



APPLICATION ACCEPTED: June 22, 2011
PLANNING COMMISSION: October 13, 2011
BOARD OF SUPERVISORS: October 18, 2011
@ 3:30 pm

County of Fairfax, Virginia

September 29, 2011

STAFF REPORT

**SEA 2008-MD-034
CONCURRENT WITH 2232-P11-11**

PROVIDENCE AND HUNTER MILL DISTRICTS

APPLICANT: Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

ZONING: C-7, I-5, SC, HC

PARCEL(S): 29-3 ((1)) 53 part, 53A, 57H part and 57J and portions of right-of-way associated with Route 7

ACREAGE: 3.23 acres

FAR: 0.34

OPEN SPACE: 35%

PLAN MAP: Transit Station Mixed Use

SE CATEGORY: Category 4, Electrically-Powered Regional Rail Transit Facility

PROPOSAL: Amend SE 2008-MD-034 (previously approved for an electrically-powered regional rail transit facility, the Tysons West Metro Station) to allow the addition of land area, the addition of a kiss and ride lot and the reorientation of the north pavilion. No changes proposed to the station or the south pavilion

Tracy Strunk

STAFF RECOMMENDATIONS:

Staff recommends that the Planning Commission find that the facility proposed under 2232-P11-11 does satisfy the criteria of location, character and extent as specified in Sect. 15.2-2232 of the Code of Virginia, and is substantially in accord with the provisions of the Comprehensive Plan.

Staff recommends approval of SEA 2008-MD-034, subject to conditions consistent with those contained in Appendix 1.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards; and that, should this application be approved, such approval does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application

It should be 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.

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 TTY 711 (Virginia Relay Center).

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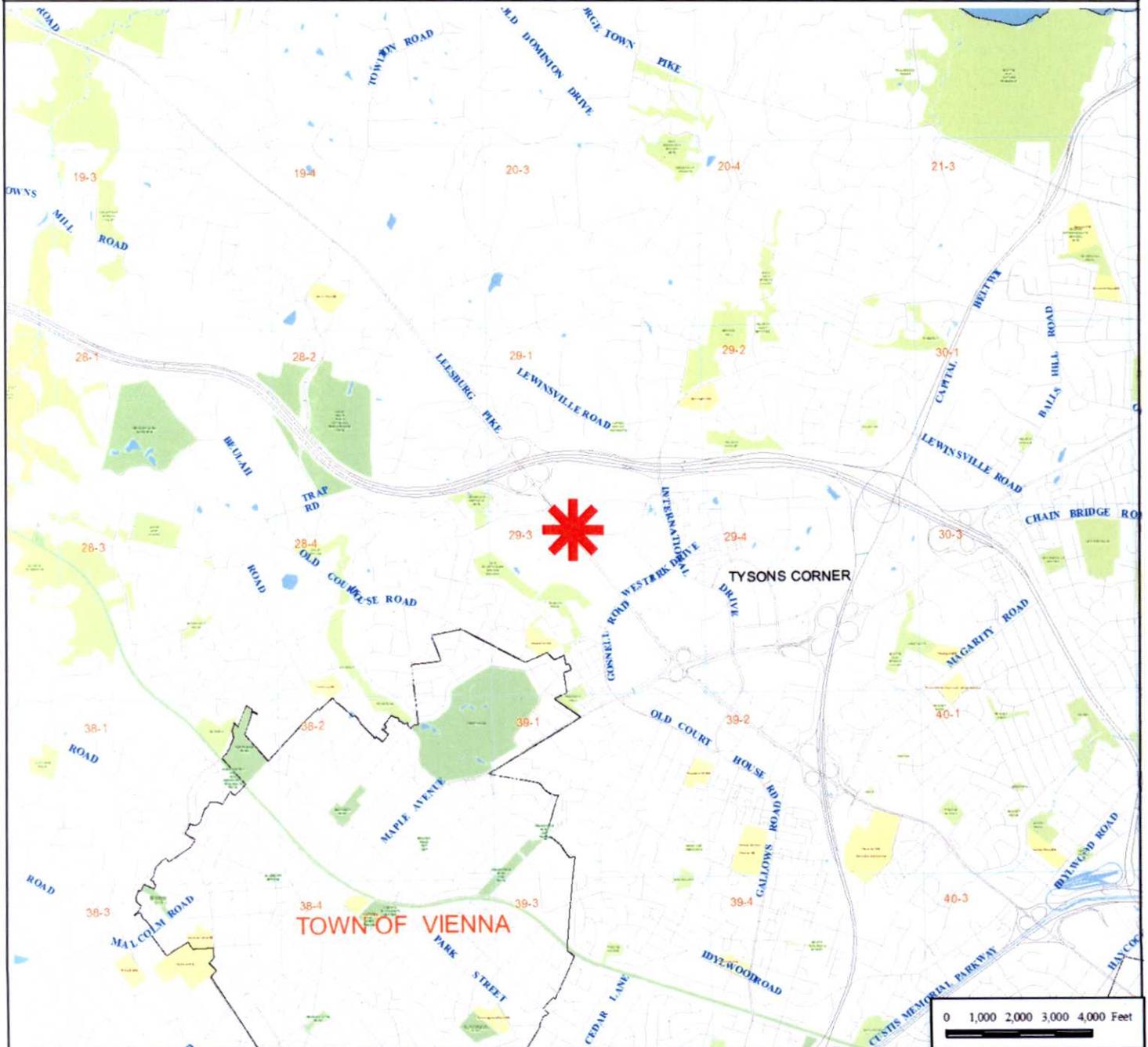
Americans with Disabilities Act (ADA): Reasonable accommodation is available upon 48 hours advance notice.
For additional information on ADA call (703) 324-1334 or TTY 711 (Virginia Relay Center).

Special Exception Amendment

SEA 2008-MD-034



Applicant: METROPOLITAN WASHINGTON AIRPORTS AUTHORITY IN COORDINATION WITH THE VIRGINIA DEPARTMENT OF RAIL
Accepted: 06/22/2011
Proposed: AMEND SE 2008-MD-034 PREVIOUSLY APPROVED FOR AN ELECTRICALLY-POWERED REGIONAL RAIL TRANSIT FACILITY TO PERMIT INCREASE IN LAND AREA AND SITE MODIFICATIONS
Area: 3.23 AC OF LAND; DISTRICTS - HUNTER MILL AND PROVIDENCE
Zoning Dist Sect: 04-0704, 05-0504
Art 9 Group and Use: 4-6
Located: NORTHWEST AND SOUTHWEST QUADRANTS OF THE INTERSECTION OF LEESBURG PIKE AND SPRING HILL ROAD AND A PORTION OF LEESBURG PIKE RIGHT-OF-WAY
Zoning: C- 7, I-5
Plan Area: 2
Overlay Dist: SC, HC
Map Ref Num: 029-3- /01/ /0053 pt. /01/ /0053A /01/ /0057H pt. /01/ /0057J AND RIGHT OF WAY ASSOCIATED WITH ROUTE 7

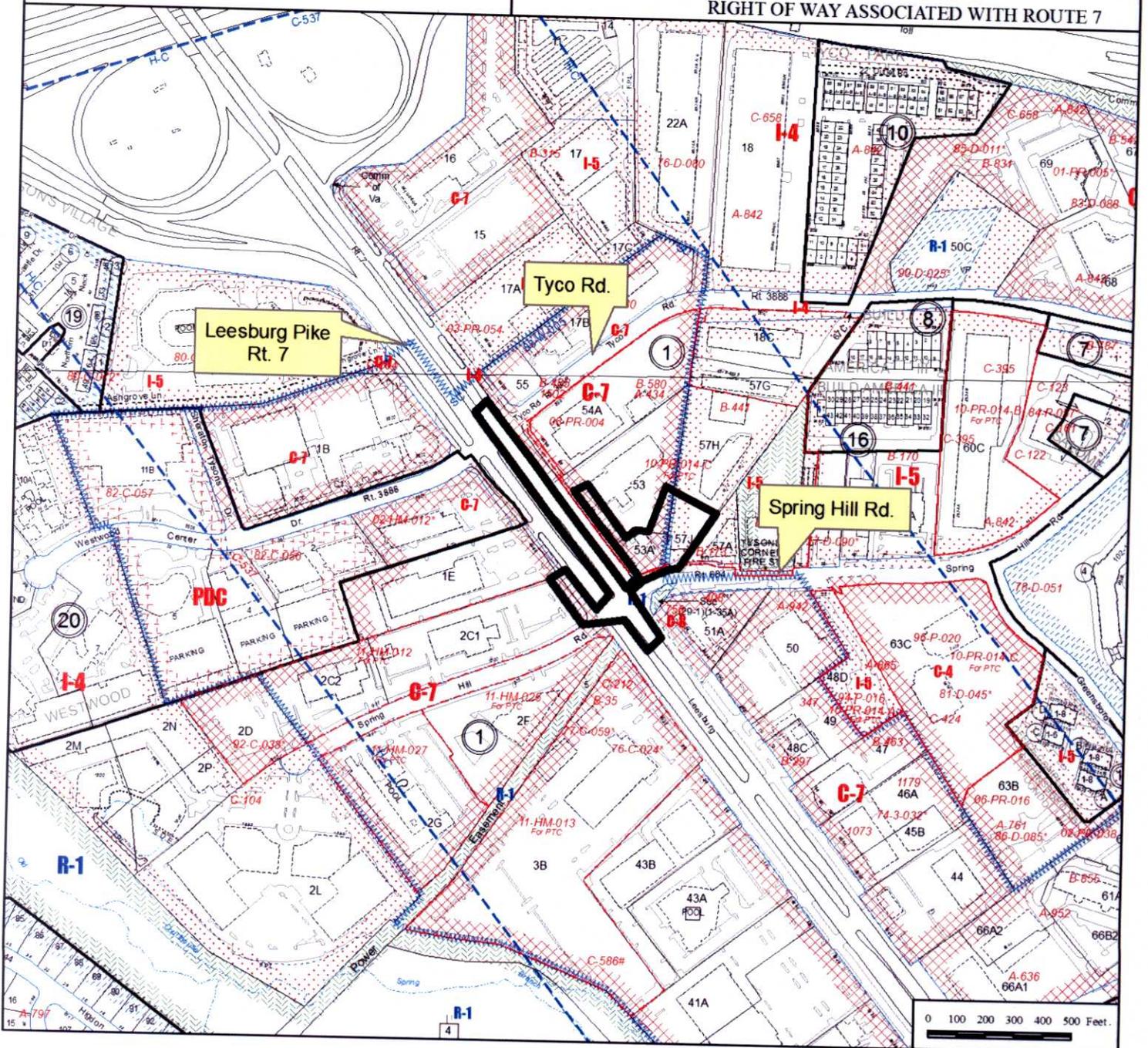


Special Exception Amendment

SEA 2008-MD-034



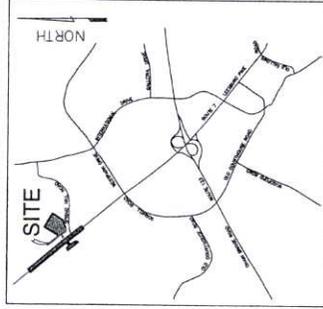
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TYSONS WEST STATION DULLES CORRIDOR METRO RAIL PROJECT

Providence District and Hunter Mill District Fairfax County, Virginia
 Special Exception Amendment Plat and 2232 Plan

SEA - 2008-MD-034



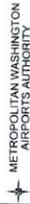
VICINITY MAP
 SCALE: 1" = 2,000'

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. STATION PLAN
4. STATION PERSPECTIVE, NOTES & TABULATION
5. STATION PLAN VIEW DETAILS
6. SOUTH ENTRANCE PAVILION AND PEDESTRIAN BRIDGE DETAILS
7. NORTH ENTRANCE PAVILION DETAILS
8. ELEVATIONS AND SECTIONS

Tyson's West Station
 Dulles Corridor Metrorail Project
 Special Exception Amendment Plat
 SEA 2008-MD-034
 and 2232 Plan





NOT PLAN

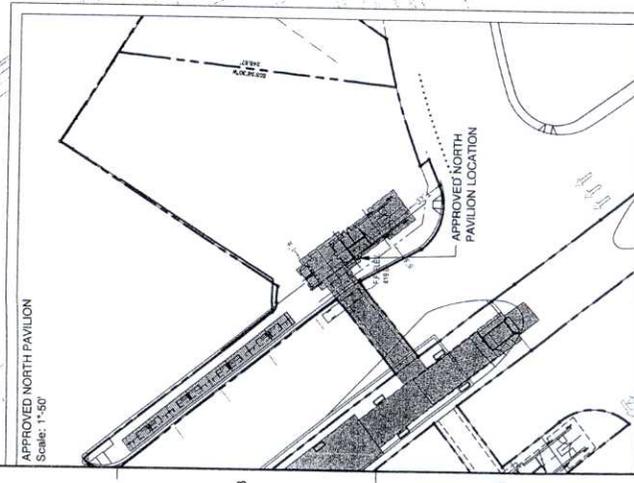
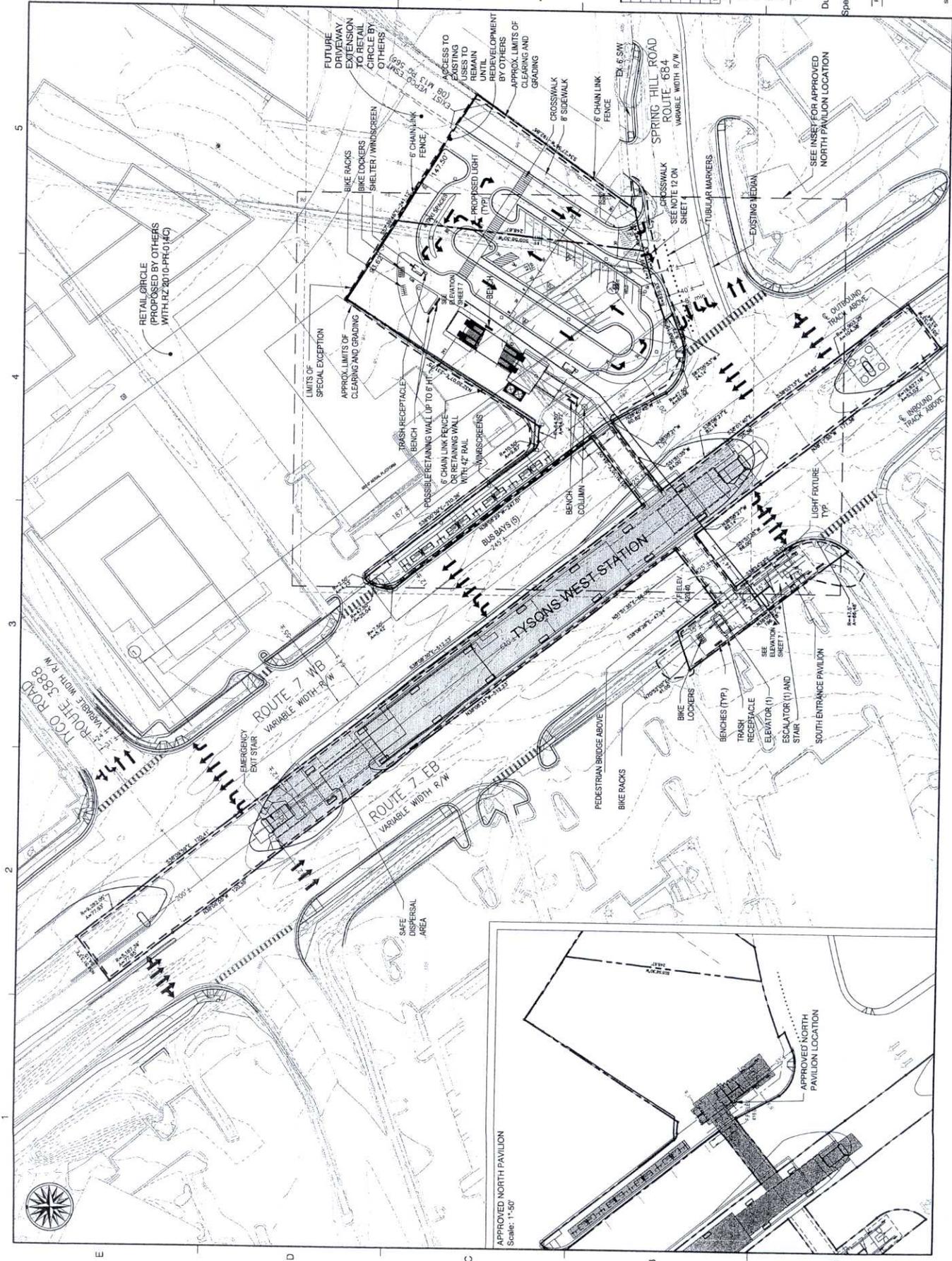


No.	DATE	BY	Description
1	08.18.11	JAC	
2	08.09.11	JAC	

DESIGNED BY: JAC
 APPROVED BY: _____
 CHECKED BY: _____
 DATE: June 20, 2011

TITLE: **Tyson's West Station**
 Dulles Corridor Metrorail Project
 Special Exception Amendment Plat
 and 2232 Plan

