



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX



March 7, 1985

STAFF REPORT

APPLICATION NUMBER DPA C-663-2
(with SEA 82-P-032-1)
PROVIDENCE DISTRICT

Applicant: Fairfax METRO Assoc.

Present Zoning: PDH-20

Requested Zoning: N/C

Proposed Use: multi-family,
office, ancillary retail

Acreage: 50.23132 acres

Subject Parcels: 48-2 ((1)) 1, 1A, and 2

Application Filed: February 4, 1985

Planning Commission Public Hearing: March 13, 1985

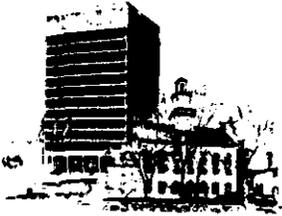
Board of Supervisors Public Hearing : March 25, 1985

Staff Recommendation: The staff recommends that
Final/Conceptual Development Plan
Amendment DPA C-663-2 be approved with
the execution of the development
conditions submitted by the applicant in
draft.

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

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

CMM



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX



March 7, 1985

STAFF REPORT

APPLICATION NUMBER SEA 82-P-032-1
(with DPA C-663-2)
PROVIDENCE DISTRICT

Applicant: Washington Metropolitan Area TRansit Authority

Subject Parcel: 48-2 ((1)) part of 1A; 48-1 ((1)) 103, part of 89

Present Zoning: R-1, R-8, and PDH-20 Acreage: 20.83 acres

Proposed Use: Metrorail Station

Applicable Zoning Ordinance Provision: Sects. 3-804, 6-105

Application Filed: February 14, 1985

Planning Commission Hearing Date: March 13, 1985

Board of Supervisors Hearing Date: March 25, 1985

Staff Recommendation: The staff recommends that SEA 82-P-032-1 be approved subject to the development conditions set forth at Appendix 1 of this report, Proposed Development Conditions.

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

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

CMM



DEVELOPMENT PLAN AMENDMENT

Number DPA C-663-2

District: Providence

Acreage: 50.23132

Section Sheet: 48-2

48-1

Existing Zoning: PDH-20

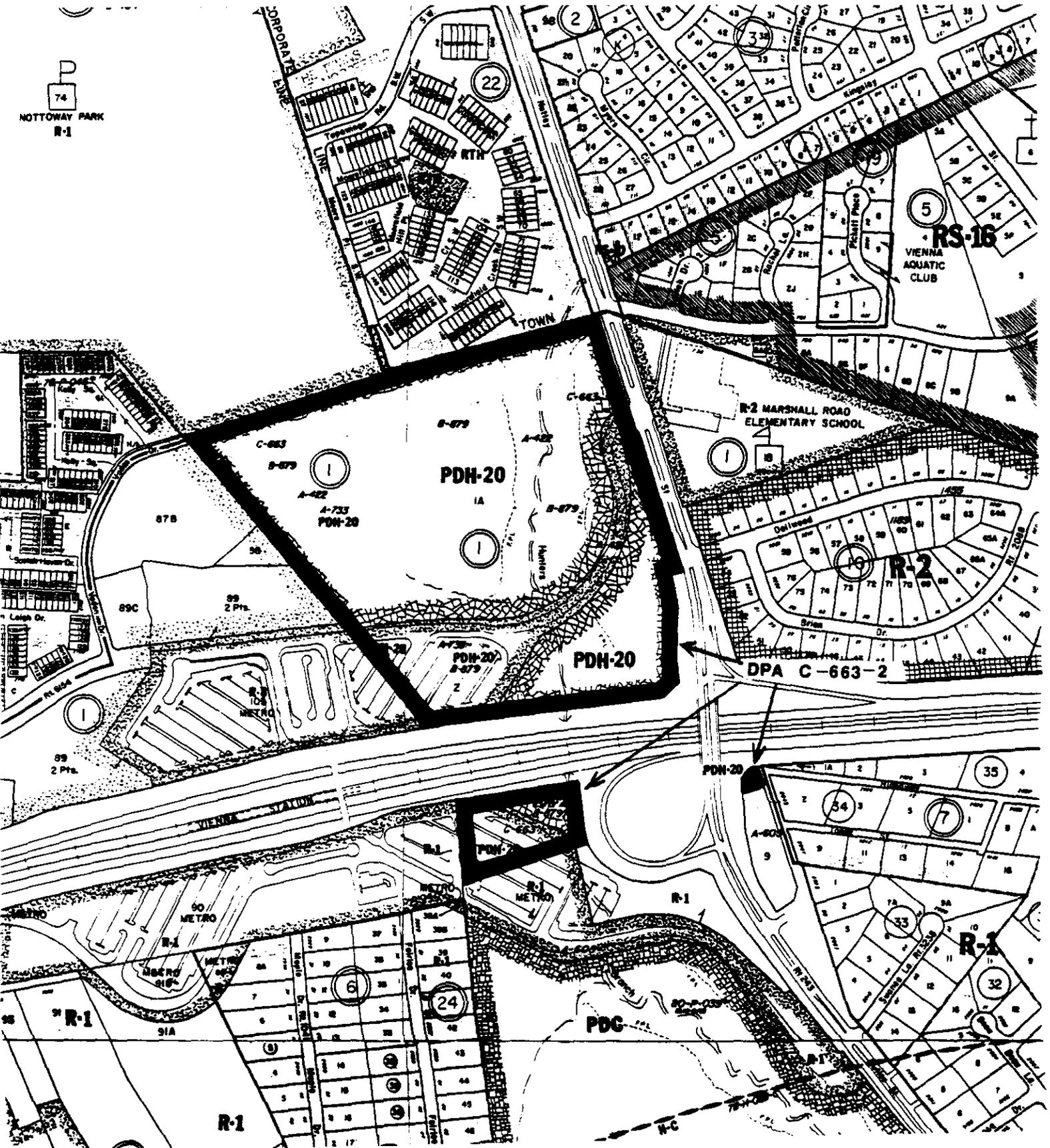
Subdivision: ((1))

