



**APPLICATION ACCEPTED:** December 21, 2011  
**APPLICATION AMENDED:** February 21, 2012  
**PLANNING COMMISSION:** April 18, 2012  
**BOARD OF SUPERVISORS:** May 1, 2012  
@ 3:30 P.M.

## County of Fairfax, Virginia

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**April 12, 2012**

### **STAFF REPORT**

**APPLICATION SEA 91-L-053-06**  
**Concurrent with 2232-L11-21**

### **LEE DISTRICT**

**APPLICANT:** Washington Metropolitan Area Transit Authority (WMATA)

**ZONING:** I-4 (Medium Intensity Industrial)

**PARCEL:** 90-2 ((1)) 60 and 61B

**ACREAGE:** 54.38 acres

**FAR:** 0.035 FAR

**OPEN SPACE:** 68%

**PLAN MAP:** Public Facilities

**SE CATEGORY:** Category 4, Use 6 (Electrically-Powered Regional Rail Transit Facilities)  
Category 6, Use 2 (Uses in the Floodplain)

**PROPOSAL:** To amend the previously approved special exceptions for uses in the floodplain and a regional rail transit facility to permit the addition of a police substation and training facility.

William Mayland, AICP

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**Department of Planning and Zoning**  
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FAX 703 324-3924  
[www.fairfaxcounty.gov/dpz/](http://www.fairfaxcounty.gov/dpz/)



## **STAFF RECOMMENDATIONS:**

Staff recommends that the Planning Commission find that 2232-L11-21 is substantially in accord with the provisions of the adopted Comprehensive Plan and satisfies the criteria of location, character and extent as specified in Virginia Code 15.2-2232, as amended.

Staff recommends approval of SEA 91-L-053-06, subject to the proposed development conditions contained in Appendix 1.

Staff recommends approval of a waiver of Section 17-201 of the Zoning Ordinance and Section 7.0104 of the Public Facilities Manual (PFM) requiring a service drive along Franconia Springfield Parkway.

Staff recommends approval of a modification of the Zoning Ordinance Section 13-303 transitional screening and Section 13-304 barrier requirement along the northern and southern property boundary in favor of the landscaping and barrier shown on the special exception amendment plat, as modified by the development conditions.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions, relieve the applicants/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 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).

O:\Bmayla\SE\sea 91-L-053-06 WMATA\SE 91-L-053-6 WMATA staff report.docx

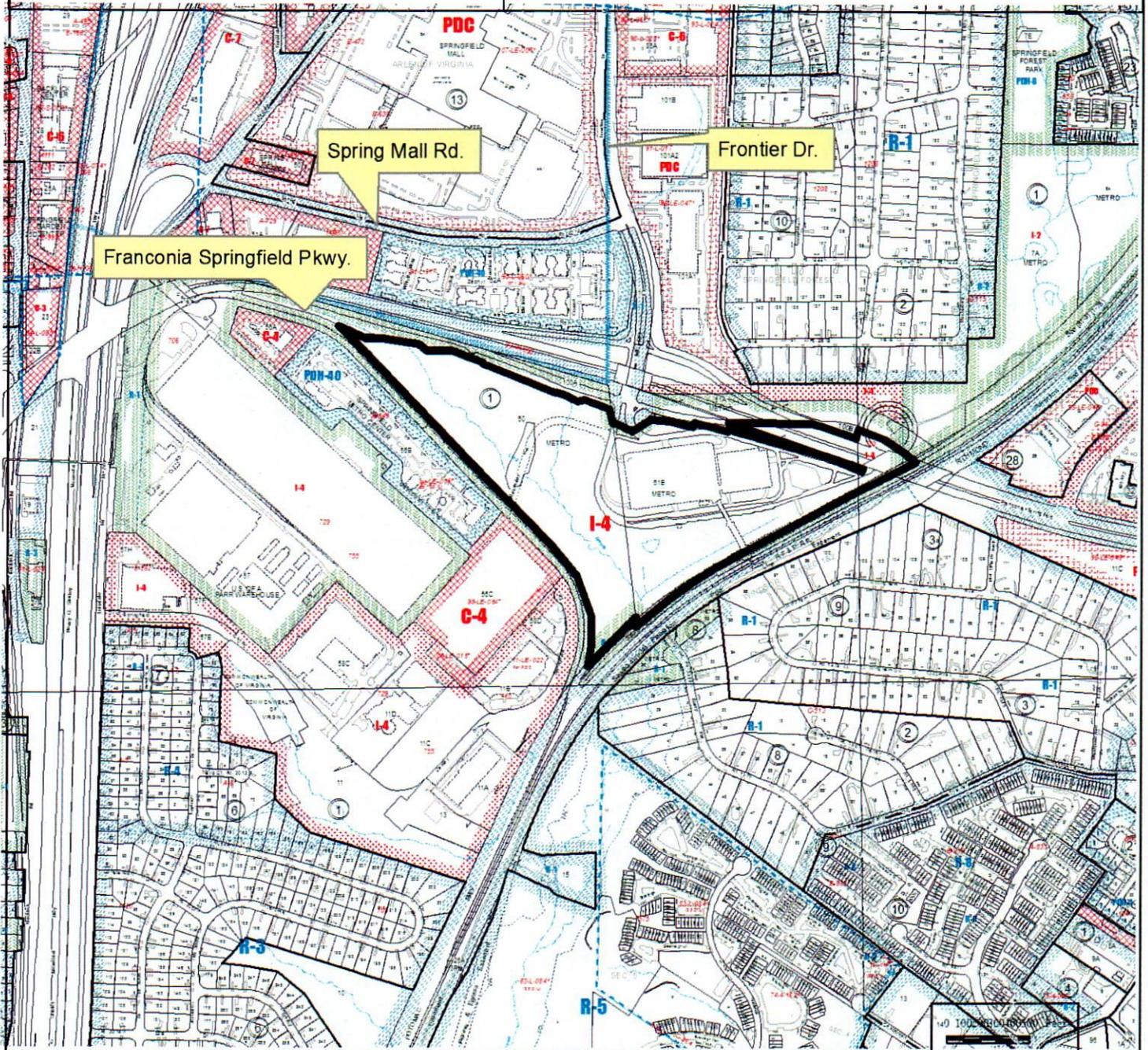


# Special Exception Amendment

SEA 91-L-053-06



**Applicant:** WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)  
**Accepted:** 12/21/2011; AMENDED 2/21/2012  
**Proposed:** AMEND SE 91-L-053 PREVIOUSLY APPROVED FOR A TRANSIT FACILITY LOCATED IN THE FLOODPLAIN TO PERMIT SIDE MODIFICATIONS AND BUILDING ADDITIONS.  
**Area:** 54.38 AC OF LAND; DISTRICT - LEE  
**Zoning Dist Sect:** 02-0904, 05-0404  
**Art 9 Group and Use:** 6-02 4-05  
**Located:** 6770 FRONTIER DRIVE  
**Zoning:** I-4  
**Plan Area:** 4  
**Map Ref Num:** 090-2-/01/ /0060 /01/ /0061B



## DESCRIPTION OF THE APPLICATION

The applicant, Washington Metropolitan Transit Authority (WMATA), requests to amend the previously approved special exceptions for uses in the floodplain and a regional rail transit facility to allow for the addition of a police substation and training facility with an indoor firing range. The special exception is on a 54.38 acre portion of the 151 acre WMATA site that includes the Franconia-Springfield Metro Station and Joseph Alexander Transit Station. The WMATA police substation is proposed as a three story (50 foot tall) 24,252 square foot building. The training facility is proposed as a one story (30 foot tall) 29,953 square foot building. The proposed buildings are located on the western portion of the site with access from Metropolitan Center Drive. The special exception amendment (SEA) application is concurrent with a review of the public facility in accordance with Section 15.2-2232 of the Code of Virginia.

Copies of the proposed development conditions and affidavit are included in Appendices 1 and 2, respectively. A reduced copy of the submitted SEA Plat and the applicant's statement of justification are contained in Appendix 4 as an attachment to the 2232 application.

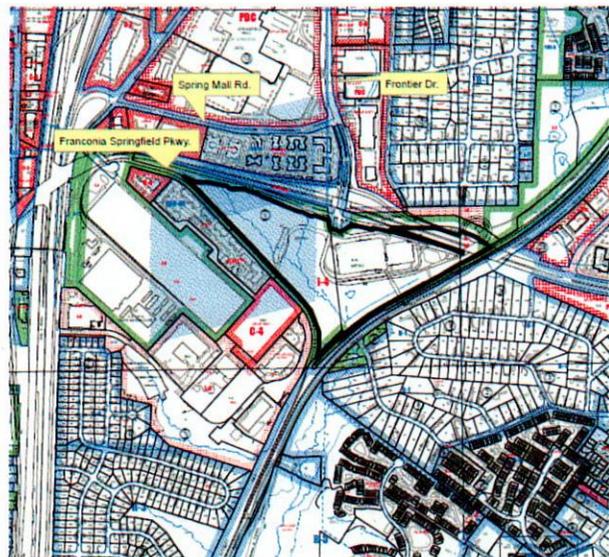
### Waivers and Modifications

The applicant requests a waiver of Section 17-201 of the Zoning Ordinance and Section 7.0104 of the Public Facilities Manual (PFM) requiring a service drive along Franconia Springfield Parkway.

The applicant requests a modification of the barrier and transitional screening requirement along the northern and southern property boundary in favor of the landscaping and barrier shown on the special exception amendment plat.

## LOCATION AND CHARACTER

The 54.38 acre site is located south of the Franconia-Springfield Parkway, west of the Metrorail tracks and north of the Springfield Industrial Park at 6770 Frontier Drive. The site is developed with the Franconia-Springfield Metro station and Joseph Alexander Transit Station. The western portion of the site is the proposed location of the police substation and training facilities. This portion of the site is currently undeveloped with the exception of the Metropolitan Center Drive access road to the metro station and a regional stormwater management pond.



**North:** Springfield Station - Multi-Family (PDH-40) Plan: Residential.  
Springfield Commons Shopping Center (PDC) Plan: Retail/Office with Residential Option.  
Springfield Forest - Single Family Detached (R-1). Plan: Residential.

**South/West:** Existing Warehouse and Vacant Land (C-4 and I-4) Planned and Proposed Office (Springfield Metro Center) (C-4/PDC).  
Springfield Crossing - Multi-Family (PDH-40) Plan: Residential.

**East:** Windsor Estates - Single Family Detached (R-1) across Metrorail tracks.  
Plan: Residential



## BACKGROUND

On April 19, 1984, the Planning Commission approved 456-L84-3 for the Franconia-Springfield segment of the Metrorail system. The Virginia Railway Express (VRE) facility was approved as a feature shown by the Planning Commission on October 2, 1991.

On April 27, 1992, the Board of Supervisors approved SE 91-L-053 for a regional rail transportation center, Metrorail station, track and associated facilities and SE 91-L-054 for fill in the floodplain to facilitate the transportation center on a total of 151.21 acres. The approvals allowed for the establishment of the Franconia-Springfield Metrorail Line and

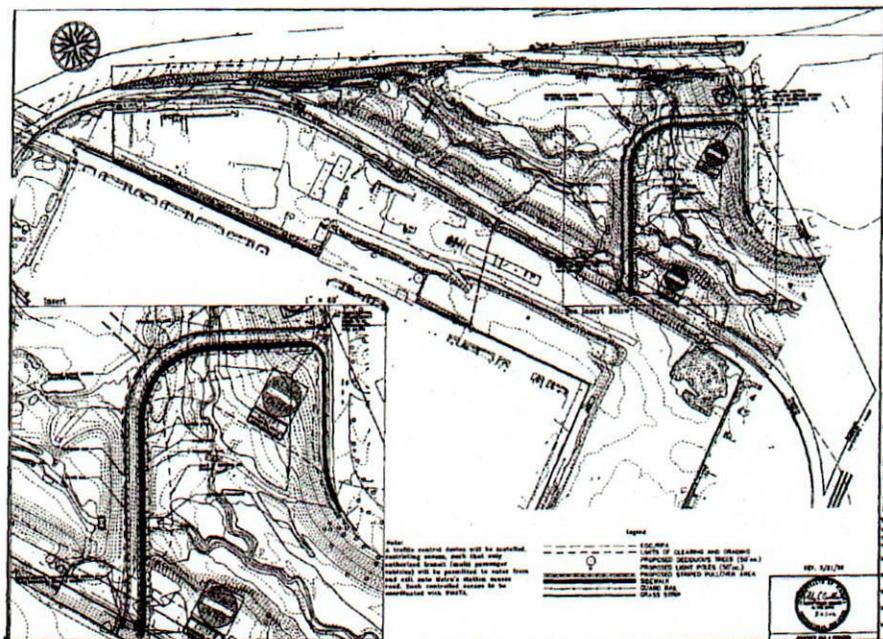
Joseph Alexander Transportation Center. A regional stormwater management pond was proposed and constructed on the western portion of the site; however, no development was proposed in the location of the proposed police substation and training facility. The complete files can be reviewed in the Zoning Evaluation Division of the Department of Planning and Zoning.

On December 6, 1993, the Board of Supervisors approved SEA 91-L-053-1 concurrent with SEA 91-L-054-1 to permit an increase in the height of the parking structure from 58 feet to a maximum of 75 feet in order to add another level. No other changes were proposed with the applications. The approved conditions superseded the previously approved conditions. The complete files can be reviewed in the Zoning Evaluation Division of the Department of Planning and Zoning.

SEA 91-L-053-2 and SEA 91-L-054-2 for the construction of a fence adjacent to the Springfield Forest subdivision was deferred indefinitely by the Planning Commission and subsequently dismissed.

On January 11, 1999, the Board of Supervisors approved SEA 91-L-053-3 for the construction of the Greyhound Bus Lines terminal at the transportation center and no other changes were proposed. The complete files can be reviewed in the Zoning Evaluation Division of the Department of Planning and Zoning.

On April 28, 2008, the Board of Supervisors approved SEA 91-L-053-4 concurrent with SEA 91-L-054-3 to permit the construction of an access road for shuttle buses and other transit vehicles from the Springfield Metro Center project to the Franconia-Springfield Metro Center pursuant to the proffers for RZ 1998-LE-064. These applications were partial SEAs covering the area south of the Franconia-Springfield Parkway and west of the main station complex, where the roadway was constructed. The construction of the Metropolitan Center Drive was the only change proposed with the two special exception amendment applications. This is the roadway that will provide access to the proposed police substation and training facility. This road is not intended to be open to the public for vehicle access the metro station. An excerpt from the special exception plat depicting the roadway is to the right and copies of the development conditions and special exception plats are contained in Appendix 3.



On December 3, 2011, the Board of Supervisors approved SEA 91-L-053-5 for the construction of an additional parking garage to add a retail use to sell fare cards at the transportation center. No new development was proposed in the location of the proposed police substation and training facility. The complete files can be viewed in the Zoning Evaluation Division of the Department of Planning and Zoning.

## **COMPREHENSIVE PLAN PROVISIONS**

In the Fairfax County Comprehensive Plan, 2011 Edition, Area II, Franconia-Springfield and Fort Belvoir North Area, Land Unit N, as amended through February 8, 2011, on page 52, the Plan states:

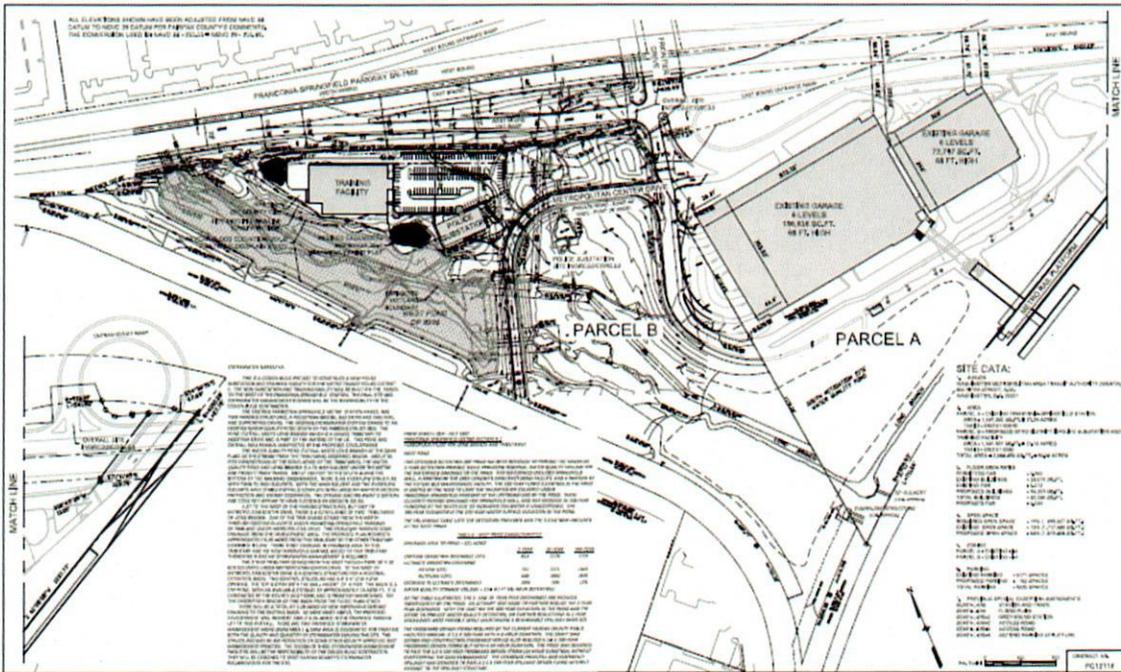
“Land Unit N consists of property owned by the Washington Metropolitan Area Transit Authority (WMATA) and is planned for public facilities. A Transportation Center containing approximately 5,000 parking spaces and bus transfer facilities have been constructed in this land unit along with the Franconia-Springfield Metrorail Station. This entire land unit contains significant wetlands, marine clays, and Environmental Quality Corridor (EQC) land, which pose development constraints and stormwater management and wetlands mitigation issues. Pedestrian access has been provided to connect the Transportation Center to surrounding development. Should the redevelopment of Land Unit O be appropriate for a cultural facility, a shared parking arrangement utilizing the parking garage at the Joe Alexander Transportation Center should be considered. South of the Parkway immediately west of the proposed Joe Alexander Transportation Center, Parcel 90-2 ((1)) 60 is planned for public facilities. A fifty-foot buffer with earth berms with planting and fencing is recommended for the northern edge of the property to buffer planned residential uses for the property immediately to the north. The Joe Alexander Transportation Center facilities have been designed so that pedestrian and bicycle access from the Springfield Forest subdivision to the Metrorail station platform is provided over a safe corridor.”

## **DESCRIPTION OF THE SPECIAL EXCEPTION PLAT (Appendix 4)**

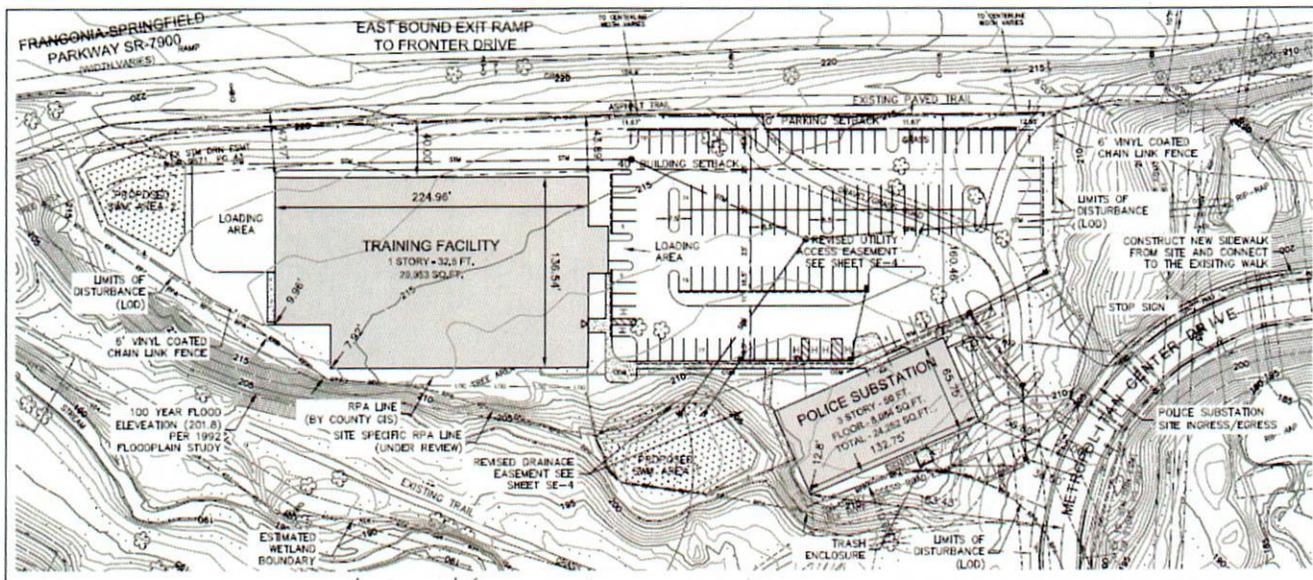
The Special Exception Amendment (SEA) Plat titled: “MTPD District II Substation and Training Facility” was submitted by WMATA and consists of 15 sheets dated March 9, 2012. The approved SEA 91-L-054-1 plat consisting of 4 sheets dated May 1993 is attached the special exception amendment plat. The special exception amendment plat is reviewed below.

The proposal includes a three story police substation (50 feet tall and 24,252 square feet in area) and one story training facility (30 foot tall and 29,953 square feet in area) located on the western portion of the 54.38 acre subject site. This area is currently undeveloped with the exception of Metropolitan Center Drive (formerly Joseph Alexander Drive) and a regional stormwater management pond. The eastern portion of the site is developed with the Franconia-Springfield Metrorail Facility and the Joseph Alexander Transit Station consisting of

a two six story parking garage, metro platform, and parking areas. Below is an excerpt from the special exception amendment plat depicting the proposed development in relation to the existing parking structures and station platform.



The police substation/training facility portion of the site will have 142 secure parking spaces for the officers and 10 visitor parking spaces. The police substation parking lot is 86 spaces based on the need for 22 squad car spaces and 62 spaces for personal vehicles for the overlapping shift of 31 officers along with two spaces for administration. The training facility spaces are based on 56 spaces for two overlapping of shifts of 24 officers and 8 spaces for staff. The applicant is requesting a waiver of the service road requirement along



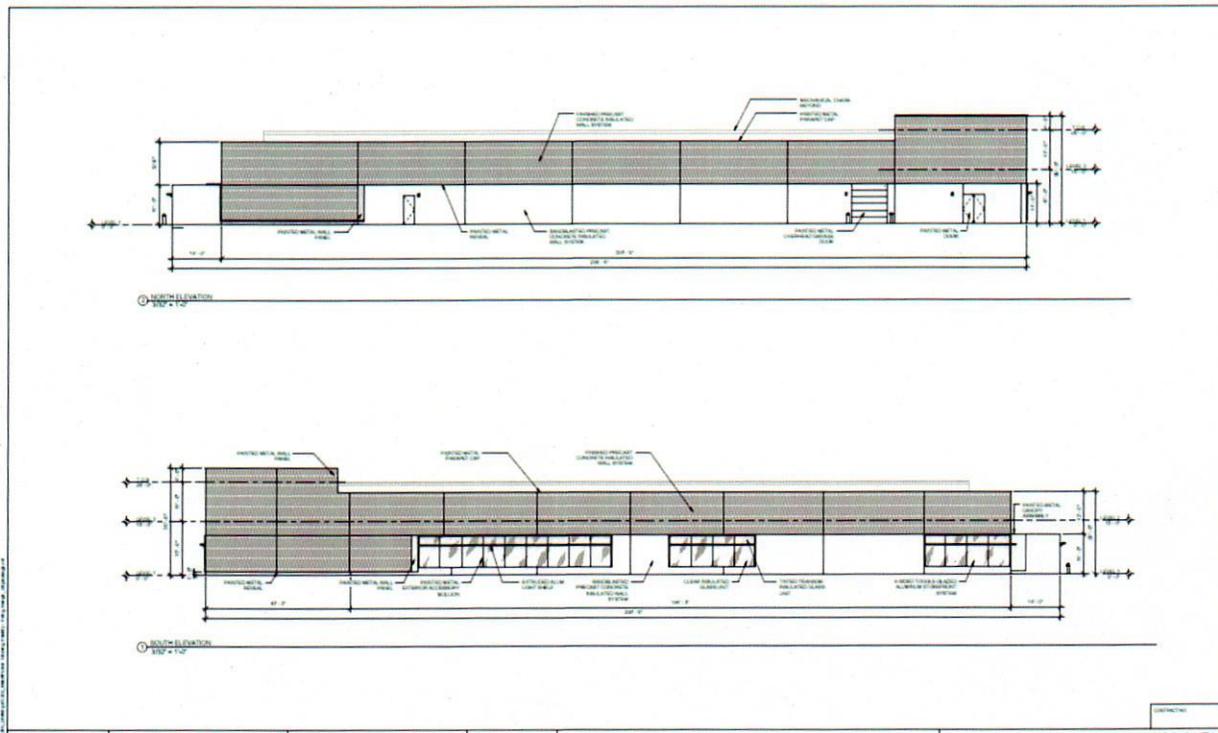
Franconia-Springfield Parkway and a modification of the transitional screening and barrier requirement. The applicant is proposing a 10 to 20 foot wide landscape area along the northern boundary. A six foot tall chain link fence is proposed around the facility. Below is an excerpt from the special exception amendment plat depicting the proposed buildings.

The proposed police station and training facility entrance will be located on the curve of the street and the applicant has demonstrated that sight distance can be met. The applicant will be moving a gate from the Frontier Drive/Metropolitan Center Drive intersection and locate the gate south of the proposed police station. Public access to the site will be permitted from Metropolitan Centre Drive from the Metro station, but the southern portion of the road will continue to be restricted and used only by shuttle bus traffic and pedestrians. There is an existing sidewalk located on the south/east side of the road to allow pedestrian access to the metro station. A sidewalk is proposed on the north side of the road from the metro station to the police substation.

The applicant proposes to use two areas for stormwater management. The areas are located to the west of the training facility and west of the substation. Depending on final site design one or potentially both of the ponds may be used. The applicant is not intending to use the regional pond to the south of the buildings for detention or water quality improvement.

Just south of the proposed facilities is a resource protection area (RPA), wetlands, environmental quality corridor (EQC), floodplain and stream. No encroachment is proposed into these environmentally sensitive areas by the proposed new development.