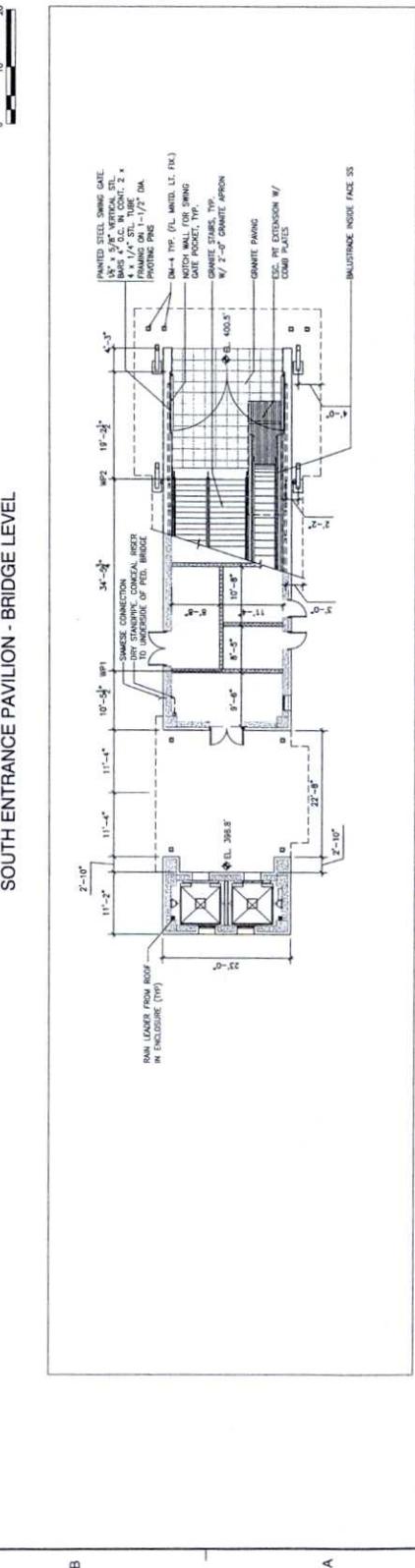
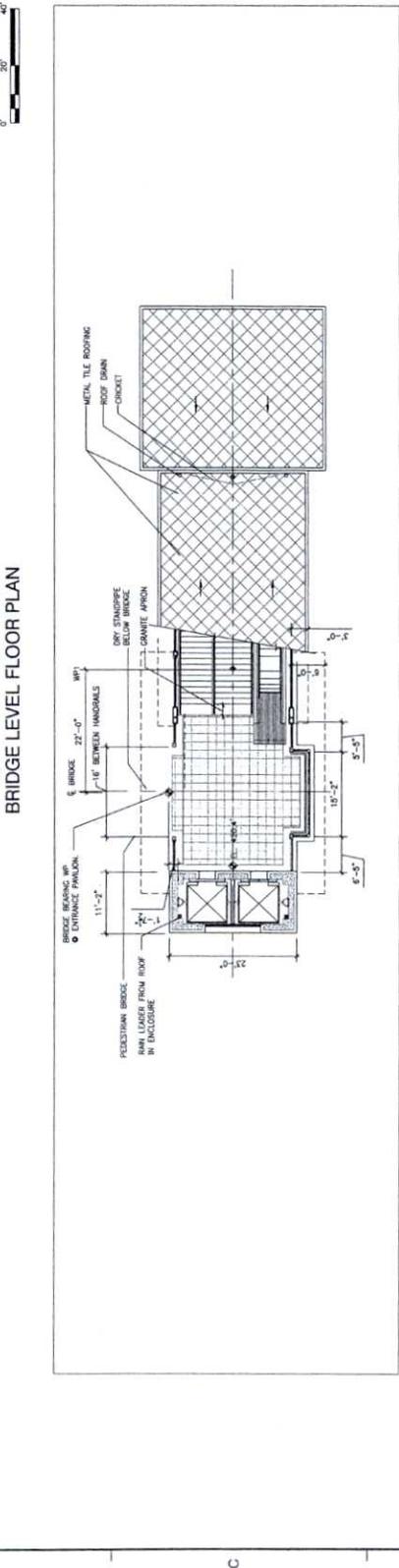
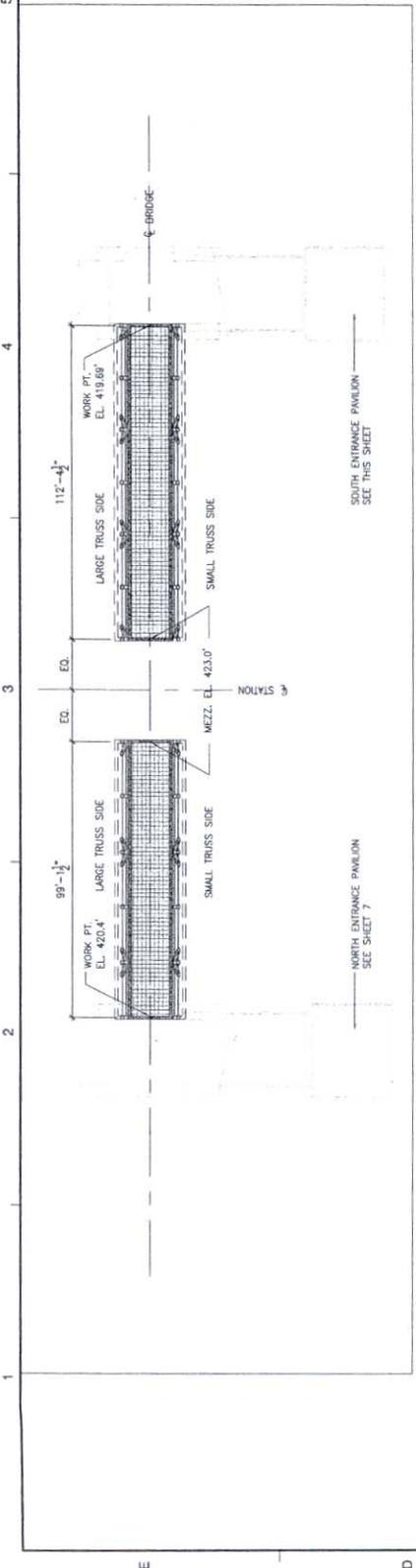
PROJECT NO.: _____



NO.	DATE	BY	DESCRIPTION
1	08/11	JMC	Issue Sheet
2	08/11	JMC	Issue Sheet

DRAWN BY: JMC
 APPROVED BY: JMC
 CHECKED BY: JMC
 DATE: May 4, 2011

TITLE: Tysons West Station
 Dulles Corridor Metrorail Project
 South Entrance Pavilion and
 Pedestrian Bridge Details
 PROJECT NO. _____



NOTE: DESIGN SUBJECT TO CHANGE BASED ON WMATA REVIEW AND APPROVAL

SOUTH ENTRANCE PAVILION - GROUND LEVEL

SEAL

NOT TO SCALE

SCALE

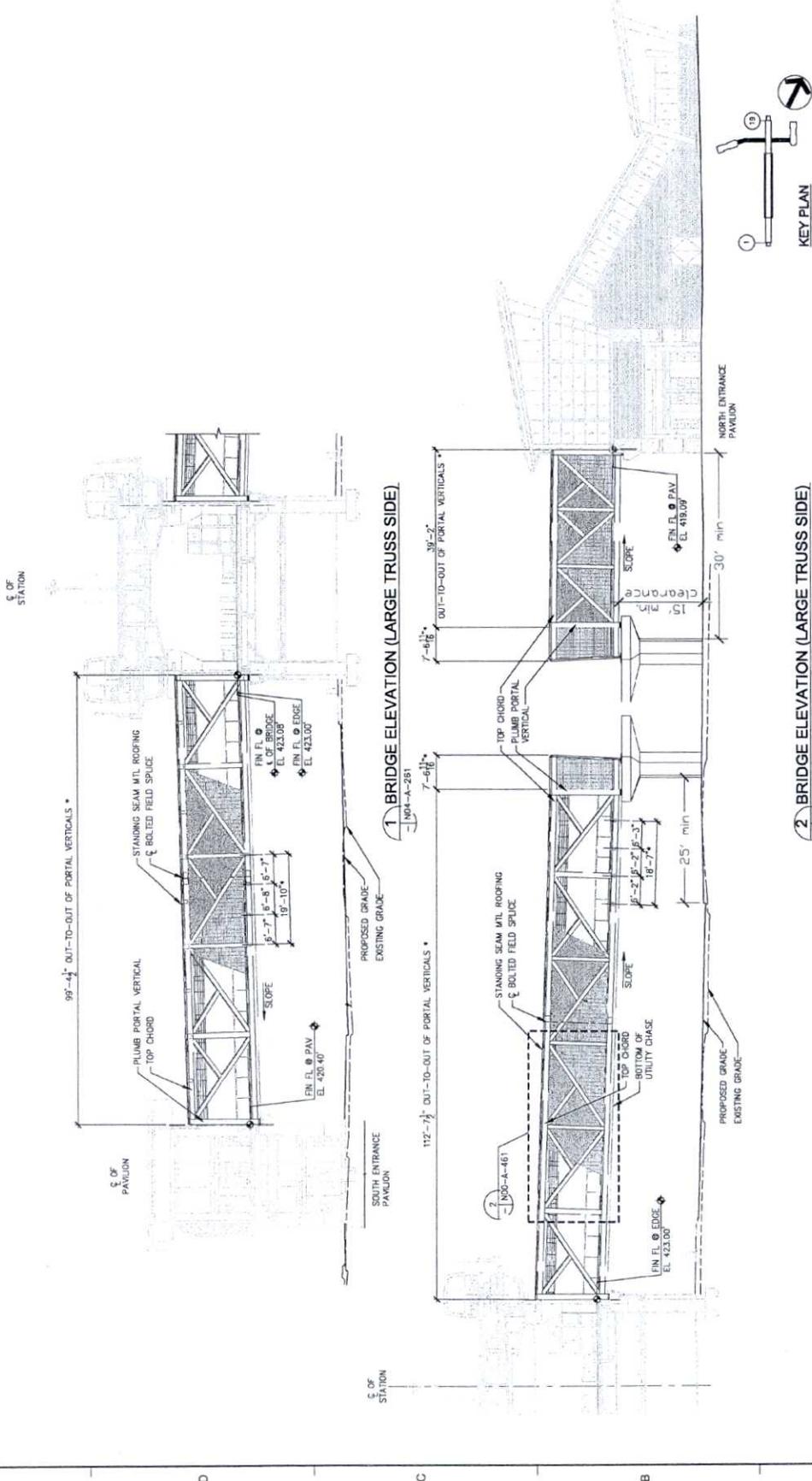
NOT TO SCALE

NO.	DATE	BY	Description
1	05.08.11	JMC	Rev. Sheet
2	08.18.11	JMC	Rev. Sheet

DESIGNED BY: JMC
 CHECKED BY: JMC
 DATE: May. 4, 2011

TITLE: Tysons West Station
 Dulles Corridor Metrorail Project
 Pedestrian Bridge and North
 Entrance Pavillion Elevations
 PROJECT NO.:

7
 SHEET NO. M-10709
 7 OF 8



1 2 3 4 5

E D C B A

NOTE: DESIGN SUBJECT TO CHANGE BASED ON WMATA REVIEW AND APPROVAL

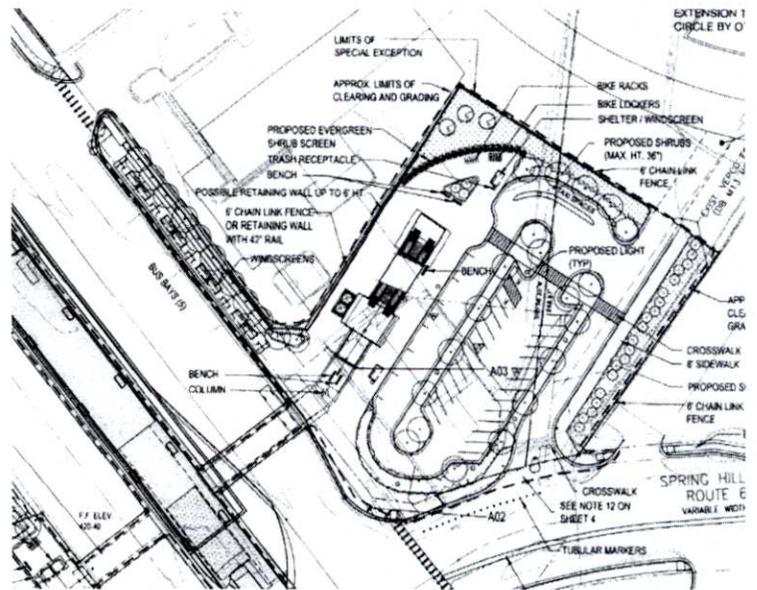
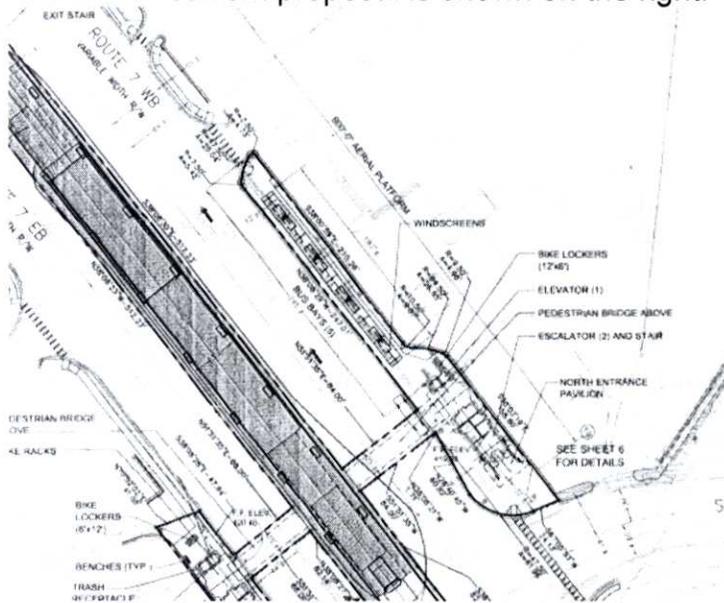
A GLOSSARY OF TERMS FREQUENTLY USED IN STAFF REPORTS CAN BE FOUND AT THE BACK OF THIS REPORT

DESCRIPTION OF THE APPLICATION

Proposal:

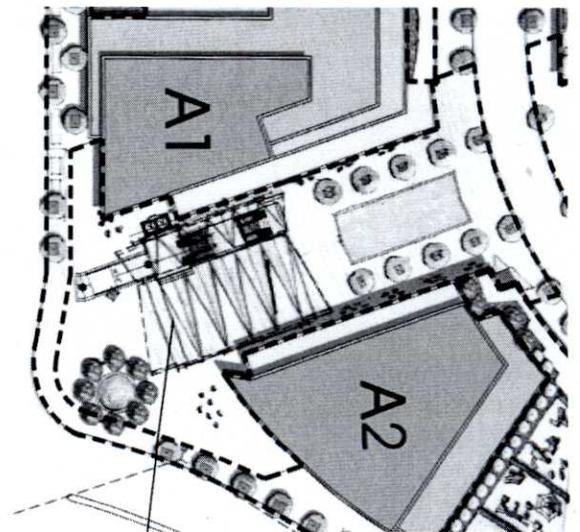
The applicant requests approval of a special exception amendment for the Tysons West Metro Station. The amendment requests the reorientation of the north pavilion, and the addition of land area to accommodate a kiss and ride adjacent to the north pavilion. No changes are proposed to the metro station in the center of Route 7, or to the facilities on the south side of the road.

The previous layout for the north side of Route 7 is shown on the left below, the current proposal is shown on the right:



As shown above, in the previous approval the north pavilion was situated at a right angle to the pedestrian bridge from the station, parallel to Route 7, so that patrons would exit the escalators at the street corner. Under the revised plan, the north pavilion would be turned about 90° so that it extends from the pedestrian bridge into the adjacent development.

Although not shown on the SE Plat, the adjacent land area is subject to a requested rezoning to the PTC District. The relocation of the north entry pavilion will allow the pavilion to be directly integrated into a pedestrian plaza that is the center feature of that proposal (RZ 2010-PR-014C), as shown to the right.



No kiss and ride facility was included with the original special exception. While the plans for rail through Tysons called for a kiss and ride lot at this station, the appropriate location for this facility had not been identified at the time of the original special exception. The SE Plat did show a potential location for a kiss and ride on County-owned land, behind Fire Station 29. Although the land was available at that site, accessing the site would have required the construction of a long driveway to Tyco Road to the north. In addition, a kiss and ride lot that was not visible from the station was not considered to be ideal.

Because the property owners of the land adjacent to the Metro station were proposing a redevelopment under the new Comprehensive Plan (which was in process but not completed at the time the original SE was under consideration), an agreement was reached between the property owners and their partners and the rail project. Under the agreement, the north entry pavilion would be relocated as shown above and a kiss and ride lot would be provided adjacent to the station.

According to the agreement, the kiss and ride is to be provided in phases. Phase 1 is to be provided as described in this SEA application. Later phases will be included in the Spring Hill Station development application (RZ 2010-PR-014C), which encompasses the land area in question. With that application, a permanent kiss and ride will be provided on the ground floor level of one of the buildings directly adjacent to the station. RZ 2010-PR-014C will also lay out the final design details of the kiss and ride facility, as well as the phasing allowing the transition from the interim surface lot proposed with this SEA to the ultimate in-building facility.

LOCATION AND CHARACTER

The subject property is located at the intersection of Spring Hill Road and Route 7, approximately a half mile from the Dulles Toll Road. The Metro station and southern entrance pavilion will be constructed in the right-of-way of Route 7. The northern pavilion and kiss and ride lot will be constructed on land that is currently developed with a car sales lot.

SURROUNDING AREA DESCRIPTION			
Direction	Use	Zoning	Plan
Northeast	Car Dealership	C-7	Transit Station Mixed Use
	Auto Repair	I-4	
Southeast	Office	I-4	Transit Station Mixed Use
	Service Station	C-8	
South / Southwest	Car Dealerships and Office	C-7	Transit Station Mixed Use

BACKGROUND

The Tysons West Metro Station property straddles Route 7 (Leesburg Pike). The land use history for the site mainly consists of applications for uses associated with vehicle sale, rental and ancillary service establishments.

This report addresses the properties on the north side of Route 7 as no changes are proposed to the south side (additional history on the properties to the south side of Route 7 can be found in the file associated with SE 2008-MD-034).

On the north side of Route 7, Tax Map Parcels 29-3 ((1)) 53 and 53A are currently developed as a car dealership that was established by-right in 1971.

On August 2, 1993, the Board of Supervisors (BOS) approved SE 93-P-010 to permit a building addition to the dealership.

On January 22, 1996, the BOS approved SEA 93-P-010 to permit another building addition to the dealership.

On January 12, 1998, the BOS approved SEA 93-P-010-2 to permit an increase in land area and a building addition to the dealership.

On March 9, 2009, the BOS approved SE 2008-MD-034 for an Electrically Powered Regional Rail Transit Facility for the Tysons West Metro Station, subject to development conditions dated February 23, 2009. Approved SE Plats and development conditions are found in Appendix 4.

On October 20, 2010, RZ 2010-PR-014 was filed on land including a portion of the property subject to this SEA to rezone to the PTC District (Planned Tysons Corner Urban District) for the development of a mixed-use project including an in-building kiss and ride. On June 9, 2011 the application was amended to be divided into three sections. The section containing the kiss and ride area, RZ 2010-PR-014C, is currently on indefinite deferral but is expected to be reactivated in the near future.

