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FAIRFAX COUNTY, VIRGINIA

AUG 31 1990

MEMORANDUM

PLANNING DIVISION
OFFICE OF COMPREHENSIVE PLANNING

TO: James P. Zook, Director
Office of Comprehensive Planning August 29, 1990

FROM: Shiva K. Pant, Director
Office of Transportation *Gary Erenrich*

FILE NO. 8-20-7/(TO 1252)

SUBJECT: Request for Section 15.1-456 Public Hearing for the
Proposed Monroe Street Southeast Commuter
Park-and-Ride Lot, to be Held in Conjunction with
an Urban Mass Transportation Administration (UMTA)
Public Hearing

This memorandum requests a public hearing under Section 15.1-456 of the Code of Virginia for up to 2,000 space commuter park-and-ride structure on vacant land located east of Monroe Street and south of the Dulles Toll Road. The initial construction would be for 1,200 spaces.

This park-and-ride facility is being considered for inclusion in Fairfax County's Dulles Corridor TSM Grant Application to the Urban Mass Transportation Administration. The specific location of the proposed facility is Fairfax County Assessment Map 16-4 ((1)) parcels 14A, 15, 16A and 27 (see Attachment I). An environmental assessment is being prepared for this site by KPMG Peat Marwick under contract to the Office of Transportation. A copy will be provided to you when it is completed at the middle of September.

In order to complete the grant application process by December 31, 1990, as directed by the Board of Supervisors, we would like to have the Section 15.1-456 Public Hearing before the Planning Commission in mid-to-late October (see Attachment II). Our Office would like to consider this hearing as the public hearing required for this site by UMTA regulations. If you have any questions or would like further information, please contact Deputy Director Gary Erenrich at extension 1162 or Transportation Planner Tom Biesiadny at extension 1154.

SKP/TPB:sb

Attachments: a/s

cc: Edwin R. Spann, Office of Comprehensive Planning

MONROE STREET SOUTHEAST COMMUTER
PARK-AND-RIDE FACILITY

DESCRIPTION OF THE PROJECT

The Fairfax County Office of Transportation requests a Section 15.1-456 determination for a commuter park-and-ride facility on approximately 9.9 acres of land east of Monroe Street and south of the Dulles Toll Road in the Herndon area (but not within the Herndon Town Limits). This park-and-ride lot will be included in Fairfax County's Urban Mass Transportation Administration (UMTA) Dulles Corridor TSM Grant Application. This project will include approximately 2,000 parking spaces in a multi-level structure. Initially, only 1,200 spaces would be constructed. The proposed facility is located on County Assessment Map 16-4 ((1)) parcels 14A, 15, 16A and 27.

The ground floor of the structure will contain approximately 500 parking spaces which can be accessed only from Monroe Street. These spaces will satisfy the projected parking demand of residents living in developments along Monroe Street and Centreville Road. The remainder of the structure will be accessed from direct ramps from the Dulles Toll Road. These ramps will provide regional access to the facility. In addition, a ramps to and from the open areas between the Toll Road and the Access Road are being considered to allow buses to enter and exit the Access Road directly. These ramps will also permit carpools to enter and exit the High Occupancy Vehicle Lanes directly. Sheltered bus stops, telephones and adequate lighting will be provided in the structure. The facility will be constructed to Fairfax County standards. Parking spaces for the handicapped with appropriate curb cuts and sidewalks to bus bays will also be provided. The facility will be maintained and operated by Fairfax County, in cooperation with the Metropolitan Washington Airports Authority and the Virginia Department of Transportation.

The facility will have bus service throughout the day during the week. This service will transport passengers to and from Tysons Corner and the West Falls Church Metrorail Station. Some cross county bus service may also be routed through this facility. Limited weekend service may be considered in the future. In addition, the facility will also provide a staging area for carpools and vanpools for those commuters wishing to take advantage of High Occupancy Vehicle Lanes on the Dulles Toll Road and Interstate 66.

The proposed park-and-ride facility does not require a Special Exception, because it is considered a "Public Use" in accordance with the Zoning Ordinance definition of the term and is allowed by right.