((1))

Lot: 1,2,1A

103,pt.89

Applicant: Fairfax Metro Associates



SPECIAL EXCEPTION APPLICATION

Number SEA 82-P-032-1

District: Providence

Acreage: 20.83

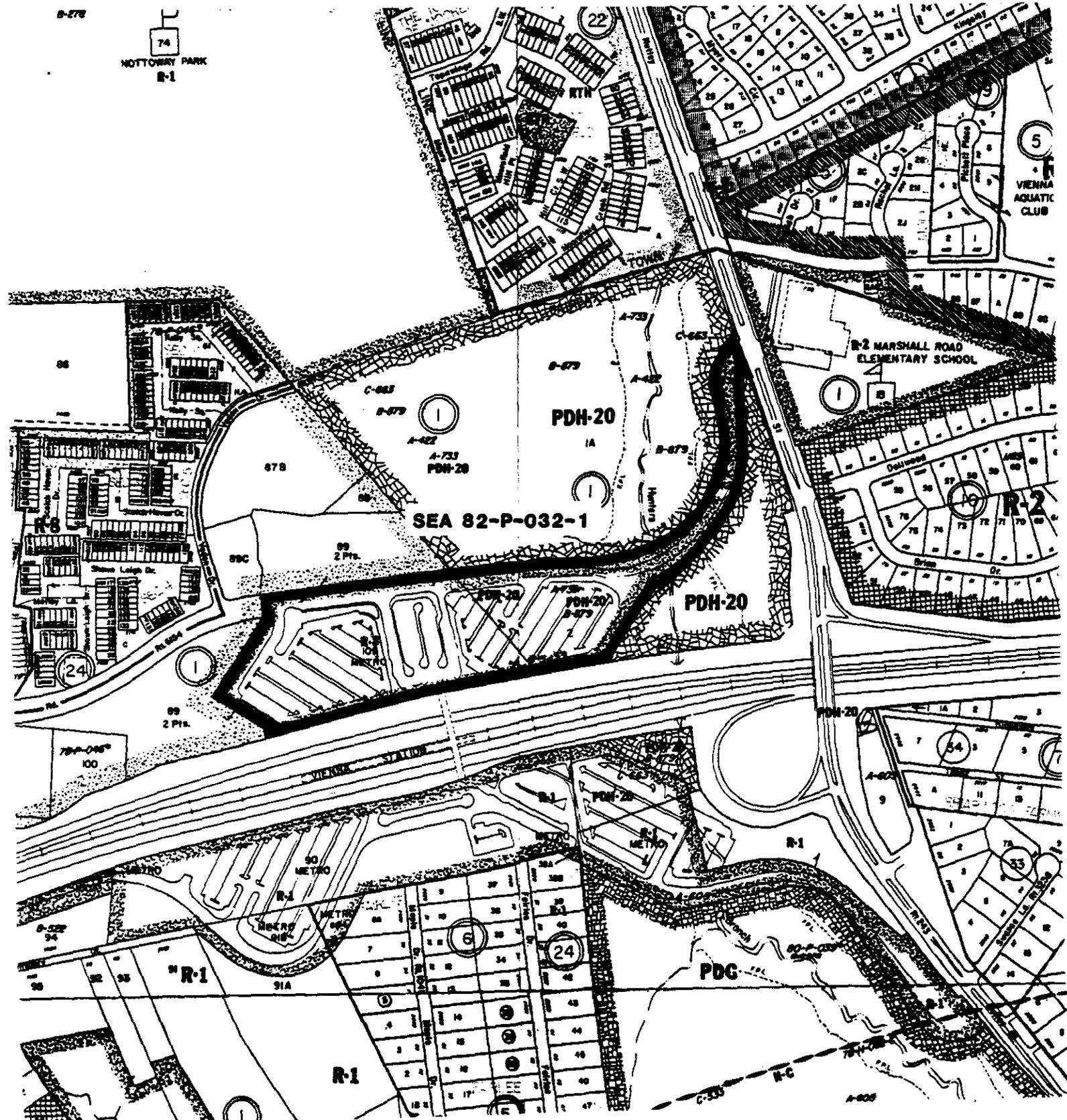
