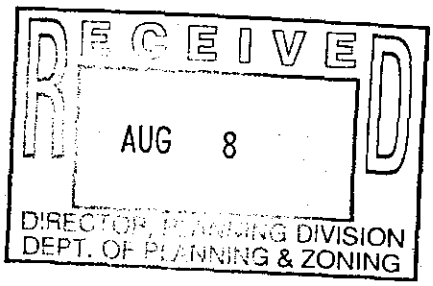
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-MD08-13

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

For June 14, 2007, letter from
Pierce Homer,
Secretary of Transportation,
Commonwealth of Virginia,
see

August 7, 2008, letter from
McGuireWoods,

in **ATTACHMENT 1**

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

2232-MD08-13

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

October 10, 2008

BY COURIER

David Jillson
Planning Division
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
8th Floor
Fairfax, VA 22035

RE: Consent Letters for Tysons West 2232 application; 2232-H08-14

Dear Mr. Jillson:

- Enclosed please find a consent letter from CARS-DB1-LLC, the property on the south side of Route 7 and a consent letter from Cherner Family LLC. The original was forwarded to Virginia Ruffner to file with the SE applications. A letter from Pierce Homer indicating the State properties can be used for the purposes stated in the Project was already submitted on August 7, 2008.

If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

RECEIVED
OCT 10 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

2232-MD08-13

Ms. Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, Suite 801
Fairfax, VA 22035

RE: Consent for the filing of a Special Exception and a 2232 Application for a portion of the real property known as Tax Map 029-3-01-0002C to be acquired by the Commonwealth of Virginia (the "Commonwealth") as more particularly shown on Exhibit A attached hereto and made a part hereof

Dear Ms. Coyle:

The undersigned, as title owner of the above-referenced property, hereby authorizes the Metropolitan Washington Airports Authority (the "Authority") in coordination with the Commonwealth of Virginia Department of Rail and Public Transportation ("DRPT") on behalf of the Washington Metropolitan Area Transit Authority ("WMATA") to act as agent with regard to the filing and processing of a special exception application and a 2232 application for the above referenced property. The special exception request is to allow only an electrically-powered regional rail transit facility with associated structures as shown on the special exception plat to be constructed on the property. The 2232 application is a request to confirm that the location, character and extent of the proposed use is substantially in accord with the Comprehensive Plan. The Fairfax County Department of Planning and Zoning, the Commonwealth the Authority, DRPT, and WMATA all acknowledge that the property owner's execution of this Consent Letter does not in any way indicate that property owner has accepted or agreed to fulfill any conditions or requirements that Fairfax County may impose or require as a condition to granting acceptance to the above referenced special exception filing application or the 2232 application.

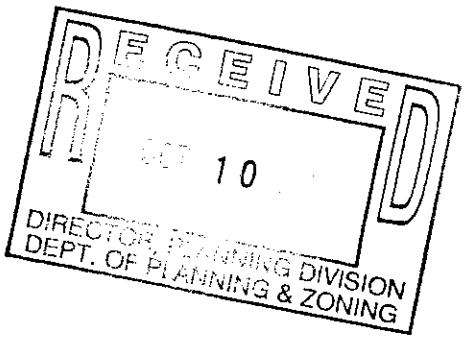
Very truly yours,
Property Owner of Tax Map No. 029-3-01-0002C

CARS-DB1, L.L.C.
a Delaware limited liability company

By: CARS-DBSPE1, INC., a Delaware corporation, its Manager

By: Capital Automotive Real Estate Services, Inc.,
a Delaware corporation,
its Authorized Agent

By: John M Weaver
Name: John M. Weaver
Title: SVP DATE 5-26-08



2232-MD08-13

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before me this 26 of August, 2008, by John M. Weaver

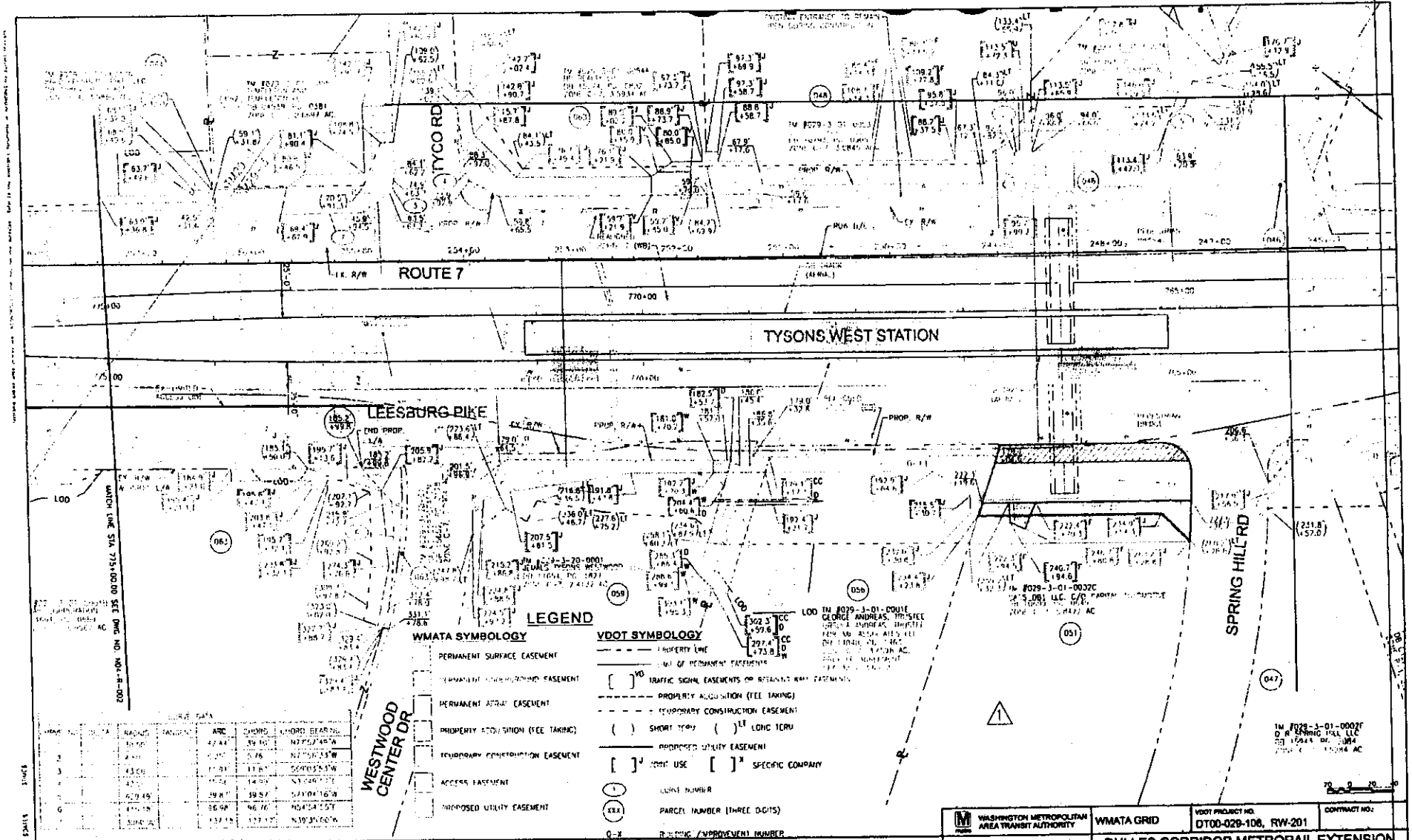
Mary A. Pett
Notary Public

My Commission expires: 3-31-12

MARY A. PETT
NOTARY PUBLIC
REG # 293359
MY COMMISSION EXPIRES
03/31/2012
COMMONWEALTH OF VIRGINIA

RECEIVED
10
DIRECTOR, ZONING DIVISION
DEPT. OF PLANNING & ZONING

2232-MD08-13



CURVE DATA						
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3		[illegible]		[illegible]	[illegible]	[illegible]
4		[illegible]		[illegible]	[illegible]	[illegible]
5		[illegible]		[illegible]	[illegible]	[illegible]
6		[illegible]		[illegible]	[illegible]	[illegible]
7		[illegible]		[illegible]	[illegible]	[illegible]

REFERENCE DRAWINGS	
NUMBER	DESCRIPTION

REVISIONS						
NO	DATE	DESCRIPTION	DRG	CHKR	SUPV	APPR
0	07/09/97	ISSUE FOR PROPERTY ACQUISITION	JP	AS	IT	RP
1	08/13/97	DEVL. REVS FOR PROP. REFINEMENTS	JP	AS	IT	RP

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

DULLES TRANSIT PARTNERS, LLC

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WMATA GRID

VDOT PROJECT NO. DT00-029-106, RW-201

CONTRACT NO.:

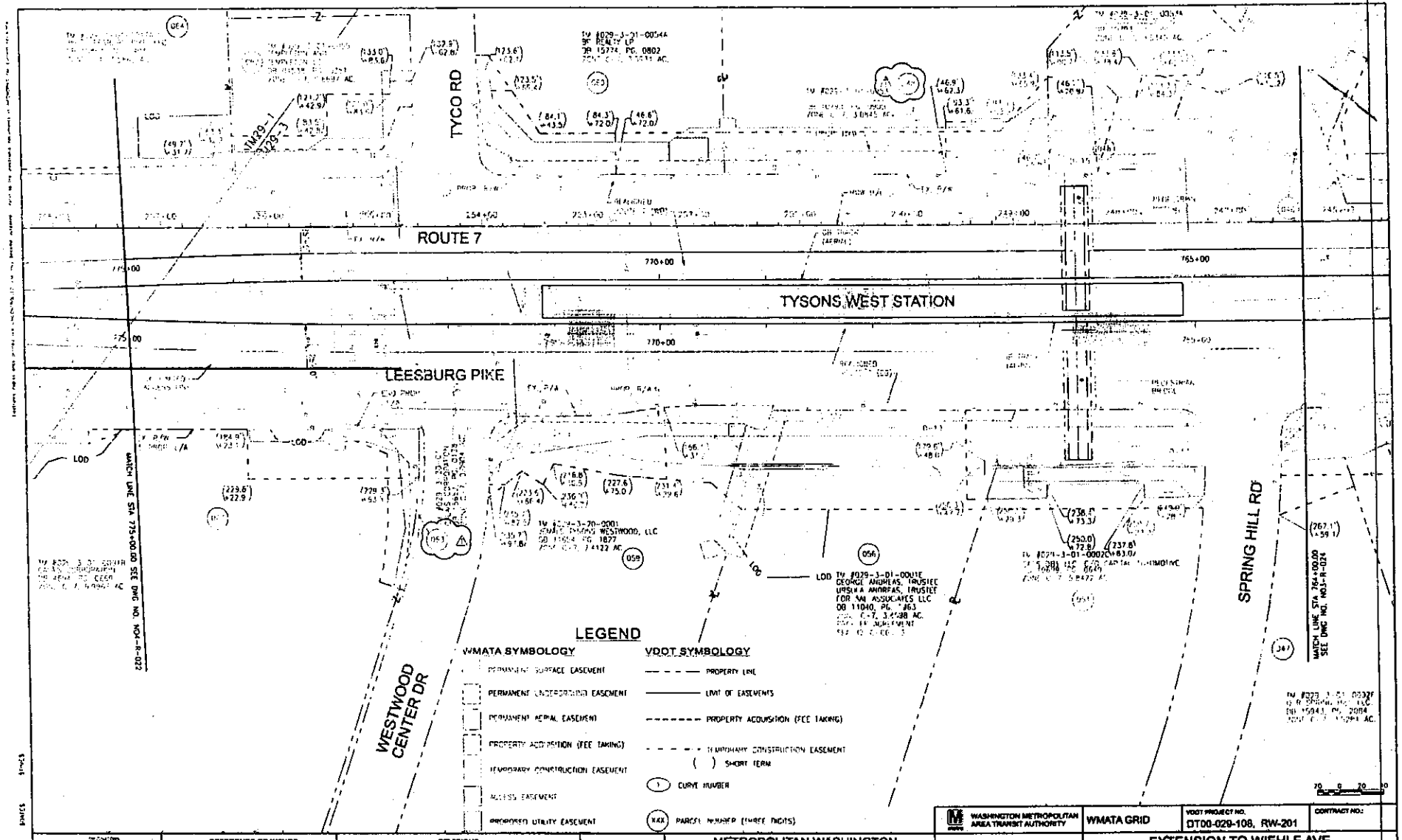
DULLES CORRIDOR METRORAIL PROJECT

DULLES CORRIDOR METRORAIL EXTENSION
TYSONS WEST
PROPERTY IDENTIFICATION PLAN
STA. 764+00 TO 775+00

SCALE: 1"=40'

DRAWING NO.: N04-R-001

RECEIVED
OCT 10
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

WMATA GRID

VDOT PROJECT NO. DT00-029-108, RW-201

CONTRACT NO.:

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

DULLES TRANSIT PARTNERS, LLC

DULLES CORRIDOR METRORAIL PROJECT

EXTENSION TO WIEHLE AVE
TYSONS WEST
SHORT TERM CONSTRUCTION EASEMENT
PLAN - STA. 764+00 TO 775+00

SCALE: 1"=40'

DRAWING NO.: N04-R-021

REFERENCE DRAWINGS

REVISIONS

RECEIVED
OCT 10
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

2232-MD08-13

2232-MD08-13

Ms. Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway
Suite 801
Fairfax, VA 22035

RE: Consent for the filing of a Special Exception and a 2232 Application for a portion of the property known as Tax Map 029-3-01-0053A (Cherner Kia Isuzu)

Dear Ms. Coyle:

The undersigned, as title owner of the above-referenced property, hereby authorizes the Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation on behalf of the Washington Metropolitan Area Transit Authority to act as agent with regard to the filing and processing of a special exception application and a 2232 application for the above referenced property. The special exception request is to allow an electrically-powered regional rail transit facility with associated structures as shown on the special exception plat to be constructed on the property. The 2232 application is a request to confirm that the location, character and extent of the proposed use is substantially in accord with the Comprehensive Plan.

Very truly yours,

Property Owner of Tax Map No.
029-3-01-0053A

RECEIVED
10
DIVISION
& ZONING

NAME:
TITLE: Jonathan K Cherner

STATE OF VIRGINIA
COUNTY OF FAIRFAX, to-wit:

The foregoing instrument was acknowledged before me this 8 of October, 2008, by _____.

Judith Kreseen #337004
Notary Public

My Commission expires: 3-31-2011

JUDITH KRESEEN COMMONWEALTH OF VIRGINIA NOTARY PUBLIC

Judith Kreseen
NOTARY PUBLIC
Commonwealth of Virginia
My Commission Expires
March 31, 2011

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

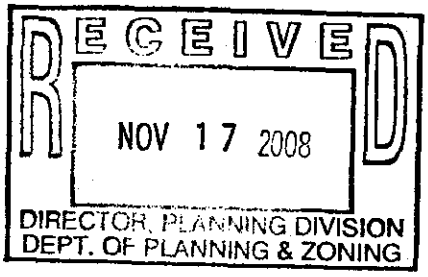
Lori Greenlief
Direct: 703.712.5433

2232-MD08-13

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

November 13, 2008



BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-MD08-14, Tysons West

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 and the SE applications (administrative edits). I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for Tysons Corner Urban Center.

Response: The Principles of Good Design and Transit Oriented Design contained on pages 36-37 and 41-42 of the Comprehensive Plan underscore the need for function, order, identity and appeal in the design of buildings, open spaces, roadways, pedestrian paths and signage. The Metro stations (all 4 in Tysons Corner) will be key components of the transformed Tysons landscape. As stated in the Plan, one of the key objectives of the Tysons Corner Plan is to encourage alternative modes of transportation. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Tysons West station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Ample access points are provided to the Tysons West station including safe passage over Route 123. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations. The program will be

2232-MD08-13

applied to the 5 new stations in Phase 1. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. Art displayed in the stations will be visible from the public areas of the station. Ultimately, artists for each station will be chosen by a panel of representatives, including persons recommended by County Supervisors.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed. The Project is required per the MOA to maintain ongoing contact with the Virginia Department of Historic Resources who has jurisdiction over archaeological and historic resources.

Comment: Provide a summary detailing how noise will be mitigated.

Response: Noise impact studies were performed as part of the FEIS which considered ambient conditions and future operations of the station and the Kiss & Ride lot. No impacts were identified requiring mitigation. The noise analysis in the FEIS is lengthy and contains FTA, WMATA and County criteria. A summary, "C. Project Facilities" on page 4-102 of FEIS is attached. Note that the tracks have parapet walls on either side to reduce wheel noise. During construction, the project is subject to the requirements of the Fairfax County Noise Ordinance

Comment: Discuss any "green" technology used?

Response: The Dulles Corridor has been called the "the economic engine" of Fairfax County and Northern Virginia. The provision of Metrorail to Dulles is a critical step for providing multi-modal and comprehensive transit options, facilitating the movement of residents, customers and employees throughout that area. The Fairfax County Policy Plan encourages the implementation of transportation strategies that reduce auto travel, minimize dependence on single-occupant automobiles and improve traffic flow, thereby reducing auto emissions.

Public transit is crucial if we as a society are going to improve air quality and reduce green house gases released into the environment. The American Public Transportation Association (APTA) states that "an individual switching to public transit can reduce his or her daily carbon emissions by 20 pounds; that's more than 4,800 pounds in a year, a figure that is more than the combined carbon emissions reduction that comes from weathering your home and using energy efficient appliances and environmentally-friendly light bulbs." APTA goes on to state that "if just one commuter of a household switches from driving to using public transportation, the household's carbon footprint will

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be reduced by 10 percent. If a household gives up its second car altogether, a household can reduce carbon emissions by 30 percent."

Other than the obvious provision of alternative mode of transportation in the Dulles Corridor, below are some of the energy conserving aspects of the rail development:

- All steel has a 25 - 35% recycled content today.
- We are using fluorescent bulbs in many fixtures - tunnel areas, service rooms, pedestrian bridges, mezzanine and platform ceilings
- Use of LED lighting in handrails, and fixtures at platform capable of using LED in the future
- The system employs an Advanced Energy Management System (AEMS) that monitors energy consumption and provides for control and limits availability of electrical features unless needed
- Site lighting is actuated by photo sensors
- Site lighting uses cutoffs to reduce fugitive light, minimizing light pollution
- Rain gardens and redirected runoff are a featured concept in landscaping - providing increased ground water recharge and irrigation
- Increased use of free-ventilating spaces where possible to minimize energy intensive environmental controls
- Increased use of skylights and glazed storefront windows to increase contribution of natural lighting
- Increased attention to jobsite management of waste materials - increased recycling content and reduction of materials sent to landfills

Comment: What are the number of lanes provided for Rt. 123 and Rt. 7?

Response: Route 123 is planned for 3 through lanes in each direction with left and right turn lanes. Rt. 7 is planned for 3 through lanes in each direction plus a fourth lane in each direction for right turn movements and with left, additional right and auxiliary lanes.

Comment: How is stormwater management addressed?

Response: Stormwater runoff in the station and pavilion areas is being routed into the roadway system. Discharge quantity and quality controls are being introduced in the median of Route 7 as a series of infiltration basins connected by an underdrain. This design is currently under review by DCR.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

Response: The landscaping concept has been developed through a series of submittals in Preliminary Engineering involving County Staff. Drought and disease resistant tree species are proposed with two inch calipers. Tree pits and plantings

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2232-MD08-13

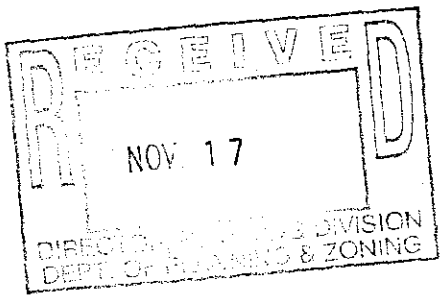
areas will be a minimum of five feet wide and surface runoff will be directed to the plantings areas where feasible.

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire



ATTACHMENT 4a

For information regarding Section 106 of the National Historic Preservation Act, see **ATTACHMENT 1a**

"3.5 Cultural Resources"
Pages 3-64 through 3-78

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Social Effects

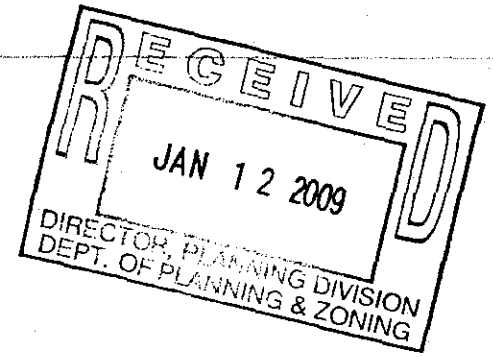
ATTACHMENT 4b

For information regarding Noise Impacts,
see **ATTACHMENT 1b**

Page 4-102

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Environmental Effects

Jillson, David



From: Turpin, Frank [Frank.Turpin@DullesTransitPartners.com]
Sent: Monday, January 12, 2009 2:12 PM
To: Jillson, David
Cc: Greenlief, Lori R.
Subject: RE: Another question

avid, give me a call if more is needed.

During the construction of TC123, TC7, and TW, will Rte 123 and Rte 7 be widened to 6 or 8 through lanes ?

Sections of temporary roadway installed on eastbound Rt 7 during metrorail construction will be 4 lanes. As the permanent eastbound Rt 7 is completed, it will have 4 lanes beginning at the ramp from Dulles Tollroad eastbound onto Rt 7 and continuing to and under the Rt 123 overcrossing. As westbound Rt 7 is completed, it will have 4 lanes from the intersection of the frontage road (across Rt 7 from the entrance to Marshalls Shopping Center) to the exit ramp to eastbound Dulles Tollroad. Additional left and right turning lanes are provided at street intersections. The 4th lane being added in each direction is a shared "through/right turn" lane. It replaces the service roads on both sides of Rt 7 where they exist today. Right turn movements into driveways are allowed from these lanes, and the lanes extend on Rt 7 through the project area.

Street work on Rt 123 is incidental, and adding lanes is not within the project scope.

If either road (or both) will be widened to 6 lanes, do the plans for the stations allow for future widening of both roads to the anned 8-lane configuration ?

The plans for the Central 123 Station do allow for an additional 4th lane on Rt 123 to be constructed in each direction.

rank Turpin
OW Manager

ulles Corridor Metrorail Project
595 Spring Hill Road
ienna, VA 22182

hone: 703-852-5995
mail: frank.turpin@dullestransitpartners.com

rom: Greenlief, Lori R. [mailto:lgreenlief@mcguirewoods.com]
ent: Monday, January 12, 2009 11:08 AM
o: Turpin, Frank
ubject: FW: Another question

rank - Can you respond to David today?

.ori R. Greenlief
.and Use Planner

McGUIREWOODS
McGuireWoods LLP
1750 Tysons Boulevard

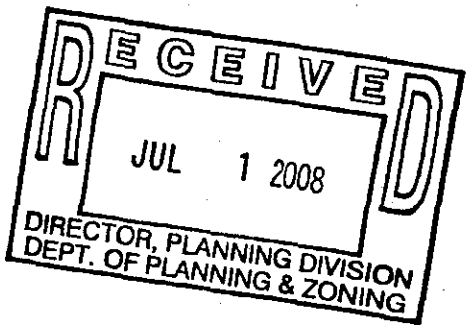
1/12/2009

2232-H08-14

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

ATTACHMENT 5

April 16, 2008



Mr. David Marshall
Fairfax County Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, VA 22035

Subject: Dulles Corridor Metrorail Project
Application for Determination Pursuant to Sect. 15.2-2232 of the Code of Virginia Wiehle Avenue Station

Letter No: MWAA-00389

Dear Mr. Marshall:

The Metropolitan Washington Airports Authority (Airports Authority), acting in coordination with the Virginia Department of Rail and Public Transportation (VDRPT), is submitting the enclosed Section 15.2-2232 (Section 2232) application on behalf of the Washington Metropolitan Area Transit Authority (WMATA) for an electrically-powered regional rail transit facility to be known as Wiehle Avenue Station. A special exception application for the use has been submitted concurrently. The Section 2232 submission package includes the following documents:

- A completed and signed Section 2232 application form (Part I: Application Summary).
- A property identification table.
- The Statement of Justification (Part II: Statement of Justification) describing the proposed use, its requirements, anticipated impacts and alternative sites considered.
- A copy of the Special Exception Application Plat and reference drawings that are being submitted concurrently with the special exception application, on which are contained the requirements for a "proposed facility plan".

WA

2232-H08-14

If you have any questions regarding these submissions or need additional information. please contact Lori Greenlief at McGuireWoods LLP at (703)712-5433.

Sincerely,

Charles S. Carnaggio, P.E.
Project Director
Dulles Corridor Metrorail Project

CSC/rm/bt
Attachment: a/s
cc: James Van Zee, MWAA
Supervisor Cathy Hudgins, Hunter Mill District
Frank de la Fe, Hunter Mill District Planning Commissioner

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COUNTY OF FAIRFAX, VIRGINIA

APPLICATION FOR DETERMINATION
PURSUANT TO
SECTION 15.2-2232 OF THE CODE OF VIRGINIA

Application Number: 2232-H08-14
(assigned by staff)

The application con ains three parts: I. Application Summary; II. Statement of Justification; and I Telecommunication Proposal Details. Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

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(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address 1860 Wiehle Ave., 1850 Cenntennial Park Drive and

City/Town 11400 Commerce Park Dr. Zip Code Reston, VA

APPLICANT(S)

Name of Applicant Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Street Address 1593 Springhill Road, Suite 300

City/Town Vienna State VA Zip Code 22182

Telephone Number: Work (703) 572-0500 Fax (___) _____

E-mail Address _____

Name of Applicant's Agent/Contact (if applicable) Jonathan Rak/Lori Greenlief

Agent's Street Address 1750 Tysons Blvd. Suite 1800

City/Town Mclean State VA Zip Code 22102

Telephone: Work (703) 712-5433 (Lori) Fax (___) _____

2232-HD8-14

PROPOSED USE

Street Address See below

Fairfax Co. Tax Map and Parcel Number(s) _____

Brief Description of Proposed Use _____

Addresses: 1860 Wiehle Ave. 1850 Centennial Park Drive, 11400 Commerce Park Drive

Tax maps: 17-4((1))17A; 17-4((12))11D4pt, 11D5pt and portions of land owned by the Commonwealth of VA

The proposed use is an electrically powered regional rail transit facility.

Total Area of Subject Parcel(s) 10.29 acres (acres or square feet)

Portion of Site Occupied by Proposed Use 10.29 acres (acres or square feet)

Fairfax County Supervisor District Hunter Mill

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Cited on Transportation Plan as location for transit facility

Zoning of Subject Property I-3 and I-4

List all applicable Proffer Conditions, Development Plans, Special Exceptions, Special Permits or Variances previously approved and related to this site

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PROPERTY OWNER(s) OF RECORD

Owner See attached

Street Address _____

City/Town _____ State _____ Zip Code _____

2232-H08-14

PART II, *entitled "Statement of Justification," pages 4 through 6, shall be completed by all applicants and included as part of the application.* ***PART III,*** *entitled "Telecommunication Proposal Details," pages 7 through 9, also shall be completed and included for all proposed telecommunication uses.*

Name of Applicant or Agent Charles S. Carnaggio, P. E.

Signature of Applicant or Agent Charles S Carnaggio

Date 8/5/08

****

Please do not staple, bind or hole-punch this application. Please provide at least one copy of all pages, including maps and drawings, on 8.5 x 11 inch paper.

Submit completed application to:

Fairfax County
Department of Planning and Zoning, Planning Division
Herrity Building
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

****

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FOR STAFF USE ONLY

Date application received: 7,1,08

By: _____

Additional information requested to complete application: _____

Date application accepted: 7,2,08

By: _____

PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
WIEHLE AVENUE STATION
SECTION 2232 APPLICATION

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
17-4	Metrorail Station Entrance and Pedestrian Bridges	Hunter Mill	Metrorail Facility		Commonwealth of Virginia	Wiehle Avenue at Dulles International Airport Access Highway	
17-4((1))17A	Station Entrance Pavilion, Parking Garage, Bus Bays, Kiss & Ride Lot	Hunter Mill	Metrorail Facility	I-4	Board of Supervisors, Fairfax County	North side of Dulles International Airport Access Highway at Wiehle Avenue	
17-4((12))11D4 pt, 11D5 pt	Station Entrance Pavilion, Bus Bays	Hunter Mill	Metrorail Facility	I-3	CESC Commerce Executive Park, LLC	South side of Dulles International Airport Access Highway at Wiehle Avenue	2345 Crystal Drive Arlington, VA 22202

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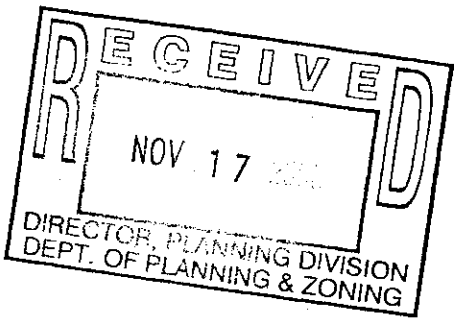
Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Wiehle Avenue Station

STATEMENT OF JUSTIFICATION

August 20, 2008



INTRODUCTION AND OVERVIEW

The Metropolitan Washington Airports Authority (MWAA) in coordination with the Virginia Department of Rail and Public Transportation (DRPT) on behalf of Washington Metropolitan Area Transit Authority (WMATA), collectively "the Applicant", requests approval of a Section 15.2-2232 application (a "2232 application") for public facilities, specifically a Metro station located in the median of the Dulles International Airport Access Highway (DIAAH) and portions of the lots directly to the north and south of the station as shown on the plat included in this application.