PROJECT JUSTIFICATION

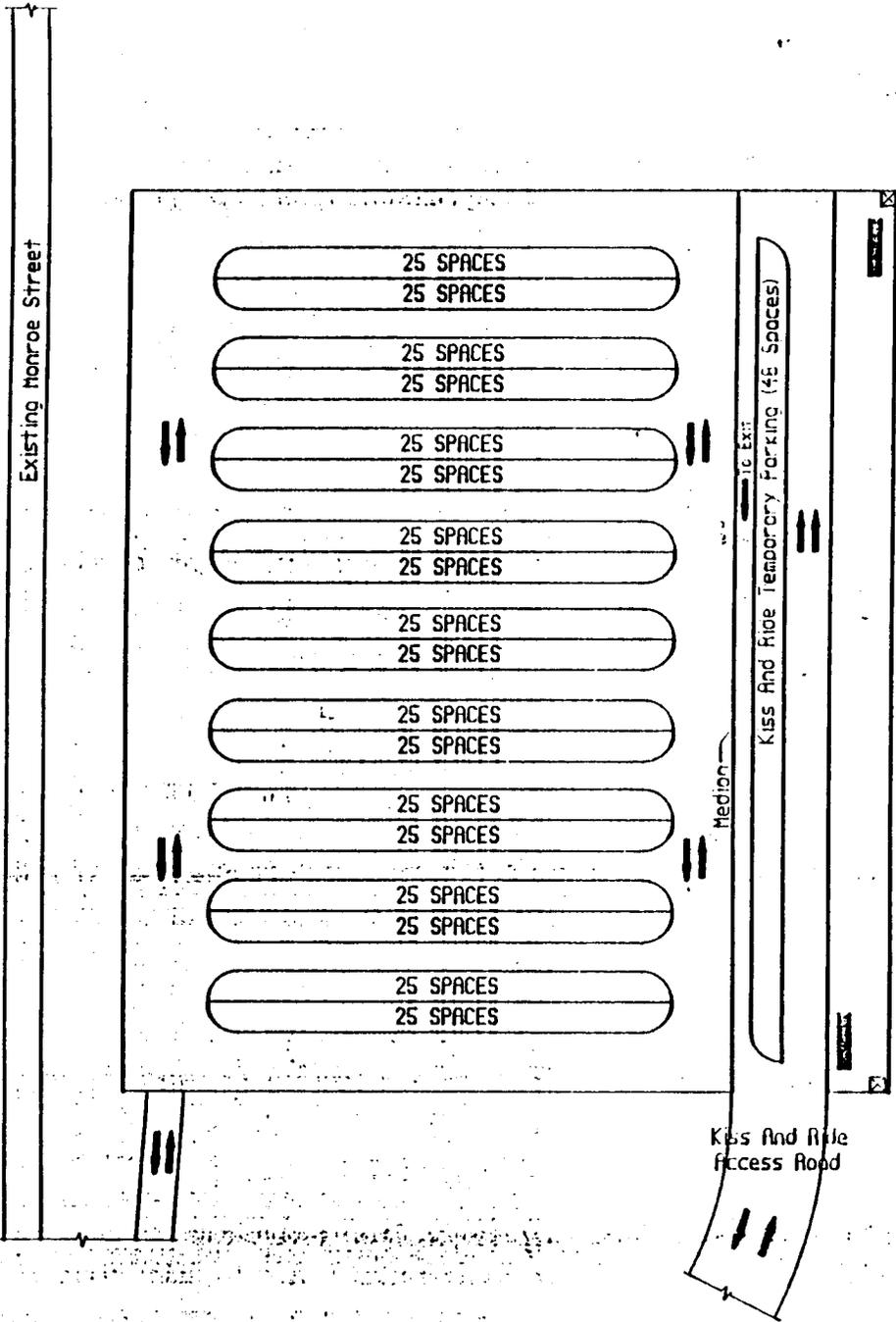
The subject commuter parking facility is proposed in response to a critical need to reduce traffic congestion on the Dulles Toll Road during the peak periods. This facility is consistent with the recently adopted Policy Plan for Fairfax County, particularly Transportation Objective 2 (which calls for 60 percent of the commuters to the central core to use Public Transportation and 20 percent of the commuters to Tysons Corner to use Public Transportation). It is designed to intercept single occupant vehicles in the local neighborhoods along Monroe Street and Centreville Road before they congest major arteries. In addition, the facility will provide an alternative for traffic which is already on the Dulles Toll Road. The facility will also help to ease demand for parking spaces at the existing West Falls Church Metrorail Station and Wiehle Avenue park-and-ride lots where demand currently exceeds capacity.

ALTERNATIVE SITES

Traffic on the Dulles Toll Road is currently severely congested in the morning and evening peak periods. In addition, the demand for commuter parking in the Dulles Corridor greatly exceeds the existing supply of 350 spaces at the Wiehle Avenue Park-and-Ride Lot and the 1,098 spaces at the West Falls Church Metrorail Station.