COMPREHENSIVE PLAN PROVISIONS (Appendix 7)

Plan Area:	Area II
Planning District:	Tysons Corner Urban Center Tysons West District
Plan Map:	Transit Station Mixed Use

Plan Text:

In the Fairfax County Comprehensive Plan, 2007 Edition, Area II, Tysons Corner Urban Center, as amended through June 22, 2010, the Plan states:

NORTH SUBDISTRICTRedevelopment Option

The subdistrict is envisioned for substantial redevelopment to mixed use with office being focused along Route 7 and adjacent to the Dulles Airport Access Road and Toll Road. Urban residential neighborhoods should be provided and will enliven the vibrancy of this mixed use district. Other land uses should include hotels, arts and entertainment, retail and support services. A series of urban parks should be provided and be linked by the street grid; this green network will provide places for people of all ages to walk and enjoy parks and open space.

To achieve this vision, development proposals should address the Areawide Recommendations, and provide for the following.

- The vision for this subdistrict is to redevelop with office buildings with significantly higher intensity near the Metro station as well as to become more diverse in land uses, including hotels, residential dwellings, arts and entertainment uses, as well as retail and support services. Sites within 1/8 mile of the Metro station should be redeveloped predominantly with office use. Beyond 1/8 mile it is envisioned that the area will transition to urban residential neighborhoods. The intensities and land use mix should be consistent with the Areawide Land Use Recommendations.

See Appendix 7 for additional Plan text

ANALYSIS**Special Exception Plat (SE Plat)** *Copy at front of staff report*

Title of SE Plat:	Tysons West Station, Dulles Corridor Metrorail Project
Prepared By:	Dewberry & Davis LLC
Original and Revision Dates:	June 20, 2011 as revised through September 9, 2011

The SE Plat consists of 8 sheets.

Sheet 1 is the title sheet and includes a sheet index and a vicinity map.

Sheet 2 shows the site layout, with an inset of the previously approved northern pavilion layout.

Sheet 3 is a landscape plan, with an inset of the typical pylon sign for a Metro station.

Sheet 4 shows a perspective view of the station and an elevation detail of the proposed wind screens (bus shelters), and includes the notes and tabulations.

Sheet 5 shows the plan view of the Metro station (to be located in the center of Route 7) at the ground, mezzanine and platform levels.

Sheet 6 shows the plan view of the south entrance pavilion at the bridge and ground levels.

Sheet 7 shows the pedestrian bridges in elevation view on the north and south sides.

Sheet 8 shows elevations and sections of the station (to be located in the center of Route 7).

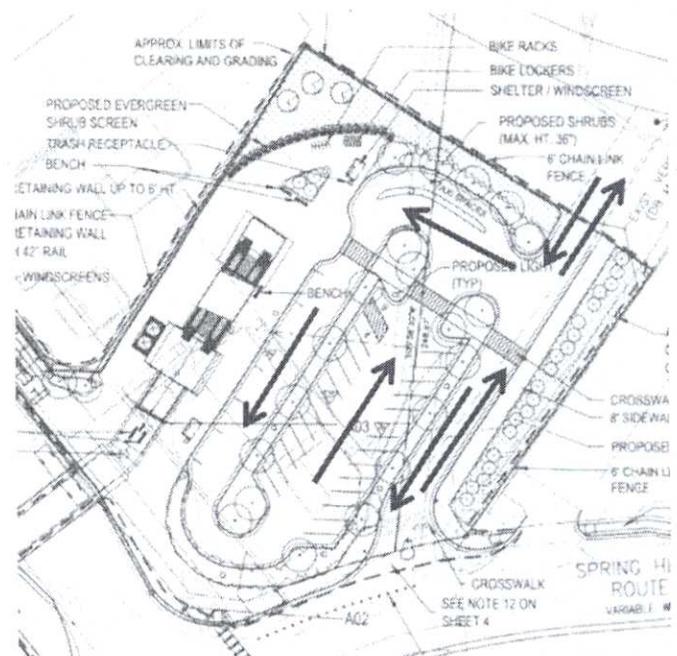
As illustrated on the SE Plat, the proposed Tysons West Metro Station consists of a platform/mezzanine area, which is elevated and located in the right-of-way for Route 7, the entrance pavilions on the north and south sides, and the pedestrian bridges connecting the two. As noted, no changes are proposed with this amendment to the station facilities in the center of the right-of-way, the entry pavilion on the south side of the road, or the pedestrian bridges from the station to the entry pavilions.

While the orientation of the north pavilion is proposed to change, the architectural design of the pavilion is not. The pavilion will simply be rotated approximately 90° from its previous position to touch down perpendicularly from Route 7 instead of parallel to the road. (As noted previously, this will allow for better integration of the pavilion and therefore the station with future development.)

Kiss and Ride Facility

As noted earlier in this report, as well as in the initial SE 2008-MD-034 report, no kiss and ride facility was included with the original special exception. While the plans for rail through Tysons called for a kiss and ride lot at this station, the appropriate location for this facility had not been identified at the time the original SE was approved.

The proposed interim kiss and ride is to be located in an easement directly adjacent to the reoriented north pavilion. Vehicular access to the lot is proposed as shown in the graphic to the right. A right in – right out



driveway is provided from Spring Hill Road. The driveway along the east side of the lot allows for two-way traffic and provides interparcel access to the northeast. One-way, clockwise circulation is provided through the lot itself. The SE Plat shows a total of 34 parking spaces (six parallel spaces along the pavilion and 28 angled spaces in the main body of the lot) as well as a pull-out to accommodate up to five waiting taxis. The interparcel access will also eventually serve as an alternate access for the kiss and ride at such time as the adjacent use to the northeast is redeveloped and replaced with a future grid street, as proposed with RZ 2010-PR-014C. Proposed development conditions note that, at such time as alternative access is available, the Spring Hill Road access may be closed or redesigned as an entrance only.

To accommodate waiting passengers, the SE Plat shows several benches at the end of and alongside the entrance pavilion, including one with a windscreen (like a bus stop shelter). Additional benches are shown at the Route 7 end of the pavilion, located under the overhead pedestrian bridge which will provide some protection from the weather. Bike parking facilities in the form of racks and lockers are provided in the waiting area in the northern corner of the lot, as well.

Landscaping

Though the proposed surface lot is to be an interim facility, the applicant proposes a landscape design to soften and improve the appearance of the station area, provide for some screening from the surrounding automobile oriented uses, and be easily maintained rather than on a long-term, high concept (or high cost) landscape program. The SE Plat shows a series of trees in the parking lot and low ground cover around the edges of the site (ground cover requires less maintenance than grass). A chain-link fence is proposed around the perimeter of the site. Notes on the SE Plat indicated that the fence might be used for artwork or even temporary signage for the surrounding development, subject to the appropriate approvals.

Stormwater Management

As with the initial application, stormwater management is addressed by the system-wide for the rail project by the state. The existing site is currently almost entirely impervious. The proposed kiss and ride lot, with its planting islands and perimeter screening, would decrease the impervious area by approximately 6,800 square feet.

Land Use and 2232 Analysis

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 facility, as amended, are substantially in accord with the adopted Comprehensive Plan:

Location

The location of the proposed kiss and ride facility is consistent with the recommendations for the proposed Metro rail facility at this location. The location of the rail station for this area of the Tysons Corner Urban Center was approved as part of a larger consideration for all of the rail stations within the urban center. At that time it was noted that a kiss and ride lot was planned for the Tysons West Station, but that the location of that facility was not fully determined and would be subject to a separate application. The proposed kiss and ride lot will be located immediately adjacent to the station and landing area for the northeast side of the Tysons West Station. The kiss and ride lot will be provided as a surface lot until such time as the surrounding Spring Hill Station mixed-use development proceeds on this land area (as proposed under RZ 2010-PR-014C). At that time the kiss and ride facility will be incorporated into the ground floor area of a future building to be located at this site as part of a mixed use development in conformance with the Comprehensive Plan recommendations.

Staff believes that the proposed facility is consistent with the recommendations of the Comprehensive Plan.

Character

The location of the station was previously approved based on staff's evaluation of the proposed rail stations. A kiss and ride lot was always envisioned as part of the Tysons West Station rail facility. This application formalizes that location in a manner consistent with the vision for the Tysons Corner Urban Center.

Extent

The proposed kiss and ride lot will become an integral part of the Tysons West Station rail facility. It is located in an area which is comprised almost entirely of impervious surface area. Locating the kiss and ride lot immediately adjacent to the station landing, as opposed to 500 feet away, will provide a more logically integrated design consistent with the concepts for transit oriented development which are the foundation of development and redevelopment within the Tysons Corner Urban Center. Therefore, in staff's opinion, the extent of the proposed facility conforms with the Comprehensive Plan.

2232 Conclusion / 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 the entry pavilion and kiss and ride lot associated with the construction of the Tysons West Station, satisfies the criteria of location, character and extent as specified in Va. Code Sec. 15.2-2232.

Environmental Analysis

This application raises no significant environmental issues. The application will increase both the amount of pervious surface on the site and the amount of vegetation. Stormwater management will be addressed by the State in association with the larger rail project. It should also be noted that this facility is intended to be an interim facility (as a surface lot) and when the ultimate facility is provided as part of the surrounding development, it will be expected to fully comply with the recommendations of the Comprehensive Plan regarding stormwater management and streetscape treatments.

Transportation Analysis (Appendix 5)

As noted, the entrance to the kiss and ride lot will be located approximately 120 feet from the intersection of Spring Hill Road and Route 7 (on Spring Hill Road). This access will require a design exception from VDOT for the entrance. Staff has coordinated with VDOT and received favorable indications on the requested modification. The applicant has submitted the necessary request, which is currently under review. It is noted that this entrance is intended to be temporary; at such time as the surrounding property is redeveloped, as proposed under RZ 2010-PR-014C, the entrance to the site will be relocated. Even before redevelopment of the kiss and ride facility itself, additional access could be provided to the site from the northeast, should that area redevelop before the kiss and ride lot parcel. Finally, as requested in the FCDOT analysis, the interparcel connection has been shown more clearly on the SE Plat.

Office of Community Reinvestment and Revitalization Analysis (Appendix 6)

Staff was concerned that the initial submission of the SE Plat lacked sufficient landscaping, screening and seating to provide a pleasant setting around the proposed Metro station. Staff worked with the applicant to provide additional site features, which are now reflected on the SE Plat. Because the SE Plat does not include any notations about maintenance, staff has proposed a development condition to address appropriate maintenance of the landscaping and vegetation. It should be noted that the recently approved application RZ 2010-PR-014B includes a commitment to provide maintenance of the landscaped areas of this facility, and the proposed development condition reflects that possibility.

ZONING ORDINANCE PROVISIONS

Special Exception Requirements (Appendix 8)

General Special Exception Standards (Sect. 9-006)

The General Special Exception Standards require that the proposal be in harmony with the Comprehensive Plan, that there be a finding of no significant negative impacts on surrounding properties, and that safe and adequate vehicular and pedestrian access be provided. As stated, the applicant's proposal is in conformance with the Comprehensive Plan recommendations for the site. No transitional screening or barriers are required as discussed below, and the site exceeds the required minimum open space. Access to the site will be adequate to serve the use in its temporary state, with provision for additional access points to be added as the surrounding street network develops. Therefore, with the implementation of the proposed development conditions, staff believes that the proposal satisfies all of the General Special Exception Standards.

Additional Standards for all Category 4 Uses (Sect. 9-404)

Paragraph 1 exempts electrically-powered regional rail transit facilities (other than associated parking structures) from the bulk regulations of the Zoning Ordinance. There is no parking structure associated with this station, thus the station is not required to meet the bulk regulations of these zoning districts.

Paragraph 2 applies to elevated helistops and is not applicable.

Paragraph 3 states that, except in the I-6 District, all maintenance, repair and mechanical work, except that of an emergency nature, shall be performed in enclosed buildings. The applicant does not plan to conduct ordinary maintenance, repair or mechanical work on the trains at this station, thus staff feels that this standard continues to be satisfied.

Paragraph 4 states that all facilities shall be located and designed so that the operation thereof will not seriously affect adjacent residential areas, particularly with respect to noise levels. Parapet walls along the tracks will reduce wheel noise of the rail cars, and all construction work is subject to County noise regulations. This standard was met with the original application and none of the proposed changes will affect the noise generated by the rail facility. The proposed kiss and ride lot replaces an existing car dealership, and staff does not believe there will be a significant change in noise based on this change of use. Therefore, staff finds that this standard continues to be satisfied.

Paragraph 5, 6 and 7 concern uses associated with aircraft and are not applicable.

Paragraph 8 states that 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. Staff finds this standard continues to be satisfied.

Additional Standards for Electrically-Powered Regional Rail Transit Facilities (Sect. 9-405)

The additional standards exempt electrically-powered regional rail transit facilities from minimum lot size requirements, but state that parking structures associated with such facilities shall comply with the bulk regulations of the zoning district. No parking structures are associated with this application; therefore, these standards are addressed.

Sign Control Overlay District (SC) (Sect. 7-500)

The Sign Control Overlay District (SCOD) has been established in this area to restrict freestanding signs. Specifically, Section 12-204 places certain restrictions on commercial and industrial uses within the SCOD. Signage at WMATA facilities is subject to the approval of the Board of Supervisors, which is being accomplished through action on this pending special exception application.

Highway Corridor Overlay District (HC) (Sect. 7 600)

The Highway Corridor Overlay District has been established in this area to limit certain automobile oriented, fast service, or quick turn-over uses. The proposed use in this application does not include these types of uses. Therefore, this proposal is in conformance with the Highway Corridor Overlay District.

Transitional Screening and Barrier Requirements

While the initial SE did include a modification of the transitional screening and barrier requirements, this was based on the Zoning Ordinance provision that requires property to be screened based on the recommendations of the Comprehensive Plan. With the 2010 revisions to the Tysons Corner Urban Center portion of the Comprehensive Plan, the entire surrounding area is proposed for Transit Center Mixed Use. Further, the new zoning district intended to implement the plan (the PTC District) does not require transitional screening or barriers to be provided except at the perimeter of the Urban Center. The intent of the plan, and this proposal, is to integrate transit stations with the surrounding development, not separate them. As such, and based on the revised Plan text, staff does not believe that transitional screening or barriers are required on this use, and the previously approved modification has not been carried forward.

Summary of Zoning Ordinance Provisions

All applicable standards have been satisfied with the proposed development conditions.

CONCLUSIONS AND RECOMMENDATIONS

Staff Conclusions

The applicant seeks to amend an existing special exception for an electrically powered regional rail transit facility to add land area to allow the reorientation of an entry pavilion to allow for better integration with the proposed future development of the surrounding property, and to accommodate a proposed kiss and ride lot. With the implementation of the proposed development conditions, staff is satisfied that the development is addressing the standards of the Zoning Ordinance and the Comprehensive Plan.

Recommendations

Staff recommends that the Planning Commission find that the facility proposed under 2232-P11-11 does satisfy the criteria of location, character and extent as specified in Sect. 15.2-2232 of the Code of Virginia, and is substantially in accord with the provisions of the Comprehensive Plan.

Staff recommends approval of SEA 2008-MD-034, subject to conditions consistent with those contained in Appendix 1.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicant/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards; and that, should this application be approved, such approval does not interfere with, abrogate or annul any easements, covenants, or other agreements between parties, as they may apply to the property subject to this application.

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

APPENDICES

1. Proposed Development Conditions
2. Affidavit
3. Statement of Justification
4. Approved Plat and Conditions, SE 2008-MD-034
5. Transportation Analysis
6. OCRR Analysis
7. 2232-P11-11 Analysis
 - Attachment 1: 2232 Application*
 - Attachment 2: Zoning Administration*
 - Attachment 3: Historic Preservation*
 - Attachment 4: DPWES Stormwater Management*
 - Attachment 5: Park Authority*
 - Attachment 6: Fire and Rescue*
 - Attachment 7: Fairfax Water*
 - Attachment 8: Transportation*
8. Zoning Ordinance Provisions
9. Glossary of Terms

DEVELOPMENT CONDITIONS**SEA 2008-MD-034****September 29, 2011**

If it is the intent of the Board of Supervisors to approve SEA 2008-MD-034 located in the northwest and northeast quadrants of the intersection of Leesburg Pike and Spring Hill Road, and a portion of Leesburg Pike right-of-way, Tax Map 29-3 ((1)) 53 pt., 53A, 57 pt., 57J and portions of right-of-way associated with Leesburg Pike, previously approved for an electrically-powered regional rail transit facility, to permit an increase land area, site modification and the addition of a kiss and ride lot, pursuant to Sects. 4-704 and 5-504 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions, which supersede all previously approved conditions (those conditions carried forward from the previous approval are marked by an asterisk *):

1. This Special Exception Amendment is granted for and runs with the land indicated in this application and is not transferable to other land. *
2. This Special Exception Amendment is granted only for the purpose(s), structure(s) and/or use(s) indicated on the Special Exception Plat approved with the application, as qualified by these development conditions. *
3. A copy of these development conditions shall be included in all relevant plans, as determined by the Virginia Department of General Services (DGS), of each station. *
4. Certification from DGS shall be provided to the Fairfax County Department of Transportation and the Fairfax County Department of Planning and Zoning that the project conforms to these special exception conditions prior to the issuance of a Non-residential Use Permit (Non-RUP). Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance. As noted in the Memorandum of Understanding dated July 19, 2007, if the special exception development conditions are not addressed by DGS during its regulatory role for the Project, then Fairfax County shall be permitted access to all approved plans and shall be permitted to inspect the property facilities to verify that all special exception conditions were satisfactorily implemented by the Project. In such event, a schedule for such inspections shall be coordinated in writing by the Project with the Fairfax County Department of Planning and Zoning, Zoning Evaluation Division. *
5. Noise attenuation measures shall be utilized in order to meet Federal criteria and State and Fairfax County Zoning noise regulations. *
6. Vibration attenuation measures shall be utilized in order to meet Washington Metropolitan Area Transit Authority (WMATA) standards and Federal criteria, and State and Fairfax County Zoning Ordinance regulations. *

7. Stormwater management plans shall be implemented as determined by the Virginia Department of Conservation and Recreation (DCR) as based on the Memorandum of Understanding dated July 19, 2007, between Fairfax County and the Metropolitan Washington Airports Authority. As noted in the June 14, 2007, letter from the Office of the Governor to the Fairfax County Executive, the stricter of the state or Fairfax County standards shall be applied by the state reviewing authority. *
8. Signs shall be regulated by WMATA standards. *
9. Advertising within the station shall be regulated by WMATA standards. *
10. Lighting shall be in conformance with WMATA standards and safety practices, and the standards contained in the Fairfax County Zoning Ordinance. The symbolic standard WMATA globe sidewalk lighting shall be allowed along the sidewalks and areas leading to the stations within the boundaries of the special exception. *
11. Erosion and Sediment control plans shall be implemented as determined by DCR. The stricter of the State or Fairfax County standards shall be applied by the state reviewing authority. *
12. In order to maximize the survivability of vegetation onsite and to encourage innovative landscaping techniques, development of a landscape plan, including the selection of plantings to be used, shall be coordinated with the Urban Forest Management Division of Fairfax County Department of Public Works and Environmental Services (UFMD), and UFMD shall be contacted for input during its development. Upon completion of the landscape plan, a copy of the landscape plan shall be concurrently submitted to DGS and UFMD for comment. Comments from UFMD received by DGS, or their designee, within 15 working days shall be considered for implementation. *
13. The landscape plan shall be in substantial conformance with the landscaping shown on Sheet 3 of the Special Exception Plat titled "Tysons West Station, Dulles Corridor Metrorail Project," prepared by Dewberry & Davis LLC, and dated June 20, 2011 as revised through September 9, 2011 (the SE Plat).
14. The project shall satisfy minimum planting area requirements for all proposed planting onsite unless modified, and may include the use of soil cells or other innovative techniques as recommended by UFMD. Planting details illustrating innovative techniques shall be included with landscape plans provided to UFMD for review. *
15. All landscaping shall be maintained by WMATA as the operator of the station, pavilion and kiss and ride lot or by another entity with which they enter into an agreement. Maintenance shall include irrigation for, at a minimum, a 2-year establishment period and weeding a minimum of three times per year (spring, mid-summer and late summer).