Section Sheet: 48-2 48-1

Existing Zoning: PDH-20 & R-8

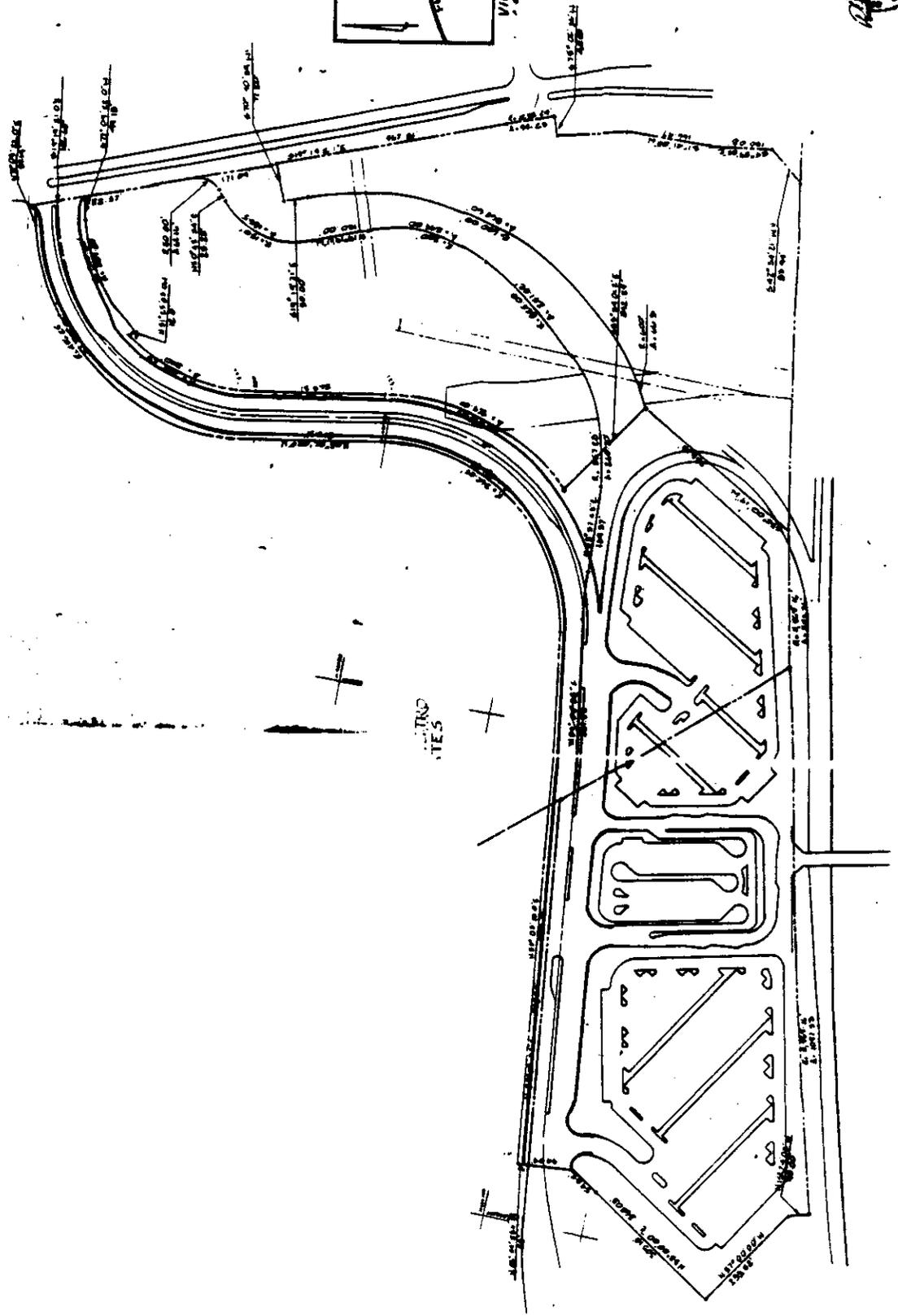
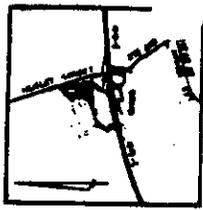
Subdivision ((1)) ((1))