The Dulles Transit Alternatives Study was conducted to determine which transit technology could best address the congestion on the Dulles Toll Road. The study recommended that an express bus system be initially developed for the corridor. The study also reviewed locations for facilities to support such an express bus system. The consultant conducting the study recommended a parking facility in the vicinity of Monroe Street to serve western Fairfax County, the Town of Herndon and possibly Loudoun County. In addition to locating the station conveniently for passengers, staff considered the possibility of developing a commercial or office complex along with parking facilities. Such a complex could help offset the cost of the park-and-ride facility, and possibly generate counter-flow transit trips.

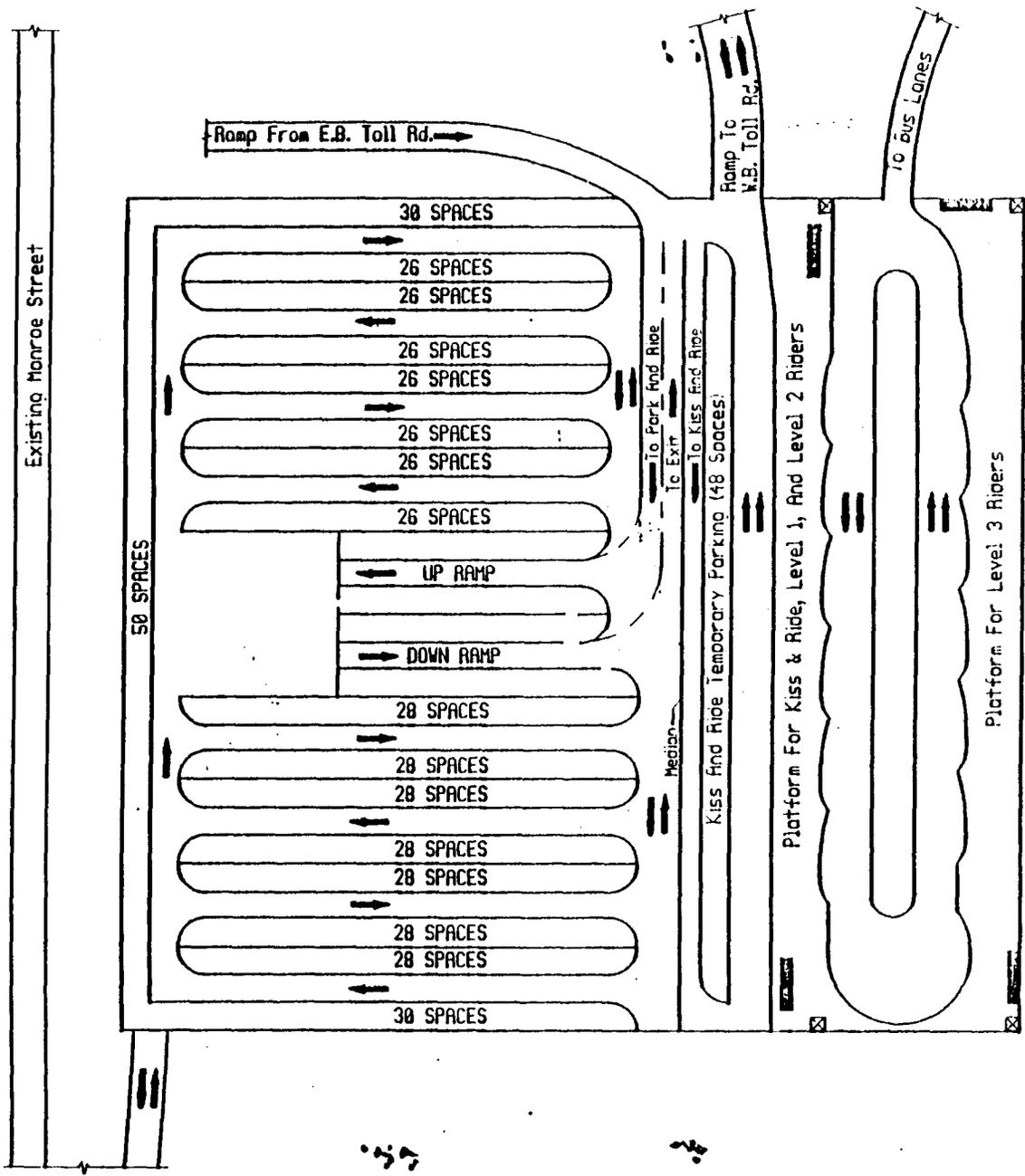
Staff and the consultant have reviewed four sites near the intersection of Monroe Street and the Dulles Toll Road. One site (Monroe Street Northwest) was eliminated, because the property owner already has an approved development plan which will not accommodate a large commuter parking facility. The viability of another site (Monroe Street Southwest) is questionable, because the property owner has been uncooperative and exercising eminent domain would be time consuming and costly. A facility over the Dulles Toll Road and Dulles Access Road is not being considered at this time because of its cost and potential visual impacts.