16. Additional pedestrian connections to the station such as pedestrian bridges and walkways may be established subject to the submission of a detailed design proposal to the Fairfax County Department of Planning and Zoning for staff evaluation and administrative review at the Planning Commission. *
17. The pedestrian bridges shall be a minimum of 16 feet wide from handrail to handrail. *
18. Designs for significant changes to the architecture, landscaping and integration of the stations to the surrounding communities from that shown on the SE Plat shall be submitted to the Chairman of the Board of Supervisors and the District Supervisor for review and comment. *
19. Seating, bus shelters and windscreens, and bicycle parking shall be provided in general conformance with that shown on Sheets 2 - 4 of the SE Plat subject to relocation in accordance with WMATA design standards.
20. The Spring Hill Road entrance shown on the SE Plat is subject to approval of a design exception by the Virginia Department of Transportation (VDOT). The final design of this entrance may vary from the design shown on the SE Plat subject to VDOT approval.
21. This entrance shall be considered a temporary primary entrance to the Kiss and Ride lot, until such time as an alternate access is provided by others via a future driveway or public road connected to either Spring Hill Road or Tyco Road. When such alternate access is open to traffic, Fairfax County or VDOT may either close the Springhill Road entrance or modify it so that it is an entrance only without requiring a Special Exception Amendment.
22. The Kiss and Ride lot shown on the SE Plat is intended to be relocated by others into a future parking garage. The Kiss and Ride lot may be relocated to an interim location during such construction. The interim and/or permanent locations may be outside of the boundary of this special exception, subject to appropriate land use approvals (for example, inclusion as a permitted use with an approved rezoning), and may involve abandonment of the portion of the special exception dedicated to the Kiss and Ride lot. Upon such relocation of the Kiss and Ride lot and partial abandonment of the special exception, any operational or physical requirements of the special exception on the abandoned portion, such as, but not limited to, parking, lighting, landscaping, benches, fences, windscreens and walkways shall no longer be required and may be removed.

The above proposed conditions are staff recommendations and do not reflect the position of the Board of Supervisors unless and until adopted by that Board.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-

Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, thirty-six (36) months after the date of approval unless the use has been established or construction has commenced on the elevated and/or at grade guideway as applicable. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

SPECIAL EXCEPTION AFFIDAVITDATE: SEP 12 2011
(enter date affidavit is notarized)I, Lori R. Greenlief, do hereby state that I am an
(enter name of applicant or authorized agent)(check one) applicant
 applicant's authorized agent listed in Par. 1(a) below

112605a

in Application No.(s): SEA 2008-MD-034
(enter County-assigned application number(s), e.g. SE 88-V-001)

and that, to the best of my knowledge and belief, the following information is true:

1(a). The following constitutes a listing of the names and addresses of all **APPLICANTS, TITLE OWNERS, CONTRACT PURCHASERS, and LESSEES** of the land described in the application,* and, if any of the foregoing is a **TRUSTEE,**** each **BENEFICIARY** of such trust, and all **ATTORNEYS** and **REAL ESTATE BROKERS**, and all **AGENTS** who have acted on behalf of any of the foregoing with respect to the application:

(NOTE: All relationships to the application listed above in **BOLD** print are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel(s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
The Virginia Department of Rail and Public Transportation Representative: Charles M. Badger	1593 Spring Hill Road, Suite 600 Vienna, VA 22182	Applicant with Metropolitan Washington Airports Authority (MWAA) on behalf of Washington Metropolitan Area Transit Authority (WMATA)
Metropolitan Washington Airports Authority (MWAA) Agents: Charles S. Carnaggio Marcia S. McAllister James L. Van Zee	1593 Spring Hill Road, Suite 300 Vienna, VA 22182	Applicant with Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority (WMATA)
Washington Metropolitan Area Transit Authority (WMATA) Agents: Gary (nmi) Malaski John D. Thomas Neil E. Nott	1593 Spring Hill Road Vienna, VA 22182	Applicant

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued on a "Special Exception Attachment to Par. 1(a)" form.

* In the case of a condominium, the title owner, contract purchaser, or lessee of 10% or more of the units in the condominium.

** List as follows: Name of trustee, Trustee for (name of trust, if applicable), for the benefit of: (state name of each beneficiary).

Special Exception Attachment to Par. 1(a)

DATE: SEP 12 2011
 (enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
 (enter County-assigned application number (s))

(NOTE: All relationships to the application are to be disclosed. Multiple relationships may be listed together, e.g., **Attorney/Agent, Contract Purchaser/Lessee, Applicant/Title Owner**, etc. For a multiparcel application, list the Tax Map Number(s) of the parcel (s) for each owner(s) in the Relationship column.)

NAME (enter first name, middle initial, and last name)	ADDRESS (enter number, street, city, state, and zip code)	RELATIONSHIP(S) (enter applicable relationships listed in BOLD above)
Commonwealth of Virginia, a body corporate and politic Agent: Peter E. Vigliotti	14685 Avion Parkway Chantilly, VA 20151	Title Owner of 29-3 Right-of-Way
Dulles Transit Partners, LLC Agents: Frank G. Turpin Ernest S. Lee George B. Morschauer	1595 Spring Hill Road, Suite 600 Vienna, VA 22182	Engineer/Agent for Applicant
Dewberry & Davis LLC Agent: J. William Ewing	8401 Arlington Boulevard Fairfax, VA 22031	Engineer/Agent for Applicant
McGuireWoods LLP Agents: Scott E. Adams Carson Lee Fifer, Jr. David R. Gill Jonathan P. Rak Gregory A. Riegle Mark M. Viani Kenneth W. Wire Sheri L. Akin Lisa M. Chiblow Lori R. Greenlief	1750 Tysons Boulevard, Suite 1800 Tysons Corner, VA 22102	Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Attorney/Agent Planner/Agent Planner/Agent Planner/Agent
Cherner Family, LLC Agent: Jonathan K. Cherner	8550 Leesburg Pike Vienna, VA 22182	Title Owner of Tax Map No. 29-3 ((1)) 53, 53A
Andrew M. Cherner Abby S. Cherner Jonathan K. Cherner Ranee L. Cherner	8550 Leesburg Pike Vienna, VA 22182	Title Owner of Tax Map No. 29-3 ((1)) 57H, 57J
Tysons Spring Hill Station LLC Agent: Aaron J. Georgelas Theodore J. Georgelas	8405 Greensboro Drive, #P130 McLean, VA 22102	Contract Purchaser of Tax Map No. 29-3 ((1)) 53, 53A, 57H, 57J

(check if applicable) There are more relationships to be listed and Par. 1(a) is continued further on a "Special Exception Attachment to Par. 1(a)" form.

SPECIAL EXCEPTION AFFIDAVIT

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number(s))

1(b). The following constitutes a listing*** of the SHAREHOLDERS of all corporations disclosed in this affidavit who own 10% or more of any class of stock issued by said corporation, and where such corporation has 10 or less shareholders, a listing of all of the shareholders:

(NOTE: Include SOLE PROPRIETORSHIPS, LIMITED LIABILITY COMPANIES, and REAL ESTATE INVESTMENT TRUSTS herein.)

CORPORATION INFORMATION

NAME & ADDRESS OF CORPORATION: (enter complete name and number, street, city, state, and zip code)

The Virginia Department of Rail and Public Transportation
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

- [] There are 10 or less shareholders, and all of the shareholders are listed below.
[] There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
[] There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF SHAREHOLDERS: (enter first name, middle initial and last name)

The Virginia Department of Rail and Public Transportation is a governmental authority, not a coporation

(check if applicable) [x] There is more corporation information and Par. 1(b) is continued on a "Special Exception Affidavit Attachment 1(b)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

Special Exception Attachment to Par. 1(b)

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Metropolitan Washington Airports Authority (MWAA)
1593 Spring Hill Road, Suite 300
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

The Metropolitan Washington Airports Authority, a body corporate and politic created by interstate compact between the Commonwealth of Virginia and the District of Columbia under Chapter 598 of the 1985	Acts of Virginia Assembly, as amended, codified at Va. Code §5.1-152 et seq. (2001), and by the District of Columbia Regional Airports Authority Act of 1985, as amended, codified at D.C. Code ann.	§§9-901 et seq. (2001). There are no shareholders.
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NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Washington Metropolitan Area Transit Authority (WMATA)
1593 Spring Hill Road
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Washington Metropolitan Area Transit Authority (WMATA) is a governmental entity, not a corporation

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Dulles Transit Partners, LLC
1595 Spring Hill Road, Suite 600
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Bechtel Infrastructure Corporation,
a Nevada corporation
Washington Group International, Inc., an
Ohio corporation

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Bechtel Infrastructure Corporation, a Nevada corporation
5275 Westview Drive
Frederick, MD 21703

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Bechtel Infrastructure Corporation is an
indirect wholly owned subsidiary of Bechtel
Group, Inc.

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Washington Group International, Inc., an Ohio corporation
720 Park Boulevard
Boise, ID 83712

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Washington Holdings Inc., a Delaware corporation

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Washington Holdings, Inc., a Delaware corporation
720 Park Boulevard
Boise, ID 83712

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

URS Holdings, Inc., a Delaware corporation

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

SEP 12 2011

DATE: _____
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

URS Holdings, Inc., a Delaware corporation
600 Montgomery Street
26th Floor
San Francisco, CA 94111

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

URS Corporation, a Delaware corporation

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

URS Corporation, a Delaware corporation
600 Montgomery Street, 26th Floor
San Francisco, CA 94111

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Bechtel Group, Inc.
50 Beale Street
San Francisco, CA 94105-1895

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Dewberry & Davis LLC
8401 Arlington Boulevard
Fairfax, VA 22031

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

The Dewberry Companies LC, Member
James L. Beight, Member
Dennis M. Couture, Member

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

SEP 12 2011

DATE: _____
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

The Dewberry Companies LC
8401 Arlington Boulevard
Fairfax, VA 22031

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Sidney O. Dewberry	The Michael S. Dewberry Credit Shelter
Barry K. Dewberry	Trust u/a/d 11/23/05 (f/b/o Michael S.
Karen S. Grand Pre	Dewberry II and 3 other minor children of
Thomas L. Dewberry	Michael S. Dewberry)

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Commonwealth of Virginia, a body corporate and politic
14685 Avion Parkway
Chantilly, VA 20151

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

The Commonwealth of Virginia is a
governmental authority, not a corporation

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Cherner Family, LLC
8550 Leesburg Pike
Vienna, VA 22182

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Jonathan K. Cherner, Member	Harvey (nmi) Cherner, Member/Manager
Randee L. Cherner, Member	Jonathan K. Cherner Trust f/b/o Jonathan K.
Andrew M. Cherner, Member	Cherner, Member
Abbey S. Cherner, Member	Andrew M. Cherner Trust f/b/o Andrew M.
Arlene K. Cherner, Member	Cherner, Member

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Tyson's Spring Hill Station LLC
8405 Greensboro Drive, #P130
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Georgelas-Tyson's Metro West, LLC
T-Rex Tyson's Metro West LLC

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

Special Exception Attachment to Par. 1(b)

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

Georgelas-Tyson Metro West, LLC
8405 Greensboro Drive, #P130
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Theodore J. Georgelas, Manager/Member

NAME & ADDRESS OF CORPORATION: (enter complete name, number, street, city, state, and zip code)

T-Rex Tysons Metro West LLC
8405 Greensboro Drive, #P130
McLean, VA 22102

DESCRIPTION OF CORPORATION: (check one statement)

- There are 10 or less shareholders, and all of the shareholders are listed below.
- There are more than 10 shareholders, and all of the shareholders owning 10% or more of any class of stock issued by said corporation are listed below.
- There are more than 10 shareholders, but no shareholder owns 10% or more of any class of stock issued by said corporation, and no shareholders are listed below.

NAMES OF THE SHAREHOLDERS: (enter first name, middle initial, and last name)

Thomas M. Mulroy, Manager/Member
Clifford J. Preminger, Manager/Member

(check if applicable) There is more corporation information and Par. 1(b) is continued further on a "Special Exception Attachment to Par. 1(b)" form.

SPECIAL EXCEPTION AFFIDAVIT

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number(s))

1(c). The following constitutes a listing*** of all of the PARTNERS, both GENERAL and LIMITED, in any partnership disclosed in this affidavit:

PARTNERSHIP INFORMATION

PARTNERSHIP NAME & ADDRESS: (enter complete name, and number, street, city, state, and zip code)

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons Corner, VA 22102

(check if applicable) [X] The above-listed partnership has no limited partners.

NAMES AND TITLE OF THE PARTNERS (enter first name, middle initial, last name, and title, e.g. General Partner, Limited Partner, or General and Limited Partner)

Equity Partners of McGuireWoods LLP

- Adams, John D.
Alphonso, Gordon R.
Anderson, Arthur E., II
Anderson, Mark E.
Andre-Dumont, Hubert
Bagley, Terrence M.
Barger, Brian D.
Barnum, John W.
Becker, Scott L.
Becket, Thomas L.
Beil, Marshall H.
Belcher, Dennis I.
Bell, Craig D.
Beresford, Richard A.
Bilik, R. E.
Blank, Jonathan T.
Boland, J. W.
Brenner, Irving M.
Brooks, Edwin E.
Brose, R. C.
Burk, Eric L.
Busch, Stephen D.
Cabaniss, Thomas E.
Cacheris, Kimberly Q.
Cairns, Scott S.
Capwell, Jeffrey R.
Cason, Alan C.
Chaffin, Rebecca S.
Cobb, John H.
Cogbill, John V., III

(check if applicable) [X] There is more partnership information and Par. 1(c) is continued on a "Special Exception Affidavit Attachment to Par. 1(c)" form.

*** All listings which include partnerships, corporations, or trusts, to include the names of beneficiaries, must be broken down successively until: (a) only individual persons are listed or (b) the listing for a corporation having more than 10 shareholders has no shareholder owning 10% or more of any class of stock. In the case of an APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land that is a partnership, corporation, or trust, such successive breakdown must include a listing and further breakdown of all of its partners, of its shareholders as required above, and of beneficiaries of any trusts. Such successive breakdown must also include breakdowns of any partnership, corporation, or trust owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land. Limited liability companies and real estate investment trusts and their equivalents are treated as corporations, with members being deemed the equivalent of shareholders; managing members shall also be listed. Use footnote numbers to designate partnerships or corporations, which have further listings on an attachment page, and reference the same footnote numbers on the attachment page.

Special Exception Attachment to Par. 1(c)DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))**PARTNERSHIP NAME & ADDRESS:** (enter complete name & number, street, city, state & zip code)McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons Corner, VA 22102(check if applicable) The above-listed partnership has no limited partners.**NAMES AND TITLES OF THE PARTNERS:** (enter first name, middle initial, last name, and title, e.g.,
General Partner, Limited Partner, or General and Limited Partner)

Covington, Peter J.	Gibson, Donald J., Jr.	Kilpatrick, Gregory R.
Cramer, Robert W.	Glassman, Margaret M.	King, Donald E.
Cromwell, Richard J.	Glickson, Scott L.	King, Sally D.
Culbertson, Craig R.	Gold, Stephen (nmi)	Kittrell, Steven D.
Cullen, Richard (nmi)	Goldstein, Philip (nmi)	Kobayashi, Naho (nmi)
Cutler, Christopher M.	Grant, Richard S.	Kratz, Timothy H.
Daglio, Michael R.	Greenberg, Richard T.	Krueger, Kurt J.
De Ridder, Patrick A.	Grieb, John T.	Kutrow, Bradley R.
Dickerman, Dorothea W.	Harmon, Jonathan P.	La Fratta, Mark J.
DiMattia, Michael J.	Harmon, T. C.	Lias-Booker, Ava E.
Dooley, Kathleen H.	Hartsell, David L.	Lieberman, Richard E.
Downing, Scott P.	Hatcher, J. K.	Little, Nancy R.
Edwards, Elizabeth F.	Hayden, Patrick L.	Long, William M.
Ensing, Donald A.	Hayes, Dion W.	Manning, Amy B.
Ey, Douglas W., Jr.	Heberton, George H.	Marianes, William B.
Farrell, Thomas M.	Hedrick, James T., Jr.	Marks, Robert G.
Feller, Howard (nmi)	Horne, Patrick T.	Marshall, Gary S.
Fennebresque, John C.	Hosmer, Patricia F.	Marshall, Harrison L., Jr.
Foley, Douglas M.	Hutson, Benne C.	Marsico, Leonard J.
Fox, Charles D., IV	Isaf, Fred T.	Martin, Cecil E., III
France, Bonnie M.	Jackson, J. B.	Martin, George K.
Franklin, Ronald G.	Jarashow, Richard L.	Martinez, Peter W.
Fratkin, Bryan A.	Jordan, Hilary P.	Mason, Richard J.
Freedlander, Mark E.	Kanazawa, Sidney K.	Mathews, Eugene E., III
Freeman, Jeremy D.	Kannensohn, Kimberly J.	Mayberry, William C.
Fuhr, Joy C.	Katsantonis, Joanne (nmi)	McCallum, Steven C.
Gambill, Michael A.	Kerr, James Y., II	McDonald, John G.