On January 18, 2007, the Planning Commission voted affirmatively that the Section 2232 application filed by DRPT on behalf of WMATA, a proposal to construct the rail line and ancillary power and stormwater management facilities to facilitate an extension of Metrorail through Fairfax County, was in substantial accordance with the provisions of the adopted Comprehensive Plan. (This application was called the "Systemwide 2232" application.) By design, the Systemwide 2232 application did not include the rail passenger stations. It was determined during the development of the Dulles Corridor Metrorail Project legislative timeline, as it applied to Fairfax County, to file separate Section 2232 applications for the stations concurrently with the Special Exceptions which were also to be filed for the stations. Additional background information can be obtained in the staff report published for the Systemwide 2232 review dated November 16, 2006 and the addendum dated December 6, 2006.

The environmental, transportation, social, and economic impacts of the location of the Wiehle Avenue Station, as proposed in this 2232 application, were analyzed in the Draft, Final and Amended Final Environmental Impact Statement (FEIS) conducted between the time period of 2002 to 2006. Pertinent portions of the FEIS will be referred to in this statement of justification. After the appropriate period of availability and review, the Federal Transit Administration (FTA) issued a Record of Decision (ROD) in March of 2005 (later amended in November of 2006) concluding that the Dulles Corridor Metrorail Project had met the requirements of the National Environmental Policy Act of 1969 and the Locally Preferred Alternative (LPA) for the Project, as described in the FEIS, was supported. The ROD will also be referred to in this 2232 statement of justification.

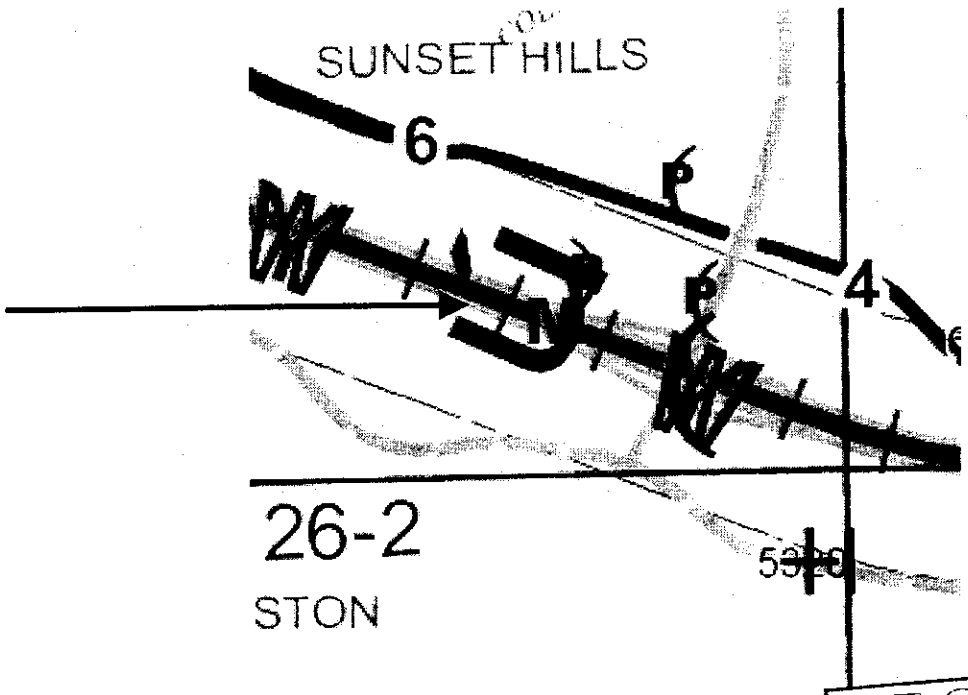
2232-H08-14

COMPREHENSIVE PLAN

The approval by the Planning Commission of the Systemwide 2232 affirmed that the general location, character and extent of the layout of the rail lines and associated power stations and stormwater facilities substantially conformed to the Fairfax County Comprehensive Plan. The Transportation section of the Policy Plan contains many references to the need to reduce reliance upon the automobile in Fairfax County and to support the extension of the Metrorail system in the Dulles Corridor to Dulles Airport and Loudoun County ("Policy Plan, Transportation, Board of Supervisors Goal and Countywide Objectives and Policies, Objective 2: Policies a, b, h, and i").

Specifically, the proposed location for the Wiehle Avenue Station and the accessory uses such as the entrance pavilions and the parking areas are within Sub-Units G-4 and H-2 of the Reston-Herndon Suburban Center and Transit Station Area sector of the Area III plan. Language within these sub-units contains land use recommendation options with and without rail. Specifically, floor area ratio and height parameters are discussed within the context of a rail station to be located in proximity to Subunits G-4 and H-2. This is where the station is proposed in this 2232 application and the accompanying special exception application.

Additionally, below is a segment of the County Transportation Plan Map which shows the envisioned location for a Metro station as proposed in this application.



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SECTION 15.2-2232 APPLICATION FOR THE Wiehle Avenue STATION

1. Description of the Use

The proposed Wiehle Avenue Station, located in the median of the DIAAH west of it's intersection with Wiehle Avenue is an at-grade facility and will serve as an interim terminal station until the full LPA (Locally Preferred Alternative) is completed to Loudoun County (Phase II of the project).

The station itself will be located in the median of the DIAAH and there will be entrance pavilions located on the north and south sides of the Dulles Toll Road. Pedestrian bridges spanning across the DIAAH and the adjacent Dulles Toll Road will connect the station to the entrance pavilions. A multi-level parking structure which can accommodate 2,048 vehicles is proposed on the north site of the DIAAH. Adjacent to the parking structure is a Kiss & Ride Lot with 46 spaces and a Park & Ride Lot with 212 spaces. Bike racks, lockers and motorcycle spaces are also shown within these lots. Primary access to the parking lots and the parking structure is shown from Wiehle Avenue. Additional street access will be provided by an upgrade to an existing outlet road connecting to Sunset Hills Road. The street improvements are not a part of this application.

The County issued a Request for Proposal (RFP) for the development of a mixed use transit oriented development on the 9 acre County-owned property on which the parking structure and lots are shown. Part of the required elements in the RFP were: 2,300 commuter parking spaces, 46 kiss and ride spaces 10-12 bus bays, 150 bicycle spaces and the entrance pavilion as access to the pedestrian bridge connecting with the station. According to the County, the RFP closed on February 13, 2008 and there are four proposals now under consideration. The development of the 9 acre parcel with the required elements is shown as part of this Special Exception Application in the event that development pursuant to the RFP does not occur.

Included with this application is a copy of the Special Exception plat and reference drawings which give detailed information on the location, size, and other aspects of the proposed development. The information below is reprinted from the concurrently filed special exception application:

- Type of Operation: Electrically-powered regional rail transit facility
- Hours of Operation: In accordance with Metro schedules, currently 5:00am to midnight on weekdays, 7:00am to 3:00am on weekends. It is anticipated that access to the parking structure and lots will be possible 24 hours a day.

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- Daily Patronage: The Dulles Corridor Metrorail extensions ridership is projected to be 59,000 by 2013, including 8,200 daily boardings at the Wiehle Avenue Station.

- Proposed number of employees: One employee (the station agent) assigned full time per shift, with additional employees present at various times to perform maintenance tasks, provide security and conduct operations assistance.

- Estimate of traffic impact: The mitigation of traffic impacts at the Wiehle Avenue Station was studied as part of the FEIS. Mitigations adopted include an additional left turn land into the station from northbound Wiehle Avenue, a new left turn lane from the eastbound Dulles Toll Road exit ramp onto Wiehle Avenue, a new entry for buses to the north station facilities from the westbound Dulles Toll Road entry ramp, a new acceleration lane for bus egress from north station facilities onto the westbound Dulles Toll Road, and bus bays separated from traffic on the eastbound Dulles Toll Road ramp. The private roadway south of Sunset Hills Road will be improved to VDOT standards and extended to provide a secondary means of access to the north side station facilities. Westbound Sunset Hills Road between Wiehle Avenue and Isaac Newton Square will be widened and a left turn lane provided for access into the station. A project advisory committee, the Reston Metrorail Access Group, appointed by Supervisor Catherine Hudgins is overseeing the Wiehle Avenue and Reston Parkway Station Access Management Study. The committee will ultimately make recommendations for improvements to intersections, roadways, street grid system, bus service and pedestrian access in a broad area surrounding both the Wiehle Avenue and the Reston Parkway Metrorail stations. It is anticipated that these improvements will be implemented with the development of transit oriented uses around the stations.

- Vicinity of area to be served: Reston, Tysons Corner and the metropolitan area west of I-495

- Description of building and façade: The pavilions and the parking garage finish will be comprised of textured pre-cast concrete panels consistent with WMATA's criteria for character and quality appropriate for public transit facilities. The selection of finishes and other features continues to be refined to achieve improvement in cost effectiveness and current details are included on reference drawings attached to this application.

- Listing of Hazardous or Toxic Substances on site: The proposed use of the properties as a WMATA metro station will not generate hazardous waste, although there are a number of industrial products that are used in the operation and maintenance of a station. These products include (but are not limited to) paints and associated paint solvents, lead-acid batteries, and oils and lubricants. WMATA manages these products and associated waste in accordance with state and federal laws.

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2232-H08-14

- Conformity of Proposed Use: The proposed changes conform to the provisions of all applicable ordinances, regulations, adopted standards and any applicable conditions.

2. Requirements for the Proposed Use

Analysis by the Metropolitan Washington Council of Governments (MWCOG) on population, employment and household growth shows that by 2025, the Dulles Corridor will experience a 63 percent increase in jobs, compared to an average increase of 41 percent throughout the region. Likewise, population is expected to increase 45 percent between 2000 and 2025, compared to 32 percent projected population growth in the region. The Metropolitan Washington Airport Authority forecasts that Dulles Airport will experience considerable increases in air travel patronage, air cargo operations, and employment. Growth in passenger use at the airport alone is projected to reach 55 million trips by 2035, more than twice the current level. Therefore, alternative access to the airport is also essential.

The general philosophy behind the placement of the transit stations was to maximize the efficiency of the system with respect to ridership. Alternative locations for the station were evaluated with this goal in mind in preparation for the publication of the Draft EIS in 2002. The final locations of the parking structure and bus bays at Wiehle Avenue Station were refined in an Environmental Assessment approved by the FTA in the Amended ROD issued in November 2006.

3. Anticipated Impacts on Adjoining Properties and On- and Off-site Environmental Features

Traffic Impacts

Because of the projected population and employment growth in the region, traffic is expected to consistently increase throughout the Dulles Corridor over the next 10 to 20 years. With no rail service to the area, anticipated growth is expected to occur in a dispersed pattern of development, which would be highly dependent on the automobile, leaving people with few travel choices and resulting in widespread congestion. The goal of the Dulles Corridor Metro Project is to provide an alternate transportation mode to the automobile for this increasing residential and employment population in the Dulles Corridor and generally improve transportation service in the corridor.

Specifically, around the Wiehle Avenue Station, transportation improvements are proposed to ease the impact of the station on surrounding streets. Additional transportation improvements for the broader area surrounding the station will be recommended by the Reston Metroral Access Group currently studying station access issues.

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Noise Impacts

In preparation for the FEIS, a noise impact study was conducted for the corridor. Potential transit noise impacts along the corridor were evaluated according to the FTA modeling prediction guidelines. The noise prediction modeling included all new sources of noise proposed in the study area: Metrorail train passbys, articulated express bus passbys, wheel squeal along curves, Metrorail auxiliary equipment at stations, public address systems at stations, and express and feeder bus idling at stations and at Park & Ride Lots. More than 2,600 noise receptor locations were identified throughout the corridor. Noise impacts were evaluated against FTA thresholds, as well as WMATA criteria and those of Fairfax County.

When combined with ambient noise, no noise receptors at the Wiehle Avenue Station were predicted to exceed FTA or WMATA criteria during operation of Metrorail.

Impacts of Environmental Features of the Site

The Wiehle Avenue Station is at grade in the median of the DIAAH. The entrance pavilions on the north and south sides of the DIAAH are located in areas presently developed. No streams or wetlands are impacted and the area is not within a floodplain.

Impacts on Air Quality and Water Quality

An air quality assessment was undertaken during the FEIS process to determine the potential air quality impacts occurring as a direct result of emissions from motor vehicle traffic associated with the Metrorail extension project. The assessment found that no long-term impacts to regional air quality were anticipated from the construction and operation of the project. A description of the air quality assessment methodology and results are contained in the FEIS and summarized in the ROD.

Assessments of water quality during construction and operation have determined the potential for effects from the proposal on surface water resources; surface was quality; wetland systems; and floodplains. The Metrorail projects has been carefully designed to minimize impacts to water quality, and stormwater management has been computed and handled on a systemwide basis.

Visual Impacts

The proposed location for the Wiehle Avenue Station is surrounded by office and industrial uses. The station and the proposed garage and parking lots will be visible to pedestrians and motorists on the in area and from adjacent properties. The station area is within a transportation corridor and a highly developed commercial area. The construction materials and design of the station and station canopy will fit into the urban character of the Reston/Herndon area. The station entrance pavilions and the

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associated garage and parking lots will be attractively landscaped to soften their visual impact.

4. Alternative Sites Considered for the Proposal

As stated previously, possible location shifts for stations were evaluated for the rail system as a whole during preparation of the Draft FEIS. The final location for the Wiehle Avenue Station was confirmed during preliminary engineering, and refinements made to its layout were addressed in an Environmental Assessment approved by the Federal Transit Administration in an amended ROD issued in November 2006.

CONCLUSION

The proposed Wiehle Avenue Station, entrance pavilions, and parking areas are consistent with the transportation policies outlined in the Policy Plan, the land unit specific recommendations contained in the Area Plans section of the Comprehensive Plan and the Transportation Plan Map. The following is offered in addition to the foregoing information to specifically to address the standards under Va. Code Sec. 15.202232, as amended:

Location: The proposed location of the Wiehle Avenue Station is consistent with that shown on the Transportation Plan map. This station will further the Policy Plan goal of increasing public transportation use for commuters in the Dulles Corridor.

Character: The proposed station will be compatible with the urban character of the area and the Plan's vision for the Reston-Herndon Transit Area.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept. This station is integral to the operation rail to Dulles.

The Applicant respectfully requests support of this 2232 application by County Staff and the Planning Commission.

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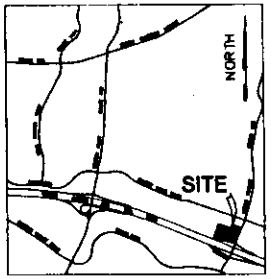
WIEHLE AVENUE STATION

DULLES CORRIDOR METRORAIL PROJECT

Hunter Mill District Fairfax County, Virginia

Special Exception Plat and 2232 Plan



VICINITY MAP

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Applicant:
Metropolitan Washington Airports Authority
in coordination with the
Virginia Department of Rail and Public Transportation
on behalf of the Washington Metropolitan Area Transit Authority
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

Sheet Index

1. COVER SHEET
2. SPECIAL EXCEPTION PLAT
3. LANDSCAPE PLAN, SIGN PLAN, & EXISTING VEGETATION MAP
4. STATION PERSPECTIVE, NOTES, & TABULATION
5. SOUTH ENTRANCE PAVILION & PEDESTRIAN BRIDGE DETAILS
6. ELEVATIONS AND SECTIONS
7. GARAGE ELEVATIONS

Wiehle Avenue Station
Dulles Corridor Metrorail Project
Special Exception Plat
and 2232 Plan

Dewberry

Dewberry & Davis LLC

DRPT

DULLES TRANSIT PARTNERS, LLC

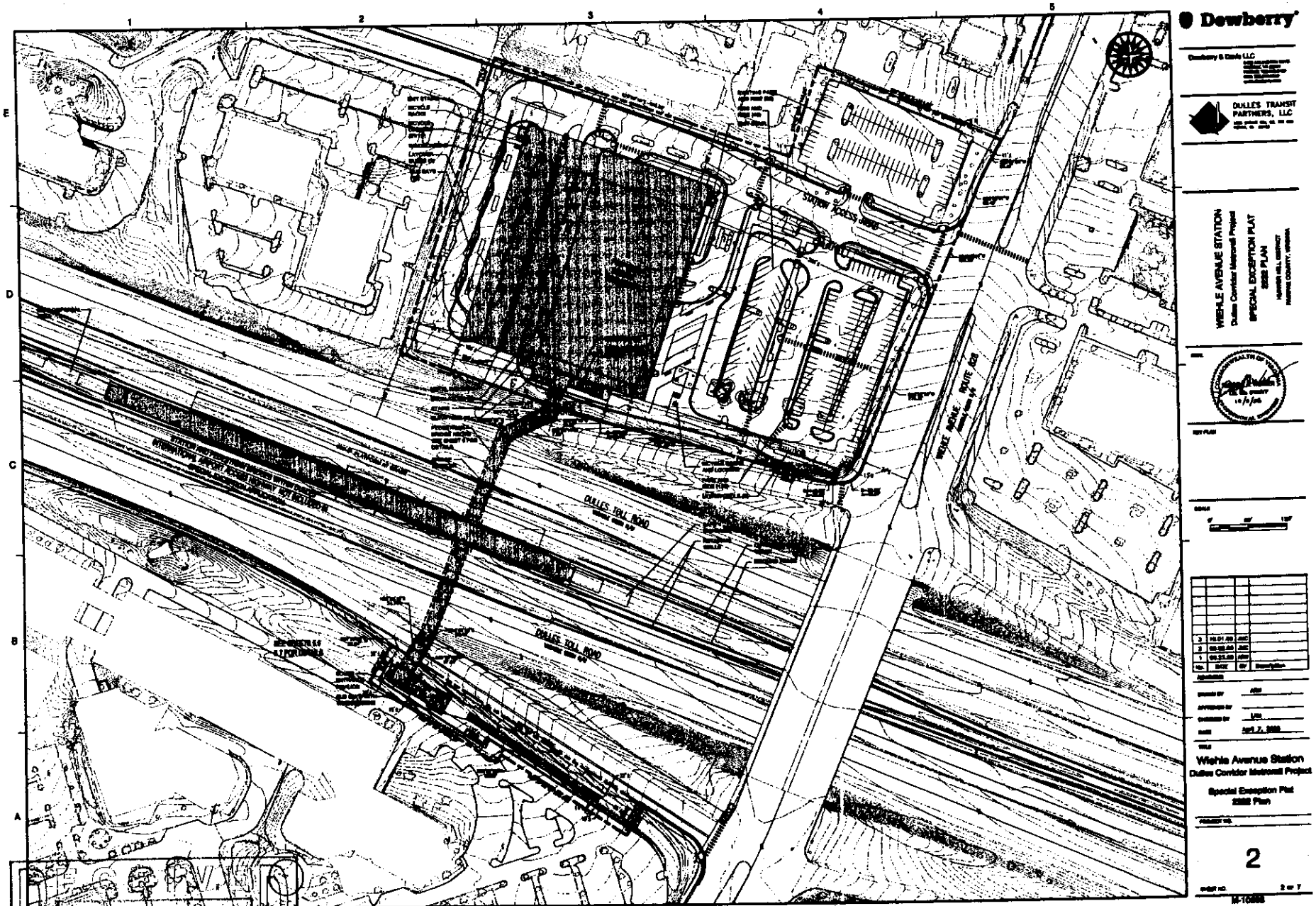
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

METROPOLITAN WASHINGTON AIRPORTS AUTHORITY

Revised October 1, 2008
Revised June 23, 2008
April 7, 2008

M-10696

2232-H08-14



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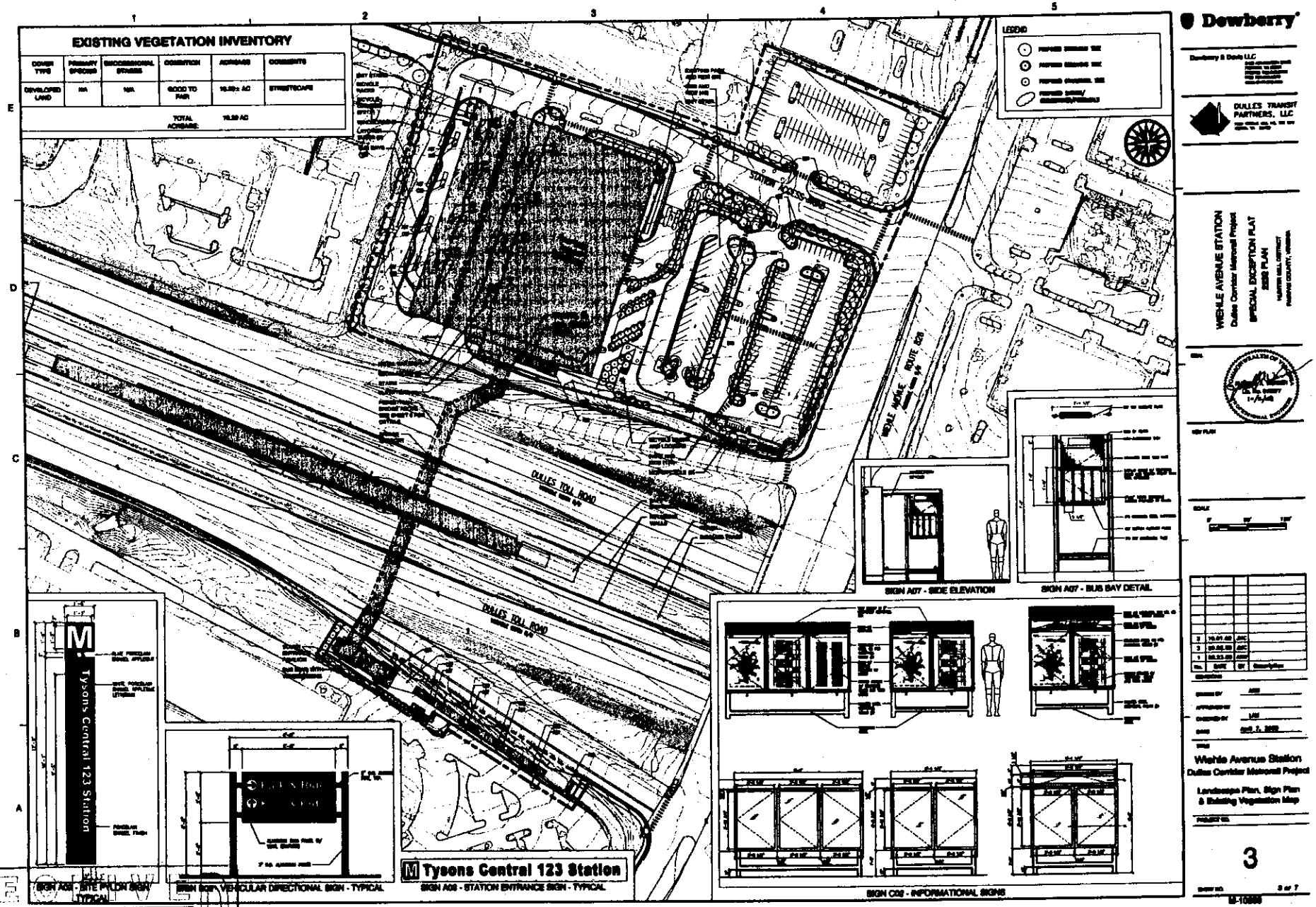

Dewberry

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
SIGN PLAN

Wiehle Avenue Station
Dulles Corridor Metrorail Project
Landscape Plan, Sign Plan & Existing Vegetation Map

3

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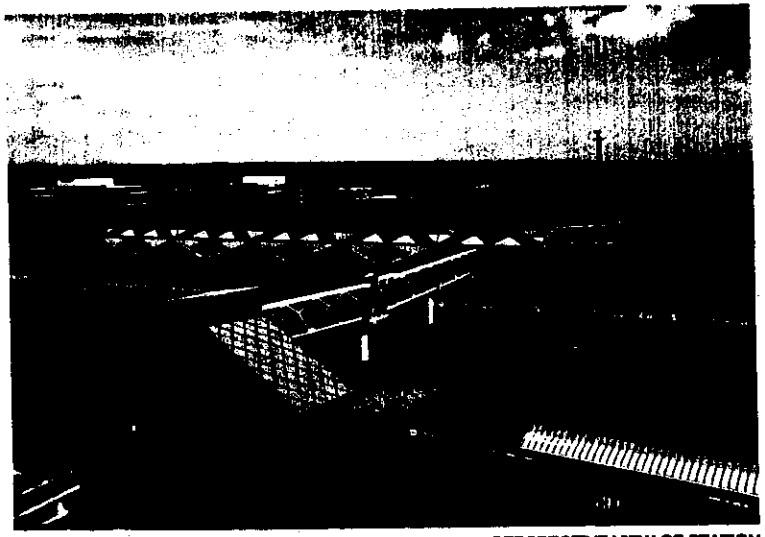

PERSPECTIVE VIEW OF STATION

NOTES:

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION PLAT IS IDENTIFIED ON THE FAIRFAX COUNTY ZONING MAP AS 17-4 ((1)) 17A PART HEREIN IS ZONED I-4, AND 17-4 ((16)) 11BA PART AND 11BD PART WHICH ARE ZONED I-5.
2. THE TOTAL LAND AREA OF THIS SPECIAL EXCEPTION APPLICATION IS APPROXIMATELY 16.29 ± ACRES.
3. THIS SPECIAL EXCEPTION PLAT ACCOMPANIES AN APPLICATION TO PERMIT THE ESTABLISHMENT OF AN ELECTRICALLY POWERED PASSENGER RAIL TRANSIT FACILITY, SPECIFICALLY ACCESSORY USES THERETO AND TO ALLOW AN INCREASE IN BUILDING HEIGHT FOR THE PROPOSED PASSENGER SHELTER ON THE SUBJECT PROPERTY.
4. THE BOUNDARY INFORMATION SHOWN HEREON IS ESTABLISHED TO INCLUDE ALL THE FACILITIES SUBJECT TO THIS SPECIAL EXCEPTION AS DEFINED BY DULLES TRANSIT PARTNERS, LLC DURING PRELIMINARY ENGINEERING.
5. THE TOPOGRAPHY SHOWN HEREON IS AT A CONTOUR INTERVAL OF ONE (1) FOOT FROM SURVEY INFORMATION PROVIDED BY VIRGIS, DATED MAPPING PREPARED AND PROVIDED BY VIRGIS, LLC MIDDLEBURG, VIRGINIA COPYRIGHT 2002, AND FIELD SURVEY INFORMATION PERFORMED BY DEWBERRY AND DAVIS AND NOV. 04 2002.
6. A STATEMENT WHICH CONFIRMS THE OWNERSHIP OF THE SUBJECT PROPERTY AND THE NATURE OF THE APPLICANT'S INTEREST IN SAME IS PRESENTED IN A SEPARATE DOCUMENT.
7. THE MINIMUM YARD REGULATIONS FOR THE I-4 DISTRICT ARE AS FOLLOWS:

   FRONT YARD: 45° ANGLE OF SUN PLANE, BUT NOT LESS THAN 40 FEET;
   SIDE YARD: 45° ANGLE OF SUN PLANE, EXCEPT NONE REQUIRED WHERE A SIDE YARD ABUTS A RAILROAD RIGHT-OF-WAY;
   REAR YARD: 45° ANGLE OF SUN PLANE, EXCEPT NONE REQUIRED WHERE A REAR YARD ABUTS A RAILROAD RIGHT-OF-WAY;

   THE MINIMUM YARD REGULATIONS FOR THE I-5 DISTRICT ARE AS FOLLOWS:

   FRONT YARD: 45° ANGLE OF SUN PLANE, BUT NOT LESS THAN 40 FEET;
   SIDE YARD: NO REQUIREMENT;
   REAR YARD: NO REQUIREMENT.
8. AS STATED IN SECT. 9-404 AND 9-405 OF THE FAIRFAX COUNTY ZONING ORDINANCE THIS USE NEED NOT COMPLY WITH THE SUN ANGLE REGULATIONS ON THE MINIMUM DISTRICT SIDE REQUIREMENTS OF THE ZONING DISTRICT IN WHICH THIS USE IS LOCATED.
9. SANITARY SEWER AND PUBLIC WATER ARE AVAILABLE AND WILL BE EXTENDED TO THE SITE AS NEEDED.
10. PARKING REQUIREMENTS FOR THE PROPOSED FACILITIES HAVE BEEN ESTABLISHED IN CONJUNCTION WITH THE WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY AND INCLUDES BOTH SURFACE AND STRUCTURED PARKING.
11. THERE IS NO FLOODPLAIN, RESOURCE PROTECTION AREA (RPA) ENVIRONMENTAL QUALITY CORRIDOR (EQC) ON THE SUBJECT PROPERTY.
12. STORMWATER MANAGEMENT HAS BEEN DEEMED SYSTEM WIDE, AND USING THIS SITE, HAS WILL BE REVIEWED BY THE DEPARTMENT OF CONSERVATION AND RECREATION (DCR), BASED ON AN AGREEMENT BETWEEN FAIRFAX COUNTY AND DCR. THEREFORE, A WAIVER OF PAR. 3 OF SECT 9-401 IS HEREBY REQUESTED.
13. THERE ARE NO EXISTING UTILITY EASEMENTS WITHIN A WIDTH OF TWENTY-FIVE (25) FEET OR MORE OF MAJOR UNDERGROUND EASEMENTS LOCATED ON THIS PROPERTY.
14. THE COMPREHENSIVE PLAN TRAILS MAP SHOWS MAJOR PARKS TRAIL (REPAVE) 7—8 FEET IN WIDTH ALONG THE WEST SIDE OF WIEHLE AVENUE ADJACENT TO THE SUBJECT PROPERTY. A WAIVER OF THE TRAIL REQUIREMENTS IS HEREBY REQUESTED.
15. SEE SHEET 3 FOR THE LOCATION, NUMBER, AND SIZE OF PROPOSED SIGNS.
16. BASED ON HISTORICAL AND ARCHEOLOGICAL INVESTIGATIONS PERFORMED IN THE AREA, THERE ARE NO GRAVES LOCATED ON THE SUBJECT PROPERTY.
17. THE PROPOSED USE WILL NOT GENERATE, UTILIZE, STORE, TREAT AND/OR DISPOSE OF ANY HAZARDOUS OR TOXIC SUBSTANCE AS SET FORTH IN TITLE 40, CODE OF FEDERAL REGULATIONS PARTS 116A, 302 A AND 355, ANY HAZARDOUS WASTE AS SET FORTH IN COMMONWEALTH OF VIRGINIA DEPARTMENT OF WASTE MANAGEMENT VR 672-10-1 VIRGINIA HAZARDOUS WASTE MANAGEMENT REGULATIONS, AND/OR PETROLEUM PRODUCTS DEFINED IN TITLE 40, CODE OF FEDERAL REGULATIONS PART 280. HOWEVER, ANY SUCH SUBSTANCES THAT MAY BE UTILIZED, STORED AND/OR DISPOSED OF IN CONJUNCTION WITH THE USE WILL BE IN ACCORDANCE WITH SAID REGULATIONS.
18. EXCEPT AS QUALIFIED ABOVE, THE PROPOSED DEVELOPMENT CONFORMS TO ALL CURRENT APPLICABLE LAND DEVELOPMENT ORDINANCES AND ADOPTED STANDARDS.