Lot: 2,pt.1A 103,pt.89

Applicant: Washington Metropolitan Area Transit Authority

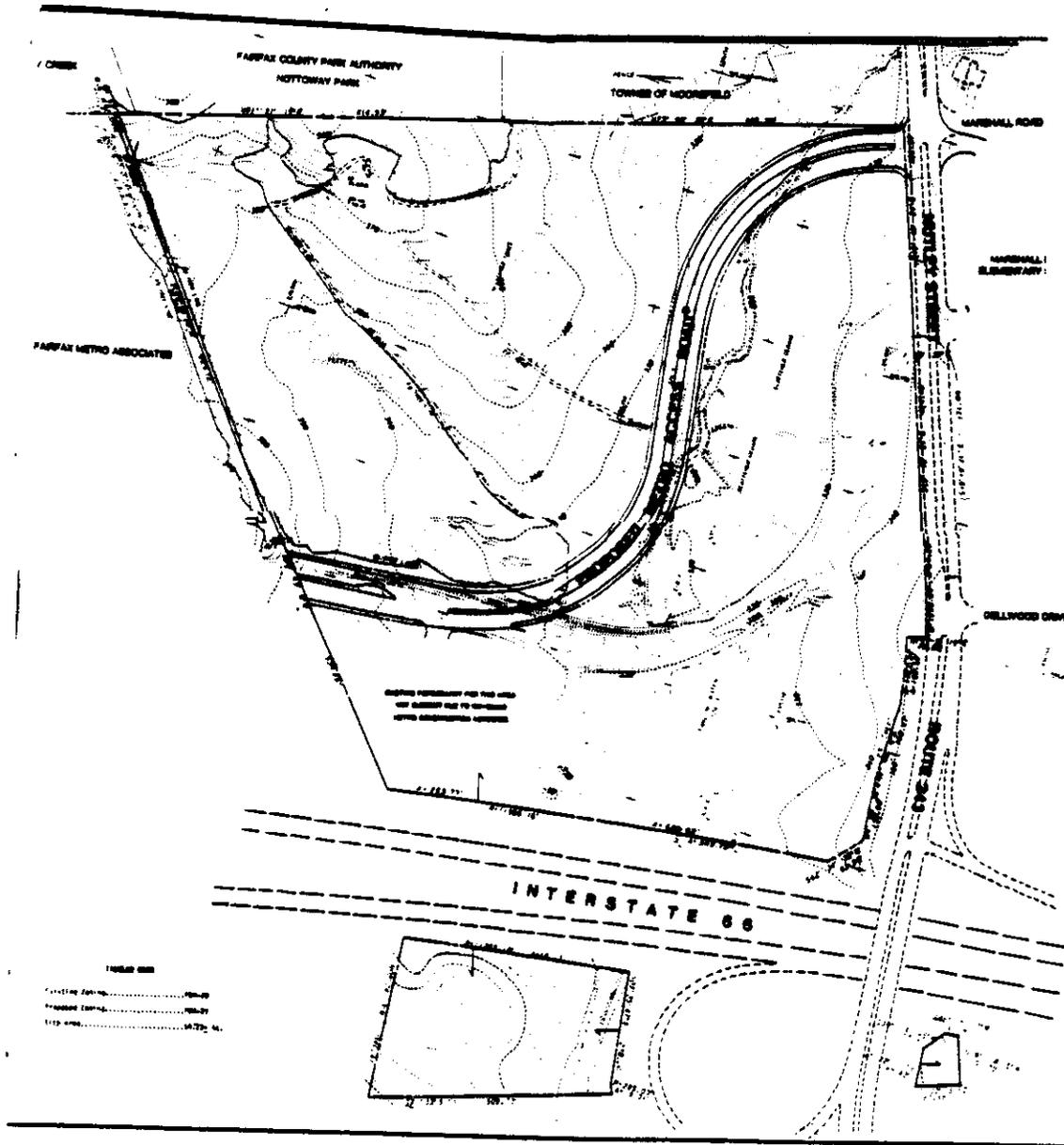


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PARKING LOTS

42000 SQ. FT.



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

DESCRIPTION OF THE APPLICATION

This staff report deals with two applications. One is application DPA C-663-2 and the other is application SEA 82-P-032-1.

Application DPA C-663-2 would amend the Conceptual and Final Development Plans for the development of the property which was the subject of application RZ C-663. This property is presently zoned PDH-20. The amendment sought by the applicant would relocate the access road through the application property such that it functions to serve both the Vienna Metro station as well as the RZ C-663 property. As submitted by the applicant (Appendix 3), the approval of this application would not vary any of the prior approved land uses or development intensities which are currently approved for the property. The sole exception is that the relocation of the proposed public roadway will necessitate a future submission of a Final Development Plan to establish the precise configuration of approved uses and structures.

Application SEA 82-P-032-1 requests approval to permit the same relocation of the principal entrance location to the Vienna Metro station off Nutley Street such that access is gained by way of the proposed common entrance with that of the development of the RZ C-663 application property.

In summary, these two applications are necessary to relocate the Nutley Street access to the Vienna Metro station from its presently approved location approximately 200 feet north of Route I-66 to a location opposite Marshall Road.

A WMATA facility is a Category 4 special exception use in the R-1, R-8, and PDH-20 Districts. Approval of this application must satisfy the standards set forth in Appendix 7. The Special Exception Amendment which is currently sought seeks to amend SE 82-P-032 pursuant to the foregoing provisions.

Materials submitted by the applicants in support of the applications appear at Appendix 2 of this report.

LOCATION AND CHARACTER OF THE AREA