(check if applicable) There is more partnership information and Par. 1(c) is continued further on a
"Special Exception Attachment to Par. 1(c)" form.

Special Exception Attachment to Par. 1(c)

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

PARTNERSHIP NAME & ADDRESS: (enter complete name & number, street, city, state & zip code)

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons Corner, VA 22102

(check if applicable) The above-listed partnership has no limited partners.

NAMES AND TITLES OF THE PARTNERS: (enter first name, middle initial, last name, and title, e.g., **General Partner, Limited Partner, or General and Limited Partner**)

McElligott, James P.	Rakison, Robert B.	Steen, Bruce M.
McFarland, Robert W.	Reid, Joseph K., III	Stein, Marta A.
McIntyre, Charles W.	Richardson, David L.	Stone, Jacquelyn E.
McLean, J. D.	Riegler, Gregory A.	Swan, David I.
McRill, Emery B.	Riley, James B., Jr.	Tackley, Michael O.
Moldovan, Victor L.	Riopelle, Brian C.	Tarry, Samuel L., Jr.
Muckenfuss, Robert A.	Roberts, Manley W.	Thornhill, James A.
Muir, Arthur B.	Robinson, Stephen W.	Van der Mersch, Xavier G.
Murphy, Sean F.	Rogers, Marvin L.	Vaughn, Scott P.
Natarajan, Rajsekhar (nmi)	Rohman, Thomas P.	Vick, Howard C., Jr.
Neale, James F.	Rosen, Gregg M.	Viola, Richard W.
Nesbit, Christopher S.	Rust, Dana L.	Wade, H. L., Jr.
Nickens, Jacks C.	Satterwhite, Rodney A.	Walker, John T., IV
O'Grady, Clive R.	Scheurer, P. C.	Walker, W. K., Jr.
O'Grady, John B.	Schewel, Michael J.	Walsh, James H.
O'Hare, James P.	Schill, Gilbert E., Jr.	Watts, Stephen H., II
Oakey, David N.	Schmidt, Gordon W.	Westwood, Scott E.
Oostdyk, Scott C.	Sellers, Jane W.	Whelpley, David B., Jr.
Padgett, John D.	Shelley, Patrick M.	White, H. R., III
Parker, Brian K.	Simmons, L. D., II	White, Walter H., Jr.
Phears, H. W.	Simmons, Robert W.	Wilburn, John D.
Phillips, Michael R.	Skinner, Halcyon E.	Williams, Steven R.
Plotkin, Robert S.	Slone, Daniel K.	Wren, Elizabeth G.
Pryor, Robert H.	Spahn, Thomas E.	Young, Kevin J.
Pusateri, David P.	Spitz, Joel H.	
Rak, Jonathan P.	Stallings, Thomas J.	

(check if applicable) There is more partnership information and Par. 1(c) is continued further on a "Special Exception Attachment to Par. 1(c)" form.

Special Exception Attachment to Par. 1(c)

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number (s))

PARTNERSHIP NAME & ADDRESS: (enter complete name & number, street, city, state & zip code)

McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
Tysons Corner, VA 22102

(check if applicable) The above-listed partnership has no limited partners.

NAMES AND TITLES OF THE PARTNERS: (enter first name, middle initial, last name, and title, e.g., **General Partner, Limited Partner, or General and Limited Partner**)

(Former Equity Partner List)

- Barr, John S.
- Brown, Thomas C., Jr.
- Buchan, Jonathan E.
- de Cannart d'Hamale, Emmanuel
- Dorman, Keith A.
- Keenan, Mark L.
- Kennedy, Wade M.
- Pankey, David H.
- Potts, William F., Jr.
- Werlin, Leslie M.
- Wilson, James M.
- Younger, W. C.

(check if applicable) There is more partnership information and Par. 1(c) is continued further on a "Special Exception Attachment to Par. 1(c)" form.

SPECIAL EXCEPTION AFFIDAVIT

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

for Application No. (s): SEA 2008-MD-034
(enter County-assigned application number(s))

1(d). One of the following boxes **must** be checked:

In addition to the names listed in Paragraphs 1(a), 1(b), and 1(c) above, the following is a listing of any and all other individuals who own in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land:

Other than the names listed in Paragraphs 1(a), 1(b), and 1(c) above, no individual owns in the aggregate (directly and as a shareholder, partner, and beneficiary of a trust) 10% or more of the **APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE*** of the land.

2. That no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household owns or has any financial interest in the subject land either individually, by ownership of stock in a corporation owning such land, or through an interest in a partnership owning such land.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on the line below.)

NONE

(check if applicable) There are more interests to be listed and Par. 2 is continued on a "Special Exception Attachment to Par. 2" form.

Application No.(s): SEA 2008-MD-034
(county-assigned application number(s), to be entered by County Staff)

SPECIAL EXCEPTION AFFIDAVIT

DATE: SEP 12 2011
(enter date affidavit is notarized)

112605a

3. That within the twelve-month period prior to the public hearing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or any member of his or her immediate household, either directly or by way of partnership in which any of them is a partner, employee, agent, or attorney, or through a partner of any of them, or through a corporation in which any of them is an officer, director, employee, agent, or attorney or holds 10% or more of the outstanding bonds or shares of stock of a particular class, has, or has had any business or financial relationship, other than any ordinary depositor or customer relationship with or by a retail establishment, public utility, or bank, including any gift or donation having a value of more than \$100, singularly or in the aggregate, with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (NOTE: If answer is none, enter "NONE" on line below.)

Supervisor Catherine Hudgins is a Principal Director for the Washington Metropolitan Area Transit Authority (WMATA).
Supervisor Jeffrey McKay is an Alternate Director for the Washington Metropolitan Area Transit Authority (WMATA).
Stephen W. Robinson of McGuireWoods LLP donated in excess of \$100 to John Cook.

NOTE: Business or financial relationships of the type described in this paragraph that arise after the filing of this application and before each public hearing must be disclosed prior to the public hearings. See Par. 4 below.)

(check if applicable) There are more disclosures to be listed and Par. 3 is continued on a "Special Exception Attachment to Par. 3" form.

4. That the information contained in this affidavit is complete, that all partnerships, corporations, and trusts owning 10% or more of the APPLICANT, TITLE OWNER, CONTRACT PURCHASER, or LESSEE* of the land have been listed and broken down, and that prior to each and every public hearing on this matter, I will reexamine this affidavit and provide any changed or supplemental information, including business or financial relationships of the type described in Paragraph 3 above, that arise on or after the date of this application.

WITNESS the following signature:

Lori R. Greenlief

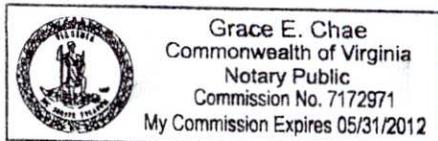
(check one) Applicant Applicant's Authorized Agent

Lori R. Greenlief, Land Use Planner
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 12th day of September 2011, in the State/Comm. of Virginia, County/City of Fairfax.

Grace E. Chae
Notary Public

My commission expires: 5/31/2012



**Dulles Corridor Metrorail Project
Special Exception Amendment Application
Tysons West Station
STATEMENT OF USE**

May 6, 2011

RECEIVED
Department of Planning & Zoning
MAY 20 2011
Zoning Evaluation Division

Description of Special Exception Amendment (SEA) Request

The Tysons West Station is one of four electrically-powered regional rail transit facilities (Metrorail stations) approved in the Tysons Corners area and one of the five stations in Phase 1 of the transit line. This application has been filed by 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), who will eventually operate the extension of the existing rail system. An electrically-powered regional rail transit facility 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 is a Category 4 Special Exception Use per Section 2-517 of the Zoning Ordinance.

A special exception, (SE 2008-MD-034), for the Tysons West Station was approved by the Board of Supervisors on March 9, 2009. Since the time of this approval, the Tysons Corner Urban Center Area-wide and District Recommendations in the Comprehensive Plan have been amended and the Zoning Ordinance has also been amended to add the Planned Tysons Corner Urban District (PTC). A rezoning application, RZ 2010-PR-014, has been filed by Georgelas Group LLC requesting to rezone that portion of the subject property located on the north side of Rt. 7 to the PTC District and is referenced herein. The Concept Development Plan associated with RZ 2010-PR-014 shows a mixed use development, specifically office building(s), in the area of the north entry pavilion. This SE amendment application is necessary, in part, in order to integrate the north entrance pavilion into the development proposed in the rezoning application. The approved plan associated with SE 2008-MD-034 shows the north entry pavilion oriented parallel to Rt. 7 and the pedestrian bridge across Rt. 7. See inset on Sheet 2 of 8 of the Special Exception plat. This amendment application requests approval of a shift in the pavilion to a more perpendicular orientation in order to align with the buildings and plazas shown on the Concept Development Plan for RZ 2010-PR-014.

This amendment request also includes a kiss & ride lot adjacent and to the east of the north entry pavilion on the north side of Rt. 7. The provision of a kiss & ride lot associated with the Tysons West Station was a feature of the Amended Record of Decision issued by the Federal Transit Administration in November of 2006. The lot was not included in the original special exception for the Tysons West station because, at the time, additional alternatives were being studied, including the opportunity to integrate into the proposed mixed use development in the northwest quadrant of Rt. 7 and Spring Hill

Special Exception Amendment Application, Tysons West Station

STATEMENT OF USE

May 6, 2011

Road. With the addition of the kiss & ride lot, additional land area will also have to be added to the application and that is part of the amendment request

There are no other changes proposed to the original station application, specifically the station itself, the bus bays, the pedestrian bridges or the south pavilion. It is noted that at the time of the original special exception approval, the property on the south side of Rt. 7, where the south entry pavilion is located, was private property. It has since been acquired by the Commonwealth. The property required for the north side pavilion is still in private ownership and under contract to be dedicated by the property owner following special exception approval and plan approval by WMATA. The land required for the kiss & ride is under contract to be dedicated as an easement by the property owner. The pending zoning application for this property has proposed a future location for the kiss & ride lot in to a future garage, subject to County and WMATA approval so that the land associated with this kiss & ride can be utilized for that applicant's planned development.

Description of Special Exception (SE) Plat

Below is a description of the elements of the Tysons West Station proposed to change with this amendment request :

- **North Entry Pavilion** Access to the station from the north is provided via the north entry pavilion. Within the pavilion are covered stairs, two escalators and two elevators which lead to the pedestrian bridge which crosses the west bound side of Rt. 7 to the station.

As depicted on the inset on Sheet 2 of 8 of the special exception plat, the approved location of the north pavilion is parallel to Rt. 7 and the pedestrian bridge across Rt. 7. The proposed location is more perpendicular and set at an angle to the pedestrian bridge. It also extends farther into the property via an extension of the pedestrian bridge. The footprint and height of the pavilion have not changed although the set of elevators have shifted from the end of the pavilion to the side to accommodate the reorientation of the pavilion and the pedestrian bridge extension.

- **Kiss & Ride Lot.** The kiss & ride lot is shown adjacent to the station. It contains 34 spaces and 4 taxi spaces. Interior parking lot landscaping per Ordinance requirements is shown. Vehicular access to the lot will be via a driveway off of Spring Hill Road which will be right-in, right-out only. Pedestrian crosswalks are shown within the parking lot, connecting the sections of parking to the pavilion area. Sidewalks from Spring Hill Road are shown on either side of the driveway leading to the pavilion and under the pedestrian bridge to the bus shelter area.

It is noted that the location of the kiss & ride lot will ultimately change once the applicable phase of the Spring Hill Station development is completed in the proposed mixed use development. It is envisioned to be located with the

Special Exception Amendment Application, Tysons West Station
STATEMENT OF USE
May 6, 2011

parking garage associated with an office building. Appropriate legislative and/or administrative approvals, if determined necessary, will be obtained for the new location timed with the final development plan approval for the applicable phase of development.

Pertinent Data

The following information is provided as required by Fairfax County Zoning Ordinance, Sect. 9-011, Submission Requirements, Paragraph 7:

- A. Type of Operation: Electrically-powered regional rail transit facility
- B. Hours of Operation: In accordance with Metro schedules, currently 5:00 am to midnight on weekdays, 7:00am to 3:00am on weekends, subject to change by WMATA.
- C. 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.
- D. 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.
- E. Estimate of traffic impact: The primary mode of access for this station is pedestrian, not automobile. Four bus bays will be provided on the north side of Route 7. The traffic impacts of the kiss & ride Lot were analyzed for the FEIS and it was determined that the lot will generate 90 peak hour trips. In conjunction with the Tysons West Station, itself, improvements to Spring Hill Road and Rt. 7 are planned.
- F. Vicinity of area to be served: Tysons Corner and areas west of I-495
- G. Description of building and façade: The station and south pavilion architecture has not changed from the original approval. 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 in length of the track platform, 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 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

refined to achieve improvement in cost effectiveness, and current details are included on reference drawings attached to this application.

- H. 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.
- I. Conformity of Proposed Use: The proposed changes conform to the provisions of all applicable ordinances, regulations, adopted standards and any applicable conditions.

Discussion of Zoning Ordinance Compliance

Sect. 2-517, Electrically-Powered Regional Rail Transit Facilities:

The entire facility as described above falls within the definition of "electrically-Powered Regional Rail Transit Facilities". As such, a special exception is required for this use per Sect. 2-517.

Sect. 9-403 Additional Submission Requirements:

1. Review and approval through the National Environmental Policy Act (NEPA) process was required for the entire expansion of the rail system. The Federal Transit Administration, the lead federal agency in the review, issued an amended Record of Decision (ROD) in November of 2006. This amended ROD documented that the project including refinements made during preliminary engineering was successfully reviewed and approved through the NEPA process.
2. See Number 1 above.
3. As part of the NEPA process and the required public hearings, Draft and Final Environmental Impact Statements (DEIS, FEIS) were prepared. Noise abatement was addressed as a technical report appended to the FEIS and is referenced here to comply with this submission requirement.
4. Not applicable

Sect. 9-404, Standards for All Category 4 Uses:

1. Not applicable

Special Exception Amendment Application, Tysons West Station
STATEMENT OF USE
May 6, 2011

2. Not applicable
3. Not applicable.
4. The proposed location for the Tysons West Station, and specifically, the north entry pavilion and the kiss & ride lot are not adjacent to any residential development. The station area is surrounded by commercial and industrial uses and within an area planned, as an option, for Transit Station mixed use. Any proposal that would utilize this mixed use option must go through the legislative process and be assessed on its own merit for compliance with mitigation measures regarding adverse visual or noise impacts from the rail system.
5. Not applicable
6. Not applicable
7. Not applicable
8. As stated conformance with Article 17, Site Plans shall be not required.

Sect. 9-405, Additional Standards for Electrically-Powered Regional Rail Transit Facilities

1. We acknowledge that this facility does not have to comply with any minimum lot size requirements.
2. No parking structures are proposed with this special exception application.

Sect. 9-006, General Standards

1. The proposed use at this location was determined to be in harmony with the adopted Comprehensive Plan at the time of the original approval. Since that time, the Comprehensive Plan for Tysons has been specifically amended to account for the development opportunities associated with the presence of rail. A rail station symbol is indicated at this area along Route 7 on the Comprehensive Plan map. The addition of the kiss & ride lot and the reorientation of the pavilion do not change this application's status of harmony with the Comprehensive Plan. A 2232 application is also necessary for this use.
2. The proposed changes are in harmony with the general purpose and intent of the applicable zoning district regulations. Located on public right-of-way, the rail transit use is in harmony with the intended purpose of the right-of-way. Further, the pavilion and kiss & ride are in harmony with the existing commercial and industrial zoning, as well as the possible future PTC zoning if the rezoning application is approved.

Special Exception Amendment Application, Tysons West Station
STATEMENT OF USE
May 6, 2011

3. The proposed changes will not adversely affect neighboring properties and will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof. The proposed improvements are adjacent to uses which will benefit from the presence of Metrorail.
4. The pedestrian and vehicular traffic associated with the use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood. The station improvements include sidewalk connections along Route 7 and pedestrian bridges across Route 7. Street improvements in the station vicinity include elimination of the service roads along both sides of Route 7 and addition of another through/right turn lane in each direction. Driveway entrances along both sides of Route 7 will be reworked in order that the existing uses maintain access to Route 7. These improvements accommodate the anticipated increase in pedestrian and vehicular traffic.
5. There are no specific transitional screening or barrier requirements required by Article 13 of the Zoning Ordinance. Landscaping is shown on the special exception plat.
6. Approximately 35 percent open space is provided on the site.
7. The decision to include or exclude parking at Metrorail stations was considered based on site constraints, local land use plans, as well as consultations with local government.
8. Standard Metro signage is proposed and is shown on the special exception plat submitted with this application.



County of Fairfax, Virginia

To protect and enrich the quality of life for the people, neighborhoods and diverse communities of Fairfax County

March 12, 2009

Jonathan P. Rak, Esquire
McGuireWoods LLP
1750 Tysons Boulevard, Suite 1800
McLean, Virginia 22102

Re: Special Exception Application SE 2008-MD-034
(Concurrent with Special Exception Application SE 2008-PR-033)
(Concurrent with Special Exception Application SE 2008-PR-035)
(Concurrent with Special Exception Application SE 2008-MD-036)
(Concurrent with Special Exception Application SE 2008-HM-038)

Dear Mr. Rak:

At a regular meeting of the Board of Supervisors held on March 9, 2009, the Board approved Special Exception Application SE 2008-MD-034 in the name of Metropolitan Washington Airports Authority and the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority. The subject property at 1580 Spring Hill Road and 8536 and 8548 Leesburg Pike on approximately 1.9 acres of land zoned C-7, HC, and SC in the Providence and Hunter Mill Districts [Tax Map 29-3 ((1)) 2C1 pt., 53 pt. and 53A pt.]. The Board's action permits an electronically-powered regional rail transit facility and associated components pursuant to Sections 4-704 and 9-401 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

1. This Special Exception is granted for and runs with the land indicated in this application and is not transferable to other land.
2. This Special Exception is granted only for the purpose(s), structure(s) and/or use(s) indicated on the special exception plat approved with the application, as qualified by these development conditions.
3. A copy of these development conditions shall be included in all relevant plans, as determined by the Virginia Department of General Services (DGS), of each station.