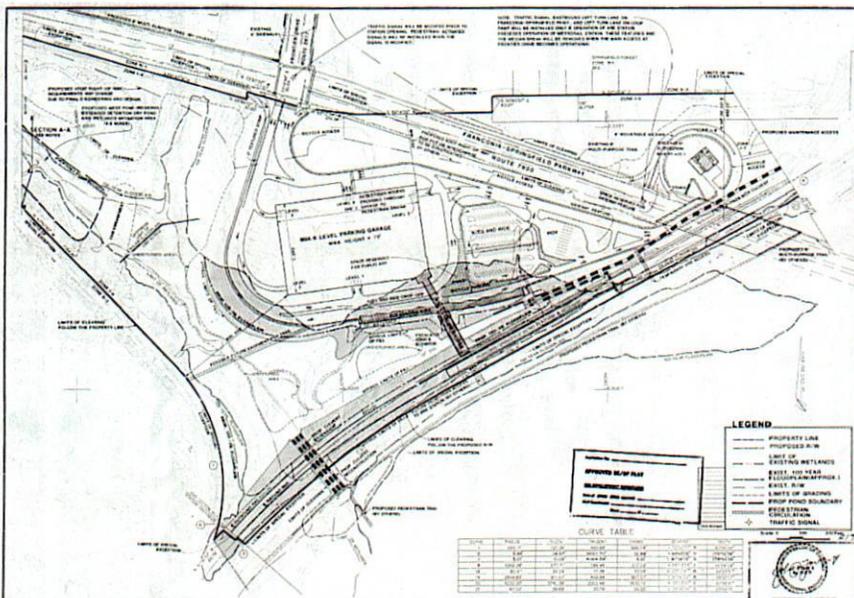
Below are the north and south elevations for the training facility. The east and west elevations are provided in the SEA plat and have the same characteristics.



Below are the north and south elevations for the police substation. The east and west elevations are provided in the SEA plat and have the same characteristics.



The facilities are proposed to be constructed of sandblasted pre-cast concrete insulated wall system on the lower levels and finished precast concrete insulated wall system on the upper levels with brick inserts.



The final four sheets of the special exception plat is the approved special exception plat depicting the uses in the floodplain as approved in 1993. Portions of the metro rail tracks, parking garage and roadways were located in the floodplain. The proposed buildings are not located in the floodplain and the information is being provided for historical context.

## ANALYSIS

### **Comprehensive Plan Citation/2232 Review (Appendix 4)**

Virginia Code Section 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 WMATA police substation and training facility is consistent with the Comprehensive Plan recommendation for public facilities in this immediate area. The Comprehensive Plan recognizes the site as part of a larger area owned by WMATA for the location of Metro-related facilities near the Franconia-Springfield Metro Station that were previously approved for public facilities by the Planning Commission. In accordance with Objective 1 of the Public Facilities Section of the Policy Plan, the site is located to provide convenient service to the greatest number of users. The proposed police substation is strategically located next to the Franconia-Springfield Metro Station to serve segments of Metrorail's Blue, Yellow, Green and Orange Lines. This new police substation will also support bus routes in the region, three rail yards, and several bus maintenance garages. The proposed WMATA police substation will replace an existing substandard facility located on North Kings Highway near the Huntington Metro Station. In accordance with Objective 4 of the Policy Plan guidelines, the proposed police substation and training facility are co-located on the subject property for convenience and economies of scale and are located within an area developed with other WMATA public facilities. In accordance with Objective 5 of the Policy Plan, the site is located near Franconia Springfield Parkway a primary arterial. In staff's opinion, the proposed WMATA police substation and training facility are consistent with Comprehensive Plan guidelines for location.

#### Character

The proposed WMATA three story police station and one story training facility are compatible with the existing and planned non-residential and residential character of the surrounding area. The new police facilities will be separated from the surrounding uses by the existing road network, a portion of the Long Branch stream valley area and vegetated areas and thus visual impacts from the three-story police building and one-story training facility are not anticipated. According to WMATA, additional vehicles and activities will have negligible to no noise impact on adjacent properties.

While the Comprehensive Plan recognizes that this land area is appropriate for public facilities, it also recommends a 50 foot buffer with vegetated earth berms and fence be provided along the northern boundary at this location in order to screen residential property to the north. Since the area to the north is separated from the site by over three hundred feet of land for the Franconia-Springfield Parkway right-of-way, staff

feels that a full 50 foot buffer along the northern boundary of the subject property is no longer needed. However, the buffer shown on the special exception plat depicts a strip as narrow as 10 feet in places. As detailed under the review of the requested modification of the transitional screening requirement, staff has proposed a condition to require additional off-site landscaping to meet the intent of the required buffer. In staff's opinion, the proposed uses are consistent with Comprehensive Plan guidance that public facilities be located in areas of compatible land uses and in accordance with the character of the area.

### Extent

The proposed police substation and training facility are part of the overall operations of WMATA. The police substation will be open 24 hours a day with approximately 120 employees per day over three shifts. The training facility will operate in two shifts. While the Comprehensive Plan recommends public facilities for the subject property, an intensity or floor area ratio (FAR) is not specified. The size of the proposed buildings (24,252 gross square feet for the police substation and 29,953 square feet for the training facility) and size of the site will accommodate program needs. Design standards and criteria for the project will meet the needs of the police and administrative personnel who will report to the police substation. The establishment of a training facility on the subject property will support Metropolitan Transit Police Department (MTPD) certification requirements for firearms proficiency. Building and parking layout do not raise any issues with respect to Resource Protection Area (RPA) and Environmental Quality Corridor (EQC), which are present on this site. The proposed uses will be located in the Franconia-Springfield Transit Station Area and buildings should be LEED certified or the equivalent to be consistent with Objective 13 of the Policy Plan. As part of the SEA development conditions staff has proposed a condition requiring LEED certification. In staff's opinion, the proposed use is consistent with the Plan guidance for extent.

### **Environmental Review** (Appendix 5)

#### Resource Protection Area (RPA) / Environmental Quality Corridor (EQC)

The southern portion of the subject area includes a portion of Long Branch stream valley. There are regulated floodplains on the property and the floodplain boundary has been depicted. There are no impacts to the floodplain with the proposed buildings. A resource protection area (RPA) and environmental quality corridor (EQC) is associated with this stream valley. In accordance with Policy Plan guidance, the EQC is identified and protected. The RPA line was based on field verified information and approved by the Department of Public Works and Environmental Services (DPWES). This portion of the stream valley also serves as a regional stormwater management facility. The applicant revised their plans and removed encroachments of the stormwater management facility into the RPA. The applicant will be providing for stormwater management within two proposed ponds instead of using the adjacent regional pond.

### Green Buildings

The applicant has indicated that the proposed facilities will be designed to meet standards for LEED (Leadership in Energy and Environmental Design) Silver certification. LEED Silver certification is consistent with the County's sustainability policy for county facilities greater than 10,000 square feet. County police stations are currently being designed and constructed to attain at least LEED Silver certification. Staff has proposed a development condition requiring LEED certification for the training facility with a silver certification for the substation. Staff was concerned that the training facility may have difficulties achieving the silver certification and was hesitant to condition that level. However, the applicant is encouraged to meet the silver certification for both facilities.

### Geotechnical Study

The subject property is located in area known for problem soils. It appears that a significant amount of fill was placed at this location either as a result of the construction of the Franconia-Springfield Parkway or the adjacent rail station. As a result, a geotechnical study is required to ensure that slope stability is maintained as part of the proposed construction. The applicant has submitted the study to the Department of Public Works and Environmental Services. Any final determination regarding the approval of this study and associated control measures will be made by staff within the Department of Public Works and Environmental Service at the time of site plan review.

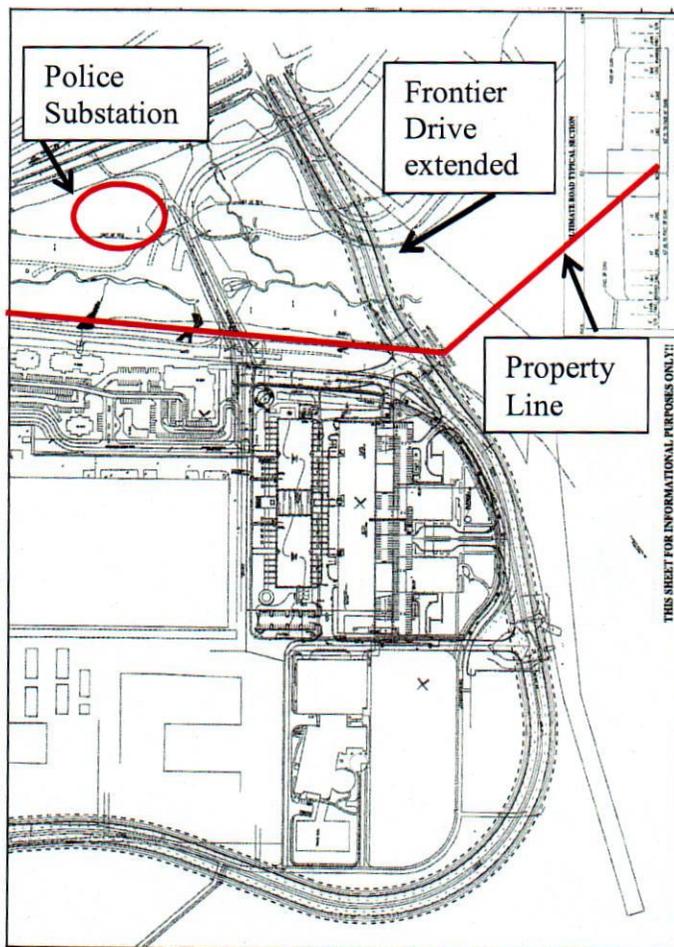
### **Department of Transportation Review (Appendix 6)**



The Comprehensive Plan states that: "Frontier Drive, south of its current intersection with the Franconia-Springfield Parkway should be extended to interconnect with the GSA warehouse area roadway network and provide a terminus at Loisdale Road. Frontier Drive extended is recommended as a major transportation network enhancement in the Franconia-Springfield Area. The extension should function as a 4-lane divided arterial facility, and include median treatments, sidewalks, pedestrian crossings and bike lanes, in concert with the "complete streets" policy

recommend  
ded for street improvements in the area. The new roadway should provide improved access and a new entrance to the Joe Alexander Transportation Center and Metro station from the south, as well as access to the redeveloping GSA warehouse/ Springfield Industrial Park area from the Franconia-Springfield Parkway. Equally important, it should allow for a more direct pedestrian access from the Transportation Center to the Industrial Park area, facilitating transit-oriented development. As part of the design, improvements will also be required to maintain efficient traffic operations at the Transportation Center.”

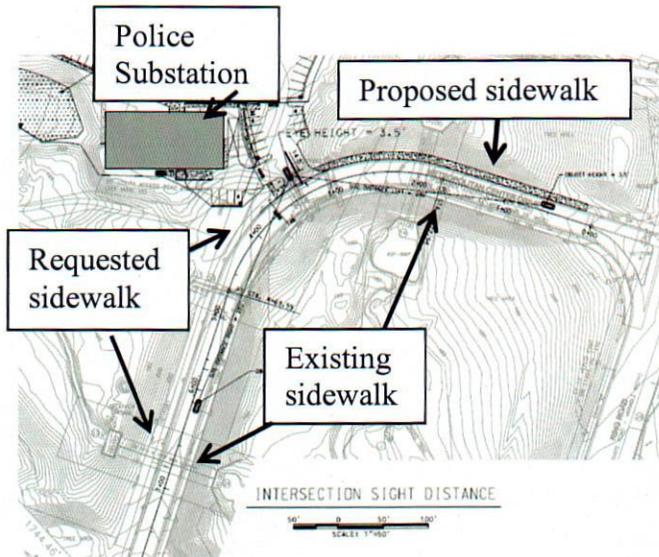
Per the Fairfax County Transportation Plan the applicant was requested to dedicate right-of-way for the future extension of Frontier Drive, to connect the existing Franconia-Springfield Metrorail Station Access Road to Springfield Center Drive. A cross-section of 116 feet wide would be required for the Frontier Drive extension, along with 10 foot wide ancillary easements along both sides of the right-of-way. The image below depicts the location of the requested road in relation to the applicant's site and proposed police facility.



Staff has proposed condition #10 that would require the dedication of the right-of-way for the extension of Frontier Drive when the County is ready to proceed with the construction of the road. The County would be responsible to prepare the final road alignment plans, obtain the necessary permits and construct the road. The provision of the right-of-way is contingent on the approval of the Federal Transit Administration (FTA), since the WMATA land was purchased with a FTA grant. The condition also has an option for public access easements to allow the construction of a private road if the FTA is unwilling to permit dedication. This option is also contingent on FTA approval. The applicant has agreed to work with the County to provide for the right-of-way, but has not agreed to the proposed condition. The applicant proposed to allow for conveyance of

the right-of-way instead of dedication. Conveyance could mean dedication in fee simple or purchase at the fair market value. The extension of Frontier Drive would benefit the applicant's site and in staff's opinion should be dedicated. If Frontier Drive

was extended it would improve access to the site for the adjacent communities. The road would also become public and the applicant would no longer be responsible for the maintenance of the road. Therefore, staff has proposed a development condition to provide the right-of-way dedication, with an alternative for conveyance in the event dedication is not possible due to FTA restrictions.



A five-foot wide sidewalk was requested to be provided along the north/west side of Metropolitan Center Drive from Frontier Drive to the existing sidewalk located to the south of the site.

The applicant provided for the sidewalk from the Metro station to the entrance of the police substation on the north side of the road, but declined to provide for the extension of the sidewalk to the south. The applicant responded that the: "sidewalk will

provide no additional access to the transit patrons who would visit the police facility. Construction of the sidewalk presents un-reviewed safety and security measures and WMATA is not prepared to patrol the path."

Staff believes that the sidewalk will provide additional access to transit patrons. There is an existing residential community and community college located to the south of the site as well as four office buildings proposed at over one million square feet. Pedestrians from these facilities would use Metropolitan Center Drive to access the Franconia-Springfield Metro Station. While the existing sidewalk located on the east side of the road could provide them access, that sidewalk does not provide adequate access to the police facility. Pedestrians coming from the south would have to cross the road at its curve in order to gain access to the facility. Continuation of the sidewalk on the west side from the police facility to the south would allow pedestrians access on both sides of the street. The suggested sidewalk would also tie directly into a planned trail located just south of the applicant's site. Staff fails to see how this additional sidewalk could create a security or safety concern or require additional patrol by WMATA, since the road already has a sidewalk on one side and a proposed sidewalk accessing the facility from the metro station. In a transit oriented development (TOD) area pedestrian access should be encouraged by the provision of sidewalks and trails on both sides of a street. While the sidewalk would have an additional expense it would create a public benefit and in staff's opinion would not negatively impact the site. Therefore, staff has proposed a development condition to provide the sidewalk.

The applicant was requested to provide a more direct pedestrian path (crosswalk) on Frontier Drive at Metropolitan Center Drive. Staff has proposed a development

condition to require the cross walk with the final location to be determined at site plan subject to Department of Transportation approval.

Per the Public Facilities Manual "No Thru Street" signs are required to be provided and this requirement is proposed as a development condition.

The applicant has provided information on the SEA plat to indicate that sight distance has been adequately provided for the police substation/training facility entrance.

#### **Urban Forestry Management Review (Appendix 7)**

The Urban Forester requested a number of conditions be included related to the limits of clearing and grading and tree preservation. Staff has proposed the requested conditions to require submission of a tree preservation plan, walk-through, tree preservation fencing, site monitoring and details on root pruning. These conditions are being provided to ensure the trees located outside the limits of clearing and grading are adequately protected with the development of the site.

The Urban Forester requested clarification on the interior and peripheral landscaping provided, tree canopy, and specific on the landscape plan. The applicant has provided the requested information and clarification.

The Urban Forester also expressed concerns on the requested modification of the landscaping requirement for the northern boundary. This issue and proposed resolution is discussed in detail under the waivers and modifications section below.

#### **ZONING ORDINANCE PROVISIONS (Appendix 8)**

##### General Special Exception Standards (Sect. 9-006)

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:

Standard 1 requires that the proposed use at the specified location shall be in harmony with the adopted comprehensive plan.

As previously stated the area is planned for public facilities. In staff's opinion, the proposed WMATA police substation and training facility are in harmony with the Comprehensive Plan.

Standard 2 required that the proposed use shall be in harmony with the general purpose and intent of the applicable zoning district regulations.

In staff's opinion, the proposed facilities for a police station and training facility are in harmony with the I-4 Districts purpose and intent.

Standard 3 requires that 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.

Staff does not have an issue with the proposed uses or the size of the buildings. However, as discussed under Standard 5 and the modification of the landscaping requirement, staff does have a concern on the amount of a transitional screening provided to the north of the site.

Standard 4 requires that 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.

As previously stated in the transportation review, the applicant has not provided for the additional sidewalk along Metropolitan Center Drive. Staff disagrees with the applicant's statements and feels that the public benefit of the provision of right-of-way and sidewalk improvement outweighs any potential negative impact on the applicant's site. Over the applicant's stated objection, staff has proposed a development condition to require the sidewalk.

Standard 5 states that 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.

The applicant has requested a modification of the transitional screening requirements to provide a 10 to 20 foot wide transitional screening instead of the required 35 foot wide landscape buffer. As detailed under the review of the requested modification of the transitional screening requirement, staff has proposed a condition to require additional off-site landscaping to provide for the intent of the required buffer.

Standard 6 states that open space shall be provided in an amount equivalent to that specified for the zoning district in which the proposed use is located.

The Zoning Ordinance requires 15% open space and the applicant has provided for approximately 68%.

Standard 7 requires 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.

Parking for the public use is determined by the number of employees and public vehicles at any one time and the need for visitor spaces. The applicant has provided

for the required parking per their calculation of employees and public vehicles on-site at any one time. Staff notes that because of overlapping shift changes the parking lot has provided for essentially twice the number of spaces as the shift employees. The applicant has provided for the required utility, drainage and loading spaces as needed.

Standard 8 states that 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.

The applicant has indicated that they will not be providing a monument sign. No detail has been provided for building mounted signs and the applicant will be limited to the permitted signage under Article 12 of the Zoning Ordinance.

#### Standards for all Category 4 Uses (Section 9-404)

In addition to the general special exception standards all Category 4 special exception uses shall satisfy the following eight standards. Below are excerpts of the additional standards and the complete text is located in Appendix 8.

Standard 1 states that "except for electrically-powered regional rail transit facilities..., all buildings and structures shall comply with the bulk regulations of the zoning district in which located."

The site is approved for an electrically-powered regional rail facility and the proposed buildings are accessory to that use. The I-4 (Medium Intensity Industrial) District has a maximum height of 75 feet and minimum from yard of 40 feet. The proposed buildings will comply with the bulk regulations of the Zoning District.

Standards 2 and 5-7 are specific for helistops and aircraft uses. Since there are no helistops or aircraft proposed for the site these standards are not applicable.

Standard 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."

Staff has proposed a development condition to address this standard.

Standard 4 states that "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."

There are residential uses located to the north and south of the facility. However, the Springfield Station Apartments to the north are located across the Franconia-Springfield Parkway and separated by approximately 300 feet. The Springfield Crossing apartments to the south are buffered by the RPA/EQC and separated by approximately 350-400 feet. In staff's opinion, the proposed uses will not adversely affect adjacent residential areas.

Standard 8 states that “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.”

The proposed police substation and training facility are related to the regional rail facility, but would be subject to the site plan approval process. Staff has proposed a development condition to address this standard.

#### Provisions for Uses in a Floodplain (Section 9-606)

The Board may approve a special exception for the establishment of a use in a floodplain in accordance with the provisions of Part 9 of Article 2.

The site historically was located within the floodplain and the construction of the Franconia-Springfield Metro station and Joseph Alexander Transit Station required fill in the floodplain for the uses. The proposed police substation and training facility are not located in the floodplain.

### **Waivers/Modifications**

#### Waiver of the Service Drive Requirement

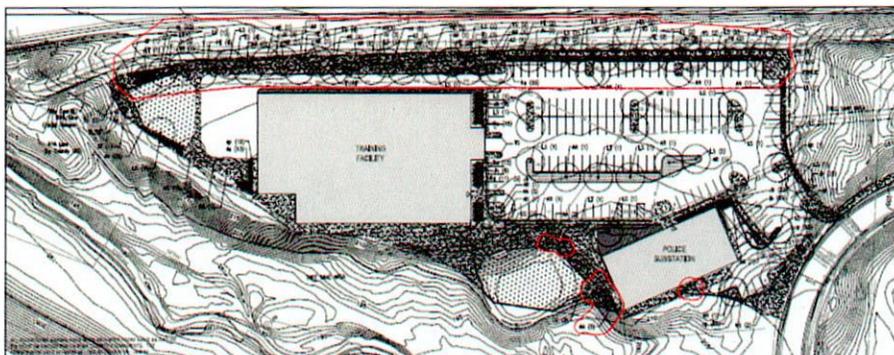
The applicant requests a waiver of Section 17-201 of the Zoning Ordinance and Section 7.0104 of the Public Facilities Manual (PFM) requiring a service drive along Franconia Springfield Parkway. A service drive is intended to promote safety by providing free access to adjoin property and limited access to major thoroughfares. The required service drive can be waived when there is no existing travel lane abutting the property and the adjoining property is single family detached or a use that would have limited desire for travel between the uses.

A service drive along Franconia Springfield Parkway would have limited benefit to the area. The service drive could not continue east of Frontier Drive, since it could not provide access for the single family detached residents beyond the metro station due to the metro tracks. Providing access from the west to Frontier Drive would provide limited benefit due to the lack of connectivity from the residents to a potential service drive. The PFM permits the waiver of the service drive when the overall street design for the district or development provides for adequate access and traffic circulation without the use of the service drive. The planned extension of Frontier Drive would provide a logical connection for the areas south and west of the site to access Franconia Springfield Parkway instead of a service drive. Staff supports the waiver of the service drive subject to the provision of right-of-way for Frontier Drive extended.

### Modification of the Transitional Screening and Barrier Requirement

The applicant requests a modification of Zoning Ordinance Section 13-303 transitional screening and Section 13-304 barrier requirement along the southern and northern portions of the site in favor of the landscaping depicted on the SEA Plat and a six foot tall chain link fence.

In accordance with Section 13-303 of the Zoning Ordinance, Type 2 Transitional Screening (35 foot wide landscape buffer) is required along the northern and southern



boundaries. The applicant requests a modification of the transitional screening requirements in accordance with Section 13-305 Paragraphs 2, 3 and 7. Paragraph 2 permits a modification when the strict application of the requirements would reduce the usable area of the lot to preclude a reasonable use and the building and landscaping has been designed to minimize adverse impacts. Paragraph 3 permits a modification where the building and landscaping has been designed to minimize adverse impacts. The applicant requests a modification of the transitional screening to provide a 10-20 foot wide buffer along the northern portion of the site and utilize the existing trees along the southern side. The northern 35 foot wide transitional screening is required because of residential development across and north of the Franconia Springfield Parkway. The Comprehensive Plan states a 50 foot buffer should be provided. Staff believes a transitional screening yard is important to screen the use from the trail immediately to the north; however, the full 35 foot requirement or 50 foot Comprehensive Plan suggestion may not be warranted. Staff initially suggested that the applicant reduce parking or modify the parking area. The applicant has provided staff additional information to justify the parking and indicated that the relocation of parking would require the removal of existing trees and providing a retaining wall due to topography. To provide an additional buffer to the trail immediately north of the site, staff has proposed a development condition to provide for additional landscaping off-site to provide for an enhanced buffer and a revision of the proposed landscaping along the northern boundary to include more evergreen trees. The off-site area would be limited to low lying shrubs as the applicant is concerned that taller shrubs and trees could be used to climb the security fence. The southern boundary has a treed open space area of 350+ feet to buffer the structures from the residents. Staff supports the proposed modification with the addition of supplemental off-site landscaping to the north and a revision of the northern landscaping as described in the development conditions.

In accordance with Section 13-304 of the Zoning Ordinance, Barrier D (42-48" tall chain link fence), E (6 foot tall brick/block wall) or F (6 foot tall wood fence) is required. The applicant requests a modification to allow 6 foot tall vinyl coated chain link fence. The proposed fence will be taller than required by the Zoning Ordinance; however, the proposed fence is located on the property line instead of the interior of the perimeter landscaping. Staff supports the proposed modification of height and location to facilitate the security of the site.

## **CONCLUSIONS AND RECOMMENDATIONS**

### **Staff Conclusions**

Staff concludes that the subject proposal by the Washington Metropolitan Area Transit Authority, to construct a police substation and training facility at 6770 Frontier Drive near the Franconia-Springfield Metro Station satisfies the criteria of location, character and extent as specified in Va. Code Sec. 15.2-2232.

The proposed additions do not impact the floodplain and would be accessory to the existing regional transit facility. The proposed buildings are designed to mitigate any impacts to the adjacent residential uses. The parking area does limit the provision of landscaping to buffer the adjacent trail; however, staff has proposed a condition to provide off-site landscaping and revisions of the landscape plan to adequately address this concern. The applicant and the County still have a disagreement on how to provide for the extension of Frontier Drive. The County has requested dedication in fee simple and the applicant has proposed conveyance, which could mean purchase at fair market value. Staff's proposed condition for Frontier Drive is reflective of staff's position related to dedication of right-of-way in fee simple with an alternative for conveyance in the event dedication is not possible due to FTA restrictions. Further, the applicant has not agreed to construct a sidewalk along Metropolitan Center Drive; however, staff has proposed a condition to require the construction. With the adoption of the proposed development conditions the applicant has adequately addressed all of staff concerns.

### **Recommendations**

Staff recommends that the Planning Commission find that 2232-L11-21 is substantially in accord with the provisions of the adopted Comprehensive Plan and satisfies the criteria of location, character and extent as specified in Virginia Code 15.2-2232, as amended.

Staff recommends approval of SE 91-L-053-06, subject to the proposed development conditions contained in Appendix 1.

Staff recommends approval of a waiver of Section 17-201 of the Zoning Ordinance and Section 7.0104 of the Public Facilities Manual (PFM) requiring a service drive along Franconia Springfield Parkway.

Staff recommends approval of a modification of the Zoning Ordinance Section 13-303 transitional screening and Section 13-304 barrier requirement along the northern and southern property boundary in favor of the landscaping and barrier shown on the special exception amendment plat, as modified by the development conditions.

It should be noted that it is not the intent of staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicants/owner from compliance with the provisions of any applicable ordinances, regulations, or adopted standards.