The application properties are located on the northwest corner of the intersection of Route I-66 and Nutley Street. The Vienna Metro station site is presently under construction. The application property of DPA C-663-2 is undeveloped.

BACKGROUND INFORMATION

The application property DPA C-663-2 was the subject of application RZ C-663 which was approved by the Board of Supervisors on December 10, 1973. This application was approved subject to the regulations set forth in the PDH District. On December 21, 1973 the Board incorporated by reference, into its approval of RZ C-663, both the Conceptual/Final development Plan and a written agreement between the then landowner and the County (Appendix 4).

This property was also the subject of application DPA C-663-1 which was withdrawn by the applicant on May 1, 1978.

A portion of the application property was also the subject of special exception SE 82-P-032, permitting the establishment of the Vienna Metro station on property zoned R-1, R-8, PDH-20, and Floodplain Overlay District. The Board approved this application on May 24, 1982 subject to 15 conditions of approval (Appendix 5).

TRANSPORTATION ANALYSIS

The transportation impact analysis appears at Appendix 6. The comments indicate that the proposed location of the access to the two sites is preferred over the currently approved location for the Vienna Metro station entrance. The proposed entrance opposite Marshall Road would be located at an adequate distance from access ramps of the proposed the I-66/Nutley Street interchange. It should also be noted that the proposed intersection with Nutley Street will require the installation of a traffic signal.

ENVIRONMENTAL SITE ANALYSIS

There are no outstanding environmental issues relative to consideration of this application. The crossing of a portion of the Hunter's Branch floodplain will require review by the Director of the Department of Environmental Management in accordance with the recently revised provisions of the Zoning Ordinance governing floodplains. The Board's approval of the Development Plan Amendment, for the construction of the road as a public improvement through the Hunters Branch floodplain, should be deemed to be at the direction of the County thus satisfying the provisions of Part 9 of Article 2 of the Zoning Ordinance.