NOTE: THE PERSPECTIVE VIEW SHOWN ON THIS SHEET IS FOR ILLUSTRATIVE PURPOSES TO SHOW THE CHARACTER OF THE PROPOSED RAIL STATION. ARCHITECTURE AND LANDSCAPING ARE SUBJECT TO CHANGE WITH FINAL DESIGN.

TABULATION:

EXISTING/PROPOSED ZONING	I-4 AND I-5
TOTAL LAND AREA	16.29 ± AC
MAXIMUM FLOOR AREA RATIO PERMITTED	0.50
PROPOSED FLOOR AREA RATIO	0.31
MAXIMUM GROSS FLOOR AREA PERMITTED	176,200 ± SF
PROPOSED GROSS FLOOR AREA	10,000 ± SF
MAXIMUM BUILDING HEIGHT PERMITTED	70 FT
MAXIMUM BUILDING HEIGHT PROPOSED	69 FT
OPEN SPACE REQUIRED (10%)	1.54 ± AC
OPEN SPACE PROPOSED (34%)	5.29 ± AC

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Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
SEE PLAN
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

No.	DATE	BY	Description
2	10.01.02	JWC	
1	05.13.02	JWC	

DESIGNED BY JWF
APPROVED BY
DRAWN BY LAS
DATE April 7, 2002

Wiehle Avenue Station
Dulles Corridor Metrorail Project

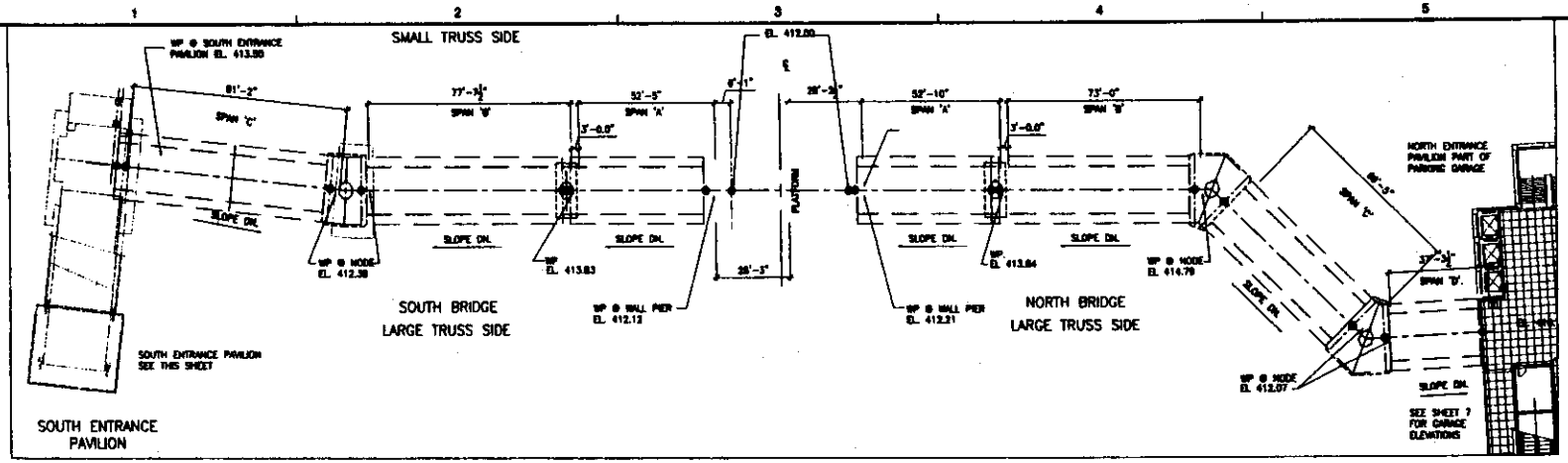
Station Perspective, Notes, & Tabulation

4

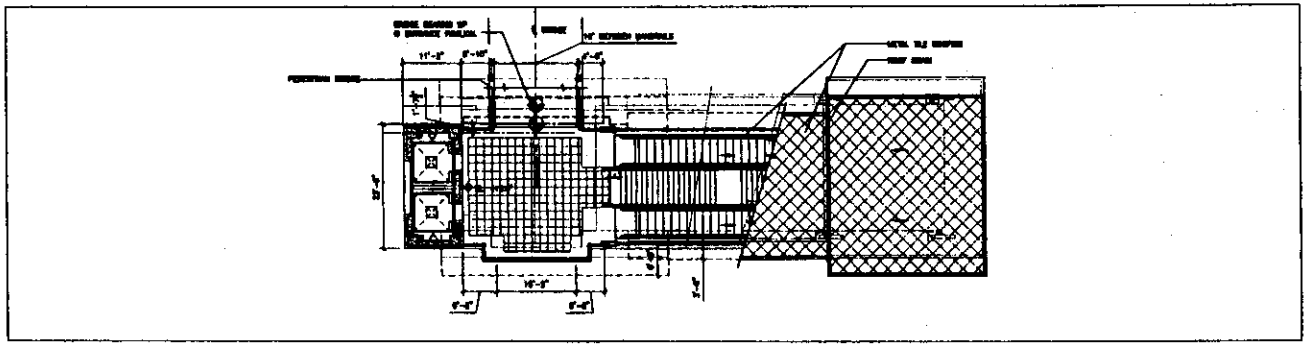
SHEET NO. 4 OF 7

SE-10000

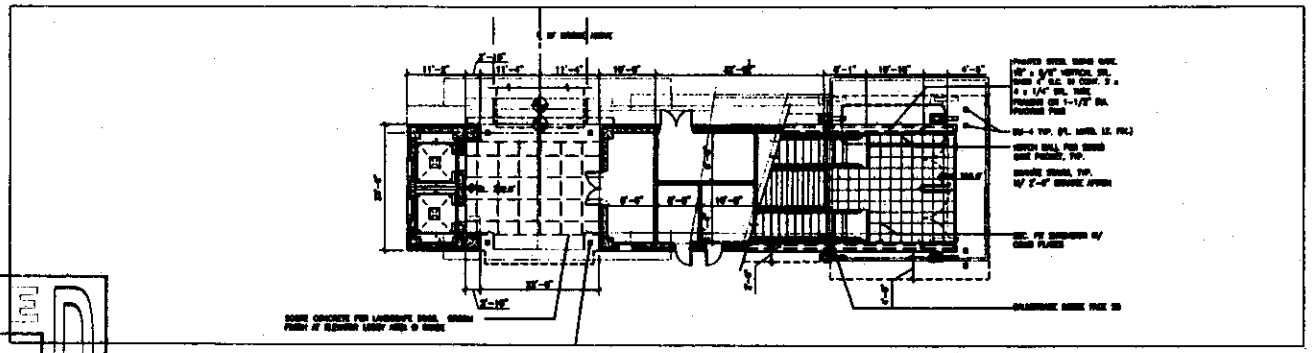
2232-H08-14



BRIDGE LEVEL FLOOR PLAN



SOUTH ENTRANCE PAVILION - BRIDGE LEVEL



SOUTH ENTRANCE PAVILION - GROUND LEVEL

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Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

Wiehle Avenue Station
Dulles Corridor Metrorail Project
South Entrance Pavilion and Pedestrian Bridge Details

5

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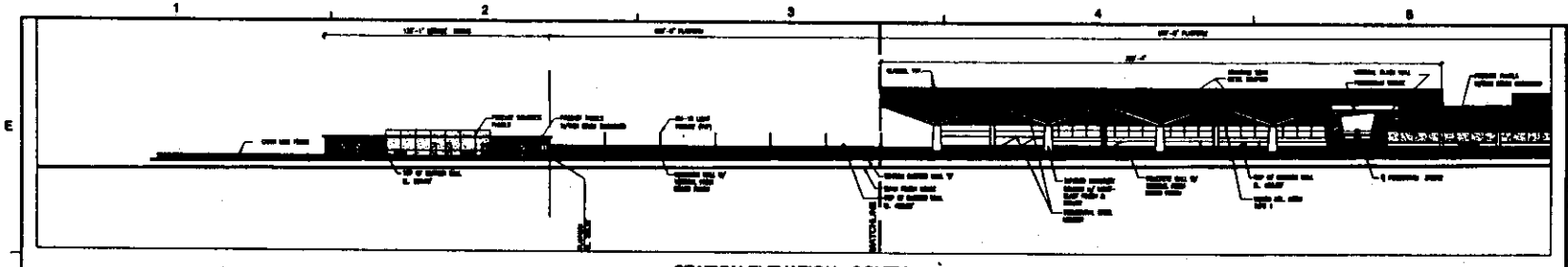
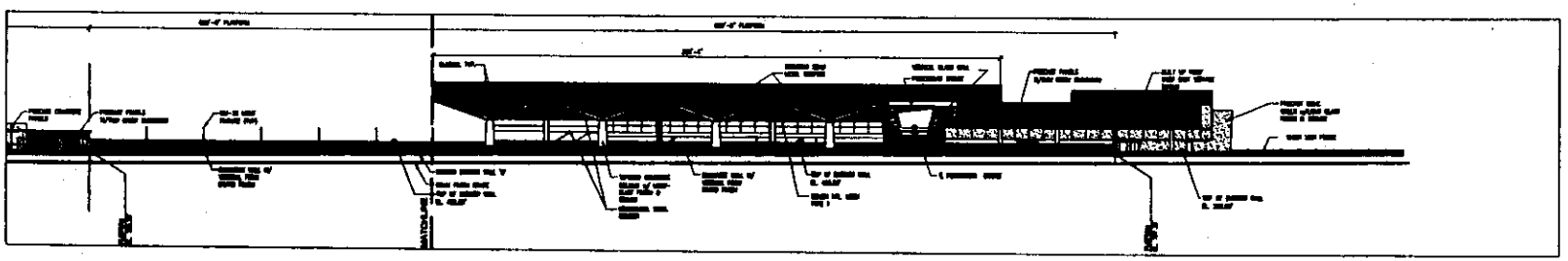
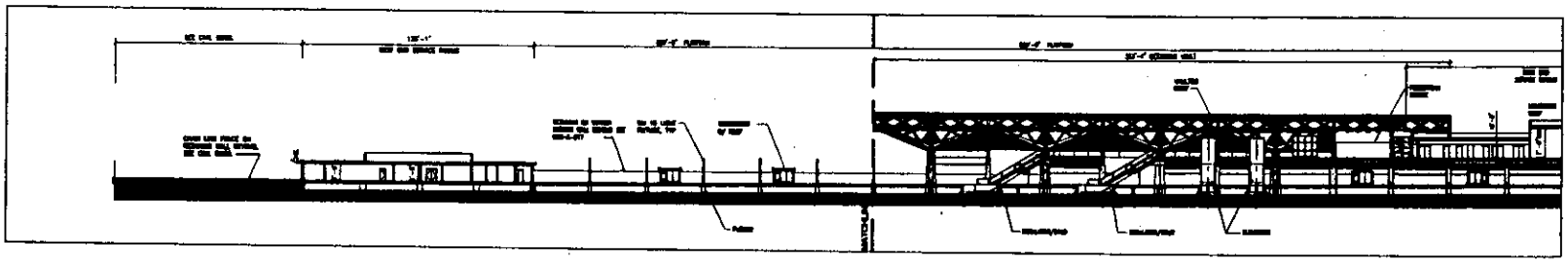


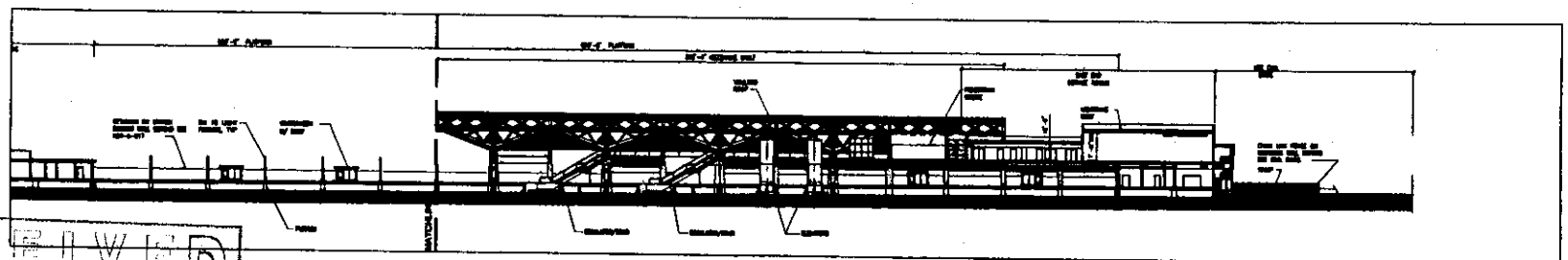
STATION ELEVATION - SOUTH



STATION ELEVATION - SOUTH (CONT)



LONGITUDINAL SECTION



LONGITUDINAL SECTION (CONT)

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WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

No.	DATE	BY	Description
2	10.01.08	JAC	
1	08.22.08	AMD	

DRAWN BY AMD
APPROVED BY
CHECKED BY LAN
DATE April 7, 2008

TITLE
Wiehle Avenue Station
Dulles Corridor Metrorail Project
Elevations and Sections

PROJECT NO.
6
SHEET NO. 6 of 7
M-10888

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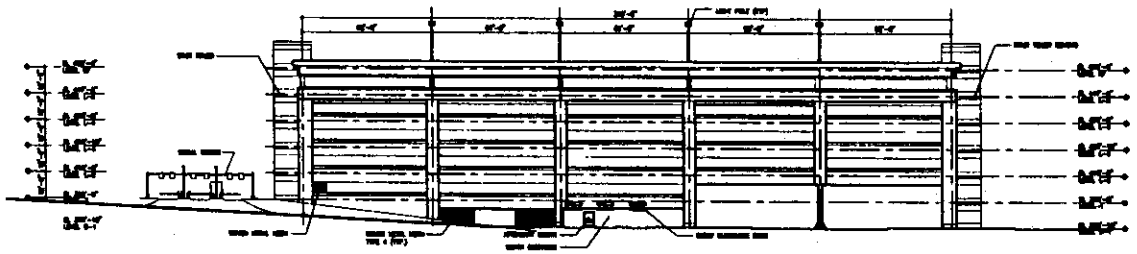
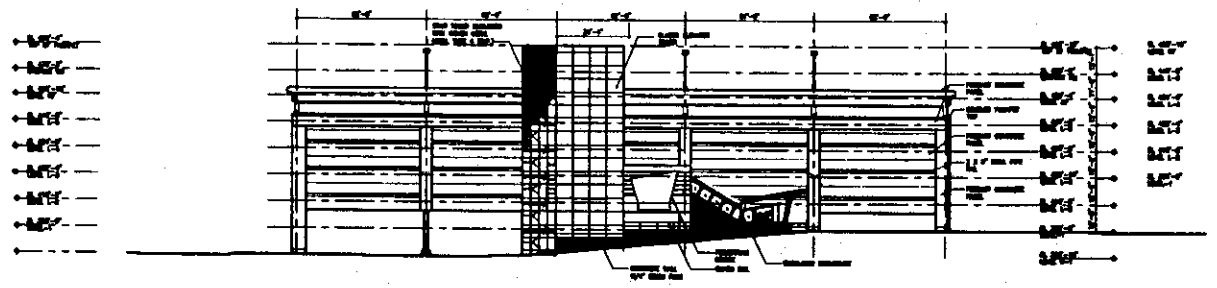
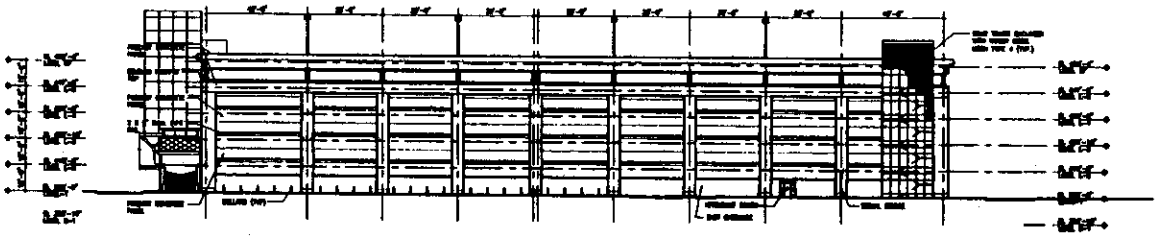


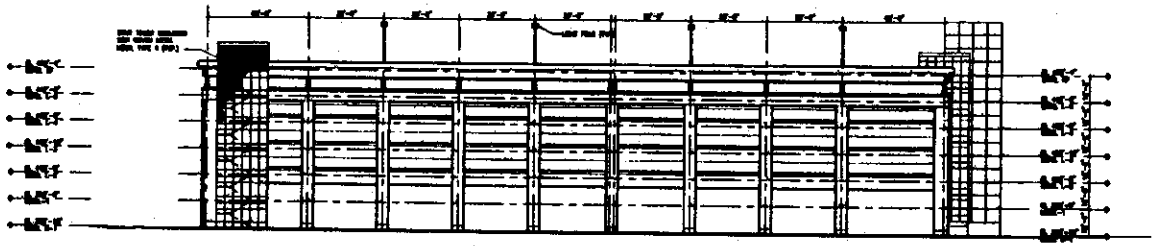
GARAGE ELEVATION - NORTH



GARAGE ELEVATION - SOUTH



GARAGE ELEVATION - EAST



GARAGE ELEVATION - WEST

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Dewberry & Davis LLC

DULLES TRANSIT PARTNERS, LLC

WIEHLE AVENUE STATION
Dulles Corridor Metrorail Project
SPECIAL EXCEPTION PLAT
2232 PLAN
HUNTER MILL DISTRICT
FAIRFAX COUNTY, VIRGINIA

Wiehle Avenue Station
Dulles Corridor Metrorail Project

Garage Elevations

7

7 of 7

2232-H08-14

McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050

August 7, 2008

HAND DELIVERED

David Jillson
Fairfax County Department of Planning and Zoning
12055 Government Center Pkwy
7th Floor
Fairfax, VA 22035

RE: Additional submissions for Wiehle 2232 application

Dear Mr. Jillson:

This letter accompanies a packet of documents which consists of a separate letter addressing each parcel within the application to show that the Applicant has the right to use the property as proposed.

Below is a list of the properties included in the Wiehle 2232 application along with the corresponding document. Together these letters fulfill the requirement stated in Par. 8 of Part II of the 2232 application form. The status of the condemnation of the applicable properties provides adequate evidence that the Applicant has the right to use the property as proposed. .

17-4((12))11D4 part, 11D5 part	Letter from Michael Harris, DRPT
17-4((1))17A part	Copy of BOS Motion consenting to application
Land adjacent to Toll Rd ramps	Letter from Pierce Homer, Secretary of Transportation, Commonwealth of Virginia

Also included in this packet is a revised application form which rewords the name of the applicant. If you have any questions regarding these submittals, please feel free to call me. Thank you in advance for your review of these documents.

Best Regards,

Lori Greenlief
McGuirewoods LLP

cc: Jim Van Zee, MWAA
Frank Turpin, DTP

2232-H08-14

COMMONWEALTH of VIRGINIA

MATTHEW O. TUCKER
DIRECTOR

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION
1313 EAST MAIN STREET, SUITE 300
P.O. BOX 590
RICHMOND, VA 23218-0590

(804) 786-4440
FAX: (804) 786-7286
VIRGINIA RELAY CENTER
1-800-828-1120 (TDD)

August 7, 2008

Regina Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning
12055 Government Center Parkway, 8th Floor
Fairfax, VA 22035

Re.: Dulles Corridor Metrorail Project, Wiehle Station
Property Status and Consent
Tax Map 17-4((12))11D4 part, 11D5 part
CESC, LLC

Dear Ms. Coyle:

The Metropolitan Washington Airports Authority (MWAA) and the Commonwealth of Virginia through the Department of Rail and Public Transportation (DRPT) are co-applicants on the above referenced Station Special Exception/2232 application. The purpose of this letter is to confirm that the property acquisition process is underway for above referenced property associated with this application.

The appraisal of fair market value for the affected portion of the property is underway. A written offer of just compensation from the Commonwealth of Virginia through the Virginia Department of Transportation (VDOT) may be transmitted to the property owner.

By MWAA and VDOT record, this property is in process to be acquired. If negotiations do not lead to an agreed upon settlement, a certificate of condemnation will be prepared for filing in the circuit court.

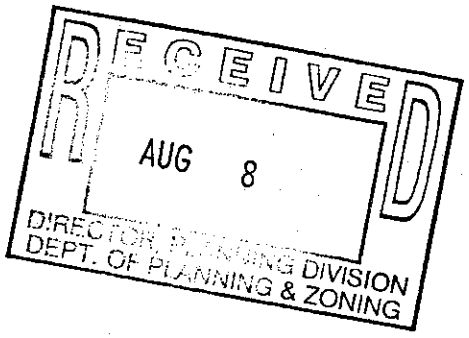
Should you have questions about the status of the properties or require additional documentation, please contact Lori Greenlief, McGuireWoods LLP at 703.712.5433 or James Van Zee, MWAA at 703.572.0504.

2232-HD8-14

Please do not hesitate to contact me at 703.572.0556 if you have any questions regarding this letter.

Sincerely,

Michael Harris
Project Coordinator
Dulles Corridor Metrorail Project



cc: Kevin Guinaw, Fairfax County ZED
James Van Zee, MWAA
Peter Vigliotti, VDOT
Frank Turpin, DTP
Lori Greenlief, McGuirewoods LLP

2232-H08-14

solutions to local challenges. The Thomas H. Muehlenbeck Award recognizes only one local government in the United States for a program that demonstrates outstanding achievements.

Supervisor Hudgins announced that on June 5, the Fairfax County Magnet Housing program was selected from among 82 nationwide entries to receive the prestigious 2008 Thomas H. Muehlenbeck Award from the Alliance for Innovation for Excellence in Local Government. This award not only recognizes the good work and innovation of the Department of Housing and Community Development but the partners in this effort as well. Champion Awards were given to the Board and other County organizations, including the Redevelopment and Housing Authority, Police Department, Fire and Rescue Department, Sheriff's Office, and Fairfax County Public Schools. Inova Health System and key agency staff were recognized.

Accordingly, Supervisor Hudgins moved that the Board direct staff to invite the Department of Housing and Community Development and Magnet Housing program representatives to appear before the Board to be recognized for this significant accomplishment. Without objection, it was so ordered.

Chairman Connolly noted for the record that the award was for a workforce housing initiative.

9a. **FILING OF SPECIAL EXCEPTION AND 2232 APPLICATIONS ON BEHALF OF WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA) (HUNTER MILL AND PROVIDENCE DISTRICTS)** (3:33 p.m.)

STALZER

Supervisor Hudgins said that utility work and other preparation continues for the Metrorail extension through Tysons Corner to Wiehle Ave in Reston. To further this process, the Board needs to authorize the filing of special exception and 2232 public facility applications on property owned by the Board, specifically, land proposed for the Tysons East and the Wiehle Metro Rail Stations. The special exception applications will be Category 6 Special Exception requests for electrically-powered regional rail transit facilities.

Supervisor Hudgins noted that the proposed Tysons East station is in the Providence District and the specific properties are as follows: Tax Map Numbers 30-3((28))B3 and C1, part and 30-3((5))A1, B1, C1, D, E, and portions of Old Springhouse Road. Specifically, the Metro station itself, as well as the associated north and south pedestrian entrance pavilions and the kiss and ride lot are to be located on Board property associated with the Tysons East station.

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PAGE 2/3 * RCVD AT 8/6/2008 9:37:52 AM [Eastern Daylight Time] * SVR:RIGHTFAX/2 * DNIS:2303 * CSID:703 968 8984 * DURATION (mm-ss):01-10

2232-H08-14

The proposed Wiehle Station is in the Hunter Mill District and the specific property is Tax Map 17-4((1))17A. The northern pedestrian entrance pavilion and the structured and open air parking are located on Board property associated with the Wiehle Station.

Therefore, jointly with Chairman Connolly, Supervisor Hudgins moved that the Board, as owner of the property, authorize the filing of special exception and 2232 public facility applications on behalf of WMATAon the properties identified by the Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation. These properties are specifically identified as follows: Tax Map 17-4((1))17A, Tax Map Numbers 30-3((28))B3 and C1, part and 30-3((5))A1, B1, C1, D, E, and portions of Old Springhouse Road.

Supervisor Hudgins noted that approval of this motion should not be construed as a favorable recommendation of this application by the Board and does not relieve the applicant of compliance with the provision of any applicable ordinances, regulations or adopted. Supervisor Hyland seconded the motion, which carried by unanimous vote.

10a. **HUNTER MILL DISTRICT APPOINTMENTS** (3:35 p.m.)

VEHRS

(APPTS) Supervisor Hudgins moved the reappointment of Mr. Robert Dim as the Fairfax Representative #5 to the Southgate Community Center Advisory Board. Supervisor Bulova seconded the motion, which carried by unanimous vote.

Supervisor Hudgins moved the appointment of Ms. Lin Wagener as the Hunter Mill District representative to the Commission on Aging. Supervisor Hyland seconded the motion, which carried by unanimous vote.

11a. **EVERGREEN LANE (MASON DISTRICT)** (3:36 p.m.)

STALZER

Supervisor Gross said that Evergreen Lane is a street which forms the eastern boundary of a portion of the Annandale Commercial Revitalization District in the Mason District. It has long been regarded by citizens of the Annandale community as the "line of demarcation" between the stable residential neighborhoods located on the east side of Evergreen Lane and the commercial uses located on the west side. However, over the years there has been increasing pressure for the adaptive reuse and replacement of the existing older homes on the east side of Evergreen Lane with more commercial uses, and there have been a number of applications for special exceptions, as well as a long series of zoning violations on these properties, which has been a constant concern of the community.