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. SEA 91-L-053-4 and SEA 91-L-054-3 Development Conditions and Plat
4. Comprehensive Plan/2232 Review  
    Attachments: Statement of Justification and SEA Plat
5. Environmental Review
6. Transportation Review
7. Urban Forestry Management Review
8. Special Exception Standards
9. Glossary of Terms

**PROPOSED DEVELOPMENT CONDITIONS****SEA 91-L-053-06****April 12, 2012**

If it is the intent of the Board of Supervisors to approve SEA 91-L-053-06 located at Tax Maps 90-2 ((1)) 60 and 60B to permit a uses in the floodplain for electrically powered regional rail transit facilities pursuant to Sections 2-904, 5-404, 9-401 and 9-601 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval 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 Amendment (SEA) 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. This Special Exception is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this special exception amendment shall be in substantial conformance with the approved Special Exception Amendment Plat entitled "MTPD District Substation and Training Facility," prepared by Washington Metropolitan Area Transit Authority (WMATA) Department of Transit Infrastructure and Engineering Services and dated March 9, 2012, and these conditions. Minor modifications to the approved special exception may be permitted pursuant to Par. 4 of Sect. 9-004 of the Zoning Ordinance.
4. During construction a copy of the Special Exception shall be posted in a conspicuous place on the property along with the Non-Residential Use Permit (Non-RUP) and shall be made available to all Departments of the County of Fairfax during hours of operation of the permitted use. After construction, a copy of the Special Exception shall be maintained on-site and at WMATA Headquarters.
5. These Special Exception Amendment conditions apply only within the area of the application property, a 54.38 acre portion of the 151.21 acre property included in the Special Exception approval to allow the WMATA facilities, known as the Franconia-Springfield Metro Station and the Joseph Alexander Transportation Center. These conditions shall be in addition to those adopted in conjunction with the approval of SEA 91-L-054-1 (to allow fill in the floodplain for the construction of the transportation facility, which included all previous conditions), SEA 91-L-054-3 (to allow Metropolitan Center Drive), SEA 91-L-053-1 (to allow an increase in the parking garage height, which included all previous conditions), SEA 91-L-053-3 (the Greyhound Bus Station) and SEA 91-L-053-5 (the second parking garage, which affected a 26.67 acre portion

of the original property). These conditions shall replace the conditions for SEA 91-L-053-4 (to allow Metropolitan Center Drive).

6. Metropolitan Center Drive: The purpose of SEA 91-L-053-4 was to permit a connector road and a trail between the Franconia-Springfield Metro Station and the Joseph Alexander Transportation Center and the property immediately to the southwest of the Metro station site (2012 Tax Map Parcel 90-2 ((1)) 56C). Metropolitan Center Drive has been constructed and shall be open for traffic in accordance with the agreement between the applicant for RZ 1998-LE-064 and WMATA.
7. Metropolitan Center Drive: Metropolitan Center Drive located between Frontier Drive and the entrance to the police substation shall remain open to the public. The portion of Metropolitan Center Drive located on the applicants property between the police substation entrance and the southwestern boundary shall be restricted to transit vehicles including but not limited to, shuttle buses, jitneys and similar vehicles, and public transit buses, such as Metrobus, Fairfax Connector, and the Springfield Connector or TAGS. This provision shall not preclude the use of gates to limit access to transit vehicles. The service for the shuttle buses, jitneys and similar vehicles shall be limited to Land Units N, O and P of the Franconia Springfield Transit Station Area as shown in the 2011 Edition of the Fairfax County Comprehensive Plan. This service may be extended with the approval of the Board of Supervisors.
8. Metropolitan Center Drive: The pedestrian/bicycle trail along Metropolitan Center Drive shall not be closed except in an emergency.
9. Sidewalk: In addition to the proposed sidewalk/trail shown on the SEA Plat north of Metropolitan Drive, a sidewalk/trail a minimum of five feet wide shall be extended from the entrance of the police substation to the existing sidewalk located at Tax Map 90-2 ((1)) 56B.
10. Frontier Drive Extension: At such time as the Frontier Drive Extension project is ready to proceed, the applicant shall dedicate the right-of-way and ancillary easements in general accordance with the alignment depicted in Attachment 1. The dedication shall be in fee simple, without encumbrances, to the Fairfax County Board of Supervisors. If required, the dedication shall be subject to approval of the Federal Transit Administration (FTA) and in accordance with applicable Federal law and regulations. In the event that WMATA cannot dedicate the right-of-way due to restrictions of the Federal Transit Administration, the applicant shall provide appropriate documentation to the Zoning Administrator supporting its inability to dedicate the right-of-way and work with the County to facilitate conveyance of the right-of-way in a method acceptable to the FTA and Fairfax County, in consultation with Fairfax County Department of Transportation (FCDOT), which may include public easements. Fairfax County Department of Transportation (FCDOT) or its designee shall prepare the final alignment drawings in consultation with the Virginia Department of Transportation (VDOT) and WMATA. It will be the responsibility of Fairfax County or their designee to obtain all necessary Federal, State, and local permits and approvals that would allow for conveyance/construction of the extension of Frontier Drive. The applicant shall

designee/contractor's reasonable access to the site and authorization to perform all necessary studies, tests, or other activities that may be required to obtain approval of required Federal, State or local permits. Access to the property must be arranged with WMATA's Office of Joint Development and Adjacent Construction. If the Federal Transit Administration does not allow for the conveyance of right-of-way, the applicant shall provide appropriate documentation to the Zoning Administrator supporting its inability to convey the right-of-way.

11. Crosswalk: A pedestrian path (crosswalk) on Frontier Drive at Metropolitan Center Drive shall be provided with final location to be determined at site plan, subject to the approval of the Fairfax County Department of Transportation.
12. Traffic Signs: The applicant shall install a "No thru street" sign at the intersection of Frontier Drive and Metropolitan Center Drive.
13. Bikes: The Applicant shall install bicycle racks for at least five bikes in a location determined by the Applicant and approved by the Fairfax County Department of Transportation as part of site plan approval. The bike racks shall be installed prior to the approval of the Non-RUP for the police substation.
14. Architecture: The architectural design of the building shall be in substantial conformance with the elevations and sections shown on the SEA Plat. Modifications may be made with the final architectural design if they are determined to be in substantial conformance with the elevations shown on the SEA Plat.
15. Recreation: A recreation facility, to include a locker room and shower, shall be provided in the police substation.
16. Trash: The trash enclosure shall be constructed of materials consistent with the architecture of the building with an opaque gate.
17. Fence: A six foot tall vinyl chain link fence shall be provided in the locations indicated on the SEA Plat.
18. Vehicle Maintenance: All vehicle maintenance, repair and mechanical work, except that of an emergency nature, shall be performed in enclosed buildings.
19. Public Art: Public art shall be provided within the common areas of the application property near the entrance to the police substation. The selection of public art and final location shall be coordinated with the Lee District Supervisor and Planning Commissioner.
20. Geotechnical: Prior to site plan approval, and in accordance with the provisions of the Public Facilities Manual, the Applicants shall submit a geotechnical study of the Application Property to the Geotechnical Review Board through DPWES and shall incorporate appropriate engineering practices as recommended by the Geotechnical

Review Board and DPWES to alleviate potential structural problems, to the satisfaction of DPWES. The recommendations of the Geotechnical Review Board shall be implemented during construction.

21. Lights: The light standards shall feature semi-cutoff shielding for street lights. Lighting standards in the parking lot shall feature full cut-off shielding.
22. LEED: The Applicant shall submit a scorecard of specific credits within the most current version of the U.S. Green Building Council's Leadership in Energy and Environmental Design—New Construction (LEED®-NC) rating system, or other LEED rating system determined to be applicable to the buildings by the U.S. Green Building Council, that the applicant anticipates attaining, as part of the site plan submission and building plan submission. A professional engineer or architect shall provide certification statements at both the time of site plan review and the time of building plan review confirming that the items on the scorecard meet, when ultimately approved by the U.S. Green Building Council, a range of LEED credits that is no less than the minimum credits necessary to attain LEED certification of the training facility and the minimum number of credits necessary to attain LEED "Silver" certification for the substation.
23. Landscaping: The Applicant shall provide landscaping as generally shown on the SEA pursuant to the approval of the Urban Forest Management Branch (UFMB). Deciduous trees shall be a minimum of two to two and one-half inches in caliper and evergreen trees a minimum of six to eight feet in height at time of planting. Regardless of landscaping depicted on the northern property boundary, the landscaping shall be revised to locate the grow-low fragrant sumac to the north to be directly adjacent to the fence instead of the parking area. The landscape plans shall be designed so that the 10-year deciduous tree canopies do not overlap. Approximately half of the proposed deciduous trees along the entire length of the northern property boundary shall be removed and supplemented with columnar evergreen trees. A suitable evergreen tree, in addition to the dark green arborvitae and eastern red cedar shown on the plan, is Foster's holly.
24. Landscaping: Subject to the approval of the Virginia Department of Transportation, additional off-site landscaping shall be provided along the northern boundary of the site between the parking areas and the trail to help screen the facility from the trail. All plantings proposed for this area shall be low bushes or ground cover only, so that the physical security of the substation and training facility area is not compromised. As part of the site plan approval, a landscape plan depicting the additional plantings shall be submitted with the number, type and size of the low bushes and ground cover for the final approval of the Urban Forest Management Branch. No underground utility will be required to be moved to accommodate this additional landscaping. If VDOT does not permit landscaping within the right-of-way, the applicant shall provide documentation of the failed attempt to the Department of Public Works and Environmental Services.

25. **Tree Preservation:** The applicant shall submit a Tree Preservation Plan and Narrative as part of the first and all subsequent site plan submissions. The preservation plan and narrative shall be prepared by a Certified Arborist or a Registered Consulting Arborist, and shall be subject to the review and approval of the Urban Forest Management Division, DPWES.

The tree preservation plan shall include a tree inventory that identifies the location, species, critical root zone, size, crown spread and condition analysis percentage rating for all individual trees to be preserved, as well as all on and off-site trees, living or dead with trunks 8 inches in diameter and greater (measured at 4 ½ -feet from the base of the trunk or as otherwise allowed in the latest edition of the Guide for Plant Appraisal published by the International Society of Arboriculture) located within 25 feet to either side of the limits of clearing and grading. The tree preservation plan shall provide for the preservation of those areas shown for tree preservation, those areas outside of the limits of clearing and grading shown on the SEA and those additional areas in which trees can be preserved as a result of final engineering. The tree preservation plan and narrative shall include all items specified in Public Facilities Manual (PFM) 12-0507 and 12-0509. Specific tree preservation activities that will maximize the survivability of any tree identified to be preserved, such as: crown pruning, root pruning, mulching, fertilization, and others as necessary, shall be included in the plan.

26. **Tree Preservation Walk-Through:** The applicant shall retain the services of a certified arborist or Registered Consulting Arborist, and shall have the limits of clearing and grading marked with a continuous line of flagging prior to the walk-through meeting. During the tree-preservation walk-through meeting, the applicant's certified arborist or landscape architect shall walk the limits of clearing and grading with an UFMD, DPWES, representative to determine where adjustments to the clearing limits can be made to increase the area of tree preservation and/or to increase the survivability of trees at the edge of the limits of clearing and grading, and such adjustment shall be implemented. Trees that are identified as dead or dying may be removed as part of the clearing operation. Any tree that is so designated shall be removed using a chain saw and such removal shall be accomplished in a manner that avoids damage to surrounding trees and associated understory vegetation. If a stump must be removed, this shall be done using a stump-grinding machine in a manner causing as little disturbance as possible to adjacent trees and associated understory vegetation and soil conditions.
27. **Limits of Clearing and Grading:** The Applicant shall conform strictly to the limits of clearing and grading as shown on the SEA, subject to allowances specified in these conditions and for the installation of utilities and/or trails as determined necessary by the Director of DPWES, as described herein. If it is determined necessary to install utilities and/or trails in areas protected by the limits of clearing and grading as shown on the SEA, they shall be located in the least disruptive manner necessary as determined by the UFMD, DPWES. A replanting plan shall be developed and implemented, subject to approval by the UFMD, DPWES, for any areas protected by the limits of clearing and grading that must be disturbed for such trails or utilities.

28. **Tree Preservation Fencing:** All trees shown to be preserved on the tree preservation plan shall be protected by tree protection fence. Tree protection fencing in the form of four foot high, fourteen gauge welded wire attached to six foot steel posts driven eighteen inches into the ground and placed no further than ten feet apart or, super silt fence to the extent that required trenching for super silt fence does not sever or wound compression roots which can lead to structural failure and/or uprooting of trees shall be erected at the limits of clearing and grading as shown on the demolition, and Phase I & II erosion and sediment control sheets, as may be modified by the "Root Pruning" development condition below.

All tree protection fencing shall be installed after the tree preservation walk-through meeting but prior to any clearing and grading activities, including the demolition of any existing structures. The installation of all tree protection fencing shall be performed under the supervision of a certified arborist, and accomplished in a manner that does not harm existing vegetation that is to be preserved. Three days prior to the commencement of any clearing, grading or demolition activities, but subsequent to the installation of the tree protection devices, the UFMD, DPWES, shall be notified and given the opportunity to inspect the site to ensure that all tree protection devices have been correctly installed. If it is determined that the fencing has not been installed correctly, no grading or construction activities shall occur until the fencing is installed correctly, as determined by the UFMD, DPWES.

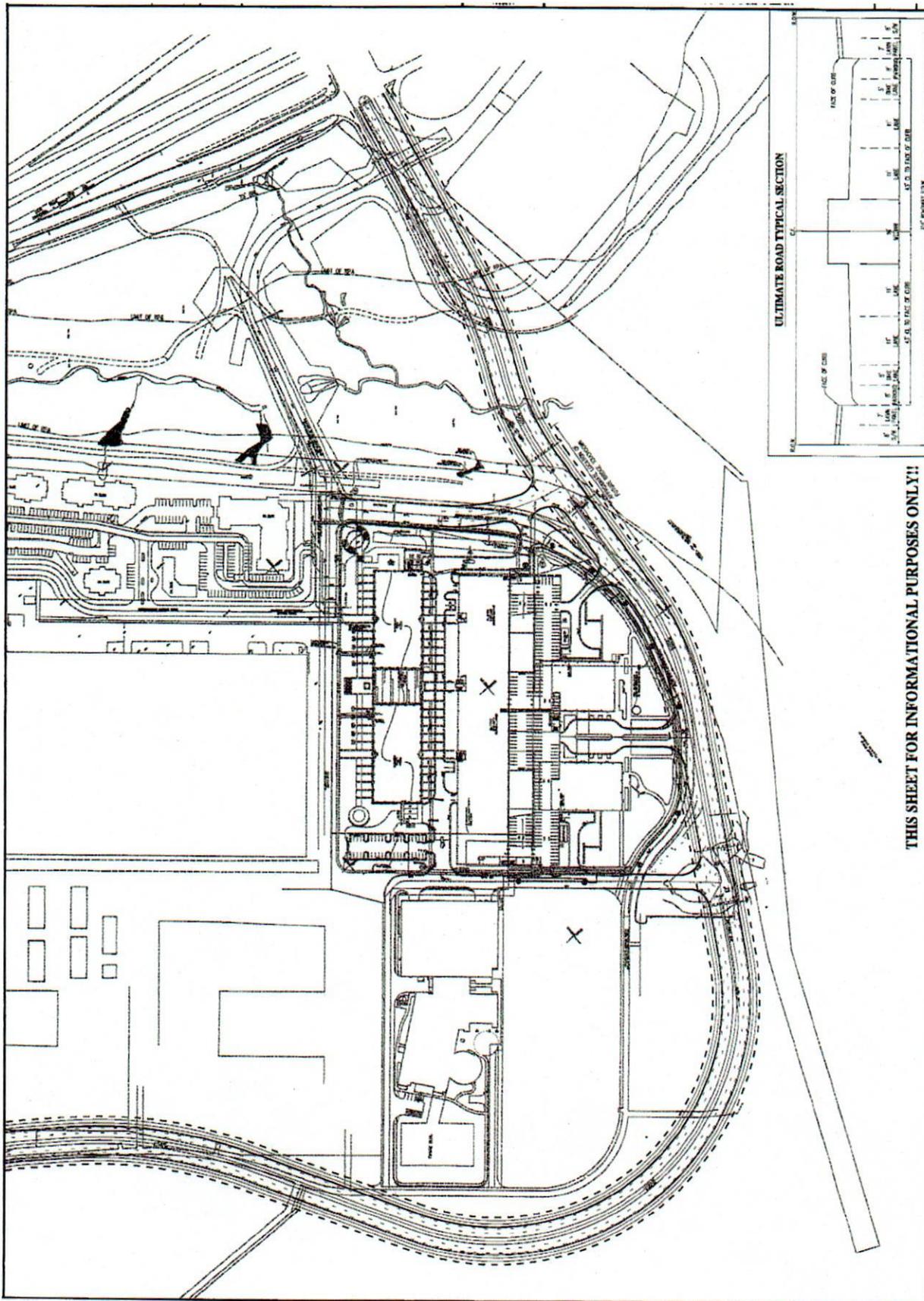
29. **Root Pruning:** The Applicant shall root prune, as needed to comply with the tree preservation requirements of these development conditions. All treatments shall be clearly identified, labeled, and detailed on the erosion and sediment control sheets of the subdivision plan submission. The details for these treatments shall be reviewed and approved by the UFMD, DPWES, accomplished in a manner that protects affected and adjacent vegetation to be preserved, and may include, but not be limited to the following:
- Root pruning shall be done with a trencher or vibratory plow to a depth of 18 inches.
  - Root pruning shall take place prior to any clearing and grading, or demolition of structures.
  - Root pruning shall be conducted with the supervision of a certified arborist.
  - An UFMD, DPWES, representative shall be informed when all root pruning and tree protection fence installation is complete.
30. **Site Monitoring:** During any clearing or tree/vegetation/structure removal on the Applicant Property, a representative of the Applicant shall be present to monitor the process and ensure that the activities are conducted as proffered and as approved by the UFMD. The Applicant shall retain the services of a certified arborist or Registered Consulting Arborist to monitor all construction and demolition work and tree preservation efforts in order to ensure conformance with all tree preservation proffers,

and UFMD approvals. The monitoring schedule shall be described and detailed in the Landscaping and Tree Preservation Plan, and reviewed and approved by the UFMD, DPWES.

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 applicants from compliance with the provisions of any applicable ordinances, regulations, or adopted standards. The applicants shall be themselves 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 (30) months after the date of approval unless, at a minimum, the use has been established or construction has commenced on either the training facility or the substation structure and been diligently prosecuted. 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.



THIS SHEET FOR INFORMATIONAL PURPOSES ONLY!!

**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.

### Standards for all Category 4 Uses (Section 9-404)

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.

### Provisions for Uses in a Floodplain (Section 9-606)

The Board may approve a special exception for the establishment of a use in a floodplain in accordance with the provisions of Part 9 of Article 2.

**SPECIAL EXCEPTION AFFIDAVIT**

DATE: February 14, 2012  
 (enter date affidavit is notarized)

I, John D. Thomas, 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

114505

in Application No.(s): SEA 91-L-053-6  
 (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.)

<b>NAME</b> (enter first name, middle initial, and last name)	<b>ADDRESS</b> (enter number, street, city, state, and zip code)	<b>RELATIONSHIP(S)</b> (enter applicable relationships listed in <b>BOLD</b> above)
Washington Metropolitan Area Transit Authority (WMATA)	600 5th Street, NW Washington, DC 20001	Applicant/Title Owner of TM 090-2 (1) parcels 60 and 61B
Agents :		
John D. Thomas		
James A. Ashe		
Chief Michael A. Taborn		
Deputy Chief Ronald A. Pavlik		
A. Robert Troup		
Travesky & Associates, Ltd. Agent:	3900 Jermantown Road Suite 300 Fairfax, Virginia 22030	Agent
Marie B. Travesky		Agent

(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 AFFIDAVIT

DATE: February 27, 2012
(enter date affidavit is notarized)

114505

for Application No. (s): SEA 91-L-053-6
(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 Washington Metropolitan Area Transit Authority, created effective February 20, 1967, is an interstate compact agency and, by the terms of its enabling legislation, is an agency and instrumentality of the District of Columbia, Maryland, and Virginia, and shall be governed by its Board of Directors. 600 5th St, NW Washington, DC 20001

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)

(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: February 24, 2012  
(enter date affidavit is notarized)

114505

for Application No. (s): SEA 91-L-053-6  
(enter County-assigned application number (s))

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

Marie B. Travesky  
Travesky & Associates, Ltd.  
3900 Jermantown Road, #300  
Fairfax, VA 22030  
Agent for WMATA

**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)

Marie B. Travesky

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

**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 AFFIDAVIT

DATE: February 24, 2012  
(enter date affidavit is notarized)

114505

for Application No. (s): SEA 91-L-053-6  
(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)

(check if applicable) [ ] 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)

(check if applicable) [ ] 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 AFFIDAVIT

DATE: February 24, 2012  
(enter date affidavit is notarized)

114505

for Application No. (s): SEA 91-L-053-6  
(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 JPT  
3.8.12

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

**SPECIAL EXCEPTION AFFIDAVIT**

DATE: February 24, 2012  
(enter date affidavit is notarized)

114505

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 Hudgins is a Principal Director of the Washington Metropolitan Area Transit Authority.

**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:

(check one)  John D. Thomas 2-24-12  
 Applicant  Applicant's Authorized Agent  
JOHN D. THOMAS DIRECTOR, MCAP  
(type or print first name, middle initial, last name, and & title of signee)

Subscribed and sworn to before me this 24 day of February 2012, in the District State/Comm. of Columbia, County/City of \_\_\_\_\_.

Karla A. Makris  
Notary Public

My commission expires: 9/14/2016

Karla A. Makris  
Notary Public District of Columbia  
My Commission expires 9/14/2016





# FAIRFAX COUNTY

**OFFICE OF THE CLERK  
BOARD OF SUPERVISORS**

12000 Government Center Parkway, Suite 533  
Fairfax, Virginia 22035-0072

Tel: 703-324-3151 • Fax: 703-324-3926 • TTY: 703-324-3903

V I R G I N I A

[www.fairfaxcounty.gov/gov/bos/clerkhomepage.htm](http://www.fairfaxcounty.gov/gov/bos/clerkhomepage.htm)

Email: [clerktothebos@fairfaxcounty.gov](mailto:clerktothebos@fairfaxcounty.gov)

June 19, 2003

Robert A. Lawrence, Esquire  
Reed Smith, LLP  
3110 Fairview Park Drive, Suite 1400  
Falls Church, Virginia 22042-4505

RE: Special Exception Amendment Application Number SEA 91-L-053-4  
(Concurrent with RZ 1998-LE-064, SE 01-L-020 & SEA 91-L-054-3)

Dear Mr. Lawrence:

At a regular meeting of the Board of Supervisors held on April 28, 2003, the Board approved Special Exception Amendment Application Number SEA 91-L-053-4 in the name of Springfield East, L.C., to amend SE 91-L-053 previously approved for Washington Metropolitan Area Transit Authority (WMATA) facilities to permit construction of a road, generally located south of the Franconia-Springfield Parkway at its intersection with Frontier Drive (Tax Map 90-2 ((1)) 60A), pursuant to Section 5-404 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

(NOTE: At its March 10, 2003, meeting the Board held a public hearing on this item and deferred decision until April 28, 2003.)

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. A copy of this Special Exception Amendment and the Non-Residential Use Permit SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
3. These Special Exception Amendment conditions apply only within the area of the application property, a 26.12 acre portion of the 151.21 acre property included in the Special Exception Amendment approval to allow the WMATA facilities, known as the

Franconia – Springfield Metro Station and the Joseph Alexander Transportation Center. These conditions shall be in addition to those adopted in conjunction with the approval of SEA 91-L-053-3 (the Greyhound Bus Station, which included all previous conditions) and SEA 91-L-053-5 (the second parking garage, which affected a 26.67 acre portion of the original property).

4. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this Special Exception Amendment shall be in conformance with the approved Special Exception Amendment Plat entitled Franconia-Springfield Route, Metro Section H-1 (Category 4) and prepared by Dewberry & Davis which is dated December 19, 2000 as revised through March 21, 2002 and these conditions. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Paragraph 4 of Section 9-004 of the Zoning Ordinance.
5. The purpose of this Special Exception Amendment is to permit a connector road and a trail between this property and the property immediately southwest of the Metro station site (2003 Tax Map Parcel 90-2 ((1)) 56C). The location and extent of the connector road and trail is shown on Sheet 2 of the Special Exception Amendment Plat referenced above. The construction of this roadway is a proffered obligation associated with RZ 1998-LE-064 (wherein it is referenced as 'Metro Access Road'), which affects Tax Map Parcels 90-2 ((1)) 56C. The status of construction of the road shall not affect the ability of WMATA to obtain other permits, such as, but not limited Special Exception Amendment, site plan approvals, building permits, bond release, Non-Residential Use Permits related to other activities within the property covered by this Special Exception Amendment or within in the Joe Alexander Transportation Center. Once constructed the roadway shall be open for traffic in accordance with the agreement between the applicant for RZ 1998-LE-064 and WMATA.
6. Once constructed, the Metro Access Road shall be restricted to transit vehicles including but not limited to, shuttle buses, jitneys and similar vehicles, and public transit buses, such as Metrobus, Fairfax Connector, and the Springfield Connector or TAGS. This provision shall not preclude the use of gates to limit access to transit vehicles. The service area for the shuttle buses, jitneys and similar vehicles shall be limited to Land Units D-1 and D-2 of the Franconia Springfield Transit Station Area (see the attached map). This service area may be extended with the approval of the Board of Supervisors.
7. Once constructed, the pedestrian/bicycle trail shall not be closed except in an emergency.

June 19, 2003

- 3 -

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.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, thirty (30) months after the date of approval unless construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time 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 Amendment. 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.

If you have questions regarding the expiration of this Special Exception Amendment or filing a request for additional time they should be directed to the Zoning Evaluation Division in the Department of Planning and Zoning at 703-324-1290. The mailing address for the Zoning Evaluation Division is Suite 801, 12055 Government Center Parkway, Fairfax, Virginia 22035.