DEVELOPMENT PLAN ANALYSIS

The applicant for the DPA C-663-2 application has submitted a Conceptual/Final Development Plan which would amend the approved Conceptual/Final Development Plan as follows:

- o The location of the main interior roadway, entering off Nutley Street, would be amended by shifting the roadway to the west from its approved alignment. This shift is necessary to satisfy the geometric requirements of a roadway designed to carry the traffic volumes of the developed property as well as the Vienna Metro station. The presently approved entrance roadway is for a private (WMATA) roadway. The proposed roadway opposite Marshall Road would be a public roadway designed to be accepted into the VDH&T secondary road system.
- o The development plan submitted is a Final Development Plan only as to the road alignment itself. All the remaining features of the approved Final Development Plan will no longer be in effect. However, the features set forth in the approved Conceptual Development Plan, such as the land uses permitted and their approved intensities will remain effective. The applicant will be required to submit a subsequent Final Development Plan, depicting the proposed layout of the approved uses, prior to seeking site plan approvals.

The applicant has submitted a draft proffer statement which reiterates the development conditions and agreements which were a part of the Board's approval of RZ C-663. These conditions include the commitment to dedicate and/or convey approximately 18 acres of the application property to the County for highway and WMATA uses. A portion of the 18 acres is already under construction by the WMATA in its construction of the Vienna Metro station.

The application for the SEA would amend the approved special exception plat (Appendix 5) by the relocation of its entrance off Nutley Street to the location proposed by DPA C-663-2. Of the conditions of approval of SE 82-P-032 all remain applicable to this application except for number 7. Condition number 7 is no longer necessary because the access to which it refers would now be consolidated.

STAFF CONCLUSIONS AND RECOMMENDATIONS

Conclusions

The relocation and consolidation of the proposed entrance to the Vienna Metro station with that of the C-663 property would help relieve potential traffic conflicts which would be expected to result from the provision of access to these sites where currently approved.

Recommendations

The staff recommends that Development Plan Amendment DPA C-663-2 be approved with the execution of the conditions submitted by the applicant in draft.

Further, the staff recommends that SEA 82-P-032-1 be approved subject to the conditions set forth at Appendix 1 of this report, Proposed Development Conditions.

It should be noted that it is not the intent of the staff to recommend that the Board, in adopting any conditions proffered by the owner, relieve the applicant/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 analysis and recommendations of staff; it does not reflect the position of the Board of Supervisors unless and until adopted by the Board.

APPENDICES

1. Proposed Development Conditions, SEA 82-P-032-1
2. Applicants' Affidavit
3. Applicants' Supporting Materials
4. Approved FDP/CDP and Conveyance/Dedication Agreement of RZ C-663
5. Approved Development Conditions of SE 82-P-032
6. Transportation Impact Analysis
7. Applicable Zoning Ordinance Standards
8. Glossary

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 Northwest station access drive (known as Country Creed Road) to VDH&T standards by providing two of the lanes originally planned by WMATA in 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.

I, Milton V. Peterson, do hereby make oath or affirmation that to the best of my knowledge and belief the foregoing information contained in this application is true, and:

- 1. (a) That the following constitutes a listing of names and last known 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, such beneficiary having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors, and all agents who have acted on behalf of any of the foregoing with respect to the application:

Name	Address	Relationship
<u>See attachment</u>		

- (b) That the following constitutes a listing of the shareholders of all corporations of the foregoing who own ten (10) per cent or more of any class of stock issued by said corporation, and where such corporation has ten (10) or less shareholders, a listing of all the shareholders:

Name	Address	Relationship
<u>See Attachment</u>		

- (c) That the following constitutes a listing of all partners, both general and limited, in any partnership of the foregoing:

Name	Address	Relationship
<u>See Attachment</u>		

- 2. That no member of the Fairfax County Board of Supervisors or Planning Commission owns or has any interest in the land to be rezoned or has any interest in the outcome of the decision,

EXCEPT AS FOLLOWS: (If none, so state)

None

- 3. That within the five (5) years prior to the filing of this application, no member of the Fairfax County Board of Supervisors or Planning Commission or any member of his immediate household and family, 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 outstanding bonds or shares of stock with a value in excess of fifty dollars (\$50.00), has or has had any business or financial relationship, other than ordinary depositor or customer relationship with or by a retail establishment, public utility or bank, including any gift or donation having a value of fifty dollars (\$50.00) or more with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (If none, so state)

None

WITNESS the following signature this 4th day of February, 19 85

Fairfax METRO Associates
By: [Signature]
Applicant Signature

The above affidavit was subscribed and confirmed by oath or affirmation before me this 4th day of FEBRUARY, 19 85, in the County of FAIRFAX in the State of Virginia

[Signature]
Notary Public

My commission expires: AUG. 12, 1986

Applicant Phone Number

Affidavit
1(a).