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PAGE 3/3 * RCVD AT 8/6/2008 9:37:52 AM [Eastern Daylight Time] * SVR:RIGHTFAX/2 * DNIS:2303 * CSID:703 968 8984 * DURATION (mm-ss):01-10

For June 14, 2007, letter from
Pierce Homer,
Secretary of Transportation,
Commonwealth of Virginia,
see

August 7, 2008, letter from
McGuireWoods,

in **ATTACHMENT 1**

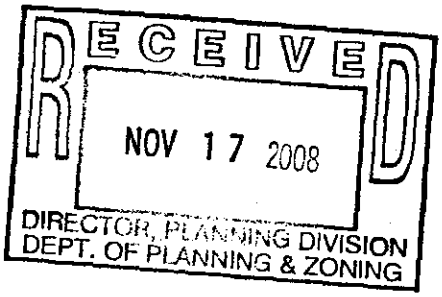
McGuireWoods LLP
1750 Tysons Boulevard
Suite 1800
McLean, VA 22102-4215
Phone: 703.712.5000
Fax: 703.712.5050
www.mcguirewoods.com

Lori Greenlief
Direct: 703.712.5433

2232-H08-14

McGUIREWOODS

lgreenlief@mcguirewoods.com
Direct Fax: 703.712.5050



November 17, 2008

BY COURIER

Suzanne Lin, Staff Coordinator, ZED
David Jillson, Senior Planner, Planning Division
12055 Government Center Parkway, 7th and 8th floors
Fairfax, VA 22035

RE: Response to Staffing Comments regarding SE and 2232 applications (2232-H08-14), Wiehle Avenue Station

Dear Ms. Lin and Mr. Jillson:

The purpose of this letter is to provide additional information in response to questions raised in staffing regarding the above referenced applications. I have also included a revised statement for the 2232 and the SE applications (administrative edits). I have already revised the 2232 and SE applications to reflect corrected acreage and zoning districts. Additionally, project plans and additional graphics are always available for the public to review in the MWAA office at 1593 Spring Hill Road, Suite 300, Vienna, VA 22182.

Comment: Station and fixture designs should be consistent and distinctive in accordance with language contained in the Urban Design guidelines for the Dulles Corridor.

Response: The Urban Design Principles for Transit Station Areas contained on pages 63-69 of the Comprehensive Plan encourage the creation of a land use environment that is supportive of mass transit, minimizes need for single-occupant automobiles, and fosters a vibrant pedestrian atmosphere. The design, placement, signage and amenities such as benches, landscaping and walkways contained in the Wiehle station plans provide a convenient, pleasant and safe experience for pedestrians and encourage use of the Metro system. Parking capacity includes approximately 2,300 spaces, 2,048 of which are within a parking structure. The balance of parking capacity consists of surface parking in the form of 212 park-and-ride spaces and 46 kiss-and-ride spaces. A total of 12 bus bays with 3 lay-over bus bays are provided on the north side of the Toll Road. As indicated in the statement of use, these elements are provided in the event that the joint development proposal for TOD development on the property does not occur. Ample access points are provided to the Wiehle Avenue station site, obviously including safe passage over The Dulles Toll Road and International Airport

2232-H08-14

Access Highway. Signage, consistent with that typical of metro stations, is provided to ensure clear and understandable usage of the system. The provision of Public Art is an important component of the station design. WMATA has an "Art in Transit" program, known as Metro Arts, which installs artwork at existing transit stations. The program will be applied to the Wiehle station. These works of art are designed to show Metro's commitment to help build livable communities through transit projects that serve and celebrate the lives of Metro customers and the public. Art displayed in the stations will be visible from the public areas of the station. Ultimately, artists for each station will be chosen by a panel of representatives, including persons recommended by County Supervisors.

Comment: State compliance with Sec 106 of NHPA and provide summary of findings

Response: The impact on known archaeological resources and historic architectural resources was assessed as part of the Final Environmental Impact Report. Section 106 compliance is provided by a Memorandum of Agreement which is part of the project's Record of Decision. No adverse impacts were revealed at the Wiehle Station. The Project is required per the MOA to maintain ongoing contact with the Virginia Department of Historic Resources who has jurisdiction over archaeological and historic resources.

Comment: How is stormwater management addressed?

Response: On the north side of the Toll Road, stormwater runoff is collected in the parking lot and garage and routed through localized rain gardens and underground filter devices prior to being released into an existing regional pond. On the south side, stormwater runoff is collected in the entrance pavilion area in curb inlets along the bus loading zone and routed into a closed drainage system, eventually leading to the existing regional pond.

Comment: Describe the landscaping concept and how the trees will be planted to ensure survivability in this urban environment.

Response: The landscaping concept emphasizes sustainable plantings through the use of rain gardens and routed runoff into planting areas. Native shade trees and ground covers are provided at the site perimeter and at the ends of traffic aisles where possible.

Comment: Will there be any support retail or public art on the pedestrian bridges?

Response: It is against WMATA policy to have retail on the pedestrian bridges.

Comment: Crosswalk at south end of kiss & ride is graphically confusing.

Response: The plat has been revised to clarify the purpose of this crosswalk.

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NOV 17
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

2232-H08-14

Comment: *Minimize expanse of blank wall on station (2232 comment).*

Response: The station wall is designed with articulated concrete which will have texture and shading to avoid a homogenous look.

Comment: *Add benches at passenger pick-up area*

Response: The plat has been revised to show benches in that area.

Comment: *Need modification for height of garage*

Response: A request to increase building height was already included on the application form.

Comment: *Is there adequate capacity in the left turn lane from Wiehle into the station?*

Response: Yes. As per the traffic analysis in the EIS, the project is implementing those recommendations contained in the ROD which do match those in the station access management study which was conducted.

Comment: *The EIS addressed no direct access to the station from the DAAR.*

Response: There is no direct access to the station from the DAAR.

Please contact me if this letter does not fully address the comments raised in staffing. Thank you.

Sincerely,

Lori Greenlief

cc: James Van Zee, MWAA
Frank Turpin, DTP
Jonathan Rak, Esquire

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NOV 17
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 5a

For information regarding Section 106 of the National Historic Preservation Act, see **ATTACHMENT 1a**

"3.5 Cultural Resources"
Pages 3-64 through 3-78

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Social Effects

ATTACHMENT 5b

For information regarding Noise Impacts,
see **ATTACHMENT 1b**

Page 4-102

Dulles Corridor Rapid Transit Project
Final Environmental Impact Statement
Environmental Effects

MEMORANDUM

Fairfax County Department of Planning and Zoning
Planning Division, Suite 730
12055 Government Center Parkway, Fairfax, Virginia 22035-5505

1E

ATTACHMENT 6

FAIRFAX COUNTY RECEIVED
JUN 2 7 2008
2008-0363
DIVISION OF ZONING ADMINISTRATION

TO: Distribution Below

DATE: 6-26-08

FROM: David S. Jillson, Planner
Facilities Planning Branch, Planning Division, DPZ

SUBJECT: 2232 Review Application
Application 2232-P08-10 TAX MAP: VDOT R/W 29-4 pt., 30-3 pt.; 29-4 ((5)) A1, B1, C1, D, E; 30-3 ((28)) B3, C1

Attached for your Review and Comment is a 2232 Review Application submitted by METROPOLITAN WASHINGTON AIRPORTS AUTHORITY requesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 15.2-2232, whether this proposal to CONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY (TYSONS EAST STATION), INCLUDING A KISS-AND-RIDE DROP-OFF AREA AND A BUS DROP-OFF AREA at DOLLEY MADISON BOULEVARD BETWEEN OLD MEADOW RD. & COLSHIRE DR. is substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis, **send, fax (703-324-3056), or e-mail (david.jillson@fairfaxcounty.gov) your comments to David Jillson (tel. 703-324-1249), Planning Division, DPZ by** MONDAY, JULY 14, 2008

Distribution:

DPWES /
- ■ LDS - Environmental & Site Review Div.
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- □ WM - Wastewater Plan. & Monitoring Div.

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- ■ **DOT** / Transportation Planning Div.
- ■ **VDOT** / District Land Development Mgr.
- □ ______
- □ ______
- □ ______
- □ ______

****

□ **ZAD** ~~(for proposed telecommunications facilities): Permitted in accordance with, and subject to the provisions of, Zoning Ordinance Section 2-514~~ Special exception approval is required and a special exception application has been submitted. Must be in substantial conformance with PCA92-P-001-2 and PCA92-P-001-3 and ZED will back that determination during application acceptance.

03/08

TYSONS EAST STATION -10

MEMORANDUM
Fairfax County Department of Planning and Zoning
Planning Division, Suite 730
12055 Government Center Parkway, Fairfax, Virginia 22035-5505

TC123

ATTACHMENT 1

FAIRFAX COUNTY
RECEIVED
JUL - 7 2008
2008-0371
DIVISION OF
ZONING ADMINISTRATION

TO: Distribution Below **DATE:** 7-3-08

FROM: David S. Jillson, Planner
Facilities Planning Branch, Planning Division, DPZ

SUBJECT: 2232 Review Application VDOT R/W 29-4 pt.;
Application [redacted] TAX MAP: 29-4 ((10)) 4A, 5A, 5B, 5C

Attached for your Review and Comment is a 2232 Review Application submitted by
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
requesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 15.2-2232, whether this proposal to
CONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY [redacted], INCLUDING A BUS DROP-OFF AREA

at CHAIN BRIDGE ROAD AT TYSONS BOULEVARD

is substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis [redacted]

Distribution:

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DPZ /
- ■ Planning Div. - Env. & Dev. Review
- ■ Planning Div. - Historic Preservation
- [redacted]
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- □ Facilities Planning

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- ■ **DOT** / Transportation Planning Div.
- ■ **VDOT** / District Land Development Mgr.
- □ ____
- □ ____
- □ ____
- □ ____

* *

□ **ZAD** ~~(for proposed telecommunications facilities): Permitted in accordance with, and subject to the provisions of, Zoning Ordinance Section 2-514~~ Special exception approval is required and a special exception application has been submitted to ZED. The property is subject to proffered conditions associated with PCA 84-D-049-5 PCA 84-D-049 and RZ 84-D-049 and is also subject to Final Development Plan Amendment FDPA 84-D-049-6

03/08

TYSONS CENTRAL 123 STATION -11

Fairfax County Department of Planning and Zoning
Planning Division, Suite 730
12055 Government Center Parkway, Fairfax, Virginia 22035-5505

1C1

ATTACHMENT 8

FAIRFAX COUNTY RECEIVED JUN 27 2008 2008-0361 DIVISION OF ZONING ADMINISTRATION

TO: Distribution Below **DATE:** 6-26-08

FROM: David S. Jillson, Planner
Facilities Planning Branch, ~~Planning Division, DPZ~~

SUBJECT: 2232 Review Application VDOT R/W 29-3 pt.;
Application 2232-MD08-12 TAX MAP: 29-3 ((1)) 32, 71A

Attached for your Review and Comment is a 2232 Review Application submitted by
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
requesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 15.2-2232, whether this proposal to
CONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY (TYSONS CENTRAL 7 STATION), INCLUDING 2 ENTRANCE PAVILIONS

at LEESBURG PIKE IMMEDIATELY NORTH OF CHAIN BRIDGE ROAD OVERPASS
is substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis, **send, fax (703-324-3056), or e-mail (david.jillson@fairfaxcounty.gov) your comments to David Jillson (tel. 703-324-1249), Planning Division, DPZ by**
MONDAY, JULY 14, 2008

Distribution:

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FCPS /
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- □ Facilities Planning

- ■ **Fire & Rescue** / Strategic Planning
- ■ **DOT** / Transportation Planning Div.
- ■ **VDOT** / District Land Development Mgr.
- □ ______
- □ ______
- □ ______
- □ ______

* *

□ **ZAD** (~~for proposed telecommunications facilities~~): ~~Permitted in accordance with, and subject to the provisions of, Zoning Ordinance Section 2-514~~ Special exception approval is required and a special exception application has been submitted. Must be in substantial conformance with SEA 81-C-008 and ZED will make that determination during application acceptance

03/08

TYSONS CENTRAL 7 STATION -12

Fairfax County Department of Planning and Zoning TW
Planning Division, Suite 730
12055 Government Center Parkway, Fairfax, Virginia 22035-5505

FAIRFAX COUNTY
RECEIVED
JUN 27 2008
2008-0362
DIVISION OF
ZONING ADMINISTRATION

ATTACHMENT 9

O: Distribution Below DATE: 6-26-08

ROM: David S. Jillson, Planner
Facilities Planning Branch, Planning Division, DPZ

UBJECT: 2232 Review Application
Application 2232-MD08-13 TAX MAP: VDOT R/W 29-3 pt.; 29-3 ((1)) 2C, 53, 53A

ttached for your Review and Comment is a 2232 Review Application submitted by METROPOLITAN WASHINGTON AIRPORTS AUTHORITY equesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 5.2-2232, whether this proposal to CONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY (TYSONS WEST STATION), INCLUDING BUS DROP-OFF AREAS (KISS-AND-RIDE DROP-OFF AREA SHOWN ON PLANS WILL BE SUBJECT TO A SEPARATE REVIEW) at LEESBURG PIKE BETWEEN SPRING HILL RD. & TYCO RD. is substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis, **send, fax (703-324-3056), or e-mail (david.jillson@fairfaxcounty.gov) your comments to David Jillson (tel. 703-324-1249), Planning Division, DPZ by** MONDAY, JULY 14, 2008

Distribution:

DPWES /
- ■ LDS - Environmental & Site Review Div.
- □ LDS - Urban Forestry
- □ SWM – Stormwater Planning Div.
- □ WM - Wastewater Plan. & Monitoring Div.

DPZ /
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- ■ Planning Div. - Historic Preservation
- ■ Zoning Administration Div. - Ord. Admin.
- □ Zoning Evaluation Div. - RZ & SE Eval.

- □ **FCPA** / Planning & Development Div.
- ■ **FW** / Planning & Engineering Div.

FCPS /
- □ Property Management.
- □ Facilities Planning

- ■ **Fire & Rescue** / Strategic Planning
- ■ **DOT** / Transportation Planning Div.
- ■ **VDOT** / District Land Development Mgr.
- □ __________
- □ __________
- □ __________
- □ __________

* *

□ **ZAD** ~~(for proposed telecommunications facilities): Permitted in accordance with, and subject~~ to ~~the provisions of, Zoning Ordinance Section 2-514~~ Special exception approval is required and a special exception application has been submitted. ZED has already determined that proposal is in substantial conformance with SEA 79-C-007-3

03/08

TYSONS WEST STATION -13

MEMORANDUM

Fairfax County Department of Planning and Zoning
Planning Division, Suite 730
12055 Government Center Parkway, Fairfax, Virginia 22035-5505

WA

ATTACHMENT 10

FAIRFAX CO... / ... 2008 / 2008-0372 / DIVISION OF ZONING ADMINISTRATION

O: Distribution Below **DATE:** 7-3-08

ROM: David S. Jillson, Planner
Facilities Planning Branch, Planning Division, DPZ

UBJECT: 2232 Review Application R/W 17-4 PT.;
Application 2232-H08-14 TAX MAP: 17-4((1))17A; 17-4((12)) 11D4, 11D5

ttached for your Review and Comment is a 2232 Review Application submitted by
METROPOLITAN WASHINGTON AIRPORTS AUTHORITY
equesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 5.2-2232, whether this proposal to
ONSTRUCT ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY (WIEHLE AVENUE STATION), INCLUDING MULTI-LEVEL PARKING GARAGE, KISS-AND-RIDE PARKING LOT, ARK-AND-RIDE PARKING LOT, AND BUS DROP-OFF AREAS
at DULLES INT. AIRPORT ACCESS HIGHWAY/DULLES AIRPORT TOLL ROAD & WIEHLE AVENUE
s substantially in accord with provisions of the adopted Comprehensive Plan. To be considered in the staff analysis, **send, fax (703-324-3056), or e-mail (david.jillson@fairfaxcounty.gov) your comments to David Jillson (tel. 703-324-1249), Planning Division, DPZ by**
MONDAY, JULY 14, 2008

Distribution:

DPWES /
- ■ LDS - Environmental & Site Review Div.
- □ LDS - Urban Forestry
- □ SWM – Stormwater Planning Div.
- □ WM - Wastewater Plan. & Monitoring Div.

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FCPS /
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- □ Facilities Planning

- ■ **Fire & Rescue** / Strategic Planning
- ■ **DOT** / Transportation Planning Div.
- ■ **VDOT** / District Land Development Mgr.

- □ ____
- □ ____
- □ ____
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* *

□ **ZAD** ~~(for proposed telecommunications facilities): Permitted in accordance with, and subject to the provisions of, Zoning Ordinance Section 2-514~~ Special exception approval is required and a Special exception application has been submitted to the Zoning Evaluation Division. Property is also subject to Special Exception SE 94-H-069

03/08

WIEHLE AVENUE STATION

14

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 11

DATE: 14 July 2008

TO: David Jillson, Senior Planner

FROM: Linda Cornish Blank, Historic Preservation Planner

SUBJECT: **2232-P08-10; 2232-P08-11; 2232-MD08-12; 2232-MD08-13** Construct Regional Rail Transit Facilities; Tax maps 29-3((1)); 29-4((1)) and ((5)); 30-3((28)); VDOT R-O-W 29-3: 29-4; 30-3

Finding: The subject parcels and VDOT R-O-Ws are not included within the boundaries of a Fairfax County Historic Overlay District, are not listed on the Fairfax County Inventory of Historic Sites or the National Register of Historic Places or documented in the historic structures survey file. There are no properties in the immediate vicinity of the parcels and areas which are the subject of this application that are within the boundaries of a Fairfax County Historic Overlay District, listed on the Fairfax County Inventory of Historic Sites or the National Register of Historic Places or documented in the historic structures survey file that would be negatively impacted by the construction of the rail transit facilities

Recommendation:

1. The applicant supply information as an amendment to the 2232 applications that compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as may be necessary was completed.
2. The Cultural Resource and Protection Section of the Fairfax County Park Authority should provide comment on these applications.

RECEIVED
JUL 14 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

DEPARTMENT OF PLANNING & ZONING

County of Fairfax, Virginia

MEMORANDUM

DATE: 17 July 2008

TO: David Jillson, Senior Planner

FROM: Linda Cornish Blank, Historic Preservation Planner LCB

SUBJECT: **2232--H08-~~13~~ 14** Construct Regional Rail Transit Facility Wheile Ave.; Tax map 17- 4 ((1)) and ((12)); VDOT R-O-W 17-4.

Finding: The subject parcels and VDOT R-O-Ws are not included within the boundaries of a Fairfax County Historic Overlay District, are not listed on the Fairfax County Inventory of Historic Sites or the National Register of Historic Places or documented in the historic structures survey file. There are no properties in the immediate vicinity of the parcels and areas which are the subject of this application that are within the boundaries of a Fairfax County Historic Overlay District, listed on the Fairfax County Inventory of Historic Sites or the National Register of Historic Places or documented in the historic structures survey file that would be negatively impacted by the construction of the rail transit facilities

Recommendation:

1. The applicant supply information as an amendment to the 2232 applications that compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, as may be necessary was completed.
2. The Cultural Resource and Protection Section of the Fairfax County Park Authority should provide comment on these applications.

RECEIVED
JUL 17 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

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Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

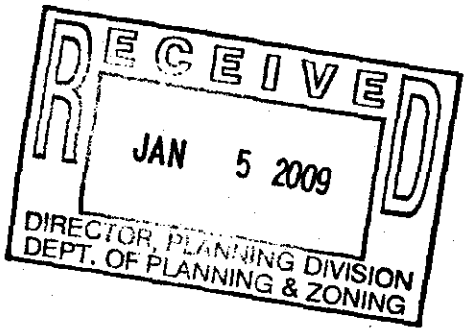
DEPARTMENT OF PLANNING & ZONING

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 12

December 23, 2008



TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

FROM: Pamela G. Nee, Chief
Environment and Development Review Branch, DPZ

SUBJECT: ENVIRONMENTAL ASSESSMENT for: **SE 2008-PR-033/2232-P08-10**
WMATA – Tysons East Metro Station

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that list and explain environmental policies for this property. The citations are followed by a discussion of environmental concerns, including a description of potential impacts that may result from the proposed development as depicted on the special exception plat dated August 28, 2007, as revised through October 2, 2008. Possible solutions to remedy identified environmental impacts are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

COMPREHENSIVE PLAN CITATIONS:

The Comprehensive Plan is the basis for the evaluation of this application. The assessment of the proposal for conformity with the environmental recommendations of the Comprehensive Plan is guided by the following citations from the Plan:

In the Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition, Environment section as amended through February 25, 2008, on page 6 through 10, the Plan states:

"**Objective 2:** **Prevent and reduce pollution of surface and groundwater resources. Protect and restore the ecological integrity of streams in Fairfax County. . .**

Policy d. Preserve the integrity and the scenic and recreational value of stream valley EQCs when locating and designing storm water detention and BMP facilities. In general, such facilities should not be provided within stream valley EQCs

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
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> unless they are designed to provide regional benefit or unless the EQCs have been significantly degraded. When facilities within the EQC are appropriate, Encourage the construction of facilities that minimize clearing and grading, such as embankment-only ponds, or facilities that are otherwise designed to maximize pollutant removal while protecting, enhancing, and/or restoring the ecological integrity of the EQC. . . .

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations. . . .

Programs to improve water quality in the Potomac River/Estuary, and Chesapeake Bay will continue to have significant impacts on planning and development in Fairfax County. There is abundant evidence that water quality and the marine environment in the Bay are deteriorating, and that this deterioration is the result of land use activities throughout the watershed.

In order to protect the Chesapeake Bay and other waters of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas", within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations.

The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. In Fairfax County, RPAs include the following features:

- water bodies with perennial flow;
- tidal wetlands;
- tidal shores;
- nontidal wetlands contiguous with and connected by surface flow to tidal wetlands or water bodies with perennial flow;
- a buffer area not less than 100 feet in width around the above features; and
- as part of the buffer area, any land within a major floodplain.

The other, less sensitive category of land in the Preservation Areas is called the "Resource Management Area (RMA)." Development is permitted in RMAs as long as it meets water quality goals and performance criteria for these areas. These goals and criteria include stormwater management standards, maintenance requirements and reserve capacity for

on-site sewage disposal facilities, erosion and sediment control requirements, demonstration of attainment of wetlands permits, and conservation plans for agricultural activities. In Fairfax County, RMAs include any area that is not designated as an RPA.

Objective 3: **Protect the Potomac Estuary and the Chesapeake Bay from the avoidable impacts of land use activities in Fairfax County.**

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance, as applied to Chesapeake Bay Preservation Areas adopted by the Board of Supervisors"

In the Fairfax County Comprehensive Plan, Policy Plan, 2007 Edition, Environment section as amended through February 25, 2008, on page 13-15, the Plan states:

"**Objective 9:** **Identify, protect and enhance an integrated network of ecologically valuable land and surface waters for present and future residents of Fairfax County.**

Policy a: For ecological resource conservation, identify, protect and restore an Environmental Quality Corridor system (EQC). Lands may be included within the EQC system if they can achieve any of the following purposes:

- Habitat Quality: The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest.
- "Connectedness": This segment of open space could become a part of a corridor to facilitate the movement of wildlife.
- Aesthetics: This land could become part of a green belt separating land uses, providing passive recreational opportunities to people.
- Pollution Reduction Capabilities: Preservation of this land would result in significant reductions to nonpoint source water pollution, and/or, micro climate control, and/or reductions in noise.

The core of the EQC system will be the County's stream valleys. Additions to the stream valleys should be selected to augment the habitats and buffers provided by the stream valleys, and to add representative elements of the landscapes that are not represented within stream valleys. The stream valley component of the EQC system shall include the following elements:

- All 100 year flood plains as defined by the Zoning Ordinance;

- All areas of 15% or greater slopes adjacent to the flood plain, or if no flood plain is present, 15% or greater slopes that begin within 50 feet of the stream channel;

- All wetlands connected to the stream valleys; and

- All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope measured perpendicular to the stream bank. The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the flood plain boundary and a point fifty feet up slope from the flood plain. This measurement should be taken at fifty foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation.

Modifications to the boundaries so delineated may be appropriate if the area designated does not benefit habitat quality, connectedness, aesthetics, or pollution reduction as described above. In addition, some intrusions that serve a public purpose such as unavoidable public infrastructure easements and rights of way are appropriate. Such intrusions should be minimized and occur perpendicular to the corridor's alignment, if practical."

ENVIRONMENTAL ANALYSIS:

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions. Particular emphasis is given to opportunities provided by this application to conserve the County's remaining natural amenities.

Resource Protection Area (RPA)/Environmental Quality Corridor (EQC)

Issue:

A significant portion of the proposed transit station development site is within an EQC and RPA for a segment of the Scott's Run stream valley. While some design modifications may have already been made to accommodate the impacts to this area, staff feels that additional measures may be needed to provide a greater level of mitigation to the short-term and long-term impacts of the proposed development. In the short-term, we can anticipate increased runoff resulting from the anticipated construction at this location

resulting in increased sediment loading in the stream. Increased runoff in Scott's Run after the completion of the project may also occur in a stream which is already highly degraded.

Resolution:

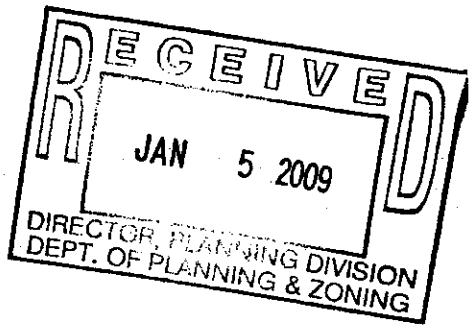
Staff would encourage the applicants to seek restoration measures for portions of Scott's Run in the immediate vicinity of the proposed transit station area.

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 13

DATE: December 23, 2008



TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

FROM: Pamela G. Nee, Chief
Environment and Development Review Branch, DPZ

SUBJECT: Environmental Assessment: SE 2008-PR-035 and 2232-P08-11
Tysons Central 123 Station, Dulles Corridor Metrorail Project
Metropolitan Washington Airports Authority

This special exception application and 2232 application for Tysons Central 123 Station as part of the Dulles Corridor Metrorail Project requests approval to construct an electrically powered transit station traversing approximately 1,380 feet on the north side of Chain Bridge Road between International Drive and Tysons Boulevard. The Tysons Central Station is proposed to be located in an area adjacent to the 123 right-of-way which is currently developed with a trail and grass land and existing roadway. Mary Ann Welton of the Environment and Development Review Branch has reviewed this application and has determined that no significant environmental issues have been identified as a result of this request.

PGN/MAW

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

DEPARTMENT OF PLANNING & ZONING

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 14

DATE: December 2[illegible] 2008

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

RECEIVED
JAN 5 2009
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

FROM: Pamela G. Nee, Chief PGN
Environment and Development Review Branch, DPZ

SUBJECT: **Environmental Assessment:** SE 2008-MD-036/2232-MD08-12
WMATA – Tyson's Central 7 Metro Station

John R. Bell of the Environment and Development Review Branch has reviewed this application for a special exception and 2232 approval to permit the development of a public mass transit rail station. No environmental issues have been identified as a result of this evaluation.

PGN: JRB

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

County of Fairfax, Virginia

MEMORANDU

ATTACHMENT 15

DATE: December [illegible], 2008

RECEIVED
JAN 5 2009
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

FROM: Pamela G. Nee, Chief PGN
Environment and Development Review Branch, DPZ

SUBJECT: **ENVIRONMENTAL ANALYSIS:** SE 2008-PR-034/2232-MD08-13
Metropolitan Washington Airports Authority – Tyson West Metrorail Station

Jennifer Bonnette of the Environment and Development Review Branch has reviewed this application for the Tysons West Metrorail Station to be located in the median of Route 7-Leesburg Pike, immediately north of the intersection with Spring Hill Road. The metrorail station facilities will include entrance pavilions located to the north and south of Route 7 and a Kiss-and-Ride located to the north of Route 7. No significant environmental issues have been identified as a result of this evaluation.

PGN: JRB

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

County of Fairfax, Virginia

MEMORANDUM

ATTACHMENT 16

DATE: December 2[illegible], 2008

RECEIVED
JAN 5 2009
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

TO: Regina Coyle, Director
Zoning Evaluation Division, DPZ

David B. Marshall, Chief
Facilities Planning Branch, DPZ

FROM: Pamela G. Nee, Chief PGN
Environment and Development Review Branch, DPZ

SUBJECT: **ENVIRONMENTAL ANALYSIS:** SE 2008-HM-038 and 2232-H08-14
Metropolitan Washington Airports Authority – Wiehle Avenue Metrorail Station

Jennifer Bonnette of the Environment and Development Review Branch has reviewed this application for facilities associated with the proposed Wiehle Avenue Metrorail Station to be located near the intersection of the Dulles Access and Toll Road and Wiehle Avenue. The Special Exception application includes the north and south pavilions, parking lots, garage and bus bays associated with the metrorail station. No significant environmental issues have been identified as a result of this evaluation.

PGN: JRB

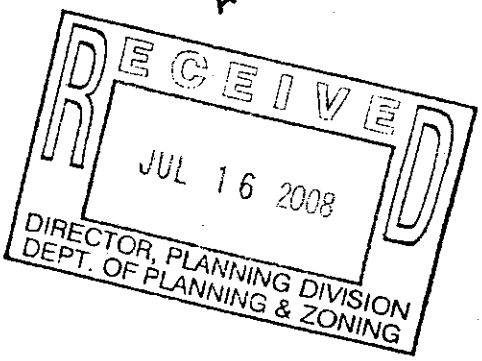
Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/

DEPARTMENT OF PLANNING & ZONING

FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

ATTACHMENT 17



TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning

FROM: Sandy Stallman, Manager
Park Planning Branch

DATE: July 10, 2008

SUBJECT: SE 2008-0168. 2232-P08-10 - Tysons East Metro Station
Tax Map Numbers: 29-4 ((5)) A1, B1 pt, C1 pt, D, E; 30-3 ((28)) B3 pt, C1 pt

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated June 4, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station and associated park-and-ride lot on 3.92 acres adjacent to Scotts Run Stream Valley Park in the Providence Supervisory District.