Sincerely,

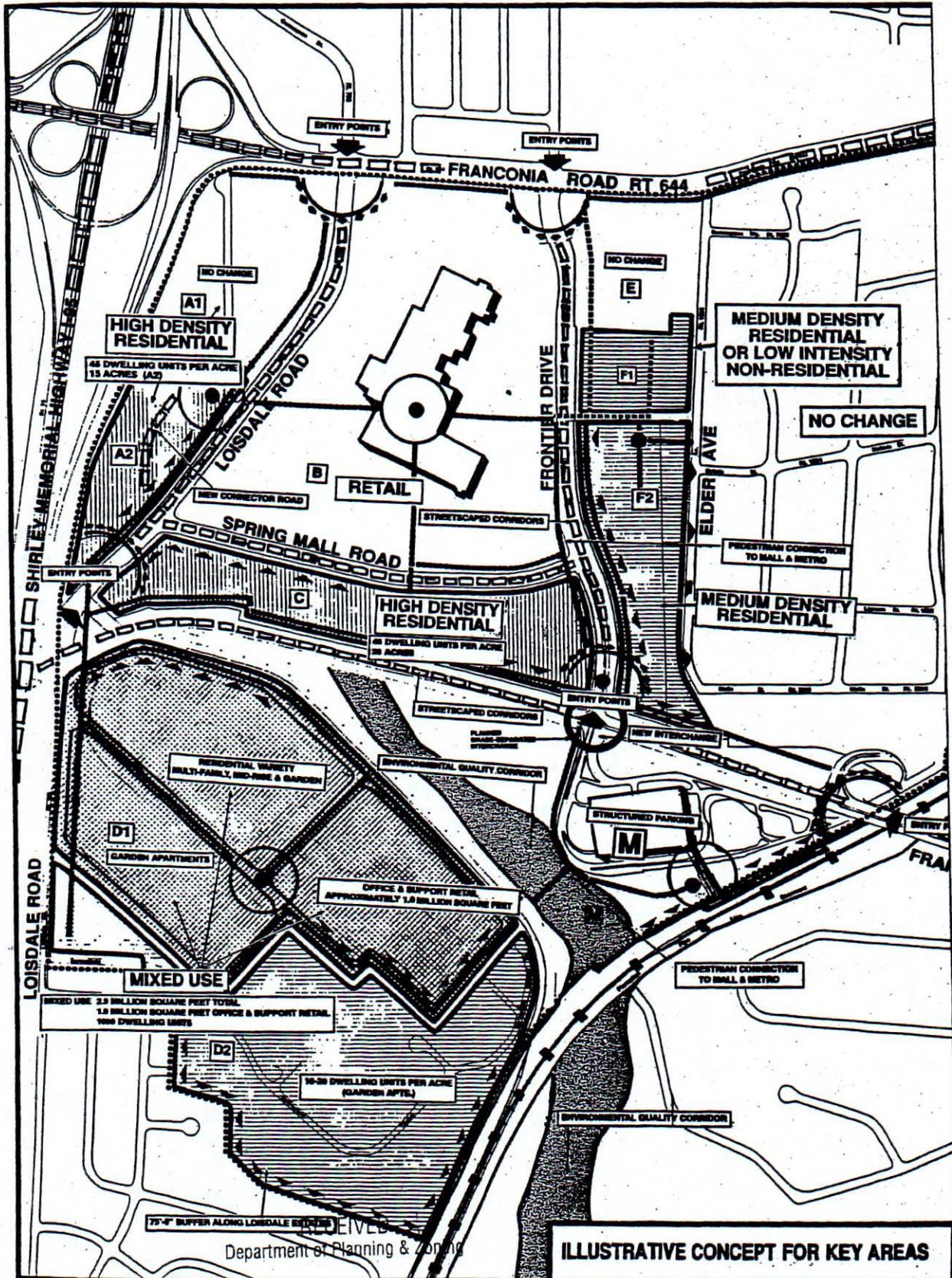


Nancy Vehrs  
Clerk to the Board of Supervisors

NV/ns

Attachment

cc: Chairman Katherine K. Hanley  
Supervisor Kaufman, Lee District  
Janet Coldsmith, Director, Real Estate Div., Dept. of Tax Administration  
Michael R. Congleton, Deputy Zoning Enforcement Branch  
John Crouch, Deputy, Zoning Enforcement Branch, ZPRB  
Audrey Clark, Director, BPRD, DPWES  
Barbara A. Byron, Director, Zoning Evaluation Div., DPZ  
Angela K. Rodeheaver, Section Chief, Trnsprt'n. Planning Div.,  
Charles Strunk, Project Planning Section, Department of Transportation  
Michelle A. Brickner, Director, Site Development Services, DPWES  
DPWES - Bonds & Agreements  
Department of Highways, VDOT  
Joyce Evans, Land Acqu. & Planning Div., Park Authority  
District Planning Commissioner  
Gary Chevalier, Office of Capital Facilities, Fairfax County Public Schools

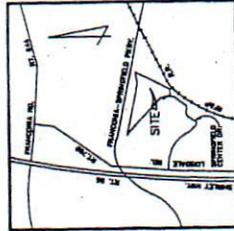


Department of Planning & Zoning

ILLUSTRATIVE CONCEPT FOR KEY AREAS

JUN 23 2003

Franconia - Springfield Route  
**METRO SECTION H-1**  
 Category 4  
**SPECIAL EXCEPTION AMENDMENT PLAT**  
**SEA 91-L-053-(4)**



December 19, 2000  
 Rev. March 21, 2002



- SHEET INDEX:**
1. COVER SHEET / NOTES AND TABULATIONS
  2. SPECIAL EXCEPTION AMENDMENT PLAT
  3. EXISTING VEGETATION MAP
  4. SPRINGFIELD METRO CENTER AREA ILLUSTRATIVE

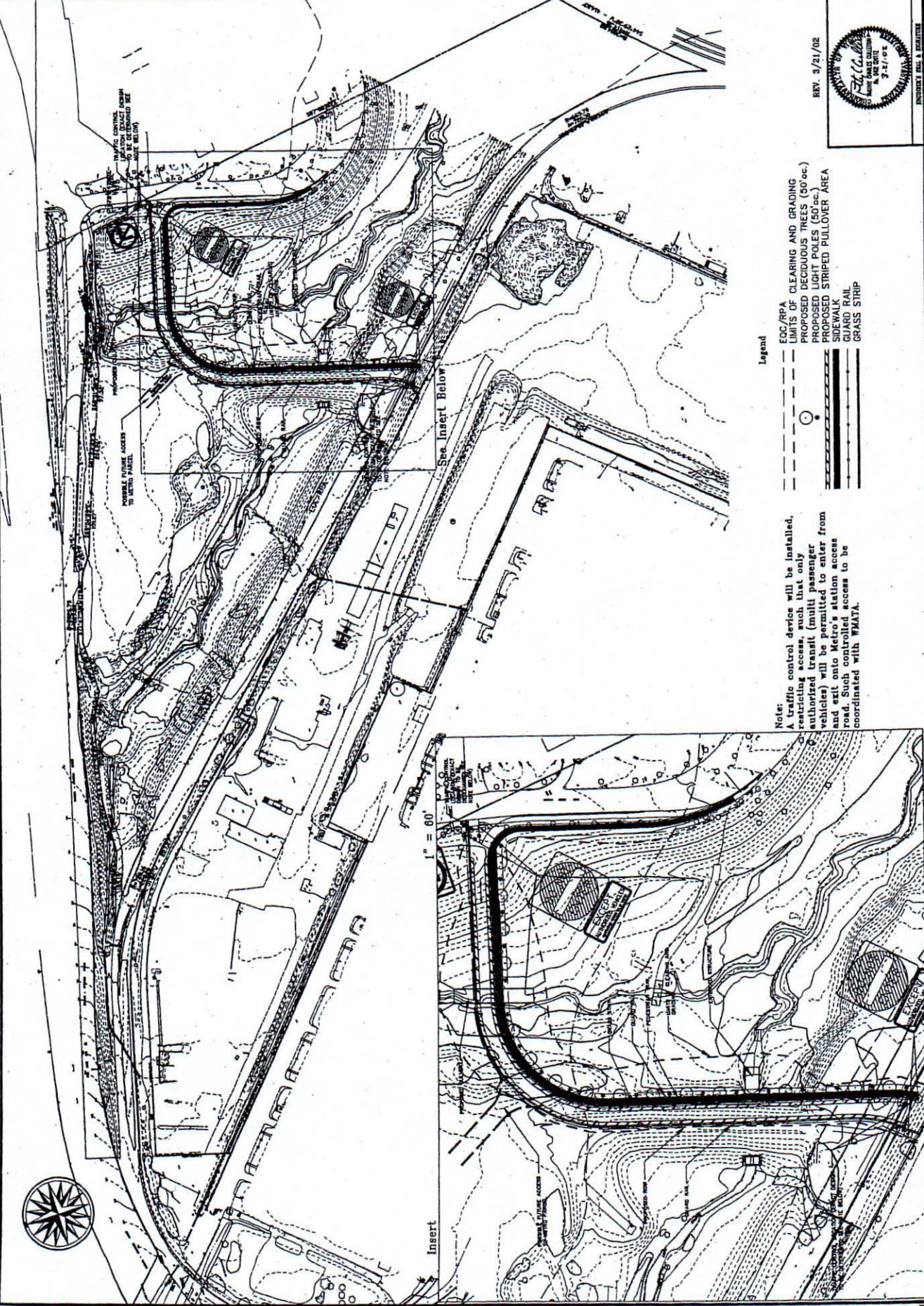
**NOTES:**

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION AMENDMENT (SEA) IS IDENTIFIED ON THE FAIRFAX COUNTY TAX MAP AS PLOT 10 IN THE 14 DISTRICT AND AREA CONSISTS OF APPROXIMATELY 2.11 ACRES AND IS LOCATED IN THE 14 DISTRICT.
2. THE PURPOSE OF THIS SPECIAL EXCEPTION AMENDMENT IS TO PERMIT THE CONSTRUCTION OF A METRO CENTER IN THE 14 DISTRICT AND TO THE FOR ALEXANDRIA FRANCONIA SPRINGFIELD TRANSPORTATION CENTER.
3. THE BOUNDARY INFORMATION SHOWN HEREON WAS PREPARED FROM EXISTING RECORDS. DEWBERRY & DAVIS ASSUMES NO RESPONSIBILITY FOR DESIGN OR CONSTRUCTION CHANGES CAUSED BY INACCURACIES IN SUCH INFORMATION.
4. THE TOPOGRAHY REPRESENTED BY THE SHOWN HEREON IS A 14 FEET CONTOUR INTERVAL FROM A NOVEMBER 1981 AERIAL PHOTOGRAPHY.
5. A CONFORMANCE WITH THE SPECIAL EXCEPTION AMENDMENT (SEA) SHALL HAVE BEEN ACHIEVED UPON THE COMPLETION OF THESE DEVELOPMENTS TO BE LOCATED WITHIN A FLOODPLAIN.
6. THERE ARE CURRENTLY NO STRUCTURES ON THE SUBJECT PROPERTY OTHER THAN A ROADWAY, UTILITY, AND A STORAGE MANAGEMENT FACILITY AND WITH THE EXCEPTION OF THESE STRUCTURES, THERE ARE NO OTHER STRUCTURES ON THE SUBJECT PROPERTY. THE EXISTING STORAGE MANAGEMENT STRUCTURE, AND LIGHTING, NO ADDITIONAL STRUCTURES ARE BEING PROPOSED.
7. THE MINIMUM YARD REQUIREMENTS FOR THE 14 DISTRICT ARE AS FOLLOWS:
  - A. FRONTYARD: CONTROLLED BY A 45 DEGREE ANGLE OF BULK PLANE, BUT NOT LESS THAN 40 FEET.
  - B. SIDEYARD: NO REQUIREMENT.
  - C. REAR YARD: NO REQUIREMENT.
8. THE ANGLE OF BULK PLANE IS NOT APPLICABLE FOR THIS APPLICATION.
9. THERE ARE NO PARKING SPACES BEING PROPOSED.
10. THIS SEA AND TABULATIONS IS NOT BEING PROPOSED AS PART OF THE SPECIAL EXCEPTION AMENDMENT.
11. SIGN AND TRAFFIC CONTROL DEVICES MAY BE CHANGED AS A RESULT OF THE METRO CENTER CONSTRUCTION AND THE WASHINGTON METROPOLITAN TRANSPORTATION AUTHORITY (METRA).
12. A REGIONAL STORAGE MANAGEMENT ONLY POND CURRENTLY EXISTS ON THE SUBJECT PROPERTY.
13. THE APPROXIMATE LOCATION OF EXISTING ENVIRONMENTAL QUALITY CORRIDOR (EQC) AND RESOURCE PROTECTION AREAS ARE SHOWN HEREON.
14. THERE ARE NO EXISTING UTILITY EASEMENTS HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE.
15. THERE ARE NO COMPREHENSIVE PLAN IDENTIFIED TRAILS CONTIGUOUS TO THE SUBJECT PROPERTY.
16. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO CRAVES ON THE SUBJECT PROPERTY.
17. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO HAZARDOUS OR TOXIC SUBSTANCES, HAZARDOUS WASTE OR PETROLEUM PRODUCTS STORED ON THE SUBJECT PROPERTY. FURTHER, THE PROPOSED IMPROVEMENT WILL NOT GENERATE THE STORE, TREAT OR DISPOSE OF SUCH SUBSTANCES ON THE SUBJECT PROPERTY.
18. ALL LIMITS OF CLEARING TO OR GRASS IS APPROXIMATE AND SUBJECT TO SIGNIFICATIONS USE TO FINAL ENGINEERING AND DESIGN.
19. TO THE BEST OF OUR KNOWLEDGE, THE PROPOSED DEVELOPMENT TO OUR KNOWLEDGE, COMPLIES WITH ALL APPLICABLE FEDERAL, STATE, REGULATIONS AND ADOPTED STANDARDS.

**METRO SECTION H**  
**SEA 91-L-053-(4)**

SPECIAL EXCEPTION AMENDMENT

**Dewberry & Davis LLC**  
 A Dewberry Company  
 8401 Arlington Blvd.  
 Fairfax, VA 22031  
 (703) 848-0100 Fax (703) 848-0118



**Note:**  
 A traffic control device will be installed, restricting access, such that only authorized transit (multi-passenger vehicles) will be permitted to enter from and exit onto Metro's station access road. Such controlled access to be coordinated with WMATA.

- Legend**
- EOC/RPA LIMITS OF CLEARING AND GRADING
  - - - PROPOSED DECIDUOUS TREES (50' ec.)
  - PROPOSED STRIPED PULLOVER AREA
  - ▬ PROPOSED SIDEWALK
  - ▬ PROPOSED GUARD RAIL
  - ▬ PROPOSED GRASS STRIP



PROJECT NO. M-10101  
 SHEET NO. 2 OF 4



EXISTING VEGETATION MAP COVER TYPE SUMMARY

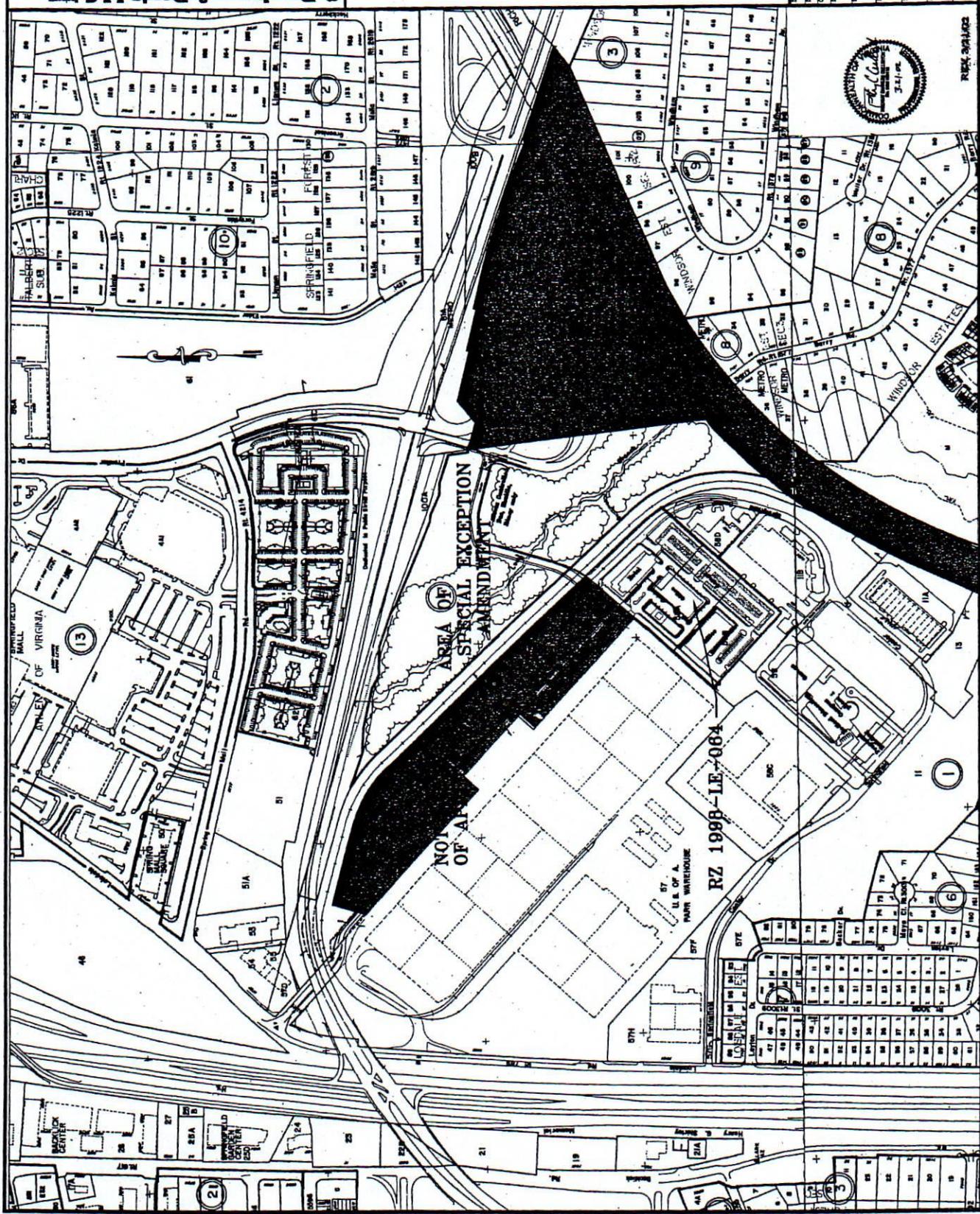
Cover Type	Primary Species	Successional Stage	Condition	Acreage	Comments
A Upland Forest	Sweetgum	sub-climax	generally good	.30±	Some Tulip Poplar, Oak, Dogwood understorey.
B Open Field	na	pioneer	fair	10.48±	Grass and weeds, some saplings and small stands of trees.
C Upland Forest	Sweetgum, Tulip Poplar	pioneer to sub-climax	generally good	2.04±	Some Oak, Sycamore, Maple.
D Upland Forest	Blackgum	pioneer to sub-climax	generally good	.06±	Dense stand of young Blackgum trees.
E Bottom Land Forest	Tulip Poplar, Oak	sub-climax	generally good	7.16±	Mature forest, fairly clear understorey.
F Open Field	na	pioneer	fair	4.43±	Grass and weeds, some willow, some lawn maintained.
G Bottom Land Forest	Willow, Tulip Poplar	sub-climax	fair	.37±	Some Maple, Oak.
H Developed land	na	na	generally good	1.26±	Metro station entrance drive with ornamental plantings.
Total Acreage				26.12±	

SPRINGFIELD METRO CENTER  
AREA ILLUSTRATIVE

Dowberry & Davis LLC  
A Dowberry Company

3400 Park Avenue, Suite 2000  
Atlanta, Georgia 30341  
(770) 944-0100  
Fax: (770) 944-0115

DATE BY JAC	10/17/99
DESIGNED BY JAC	10/17/99
CHECKED BY JAC	10/17/99
TITLE	SPRINGFIELD METRO CENTER
SCALE	AS SHOWN
PROJECT NO.	10-11100
DATE	10/17/99
BY JAC	
DATE	10/17/99
BY JAC	
DATE	10/17/99
BY JAC	





# FAIRFAX COUNTY

OFFICE OF THE CLERK  
BOARD OF SUPERVISORS

12000 Government Center Parkway, Suite 533  
Fairfax, Virginia 22035-0072

Tel: 703-324-3151 • Fax: 703-324-3926 • TTY: 703-324-3903

V I R G I N I A  
June 19, 2003

[www.fairfaxcounty.gov/gov/bos/clerkhomepage.htm](http://www.fairfaxcounty.gov/gov/bos/clerkhomepage.htm)  
Email: [clerktothebos@fairfaxcounty.gov](mailto:clerktothebos@fairfaxcounty.gov)

Robert A. Lawrence, Esquire  
Reed Smith, LLP  
3110 Fairview Park Drive, Suite 1400  
Falls Church, Virginia 22042-4505

RE: Special Exception Amendment Application Number SEA 91-L-054-3  
(Concurrent with RZ 1998-LE-064, SE 01-L-020 & SEA 91-L-053-4)

Dear Mr. Lawrence:

At a regular meeting of the Board of Supervisors held on April 28, 2003, the Board approved Special Exception Application Number SEA 91-L-054-3 in the name of Springfield East, LC, property generally located south of the Franconia-Springfield Parkway at its intersection with Frontier Drive, (Tax Map 90-2 ((1)) 60A) to amend SE 91-L-054 previously approved for fill in the floodplain to permit construction of a road pursuant to Section 2-904 of the Fairfax County Zoning Ordinance, by requiring conformance with the following development conditions:

(NOTE: At its March 10, 2003, meeting the Board held a public hearing on this item and deferred decision until April 28, 2003.)

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. A copy of this Special Exception Amendment and the Non-Residential Use Permit SHALL BE POSTED in a conspicuous place on the property of the use and be made available to all departments of the County of Fairfax during the hours of operation of the permitted use.
3. These Special Exception Amendment conditions apply only within the area of the application property, a 26.12 acre portion of the 107.12 acre property included in the special exception approval to allow fill in the floodplain for the WMATA facilities known as the Franconia – Springfield Metro Station and the Joseph Alexander

June 19, 2003

- 2 -

Transportation Center. These conditions shall be in addition to those adopted in conjunction with the approval of SEA 91-L-054-2.

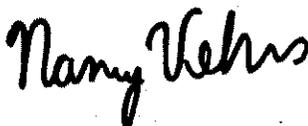
4. This Special Exception Amendment is subject to the provisions of Article 17, Site Plans, as may be determined by the Director, Department of Public Works and Environmental Services (DPWES). Any plan submitted pursuant to this Special Exception Amendment shall be in conformance with the approved Special Exception Amendment Plat entitled Franconia-Springfield Route, Metro Section H-1 (Category 4) and prepared by Dewberry & Davis which is dated December 19, 2000 as revised through March 21, 2002 and these conditions. Minor modifications to the approved Special Exception Amendment may be permitted pursuant to Paragraph 4 of Section 9-004 of the Zoning Ordinance.

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 Amendment shall not be valid until this has been accomplished.

Pursuant to Section 9-015 of the Zoning Ordinance, this Special Exception Amendment shall automatically expire, without notice, thirty (30) months after the date of approval unless the use has been established or construction has commenced and been diligently prosecuted. The Board of Supervisors may grant additional time 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 Amendment. 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.

If you have questions regarding the expiration of this Special Exception Amendment or filing a request for additional time they should be directed to the Zoning Evaluation Division in the Department of Planning and Zoning at 703-324-1290. The mailing address for the Zoning Evaluation Division is Suite 801, 12055 Government Center Parkway, Fairfax, Virginia 22035.

Sincerely,



Nancy Vehrs  
Clerk to the Board of Supervisors

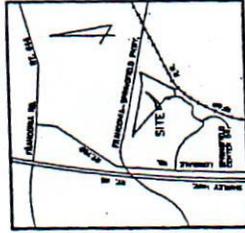
NV/ns

June 19, 2003

- 3 -

cc: Chairman Katherine K. Hanley  
Supervisor Kauffman, Lee District  
Janet Coldsmith, Director, Real Estate Div., Dept. of Tax Administration  
Michael R. Congleton, Deputy Zoning Enforcement Branch  
John Crouch, Deputy, Zoning Enforcement Branch, ZPRB  
Audrey Clark, Director, BPRD, DPWES  
Barbara A. Byron, Director, Zoning Evaluation Div., DPZ  
Angela K. Rodeheaver, Section Chief, Trnsprt'n. Planning Div.,  
Charles Strunk, Project Planning Section, Department of Transportation  
Michelle A. Brickner, Director, Site Development Services, DPWES  
DPWES – Bonds & Agreements  
Department of Highways, VDOT  
Joyce Evans, Land Acqu. & Planning Div., Park Authority  
District Planning Commissioner  
Gary Chevalier, Office of Capital Facilities, Fairfax County Public Schools

**Franconia - Springfield Route**  
**METRO SECTION H-1**  
**Category 6**  
**SPECIAL EXCEPTION AMENDMENT PLAT**  
**SEA 91-L-054-(3)**



VICINITY MAP  
SCALE: 1" = 200'

December 19, 2000  
Rev March 21, 2002

- SHEET INDEX:**
1. COVER SHEET / NOTES AND TABULATIONS
  2. Special Exception Amendment Plat
  3. Existing Vegetation Map
  4. Springfield Metro Center Area Illustrative

**NOTES:**

1. THE PROPERTY THAT IS THE SUBJECT OF THIS SPECIAL EXCEPTION AMENDMENT (REAR PORCH) IS APPROXIMATELY 1.11 ACRES AND IS LOCATED IN THE 14 DISTRICT.
2. THE PURPOSE OF THIS SPECIAL EXCEPTION AMENDMENT IS TO PERMIT THE REAR PORCH TO BE USED IN A FLOODPLAIN TO PROVIDE AN ADDITIONAL ROAD/STREET CONNECTION TO THE JOB ALONG THE FRANCONIA SPRINGFIELD TRANSPORTATION CORridor.
3. THE BOUNDARY INFORMATION SHOWN HEREON WAS PREPARED FROM EXISTING RECORD, DRAWINGS & DATA. THE INFORMATION IS NOT TO BE USED FOR CONSTRUCTION PURPOSES UNLESS ACCOMPANIED BY SUCH INFORMATION.
4. THE TOPOGRAPHY INFORMATION SHOWN HEREON IS A 1/4" PER FOOT CONTOUR INTERVAL FROM A NOVEMBER 1981 AERIAL PHOTOGRAPHY.
5. A COMPARISON SPECIAL EXCEPTION AMENDMENT (SEA 91-L-054) HAS BEEN SUBMITTED TO PROVIDE FOR THE ADDITIONAL ROAD AND ROCKETRAIN CONNECTION.
6. THERE ARE CERTAIN STRUCTURES ON THE SUBJECT PROPERTY OTHER THAN A ROADWAY, UTILITY, AND A STORMWATER MANAGEMENT FACILITY AND WITH THE DESCRIPTION OF THE PROPOSED AMENDMENT OF THE CONTOUR FACILITY, PERMITTING MANAGEMENT STRUCTURE, AND LIGHTING, NO ADDITIONAL STRUCTURES ARE BEING PROPOSED.
7. THE MINIMUM YARD REQUIREMENTS FOR THE 14 DISTRICT ARE FOLLOWING:
  - A. FRONT YARD: CONTROLLED BY A 45 DEGREE ANGLE OF BULK PLANE, NOT TO EXCEED 10 FEET.
  - B. REAR YARD: NO REQUIREMENT.
  - C. SIDE YARD: NO REQUIREMENT.
8. THE ANGLE OF BULK PLANE IS NOT APPLICABLE FOR THIS APPLICATION.
9. THERE ARE NO PARKING SPACES BEING PROPOSED.
10. THERE ARE NO TRAFFIC CONTROL DEVICES BEING PROPOSED AS A RESULT OF THE PROPOSED AMENDMENT. THE PROPOSED AMENDMENT IS A TRANSPORTATION ALTERNATIVE (TRAIL).
11. PUBLIC WATER AND SEWER IS NOT BEING PROPOSED AS PART OF THIS SPECIAL EXCEPTION AMENDMENT.
12. A REGIONAL STORMWATER MANAGEMENT DRY POND CONCEPTS EXISTS ON THE SUBJECT PROPERTY.
13. THE APPROXIMATE LOCATION OF EXISTING ENVIRONMENTAL QUALITY CORRIDOR (EQC) AND RESOURCE PROTECTION AREA (AS SHOWN HEREON, CORRIDOR (EQC) AND RESOURCE PROTECTION AREA) ARE SHOWN HEREON.
14. THERE ARE NO EXISTING UTILITY TRENCHES HAVING A WIDTH OF TWENTY-FIVE (25) FEET OR MORE.
15. THERE ARE NO COMPLIANCE PLANS IDENTIFIED TRAILS CONTIGUOUS TO THE SUBJECT PROPERTY.
16. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO GRAVES ON THE SUBJECT PROPERTY.
17. TO THE BEST OF OUR KNOWLEDGE, THERE ARE NO HAZARDOUS OR TOXIC SUBSTANCES, HAZARDOUS WASTE OR PETROLEUM PRODUCTS ON THE SUBJECT PROPERTY. THERE IS NO TREATMENT OR DISPOSAL OF SUCH SUBSTANCES ON THE SUBJECT PROPERTY.
18. ALL KINDS OF CEASING AND CEASING ARE APPROPRIATE AND SUBJECT TO SUCH REGULATIONS DUE TO FINAL ENGINEERING AND DESIGN.
19. TO THE BEST OF OUR KNOWLEDGE, THE PROPOSED DEVELOPMENT IS IN ACCORDANCE WITH ALL CURRENT APPLICABLE AND DEVELOPMENT ORDINANCE REGULATIONS AND ADOPTED STANDARDS.