Fairfax METRO Associates
11781 Lee Jackson Memorial Highway
Suite 270
Fairfax, VA 22033

Applicant/Owner-
96%, 48-2-1-1,
1A and 2

Duane W. Beckhorn
4085 University Drive
Fairfax, VA 22030

Owner-4%
48-2-1-1, 1A and
2

Dewberry & Davis
8401 Arlington Boulevard
Fairfax, VA 22031

Engineers

Hazel, Beckhorn and Hanes
P.O. Box 547
Fairfax, VA 22030

Attorneys

Callow Associates, Inc.
11866 D Sunrise Valley Drive
Reston, VA 22090

Traffic
Consultants

Affidavit
1(b).

Callow Associates, Inc. is a Virginia Corporation with the following shareholders: John F. Callow, Cary D. Vick, John E. Sater.

Affidavit
1(c).

Fairfax METRO Associates is a Virginia General Partnership consisting of the following partners: Milton V. Peterson and John T. Hazel, Jr.

Dewberry & Davis is a Virginia General Partnership consisting of the following partners: Sidney O. Dewberry and Richard N. Davis.

Affidavit
1(c), continued.

Hazel, Beckhorn and Hanes is a Virginia General Partnership consisting of the following partners: John T. Hazel, Jr., Duane W. Beckhorn, Grayson P. Hanes, Stephen L. Best, Daniel H. Shaner, Stanley J. Samorajczyk, Robert A. Lawrence, Arthur B. Vieregg, Jr., Robert J. Moye, Francis A. McDermott, Francis P. Dicello, John J. Sabourin, Jr., Harry L. MacPherson, III, Alan B. Croft, R. Mark Dare, A. Everett Hoeg, III, Robert E. Gregg, Gail W. Feagles.

AFIDAVIT

I, John S. Pebert, do hereby affirm or affirm that to the best of my knowledge and belief the foregoing information furnished in this application is true and correct:

- 1. (a) That the following constitutes a listing of names and last known addresses of all applicants, title owners, contract purchasers, and lessors of the land described in the application, and if any of the foregoing is a trustee, each beneficiary having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors, and all agents who have acted on behalf of any of the foregoing with respect to the application:

Table with 3 columns: Name, Address, Relationship. Row 1: WMATA, 600 Fifth St., N.W., Washington, D.C., Applicant. Row 2: Fairfax Metro Associates (See Attached)

- (b) That the following constitutes a listing of the shareholders of all corporations of the foregoing who own ten (10) per cent or more of any class of stock issued by said corporation, and where such corporation has ten (10) or less shareholders, a listing of all the shareholders:

Table with 3 columns: Name, Address, Relationship. Row 1: See Attachment

- (c) That the following constitutes a listing of all partners, both general and limited, in any partnership of the foregoing:

Table with 3 columns: Name, Address, Relationship. Row 1: See Attachment

- 2. That no member of the Fairfax County Board of Supervisors, Planning Commission or Board of Zoning Appeals owns or has any interest in the subject land or has any interest in the estate of the decedent.

EXCEPT AS FOLLOWS: (If none, so state)

None

- 3. That within the five (5) years prior to the filing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or Board of Zoning Appeals or any member of his immediate household and family, 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 outstanding bonds or shares of stock with a value in excess of fifty dollars (\$50), 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 fifty dollars (\$50) or more with any of those listed in Part 1 above.

EXCEPT AS FOLLOWS: (If none, so state)

WITNESS the following signature this 14th day of February 19 85

Handwritten signature of John S. Pebert

Applicant

The above affidavit was subscribed and confirmed by oath or affirmation before me this 14th day of February 19 85 in the District of Columbia.

Handwritten signature of Keith M. Remond

Notary Public

My commission expires Feb 28, 1985

Affidavit
1(a).

Fairfax METRO Associates
11781 Lee Jackson Memorial Highway
Suite 270
Fairfax, VA 22033

Title/Owner
96%, 48-2-1-1,
1A and 2

Duane W. Beckhorn
4085 University Drive
Fairfax, VA 22030

Owner-4%
48-2-1-1, 1A and
2

Dewberry & Davis
8401 Arlington Boulevard
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HAZEL, BECKHORN AND HANES
ATTORNEYS AT LAW
4084 UNIVERSITY DRIVE

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ROBERT J. MOYE
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W. MICHAEL HOLM
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KATHLEEN O'BRIEN *
GARTH M. WAINMAN
CHARLES J. MAXFIELD
MARK W. WASSERMAN
RICHARD S. MARSHALL *
SUZANNE STONE BRANNAN
CINDY C. MORELAND
JOHN F. CAHILL
KIRK D. BECKHORN
LINDA S. BROYMILL

* ADMITTED IN VA. AND D.C.