COMPREHENSIVE PLAN CITATIONS

1. **Resource Protection** (The Policy Plan, Parks and Recreation Objectives 2 & 5, pp. 5-7)

"Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources."

"Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas."

"Policy j: Minimize adverse impacts of development on water resources and stream valleys."

"Policy k: Minimize the effects of storm water outfalls on parkland."

"Objective 5: Ensure the long term protection, preservation and sustainability of park resources."

"Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate."

2. **Heritage Resources** (The Policy Plan, Heritage Resources, Objective 1, p. 3)

"Objective 1: Identify heritage resources representing all time periods and in all areas of the County."

"Policy a: Identify heritage resources well in advance of potential damage or destruction."

3. **Heritage Resources** (Comprehensive Policy Plan, Heritage Resources Objective 3, page 4)

"Objective 3: Protect significant historical resources from degradation or damage and destruction by public or private action."

ANALYSIS AND RECOMMENDATIONS

Natural Resources Impact:

The project is directly adjacent to a portion of Scott's Run Stream Valley Park. Scott's Run is given the rating of Level II – Restoration in the Fairfax County 2001 Stream Protection Strategy. The Park Authority owns additional land down stream including the regionally significant Scott's Run Nature Preserve.

The project requires waivers to place structures in the 100 year floodplain. The Park Authority recommends that the applicant be required to conduct stabilization of Scott's Run upstream of Route 123 and possibly down stream. Such stabilization would likely need to be conducted mostly on parkland and could include various methods including reconnecting the stream with the floodplain and the creation of wetlands. The Park Authority and DPWES Stormwater should be directly involved in planning for floodplain and stream channel stabilization.

The applicant plans to use evergreen shrubs to stabilize areas in the floodplain. All planting should be native to Fairfax County and should provide positive habitat benefits. The Park Authority's Natural Resource Management and Protection (NRMP) staff would be happy to work with the applicant to develop a suitable planting plan for this purpose.

The applicant should use Low Impact Design to the greatest extent possible. This should include consideration of the use of cisterns and other methods to capture stormwater to increase the time of concentration (peak shave) and in order to reuse this captured stormwater to irrigate planters

and beds at both the Metro station and the park-and-ride lot. Also, plants native to Fairfax County should be used in landscaping. If non-native plants are used they should not be invasive plants. A list of invasive plant species for the state of Virginia can be found at the Virginia Department of Conservation & Recreation Division of Natural Heritage (DNH) website at http://www.dcr.virginia.gov/dnh/invinfo.htm. For a list of native plant species, see the section on the DNH website titled ***Native Plants for Conservation, Restoration, and Landscaping*** at http://www.dcr.virginia.gov/natural_heritage/nativeplants.shtml.

Finally, the County may wish to consider creation of a regional pond on parcel 29-4 ((5)) A2 in conjunction with this project in order to attenuate erosive storm flows within Scott's Run from the Tysons Corner area.

Cultural Resources Impact:

The parcel was subject to archival cultural resources review. The review indicated that the adjacent park land contains a prehistoric archaeological site that appears to extend into the area of the proposed development. As a result, portions of the subject property that have not been previously disturbed have a high potential for prehistoric archaeological resources.

The Park Authority recommends that the subject property be subjected to a disturbance assessment and if warranted a tight interval Phase I archaeological survey, using a scope of work provided by the Cultural Resource Management and Protection (CRMP) section of the Park Authority. If any archaeological resources are found by the Phase I survey and determined to be potentially significant then a Phase II assessment should be done. If any sites are determined to be significant then either they should be avoided or Phase III data recoveries should be performed in accordance with a scope provided by CRMP. Any Phase III scopes will provide for public interpretation of the results. Draft and final archaeological reports produced as a result of Phase I, II and/or III studies should be submitted for approval to CRMP prior to submittal to other County agencies.

Appropriate chain link fencing should be installed by the applicant along the park boundary to prevent intrusion by construction equipment onto the prehistoric archaeological site located on park property. If the proposed development will impact park property then the above recommendations for a Phase II archaeological assessment should be applied to the known cultural resource site on park property. Any other disturbance to park property should be preceded by Phase I and if necessary II and III archaeology. All scopes of work should be provided by CRMP.

The applicant should also be made aware that there are specific archaeological requirements under Section 106 of the National Historic Preservation Act, which are associated with Federally licensed or funded development. If Section 106 applies then any archaeological work under this recommendation should also be coordinated in advance with the Virginia State Historic Preservation Officer (SHPO).

Dedication of Land to the Park Authority:

Upon completion of construction of this project, the applicant should transfer unused portions of parcels 30-3 ((28)) B3 and 29-4 ((5)) A2 to the Park Authority for inclusion within the Scott's Run Stream Valley Park.

In accordance with a December 11, 2000 BOS resolution, "park, recreation or open space should be deeded directly to the Fairfax County Park Authority without first being deeded to the Board." Development conditions should indicate that land will be dedicated directly to the Park Authority and a note indicating such should be added to the Development Plan.

Any debris and waste on the parcel should be removed prior to dedication. In accordance with PFM 2-1102.4B, the landowner is required to take any necessary corrective action prior to Park Authority acceptance. Following site cleanup of debris and prior to land dedication, the Park Authority requests that the Applicant arrange for an inspection by the Park Authority Land Acquisition Manager (Kay Rutledge, 703-324-8741), Area 1 Operations Manager (Ed Busenlehner, 703-893-2481) and Natural Resource Protection Manager (Heather Schinkel, 703-324-8674). If the condition of the land is acceptable to the Park Authority, the applicant should dedicate the property prior to their bond release from Fairfax County.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

cc: Cindy Walsh, Acting Director, Resource Management Division
Kay Rutledge, Manager, Land Acquisition and Management Branch
Chron Binder
File Copy

FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

ATTACHMENT 18

TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning

RECEIVED
JUL 10 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

FROM: Sandy Stallman, Manager
Park Planning Branch

DATE: July 10, 2008

SUBJECT: SE 2008-0189, 2232-P08-11 - Tysons Central 123 Station
Tax Map Numbers: 29-4 ((10)) 4A, 5A, 5B, 5C

The Park Authority staff has reviewed the proposed Development Plan dated June 23, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station in the Providence Supervisory District. Based on the review, staff has determined that this application bears no adverse impact on land or resources of the Park Authority.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

cc: Cindy Walsh, Acting Director, Resource Management Division
Chron Binder
File Copy

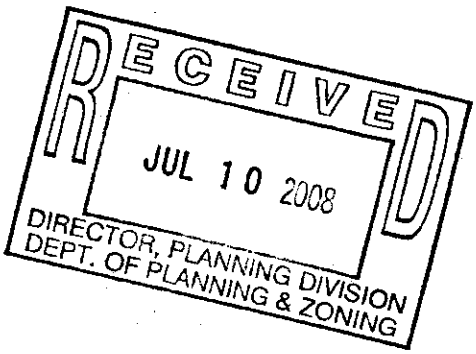
FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

ATTACHMENT 19

TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning



FROM: Sandy Stallman, Manager
Park Planning Branch

DATE: July 10, 2008

SUBJECT: SE 2008-0161, 2232-P08-12 - Tysons Central 7 Station
Tax Map Numbers: 29-3 ((1)) 32 part, 71A

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated June 4, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station in the Providence Supervisory District.

COMPREHENSIVE PLAN CITATIONS

1. **Resource Protection** (The Policy Plan, Parks and Recreation Objectives 2 & 5, pp. 5-7)

"Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources."

"Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas."

"Policy j: Minimize adverse impacts of development on water resources and stream valleys."

"Policy k: Minimize the effects of storm water outfalls on parkland."

"Objective 5: Ensure the long term protection, preservation and sustainability of park resources."

"Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate."

ANALYSIS AND RECOMMENDATIONS

Natural Resources Impact:

The subject property drains in part to Old Courthouse Spring Branch which was given the rating of Level II – Restoration in the Fairfax County 2001 Stream Protection Strategy. The Park Authority owns and operates Old Courthouse Spring Branch Stream Valley Park down stream of the project as well as extensive parkland within the Difficult Run stream corridor.

The applicant should seek to reduce storm water flows off of the project site over existing conditions to the greatest extent possible and should use Low Impact Design to the greatest extent possible. This should include consideration of the use of cisterns and other methods to capture stormwater to increase the time of concentration (peak shave) and in order to reuse this captured stormwater to irrigate planters and beds at the Metro station. Also, plants native to Fairfax County should be used in landscaping. If non-native plants are used they should not be invasive plants. A list of invasive plant species for the state of Virginia can be found at the Virginia Department of Conservation & Recreation Division of Natural Heritage (DNH) website at http://www.dcr.virginia.gov/dnh/invinfo.htm. For a list of native plant species, see the section on the DNH website titled ***Native Plants for Conservation, Restoration, and Landscaping*** at http://www.dcr.virginia.gov/natural_heritage/nativeplants.shtml.

Finally, the County may wish to consider creation of a regional pond on parcel 29-3 ((1)) 38 in conjunction with this project in order to attenuate erosive storm flows within Old Courthouse Spring Branch from the Tysons Corner area. At a minimum, stream stabilization could occur on this parcel to improve the outfalls from the extensive paved headwaters area.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

cc: Cindy Walsh, Acting Director, Resource Management Division
Chron Binder
File Copy

FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

ATTACHMENT 20

TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning

FROM: Sandy Stallman, Manager
Park Planning Branch

DATE: July 10, 2008

SUBJECT: SE 2008-0093, 2232-P08-13 - Tysons West Station
Tax Map Numbers: 29-3 ((1)) 2C, 53, 53A

RECEIVED
JUL 10 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated June 4, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station in the Providence Supervisory District.

COMPREHENSIVE PLAN CITATIONS

1. **Resource Protection** (The Policy Plan, Parks and Recreation Objectives 2 & 5, pp. 5-7)

"Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources."

"Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas."

"Policy j: Minimize adverse impacts of development on water resources and stream valleys."

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"Objective 5: Ensure the long term protection, preservation and sustainability of park resources."

"Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate."

ANALYSIS AND RECOMMENDATIONS

Natural Resources Impact:

The project drains in part to Old Courthouse Spring Branch which was given the rating of Level II – Restoration in the Fairfax County 2001 Stream Protection Strategy. The Park Authority owns and operates Old Courthouse Spring Branch Stream Valley Park down stream of the project as well as extensive parkland within the Difficult Run stream corridor.

The applicant should seek to reduce storm water flows off of the project site over existing conditions to the greatest extent possible and should use Low Impact Design to the greatest extent possible. This should include consideration of the use of cisterns and other methods to capture stormwater to increase the time of concentration (peak shave) and in order to reuse this captured stormwater to irrigate planters and beds at the Metro station. Also, plants native to Fairfax County should be used in landscaping. If non-native plants are used they should not be invasive plants. A list of invasive plant species for the state of Virginia can be found at the Virginia Department of Conservation & Recreation Division of Natural Heritage (DNH) website at http://www.dcr.virginia.gov/dnh/invinfo.htm. For a list of native plant species, see the section on the DNH website titled ***Native Plants for Conservation, Restoration, and Landscaping*** at http://www.dcr.virginia.gov/natural_heritage/nativeplants.shtml.

Finally, the County may wish to consider creation of a regional pond on parcel 29-3 ((1)) 38 in conjunction with this project in order to attenuate erosive storm flows within Old Courthouse Spring Branch from the Tysons Corner area. At a minimum, stream stabilization could occur on this parcel to improve the outfalls from the extensive paved headwaters area.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

cc: Cindy Walsh, Acting Director, Resource Management Division
Chron Binder
File Copy

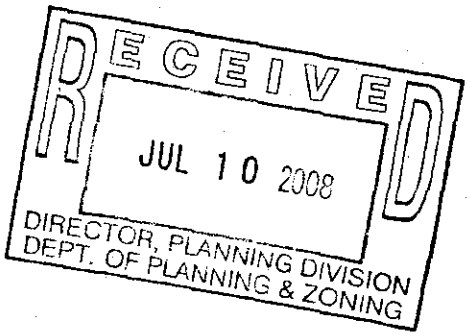
FAIRFAX COUNTY PARK AUTHORITY

MEMORANDUM

ATTACHMENT 21

TO: Regina M. Coyle, Director
Zoning Evaluation Division
Department of Planning and Zoning

David Jillson, Planner III
Public Facilities Planning Branch, Planning Division
Department of Planning and Zoning



FROM: Sandy Stallman, Manager
Park Planning Branch

DATE: July 10, 2008

SUBJECT: SE 2008-0066, 2232-P08-14 - Wiehle Avenue Station
Tax Map Number: 17-4 ((91)) 17A

BACKGROUND

The Park Authority staff has reviewed the proposed Development Plan dated June 23, 2008, for the above referenced SE and 2232 applications. The Development Plan shows a planned future Metro station and associated park-and-ride lot in the Hunter Mill Supervisory District.

COMPREHENSIVE PLAN CITATIONS

1. **Resource Protection** (The Policy Plan, Parks and Recreation Objectives 2 & 5, pp. 5-7)

"Objective 2: Protect appropriate land areas in a natural state to ensure preservation of significant and sensitive natural resources."

"Policy g: Protect parklands from encroachments and minimize adverse human impacts to natural areas."

"Policy j: Minimize adverse impacts of development on water resources and stream valleys."

"Policy k: Minimize the effects of storm water outfalls on parkland."

"Objective 5: Ensure the long term protection, preservation and sustainability of park resources."

"Policy a: Protect parklands from adverse impacts of off-site development and uses. Specifically, identify impacts from development proposals that may negatively affect parklands and private properties under protective easements and require mitigation and/or restoration measures, as appropriate."

ANALYSIS AND RECOMMENDATIONS

Natural Resources Impact:

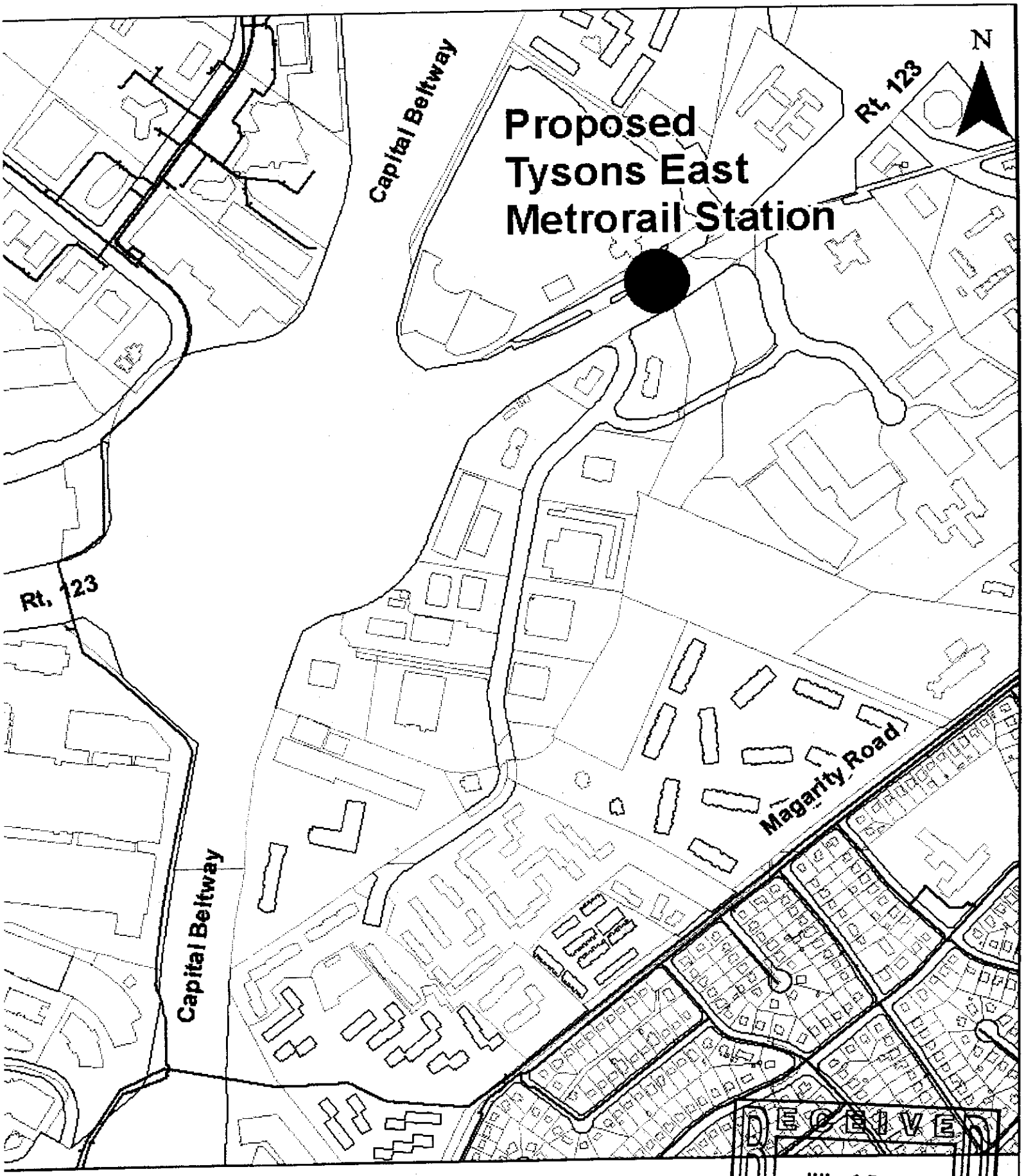
The project drains to a tributary of Colvin Run which flows through Lake Fairfax Park owned and operated by the Park Authority. The stream is in poor condition overall and was given the rating of Level II – Restoration in the Fairfax County 2001 Stream Protection Strategy. Lake Fairfax has experienced a large amount of siltation from in-stream erosion caused by intensive upstream development which lacks stormwater detention.

Note 12 on Sheet 4 of the development plans states that the applicant will be seeking a stormwater waiver since stormwater is planned and taken care of "system wide." As stated above, the regional stormwater approach is effective in some ways, but has caused extreme degradation in the receiving streams above Lake Fairfax. Therefore, the Park Authority recommends that the applicant be required to reduce storm water flows off of the project site over existing conditions to the greatest extent possible.

The applicant should use Low Impact Design for the project wherever possible. This should include consideration of the use of cisterns and other methods to capture stormwater to increase the time of concentration (peak shave) and in order to reuse this captured stormwater to irrigate planters and beds at the Metro station. Also, plants native to Fairfax County should be used in landscaping. If non-native plants are used they should not be invasive plants. A list of invasive plant species for the state of Virginia can be found at the Virginia Department of Conservation & Recreation Division of Natural Heritage (DNH) website at http://www.dcr.virginia.gov/dnh/invinfo.htm. For a list of native plant species, see the section on the DNH website titled ***Native Plants for Conservation, Restoration, and Landscaping*** at http://www.dcr.virginia.gov/natural_heritage/nativeplants.shtml.

FCPA Reviewer: Andrea Dorlester
DPZ Coordinator: Suzanne Lin, David Jillson

cc: Cindy Walsh, Acting Director, Resource Management Division
Chron Binder
File Copy



Fairfax Water

Tysons East Metrorail Station

July 14, 2008

Existing Water Main

Sheet 1 of 1

RECEIVED
JUL 15 2008
DIRECTOR, PLANNING DIVISION
PLANNING & ZONING

ATTACHMENT 22

Fairfax Water

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

July 15, 2008

PLANNING & ENGINEERING DIVISION
Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

RECEIVED
JUL 15 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Tysons East Metro Station (2232-P08-10)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Tysons East Metro Station with associated passenger drop-off areas and offer the following:

- Fairfax Water is capable of providing service to the proposed station located inside the Capital Beltway along Dolley Madison Boulevard. A minimum 12-inch diameter off-site extension from an existing 24-inch diameter main in Magarity Road will be required to provide domestic water and fire protection for the Tysons East site. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy water quantity and quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- Existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

These comments are provided per your request dated June 26, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

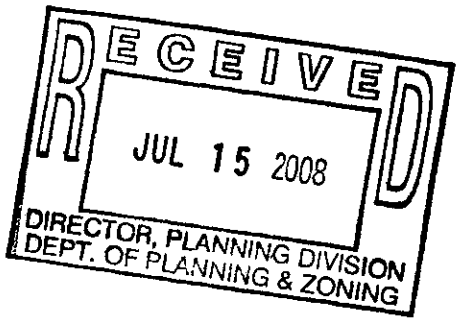
Sincerely,

Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning



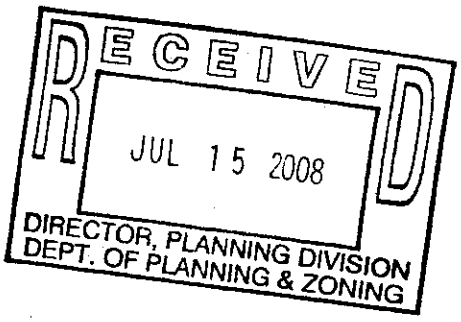
ATTACHMENT 23

Fairfax Water

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

PLANNING & ENGINEERING DIVISION
Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

July 15, 2008



Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Tysons Central 123 Station (2232-P08-11)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Tysons Central 123 Metro Station with associated passenger drop-off area and offer the following:

- Fairfax Water is capable of providing service to the proposed station located across from the Tysons Corner Shopping Center along Rt. 123. A minimum 12-inch diameter off-site extension from an existing main in Tysons Boulevard will be required to provide domestic water and fire protection for the Tysons Central 123 site. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy water quantity and quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- Existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

These comments are provided per your request dated July 2, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

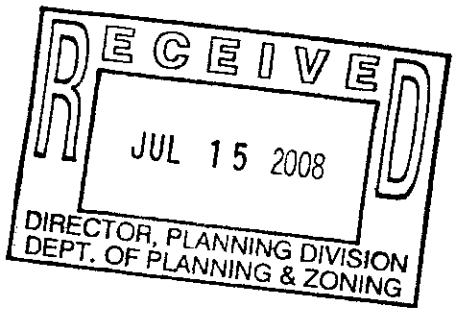
Sincerely,

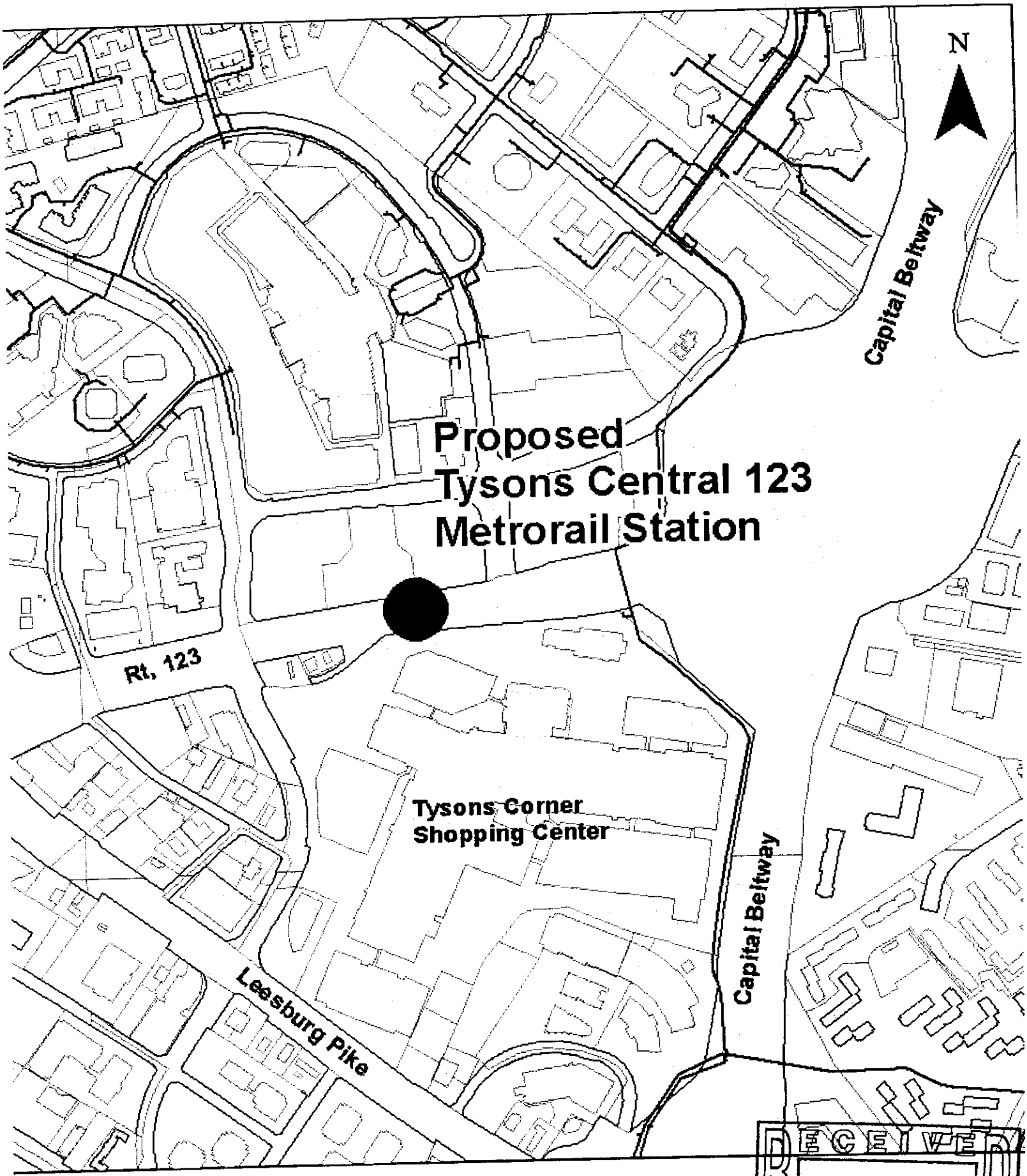
Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning





Fairfax Water

Tysons Central 123 Metrorail Station

July 14, 2008

Existing Water Main

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JUL 15 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

Fairfax Water

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

ATTACHMENT 24

July 15, 2008

PLANNING & ENGINEERING DIVISION
Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Tysons Central 7 Station (2232-MD08-12)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Tysons Central 7 Metro Station with associated entrance pavilions and offer the following:

- Fairfax Water is capable of providing service to the proposed station located on Leesburg Pike immediately north of the Chain Bridge Road overpass. A proposed 24-inch diameter water main, to be constructed along Leesburg Pike concurrent with the Metrorail extension, may be used to provide domestic water and fire protection for the Tysons Central 7 site. Existing distribution mains adjacent to the site may alternatively be used to serve the Metrorail station. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy water quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- The proposed Metro station site and associated pedestrian bridge will be in conflict with Fairfax Water's existing 12" water main and meter vault in Route 7 (Leesburg Pike). These facilities must be relocated, and placed into service, under the advance utility relocations phase(s) of the Dulles Corridor Metrorail Project, as indicated on Fairfax Water Project No. 2367, Division 1 (Phase 1), prior to construction of the Metro station. Other existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

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DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

These comments are provided per your request dated June 26, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

Sincerely,

Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning

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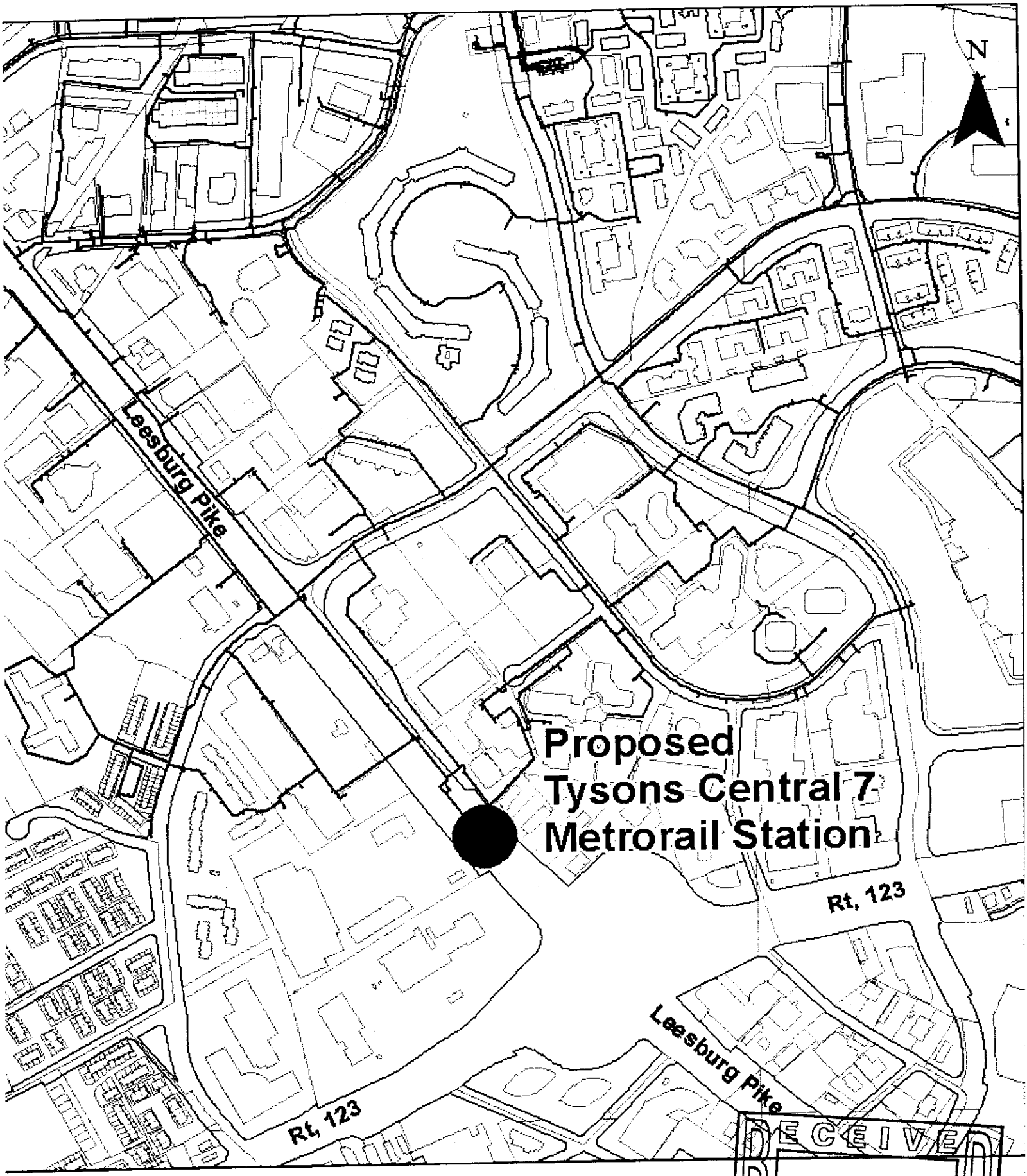
JUL 15 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING



