

PROPOSED DEVELOPMENT CONDITIONS

If it is the intent of the Board of Supervisors to approve SEA 82-P-032-1 located at Tax Map 48-2 ((1)) part of 1A, and 48-1 ((1)) 103, and part of 89 for use as a Metrorail Station pursuant to Sect. 3-804 and 6-105 of the Fairfax County Zoning Ordinance, the staff recommends that the Board condition the approval by requiring conformance with the following development conditions:

1. None of the following conditions should be deemed to be a constraint on the initiation of station or rail line construction.
2. This Special Exception is granted for the location indicated in the application and is not transferable to other land.
3. This Special Exception is granted for the building and uses indicated on the plats submitted with the application only.
4. A copy of this Special Exception SHALL BE POSTED in a conspicuous place along with the Non-Residential Use Permit on the property of the use and be made available to all Departments of the County of Fairfax during hours of operation of the permitted use.
5. A revised site plan shall be submitted for approval in accordance with the provisions of Article 17. This site plan shall satisfy Ordinance requirements for parking, landscaping and screening.
6. In the event that station operations begin prior to the improvement of Nutley, WMATA shall make interim connections to Nutley Street with temporary pavement.
7. With the concurrence of the VDH&T and the County, the WMATA retains the option of locating its access off Nutley Street at either the presently proposed public road location (opposite Marshall Road) or at the previously approved private road location. In the event that the proposed public entrance road, whose entrance would be located opposite Marshall Road, is not constructed then WMATA and the developer of the PDH zoned parcel north of the station shall develop plans for a vehicular connection along the northeastern station private access road in order to facilitate access to the PDH parcel from Nutley Street.

This private vehicular access shall be planned in a manner which would not adversely affect transit traffic movement or cause diversion of private development traffic over portions of the station access drives west of this connection. The cost of this development access and possible related improvements to portions of the station access drive will be the responsibility of the developer of the adjacent property.

8. WMATA shall allow a connection of Circle Woods Drive extended to the southern station access drive. The purpose of this connection will be solely for providing vehicular access to the station. The exact location and design of the Circle Woods Drive intersection should be coordinated between the Washington Metropolitan Area Transit Authority, the Virginia Department of Highways and Transportation, Fairfax County and the adjacent landowner.
9. WMATA shall complete the planned station access drive (known as Country Creek Road and located generally northwest of the station facilities) to VDH&T standards by adding the two lanes originally planned by WMATA to the existing three lanes within the right-of-way acquired by the County for this purpose.
10. Pedestrian access to the site shall be provided onto those adjacent properties which have or will be committed to provide pedestrian access to the Metro site.
11. That efforts should be made to retain as many quality hardwoods as possible.
12. A detailed landscaping plan shall be provided for the whole site which will ensure that tree buffer will be provided along the southern boundary lines, to protect the Fairlee Subdivision.
13. The parking areas in the development should be properly landscaped, as required by the Department of Environmental Management.
14. Provision, for Metrorail passengers' use, of approximately 2,000 parking spaces in the Station parking lot.
15. That prior to operation of that Station, direct access ramps connecting the Station and I-66 be provided and in operation, to reduce transit traffic on Nutley Road in the immediate vicinity of its interchange with I-66.

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

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

Under Section 9-015 of the Zoning Ordinance, this Special Exception shall automatically expire, without notice, eighteen (18) months after the approval date of the Special Exception unless the activity authorized has been established, or unless construction has commenced and is diligently pursued, or unless additional time is approved by the Board of Supervisors because of the occurrence of conditions unforeseen at the time of the approval of this Special Exception. A request for additional time shall be justified in writing, and must be filed with the Zoning Administrator prior to the expiration date.