**METRO SECTION H-1**  
**SEA 91-L-054-(3)**



SPECIAL EXCEPTION AMENDMENT PLAT

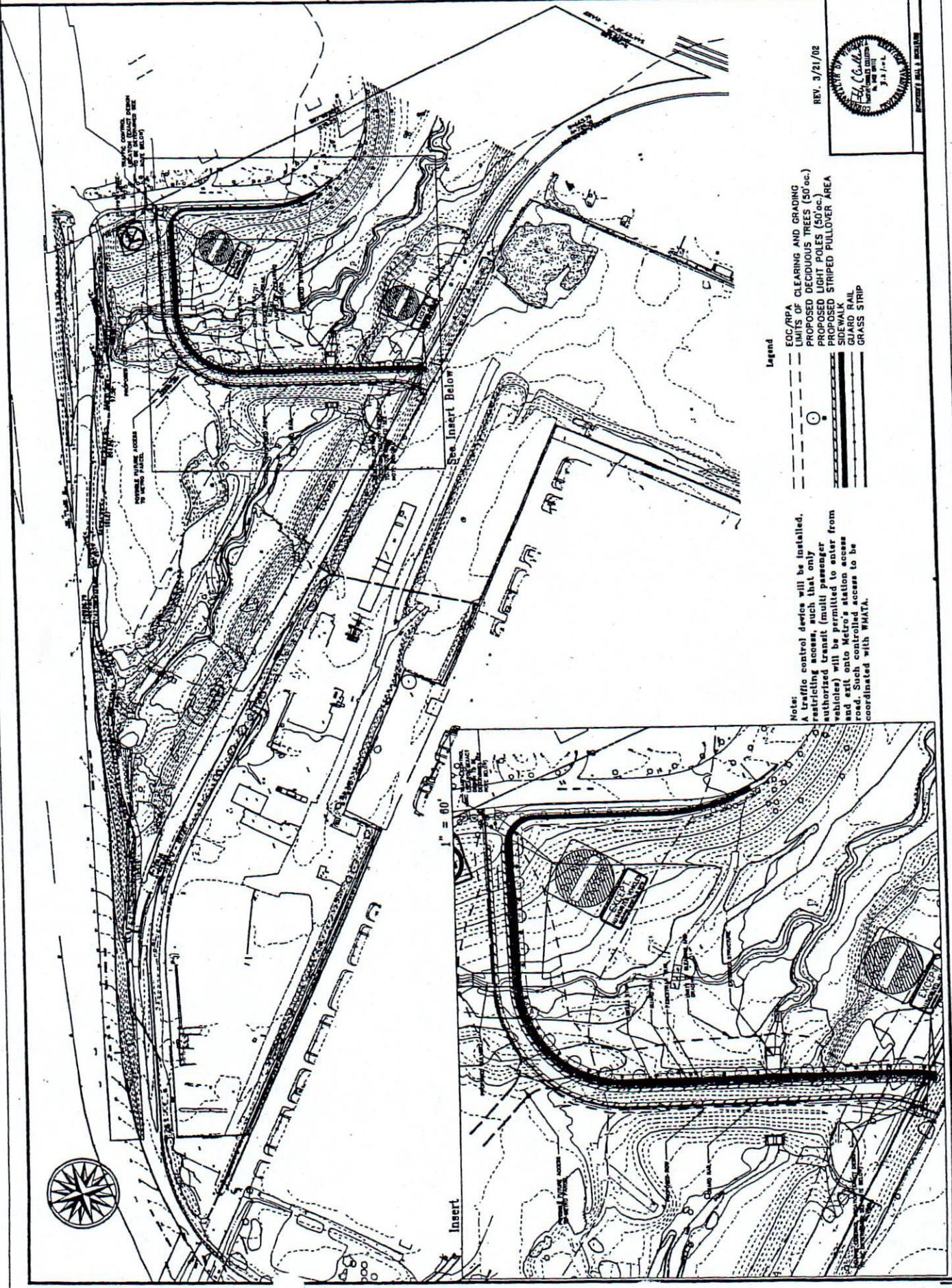
**Dewberry & Davis LLC**  
 A Specialty Engineering Firm  
 10000 State Street, Suite 100  
 Portsmouth, NH 03801

**Dewberry & Davis LLC**  
 Engineers  
 Planners  
 Architects  
 Landscape Architects

1 Dewberry Company  
 8000 Littleton Blvd.  
 Littleton, CO 80120  
 (303) 440-0100 Fax (303) 440-0118

**Metro Section H-1 Category 6**  
 Special Exception Amendment Plat  
 Franconia - Springfield Route

SYMBOL DSC  
 DATE 12/19/00  
 SCALE 1" = 100'  
 SHEET NO. 2 of 4  
 PROJECT NO. H-10101



**Legend**

- EOC/RPA
- LIMITS OF CLEARING AND GRADING
- PROPOSED DECIDUOUS TREES (50' oc.)
- PROPOSED LIGHT POLES (50' oc.)
- PROPOSED STRIPPED PULLOVER AREA
- SIDEWALK
- GRASS STRIP

**Note:**  
 A traffic control device will be installed, restricting access, such that only authorized transit (multi passenger vehicles) will be permitted to enter from and exit onto Metro's station access road. Such controlled access to be coordinated with WHATA.



REV. 3/21/02

See Insert Below

1" = 80'

Insert







## County of Fairfax, Virginia

## MEMORANDUM

DATE: March 8, 2012

**TO:** Barbara Berlin, Director  
Zoning Evaluation Division

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

**SUBJECT:** Section 15.2-2232 Review  
**Application 2232-L11-21** (concurrent with SEA 91-L-053-6)  
Applicant: Washington Metropolitan Area Transit Authority (WMATA)  
Subject Property: Tax Map 90-2 ((1)) 60 and 61B

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 Environment and Development Review Branch of the Planning Division offers the following comments on the proposed police substation and training facility.

APPLICANT PROPOSAL*Attachment 1***PROJECT SUMMARY DESCRIPTION**

The applicant, Washington Metropolitan Area Transit Authority (WMATA), proposes to construct a police substation and training facility with indoor firing range and related parking at 6770 Frontier Drive near the Franconia-Springfield Metro Station. These uses were not previously included as part of the transit station approval. This application is concurrent with Special Exception Amendment SEA 91-L-053-6. The latest plans for this application, dated February 13, 2012, describe the proposed work as summarized below:

**Location:** South side of Route 7900, Franconia-Springfield Parkway immediately west of its intersection with Frontier Drive.

**Site:** Approximately 52.91 acres for subject property; 3.43 acres occupied by proposed use.

**Structure:** A three-story, 24,252 gross square foot WMATA police substation building and a separate single-story, 29,953 gross square foot WMATA police training building with indoor firing range.

**Access:** Access is proposed from Metropolitan Center Drive.

**Operations:** Hours of operation will be 24 hours per day.

**Alternative Sites Considered:** No other sites were considered.

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/](http://www.fairfaxcounty.gov/dpz/)



## **STAFF PLANNING ANALYSIS**

Subject property is in Land Unit N of the Franconia-Springfield Area of the Area IV volume of the Comprehensive Plan. 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 IV, 2011 Edition; Franconia-Springfield Area and Fort Belvoir North Area, as amended through February 8, 2011; Land Unit N, page 52:

“Land Unit N consists of property owned by the Washington Metropolitan Area Transit Authority (WMATA) and is planned for public facilities. A Transportation Center containing approximately 5,000 parking spaces and bus transfer facilities have been constructed in this land unit along with the Franconia-Springfield Metrorail Station. This entire land unit contains significant wetlands, marine clays, and Environmental Quality Corridor (EQC) land, which pose development constraints and stormwater management and wetlands mitigation issues. Pedestrian access has been provided to connect the Transportation Center to surrounding development.

Should the redevelopment of Land Unit O be appropriate for a cultural facility, a shared parking arrangement utilizing the parking garage at the Joe Alexander Transportation Center should be considered.

South of the Parkway immediately west of the proposed Joe Alexander Transportation Center, Parcel 90-2 ((1)) 60 is planned for public facilities. A fifty-foot buffer with earth berms with planting and fencing is recommended for the northern edge of the property to buffer planned residential uses for the property immediately to the north.

The Joe Alexander Transportation Center facilities have been designed so that pedestrian and bicycle access from the Springfield Forest subdivision to the Metrorail station platform is provided over a safe corridor.”

### **POLICY PLAN:**

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. . . .

Policy b. Co-locate public facilities whenever appropriate to achieve convenience and economies of scale, 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 7-21:

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

..

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

... .

In order to protect the Chesapeake Bay and other waters of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate “Chesapeake Bay Preservation Areas”. Within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations.

The more restrictive type of Chesapeake Bay Preservation Area is known as the “Resource Protection Area (RPA).” With a few exceptions (e.g. water wells, recreation, infrastructure improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. . . .

**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. . . .

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

Policy a: Identify, protect and restore an Environmental Quality Corridor system (EQC). . . .

**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 b. Ensure that zoning proposals for nonresidential development and zoning proposals for multifamily residential development of four or more stories within the Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas as identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification through the LEED program or its equivalent, where applicable, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;
- Development involving a change in use from what would be allowed as a permitted use under existing zoning;
- Development at the Overlay Level; or
- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.”

#### **STAFF ANALYSIS:**

#### **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 WMATA police substation and training facility is consistent with the Comprehensive Plan recommendation for public facilities in this immediate area. The Comprehensive Plan recognizes the site as part of a larger area owned by WMATA for the location of Metro-related facilities near the Franconia-Springfield Metro Station. The police substation and training facility is part of those associated uses. In accord with Plan guidelines the proposed police substation and training facility are co-located on the subject property for convenience and economies of scale. The proposed WMATA police substation is located within the Franconia-Springfield portion of the County to replace an existing substandard facility located on North Kings Highway near the Huntington Metro Station. The proposed police

substation is strategically located next to the Franconia-Springfield Metro Station to serve segments of Metrorail's Blue, Yellow, Green and Orange Lines. This new police substation at this location will also support bus routes in the region, three rail yards, and several bus maintenance garages. The proposed WMATA police substation is consistent with Plan guidelines that public facilities be appropriately sited to the area they are intended to serve.

### **Character**

The proposed WMATA police station and training facility are compatible with the existing and planned non-residential and residential character of the surrounding area. The proposed uses are a planned extension of existing WMATA facilities in the immediate area. The new police facilities will be separated from the surrounding uses by the existing road network, a portion of the Long Branch stream valley area and vegetated areas. While the Plan recognizes that this land area is appropriate for public facilities, it recommends a 50-foot buffer with earth berms and vegetation and fence be provided along the northern boundary at this location in order to screen residential property to the north. Given that the Franconia-Springfield Parkway now separates this property from the residential development to the north, staff feels that a full 50 foot buffer along the northern boundary of the subject property is no longer needed. However, the buffer shown on the special exception plat depicts a strip as narrow as 10-feet in places. Staff continues to encourage the expansion of this buffer to 20-25 feet with some modification of the proposed facility. Pedestrian connections to the proposed facility could be provided on both sides of Metropolitan Center Drive. Staff feels that pedestrian access in this area could be improved with sidewalks on both sides of Metropolitan Center Drive. The current plans show sidewalks on only one side of this roadway. Parking shown for the proposed training facility seems to exceed what is actually required for the proposed use and a reduction in parking could reduce impervious surface areas and associated stormwater runoff on the proposed development as well as provide an opportunity for expanded buffering along the northern boundary. Visual impacts from the three-story police building and one-story training facility are not anticipated. According to WMATA, additional vehicles and activities will have negligible to no noise impact on adjacent properties. The proposed uses are consistent with Plan guidance that public facilities be located in areas of compatible land uses.

### **Extent**

The proposed police substation and training facility are part of the overall operations of WMATA. While the Comprehensive Plan recommends public facilities for the subject property, an intensity or floor area ratio (FAR) is not specified. The size of the proposed buildings (24,252 gross square feet for the police substation; 29,953 square feet for the training facility) and size of the site will accommodate program needs. Design standards and criteria for the project will meet the needs of 120 police and administrative personnel who will report to the police substation. The establishment of a training facility on the subject property will support Metropolitan Transit Police Department certification requirements for firearms proficiency. Staff had raised some concerns regarding the future extension of Frontier Drive through a portion of the subject property. At that time no provisions were made which would accommodate this future right-of-way. The applicant has agreed to accommodate the future extension of Frontier Drive through right-of-way dedication, an easement or other mechanism to permit the future construction of this roadway through a portion of the WMATA property. Building and parking layout do not raise any issues with respect to Resource Protection Area and Environmental Quality Corridor

which are present on this site. As the proposed uses will be permitted only with approval of a special exception amendment and are located in a specified mixed use center of the Comprehensive Plan (Franconia-Springfield Transit Station Area), the buildings should be LEED certified or the equivalent to be consistent with Comprehensive Plan guidance on green buildings.

### **CONCLUSION AND RECOMMENDATIONS**

Staff concludes that the subject proposal by the Washington Metropolitan Area Transit Authority, to construct a police substation and training facility at 6770 Frontier Drive near the Franconia-Springfield Metro Station satisfies the criteria of location, character and extent as specified in Va. Code Sec. 15.2-2232. Staff therefore recommends that the Planning Commission find the subject Application 2232-L11-21, substantially in accord with provisions of the adopted Comprehensive Plan.

PGN/JRB

**COUNTY OF FAIRFAX, VIRGINIA**

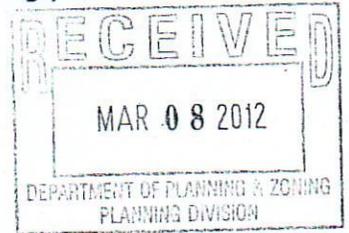
**APPLICATION FOR DETERMINATION  
PURSUANT TO  
SECTION 15.2-2232 OF THE CODE OF VIRGINIA**

**Application Number:** 2232-L11-21  
(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 6770 Frontier Drive

City/Town Springfield, Virginia Zip Code 22150

**APPLICANT(S)**

Name of Applicant Washington Metropolitan Area Transit Authority

Street Address 600 Fifth Street, NW

City/Town Washington State DC Zip Code 20001

Telephone Number: Work (202) 962-2493 Fax (202) 962-6120

E-mail Address jthomas@wmata.com

Name of Applicant's Agent/Contact (if applicable) John D. Thomas

Agent's Street Address 600 Fifth Street, NW

City/Town Washington State DC Zip Code 20001

Telephone: Work (202) 962-2493 Fax ( ) (202) 962-6120

**PROPOSED USE**

Street Address 6770 Frontier Drive, Springfield, VA 22150

Fairfax Co. Tax Map and Parcel Number(s) 90-2-((1))-61B; 90-2-((1))-60

Brief Description of Proposed Use \_\_\_\_\_

Metropolitan Transit Police Department (MTPD) District II Police Substation and Training Facility with associated parking.

Total Area of Subject Parcel(s) 54.38 Acres (acres or square feet)

Portion of Site Occupied by Proposed Use 3.43 Acres (acres or square feet)

Fairfax County Supervisor District Lee

Planned Use of Subject Property (according to Fairfax County Comprehensive Plan)

Zoning of Subject Property I-4

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

**PROPERTY OWNER(S) OF RECORD**

Owner Washington Metropolitan Area Transit Authority

Street Address 600 Fifth Street, NW

City/Town Washington State DC Zip Code 20001

**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 John D. Thomas

Signature of Applicant or Agent *John D. Thomas*

Date March 9, 2012

\*\*\*\*\*

*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**

\*\*\*\*\*

<p><b>FOR STAFF USE ONLY</b></p> <p>Date application received: ___/___/___</p> <p>By: _____</p> <p>Additional information requested to complete application:</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>Date application accepted: ___/___/___</p> <p>By: _____</p>
--

**Part II - 2232 Application**

**MTPD DISTRICT II SUBSTATION AND TRAINING FACILITY**

**1. DESCRIPTION OF PROPOSED USE**

**Type of Operation** – Metropolitan Transit Police Department Substation and Training Facility and associated parking.

**Dimensions of All Buildings –**

**Police Substation**

**Number of Levels:** 3  
**Height above grade:** 50.0 feet, maximum to top of Penthouse  
**Dimensions** 132.75 feet x 65.75 feet

**Police Training Facility**

**Number of Levels:** 2  
**Height above grade:** 30.0 feet  
**Dimensions** 224.96 feet x 136.54 feet

**Total Square Footage of Proposed Use 54,205 s.f.**

**Material, Colors** - The MTPD District II Substation and Training Facility will be of precast concrete construction with brick inserts and give the appearance of buildings built with traditional brick construction. The Police Substation building will be three floors. Both buildings will be fitted with metal louvers for energy efficiency.

**Hours and Days of Operation - Metrorail Station**

Police Facility – Open 24 hours

Metrorail Station —

Monday	5:00 a.m. – 12:00 a.m.
Tuesday	5:00 a.m. – 12:00 a.m.
Wednesday	5:00 a.m. – 12:00 a.m.
Thursday	5:00 a.m. – 12:00 a.m.
Friday	5:00 a.m. – 3:00 a.m.
Saturday	7:00 a.m. – 3:00 a.m.
Sunday	7:00 a.m. – 12:00 a.m.

Parking Facility — Open 24 hours

**Estimated Number of Employees and Facility Users –**

**Employees – 120**  
**Other Facility Users - 24**

**Service Area** - The District II Substation serves the Blue Line from Franconia-Springfield Station to L'Enfant Plaza Station and from Largo Town Center to L'Enfant Plaza Station, the Yellow Line from Huntington Metro Station to Gallery Place Station, the Green Line from Branch Avenue Station to Gallery Place Station, and the Orange Line from New Carrollton Station to Metro Center. Officers also support bus routes in the region, three rail yards, and several bus maintenance garages. Officers assigned to District II will provide assistance to other MTPD Districts, as needed, throughout the Metro System.

**Maintenance requirements and frequency** – Both the Training Facility and Substation will require standard janitorial service and grounds maintenance.

Hazardous materials including, but not limited to, lead-acid batteries, ammunition, and cleaning solvents will be used at the site. Lead recovered from firing operations will be recycled. Cleaning solvents and contaminated waste water will be managed according to state and federal laws. Used batteries will be recycled or disposed properly according to state and federal laws. The facility will be designed to filter air so that contaminated air is not released.

## 2. REQUIREMENT FOR PROPOSED USE

### **Why the new facility is needed -**

#### Police Training Facility -

MTPD has an authorized strength of over 400 sworn police officers, over 100 armed commissioned Special Police Officers as well as armed revenue guards. MTPD officers must maintain certification within two states and the District of Columbia. The Maryland Police and Correctional Training Commissions and the Virginia Department of Criminal Justice Services maintain officer certification requirements in their respective states. MTPD police officers are required to meet firearms proficiency as set by these organizations at least twice each year. WMATA does not currently own or operate a training facility with a firearms range. Due to the risk of decertification of officers as well as the cost of using training facilities available elsewhere, it is fiscally prudent of WMATA to construct and operate its own police training facility.

#### Police Substation -

MTPD District II is currently headquartered in a small 1940s-era residential building located near the Huntington Metrorail Station. As of today, the facility is undersized as demonstrated by numerous temporary buildings located on the property. Consequently, it is necessary that WMATA find a suitable location within the Franconia-Springfield section of Fairfax County to replace the existing substandard facility located at 5801 North Kings Highway.

**Why the proposed location is the best proposed use** - The project would be constructed on existing WMATA property adjacent to the Franconia-Springfield Metrorail Station on the Blue Line. Since the project is within walking distance to the Metrorail station, police officers could quickly access the transit system. The project site is located in a Medium Intensity Industrial (I-4) Zone as designated by Fairfax County. The 52.91 acre property has the size and site requirements to meet the requirements of the design program.

**Why the proposed location and type of facility is the least disruptive alternative -**

The property would not require any land acquisition, as the property is owned by WMATA, and land acquisition is not required for construction staging. The project is located in an industrial zone (I-4) adjacent to a Metrorail Station. Traffic disruption is expected to be minimal as no thru traffic is currently allowed on the access road to the site.

**Relevant standards/criteria supporting the facility and location -** Design standards and criteria for the project will meet WMATA requirements for the police station for the needs of 120 police and administrative personnel who will report to the station. The training facility design is based on Federal Police Training Facility located in Cheltenham, Maryland. Project designers toured the federal facility and interviewed the facility operators to guide the design of the proposed MTPD training facility.

**Vicinity or general area to be serviced by proposed use -** The District II Substation serves the Blue Line from Franconia-Springfield Station to L'Enfant Plaza Station and from Largo Town Center to L'Enfant Plaza Station, the Yellow Line from Huntington Metro Station to Gallery Place Station, the Green Line from Branch Avenue Station to Gallery Place Station, and the Orange Line from New Carrollton Station to Metro Center. Officers also support bus routes in the region, three rail yards, and several bus maintenance garages. Officers assigned to District II will provide assistance to other MTPD Districts, as needed, throughout the Metro System.

**3. ANTICIPATED IMPACTS ON ADJOINING PROPERTIES AND ON AND OFF-SITE ENVIRONMENTAL FEATURES**

**Traffic impacts —**

- A maximum of 152 new parking spaces.
- 69 vehicles (45 percent of 152 space parking lot capacity) arrive in AM peak hour (7:00 a.m. to 9:00 a.m.).
- 47 vehicles (31 percent of 152 space parking lot capacity) exit during PM peak hour (4:00 p.m. to 6:00 p.m.).
- Officers will report to the facility in three shifts preceding the peak hour traffic periods:
  - 1st Shift – Mornings 4:30 AM to 5:30 AM – 35 to 40 personnel.
  - 2nd Shift – Afternoon/Evening – 1:30 PM to 2:30 PM – 45 to 55 personnel.
  - 3rd Shift – Midnight – 15 to 20 personnel.

**Noise and Air Quality —** Noise and air quality analyses were completed for the project in compliance with the National Environmental Policy Act (NEPA). The additional vehicles and activities resulting from the proposed facility will have negligible to no impact on air quality and noise. There would be minor temporary impacts during the construction of the proposed facility. Construction impact would be short term, and construction activities would comply with time of day requirements of the Fairfax County Noise Ordinance, WMATA and Federal Transit Administration Criteria (FTA). Indoor firing range activities would not impact residences in proximity to the site. The noise

analysis included the measurement of noise levels at Federal Training Facility in Cheltenham, Maryland.

Regarding air quality, the project is listed in the Washington, DC region's Transportation Improvement Program (TIP) and therefore has demonstrated conformity with the region's air quality goals.

**Light pollution** — WMATA Design Criteria maintains a minimum light level of all surface parking lots of one (1) foot-candle. The proposed site lighting will not exceed WMATA requirements as well as comply with the relevant county zoning ordinances and Articles 14-902 and 14-903.

**Visual impacts** — Visual impacts from the three-story administrative building and single-story training facility are not anticipated. The facility will be visible from the Franconia-Springfield Parkway (at the northern boundary of the property), Franconia-Springfield Metrorail Station (to the east), and the Extended Stay America Hotel to the south. No historic viewsheds or historic properties have been identified within a half-mile of the project site.

**Water quality and storm runoff** — The proposed project drains to an existing regional detention facility, DP 0296. The project will add 2.25 acres of impervious surface to this detention basin. The runoff will be treated for both quality and quantity control per best management practices as required by Fairfax County Ordinances.

**4. ALTERNATIVE SITES CONSIDERED FOR THE PROPOSAL –**

As this site is the only WMATA-owned property in the area to be served by this facility that would be adequate for the project, no other sites were considered.