Fairfax Water

Tysons Central 7 Metrorail Station

July 14, 2008

Existing Water Main

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FAIRFAX COUNTY PLANNING DIVISION
DEPT. OF PLANNING & ZONING

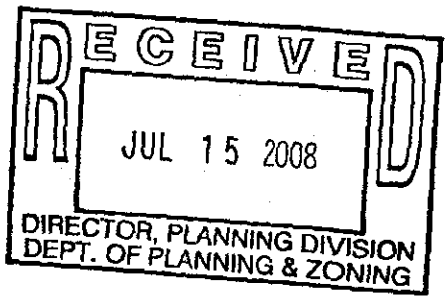
ATTACHMENT 25

Fairfax Water

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

PLANNING & ENGINEERING DIVISION
Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

July 15, 2008



Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Tysons West Station (2232-MD08-13)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Tysons West Metro Station with associated bus passenger drop-off areas and offer the following:

- Fairfax Water is capable of providing service to the proposed station located on Leesburg Pike between Spring Hill Road and Tyco Road. A proposed 24-inch diameter water main, to be constructed along Leesburg Pike concurrent with the Metrorail extension, may be used to provide domestic water and fire protection for the Tysons West site. Existing distribution mains adjacent to the site may alternatively be used to serve the Metrorail station. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy water quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- The proposed Metro station site will not be in conflict with any existing Fairfax Water facilities in Route 7 (Leesburg Pike). However, the proposed roadway improvements associated with this station will be in conflict with Fairfax Water's existing water mains in this area. These facilities must be relocated, and placed into service, under the advance utility relocations phase(s) of the Dulles Corridor Metrorail Project, as indicated on Fairfax Water Project No. 2367, Division 1 (Phases 1 and 2), prior to construction of the Metro station. Other existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

These comments are provided per your request dated June 26, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

Sincerely,

Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning

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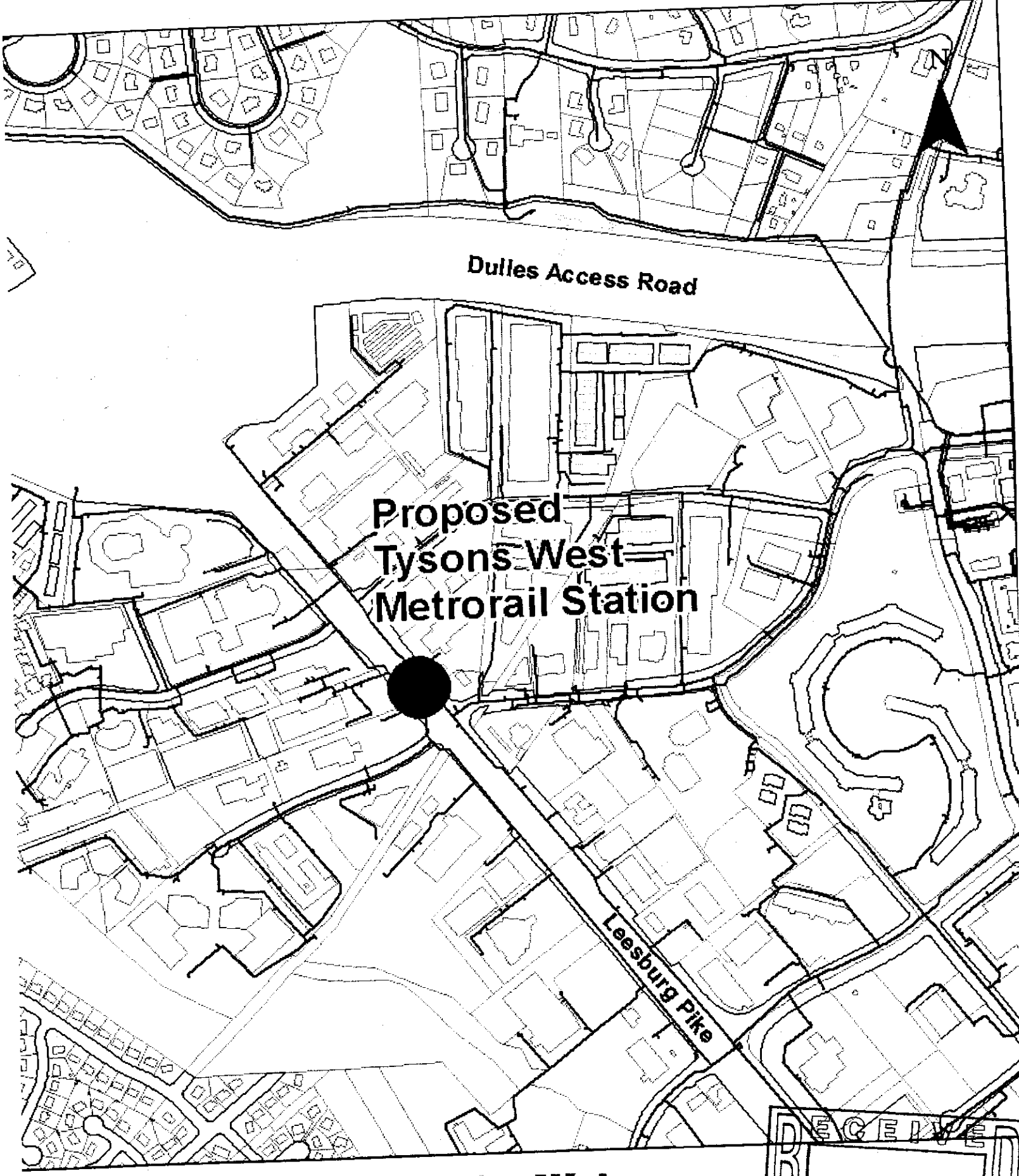
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING



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Fairfax Water

Tysons West Metrorail Station

Existing Water Main

July 14, 2008

Sheet 1 of 1

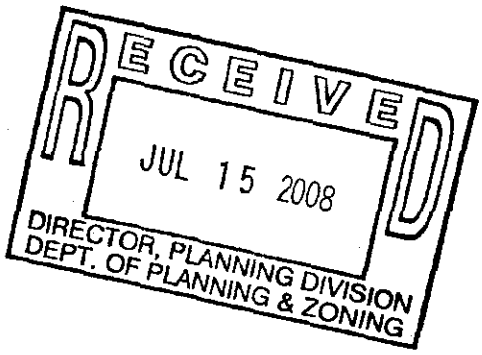
Fairfax Water

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

ATTACHMENT 26

PLANNING & ENGINEERING DIVISION
Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

July 15, 2008



Mr. David S. Jillson, Senior Planner
Fairfax County Department of Planning and Zoning
Facilities Planning Branch, Planning Division, Suite 730
12055 Government Center Parkway
Fairfax, Virginia 22035-5505

Re: Wiehle Avenue Station (2232-H08-14)
Fairfax Water Review Comments

Dear Mr. Jillson:

We have completed our review of the referenced 2232 Application for construction of the Wiehle Avenue Metro Station with associated parking garage, parking lots and passenger drop-off areas and offer the following:

- Fairfax Water is capable of providing service to the proposed station located on the Dulles Access Road at Wiehle Avenue in Reston. Existing distribution mains adjacent to the site are adequate to serve the Wiehle Avenue Metrorail station. Please refer to the attached sketch for the location of existing water mains.
- Additional off-site water main extensions and highway crossings may be necessary to satisfy quantity and water quality requirements.
- The on-site minimum required facilities will be determined during the site plan review process.
- The proposed Metro station site itself will not be in conflict with any existing Fairfax Water facilities.
- The proposed South Entrance Pavilion and Bus Bays associated with this station will be in conflict with Fairfax Water's existing facilities just south of Dulles Access Toll Road. These facilities must be relocated, and placed into service, under the advance utility relocations phase(s) of the Dulles Corridor Metrorail Project, as indicated on Fairfax Water Project No. 2367, Division 1 (Phase 1), prior to construction of the Metro station.
- A review of the recent 60% DIAAH plans (see sheet N06-U-003 attachment), provided by Dulles Transit Partners (DTP) to Fairfax Water's Design Department, indicated the installation of a proposed 6" water main from Fairfax Water's relocated 8" water main on the south side of Dulles Access Toll Road (referenced in the ~~2nd~~ 5th bullet above), to the proposed Metro station on the north side of the Toll Road. The proposed 6" water main was not part of Fairfax Water's advance relocations under Project No. 2367, Division 1 (Phase 1 or 2). Therefore, these proposed improvements will require a formal submission through Fairfax County's site plan review process, which need to be distributed to Fairfax Water for a follow-up review.

DFS 7/16/08

- There are potential conflicts between the proposed North Entrance parking facilities for the Metro station and Fairfax Water's existing on-site 8" and 12" water mains (see Tax Map 17-4 attachment). Therefore, a formal submission will be required through Fairfax County's site plan review process, to address relocation and/or abandonment of these existing facilities, which need to be distributed to Fairfax Water for a follow-up review.
- Other existing utility infrastructure located in the vicinity of the site may need to be relocated to accommodate the proposed construction.
- Fairfax Water may incorporate additional desired facilities into the station construction project as circumstances warrant.
- Water utility construction must be coordinated with all other related phases of the Dulles Corridor Metrorail extension project.

These comments are provided per your request dated July 2, 2008. Should you require additional information on this review, please contact me at (703) 289-6302.

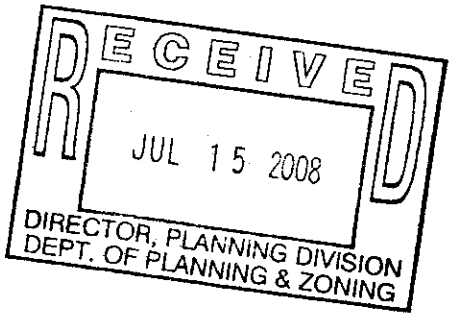
Sincerely,

Traci Goldberg

Traci Goldberg, P.E.
Manager, Planning

Attachment as Noted

cc: Jamie Bain Hedges, P.E., Director, Planning & Engineering, Fairfax Water
Kathy Smedley, P.E., Manager, Design & Construction, Fairfax Water
William R. Kirkpatrick, Chief Planning Engineer, Fairfax Water
David Marshall, Fairfax County Department of Planning & Zoning



Jillson, David

From: Traci Kammer Goldberg [tgoldberg@fairfaxwater.org]
Sent: Wednesday, July 16, 2008 2:48 PM
To: Jillson, David
Cc: Kathy Smedley; Jamie Bain Hedges
Subject: RE: Dulles Metrorail 2232s - FW Comments
Attachments: plan N06-U-003.pdf; Tax Map 17-4.pdf

David,

After transmitting the letters two you earlier, two minor items were pointed out to me on the Whiele Avenue letter:

1. The sixth bullet references the proposed W/M relocations (under Project 2367-1), as described under the second bullet. This actually should refer to the fifth bullet in the letter.

2. The sheet N06-U-003 and Tax Map 17-4 attachments referenced in bullets six and seven, respectively, were not included as attachments in the pdfs I sent you. Please see attached for these.

Sorry for the errors. A second set of eyes is always helpful!

Traci

From: Jillson, David [mailto:David.Jillson@fairfaxcounty.gov]
Sent: Wednesday, July 16, 2008 7:41 AM
To: Traci Kammer Goldberg
Subject: RE: Dulles Metrorail 2232s - FW Comments

thanks

From: Traci Kammer Goldberg [mailto:tgoldberg@fairfaxwater.org]
Sent: Tuesday, July 15, 2008 4:02 PM
To: Jillson, David
Cc: Jamie Bain Hedges; Kathy Smedley; William Kirkpatrick
Subject: Dulles Metrorail 2232s - FW Comments

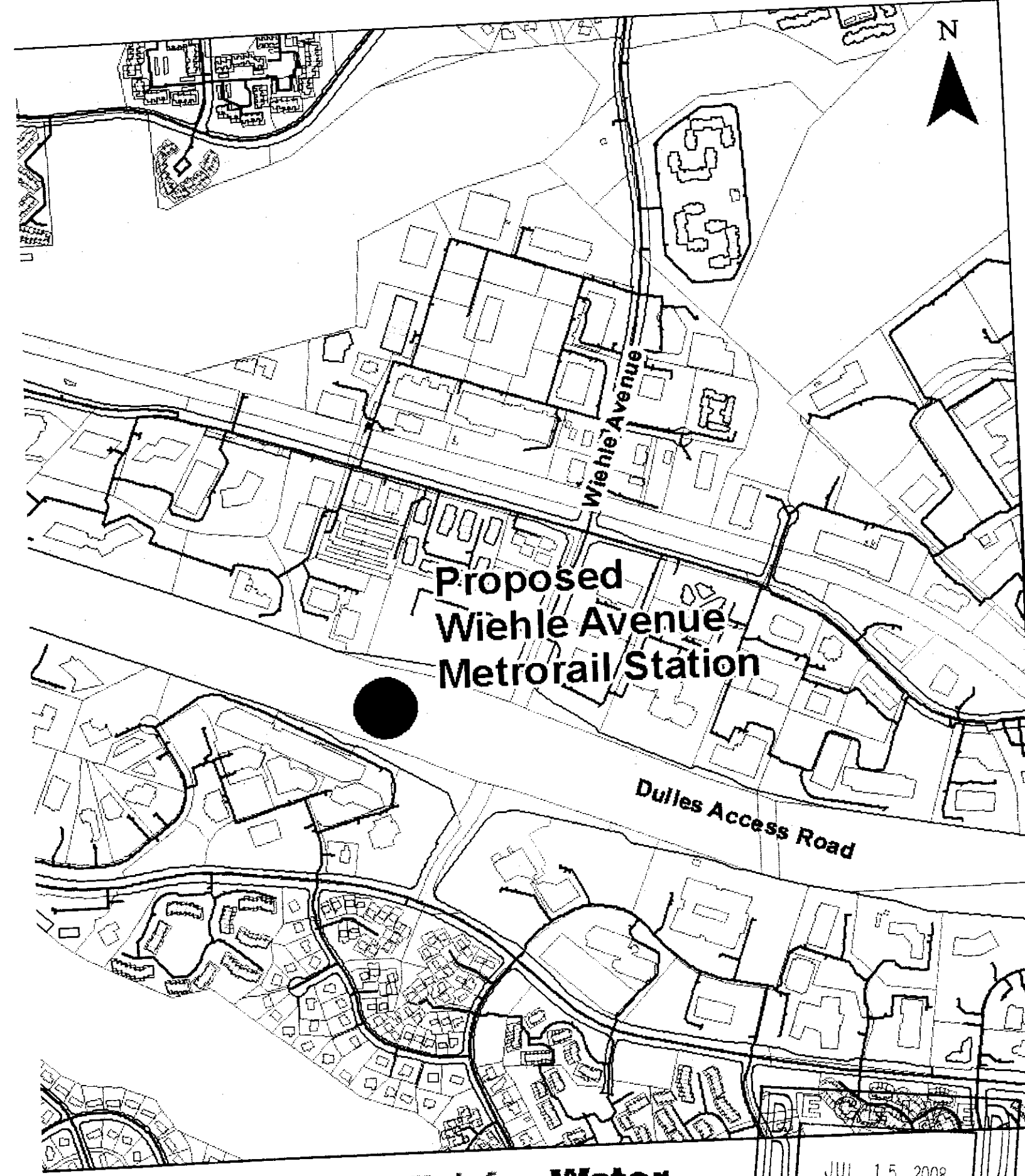
David,

Attached are Fairfax Water's responses for the Dulles Metrorail 2232s. Please contact me if you have any questions.

Hard copies to follow in the mail.

Traci

Traci Kammer Goldberg, P.E.
Manager, Planning
Fairfax Water
8560 Arlington Boulevard
Fairfax, VA 22031



Fairfax Water

Wiehle Avenue Metrorail Station

Existing Water Main

July 14, 2008

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DEPT. OF PLANNING & ZONING

ATTACHMENT 27

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 3, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-P08-10 MWAA
Tax Map # 29-4((05)) & 30-3((28)) Various Parcels Tysons East Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated June 26, 2008, and received on June 30, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. The following comment is offered:

1. The proposed pedestrian bridge crossing Rt. 123 shall provide adequate sight lines for the traffic signals along Rt. 123

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-P08-10r1MWAATysonsMetroEastSta7-3-08DJ

RECEIVED
JUL 10 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 28

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 11, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-P08-11 MWAA
Tax Map # 29-4((01)) Various Parcels Tysons Central 123 Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated July 3, 2008, and received on July 8, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. The following comment is offered:

1. The proposed pedestrian bridge crossing Rt. 123 shall provide adequate sight lines for the traffic signals along Rt. 123

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-P08-11r1MWAATysonsCentral123MetroSta7-11-08DJ

RECEIVED
JUL 17 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 29

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 3, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-MD08-12 MWAA
Tax Map # 29-3((01)) 0032 & 71A Tysons Central 7 Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated June 26, 2008, and received on June 30, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. I have no comments on this application.

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-MD08-12r1MWAATysonsCentral7MetroSta7-3-08DJ

RECEIVED
JUL 10 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 30

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 3, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-MD08-13 MWAA
Tax Map # 29-3((01)) 0002C, 53 & 53A Tysons West Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated June 26, 2008, and received on June 30, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. I have no comments on this application.

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-MD08-13r1MWAATysonsWestMetroSta7-3-08DJ

RECEIVED
JUL 10 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 31

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

DAVID S. EKERN, P.E.
COMMISSIONER

14685 Avion Parkway
Chantilly, VA 20151
(703) 383-VDOT (8368)

July 11, 2008

Mr. David Jillson
Facilities Planning Branch
Department of Planning and Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5505

Re: 2232-H08-14 MWAA
Tax Map # 17-4((01)) & ((12)) Various Parcels Tysons Wiehle Metro Station
Fairfax County

Dear Mr. Jillson:

I have reviewed the above submittal dated July 3, 2008, and received on July 8, 2008. This proposal is in conformance with the Fairfax County Comprehensive Plan and the proposed Metrorail Extension to Dulles Airport. I have no comments on this application.

If you have any questions, please call me at (703)383-2424.

Sincerely,

Kevin Nelson

Kevin Nelson
Transportation Engineer

cc: Ms. Angela Rodeheaver
fairfaxrezoning2232-H08-14r1MWAATysonsWiehleMetroSta7-11-08DJ

RECEIVED
JUL 17 2008
DIRECTOR, PLANNING DIVISION
DEPT. OF PLANNING & ZONING

ATTACHMENT 32

§ 15.2-2232. Legal status of plan.

A. Whenever a local planning commission recommends a comprehensive plan or part thereof for the locality and such plan has been approved and adopted by the governing body, it shall control the general or approximate location, character and extent of each feature shown on the plan. Thereafter, unless a feature is already shown on the adopted master plan or part thereof or is deemed so under subsection D, no street or connection to an existing street, park or other public area, public building or public structure, public utility facility or public service corporation facility other than railroad facility, whether publicly or privately owned, shall be constructed, established or authorized, unless and until the general location or approximate location, character, and extent thereof has been submitted to and approved by the commission as being substantially in accord with the adopted comprehensive plan or part thereof. In connection with any such determination, the commission may, and at the direction of the governing body shall, hold a public hearing, after notice as required by § 15.2-2204.

B. The commission shall communicate its findings to the governing body, indicating its approval or disapproval with written reasons therefor. The governing body may overrule the action of the commission by a vote of a majority of its membership. Failure of the commission to act within sixty days of a submission, unless the time is extended by the governing body, shall be deemed approval. The owner or owners or their agents may appeal the decision of the commission to the governing body within ten days after the decision of the commission. The appeal shall be by written petition to the governing body setting forth the reasons for the appeal. The appeal shall be heard and determined within sixty days from its filing. A majority vote of the governing body shall overrule the commission.

C. Widening, narrowing, extension, enlargement, vacation or change of use of streets or public areas shall likewise be submitted for approval, but paving, repair, reconstruction, improvement, drainage or similar work and normal service extensions of public utilities or public service corporations shall not require approval unless involving a change in location or extent of a street or public area.

D. Any public area, facility or use as set forth in subsection A which is identified within, but not the entire subject of, a submission under either § 15.2-2258 for subdivision or provision 8 of § 15.2-2286 for development or both may be deemed a feature already shown on the adopted master plan, and, therefore, excepted from the requirement for submittal to and approval by the commission or the governing body; provided, that the governing body has by ordinance or resolution defined standards governing the construction, establishment or authorization of such public area, facility or use or has approved it through acceptance of a proffer made pursuant to § 15.2-2303.

E. Approval and funding of a public telecommunications facility by the Virginia Public Broadcasting Board pursuant to Article 12 (§ 2.2-2426 et seq.) of Chapter 24 of Title 2.2 shall be deemed to satisfy the requirements of this section and local zoning ordinances with respect to such facility with the exception of television and radio towers and structures not necessary to house electronic apparatus. The exemption provided for in this subsection shall not apply to facilities existing or approved by the Virginia Public Telecommunications Board prior to July 1, 1990. The Virginia Public Broadcasting Board shall notify the governing body of the locality in advance of any meeting where approval of any such facility shall be acted upon.

F. On any application for a telecommunications facility, the commission's decision shall comply with the requirements of the Federal Telecommunications Act of 1996. Failure of the commission to act on any such application for a telecommunications facility under subsection A submitted on or after July 1, 1998, within ninety days of such submission shall be deemed approval of the application by the commission unless the governing body has authorized an extension of time for consideration or the applicant has agreed to an extension of time. The governing body may extend the time required for action by the local commission by no more than sixty additional days. If the commission has not acted on the application by the end of the extension, or by the end of such longer period as may be agreed to by the applicant, the application is deemed approved by the commission.

(Code 1950, §§ 15-909, 15-923, 15-964.10; 1958, c. 389; 1960, c. 567; 1962, c. 407, § 15.1-456; 1964, c. 528; 1966, c. 596; 1968, c. 290; 1975, c. 641; 1976, c. 291; 1978, c. 584; 1982, c. 39; 1987, c. 312; 1989, c. 532; 1990, c. 633; 1997, cc. 587, 858; 1998, c. 683.)

APPENDIX 6

Dulles Corridor Rapid Transit Project

November 2004

Noise and Vibration Technical Report

Dulles Corridor
Rapid Transit Project

1.0 NOISE EFFECTS

This chapter includes an introduction to basic noise concepts including noise descriptors, the prediction methodologies and modeling assumptions, the results of the ambient noise monitoring program, and the evaluation of potential impacts along the Dulles Corridor.

1.1 HUMAN PERCEPTION OF NOISE

The characteristics and properties of noise are explained in the following subsections.

1.1.1 DESCRIBING NOISE

Noise is "unwanted sound" and, by this very definition, the perception of noise is a subjective process. Several factors affect the actual level and quality of sound (or noise) as perceived by the human ear and can generally be described in terms of loudness, pitch (or frequency), and time variation.

Loudness. The loudness, or magnitude, of noise determines its intensity and is measured in decibels (dB). The noise decibel is used to describe a large range of sound levels. For example, ambient noise ranges from 40 decibels from the rustling of leaves to over 70 decibels from a truck passby to over 100 decibels from a rock concert.

Pitch. Pitch describes the character and frequency content of noise. Measured in Hertz (Hz), frequency is typically used to identify the annoying characteristics of noise and thereby identify the proper mitigation to help eliminate or minimize its magnitude. The human ear is typically sensitive to noise frequencies between 20 Hz (low-pitched noise) and 20,000 Hz (high-pitched noise). For example, noise may range from very low-pitched "rumbling" noise from stereo sub-woofers to mid-range traffic noise to very high-pitched whistle noise.

Time Variation. The time variation of some noise sources can be characterized as continuous, such as a building ventilation fan, intermittent, such as for a train passby, or impulsive, like a car backfire.

1.1.2 DESCRIPTION OF NOISE LEVELS

Various levels are used to quantify noise from transit sources including a sound's loudness, duration, and tonal character. For example, the A-weighted decibel (dBA) is commonly used to describe the overall noise level. Because the decibel is based on a logarithmic scale, a 10-decibel increase in noise level is generally perceived as a doubling of loudness, while a 3-decibel increase in noise is just barely perceptible to the human ear. The A-weighting is an attempt to take into account the human ear's response to audible frequencies. Typical A-weighted sound levels from transit and other common

sources are shown in Figure 1-1. The following A-weighted noise descriptors are typically used to determine impacts from transit-related sources:

- Lmax represents the maximum noise level that occurs during an event or train passby and is the noise level actually heard during the event or passby.
- Leq represents a level of constant noise with the same acoustical energy as the fluctuating noise levels (e.g., highway traffic) observed during a given interval such as one hour. For transit projects the Leq noise level is commonly used to describe levels at non-residential places (such as offices, schools, and churches) with primarily daytime uses. Leq(h) is a noise level averaged over one hour.
- Ldn, the day-night noise level, represents the average noise level evaluated over a 24-hour period. A 10-decibel penalty is added to events that occur during the nighttime hours (10:00 p.m. to 7:00 a.m.) to account for people's increased sensitivity to noise while they are sleeping. For transit projects the Ldn is commonly used to describe noise at residences.
- SEL is the sound exposure level typically used to predict overall transit source levels. The SEL converts the time period of the Leq to one second allowing for the direct comparison of events or passbys with different time durations.

Unlike the Lmax level, the hourly Leq noise level describes noise over a longer time duration than just a single event. For example, a single six-car train passby at 50 mph has an Lmax of 88 dBA but a Leq(h) level of only 54 dBA. This is due to the concept of time averaging whereby the overall average noise level (Leq) during the one-hour period is much less than the short-duration passby level of the event (Lmax). The Lmax and the hourly Leq levels are theoretically equivalent for constant noise sources such as a transformers or rooftop ventilation units.