Office of the Clerk to the Board of Supervisors
12000 Government Center Parkway, Suite 533
Fairfax, Virginia 22035

Phone: 703-324-3151 ♦ Fax: 703-324-3926 ♦ TTY: 703-324-3903
Email: clerktothebos@fairfaxcounty.gov
<http://www.fairfaxcounty.gov/bosclerk>

4. Certification from DGS shall be provided to the Fairfax County Department of Transportation and the Department of Planning and Zoning that the project conforms to these special exception conditions prior to the issuance of a Non-Residential Use Permit (Non-RUP). Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance. As noted in the Memorandum of Understanding dated July 19, 2007, if the special exception development conditions are not addressed by DGS during its regulatory role for the Project, then Fairfax County shall be permitted access to all approved plans and shall be permitted to inspect the property facilities to verify that all special exception conditions were satisfactorily implemented by the Project. In such event, a schedule for such inspections shall be coordinated in writing by the Project with the Department of Planning and Zoning, Zoning Evaluation Division.
5. Noise attenuation measures shall be utilized in order to meet Federal criteria and State and Fairfax County Zoning Noise regulations.
6. Vibration attenuation measures shall be utilized in order to meet WMATA standards and Federal criteria, and State and Fairfax County Zoning Ordinance regulations.
7. Stormwater management plans shall be implemented as determined by the Virginia Department of Conservation and Recreation (DCR) as based on the Memorandum of Understanding dated July 19, 2007 between Fairfax County and the Metropolitan Washington Airports Authority. As noted in the June 14, 2007 letter from the Office of the Governor to the Fairfax County Executive, the stricter of the state or Fairfax County standards shall be applied by the state reviewing authority.
8. Signs shall be regulated by Washington Metropolitan Area Transit Authority (WMATA) standards.
9. Advertising within the station shall be regulated by WMATA standards.
10. Lighting shall be in conformance with WMATA standards and safety practices, and the standards contained in the Fairfax County Zoning Ordinance. The symbolic standard WMATA globe sidewalk lighting shall be allowed along the sidewalks and areas leading to the stations within the boundaries of the Special Exception.
11. Erosion and Sediment control plans shall be implemented as determined by DCR. The stricter of the state or Fairfax County standards shall be applied by the state reviewing authority.

12. In order to maximize the survivability of vegetation onsite and to encourage innovative landscaping techniques, development of a landscape plan, including the selection of plantings to be used, shall be coordinated with Urban Forest Management Division of Fairfax County Department of Public Works and Environmental Services (UFMD), and UFMD shall be contacted for input during its development. Upon completion of a landscape plan, a copy of the landscape plan shall be concurrently submitted to the Department of General Services (DGS) and UFMD for comment. Comments from UFMD received by DGS, or their designee, within 15 working days shall be considered for implementation.
13. The project shall satisfy minimum planting area requirements for all proposed planting onsite unless modified and may include the use of soil cells, or other innovative techniques as recommended by UFMD. Planting details illustrating innovative techniques shall be included with landscape plans provided to UFMD for review.
14. Additional pedestrian connections to the station such as pedestrian bridges and walkways may be established subject to the submission of a detailed design proposal to the Department of Planning and Zoning for staff evaluation and Administrative review at the Planning Commission.
15. The pedestrian bridges shall be a minimum of 16 feet wide from handrail to handrail.
16. Designs for significant changes to the architecture, landscaping and integration of the stations to the surrounding communities shall be submitted to the Chairman of the Board of Supervisors and the District Supervisor for review and comment.

This approval, contingent on the above noted conditions, shall not relieve the applicant from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicant shall be himself responsible for obtaining the required Non-Residential Use Permit through established procedures, and this Special Exception shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this special exception shall automatically expire, without notice, thirty six (36) months after the date of approval unless the use has been established or construction has commenced on the elevated and/or at grade guideway as applicable. The Board of Supervisors may grant additional time to establish the use or to commence construction if a written request for additional time is filed with the Zoning Administrator prior to the date of expiration of the special exception. The request must specify the amount of

SE 2008-MD-034
March 12, 2009

-4-

additional time requested, the basis for the amount of time requested and an explanation of why additional time is required.

The Board also:

- Waived the transitional screening and barrier requirements along the property boundaries of the site.

Sincerely,



Nancy Velts
Clerk to the Board of Supervisors
NV/dms

Cc: Chairman Sharon Bulova
Supervisor Linda Smyth, Providence District
Supervisor Catherine Hudgins, Hunter Mill District
Janet Coldsmith, Director, Real Estate Division, Dept. of Tax Administration
Regina Coyle, Director, Zoning Evaluation Division, DPZ
Diane Johnson-Quinn, Deputy Zoning Administrator, Dept. of Planning and Zoning
Angela K. Rodeheaver, Section Chief, Transportation, Planning Division
Ellen Gallagher, Capital Projects and Operations Div., Dept. of Transportation
Ken Williams, Plans & Document Control, ESRD, DPWES
Department of Highways-VDOT
Sandy Stallman, Park Planning Branch Manager, FCPA
Charlene Fuhrman-Schulz, Development Officer, DHCD/Design Development Division
District Planning Commissioner
Barbara J. Lippa, Executive Director, Planning Commission
Karyn Mooreland, Chief Capital Projects Sections, Dept. of Transportation

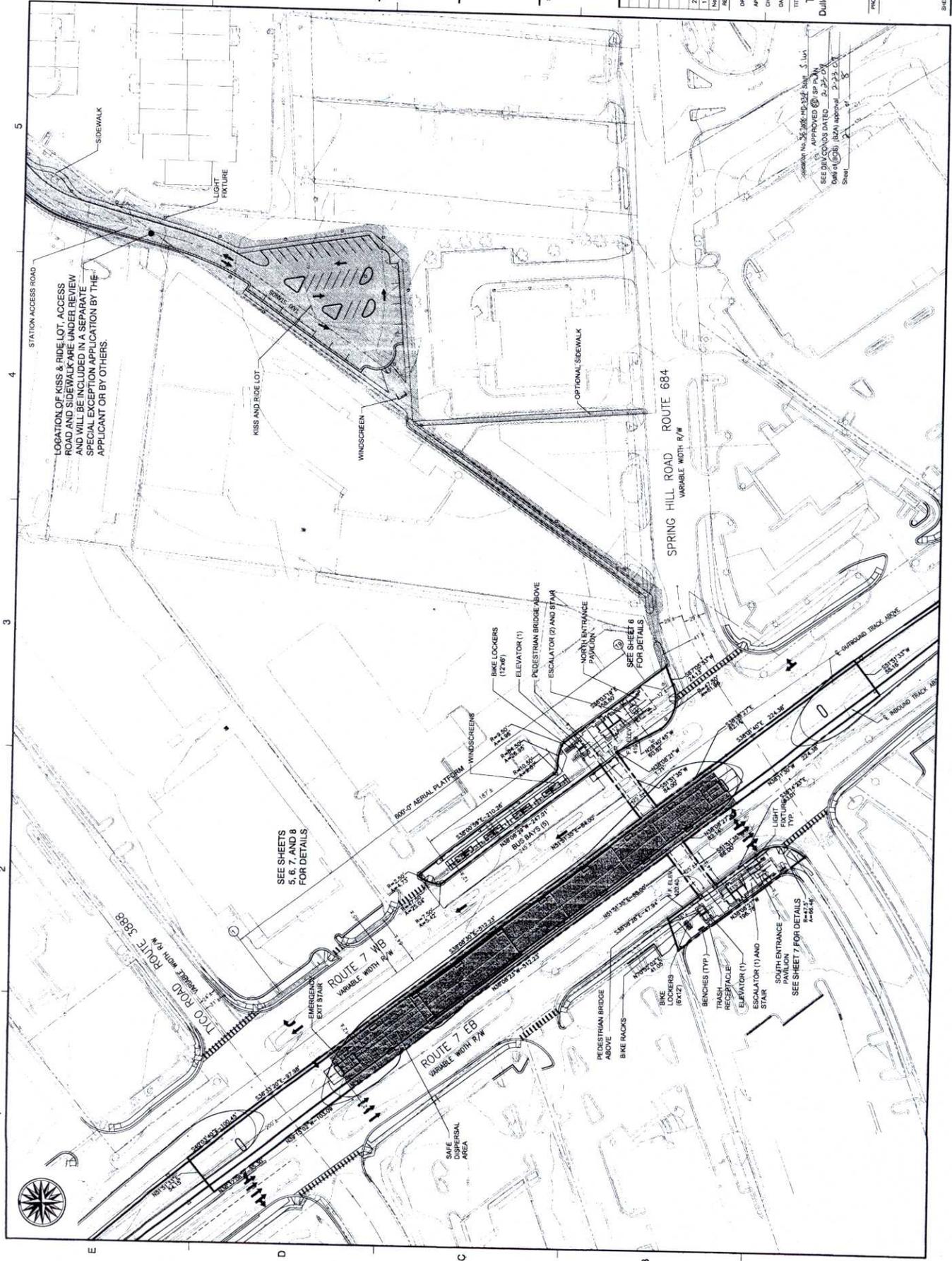
No.	DATE	BY	Description
2	10.01.08	JMC	
1	08.04.08	JMC	

REVISIONS

DRAWN BY: JMC
 APPROVED BY: LAM
 CHECKED BY: LAM
 DATE: February 14, 2008

TITLES
Tyson's West Station
 Dulles Corridor Metrorail Project
 Special Exception Plat
 and 2232 Plan

PROJECT NO.





SEAL: _____
 KEY PLAN

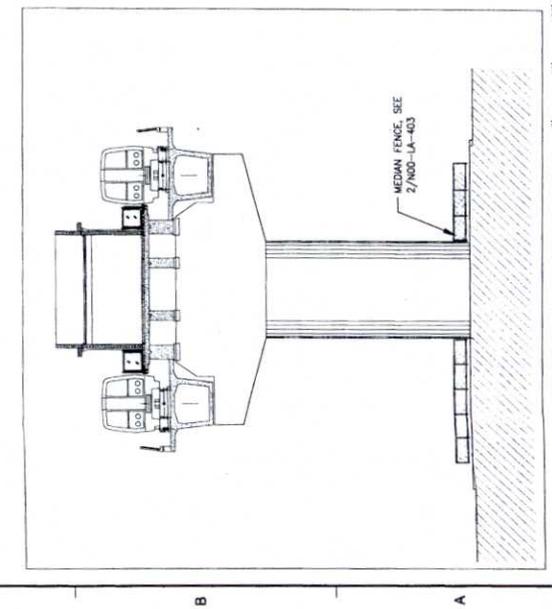
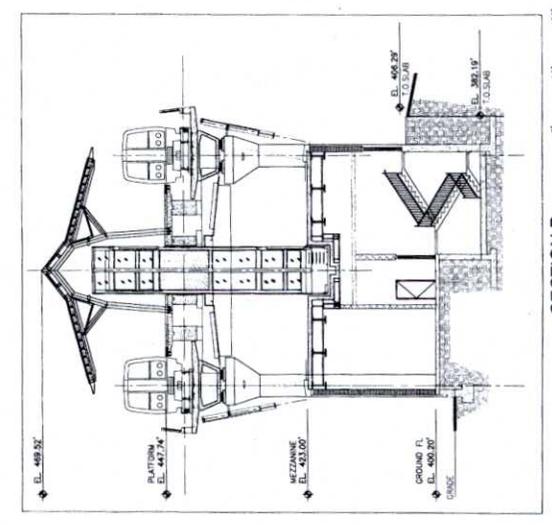
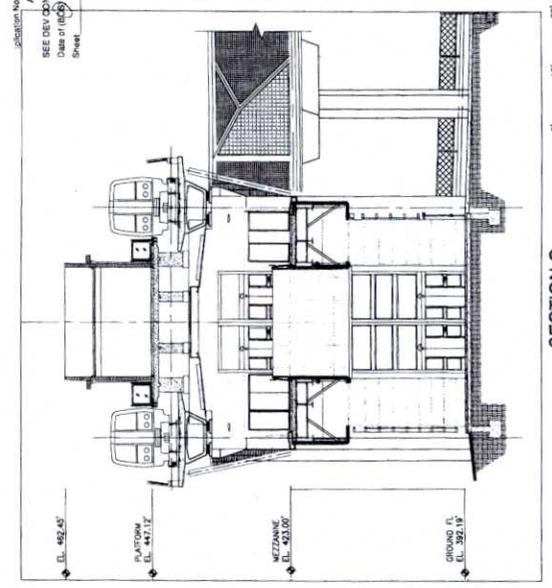
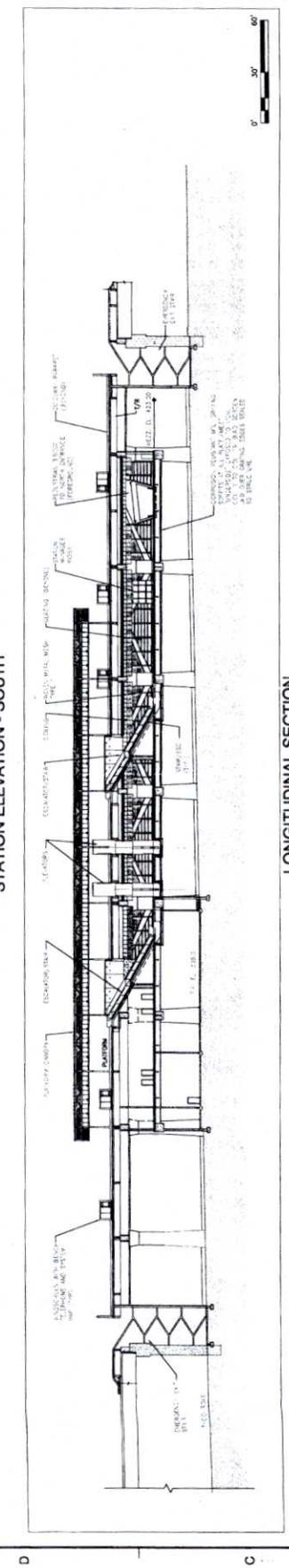
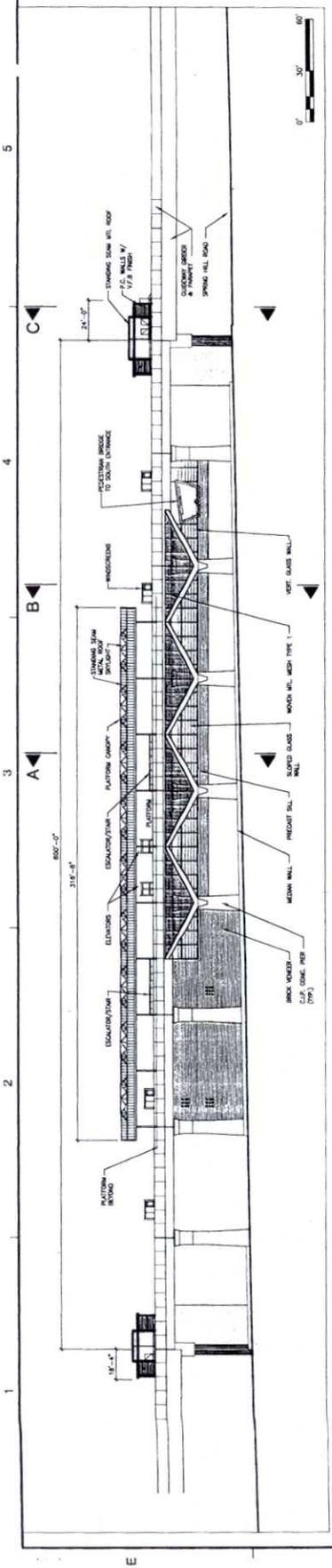
APPROVED BY: *S. Sullivan*
 APPROVED: 2/25/08
 Date of (RCS) (RFA) Approval: 3/1/07
 Sheet _____ of _____

NO.	DATE	BY	Description
1	08.04.08	JAC	
2	10.01.08	JAC	

DRAWN BY: JAC
 APPROVED BY: LAM
 CHECKED BY: _____
 DATE: February 14, 2008

TITLE: **Tyson's West Station**
 Dulles Corridor Metrorail Project
 Elevations and Sections

PROJECT NO. _____





County of Fairfax, Virginia

MEMORANDUM

DATE: August 11, 2011

TO: Barbara Berlin, Director
Zoning Evaluation Division, DPZ

FROM: Angela Kadar Rodeheaver, Chief
Site Analysis Section, DOT *AKR*

FILE: 3-5 (SE 2008-MD-034)

SUBJECT: SEA 2008-MD-034 - MWAA/VDRPT
Site - Tysons West Kiss-N-Ride Facility
Land Identification Maps: 29-3 ((1)) 2C1, 53, 53A, 57H, 57J

This department has reviewed the subject special exception and plat dated June 20, 2011.

The proposed right-in/right-out only access to Spring Hill Road is substandard and will require a VDOT design exception to be approved. It is understood that this access is temporary pending relocation of the facility or redevelopment of the adjoining property. The site design needs to ensure connectivity to Parcels 57H and/or 53 so that future interim access with redevelopment of these parcels is available. A future pavement connection appears to be depicted on the plat but is not extended to the property line of Parcel 57H. An extension of this should be shown on the plat. If an interparcel access easement is necessary, it should be provided.

AKR/MAD



County of Fairfax, Virginia

MEMORANDUM

DATE: September 21, 2011

TO: Barbara Berlin, Director
Zoning Evaluation Division,
Department of Planning & Zoning

FROM: Barbara Byron *E.H.*
Office of Community Revitalization and Reinvestment

SUBJECT: Urban Design Comments
SEA- 2008-MD-034

The Office of Community Revitalization and Reinvestment (OCRR) has reviewed the above referenced Special Exception Amendment and 2232 Plan marked as "Received" by the Planning and Zoning Department on September 9, 2011 and plans dated September 9, 2011. The following analysis and recommendations are offered for consideration regarding this application.