**5. PROPERTY IDENTIFICATION MAPS AT A SCALE OF 1"=500' IDENTIFYING THE PROPOSED SITE FOR THE FACILITY OR USE –**

See Attachment 'A'

**6. PROPOSED FACILITY**

See Attachment 'B'

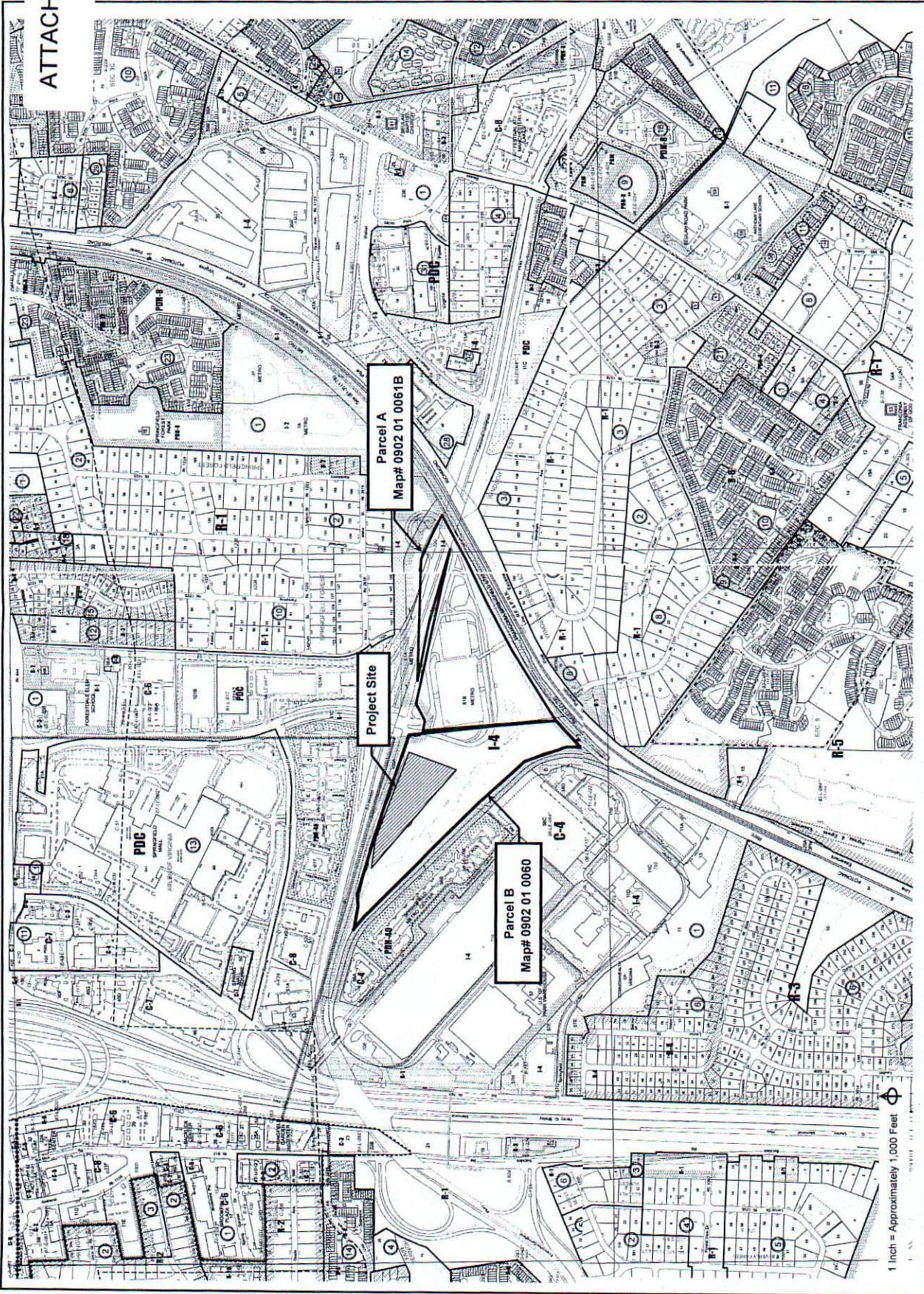
**7. REDUCED COPY OF PLANS -**

See Attachment 'C'

**8. OTHER INFORMATION AS MAY BE DEEMED APPROPRIATE BY THE 2232 REVIEW COORDINATOR –**

N/A

ATTACHMENT A



Data Source: Fairfax County, Virginia, Official Zoning Map Fairfax County, Accessed at: [www.fairfaxcounty.gov/gis/gisapps/pdfviewer](http://www.fairfaxcounty.gov/gis/gisapps/pdfviewer), Accessed on September 29, 2011.

Requirement 3: Official Zoning Map Fairfax County 2011 (Grid No. 90-2, 90-4, 91-1 and 91-3)

ATTACHMENT 'C'

# WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY



## MTPD DISTRICT II SUBSTATION AND TRAINING FACILITY

FRANCONIA-SPRINGFIELD STATION  
FAIRFAX COUNTY, VIRGINIA

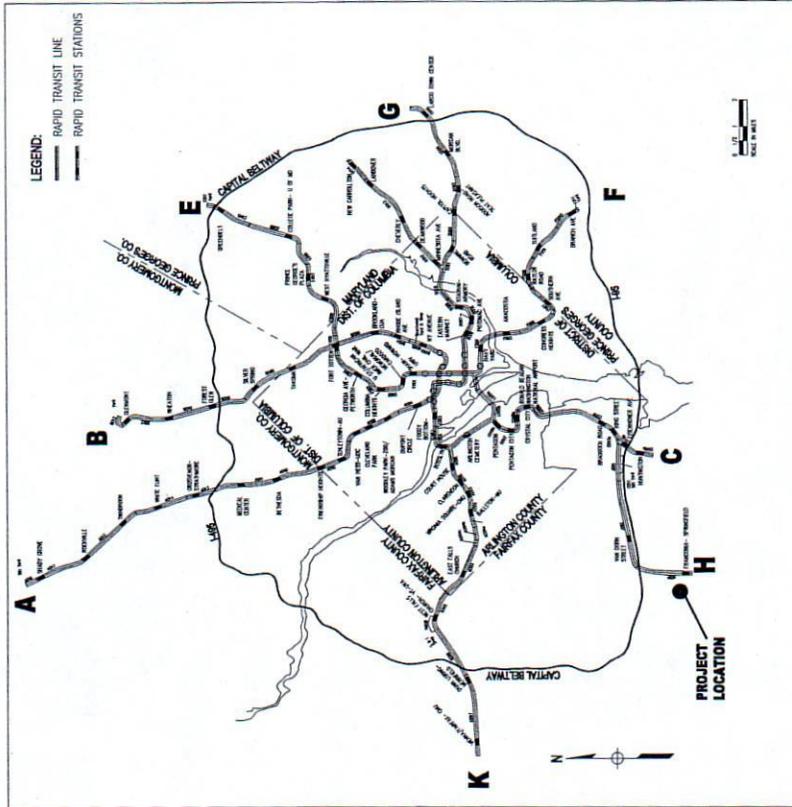
2232 AND  
SPECIAL EXCEPTION DRAWINGS  
SEA 91-L-053-6

MARCH 09, 2012

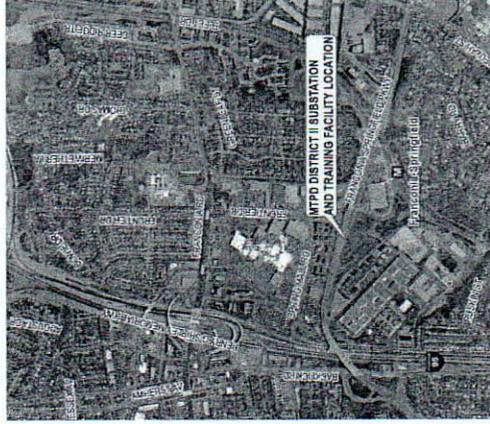
# INDEX OF DRAWINGS

## DRAWING NO. DRAWING DESCRIPTION

- COVER
- SE-1 SYSTEM MAP, LOCATION MAP AND INDEX OF DRAWINGS
- SE-2 EXISTING CONDITIONS PLAN (SURVEY)
- SE-3 EASEMENT EXHIBIT PLAT
- SE-4 PLAT PLAN (OVERALL SITE)
- SE-5 ENLARGED PLAT PLAN
- SE-6A SITE DISTANCE PLAN
- SE-7 EXISTING VEGETATION SUMMARY AND 10-YR TREE CANOPY CALCULATION
- SE-7A TREE CANOPY CALCULATION MAP
- SE-8 EXISTING VEGETATION
- SE-9 LANDSCAPE PLAN
- SE-10 TRAINING FACILITY BUILDING ELEVATIONS
- SE-11 TRAINING FACILITY BUILDING ELEVATIONS
- SE-12 POLICE STATION BUILDING ELEVATIONS
- SE-13 POLICE STATION BUILDING ELEVATIONS
- 1 of 4 FRANCONIA-SPRINGFIELD ROUTE METRO SECTION H-1, Category 6 Special Exception Amendment Plat
- 2 of 4 FRANCONIA-SPRINGFIELD ROUTE METRO SECTION H-1, Category 6 Special Exception Amendment Plat
- 3 of 4 FRANCONIA-SPRINGFIELD ROUTE METRO SECTION H-1, Category 6 Special Exception Plat
- 4 of 4 FRANCONIA-SPRINGFIELD ROUTE METRO SECTION H-1, Category 6 Special Exception Plat



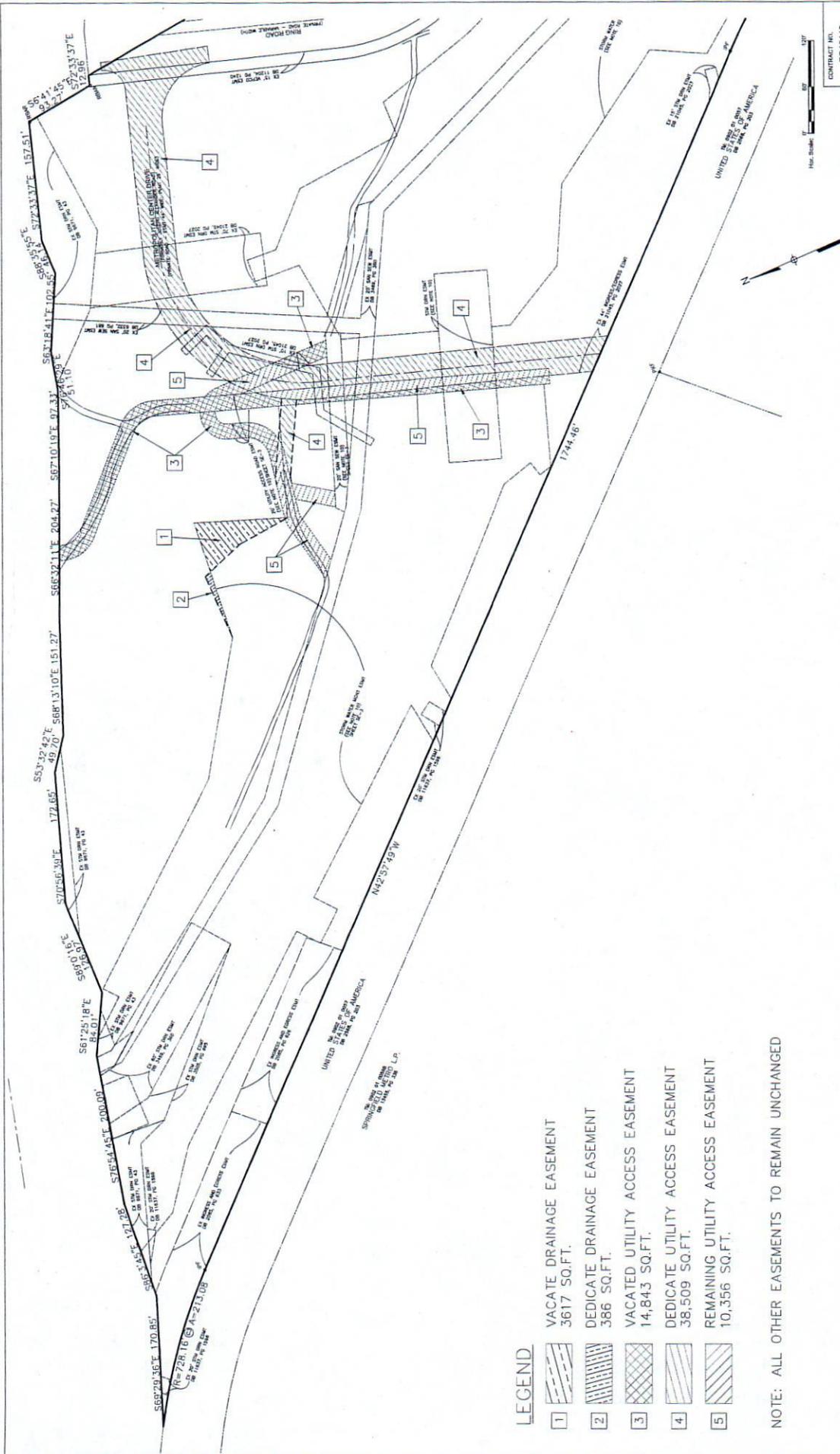
SYSTEM MAP  
NOT TO SCALE



LOCATION MAP  
NOT TO SCALE

DESIGNED M. REEDY DATE		REFERENCE DRAWINGS		REVISIONS		CONTRACT NO.	
DRAWN M. REEDY DATE	NUMBER	DESCRIPTION	DATE	BY	DESCRIPTION	MTPD DISTRICT II	
CHECKED B. AMAN DATE						SUBSTATION AND TRAINING FACILITY	
APPROVED M. JONES DATE						SYSTEM MAP, LOCATION MAP AND	
						INDEX OF DRAWINGS	
						SCALE	BHEET NO
						NOT TO SCALE	2 of 13
						DRAWING NO.	SE-2
SUBMITTED DATE				APPROVED DATE			
DIRECTOR				DIRECTOR			
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY							
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES							
MAJOR CAPITAL PROJECTS							





**LEGEND**

- 1 VACATE DRAINAGE EASEMENT  
3617 SQ.FT.
- 2 DEDICATE DRAINAGE EASEMENT  
386 SQ.FT.
- 3 VACATED UTILITY ACCESS EASEMENT  
14,843 SQ.FT.
- 4 DEDICATE UTILITY ACCESS EASEMENT  
38,509 SQ.FT.
- 5 REMAINING UTILITY ACCESS EASEMENT  
10,356 SQ.FT.

NOTE: ALL OTHER EASEMENTS TO REMAIN UNCHANGED

REFERENCE DRAWINGS		REVISIONS	
NUMBER	DESCRIPTION	DATE	DESCRIPTION

DESIGNED	W. ENDAMAL	DATE	02/27/2011
DRAWN	W. ENDAMAL	DATE	02/27/2011
CHECKED	S. MERRICK	DATE	
APPROVED	J.M. POWERS	DATE	02/23/2011

DATE	
APPROVED	
DIRECTOR	

SCALE	1" = 40'
HEAT NO.	SE-4
DRAWING NO.	SE-4
SHEET NO.	4 OF 13

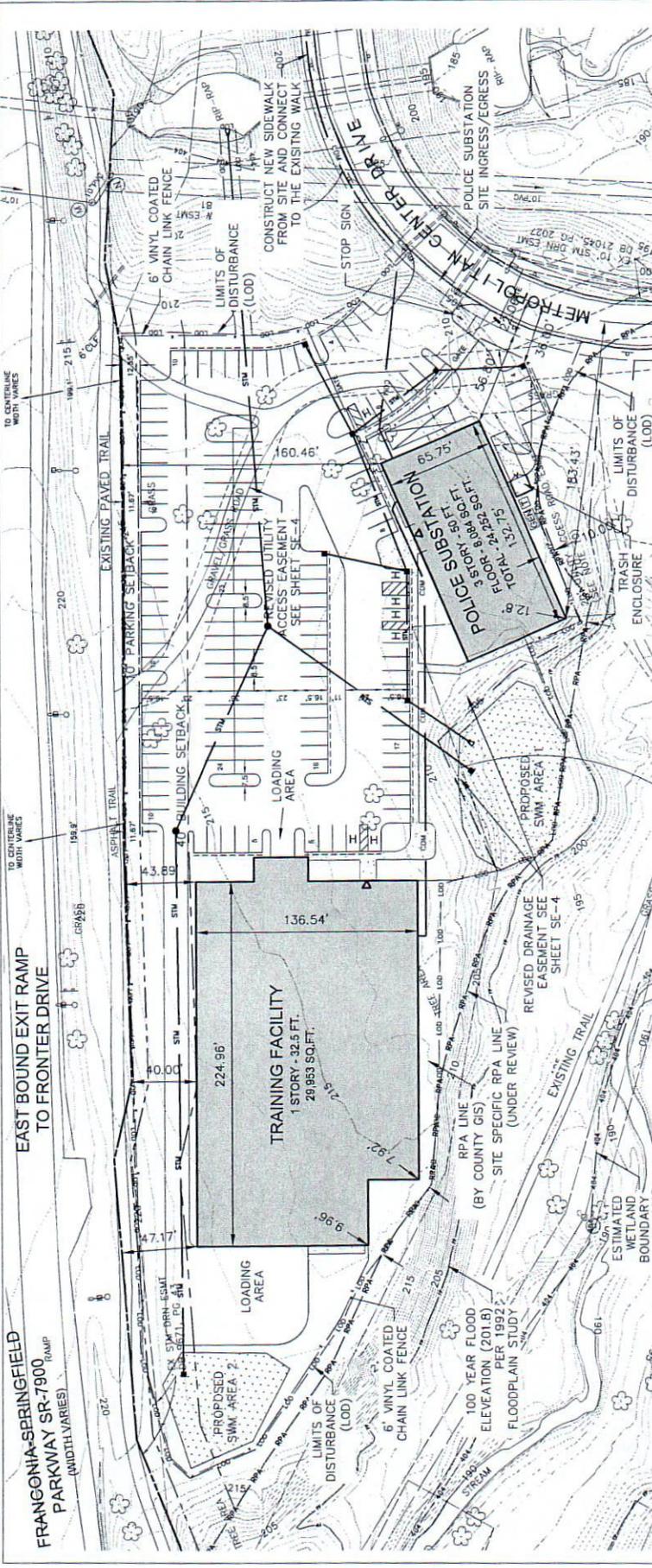


WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
 DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES  
 MAJOR CAPITAL PROJECTS

MTPD DISTRICT II  
 SUBSTATION AND TRAINING FACILITY  
 EASEMENT EXHIBIT PLAT

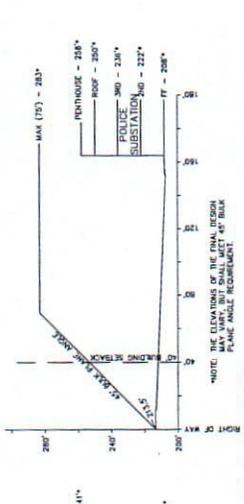
CONTRACT NO. FQ12118





**GENERAL NOTES:**

1. BOUNDARY AND TOPOGRAPHIC INFORMATION WAS PROVIDED BY WABATA. THE GENERAL SCOPE OF THE DESIGN.
2. THE EXISTING PAVED TRAIL ADJACENT TO THE NORTHERN PROPERTY LINE IS TO BE MAINTAINED AND REPAIRED AS PART OF THIS PROJECT.
3. THE EXISTING PAVED TRAIL ADJACENT TO THE NORTHERN PROPERTY LINE IS TO BE MAINTAINED AND REPAIRED AS PART OF THIS PROJECT.
4. TO THE BEST OF WHATAS KNOWLEDGE AND RECORDS, THERE ARE NO EXISTING UTILITIES OR RECORDS FOR THE SITE.
5. ALL PROPOSED SITE AND BUILDING FOOTPRINTS SHALL COMPLY WITH APPLICABLE FAMILIAR ZONING ORDINANCES (14-602 & 14-603) REGULATIONS AND THE PUBLIC WORKS DEPARTMENT'S DESIGN STANDARDS.
6. PROPOSED BERMEDGES AND CROSSINGS SHALL ACCOMMODATE PEDESTRIAN AND BICYCLE TRAFFIC AND BE CONSISTENT WITH THE FAMILIAR ZONING ORDINANCES.
7. THE TRAIN ENCLOSEURE WILL COMPLY WITH ALL APPLICABLE FAMILIAR ZONING AND PUBLIC WORKS DEPARTMENT'S DESIGN STANDARDS.
8. 100 YEAR FLOOD ELEVATION (201.8) TAKE FROM 1981 COOPER AN STUDY.



**1-4 ZONING REQUIREMENTS:**

**LOT SIZE:** MINIMUM AREA: 20,000 SQ.FT. MINIMUM LOT FRONT: 100 FT. MINIMUM LOT DEPTH: 100 FT. MINIMUM LOT WIDTH: 100 FT. MAX BUILDING HEIGHT: 75 FT. MAX FLOOR AREA RATIO: 0.40

**MINIMUM YARD REQUIREMENTS:** FRONT YARD: MINIMUM 40 FEET REAR & SIDE YARD: NO REQUIREMENT OPEN SPACE: 10% OF GROSS AREA

**MINIMUM YARD REQUIREMENTS:** FRONT YARD: MINIMUM 40 FEET REAR & SIDE YARD: NO REQUIREMENT OPEN SPACE: 10% OF GROSS AREA

**SITE PARKING:**

REQUIRED: 8 SPACES POLICE SUBSTATION 10 SPACES TRAINING FACILITY 10 SPACES TOTAL REQUIRED PARKING: 28 SPACES

PROVIDED: 8 SPACES POLICE SUBSTATION 10 SPACES TRAINING FACILITY 10 SPACES TOTAL PROVIDED: 28 SPACES

MANICAP PARKING PROVIDED: 7 SPACES

ANTERIOR ISLAND AREA: 4,100 SQ.FT. (0.04) INTERIOR ISLAND REQUIRED: 2,000 SQ.FT. (0.02)

**WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY**  
**DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES**  
**MAJOR CAPITAL PROJECTS**

**MTPD DISTRICT II**  
**SUBSTATION AND TRAINING FACILITY**  
**ENLARGED PLAT PLAN**

SCALE: HORIZ. 1"=40' VERT. 1"=4'

DATE: \_\_\_\_\_

APPROVED: \_\_\_\_\_ DIRECTOR

CONTRACT NO. FC12118

SHEET NO. 6 OF 13

DATE	BY	DESCRIPTION
11/20/2011	WCE	FAMILIAR COUNTY COMMENTS
12/15/2011	WCE	FAMILIAR COUNTY COMMENTS
1/10/2012	WCE	FAMILIAR COUNTY COMMENTS
1/10/2012	WCE	FAMILIAR COUNTY COMMENTS
1/10/2012	WCE	FAMILIAR COUNTY COMMENTS







**SITE**  
SCALE=1"=600'

**LEGEND**

- LIMIT OF DISTURBANCE
- FENCE
- RESOURCE PROTECTION AREA
- FLOOD PLAIN
- CANOPY PRESERVATION AREA
- CANOPY CLEARING AREA

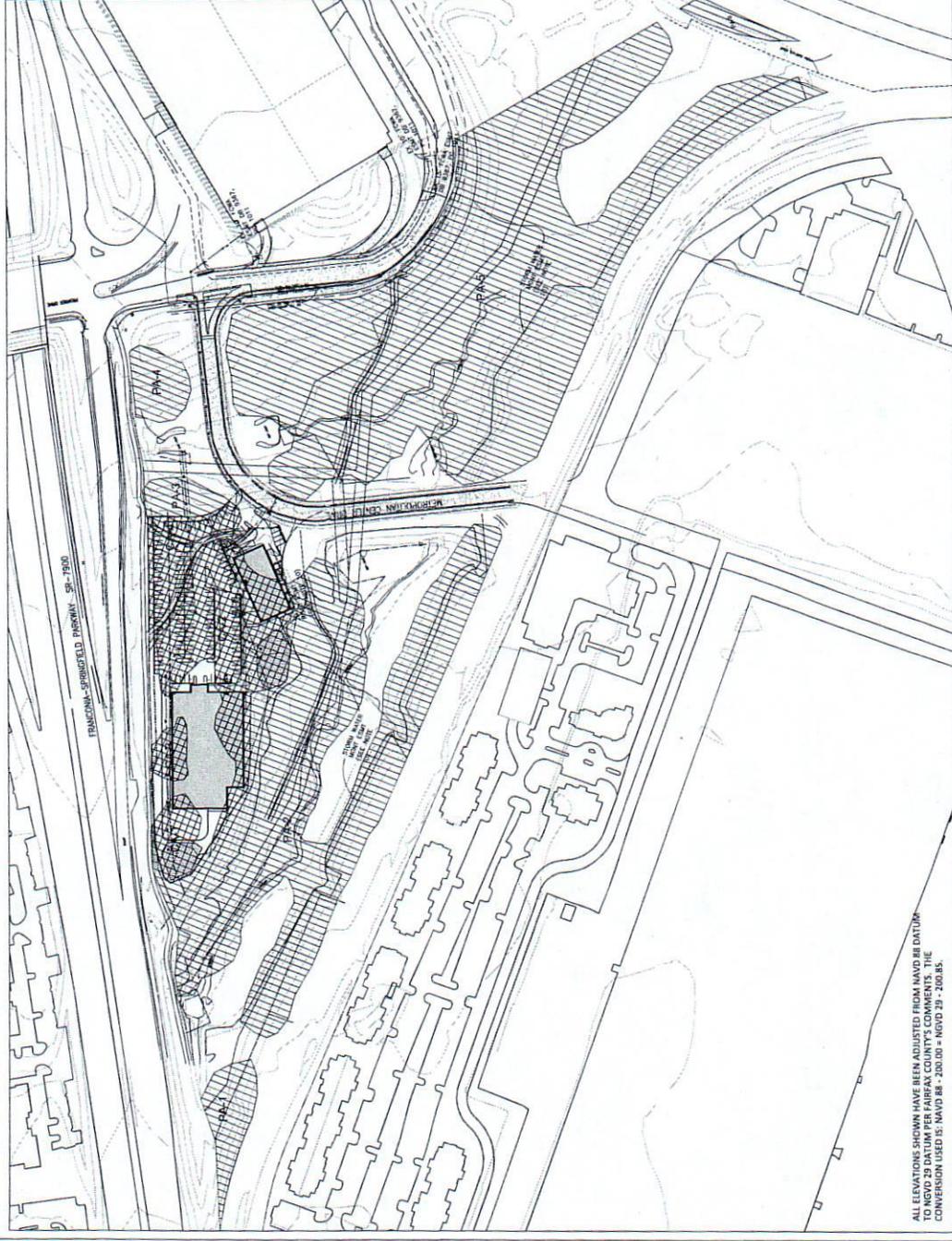
Canopy Impacts Due to Site Development		Square Feet	Acres
<b>Canopy Preservation Areas (PA)</b>			
PA-1		15,889	0.36
PA-2		210,167	4.82
PA-3		9,398	0.22
PA-4		13,141	0.30
PA-5		372,902	8.56
PA-6		6,359	0.15
Total canopy preservation		627,867	14.41
<b>Canopy Clearing Areas (CA)</b>			
CA-1		11,272	0.26
CA-2		65,456	1.49
CA-3		6,449	0.15
CA-4		16,730	0.38
Total canopy clearing		99,907	2.28

**Plan Narrative:**  
This plan shows the limits of disturbance, existing vegetation, and proposed landscaping and screening in accordance with the provisions of Article 13, to include existing vegetation to be preserved.