MONROE STREET STATION
LEVEL 1

CAPACITY LEVEL 1: 460 Spaces
 ELEVATION: 390.00
 STRUCTURE DIMENSIONS: 640' x 580'
(Southeast Site)

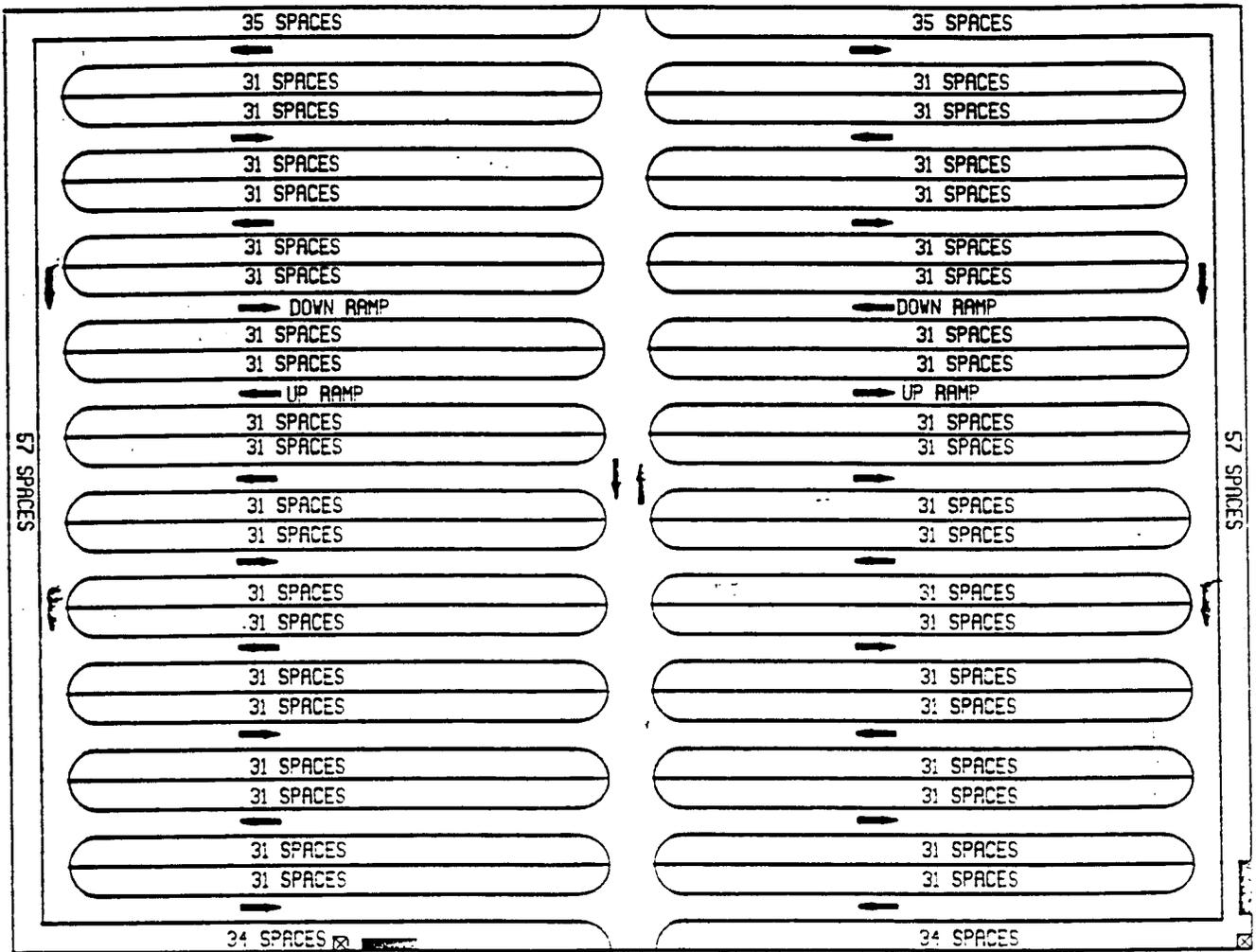
DRAFT



MONROE STREET STATION
LEVEL 2

CAPACITY LEVEL 2: 480 Spaces
ELEVATION: 402.00
STRUCTURE DIMENSIONS: 640' x 580'

DRAFT



MONROE STREET STATION
LEVEL 3

CAPACITY LEVEL 3: 1450 Spaces
ELEVATION: 420.00
STRUCTURE DIMENSIONS: 640' x 830'

DATE