General Comments:

OCRR worked with the Metropolitan Washington Airports Authority ("MWAA") to provide enhancements to the Metro station design that included additional landscaping, benches, shelter structures, and a perimeter fence. The applicant has agreed to provide the improvements requested by OCRR except as reflected in the following comment and can be addressed in a development condition. Additionally, as requested, the applicant has provided elevations and plans of the Metro station platforms and pedestrian bridges which indicate that a clear pedestrian way has been accommodated below the proposed columns along Route 7.

1. COMMENT: There is no commitment made to maintain the planted areas. A development condition should be included that states the applicant will provide, or will allow another party access to the site to provide, horticultural maintenance such that:

- A. All plants shall be irrigated, at a minimum, for a 2-year establishment period.
- B. All planting areas shall be weeded three times per year (spring, mid-summer, and late summer).

CC: Tracy Strunk, DPZ/PD
Lucia Bowes Hall, Revitalization Program Manager, OCRR
OCRR File



Office of Community Revitalization and Reinvestment
12055 Government Center Parkway, Suite 1048
Fairfax, VA 22030
703-324-9300, TTY 711
www.fcrevit.org



County of Fairfax, Virginia

MEMORANDUM

DATE: September 15, 2011

TO: Barbara Berlin, Director
Zoning Evaluation Division

FROM: Pamela G. Nee, Chief *PAN*
Environment and Development Review Branch, DPZ

SUBJECT: Section 15.2-2232 Review
Application 2232-P11-11 (concurrent with SEA 2008-MD-034)
Applicant: Metropolitan Washington Airports Authority (MWAA)
Subject Property: Tax Map 29-3 ((1))2 C1 pt., 53 pt., 53A, 57H pt. and 57J

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 proposed electric substation.

APPLICANT PROPOSAL

Attachment 1

PROJECT SUMMARY DESCRIPTION

The applicant, Metropolitan Washington Airports Authority (MWAA) in coordination with the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority (WMATA), proposes to construct a kiss-and-ride lot adjacent to the east side of the north entry pavilion on the north side of Route 7 near its intersection with Springhill Road. This element of the transit station area was not previously included as part of the transit station approval. This application is concurrent with Special Exception Amendment SEA 2008-MD-034. The latest plans for this application, dated September 9, 2011, describe the proposed work as summarized below:

Location: North side of Route 7; immediately west of its intersection with Springhill Road.

Site: Approximately 3.23 acres.

Structure: The rail station platform and pedestrian bridge have not changed from the previous approval. The station will be comprised of pre-cast concrete panels and brick veneer consistent with existing station design. The roofing will consist of standing seam metal roofing with aluminum skylights.

Department of Planning and Zoning
Planning Division
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035-5509
Phone 703-324-1380
Fax 703-324-3056
www.fairfaxcounty.gov/dpz/



Access: A single point of access is proposed for the kiss-and-ride facility from Spring Hill Road near its intersection with Route 7.

Operations: Hours of operation will be 5:00 am to midnight on weekdays and 7:00 am to 3:00 am weekends, subject to change by WMATA.

Service Area: Tysons Corner Urban Center and areas immediately surrounding this location.

Alternative Sites Considered: A single alternative location was considered approximately 500 feet east of this site on Tyco Road. However, that location was considered too remote to fully serve this rail station. It should also be noted that the proposed location will eventually be integrated into the future mixed use development planned for this location.

STAFF PLANNING ANALYSIS

Subject property is in the Tysons West portion of the Tysons Corner Urban Center. The proposed rail lines and associated facilities, such as the kiss-and-ride lot, are considered integral to the transit-oriented development concept upon which the Tysons Corner Urban Center is based. 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:

Fairfax County Comprehensive Plan, Area II, 2011 Edition; Tysons Corner Urban Center, as amended through June 22, 2010; Areawide Recommendations, **TRANSPORTATION**, page 41:

“The extension of Metrorail into the Dulles Corridor, with four stations located within Tysons, will offer mobility and accessibility from many portions of the region to Tysons. More importantly, Metrorail will provide a necessary alternative to the automobile in order for Tysons to retain its economic viability and achieve its full potential. The Metrorail service will also provide greater opportunities for people to reside in Tysons and use transit for much of their daily travel. Map 5 shows the locations of the four Tysons Metrorail Stations.

Metrorail service is anticipated to operate seven days a week from early morning until late at night. During rush periods, trains will provide frequent and reliable service to commuters and the Tysons workforce. During the midday, nights, and weekends, off-peak service will be provided. Metrorail stations in Tysons will also serve as transportation hubs allowing for convenient intermodal transfers, the provision of bicycle storage and rental facilities, and short term rental car spaces.”

Fairfax County Comprehensive Plan, Area II, 2011 Edition; Tysons Corner Urban Center, as amended through June 22, 2010; District Recommendations, **TYSONS WEST**, page 120:

“Tysons West is a gateway to Tysons from Route 7 and the Dulles Airport Access Road and Toll Road. This area of industrial uses, car dealerships and offices is envisioned to transform into a new transit-oriented, mixed use destination with special emphasis as an arts and entertainment center.

To become this vibrant urban destination, Tysons West will need a diversity in land use, including office, residential, hotel and retail uses, as well as a concentration of arts and entertainment uses of the type often found in more established downtown areas. Taking advantage of the Metro station, the majority of land uses closest to the station are designated for employment uses.

Retail uses should include restaurants and cafes, art galleries, small theaters, specialty and general retail that form the basis of an arts and entertainment center and stay open after the workday ends. Streets immediately adjacent to the Tysons West transit station are envisioned as retail streets, drawing people off Metrorail and into new residential neighborhoods. Residential buildings should front on tree-lined streets and be designed with inviting street level facades. A series of urban park spaces linked by the area's urban street grid will provide attractive places for walking and places for informal neighborhood gatherings. Live/work and loft housing should integrate with or be in close proximity to arts and entertainment uses.

Along Route 7, a transformed streetscape will create a wide tree-lined boulevard with inviting street level facades below high-rise buildings. This redesign should result in a calming of traffic through the area while maintaining the roadway capacity of Route 7.

Moving out from the station, planned intensities will provide transitions in scale, mass and height to the surrounding areas, such as on the west to the Old Courthouse Spring Branch Stream Valley Park and on the east to planned and existing residential areas in the North Central District.”

POLICY PLAN:

Fairfax County Comprehensive Plan, Policy Plan, 2011 Edition; Public Facilities, as amended through March 9, 2009; **TRANSPORTATION**, 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 and commuter collection points. . . .

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, 2011 Edition; **Public Facilities**, as amended through 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. Siting facilities in areas of different land uses is acceptable and at times required, to provide centrally located public facilities which are critical to the public interest as long as the integrity of the Comprehensive Plan is not impinged. . . .

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, 2011 Edition; **ENVIRONMENT**, as amended through July 27, 2010; 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. Consistent with other Land Use and Transportation objectives, support and encourage the following during the reviews of development proposals, particularly for proposals in mixed use centers:

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

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 as generally depicted in Figure 5 of the *Chesapeake Bay Supplement* to the Comprehensive Plan, as may be amended 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 13: Design and construct buildings and associated landscapes to use energy and water resources efficiently and to minimize short- and long-term negative impacts on the environment and building occupants.

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 2 and 3* for detailed comments.

Department of Planning and Zoning

- Findings – Zoning Administration Division / Ordinance Administration Branch
 - Approval of a Category 1 Special Exception is required and included with this application.
- Findings – Planning Division / Environment and Development Review Branch
 - No significant environmental impacts
- Findings – Planning Division/Historic Preservation
 - The applicant shall confirm that compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, was completed.
 - Ensure that the Cultural Resource and Protection Section of the Fairfax County Park Authority provide comment on this application.

Department of Public Works and Environmental Services

Attachment 4

- Findings – Land Development Services / Environmental & Site Review Division
 - The SEA and 2232 plan did not provide adequate information regarding stormwater management and the downstream drainage system to permit a complete review of the proposed work. Additional information was anticipated with the revised submission.

Fairfax County Park Authority (FCPA)

Attachment 5

- Findings – Planning & Development Division / Park Planning Branch
 - Application bears no adverse impact on FCPA land or resources.

Fairfax County Fire and Rescue Department

Attachment 6

- Findings – Strategic Planning
 - The proposed kiss-and-ride does not adversely affect the Fire and Rescue Department.

Fairfax County Water Authority(Fairfax Water)

Attachment 7

- Findings – Planning & Engineering Division
 - The property can be served by Fairfax Water.
 - Adequate domestic water service and fire protection is available at the site from an existing 8-inch diameter water main located on the property.
 - The developer will be required to submit a site plan for this project for review and approval from Fairfax Water to ensure that all existing and proposed water mains and appurtenances conform to our design standards and policies.
 - Please note that Fairfax Water has an existing 24-inch water main in Route 7 and the submitted plan is unclear whether the proposed bus bays will be in conflict with this main. It is recommended that the 24-inch water main be field-located as early as practical to avoid a potential conflict and minimize project delays.

Fairfax County Department of Transportation

Attachment 8

- Findings – Site Analysis Section
 - The proposed right-in/right-out only access to Spring Hill Road is substandard and will require a VDOT design exception to be approved. It is understood that this access is temporary pending relocation of the facility or redevelopment of the adjoining property.

- A future pavement connection appears to be depicted on the plat but is not extended to the property line of parcel 57H. If an interparcel access easement is necessary, it should be provided.

CONFORMANCE WITH THE COMPREHENSIVE PLAN

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 facility, as amended, are substantially in accord with the adopted Comprehensive Plan:

Location

The location of the proposed kiss-and-ride facility is consistent with the recommendations for the proposed Metro rail facility at this location. The location of the rail station for this area of the Tysons Corner Urban Center was approved as part of a larger consideration for all of the rail stations within the urban center. At that time it was noted that a kiss-and-ride lot was planned for the Tysons West Station, but that the location of that facility was not fully determined at that time and would be subject to a separate 2232 application. The proposed kiss-and-ride is now located immediately adjacent to the station and landing area for the east side of the Tysons West Station. The kiss-and-ride lot will be provided as a surface lot until such time as the surrounding Spring Hill Station mixed use development proceeds on this land area. At that time the kiss-and-ride will be incorporated into the ground floor area of a future building to be located at this site. Staff believes that the proposed facility is consistent with the recommendations of the Comprehensive Plan.

Character

The location of the station was previously approved based on staff's evaluation of the proposed rail stations. A kiss-and-ride lot was always envisioned as part of the Tysons West Station rail facility. This application formalizes that location in a manner consistent with the vision and character for the Tysons Corner Urban Center.

Extent

The proposed kiss-and-ride lot will become an integral part of the Tysons West Station rail facility. It is located in an area which is comprised almost entirely of impervious surface area. Locating the kiss-and-ride lot immediately adjacent to the station landing, as opposed to 500 feet away for the station, will provide a more logically integrated design consistent with the concepts for transit oriented development which are the foundation of development and redevelopment within the Tysons Corner Urban Center. Therefore, in staff's opinion, the extent of the proposed facility conforms with the Comprehensive Plan.

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 the entry pavilion and kiss-and-ride lot associated with the construction of the Tysons West Station satisfies the criteria of location, character and extent as specified in Va. Code Sec. 15.2-2232. Staff therefore recommends that

Barbara Berlin
2232-P11-11 (concurrent with SEA 2008-MD-034)
Page 7 of 7

the Planning Commission find the subject Application 2232-P11-11, substantially in accord with provisions of the adopted Comprehensive Plan.

PGN/JRB
Attachments **(8)**

COUNTY OF FAIRFAX, VIRGINIA

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

Application Number: 2232-P11-11
(assigned by staff)

The application contains 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.

(Please Type or Print All Requested Information)

PART I: APPLICATION SUMMARY

ADDRESS OF PROPOSED USE

Street Address See Property Table

City/Town _____ Zip Code _____

APPLICANT(S) Metropolitan Washington Airports Authority in coordination with the Virginia Department of Rail and Public Transportation on behalf of Washington Metropolitan Area Transit Authority

Name of Applicant _____

Street Address 1593 Springhill Road, Ste 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, Ste 1800

City/Town McLean State VA Zip Code 22102

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

PROPOSED USE

Street Address See property table

Fairfax Co. Tax Map and Parcel Number(s) 29-3((1))53, pt; 53A,pt; 57H, pt; 57J

Brief Description of Proposed Use _____

change to previously approved 2232 to allow a different location for the north entry pavilion and to allow a kiss-n-ride lot associated with the Tysons West Metro Station

Total Area of Subject Parcel(s) 3.23 acres (acres or square feet)

Portion of Site Occupied by Proposed Use all (acres or square feet)

Fairfax County Supervisor District Providence and Hunter Mill

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)
Mixed use - office, residential, retail, hotel

Zoning of Subject Property C-7, I-5, SC, HC

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

Previously approved SE 2008-MD-034 and 2232-MD08-013

PROPERTY OWNER(S) OF RECORD

Owner see property table

Street Address _____

City/Town _____ State _____ Zip Code _____

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 5/9/11

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**

FOR STAFF USE ONLY

Date application received: / /

By: _____

Additional information requested to complete application:

Date application accepted: / /

By: _____

**PROPERTY IDENTIFICATION TABLE FOR DULLES CORRIDOR METRORAIL PROJECT
TYSONS WEST STATION KISS & RIDE LOT**

TAX MAP NUMBER	PROPOSED USE	MAGISTERIAL DISTRICT	PLANNED USE	ZONING	PROPERTY OWNER	PROPERTY LOCATION	OWNER ADDRESS
29-3 ((1)) 57H pt, and 57J	Kiss & Ride Lot Access Roadway	Providence	Metrorail Facility	I-5	Andrew M. Cherner Abbey S. Cherner Jonathan K. Cherner Randee L. Cherner	Spring Hill Road	8550 Leesburg Pike Vienna, VA 22182
29-3 ((1)) 53 pt and 53A	Kiss & Ride Lot	Providence	Metrorail Facility	C-7	Cherner Family LLC	Spring Hill Road	PO Box 9400 McLean, VA 22102
29-3	Kiss & Ride Lot	Providence	Metrorail Facility		Board of Supervisors, Fairfax County	Spring Hill Road	
29-3	Pavilion	Hunter Mill	Metrorail Facility		Board of Supervisors, Fairfax County	ROW south of Rt. 7	

**Dulles Corridor Metrorail Project
Section 15.2-2232 Application
Tysons West Kiss & Ride Lot and Change in Pavilion Orientation**

STATEMENT OF JUSTIFICATION

May 6, 2011

INTRODUCTION AND OVERVIEW

On February 18, 2009, the Planning Commission approved 2232-MD08-013, determining that the location, character and extent of the proposed Tysons West Transit was substantially in accord with the Comprehensive Plan. This was due to the fact that at that time, the kiss & ride lot, which was a feature of the Amended Record of Decision issued by the Federal Transit Administration in November of 2006, was not included in the application. At the time, additional alternatives were being studied, including the opportunity to integrate the kiss & ride lot into the proposed mixed use development in the northwest quadrant of Rt. 7 and Spring Hill Road.

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 kiss & ride lot located north of the proposed Tysons West Station as shown on the plat included with this application. Additionally, a modification to 2232-MD08-013 is requested to allow a reorientation of the north entry pavilion. A rezoning application, RZ 2010-PR-014, has been filed by Georgelas Group LLC requesting to rezone that portion of the subject property located on the north side of Rt. 7 to the PTC District. The Concept Development Plan associated with RZ 2010-PR-014 shows a mixed use development, specifically office building(s), in the area of the north entry pavilion. This change to the original 2232 approval relative to the north entry pavilion is necessary, in part, in order to integrate the north entry pavilion into the development proposed in the rezoning application

This application is concurrent with a special exception amendment application to add the kiss & ride lot, change the north pavilion orientation and add land area.

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").

Since the approval of 2232-MD08-013, the Tysons Corner Urban Center Area-wide and District Recommendations in the Comprehensive Plan have been amended. The station and its ancillary uses are now located within the Tysons Corner Urban Center, Tysons West District. The Comprehensive Plan Amendment for Tysons, and specifically, the Tysons West District now contains language which accounts for development opportunities associated with the presence of rail. A rail station symbol is indicated at this area along Route 7 on the Comprehensive Plan map. Both the South and North Sub-districts contain options for mixed use Transit Oriented Development.

SECTION 15.2-2232 APPLICATION FOR THE TYSONS WEST KISS & RIDE LOT and CHANGE IN THE NORTH PAVILION ORIENTATION

1. Description of the Use

The proposed kiss & ride lot will serve the fourth transit station stop available to Metrorail passengers traveling west out of the East Falls Church Station, the Tysons West Station and the first station in the Tysons area for those traveling east on the system. The lot will contain 34 parking spaces and 4 taxi-cab spaces. Vehicular access to the lot will be from Spring Hill Road. Pedestrian access will be from Spring Hill Road and from the station itself via pedestrian bridges as well as from area internal to the proposed mixed use development. Included with this application is a copy of the Special Exception plat and reference drawings. The information below is reprinted from the concurrently filed special exception application:

- Hours of Operation: In accordance with Metro schedules, currently 5:00 am to midnight on weekdays, 7:00am to 3:00am on weekends, subject to change by WMATA.
- 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: The primary mode of access for this station is pedestrian, not automobile. Four bus bays will be provided on the north side of Route 7. The traffic impacts of the kiss & ride Lot were analyzed for the FEIS and

Section 15.2-2232 Application, Tysons West
STATEMENT OF JUSTIFICATION
May 6, 2011

it was determined that the lot will generate 90 peak hour trips. In conjunction with the Tysons West Station, itself, improvements to Spring Hill Road and Rt. 7 are planned.

- Vicinity of area to be served: Tysons Corner and Northern Virginia
- Description of building and façade: The station and south pavilion architecture has not changed from the original approval. 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 in length of the track platform, 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 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 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

The Tysons West station and all of its ancillary uses except the kiss & ride lot received 2232 approval in 2007. The reorientation of the north entry pavilion, as previously stated, is necessary in order that the pavilion may be integrated into the proposed mixed use development. The proposed location is the best alternative for the pavilion given the Concept Development Plan proposed with the rezoning application. Additionally, locating the kiss & ride lot adjacent to the pavilion is logical and efficient.