CONTRACT NO.  
FQ12118

MTPD DISTRICT II SUBSTATION  
AND TRAINING FACILITY  
TREE CANOPY CALCULATION MAP

SCALE 1"=100'  
DRAWING NO. SE-7A  
SHEET NO. 7A of 13



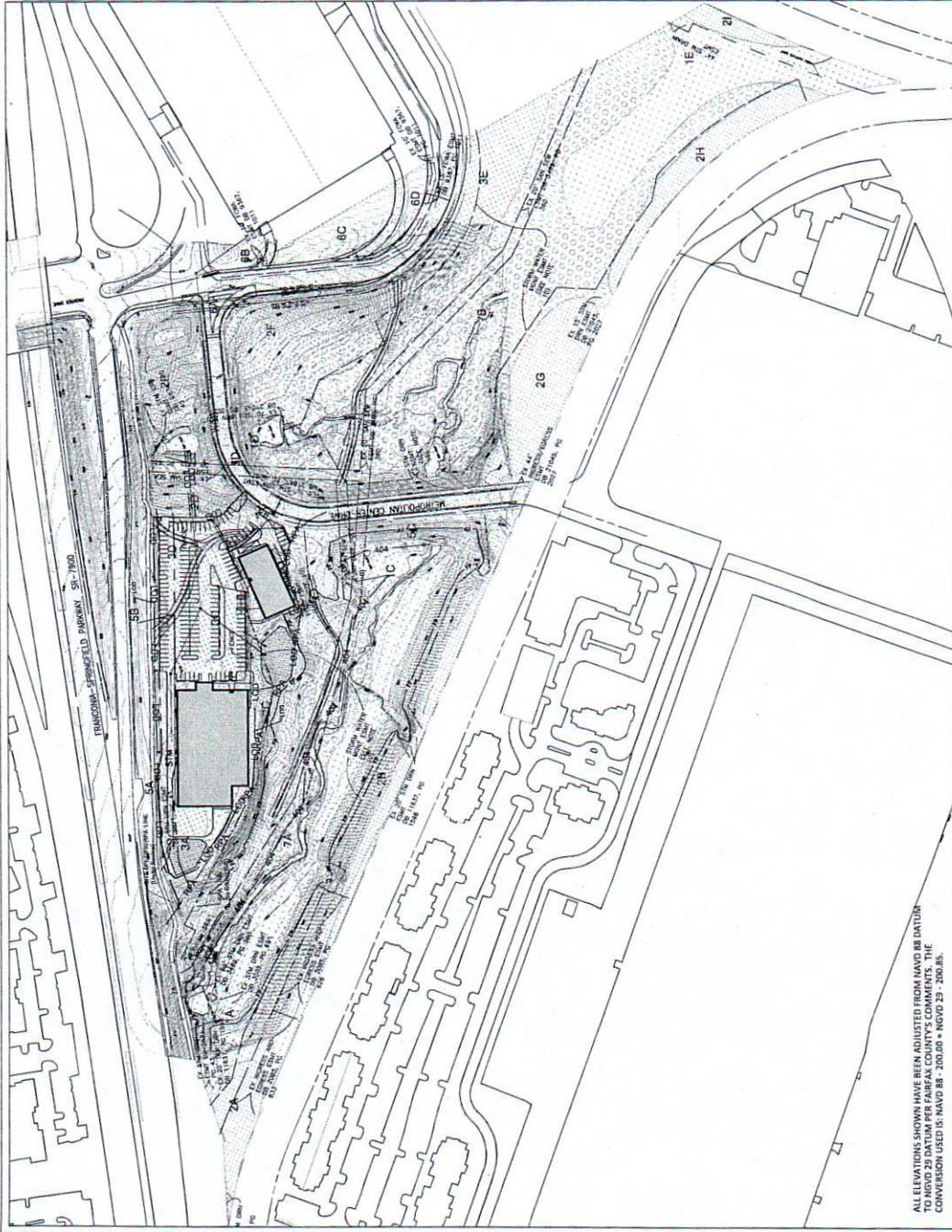
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES  
MAJOR CAPITAL PROJECTS

DATE: \_\_\_\_\_  
SUBMITTED: \_\_\_\_\_  
APPROVED: \_\_\_\_\_  
DIRECTOR

REFERENCE DRAWINGS		REVISIONS	
NUMBER	DESCRIPTION	DATE	BY

DESIGNED: C. BELTON  
DATE: 11/20/11  
DRAWN: J. BARNES  
DATE: 11/20/11  
CHECKED: D. BARNETT  
DATE: 11/20/11  
APPROVED: J.M. POWERS  
DATE: 11/20/11

ALL ELEVATIONS SHOWN HAVE BEEN ADJUSTED FROM MVD 88 DATUM TO NGVD 29 DATUM PER FAIRFAX COUNTY'S COMMENTS. THE CONVERSION USED IS: NAVD 88 - 200.00 = NGVD 29 - 200.85.



**SITE**  
SCALE=1"=600'

**LEGEND**

[Symbol]	LIMIT OF DISTURBANCE
[Symbol]	FENCE
[Symbol]	RESOURCE PROTECTION AREA
[Symbol]	FLOOD PLAIN

**EXISTING VEGETATION MAP LEGEND**

[Symbol]	Cover Type 1
[Symbol]	Cover Type 2
[Symbol]	Cover Type 3
[Symbol]	Cover Type 5
[Symbol]	Cover Type 6
[Symbol]	Cover Type 7
[Symbol]	SITE LIMITS

**Plan Narrative:**  
This plan shows the limits of disturbance, existing vegetation, and proposed landscaping and screening in accordance with the provisions of Article 13, to include existing vegetation to be preserved.

ALL ELEVATIONS SHOWN HAVE BEEN ADJUSTED FROM NAVD 88 DATUM TO NGVD 29 DATUM PER FAIRFAX COUNTY'S COMMENTS. THE CONVERSION USED IS: NAVD 88 = 100.00 + NGVD 29 = 200.85.



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES  
MAJOR CAPITAL PROJECTS

MTPD DISTRICT II SUBSTATION  
AND TRAINING FACILITY  
EXISTING VEGETATION

CONTRACT NO.  
FQ12118

DRAWING NO.  
SE-8

SHEET NO.  
8 of 13

SCALE 1" = 100'

DATE

APPROVED DIRECTOR

DATE

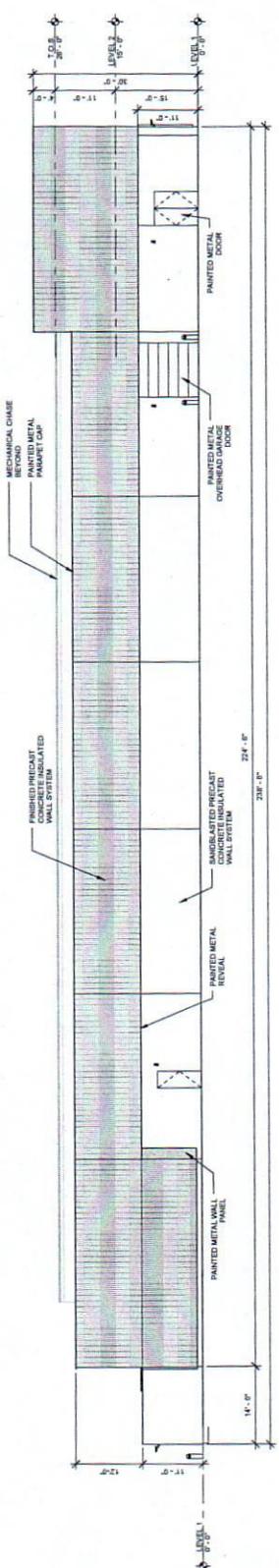
REVISIONS

DATE	BY	DESCRIPTION
08-08-2013	YZ	AMENDMENT 2

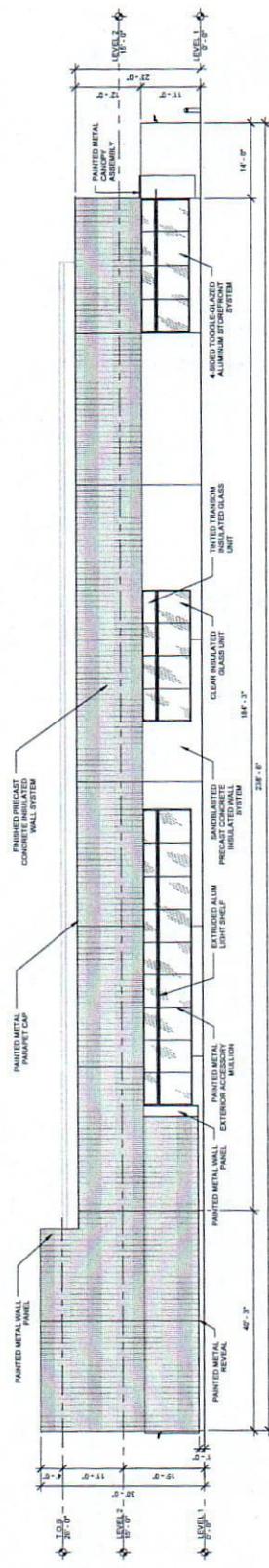
NUMBER	DESCRIPTION

DESIGNED	DATE	CHECKED	DATE	APPROVED	DATE
C. BELTON	08/08/2013	E. ZHANG	08/08/2013	J.M. POWERS	08/08/2013



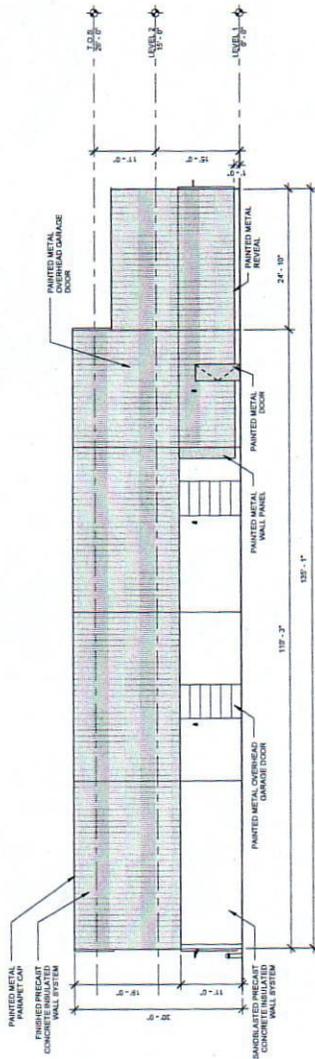


② NORTH ELEVATION  
332' x 110'

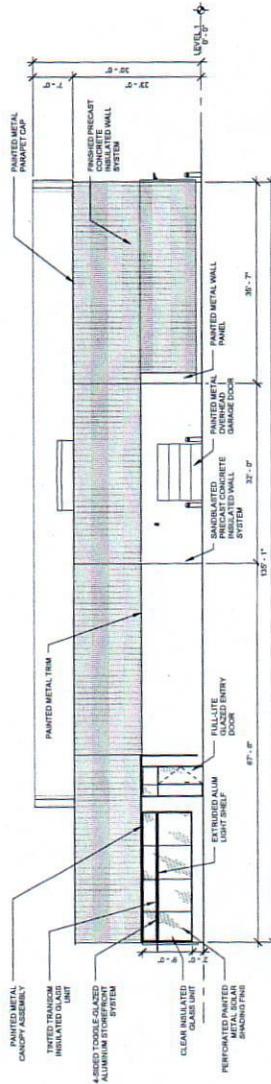


① SOUTH ELEVATION  
332' x 110'

<p>DESIGNED: J. PARR DRAWN: E. BLOCH CHECKED: E. BERHAUSER APPROVED: J.M. POWERS</p>	<p>REVISIONS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NUMBER</th> <th>DATE</th> <th>BY</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	NUMBER	DATE	BY	DESCRIPTION																					<p>REFERENCE DRAWINGS</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>NUMBER</th> <th>DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	NUMBER	DESCRIPTION											<p>DATE: _____ SUBMITTED: _____ APPROVED: _____ DIRECTOR: _____</p>
NUMBER	DATE	BY	DESCRIPTION																																				
NUMBER	DESCRIPTION																																						
<p>WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES MAJOR CAPITAL PROJECTS</p>		<p>MTPD DISTRICT II SUBSTATION AND TRAINING FACILITY TRAINING FACILITY BUILDING ELEVATIONS</p>	<p>SCALE: _____ DRAWING NO.: SE-10 SHEET NO.: 10 OF 13</p>																																				



2 WEST ELEVATION  
3/32" = 1'-0"



1 EAST ELEVATION  
3/32" = 1'-0"

DESIGNED BY	DATE	BY	REVISIONS
D. HANKE	02/20/11		DESCRIPTION
B. BELCH	02/22/11		
E. BERKHAUSER	02/23/11		
J.M. POWERS	02/23/11		

NUMBER	DATE	DESCRIPTION

REFERENCE DRAWINGS

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY  
 DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES  
 MAJOR CAPITAL PROJECTS

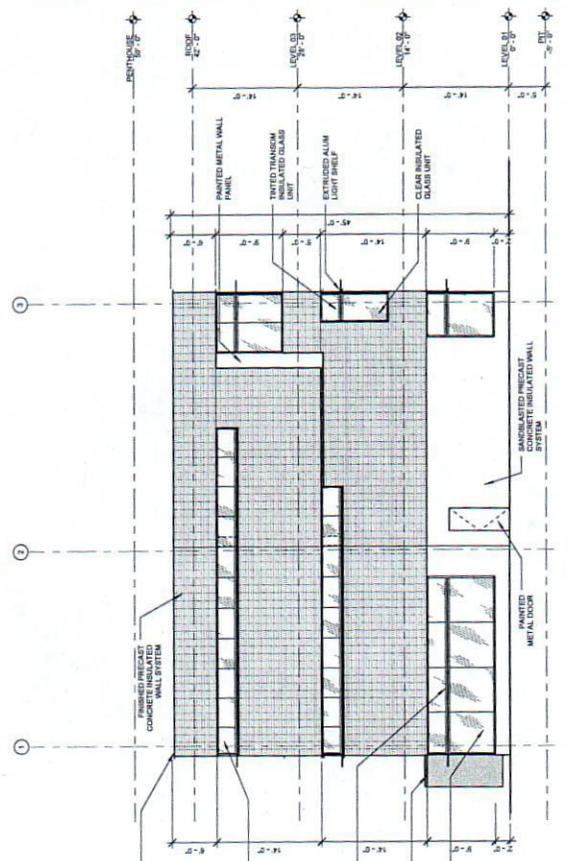
DATE \_\_\_\_\_  
 SUBMITTED \_\_\_\_\_  
 APPROVED DIRECTOR \_\_\_\_\_

MTPD DISTRICT II SUBSTATION AND TRAINING FACILITY  
 TRAINING FACILITY  
 BUILDING ELEVATIONS

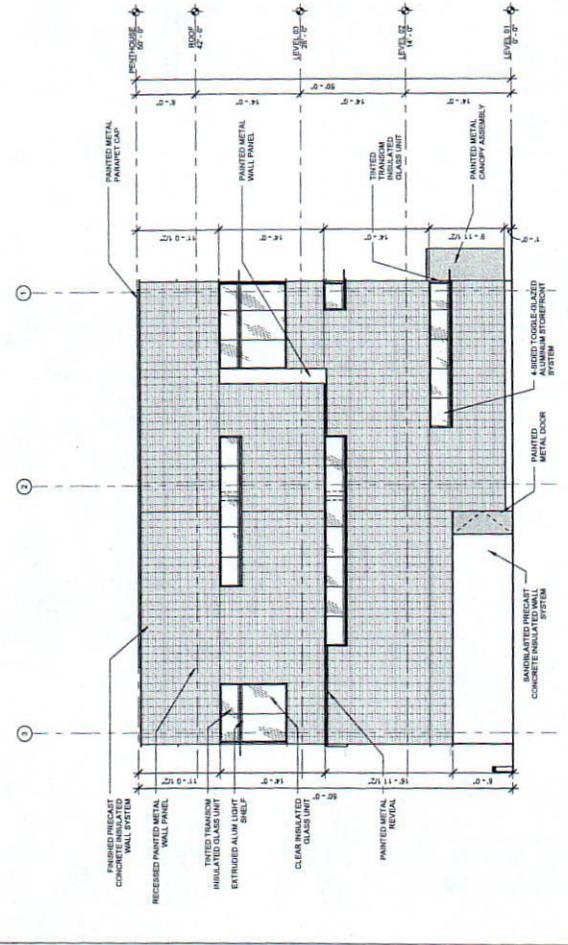
SCALE:

CONTRACT NO. \_\_\_\_\_  
 DRAWING NO. SE-11  
 SHEET NO. 11 OF 13



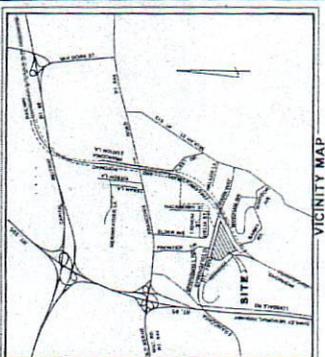


1 WEST ELEVATION  
1/8" = 1'-0"



2 EAST ELEVATION  
1/8" = 1'-0"

CONTRACT NO. MTPD DISTRICT II SUBSTATION AND TRAINING FACILITY POLICE STATION BUILDING ELEVATIONS		DRAWING NO. SE-13		SHEET NO. 13 OF 13	
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY DEPARTMENT OF TRANSIT INFRASTRUCTURE AND ENGINEERING SERVICES MAJOR CAPITAL PROJECTS		SCALE 		DATE	
SUBMITTED		DATE		DATE	
REVISIONS NUMBER DESCRIPTION DATE BY		REVISIONS NUMBER DESCRIPTION DATE BY			
REFERENCE DRAWINGS NUMBER DESCRIPTION		REFERENCE DRAWINGS NUMBER DESCRIPTION			
DESIGNED D. PANE 10/20/11		DESIGNED D. PANE 10/20/11			
DRAWN B. BLUNT 10/20/11		DRAWN B. BLUNT 10/20/11			
CHECKED E. BIRBAUER 10/20/11		CHECKED E. BIRBAUER 10/20/11			
APPROVED J.M. POWERS 10/20/11		APPROVED J.M. POWERS 10/20/11			



VICINITY MAP  
NOT TO SCALE

**FRANCONIA-SPRINGFIELD ROUTE  
METRO SECTION II  
CATEGORY 6 SPECIAL EXCEPTION AMENDMENT (SEA) NOTIS**

The property included in this Special Exception Amendment is located on U.S. Maps  
802 (11) 27 ft. 00, 01A, 01B  
811 (11) 76, 78, 8A  
814 (11) 7A, 7B, 8A  
and is approximately 107.81 acres.

The site purpose of this Special Exception Amendment application is to modify the representation of height of the parking structure in the approved Special Exception Amendment. The proposed structure is shown in the attached site plan. The structure is located on the east side of the site. The structure is shown in the approved S.E. Plat. Sheets 1 and 2 are not changed but are included for completeness. Sheets 3 and 4 are not changed but are included for completeness.

1. The property included in this Special Exception Amendment is located on U.S. Maps 802 (11) 27 ft. 00, 01A, 01B, 811 (11) 76, 78, 8A, 814 (11) 7A, 7B, 8A and is approximately 107.81 acres.
2. The site purpose of this Special Exception Amendment application is to modify the representation of height of the parking structure in the approved Special Exception Amendment. The proposed structure is shown in the attached site plan. The structure is shown in the approved S.E. Plat. Sheets 1 and 2 are not changed but are included for completeness. Sheets 3 and 4 are not changed but are included for completeness.
3. The topography shown herein is by Air Survey Corporation, flown in 1971, 1989 and in August, 1993, at five-foot interval contours.
4. A commission Special Exception Amendment Application (SEA 911-015) has been submitted for this property for Category 4 - Transportation Use to allow an increase in the height of the parking structure from 35.2 (5 levels) to 77 (16 levels).
5. There are no existing structures, wells, or septic fields on site.
6. The wetland mitigation area and a stormwater management dry pond will be in the 1-2 district. There are approximately 26.59 acres in the 1-2 district. There are no proposed structures other than a dam and spillway. The minimum yard requirements are not applicable.
7. A proposed wetland mitigation area and a stormwater management dry pond will be in the 1-2 district. There are approximately 26.59 acres in the 1-2 district. There are no proposed structures other than a dam and spillway. The minimum yard requirements are not applicable.
8. The tracks and filling of floodplains will be in the R-1 district. There are approximately 13.41 acres in the R-1 district. There are no proposed structures. The minimum yard requirements are not applicable.
9. All improvements to the West Point and mitigation area will be in the R-1 district. There are no proposed structures other than a dam and spillway. The minimum yard requirements are not applicable.
10. The minimum gross floor area and FAR are not applicable for the proposed use.
11. To the best of our knowledge, there are no graves or burial sites on the property.
12. The limits of the R-1 district were delineated by Fairfax County.
13. All limits of zoning and zoning are approximately shown on final requirements and design. Utility relocation may require additional zoning and parking.
14. The floodplain information was obtained by D&D and is shown on the "Final Floodplain Study for Long Branch and Tributaries," dated July 1992. This final floodplain study, a report describing the methodology used to calculate the floodplain, was prepared by D&D and is shown on the attached site plan. The final Floodplain Study is shown on the attached site plan. The floodplain boundaries shown on the Special Exception Plat were taken from this floodplain study.
15. The proposed cut and fill areas within the major floodplain are shown on the final floodplain study. Approximately 170,000 cubic yards of fill and approximately 130,000 cubic yards of cut are proposed within the major floodplain.
16. The proposed 10-year floodplain is located approximately 146.0 feet from the proposed structure. The 10-year floodplain elevation is approximately 183.00 feet. The 10-year floodplain elevation is approximately 183.00 feet. The 10-year floodplain elevation is approximately 183.00 feet. The 10-year floodplain elevation is approximately 183.00 feet.
17. The proposed 10-year floodplain is located approximately 146.0 feet from the proposed structure. The 10-year floodplain elevation is approximately 183.00 feet. The 10-year floodplain elevation is approximately 183.00 feet. The 10-year floodplain elevation is approximately 183.00 feet. The 10-year floodplain elevation is approximately 183.00 feet.
18. The proposed 10-year floodplain is located approximately 146.0 feet from the proposed structure. The 10-year floodplain elevation is approximately 183.00 feet. The 10-year floodplain elevation is approximately 183.00 feet. The 10-year floodplain elevation is approximately 183.00 feet. The 10-year floodplain elevation is approximately 183.00 feet.

FRANCONIA - SPRINGFIELD ROUTE  
METRO SECTION II - 1  
Special Exception Amendment Plat  
Category 6

Washington Metropolitan area transit authority  
**M** metro

Drawn By: [Blank]  
Checked By: CAS  
Reviewed By: RW  
Date: [Blank]  
Scale: [Blank]  
File Number: [Blank]  
Sheet: [Blank]  
Total: 1 of 4  
File Number: [Blank]

Approved by: [Signature]  
APPROVED BY PLAT  
REPLACEMENT CONDITIONS  
Per 4. (b)(1) and 4. (b)(2) of the Code of Ordinances  
Not to be used for any other purpose  
Date: 10/1/93

RECEIVED  
OCT 6 1993  
PUBLIC UTILITIES BOARD

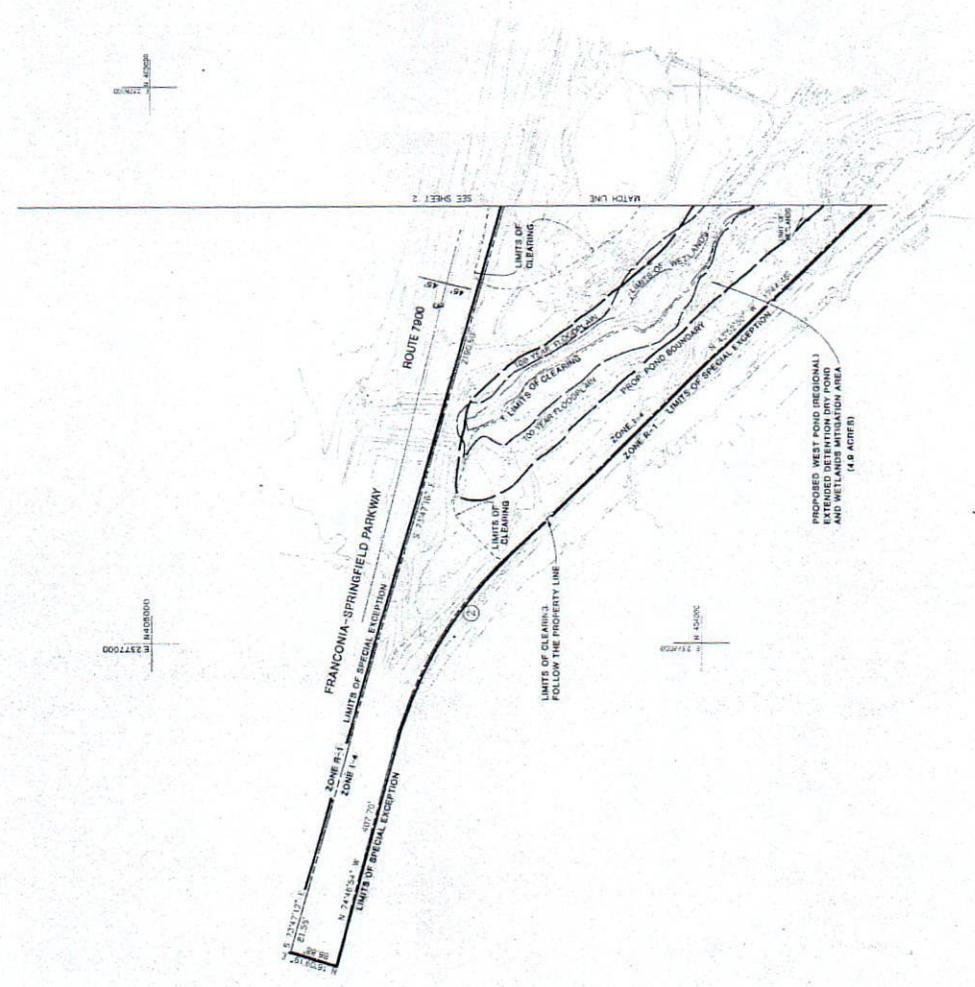


PREPARED BY: DEWBERRY & DAVIS



**CURVE TABLE**

CURVE	BEARING	CHORD	DELTA
1	72° 10' 00"	201.12'	30° 22' 52"
2	391° 48' 00"	387.23'	5° 57' 17"



Architects  
Engineers  
Planners  
Surveyors

**Dewberry & Davis**

FRANCONIA - SPRINGFIELD ROUTE  
METRO SECTION H - 1  
Special Exception Plat  
Category 6

Washington Metropolitan area transit authority



RD  
Submitted by  
Checked by  
Date  
Scale  
Sheet

1" = 100'  
Scale 0 100 200 Feet  
DATE 1991

3 of 4  
SHEET

**LEGEND**

- PROPERTY LINE
- PROPOSED R/W
- LIMIT OF EXISTING WETLANDS
- EXIST. 100 YEAR FLOODPLAIN (APPROX.)
- EXIST. R/W
- LIMITS OF GRADING
- PROP POND BOUNDARY



Application No. \_\_\_\_\_  
**APPROVED SE/SP PLAT**  
SEE DEVELOPMENT CONDITIONS  
Date of plat filed: 12/27/91  
Date recorded: 12/27/91  
Sheet \_\_\_\_\_ of \_\_\_\_\_