1.2 EVALUATION CRITERIA

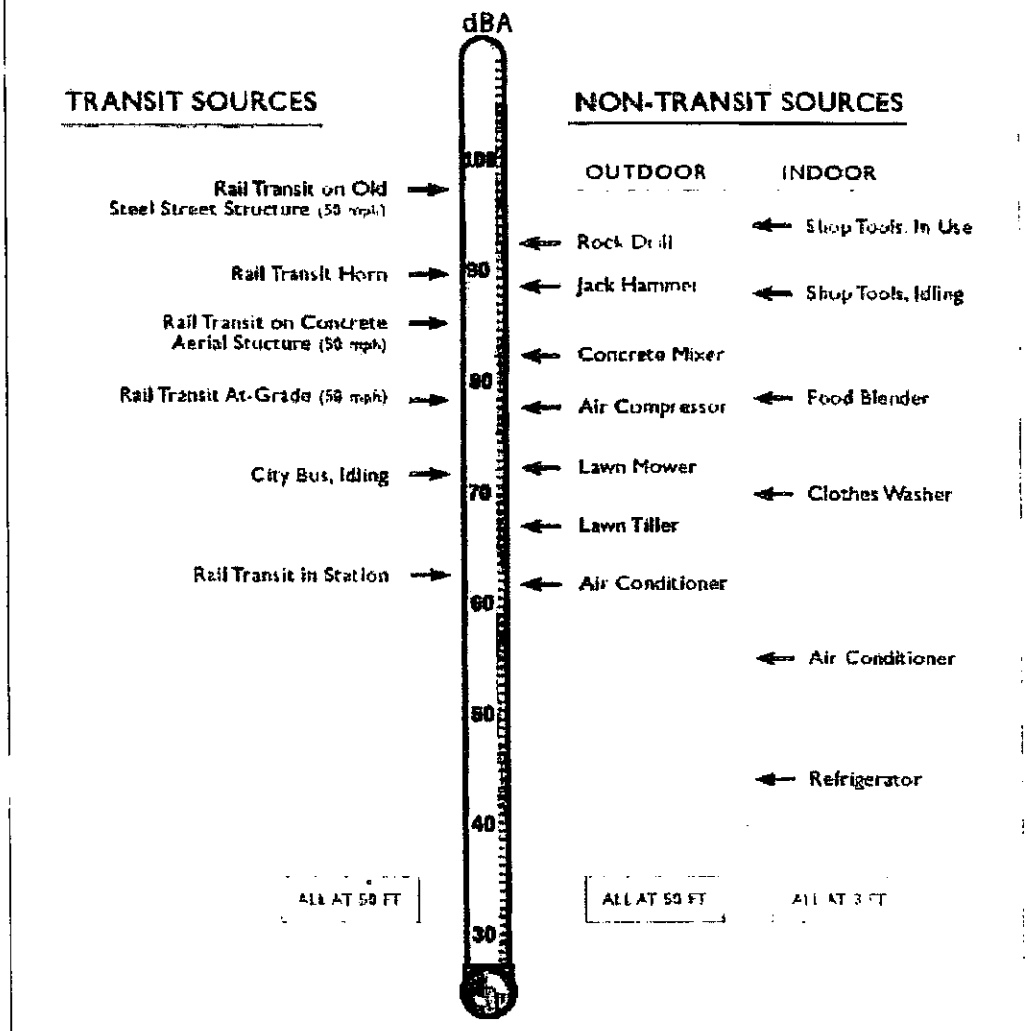
The criteria used to evaluate noise impacts are described in the following subsections. Criteria used to evaluate operational and construction impacts are discussed separately.

1.2.1 OPERATIONAL NOISE

Operational criteria are used to assess noise impacts from the Project alternatives when they are fully operational. These criteria are, therefore, typically evaluated against the Project operations that occur in the design year.

1.2.1.1 Federal Noise Guidelines

The Federal Transit Administration's *Transit Noise and Vibration Impact Assessment* guidance manual (DOT-95-16, April 1995) presents the basic concepts, methods, and procedures for evaluating the extent and severity of noise impacts from transit projects. Transit noise impacts are assessed based on land use categories and sensitivity to noise from transit sources under the FTA guidelines. The FTA noise impact criteria are defined by two curves that allow increasing project noise levels as existing noise increases up to a point, beyond which impact is determined based on project noise alone. The FTA land use categories and required measurements are described in **Table 1-1**.



Source: Transit Noise and Vibration Impact Assessment - Final Report Federal Transit Administration, Washington, D.C., April 1995

Figure 11

Typical A-Weighted Sound Levels

Table 1-1: FTA Land Use Categories and Noise Levels

Land Use Category	Noise Level	Description
1	Leq(h)	Tracts of land set aside for serenity and quiet, such as outdoor amphitheaters, concert pavilions, and historic landmarks.
2	Ldn	Buildings used for sleeping such as residences, hospitals, hotels, and other areas where nighttime sensitivity to noise is of utmost importance.
3	Leq(h)	Institutional land uses with primarily daytime and evening uses including schools, libraries, churches, museums, cemeteries, historic sites, and parks, and certain recreational facilities used for study or meditation.

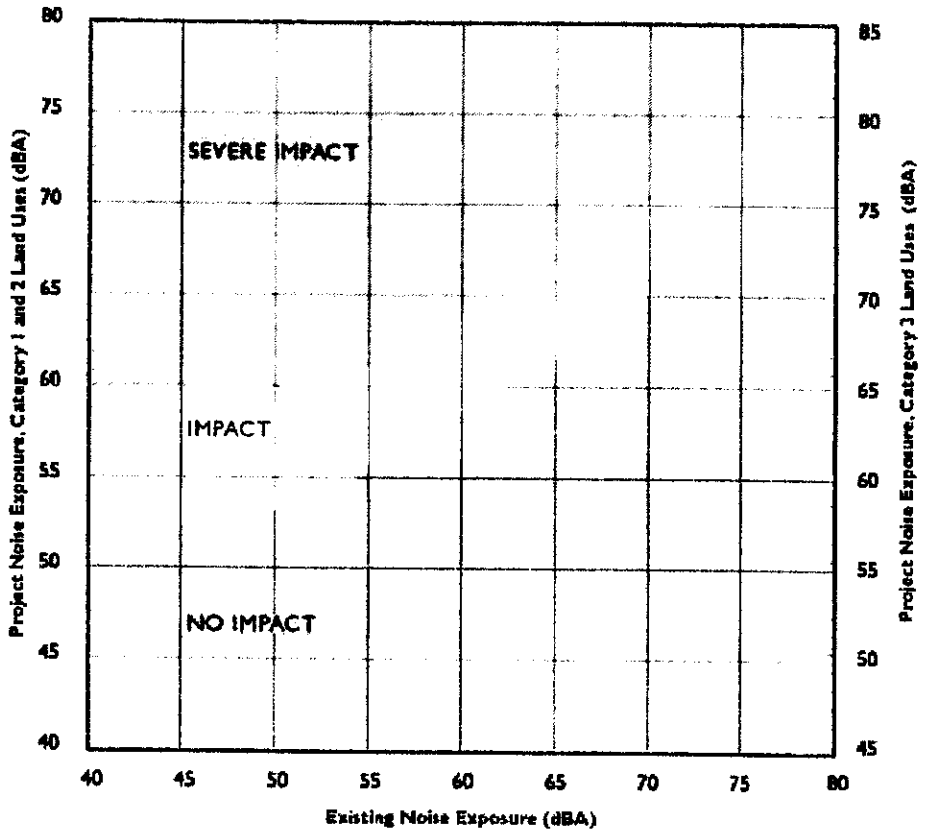
Source: *Transit Noise and Vibration Impact Assessment - Final Report*, Federal Transit Administration, Washington, D.C., April 1995.

The FTA noise criteria are delineated into two categories: *impact* and *severe impact*. The *impact* threshold defines areas where the change in noise is noticeable but may not be sufficient to cause a strong, adverse community reaction. The *severe impact* threshold defines the noise limits above which a significant percentage of the population would be highly annoyed by new noise. The level of impact at any specific site can be established by comparing the predicted Project noise level at the site to the existing noise level at the site. The FTA noise impact criteria for all three land use categories are shown in Figure 1-2.

Additionally, Public Law 97-310 established a maximum Leq noise limit of 52 to 54 dBA from traffic along the Dulles Toll Road (DTR) at Wolf Trap Farm Park. Due to the noise barriers constructed at this location, all of the predicted noise levels are well below the provisions of Public Law 97-310 for both of the two Build Alternatives of the Final EIS.

1.2.1.2 WMATA Noise Criteria

In addition to FTA noise guidance, the Final EIS is evaluating the two Build Alternatives using the Washington Metropolitan Area Transit Authority's (WMATA) criteria. Unlike the FTA noise criteria, which are based on cumulative exposure to predicted transit noise (e.g., 24-hour day-night noise levels), the WMATA criteria are based on single event maximum vehicle passby noise levels. As shown in **Table 1-2**, maximum noise levels (or Lmax) from transit vehicle passbys are applicable to single and multi-family residences as well as commercial receptors located in various communities ranging from low-density residential to industrial (for example, 'SF4' or 'SFAM IV' indicate a single-family residence in a high-density community area). The WMATA maximum passby noise levels are applied to the Corridor express bus and Metrorail passbys.



Note: To use this table find the existing noise level along the bottom row and follow the line up to the projected noise level using the scale on the left for Category 1 or 2 Land Uses. At the intersection of the existing and projected levels the colored background shows *no impact* (blue), *impact* (yellow), or *severe impact* (red).

Noise exposure is in terms of Leq(h) for Category 1 and 3 Land Uses and Ldn for Category 2 Land Uses.

Source: *Transit Noise and Vibration Impact Assessment - Final Report*, Federal Transit Administration, Washington DC, April 1995.

Figure 1-2

FTA Noise Impact Criteria for Transit Projects

Dulles Corridor Rapid Transit Project

Table 1-2: WMATA Criteria for Single Event Maximum Airborne Noise Levels (Lmax) from Metrorail Operations (dBA)

Community Area Category[1]		Receptor Category		
		Single-Family (SF)	Multi-Family (MF)	Commercial (CM)
I	Low-density Residential	70	75	80
II	Average Residential	75	75	80
III	High-density Residential	75	80	85
IV	Commercial	80	80	85
V	Industrial/Highway	80	85	85
Specific Receptor Categories				
Amphitheaters			65	
"Quiet" Outdoor Recreation Areas			70	
Concert Halls, Radio, and TV Studios			70	
Churches, Theaters, Schools, Hospitals, Museums, and Libraries			75	

1 Community categories include: Low-density urban residential, including open space park, suburban residential, or quiet recreation areas with no nearby highways; average urban residential, including quiet apartment and hotels, open space, suburban residential, or occupied outdoor areas near busy streets; High-density urban residential, including average semi-residential/commercial areas, parks, museums, and non-commercial public building areas; commercial areas including office buildings, retail stores, etc., with primary daytime occupancy (Central Business District); and industrial areas or highway corridors.
Source: *WMATA Noise and Vibration Criteria* (January 16, 2001).

Project noise levels related specifically to facility operations, such as at passenger stations and maintenance facilities, will be assessed using the WMATA "Transit Systems Ancillary Facility" criteria. As shown in **Table 1-3**, noise criteria were developed for both transient (short-time-duration) events, such as a train passby, and continuous (long-time-duration) events, such as rooftop ventilation fans. The WMATA criteria were applied to all noise-sensitive receptor locations, including residential and commercial land uses, identified along the Dulles Corridor.

Table 1-3: WMATA Criteria for Noise from Transit System Ancillary Facilities (dBA)[1]

Community Area Category		Maximum Noise Level Criteria[2]		
		Transient Noise	Continuous Noise	
			Fans, etc.	Transformer
I	Low-density Residential	50	40	35
II	Average Residential	55	45	40
III	High-density Residential	60	50	45
IV	Commercial	65	55	50
V	Industrial/Highway	75	65	60

1 The WMATA criteria are generally referenced to or applied at a point 50 feet or farther from the Metrorail guideway centerline.
2 Maximum noise level (or Lmax) criteria are reported for transient and continuous sources.
Source: *WMATA Noise and Vibration Criteria* (January 16, 2001).

Additionally, randomly occurring noises from Service and Inspection (S & I) Yards, such as wheel squeal or rail car auxiliary equipment, were also evaluated at nearby residences using the WMATA criteria shown in **Table 1-4.**

Table 1-4: WMATA Residential Noise Criteria for Metrorail Operations at Service and Inspection Yards (dBA)[1]

Community Area Category		Maximum Noise Level Criteria
I	Low-density Residential	55
II	Average Residential	55
III	High-density Residential	65
IV	Commercial	65
V	Industrial/Highway	70

1 The WMATA criteria are generally applied to the nearest residence or property line.
Source: *WMATA Noise and Vibration Criteria* (January 16, 2001).

1.2.1.3 VDOT Noise Policy

The Virginia Department of Transportation (VDOT) "State Noise Abatement Policy" (January 1, 1997) established evaluation criteria for Type I and II highway projects. As shown in **Table 1-5**, these criteria include both the Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC) adopted by VDOT and a relative increase over existing criterion for various land use categories. For this criterion, a "substantial" increase of 10 dBA or more is used to evaluate highway noise especially at remote receptors currently not affected by existing traffic. The VDOT noise criteria apply only to those residences located adjacent to the proposed realignment of the Dulles Connector Road, Dulles International Airport Access Highway (DIAAH), Dulles Toll Road and Dulles Greenway, in order to widen the freeway median for Metrorail stations or pocket tracks. No other roadway changes, affecting either capacity or elevation, are expected anywhere else along the Project corridor.

1.2.1.4 Local Ordinances

In addition to the FTA and WMATA criteria, an inventory of local and county noise ordinances was compiled for all municipalities along the proposed Project corridor. Local noise ordinances generally do not set limits on transit operations but rather on construction and other nuisance noises. However, local noise ordinances were used to evaluate impacts from stationary sources, such as the S&I yard and park-and-ride structures in Fairfax County. To determine impact, maximum facility noise levels were evaluated against the residential criterion of 55 dBA and the commercial criterion of 60 dBA.

Table 1-5: VDOT and FHWA Noise Abatement Criteria for Highway Projects (dBA)

Agency	Land Use Category	Leq(h) Noise Level (dBA)	Description
FHWA	A	57	Lands on which serenity and quiet are of extraordinary significance.
	B	67	Residences, hotels, schools, churches, libraries, hospitals, parks, and other recreational areas.
	C	72	Developed lands, properties, or activities not included in Categories A and B above.
	D	--	Undeveloped lands.
	E	52	Indoor: residences, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.
VDOT	--	Background+10 dBA[1]	Applicable to all noise-sensitive receptors.

1 Impact threshold limit equals the existing background level plus 10 dBA or more (i.e., "a substantial amount").
Source: VDOT. *State Noise Abatement Policy.* Richmond, VA. January 1, 1997.

1.2.2 CONSTRUCTION NOISE

Noise limits placed on construction activities from the FTA, WMATA, and other local ordinances are described in the following subsections.

1.2.2.1 Federal Guidelines

During the environmental review phase of a project, construction details are limited; therefore, the FTA guidelines suggest evaluating proposed construction scenarios against the one-hour Leq thresholds shown in **Table 1-6**. These guidelines are evaluated against noise levels from the two loudest pieces of equipment that, under worst-case conditions, are assumed to operate continuously for one hour during both the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods.

Table 1-6: Recommended FTA Construction Noise Limits (dBA)

Land use Category	Construction Period	
	Daytime	Nighttime
Residential	90	80
Commercial	100	100
Industrial	100	100

Source: *Transit Noise and Vibration Impact Assessment - Final Report*, Federal Transit Administration, Washington, D.C., April 1995.

1.2.2.2 WMATA Criteria

As shown in **Table 1-7**, the WMATA criteria for construction activities are applicable to both continuous noise (i.e., long-term noise lasting more than 2 hours) and intermittent noise (i.e., short-term noise lasting less than 2 hours).

Additionally, the WMATA criteria also set limits on the construction equipment source noise levels as measured at a reference distance of 50 feet. These limits apply separately to various construction equipment types purchased before and after January 1, 1990.

Table 1-7: WMATA Criteria limits for Maximum Noise from Construction Activities (dBA)

Affected Structure or Area	Maximum Allowable Noise Level (dBA)			
	Continuous		Intermittent	
	Daytime	Nighttime	Daytime	Nighttime
Residential				
Single-family residential areas, not along a major arterial	60	50	75	60
Multi-family residential areas, along a major arterial, including hospitals	65	55	75	65
In semi-residential or commercial areas, including hotels	70	60	80	70
Commercial				
In semi-residential or commercial areas, including schools	70	65	80	80
In commercial areas with no nighttime residency	75	70	85	85
Industrial				
All locations	80	80	90	90

1 The WMATA criteria are generally applied to the nearest occupied building or property line.
Source: *WMATA Noise and Vibration Criteria* (January 16, 2001).

1.2.2.3 Local Ordinances

In general, local ordinances along the Project corridor permit construction activities during the daytime hours from 7:00 a.m. to 6:00 p.m. There are currently no identified limits on maximum equipment noise levels in any of the communities along the Project corridor.

1.3 MODELING METHODOLOGY AND ASSUMPTIONS

A detailed description of the modeling methodologies and the types of noise sources included in the modeling prediction are included in the following sub-sections.

1.3.1 MODELING METHODOLOGY

A description of the FTA modeling methodologies for both operations and construction is included in the following sub-sections.

1.3.1.1 Operations

The impact assessment from future transit noise sources along the Project corridor was determined according to the FTA guidelines and includes a screening procedure, general assessment, and detailed analysis, as described below:

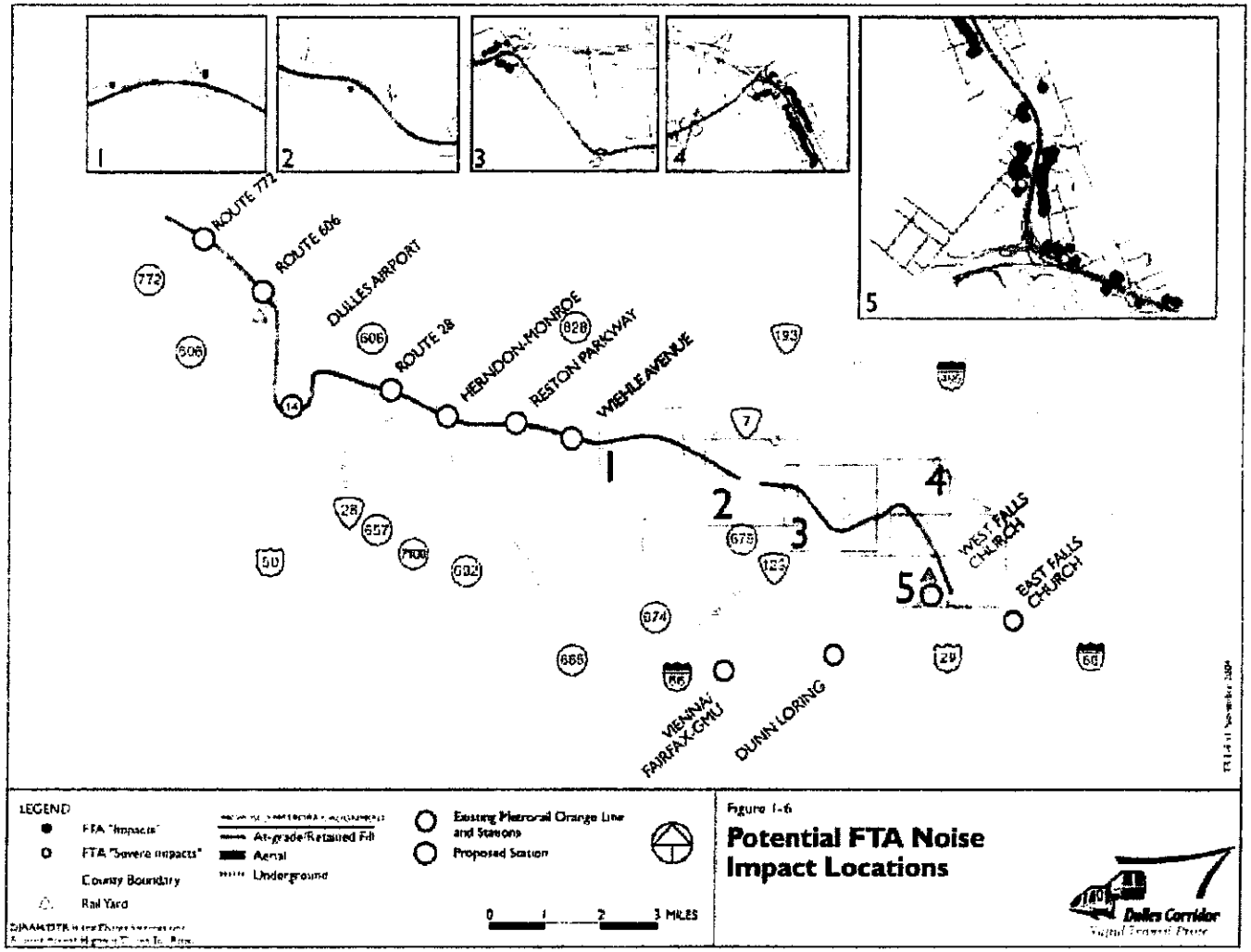


Figure 1-6

Potential FTA Noise Impact Locations

1.7 MITIGATION

Mitigation measures are proposed to reduce the onset of noise impacts along the Dulles Corridor from the Wiehle Avenue Extension and the Full LPA during operations as well as during construction are described in the following subsections. These mitigation measures will be refined during preliminary engineering and/or final design. Other inherent measures included in the proposed track design, such as pre-cast concrete supports, resiliently-supported ties, and continuously welded rail track, all combine to greatly minimize overall noise and vibration levels from train passbys along aerial sections.

1.7.1 OPERATIONS

Noise impacts are predicted at several locations along the Project corridor due to operations under the Wiehle Avenue Extension and the Full LPA. To supplement the current Metrorail guideway design, which includes standard 4-inch parapets along aerial guideway sections, additional shielding is required to eliminate impacts predicted at residential areas. Where feasible, parapets are proposed along those sections of aerial guideway where noise impacts are predicted. Similarly, trackside barriers are also proposed along at-grade sections of Metrorail guideway to provide additional mitigation along the corridor. Although several locations currently benefit from wayside barriers along the residential property lines, the parapets and the trackside barriers are intended to eliminate Metrorail noise only. Utilizing 4- and 6-foot barrier heights, the most effective barrier dimensions were optimized for each individual impact location. As a result of this barrier optimization assessment, barriers are proposed along both aerial and at-grade sections of guideway at the following approximate locations listed in **Table 1-20** and shown in Figure 1-7a and 1-7b.

Table 1-20: Proposed Location and Dimensions of Aerial Parapets and At-Grade Barriers

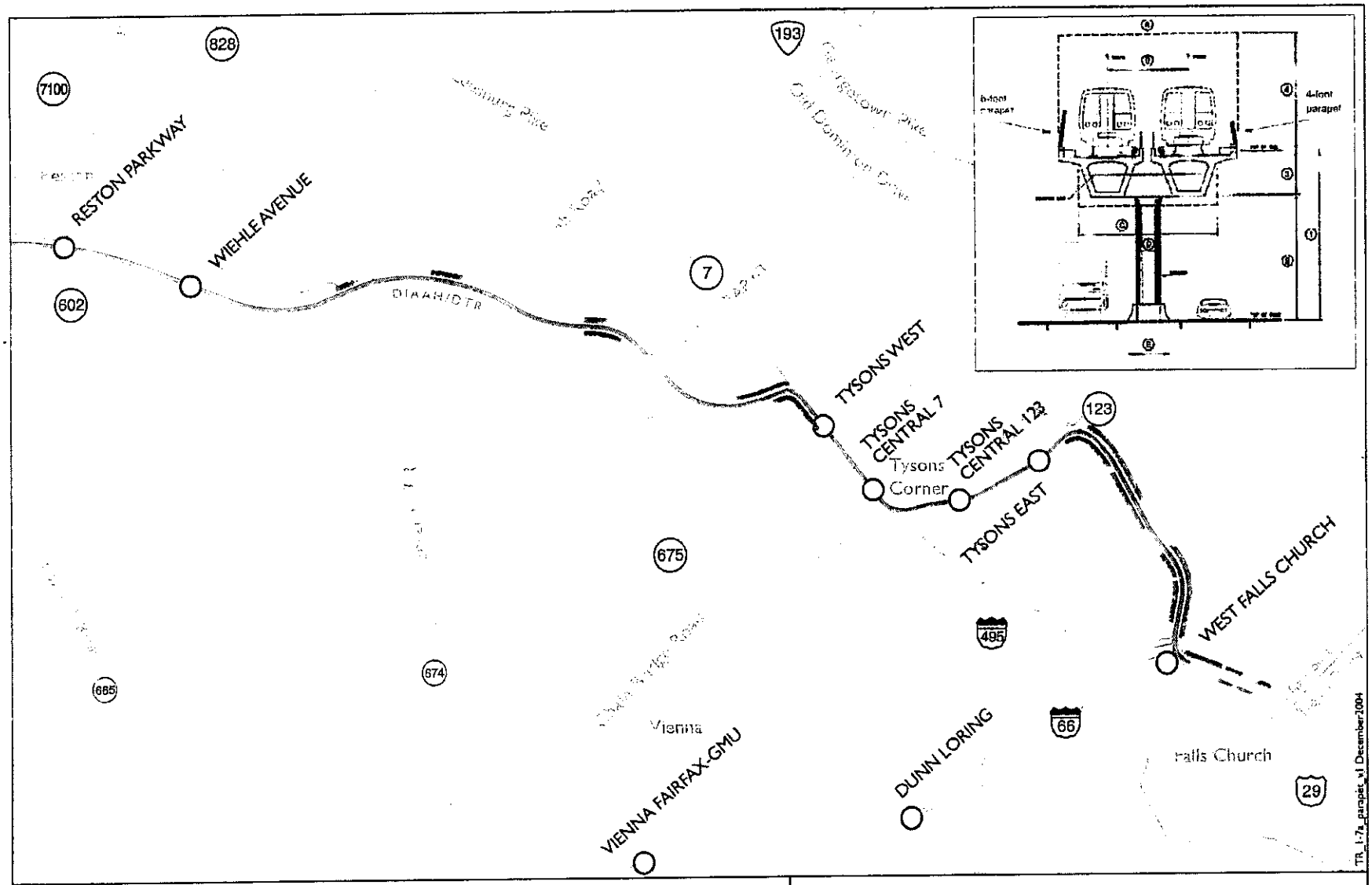
Station Location	Height[1]	Length	Type	Alternative
Outbound side of the Metrorail Corridor				
Sta. No. 474+00 to 480+00	4 ft	600 ft	At Grade	Wiehle & LPA
Sta. No. 730+00 to 734+00	6 ft	400 ft	At Grade	Wiehle & LPA
Sta. No. 743+00 to 756+00	4 ft	1,300 ft	At Grade	Wiehle & LPA
Sta. No. 764+00 to 779+00	4 ft	1,500 ft	Aerial	Wiehle & LPA
Sta. No. 780+00 to 785+00	6 ft	500 ft	Aerial	Wiehle & LPA
Sta. No. 796+00 to 810+00	4 ft	1,400 ft	At Grade	Wiehle & LPA
Sta. No. 830+00 to 867+00	4 ft	3,700 ft	At Grade	Wiehle & LPA
Sta. No. 1028+00 to 1045+00	4 ft	1,700 ft	Aerial	Wiehle & LPA
Sta. No. 1121+00 to 1140+00	4 ft	1,900 ft	At Grade	Wiehle & LPA
Sta. No. 1194+00 to 1200+00	4 ft	600 ft	At Grade	Wiehle & LPA
Sta. No. 1242+00 to 1246+00	4 ft	400 ft	At Grade	Wiehle & LPA
Sta. No. 1520+00 to 1540+00	4 ft	2,000 ft	At Grade	Wiehle & LPA
Inbound side of the Metrorail Corridor				
Sta. No. 483+00 to 486+00	6 ft	300 ft	At Grade	Wiehle & LPA
Sta. No. 731+00 to 735+00	6 ft	400 ft	At Grade	Wiehle & LPA
Sta. No. 770+00 to 785+00	4 ft	1,500 ft	Aerial	Wiehle & LPA
Sta. No. 790+00 to 792+00	4 ft	200 ft	At Grade	Wiehle & LPA
Sta. No. 793+00 to 810+00	6 ft	1,700 ft	At Grade	Wiehle & LPA
Sta. No. 813+00 to 849+00	4 ft	3,600 ft	At Grade	Wiehle & LPA
Sta. No. 855+00 to 863+00	6 ft	800 ft	At Grade	Wiehle & LPA
Sta. No. 864+00 to 882+00	4 ft	1,800 ft	Aerial	Wiehle & LPA
Sta. No. 1015+00 to 1040+00	4 ft	2,500 ft	Aerial	Wiehle & LPA
Sta. No. 1117+00 to 1140+00	4 ft	2,300 ft	At Grade	Wiehle & LPA

[1] Proposed barrier height determined by mitigation analysis measured from top of rail. Actual barrier height as measured from outside of structure will conform to WMATA criteria (52 or 76 inches).

Table 1-20 includes the addition and extension of barriers over and above the analytical results in order to reduce the noise of Metrorail passbys over the rail discontinuities of special trackwork. The barriers have been added or extended at the following locations:

- West of Pimmit Run in McLean, 1,000 feet extension of 4-foot at-grade barrier from Sta. No. 800+00 to 810+00 on the outbound side for the two single crossovers related to TBS-2.
- West of Pimmit Run in McLean, 1,300 feet extension of 4-foot at-grade barrier from Sta. No. 797+00 to 810+00 on the inbound side for the two single crossovers related to TBS-2.
- East of Beulah Road, 1,900 feet of 4-foot at-grade barrier from Sta. No. 1121+00 to 1140+00 on both outbound and inbound sides for the two single crossovers related to TPSS-8.
- West of Centerville Road, 2,000 feet of 4-foot at-grade barrier from Sta. No. 1520+00 to 1540+00 on the outbound side for the double crossover related to Route 28 Station.

Short gaps between sections of parapets and barriers will be made continuous during preliminary engineering.