Traffic Impacts

The overall 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 regarding the Tysons West station, the entrance drive to the kiss &

Section 15.2-2232 Application, Tysons West
STATEMENT OF JUSTIFICATION
May 6, 2011

ride lot will be a right-in, right-out turning movement to reduce conflicts at the Rt. 7/Spring Hill Road intersection.

Noise Impacts

The study of the noise impacts at the Tysons West station was documented when the original 2232 for the station was reviewed and approved in 2007. No adverse noise impacts are anticipated from the kiss & ride lot itself. The general noise information is restated below.

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

No streams or wetlands are impacted by the location of the kiss 7 ride lot and the area is not within a floodplain. The lot will be located on an existing paved area.

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 water 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 pavilion and the kiss & ride lot will be visually and structurally integrated into the proposed mixed use development.

4. Alternative Sites Considered for the Proposal

A location farther to the north approximately 500 feet up Spring Hill Road was considered for the kiss & ride lot. It's remote location presented problems with access to the station and there were issues with accessing the location itself as a rather long entrance road would have been required off of Tyco Road. The opportunity to provide a lot integrated with the proposed mixed use development creates a much better scenario for future riders of the system.

CONCLUSION

The proposed shift in the orientation of the north entry pavilion and the provision of a kiss & ride lot at the Tysons West Station are consistent with the amended Tysons Corner Urban Center Area-wide and District Recommendations in the Comprehensive Plan. 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 locations of the pavilion and kiss & ride lot, as ancillary uses to the Tysons West Station, are consistent with that shown on the Transportation Plan map. These uses, together with the station will further the Policy Plan goal of increasing public transportation use for commuters to Tysons Corner.

Character: The proposed pavilion will certainly be compatible with the high-density urban character of the area in that it has been specifically designed to be integrated into the proposed mixed use development. The kiss & ride lot, also, is compatible with the proposed surrounding development.

Extent: The Planning Commission approved the systemwide 2232 application, which was an endorsement of the Rail through the Dulles Corridor concept and a 2232 application for the Tysons West Station itself. These ancillary uses to the station are an integral part of the station operation.

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

MEMORANDUM
Fairfax County Department of Planning and Zoning
Planning Division, Suite 730
12055 Government Center Parkway, Fairfax, Virginia 22035-5505

ATTACHMENT 2

TO: Distribution Below

FROM: John A. Bell, Planner III
 Facilities Planning Branch, Planning Division, DPZ

SUBJECT: 2232 Review Application
 Application 2232-P11-11 TAX MAP: 29-3(1) 2C1pt, 53pt, 53A
57Kpt, 57J

FAIRFAX COUNTY RECEIVED
 DATE: JUL 25, 2011
 JUL 26 2011
2011-863
 DIVISION OF ZONING ADMINISTRATION

Attached for your Review and Comment is a 2232 Review Application submitted by

Metropolitan Washington Airports Authority (MWAA) requesting that the Fairfax County Planning Commission make a determination, pursuant to Va. Code Section 15.2-2232, whether this proposal to construct a Kiss-and-Ride lot associated with Tysons West Metro rail station at Leesburg Pike (Route 7) and Spring Hill Road (Route 684)

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 (john.bell@fairfaxcounty.gov) your comments to (tel. 703-324-~~1249~~), Planning Division, DPZ by 1278

August 16, 2011

Distribution:

- | | |
|--|--|
| <p>DPWES /</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> LDS - Environmental & Site Review Div. <input type="checkbox"/> LDS - Urban Forestry <input type="checkbox"/> SWM - Stormwater Planning Div. <input type="checkbox"/> WM - Wastewater Plan. & Monitoring Div. <p>DPZ /</p> <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Planning Div. - Env. & Dev. Review <input checked="" type="checkbox"/> Planning Div. - Historic Preservation <input checked="" type="checkbox"/> Zoning Administration Div. - Ord. Admin. <input type="checkbox"/> Zoning Evaluation Div. - RZ & SE Eval. <p><input checked="" type="checkbox"/> FCPA / Planning & Development Div.</p> | <ul style="list-style-type: none"> <input checked="" type="checkbox"/> FW / Planning & Engineering Div. <p>FCPS /</p> <ul style="list-style-type: none"> <input type="checkbox"/> Property Management. <input type="checkbox"/> Facilities Planning <p><input checked="" type="checkbox"/> FCDOT / Transportation Planning Div.</p> <p><input checked="" type="checkbox"/> Fire & Rescue / Strategic Planning</p> <p><input checked="" type="checkbox"/> VDOT / District Land Development Mgr.</p> |
|--|--|

ZAD (for proposed telecommunications facilities): ~~Permitted in accordance with, and subject to~~

The property is zoned C-7 and I-5 District and is subject to Special Exception SE 2008-MD-034 for an electrically powered regional rail transit facility (Tysons West Metro Rail Station). SEA 2008-MD-034 is currently pending for the proposed kiss-and-ride facility. Both the 2232 application and the special exception application are currently scheduled for a Planning Commission public hearing on 10/13/2011. The property is also subject to a pending rezoning to the PTC District (RZ 2010-PR-014-C-02)

Lorrie Kirst 7-26-11



County of Fairfax, Virginia

MEMORANDUM

DATE: 17 August 2011

TO: John Bell, Planner III

FROM: Linda Cornish Blank, Historic Preservation Planner *LCB*

SUBJECT: **2232—P11-11;** Construct a Kiss-and-Ride lot associated with Tysons West Metro Rail Transit Facility; Tax map 29-3 ((1)) 2C1 pt., 53 pt., 53A, 57H pt., and 57J.

Finding: The subject parcels are not included within the boundaries of a Fairfax County Historic Overlay District, are not listed in 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 which are the subject of this application that are within the boundaries of a Fairfax County Historic Overlay District, listed in the Fairfax County Inventory of Historic Sites or the National Register of Historic Places that would be negatively impacted by the construction of the Kiss-and-Ride lot associated with the rail transit facility.

There is one property in the immediate vicinity of the parcels, which are the subject of this application, that is documented in the historic structures survey file. The property is the Tysons Corner Microwave Tower, tax map 29-3 ((1)) 69; the property is potentially eligible for listing in the Fairfax County Inventory of Historic Sites. This property would not be negatively impacted by the construction of the Kiss-and-Ride lot associated with the rail transit facility

Recommendation:

1. The applicant confirm that information has been supplied with the previous 2232 applications for the metro rail transit facility 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 provide comment on this application.



County of Fairfax, Virginia

MEMORANDUM

DATE: July 25, 2011

TO: Tracy Strunk, Staff Coordinator
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Elfatih Salim, Senior Engineer III
Stormwater and Geotechnical Section
Environmental and Site Review Division
Department of Public Works and Environmental Services

SUBJECT: Special Exception Amendment Application #SEA 2008-MD-034; WMATA Tyson West Station; Special Exception Amendment Plat and 2232 Plan sated June 20, 2011; Difficult Run Watershed; LDS Project #000826-ZONA-002-1; Tax Map #029-3-01-00-0002-C1 (part), 0053 (part), 0053-A, 0057-H (part), 0057-J; Providence and Hunter Mill districts

We have reviewed the subject application and offer the following stormwater management comments.

Chesapeake Bay Preservation Ordinance (CBPO)

There is no Resource Protection Area (RPA) on the site.

Floodplain

There are no regulated floodplains on the site.

Downstream Drainage Complaints

There are no unresolved downstream drainage complaints on file.

Stormwater Quantity and Quality Control

Note #13 on Sheet #4 states that stormwater detention and water quality control has been designed systemwide including this site and will be reviewed by Virginia Department of Conservation and Recreation.





FAIRFAX COUNTY PARK AUTHORITY



M E M O R A N D U M

TO: Barbara Berlin, AICP, Director
Zoning Evaluation Division
Department of Planning and Zoning

FROM: Sandy Stallman, AICP, Manager
Park Planning Branch, PDD

ADD for SS

DATE: August 4, 2011

SUBJECT: 2322-P11-11, MWAA- Tysons West Kiss & Ride
Tax Map Number(s): 29-3((10) 2C1pt, 53pt, 53A, 57Hpt, 57J

The Park Authority staff has reviewed the above referenced plan. Based on that review, staff has determined that this application bears no adverse impact on the land or resources of the Park Authority.

FCPA Reviewer: Dereth Bush
DPZ Coordinator: John Bell

Copy: Cindy Walsh, Director, Resource Management Division
Chron Binder
File Copy

Bell, John

From: Stone, Laurie A.
Sent: Monday, August 01, 2011 3:07 PM
To: Bell, John
Subject: 2232 Review Application 2232-P11-11

John,

The application 2232-P11-11 (the MWAA Kiss-and-Ride lot associated with the Tysons West Metro station) does not adversely affect the Fire and Rescue Department.

Laurie Stone
Strategic Planner
Fairfax County Fire and Rescue Department
1100 Chain Bridge Road
Fairfax, VA 22030
Phone: 703-246-3889 Fax: 703-273-1049



ATTACHMENT 7

FAIRFAX COUNTY WATER AUTHORITY
8560 Arlington Boulevard, Fairfax, Virginia 22031
www.fairfaxwater.org

August 11, 2011

PLANNING & ENGINEERING
DIVISION

Jamie Bain Hedges, P.E.
Director
(703) 289-6325
Fax (703) 289-6382

Mr. John R. Bell
Facilities Planning Branch
Fairfax County Department of Planning & Zoning
12055 Government Center Parkway, Suite 730
Fairfax, Virginia 22035

Re: Application No. 2232 P11-11
29-3 ((1)) 53A, pt.; 57H, pt.; 57J

Dear Mr. Bell:

The following information is submitted in response to your request for comments on the above referenced application:

1. The property can be served by Fairfax Water.
2. Adequate domestic water service and fire protection is available at the site from an existing 8-inch diameter water main located on the property. See the enclosed water system map.
3. The developer will be required to submit the site plan for this project for review and approval from Fairfax Water to ensure that all existing and proposed water mains and appurtenances conform to our design standards and policies.
4. Please note that Fairfax Water has an existing 24-inch water main in Route 7 and the submitted plan is unclear whether the proposed bus bays will be in conflict with this main. It is recommended that the 24-inch water main be field-located as early as practical to avoid a potential conflict and minimize project delays.

If you have any questions regarding this information please contact Dave Guerra at (703) 289-6343.

Sincerely,

A handwritten signature in cursive script that reads "Traci K. Goldberg".

Traci K. Goldberg, P.E.
Manager, Planning

Enclosure

cc: Lori Greenlief, McGuireWoods



County of Fairfax, Virginia

MEMORANDUM

DATE: August 16, 2011

TO: Chris Caperton, Chief
Facilities Planning Branch, DPZ

FROM: Leonard Wolfenstein, Chief *L.W.*
Transportation Planning Section
Department of Transportation

FILE: 10-5

SUBJECT: Application for 15.2-2232 determination – 2232-P11-11 MWA construction of a kiss-and-ride lot, associated with the Tysons West Metrorail Station, located at the northwest intersection of Leesburg Pike (Rt.7) and Spring Hill Road.

The Fairfax County Department of Transportation (FCDOT) has reviewed the above 2232 application and has the following comments:

- FCDOT Staff is aware that the proposed site is included in a rezoning application that proposes to redevelop the site, as well as the surrounding parcels, and will include a new kiss-and-ride facility, of similar size, to replace the one proposed in this application. When redevelopment occurs, the site should be designed to take advantage of an expanded grid network to provide better access to the kiss-and-ride facility. Access to/from a new street connecting Spring Hill Road to Tyco Road directly to the kiss-and-ride facility is preferable.
- The proposed right-in/right-out only access onto Spring Hill Road is substandard and will require a VDOT design exception to be approved. It appears that vehicles needing to enter the site from Rt.7 will be required to turn eastbound on Tyco Road and circle around the site to Spring Hill Road or turn eastbound on Spring Hill Road and make a u-turn on Spring Hill Road to make a right-turn into the site. This type of movement will prove problematic and is undesirable. A circulation plan, including directional signage, should be provided to indicate how vehicles will access the site from Rt.7.
- Parcels 57H, 53 and 54A all have the potential to provide interim commuter parking to serve the Tysons West/Tysons-Spring Hill Road Metrorail Station. The site design needs to ensure connectivity to these parcels so that future interim access is available between the kiss-and-ride lot and these parcels should these parcels become available for interim commuter parking.

August 16, 2011

Page 2 of 2

- The site plans provided with this application indicate, with a straight directional arrow, that vehicles heading northbound on Leesburg Pike (Rt.7) will not be able to make a left-turn onto Spring Hill Road, on the southwest side of Leesburg Pike (Rt.7). This indication is believed to be inaccurate and should be corrected to show, using a left-turn arrow, that this movement is possible.
- The Fairfax County Countywide Trails Plan shows a major paved trail along the Leesburg Pike (Rt.7) frontage of the site. The site plan provided appears to provide adequate right-of-way to allow for this planned facility.
- No Fairfax Connector or Metrobus routes will be affected by the proposed kiss-and-ride lot location; therefore, there should be no effect on existing transit service.

There appears to be no other significant traffic impacts resulting from the proposed use for the site. If you have any questions please feel free to contact Kris Morley-Nikfar (tel. 703-877-5672) Kris.Morley-Nikfar@fairfaxcounty.gov.

Cc: John Bell, DPZ
Angela Rodeheaver, FCDOT
Karyn Moreland, FCDOT
Charlie Strunk, FCDOT
Kris Morley-Nikfar, FCDOT
Jaak Pedak, FCDOT
Randy White, FCDOT
Chris Wells, FCDOT

9-006 General Standards

In addition to the specific standards set forth hereinafter with regard to particular special exception uses, all such uses shall satisfy the following general standards:

1. The proposed use at the specified location shall be in harmony with the adopted comprehensive plan.
2. The proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.
3. The proposed use shall be such that it will be harmonious with and will not adversely affect the use or development of neighboring properties in accordance with the applicable zoning district regulations and the adopted comprehensive plan. The location, size and height of buildings, structures, walls and fences, and the nature and extent of screening, buffering and landscaping shall be such that the use will not hinder or discourage the appropriate development and use of adjacent or nearby land and/or buildings or impair the value thereof.
4. The proposed use shall be such that pedestrian and vehicular traffic associated with such use will not be hazardous or conflict with the existing and anticipated traffic in the neighborhood.
5. In addition to the standards which may be set forth in this Article for a particular category or use, the Board shall require landscaping and screening in accordance with the provisions of Article 13.
6. Open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.
7. Adequate utility, drainage, parking, loading and other necessary facilities to serve the proposed use shall be provided. Parking and loading requirements shall be in accordance with the provisions of Article 11.
8. Signs shall be regulated by the provisions of Article 12; however, the Board may impose more strict requirements for a given use than those set forth in this Ordinance.

FAIRFAX COUNTY ZONING ORDINANCE

9-404 Standards for all Category 4 Uses

In addition to the general standards set forth in Sect. 006 above, all Category 4 special exception uses shall satisfy the following standards:

1. Except for electrically-powered regional rail transit facilities, as further qualified in Sect. 405 below, all buildings and structures shall comply with the bulk regulations of the zoning district in which located.
2. Any rooftop surface or touchdown pad which will be utilized as an elevated helistop shall be designed and erected in a manner sufficient to withstand the anticipated additional stress.
3. Except in the I-6 District, all maintenance, repair and mechanical work, except that of an emergency nature, shall be performed in enclosed buildings.
4. All facilities shall be so located and so designed that the operation thereof will not seriously affect adjacent residential areas, particularly with respect to noise levels.
5. Except for elevated helistops, no area used by aircraft under its own power shall be located within a distance of 200 feet from any lot line. Elevated helistops shall be located in accordance with the bulk regulations of the zoning district in which located.
6. All areas used by aircraft under its own power shall be provided with an all-weather, dustless surface.
7. Except for elevated helistops, all areas used by aircraft under its own power shall be surrounded by a chain link fence, not less than six (6) feet in height, with suitable gates to effectively control access to such areas. Access to the landing area of an elevated helistop shall be through limited access points.
8. Before establishment, all uses, including modifications or alterations to existing uses, except regional non-rail transit facilities and electrically-powered regional rail transit facilities operated by WMATA, shall be subject to the provisions of Article 17, Site Plans. Regional non-rail transit facilities and 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.

9-405 Additional Standards for Electrically-Powered Regional Rail Transit Facilities

1. Electrically-powered regional rail transit facilities shall not have to comply with the minimum lot size requirements of the district in which located.
2. Notwithstanding Par. 1 of Sect. 404 above, parking structures associated with electrically-powered regional rail transit facilities shall comply with the bulk regulations of the zoning district in which located.

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 a 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 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 staggered 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	PDH	Planned Development Housing
ADU	Affordable Dwelling Unit	PFM	Public Facilities Manual
ARB	Architectural Review Board	PRC	Planned Residential Community
BMP	Best Management Practices	RC	Residential-Conservation
BOS	Board of Supervisors	RE	Residential Estate
BZA	Board of Zoning Appeals	RMA	Resource Management Area
COG	Council of Governments	RPA	Resource Protection Area
CBC	Community Business Center	RUP	Residential Use Permit
CDP	Conceptual Development Plan	RZ	Rezoning
CRD	Commercial Revitalization District	SE	Special Exception
DOT	Department of Transportation	SEA	Special Exception Amendment
DP	Development Plan	SP	Special Permit
DPWES	Department of Public Works and Environmental Services	TDM	Transportation Demand Management
DPZ	Department of Planning and Zoning	TMA	Transportation Management Association
DU/AC	Dwelling Units Per Acre	TSA	Transit Station Area
EQC	Environmental Quality Corridor	TSM	Transportation System Management
FAR	Floor Area Ratio	UP & DD	Utilities Planning and Design Division, DPWES
FDP	Final Development Plan	VC	Variance
GDP	Generalized Development Plan	VDOT	Virginia Dept. of Transportation
GFA	Gross Floor Area	VPD	Vehicles Per Day
HC	Highway Corridor Overlay District	VPH	Vehicles per Hour
HCD	Housing and Community Development	WMATA	Washington Metropolitan Area Transit Authority
LOS	Level of Service	WS	Water Supply Protection Overlay District
Non-RUP	Non-Residential Use Permit	ZAD	Zoning Administration Division, DPZ
OSDS	Office of Site Development Services, DPWES	ZED	Zoning Evaluation Division, DPZ
PCA	Proffered Condition Amendment	ZPRB	Zoning Permit Review Branch
PD	Planning Division		
PDC	Planned Development Commercial		