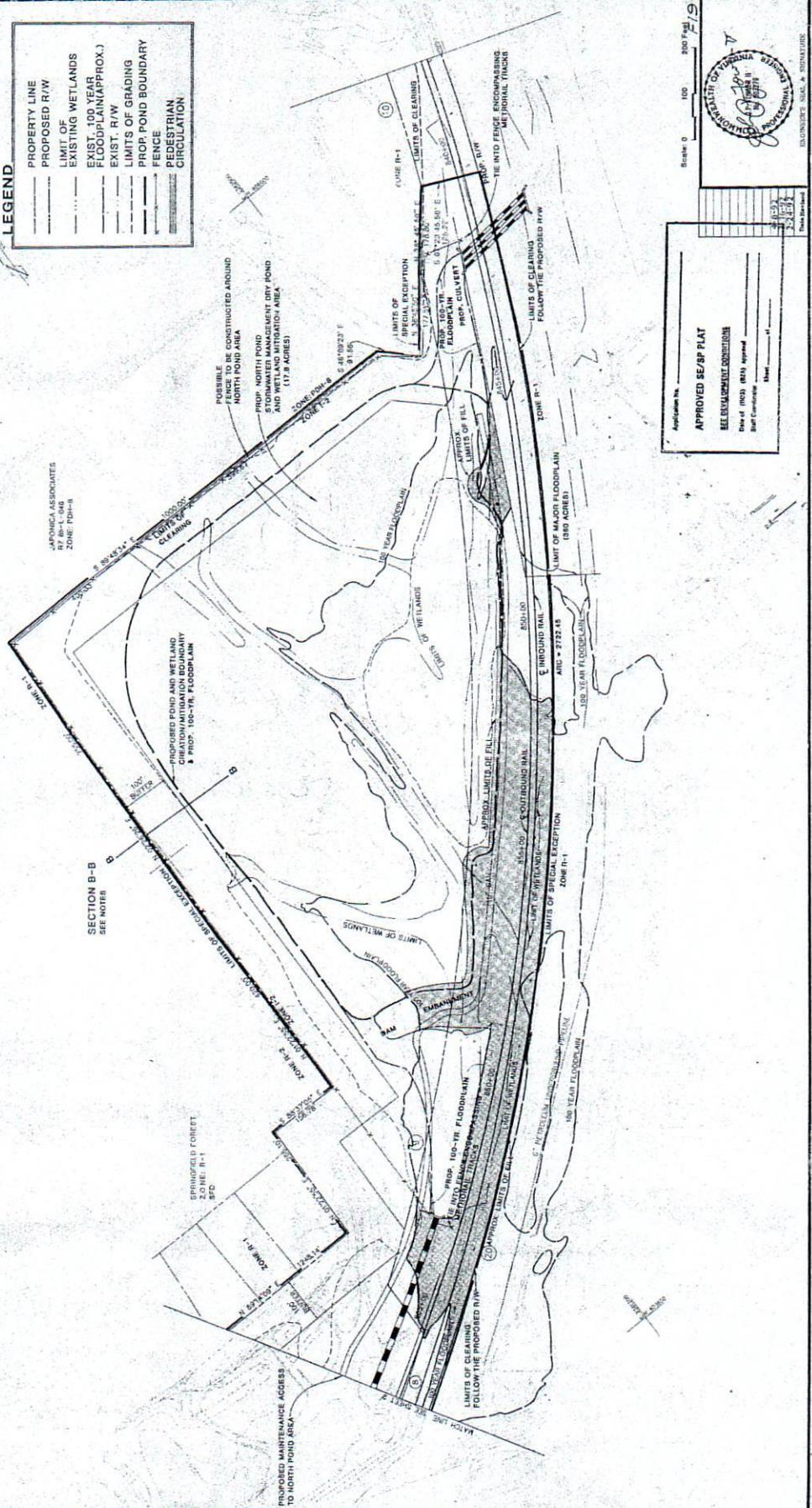
**CURVE TABLE**

CHANCE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
1	4522.05	377.71	105.30	377.58	N 85°52'58" E	02°05'54"
2	4597.25	212.73	116.33	212.47	N 80°12'50" E	3°22'22"
3	4177.26	143.35	875.53	143.33	N 145°21'17" E	1°48'07"
4	4172.00	212.14	202.44	212.03	N 33°53'01" E	3°28'41"

SECTION B-B  
SEE NOTES

LEGEND

- PROPERTY LINE
- PROPOSED R/W
- LIMIT OF EXISTING WETLANDS
- EXIST. 100 YEAR FLOODPLAIN (APPROX.)
- EXIST. R/W
- LIMITS OF GRADING
- PROF. POND BOUNDARY
- FENCE
- PEDESTRIAN CIRCULATION



APPROVED SE/SR PLAT  
SEE DEVELOPMENT CONDITIONS  
Date of (R/S) 10/20/11  
Date Constructed: \_\_\_\_\_  
Sheet: \_\_\_\_\_ of \_\_\_\_\_

Application No. \_\_\_\_\_  
Approved by: \_\_\_\_\_  
Date: \_\_\_\_\_  
Scale: 1" = 100'  
Sheet: 4 of 4



# County of Fairfax, Virginia

## MEMORANDUM

DATE: March 8, 2012

**TO:** Barbara Berlin, Director  
Zoning Evaluation Division, DPZ

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

**SUBJECT:** ENVIRONMENTAL ASSESSMENT for: SEA 91-L-053-6  
2232-L11-21  
WMATA Police Substation and Training Facility

This memorandum, prepared by John R. Bell, includes citations from the Comprehensive Plan that provide guidance for the evaluation of the above referenced special exception amendment plat dated as revised through February 13, 2012. Possible solutions to remedy identified environmental impacts are suggested. Other solutions may be acceptable, provided that they achieve the desired degree of mitigation and are also compatible with Plan policies.

### COMPREHENSIVE PLAN CITATIONS:

The Comprehensive Plan is the basis for the evaluation of this application. The assessment of the proposal for conformity with the environmental recommendations of the Comprehensive Plan is guided by the following citations from the Plan:

In the Fairfax County Comprehensive Plan, Policy Plan, 2011 Edition, Environment section as amended through July 27, 2010, on page 7 through 16, the Plan states:

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

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

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/](http://www.fairfaxcounty.gov/dpz/)



Policy k. For new development and redevelopment, apply better site design and low impact development (LID) techniques such as those described below, and pursue commitments to reduce stormwater runoff volumes and peak flows, to increase groundwater recharge, and to increase preservation of undisturbed areas. In order to minimize the impacts that new development and redevelopment projects may have on the County's streams, some or all of the following practices should be considered where not in conflict with land use compatibility objectives:

- Minimize the amount of impervious surface created. . . .
- Encourage the use of innovative BMPs and infiltration techniques of stormwater management where site conditions are appropriate, if consistent with County requirements.
- Apply nonstructural best management practices and bioengineering practices where site conditions are appropriate, if consistent with County requirements. . . .
- Maximize the use of infiltration landscaping within streetscapes consistent with County and State requirements.

Development proposals should implement best management practices to reduce runoff pollution and other impacts. Preferred practices include: those which recharge groundwater when such recharge will not degrade groundwater quality; those which preserve as much undisturbed open space as possible; and, those which contribute to ecological diversity by the creation of wetlands or other habitat enhancing BMPs, consistent with State guidelines and regulations. . . .

Programs to improve water quality in the Potomac River/Estuary, and Chesapeake Bay will continue to have significant impacts on planning and development in Fairfax County. There is abundant evidence that water quality and the marine environment in the Bay are deteriorating, and that this deterioration is the result of land use activities throughout the watershed.

In order to protect the Chesapeake Bay and other waters of Virginia from degradation resulting from runoff pollution, the Commonwealth has enacted regulations requiring localities within Tidewater Virginia (including Fairfax County) to designate "Chesapeake Bay Preservation Areas". Within which land uses are either restricted or water quality measures must be provided. Fairfax County has adopted a Chesapeake Bay Preservation Ordinance pursuant to these regulations.

The more restrictive type of Chesapeake Bay Preservation Area is known as the "Resource Protection Area (RPA)." With a few exceptions (e.g. water wells, recreation, infrastructure

improvements, "water dependent" activities, and redevelopment), new development is prohibited in these areas. In Fairfax County, RPAs include the following features:

- water bodies with perennial flow;
- tidal wetlands;
- tidal shores;
- nontidal wetlands contiguous with and connected by surface flow to tidal wetlands or water bodies with perennial flow;
- a buffer area not less than 100 feet in width around the above features; and
- as part of the buffer area, any land within a major floodplain.

The other, less sensitive category of land in the Preservation Areas is called the "Resource Management Area (RMA)." Development is permitted in RMAs as long as it meets water quality goals and performance criteria for these areas. These goals and criteria include stormwater management standards, maintenance requirements and reserve capacity for on-site sewage disposal facilities, erosion and sediment control requirements, demonstration of attainment of wetlands permits, and conservation plans for agricultural activities. In Fairfax County, RMAs include any area that is not designated as an RPA. . . .

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

Policy a. Ensure that new development and redevelopment complies with the County's Chesapeake Bay Preservation Ordinance. . . .

**Objective 6: Ensure that new development either avoids problem soil areas, or implements appropriate engineering measures to protect existing and new structures from unstable soils.**

Policy a: Limit densities on slippage soils, and cluster development away from slopes and potential problem areas.

Policy b: Require new development on problem soils to provide appropriate engineering measures to ensure against geotechnical hazards. . . .

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

Policy a: Identify, protect and restore an Environmental Quality Corridor system (EQC). . . . Lands may be included within the EQC system if they can achieve any of the following purposes:

- **Habitat Quality:** The land has a desirable or scarce habitat type, or one could be readily restored, or the land hosts a species of special interest. This may include: habitat for species that have been identified by state or federal agencies as being rare, threatened or endangered; rare vegetative communities; unfragmented vegetated areas that are large enough to support interior forest dwelling species; and aquatic and wetland breeding habitats (i.e., seeps, vernal pools) that are connected to and in close proximity to other EQC areas.
- **Connectivity:** This segment of open space could become a part of a corridor to facilitate the movement of wildlife and/or conserve biodiversity. This may include natural corridors that are wide enough to facilitate wildlife movement and/or the transfer of genetic material between core habitat areas.
- **Hydrology/Stream Buffering/Stream Protection:** The land provides, or could provide, protection to one or more streams through: the provision of shade; vegetative stabilization of stream banks; moderation of sheet flow stormwater runoff velocities and volumes; trapping of pollutants from stormwater runoff and/or flood waters; flood control through temporary storage of flood waters and dissipation of stream energy; separation of potential pollution sources from streams; accommodation of stream channel evolution/migration; and protection of steeply sloping areas near streams from denudation.
- **Pollution Reduction Capabilities:** Preservation of this land would result in significant pollutant reductions. Water pollution, for example, may be reduced through: trapping of nutrients, sediment and/or other pollutants from runoff from adjacent areas; trapping of nutrients, sediment and/or other pollutants from flood waters; protection of highly erodible soils and/or steeply sloping areas from denudation; and/or separation of potential pollution sources from streams.

The core of the EQC system will be the County's stream valleys. Additions to the stream valleys should be selected to augment the habitats and buffers provided by the stream valleys, and to add representative elements of the landscapes that are not represented within stream valleys. The stream valley component of the EQC system shall include the following elements . . . .

- All 100 year flood plains as defined by the Zoning Ordinance;

- All areas of 15% or greater slopes adjacent to the flood plain, or if no flood plain is present, 15% or greater slopes that begin within 50 feet of the stream channel;
- All wetlands connected to the stream valleys; and
- All the land within a corridor defined by a boundary line which is 50 feet plus 4 additional feet for each % slope measured perpendicular to the stream bank. The % slope used in the calculation will be the average slope measured within 110 feet of a stream channel or, if a flood plain is present, between the flood plain boundary and a point fifty feet up slope from the flood plain. This measurement should be taken at fifty foot intervals beginning at the downstream boundary of any stream valley on or adjacent to a property under evaluation. . . .”

In the Fairfax County Comprehensive Plan, 2007 Edition, Policy Plan, Environment, as amended through July 27, 2010, on pages 19-21, the Plan states:

**“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 b. Ensure that zoning proposals for nonresidential development and zoning proposals for multifamily residential development of four or more stories within the Tysons Corner Urban Center, Suburban Centers, Community Business Centers and Transit Station Areas as identified on the Concept Map for Future Development incorporate green building practices sufficient to attain certification through the LEED program or its equivalent, where applicable, where these zoning proposals seek at least one of the following:

- Development in accordance with Comprehensive Plan Options;
- Development involving a change in use from what would be allowed as a permitted use under existing zoning;
- Development at the Overlay Level; or
- Development at the high end of planned density/intensity ranges. For nonresidential development, consider the upper 40% of the range between by-right development potential and the maximum Plan intensity to constitute the high end of the range.”

In the Fairfax County Comprehensive Plan, 2011 Edition, Policy Plan, Environment, as amended through July 27, 2010, page 18, the Plan states:

**“Objective 10: Conserve and restore tree cover on developed and developing sites. Provide tree cover on sites where it is absent prior to development.**

Policy a: Protect or restore the maximum amount of tree cover on developed and developing sites consistent with planned land use and good silvicultural practices.

Policy b: Require new tree plantings on developing sites which were not forested prior to development and on public rights of way.”

**ENVIRONMENTAL ANALYSIS:**

This section characterizes the environmental concerns raised by an evaluation of this site and the proposed land use. Solutions are suggested to remedy the concerns that have been identified by staff. There may be other acceptable solutions.

**Resource Protection Area (RPA) / Environmental Quality Corridor (EQC)**

**Issue:**

The southern portion of the subject area includes a portion of Long Branch stream valley. A resource protection area (RPA) and environmental quality corridor (EQC) is associated with this stream valley. In accordance with Policy Plan guidance, the EQC should be identified and protected. The EQC line appears to be consistent with the RPA line depicted on the plans. This RPA line is based on field verified information noted on the plans. The RPA will be subject to a boundary delineation to be approved by the Department of Public Works and Environmental Services (DPWES). This portion of the stream valley also serves as a regional stormwater management facility.

**Tree Cover**

The urban forester provided a number of comments regarding tree cover calculations, interior parking lot landscaping and screening and barrier for the proposed development. Calculations were to be provided which clearly demonstrate how interior parking lot landscaping was to be met. It was also noted that calculations and identification of trees which were claimed to meet the 10-year tree cover requirement be clearly identified. Transitional screening along the northern boundary was not clearly shown or identified. A modification to this requirement may be requested, but was not part of the original plan submission.

### **Green Buildings**

The applicant has indicated that the proposed facilities will be designed with standards for LEED Silver certification. Staff continues to encourage the applicant to pursue LEED Silver certification for the proposed development. As this is considered a public facility, staff encourages WMATA to demonstrate, through acceptance of a development condition, the same level of assurance that the proposed development will meet the County's sustainability policy for public facilities greater than 10,000 square feet. County police stations are currently being designed and constructed to attain at least LEED Silver certification. As the proposed development involves a change in use from its existing zoning and is located in a specified mixed use center of the Comprehensive Plan (Franconia-Springfield Transit Station Area), the buildings, at a minimum, should be LEED certified or the equivalent to be consistent with Comprehensive Plan guidance on green buildings.

### **Geotechnical Study**

The subject property is located in area known for problem soils. It appears that a significant amount of fill was placed at this location either as a result of the construction of the Franconia-Springfield Parkway or the adjacent rail station. As a result, a geotechnical study will be required to ensure that slope stability is maintained as part of the proposed construction. If the findings of the preliminary geotechnical study confirm staff's concerns that the site is comprised of fill and problem class soils, then the applicant will be required to seek approval of a geotechnical study with measures to ensure the stability of the site. Any final determination regarding the approval of this study and associated control measures will be made by staff within the Department of Public Works and Environmental Service at the time of site plan review.

PGN:JRB



# County of Fairfax, Virginia

## MEMORANDUM

DATE: February 29, 2012

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

**FROM:** Angela Kadar Rodeheaver, Chief *MAD gr*  
Site Analysis Section *AKR*  
Department of Transportation

**FILE:** 3-5 (SE 91-L-053)

**SUBJECT:** Transportation Impact

**REFERENCE:** SEA 91-L-053-06; Washington Metropolitan Area Transit  
Authority (WMATA)  
Traffic Zone: 1573  
Land Identification Map: 90-2 ((01)) 60, 61B

Transmitted herewith are comments from the Department of Transportation with respect to the referenced application. These comments are based on the revised plat dated February 13, 2012.

The applicant requests a special exception amendment to construct a WMATA Transit Police Department District Substation and training facility on Parcel B. The three-story substation (24,252 sq.ft.) will support 140 officers. The one-story training facility will serve up to 50 transient officers and staff.

This department has reviewed the subject application and offers the following comments:

- Per the Fairfax County Transportation Plan the applicant should dedicate right-of-way for the future extension of Frontier Drive, to connect with the existing Franconia-Springfield Metrorail Station Access Road. A cross-section of 116-ft. would be required for the Frontier Drive extension, along with 10-ft. ancillary easements along both sides of the right-of-way. ( see attachment-page three )
- Additional right-of-way is needed for a future road connection from Frontier Drive to Springfield Center Drive. ( see attachment- page three )
- A five-foot wide sidewalk should be provided along the north side of Metropolitan Center Drive from Frontier Drive to the GSA property.

Fairfax County Department of Transportation  
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22033-2895  
phone: (703) 877-5600 TTY: (703) 877-5602  
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www.fairfaxcounty.gov/fcdot



Barbara Berlin  
February 29, 2012  
Page two

- The Public Access easements for the Frontier Drive extension and the entire length of Metropolitan Center Drive should be provided in the development conditions.
- It is suggested that the applicant provide a more direct pedestrian path (crosswalk) on Frontier Drive at Metropolitan Center Drive.
- Per the PFM traffic barricades and "No Thru Street" signs shall be provided where required.
- The Applicant should provide any necessary easements to maintain adequate sight distance at the entrance to Metropolitan Center Drive.
- The Applicant has submitted a Traffic Impact Technical Memorandum (Analysis) for VDOT to evaluate the Frontier Drive/ Franconia-Springfield interchange and ramp analysis.

AKR/AK C:  
CC: Michelle Brickner, Director, Design Review, DPW & ES





# County of Fairfax, Virginia

## MEMORANDUM

February 29, 2012

**TO:** Erin Grayson, Staff Coordinator  
Zoning Evaluation Division, DPZ

**FROM:** Todd Nelson, Urban Forester II  
Forest Conservation Branch, DPWES 

**SUBJECT:** Franconia-Springfield Station Metro; SEA-91-L-053-06

**RE:** Request for assistance dated February 15, 2012

This review is based upon the Special Exception Amendment (SEA) 91-L-053-06 stamped "Received, Department of Planning and Zoning, February 14, 2012." A site visit was conducted on January 31, 2012, as part of a review of the SEA stamped "Received, Department of Planning and Zoning, December 2, 2011."

General Comment: Comments and recommendations on the previously submitted SEA were provided to DPZ in the Urban Forest Management Division (UFMD) memo dated February 6, 2012. Additional comments and recommendations are provided to address the proposed landscaping, 10-year tree canopy calculations, and draft development conditions.

- 1. Comment:** The table containing 'total parking area', 'total tree cover', and 'total coverage' calculations, as shown on sheet 9, is unclear as this table does not specify if this information is to be used toward interior parking lot landscaping or peripheral parking lot landscaping requirements.

**Recommendation:** Preliminary interior and peripheral parking lot landscaping calculations in accordance with Section 13-202 and 13-203 of the Zoning Ordinance should be provided on the SEA demonstrating how these requirements will be fulfilled. In addition, trees to be used toward meeting each of these requirements should be clearly identified and labeled on the landscape plan.

- 2. Comment:** The areas of existing vegetation proposed for preservation and to be counted toward the 10-year tree canopy requirements have been shaded and labeled, as shown in the 'Canopy Preservation Areas' table on sheet 7A. The 727,774 sq. ft. of canopy area provided through tree preservation, the sum of line C2 and C8 of the Tree Canopy Calculation Worksheet on sheet 7, does not match the 627,867 sq. ft. of canopy preservation areas, as shown on sheet 7A.

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Land Development Services, Urban Forest Management Division  
12055 Government Center Parkway, Suite 518  
Fairfax, Virginia 22035-5503  
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**Recommendation:** The square footage of 10-year tree canopy provided for preservation as shown on the Canopy Preservation Areas table on sheet 7A should be equal to the canopy area provided through tree preservation (sum of lines C2 and C8) of the Tree Canopy Calculation Worksheet on sheet 7.

3. **Comment:** It appears the Applicant is requesting a modification of the transitional screening and barrier requirements for the northern property boundary as stated in the comment response letter dated February 10, 2012. A modification request with a site specific justification in accordance with ZO 13-305 does not appear to be included in this application. In addition, it does not appear the proposed landscaping along the northern property boundary meets the intent of the transitional screening and barrier requirements.

**Recommendation:** Transitional screening calculations in accordance with ZO 13-303.3A and a modification request with a detailed site specific justification in conformance with ZO 13-305 should be provided for the northern property boundary as part of the SEA. In addition, landscaping should be provided along the northern property boundary that meets the intent of ZO 13-303.3A.

4. **Comment:** The various caliper size specifications provided for the proposed evergreen trees, as identified in the Plant Schedule, are unclear.

**Recommendation:** Size specifications for all proposed evergreen trees should be identified by height.

5. **Comment:** *Thuja occidentalis* 'Nigra' is incorrectly identified as 'Carolina hemlock' in the Plant Schedule.

**Recommendation:** Revise the Plant Schedule to identify *Thuja occidentalis* 'Nigra' as dark green American arborvitae.

6. **Comment:** : Given the nature of tree cover on this site, and depending upon the ultimate development configuration provided, several development conditions will be instrumental in assuring adequate tree preservation and protection throughout the development process.

**Recommendation:** The following development condition language is recommended to ensure effective tree preservation:

Tree Preservation: “The applicant shall submit a Tree Preservation Plan and Narrative as part of the first and all subsequent site plan submissions. The preservation plan and narrative shall be prepared by a Certified Arborist or a Registered Consulting Arborist, and shall be subject to the review and approval of the Urban Forest Management Division, DPWES.

The tree preservation plan shall include a tree inventory that identifies the location, species, critical root zone, size, crown spread and condition analysis percentage rating for all individual trees to be preserved, as well as all on and off-site trees, living or dead with trunks 8 inches in diameter and greater (measured at 4 ½ -feet from the base of the trunk or as otherwise allowed in the latest edition of the Guide for Plant Appraisal published by the International Society of Arboriculture) located within 25 feet to either side of the limits of clearing and grading. The tree preservation plan shall provide for the preservation of those areas shown for tree preservation, those areas outside of the limits of clearing and grading shown on the SEA and those additional areas in which trees can be preserved as a result of final engineering. The tree preservation plan and narrative shall include all items specified in PFM 12-0507 and 12-0509. Specific tree preservation activities that will maximize the survivability of any tree identified to be preserved, such as: crown pruning, root pruning, mulching, fertilization, and others as necessary, shall be included in the plan.”

Tree Preservation Walk-Through. “The Applicant shall retain the services of a certified arborist or Registered Consulting Arborist, and shall have the limits of clearing and grading marked with a continuous line of flagging prior to the walk-through meeting. During the tree-preservation walk-through meeting, the Applicant’s certified arborist or landscape architect shall walk the limits of clearing and grading with an UFMD, DPWES, representative to determine where adjustments to the clearing limits can be made to increase the area of tree preservation and/or to increase the survivability of trees at the edge of the limits of clearing and grading, and such adjustment shall be implemented. Trees that are identified as dead or dying may be removed as part of the clearing operation. Any tree that is so designated shall be removed using a chain saw and such removal shall be accomplished in a manner that avoids damage to surrounding trees and associated understory vegetation. If a stump must be removed, this shall be done using a stump-grinding machine in a manner causing as little disturbance as possible to adjacent trees and associated understory vegetation and soil conditions.”

Limits of Clearing and Grading. “The Applicant shall conform strictly to the limits of clearing and grading as shown on the SEA, subject to allowances specified in these proffered conditions and for the installation of utilities and/or trails as determined necessary by the Director of DPWES, as described herein. If it is determined necessary to install utilities and/or trails in areas protected by the limits of clearing and grading as shown on the SEA, they shall be located in the least disruptive manner necessary as determined by the UFMD, DPWES. A replanting plan shall be developed and

implemented, subject to approval by the UFMD, DPWES, for any areas protected by the limits of clearing and grading that must be disturbed for such trails or utilities.”

Tree Preservation Fencing: “All trees shown to be preserved on the tree preservation plan shall be protected by tree protection fence. Tree protection fencing in the form of four (4) foot high, fourteen (14) gauge welded wire attached to six (6) foot steel posts driven eighteen (18) inches into the ground and placed no further than ten (10) feet apart or, super silt fence to the extent that required trenching for super silt fence does not sever or wound compression roots which can lead to structural failure and/or uprooting of trees shall be erected at the limits of clearing and grading as shown on the demolition, and phase I & II erosion and sediment control sheets, as may be modified by the “Root Pruning” proffer below.

All tree protection fencing shall be installed after the tree preservation walk-through meeting but prior to any clearing and grading activities, including the demolition of any existing structures. The installation of all tree protection fencing shall be performed under the supervision of a certified arborist, and accomplished in a manner that does not harm existing vegetation that is to be preserved. Three (3) days prior to the commencement of any clearing, grading or demolition activities, but subsequent to the installation of the tree protection devices, the UFMD, DPWES, shall be notified and given the opportunity to inspect the site to ensure that all tree protection devices have been correctly installed. If it is determined that the fencing has not been installed correctly, no grading or construction activities shall occur until the fencing is installed correctly, as determined by the UFMD, DPWES.”

Root Pruning. “The Applicant shall root prune, as needed to comply with the tree preservation requirements of these development conditions. All treatments shall be clearly identified, labeled, and detailed on the erosion and sediment control sheets of the subdivision plan submission. The details for these treatments shall be reviewed and approved by the UFMD, DPWES, accomplished in a manner that protects affected and adjacent vegetation to be preserved, and may include, but not be limited to the following:

- Root pruning shall be done with a trencher or vibratory plow to a depth of 18 inches.
- Root pruning shall take place prior to any clearing and grading, or demolition of structures.
- Root pruning shall be conducted with the supervision of a certified arborist.
- An UFMD, DPWES, representative shall be informed when all root pruning and tree protection fence installation is complete.”

Site Monitoring. “During any clearing or tree/vegetation/structure removal on the Applicant Property, a representative of the Applicant shall be present to monitor the process and ensure that the activities are conducted as proffered and as approved by the UFMD. The Applicant shall retain the services of a certified arborist or Registered Consulting Arborist to monitor all construction and demolition work and tree preservation

efforts in order to ensure conformance with all tree preservation proffers, and UFMD approvals. The monitoring schedule shall be described and detailed in the Landscaping and Tree Preservation Plan, and reviewed and approved by the UFMD, DPWES.”

Please contact me at 7030324-1770 should you have any questions.

TLN/  
UFMID #: 166982

cc: William Mayland, Zoning Evaluation Division, DPZ  
RA File  
DPZ File

**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.

### Standards for all Category 4 Uses (Section 9-404)

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.

### Provisions for Uses in a Floodplain (Section 9-606)

The Board may approve a special exception for the establishment of a use in a floodplain in accordance with the provisions of Part 9 of Article 2.

### 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		