LEGEND

- Noise Parapet Barrier
- Proposed Metrorail Alignment
- County Boundary
- Existing Metrorail Orange Line and Station
- Proposed Station

DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road

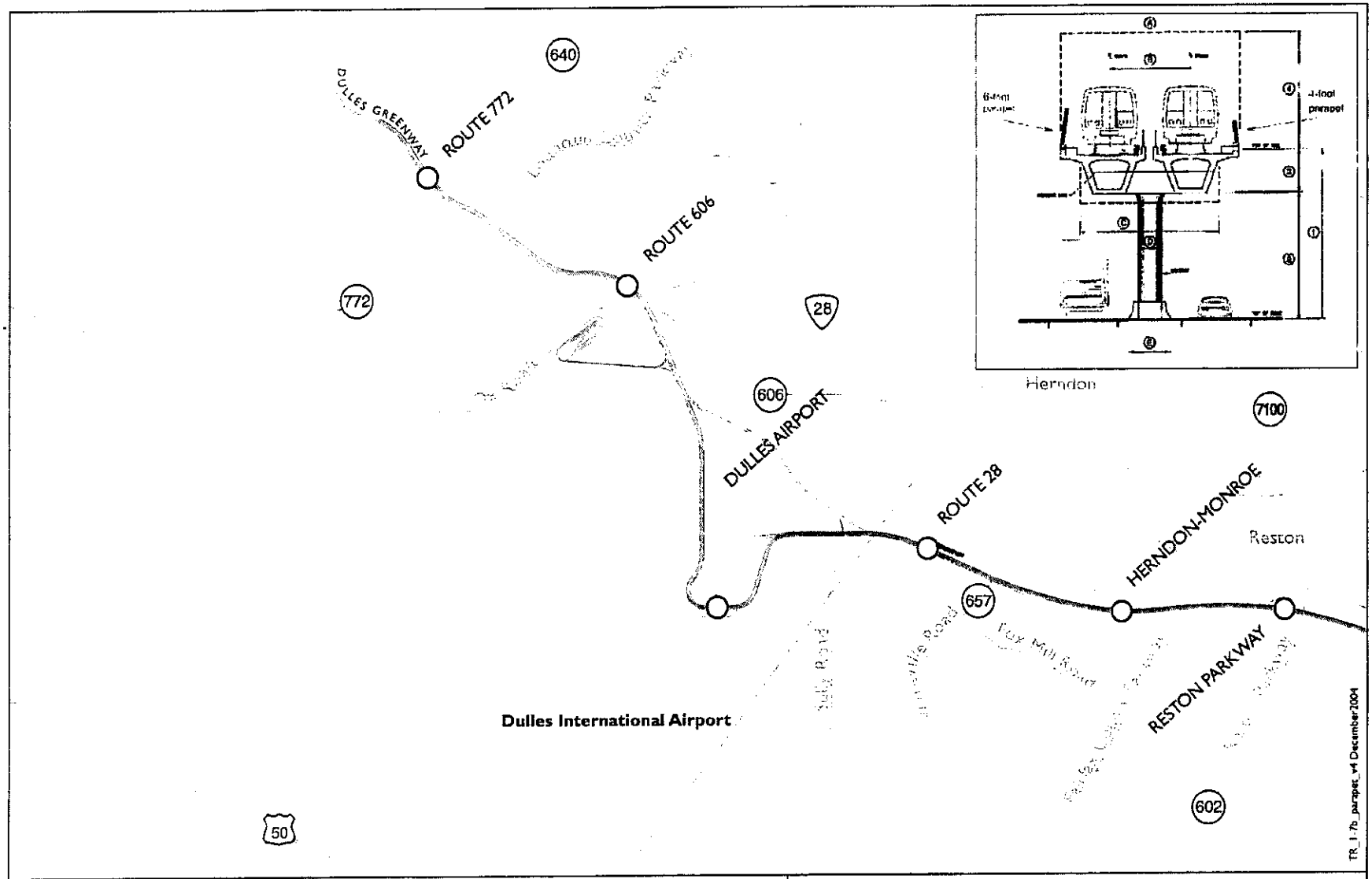
Three-foot parapets are proposed along all aerial Metrorail sections, except on Airport property or as shown

0 3000 6000 FEET

Figure 1-7a

Proposed Sound Barrier/Parapet Locations and Cross-Section

Dulles Corridor Rapid Transit Project



LEGEND

- Noise Parapet Barrier
- Proposed Metrorail Alignment
- County Boundary
- Proposed Station

DIAAH/DTR is the Dulles International Airport Access Highway/Dulles Toll Road

0 3000 6000 FEET

Figure 1-7b

Proposed Sound Barrier/Parapet Locations and Cross-Section

Dulles Corridor Rapid Transit Project

At several receptors that are not noise-sensitive according to the FTA guidelines, such as the HBL Mercedes and Porsche automobile dealership in Tysons Corner, a parapet sound barrier along the aerial guideway would not be reasonable since other ambient noise from existing traffic along Route 7 would continue to dominate at these locations. However, in those locations where noise impacts are predicted at single residences (such as at a single-family residence located at approximately 1600 White Pine Drive off Beulah Road in Vienna, opposite LPA Sta. No. 1120+00), Metrorail barriers are proposed to eliminate the predicted noise impact there.

With few exceptions, implementation of the trackside noise barriers described in **Table 1-20** is expected to eliminate all of the predicted FTA and WMATA impacts at residences due to Metrorail operations. At two residences along the Project corridor, proposed barriers at the height of 6 feet are not expected to eliminate completely the predicted FTA impact under both the Wiehle Avenue Extension and the Full LPA. Due to the difference in elevation between the residence and the proposed Metrorail alignment, future day-night noise levels with the 6-foot barrier are only predicted to decrease approximately 6 dBA (to within one decibel of the FTA impact noise limit). Additional mitigation is necessary to completely eliminate the predicted noise impacts at these two locations: single-family residences along Woodland Drive in Falls Church (Sta. No. 733+00) and White Pine Drive in Vienna (Sta. No. 1120+00).

Based on the commitment by WMATA to fully enclose both the existing and future loop tracks at the West Falls Church S&I yard with boxes, wheel squeal would essentially be eliminated at all nearby receptor locations. Therefore, no additional mitigation is recommended at this time to reduce any new noise sources proposed as part of the Final EIS. Although the loop track enclosures are expected to reduce the impact from wheel squeal substantially (10-12 dBA) at the closest residences, the background ambient noise level due to other nearby sources (such as the Dulles Connector Road) limit the overall reduction achievable at these receptor locations.

In those locations where barriers are proposed that would potentially degrade a nearby parallel barrier (such as at Hallcrest Heights), special attention should be paid to the type of materials used to face the new barrier. To avoid barrier degradation due to multiple reflections over the top of parallel barriers, acoustically soft materials should be utilized that absorb the initial sound, preventing additional reflections.

Under the Full LPA only, no impacts are currently predicted at the S&I Yard proposed at Site 15 on Airport property. Residential development is three-quarter mile distant from the yard; between the S&I yard and the residences are light industrial buildings that will shield the residences from the yard noise. Moreover, the ambient noise levels include Dulles Airport aircraft operations. The Dulles Airport land use plan and Loudoun County ordinances do not allow residential development in the runway approach zones and paths, within which the yard will be situated. So, there would be no future residential development or sensitive receptors near the yard and therefore no impacts. Increasing the radius of the yard's loop track would lessen the effects of wheel squeal upon WMATA yard personnel and nearby businesses in the light industrial buildings and would extend the useful life of track and wheels. A larger radius, however, would increase the Project's property requirements and might result in additional environmental effects to wetlands and floodplain. There is no consideration of a larger radius and a reconfiguration of the yard as the Project enters preliminary engineering.

1.7.2 CONSTRUCTION ACTIVITY

Noise control measures can be included in the construction specification documents to ensure compliance with all federal and WMATA guidelines and noise limits. These specifications could require contractors to use properly maintained and operated equipment, including the use of exhaust mufflers according to the equipment manufacturer's specifications. Additional noise control measures could be incorporated into the construction specification documents as determined to be necessary during preliminary engineering and/or final design.

The FTA guidelines and procedures identify several areas of potential noise control during construction including:

- Temporary noise barriers erected between noisy activities and noise-sensitive receptors;
- Use of sonic/vibratory pile-drivers rather than impact pile-driving near noise-sensitive receptors; and,
- Re-routing construction traffic along roadways that minimize noise impacts at nearby noise-sensitive receptors.

1.7.3 HIGHWAY TRAFFIC AT BUBBLE SECTIONS

Although exceedances of the FHWA noise abatement criteria are predicted at the "bubble" sections at some of the mid-corridor stations, noise mitigation measures are not recommended. Office buildings observed along the Dulles Toll Road already have sealed or non-operable windows with primarily indoor uses. Therefore, they clearly do not have the same level of noise-sensitivity as other more "exposed" receptors. Furthermore, noise barriers are ineffective in reducing highway noise on the upper levels of a multi-level office building, where the lobby occupies the ground or first floor.

2.6.3 LOCALLY PREFERRED ALTERNATIVE

The receptors where Project vibration levels are predicted to exceed the FTA construction annoyance criteria limits are located east of Wiehle Avenue. Therefore, the results of the construction vibration impact assessment under the LPA are the same as those reported for the Wiehle Avenue Extension.

2.7 MITIGATION

Mitigation measures to eliminate or reduce the onset of vibration impacts along the Dulles Corridor from operations and construction activities are described in the following subsections. These mitigation measures will be refined during preliminary engineering and/or final design.

2.7.1 NO BUILD ALTERNATIVE

No mitigation measures are required under the No Build Alternative because no impacts are predicted.

2.7.2 WIEHLE AVENUE EXTENSION

Exceedances of the FTA and the WMATA vibration impact criteria are predicted along the Dulles Connector Road in McLean and Falls Church and in Tysons Corner from Metrorail passbys. The impacts are predicted at sensitive receptors directly adjacent to switches that result in elevated vibration and ground-borne noise levels from Metrorail train passbys. No impacts are expected from express bus passbys.

Several mitigation measures are recommended to eliminate the predicted impacts including the following:

- Employ operating limitations such as speed reductions over switches. For example, reducing the maximum allowable travel speed over switches from 55 to 35 mph at Sta. No. 484+00 and 489+00 along the existing Orange Line guideways would eliminate up to 8 vibration impacts;
- Relocate or strategically place switches and crossovers away from vibration-sensitive receptors. For example, relocating crossover beginning at Sta. No. 977+00 approximately 150 feet farther north to Sta. No. 978+50 in Tysons Corner would eliminate the predicted impact at The Business Bank. Similarly, relocating staged crossover proposed at Sta. No. 801+00 to 803+00 in McLean and Falls Church approximately 1,500 feet farther south to Sta. No. 785+00 would eliminate up to 6 impacts at nearby residences; and,
- The use of dampening materials, such as the WMATA egg resilient fasteners, under switches would reduce elevated vibration levels due to rail discontinuities approximately 8 to 10 VdB without any restrictions on speed or relocation of switches. For example, installing ballast mats under switches located at Sta. No. 484+00, 489+00, 801+00 and 803+00 would eliminate vibration impacts at several nearby residences.

Although the mitigation measures were recommended in order of least costly to most expensive, many times the least costly option, such as operating limitations, is the most impractical. Under those conditions, the most viable options available include relocating the switches away from sensitive areas (if this has been shown to be effective) and installing ballast mats. All of the recommended mitigation

measures described herein have been investigated and are predicted to eliminate each of the predicted impacts described in Section 2.5.

Similarly, because of the potential for adverse vibration impacts during construction, vibration levels should be re-evaluated during preliminary engineering and/or final design when the details of the construction stages and equipment to be used are better defined. The following mitigation measures will be implemented in various combinations to eliminate or minimize adverse vibration impacts along the Project corridor depending on local conditions and construction needs:

- Utilizing alternative construction methods that avoid impact pile driving near vibration-sensitive receptors, such as residences, schools, and hospitals. Whenever possible, use of drilled piles or sonic/vibratory pile drivers to reduce excessive vibration; and,
- Re-routing truck traffic away from vibration-sensitive receptors.

2.7.3 LOCALLY PREFERRED ALTERNATIVE

The same mitigation measures described for the Wiehle Avenue Extension are also recommended for the LPA.

GLOSSARY

This Glossary is provided to assist the public in understanding
the staff evaluation and analysis of development proposals.
It should not be construed as representing legal definitions.
Refer to the Fairfax County Zoning Ordinance, Comprehensive Plan
or Public Facilities Manual for additional information.

ABANDONMENT: Refers to road or street abandonment, an action taken by the Board of Supervisors, usually through the public hearing process, to abolish the public's right-of-passage over a road or road right-of way. Upon abandonment, the right-of-way automatically reverts to the underlying fee owners. If the fee to the owner is unknown, Virginia law presumes that fee to the roadbed rests with the adjacent property owners if there is no evidence to the contrary.

ACCESSORY DWELLING UNIT (OR APARTMENT): A secondary dwelling unit established in conjunction with and clearly subordinate to a single family detached dwelling unit. An accessory dwelling unit may be allowed if a special permit is granted by the Board of Zoning Appeals (BZA). Refer to Sect. 8-918 of the Zoning Ordinance.

AFFORDABLE DWELLING UNIT (ADU) DEVELOPMENT: Residential development to assist in the provision of affordable housing for persons of low and moderate income in accordance with the affordable dwelling unit program and in accordance with Zoning Ordinance regulations. Residential development which provides affordable dwelling units may result in a density bonus (see below) permitting the construction of additional housing units. See Part 8 of Article 2 of the Zoning Ordinance.

AGRICULTURAL AND FORESTAL DISTRICTS: A land use classification created under Chapter 114 or 115 of the Fairfax County Code for the purpose of qualifying landowners who wish to retain their property for agricultural or forestal use for use/value taxation pursuant to Chapter 58 of the Fairfax County Code.

BARRIER: A wall, fence, earthen berm, or plant materials which may be used to provide a physical separation between land uses. Refer to Article 13 of the Zoning Ordinance for specific barrier requirements.

BEST MANAGEMENT PRACTICES (BMPs): Stormwater management techniques or land use practices that are determined to be the most effective, practicable means of preventing and/or reducing the amount of pollution generated by nonpoint sources in order to improve water quality.

BUFFER: Graduated mix of land uses, building heights or intensities designed to mitigate potential conflicts between different types or intensities of land uses; may also provide for a transition between uses. A landscaped buffer may be an area of open, undeveloped land and may include a combination of fences, walls, berms, open space and/or landscape plantings. A buffer is not necessarily coincident with transitional screening.

CHESAPEAKE BAY PRESERVATION ORDINANCE: Regulations which the State has mandated must be adopted to protect the Chesapeake Bay and its tributaries. These regulations must be incorporated into the comprehensive plans, zoning ordinances and subdivision ordinances of the affected localities. Refer to Chesapeake Bay Preservation Act, Va. Code Section 10.1-2100 et seq and VR 173-02-01, Chesapeake Bay Preservation Area Designation and Management Regulations.

CLUSTER DEVELOPMENT: Residential development in which the lots are clustered on a portion of a site so that significant environmental/historical/cultural resources may be preserved or recreational amenities provided. While smaller lot sizes are permitted in a cluster subdivision to preserve open space, the overall density cannot exceed that permitted by the applicable zoning district. See Sect. 2-421 and Sect. 9-615 of the Zoning Ordinance.

COUNTY 2232 REVIEW PROCESS: A public hearing process pursuant to Sect. 15.2-2232 (Formerly Sect. 15.1-456) of the Virginia Code which is used to determine if a proposed public facility not shown on the adopted Comprehensive Plan is in substantial accord with the plan. Specifically, this process is used to determine if the general or approximate location, character and extent of a proposed facility is in substantial accord with the Plan.

dBA: The momentary magnitude of sound weighted to approximate the sensitivity of the human ear to certain frequencies; the dBA value describes a sound at a given instant, a maximum sound level or a steady state value. See also Ldn.

DENSITY: Number of dwelling units (du) divided by the gross acreage (ac) of a site being developed in residential use; or, the number of dwelling units per acre (du/ac) except in the PRC District when density refers to the number of persons per acre.

DENSITY BONUS: An increase in the density otherwise allowed in a given zoning district which may be granted under specific provisions of the Zoning Ordinance when a developer provides excess open space, recreation facilities, or affordable dwelling units (ADUs), etc.

DEVELOPMENT CONDITIONS: Terms or conditions imposed on a development by the Board of Supervisors (BOS) or the Board of Zoning Appeals (BZA) in connection with approval of a special exception, special permit or variance application or rezoning application in a "P" district. Conditions may be imposed to mitigate adverse impacts associated with a development as well as secure compliance with the Zoning Ordinance and/or conformance with the Comprehensive Plan. For example, development conditions may regulate hours of operation, number of employees, height of buildings, and intensity of development.

DEVELOPMENT PLAN: A graphic representation which depicts the nature and character of the development proposed for a specific land area: information such as topography, location and size of proposed structures, location of streets trails, utilities, and storm drainage are generally included on a development plan. A development plan is s submission requirement for rezoning to the PRC District. A GENERALIZED DEVELOPMENT PLAN (GDP) is a submission requirement for a rezoning application for all conventional zoning districts other than a P District. A development plan submitted in connection with a special exception (SE) or special permit (SP) is generally referred to as an SE or SP plat. A CONCEPTUAL DEVELOPMENT PLAN (CDP) is a submission requirement when filing a rezoning application for a P District other than the PRC District; a CDP characterizes in a general way the planned development of the site. A FINAL DEVELOPMENT PLAN (FDP) is a submission requirement following the approval of a conceptual development plan and rezoning application for a P District other than the PRC District; an FDP further details the planned development of the site. See Article 16 of the Zoning Ordinance.

EASEMENT: A right to or interest in property owned by another for a specific and limited purpose. Examples: access easement, utility easement, construction easement, etc. Easements may be for public or private purposes.

ENVIRONMENTAL QUALITY CORRIDORS (EQCs): An open space system designed to link and preserve natural resource areas, provide passive recreation and protect wildlife habitat. The system includes stream valleys, steep slopes and wetlands. For a complete definition of EQCs, refer to the Environmental section of the Policy Plan for Fairfax County contained in Vol. 1 of the Comprehensive Plan.

ERODIBLE SOILS: Soils that wash away easily, especially under conditions where stormwater runoff is inadequately controlled. Silt and sediment are washed into nearby streams, thereby degrading water quality.

FLOODPLAIN: Those land areas in and adjacent to streams and watercourses subject to periodic flooding; usually associated with environmental quality corridors. The 100 year floodplain drains 70 acres or more of land and has a one percent chance of flood occurrence in any given year.

FLOOR AREA RATIO (FAR): An expression of the amount of development intensity (typically, non-residential uses) on a specific parcel of land. FAR is determined by dividing the total square footage of gross floor area of buildings on a site by the total square footage of the site itself.

FUNCTIONAL CLASSIFICATION: A system for classifying roads in terms of the character of service that individual facilities are providing or are intended to provide, ranging from travel mobility to land access. Roadway system functional classification elements include Freeways or Expressways which are limited access highways, Other Principal (or Major) Arterials, Minor Arterials, Collector Streets, and Local Streets. Principal arterials are designed to accommodate travel; access to adjacent properties is discouraged. Minor arterials are designed to serve both through traffic and local trips. Collector roads and streets link local streets and properties with the arterial network. Local streets provide access to adjacent properties.

GEOTECHNICAL REVIEW: An engineering study of the geology and soils of a site which is submitted to determine the suitability of a site for development and recommends construction techniques designed to overcome development on problem soils, e.g., marine clay soils.

HYDROCARBON RUNOFF: Petroleum products, such as motor oil, gasoline or transmission fluid deposited by motor vehicles which are carried into the local storm sewer system with the stormwater runoff, and ultimately, into receiving streams; a major source of non-point source pollution. An oil-grit separator is a common hydrocarbon runoff reduction method.

IMPERVIOUS SURFACE: Any land area covered by buildings or paved with a hard surface such that water cannot seep through the surface into the ground.

INFILL: Development on vacant or underutilized sites within an area which is already mostly developed in an established development pattern or neighborhood.

INTENSITY: The magnitude of development usually measured in such terms as density, floor area ratio, building height, percentage of impervious surface, traffic generation, etc. Intensity is also based on a comparison of the development proposal against environmental constraints or other conditions which determine the carrying capacity of a specific land area to accommodate development without adverse impacts.

Ldn: Day night average sound level. It is the twenty-four hour average sound level expressed in A-weighted decibels; the measurement assigns a "penalty" to night time noise to account for night time sensitivity. Ldn represents the total noise environment which varies over time and correlates with the effects of noise on the public health, safety and welfare.

LEVEL OF SERVICE (LOS): An estimate of the effectiveness of a roadway to carry traffic, usually under anticipated peak traffic conditions. Level of Service efficiency is generally characterized by the letters A through F, with LOS-A describing free flow traffic conditions and LOS-F describing jammed or grid-lock conditions.

MARINE CLAY SOILS: Soils that occur in widespread areas of the County generally east of Interstate 95. Because of the abundance of shrink-swell clays in these soils, they tend to be highly unstable. Many areas of slope failure are evident on natural slopes. Construction on these soils may initiate or accelerate slope movement or slope failure. The shrink-swell soils can cause movement in structures, even in areas of flat topography, from dry to wet seasons resulting in cracked foundations, etc. Also known as slippage soils.

OPEN SPACE: That portion of a site which generally is not covered by buildings, streets, or parking areas. Open space is intended to provide light and air; open space may be function as a buffer between land uses or for scenic, environmental, or recreational purposes.

OPEN SPACE EASEMENT: An easement usually granted to the Board of Supervisors which preserves a tract of land in open space for some public benefit in perpetuity or for a specified period of time. Open space easements may be accepted by the Board of Supervisors, upon request of the land owner, after evaluation under criteria established by the Board. See Open Space Land Act, Code of Virginia, Sections 10.1-1700, et seq.

P DISTRICT: A "P" district refers to land that is planned and/or developed as a Planned Development Housing (PDH) District, a Planned Development Commercial (PDC) District or a Planned Residential Community (PRC) District. The PDH, PDC and PRC Zoning Districts are established to encourage innovative and creative design for land development; to provide ample and efficient use of open space; to promote a balance in the mix of land uses, housing types, and intensity of development; and to allow maximum flexibility in order to achieve excellence in physical, social and economic planning and development of a site. Refer to Articles 6 and 16 of the Zoning Ordinance.

PROFFER: A written condition, which, when offered voluntarily by a property owner and accepted by the Board of Supervisors in a rezoning action, becomes a legally binding condition which is in addition to the zoning district regulations applicable to a specific property. Proffers are submitted and signed by an owner prior to the Board of Supervisors public hearing on a rezoning application and run with the land. Once accepted by the Board, proffers may be modified only by a proffered condition amendment (PCA) application or other zoning action of the Board and the hearing process required for a rezoning application applies. See Sect. 15.2-2303 (formerly 15.1-491) of the Code of Virginia.

PUBLIC FACILITIES MANUAL (PFM): A technical text approved by the Board of Supervisors containing guidelines and standards which govern the design and construction of site improvements incorporating applicable Federal, State and County Codes, specific standards of the Virginia Department of Transportation and the County's Department of Public Works and Environmental Services.

RESOURCE MANAGEMENT AREA (RMA): That component of the Chesapeake Bay Preservation Area comprised of lands that, if improperly used or developed, have a potential for causing significant water quality degradation or for diminishing the functional value of the Resource Protection Area. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

RESOURCE PROTECTION AREA (RPA): That component of the Chesapeake Bay Preservation Area comprised of lands at or near the shoreline or water's edge that have an intrinsic water quality value due to the ecological and biological processes they perform or are sensitive to impacts which may result in significant degradation of the quality of state waters. In their natural condition, these lands provide for the removal, reduction or assimilation of sediments from runoff entering the Bay and its tributaries, and minimize the adverse effects of human activities on state waters and aquatic resources. New development is generally discouraged in an RPA. See Fairfax County Code, Ch. 118, Chesapeake Bay Preservation Ordinance.

SITE PLAN: A detailed engineering plan, to scale, depicting the development of a parcel of land and containing all information required by Article 17 of the Zoning Ordinance. Generally, submission of a site plan to DPWES for review and approval is required for all residential, commercial and industrial development except for development of single family detached dwellings. The site plan is required to assure that development complies with the Zoning Ordinance.

SPECIAL EXCEPTION (SE) / SPECIAL PERMIT (SP): Uses, which by their nature, can have an undue impact upon or can be incompatible with other land uses and therefore need a site specific review. After review, such uses may be allowed to locate within given designated zoning districts if appropriate and only under special controls, limitations, and regulations. A special exception is subject to public hearings by the Planning Commission and Board of Supervisors with approval by the Board of Supervisors; a special permit requires a public hearing and approval by the Board of Zoning Appeals. Unlike proffers which are voluntary, the Board of Supervisors or BZA may impose reasonable conditions to assure, for example, compatibility and safety. See Article 8, Special Permits and Article 9, Special Exceptions, of the Zoning Ordinance.

STORMWATER MANAGEMENT: Engineering practices that are incorporated into the design of a development in order to mitigate or abate adverse water quantity and water quality impacts resulting from development. Stormwater management systems are designed to slow down or retain runoff to re-create, as nearly as possible, the pre-development flow conditions.

SUBDIVISION PLAT: The engineering plan for a subdivision of land submitted to DPWES for review and approved pursuant to Chapter 101 of the County Code.

TRANSPORTATION DEMAND MANAGEMENT (TDM): Actions taken to reduce single occupant vehicle automobile trips or actions taken to manage or reduce overall transportation demand in a particular area.

TRANSPORTATION SYSTEM MANAGEMENT (TSM) PROGRAMS: This term is used to describe a full spectrum of actions that may be applied to improve the overall efficiency of the transportation network. TSM programs usually consist of low-cost alternatives to major capital expenditures, and may include parking management measures, ridesharing programs, flexible or staggared work hours, transit promotion or operational improvements to the existing roadway system. TSM includes Transportation Demand Management (TDM) measures as well as H.O.V. use and other strategies associated with the operation of the street and transit systems.

URBAN DESIGN: An aspect of urban or suburban planning that focuses on creating a desirable environment in which to live, work and play. A well-designed urban or suburban environment demonstrates the four generally accepted principles of design: clearly identifiable function for the area; easily understood order; distinctive identity; and visual appeal.

VACATION: Refers to vacation of street or road as an action taken by the Board of Supervisors in order to abolish the public's right-of-passage over a road or road right-of-way dedicated by a plat of subdivision. Upon vacation, title to the road right-of-way transfers by operation of law to the owner(s) of the adjacent properties within the subdivision from whence the road/road right-of-way originated.

VARIANCE: An application to the Board of Zoning Appeals which seeks relief from a specific zoning regulation such as lot width, building height, or minimum yard requirements, among others. A variance may only be granted by the Board of Zoning Appeals through the public hearing process and upon a finding by the BZA that the variance application meets the required Standards for a Variance set forth in Sect. 18-404 of the Zoning Ordinance.

WETLANDS: Land characterized by wetness for a portion of the growing season. Wetlands are generally delineated on the basis of physical characteristics such as soil properties indicative of wetness, the presence of vegetation with an affinity for water, and the presence or evidence of surface wetness or soil saturation. Wetland environments provide water quality improvement benefits and are ecologically valuable. Development activity in wetlands is subject to permitting processes administered by the U.S. Army Corps of Engineers

TIDAL WETLANDS: Vegetated and nonvegetated wetlands as defined in Chapter 116 Wetlands Ordinance of the Fairfax County Code: includes tidal shores and tidally influenced embayments, creeks, and tributaries to the Occoquan and Potomac Rivers. Development activity in tidal wetlands may require approval from the Fairfax County Wetlands Board.

Abbreviations Commonly Used in Staff Reports

A&F	Agricultural & Forestal District
ADU	Affordable Dwelling Unit
ARB	Architectural Review Board
BMP	Best Management Practices
BOS	Board of Supervisors
BZA	Board of Zoning Appeals
COG	Council of Governments
CBC	Community Business Center
CDP	Conceptual Development Plan
CRD	Commercial Revitalization District
DOT	Department of Transportation
DP	Development Plan
DPWES	Department of Public Works and Environmental Services
DPZ	Department of Planning and Zoning
DU/AC	Dwelling Units Per Acre
EQC	Environmental Quality Corridor
FAR	Floor Area Ratio
FDP	Final Development Plan
GDP	Generalized Development Plan
GFA	Gross Floor Area
HC	Highway Corridor Overlay District
HCD	Housing and Community Development
LOS	Level of Service
Non-RUP	Non-Residential Use Permit
OSDS	Office of Site Development Services, DPWES
PCA	Proffered Condition Amendment
PD	Planning Division
PDC	Planned Development Commercial
PDH	Planned Development Housing
PFM	Public Facilities Manual
PRC	Planned Residential Community
RC	Residential-Conservation
RE	Residential Estate
RMA	Resource Management Area
RPA	Resource Protection Area
RUP	Residential Use Permit
RZ	Rezoning
SE	Special Exception
SEA	Special Exception Amendment
SP	Special Permit
TDM	Transportation Demand Management
TMA	Transportation Management Association
TSA	Transit Station Area
TSM	Transportation System Management
UP & DD	Utilities Planning and Design Division, DPWES
VC	Variance
VDOT	Virginia Dept. of Transportation
VPD	Vehicles Per Day
VPH	Vehicles per Hour
WMATA	Washington Metropolitan Area Transit Authority
WS	Water Supply Protection Overlay District
ZAD	Zoning Administration Division, DPZ
ZED	Zoning Evaluation Division, DPZ
ZPRB	Zoning Permit Review Branch