March 6, 1985

Mr. Sidney R. Steele
Acting Director
Office of Comprehensive Planning
4100 Chain Bridge Road
Fairfax, Virginia 22030

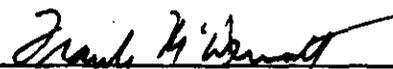
Re: DPA C-663-2

Dear Mr. Steele:

The purpose of the Development Plan Amendment is solely to obtain approval for realignment of the Metro access road in order to conform to changes resulting from VDH&T redesign of the Interstate 66/Nutley Street interchange. But because the existing Development Plan is, by operation of Ordinance, both a Conceptual Development Plan (CDP) and a Final Development Plan (FDP) with respect to the existing PDH-20 zoning, to the extent any action is taken amending the approved Development Plan to accommodate the interchange realignment and to permit WMATA construction of the access road in a location which would accommodate this interchange redesign, it is in the interest of both the County and the Applicant that it be clear that such amending action is limited solely to the access road and in no other respect changes the rights and obligations of the County or the Applicant under the Development Plan as approved on December 10, 1973. Applicant or successors will, at the appropriate time, dedicate the right-of-way for the access road proposed by this application subject to a reservation of density/FAR credit for the land area conveyed.

Very truly yours,

HAZEL, BECKHORN AND HANES

BY 
Francis A. McDermott

FAMcD:ae
cc: Carlos Montenegro

HAZEL, BECKHORN AND HANES

ATTORNEYS AT LAW

4084 UNIVERSITY DRIVE

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202-638-6313

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GARTH M. WAINMAN
CHARLES J. MAXFIELD
MARR W. WASSERMAN
RICHARD S. MARSHALL *
SUZANNE STONE BRANNAN
CINDY C. MORELAND
JOHN F. CAMILL
KIRK D. BECKHORN
LINDA S. BROYHILL

* ADMITTED IN VA. AND D.C.

February 4, 1985

Sidney R. Steele
Acting Director
Office of Comprehensive Planning
4100 Chain Bridge Road
Fairfax, Virginia 22030

Dear Sid:

In response to Denton Kent's letter of January 24, 1985, to John S. Egbert and our subsequent conversations, this letter is to assure Fairfax County that Fairfax METRO Associates has no objection to modifying the access to the Fairfax METRO Associates parcel to accommodate the revised design of the Nutley Street/I-66 interchange and the Metro Access Road intersection with Nutley Street north of I-66 approved by the Virginia Highway Commission on April 19, 1984. The Fairfax County Board of Supervisors had requested the VDH&T Amendment with the concurrence of Metro, the Town of Vienna, interested community organizations, and the landowner.

In furtherance of the above objective, the attached Conceptual and Final Development Plan Amendment revises the Metro Access Road and its intersection with Nutley Street as shown on the currently approved PDH-20 General Development Plan; it does not otherwise alter existing development rights or previous approvals relating to the PDH-20, nor does it relate to the pending request for rezoning to PDC for this and adjacent land.

Design of the Metro Access Road at the time of VDH&T's September 14, 1983, Final Design Hearing on the I-66/Nutley Street Interchange called for a mid-block, right turn entry from southbound Nutley Street. At the hearing, at least 17 separate problems were noted by adjoining residents, community groups, the Town of Vienna, and County officials. The consensus of a final meeting attended by County Supervisors, County Staff, Town of

Sidney R. Steele
February 4, 1985
Page 2

Vienna, and local citizen's groups, was to implement a modified design which had emerged from a series of hearings and meetings. The Fairfax County Board requested that VDH&T proceed and the designs were forwarded. After receiving concurrence from Metro and the Town of Vienna, the State Highway Commission approved the change on April 19, 1984.

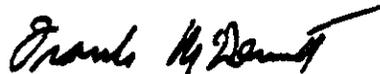
The revised design moves the access point to a signalized intersection at Marshall Road and Nutley Street. The redesign increases access capacity to the Metro station by adding lanes to Nutley Street, moving the access point further from the I-66 interchange, and eliminating turning conflicts and a second intersection.

Enclosed are 15 copies of a CDP and FDP Amendment delineating subject property by bearings and distances, and showing the proposed Metro Access Road relocation; an executed application form with attachments; and an application check in the amount of \$975. Because of the advanced stage of Metro construction, your assistance in obtaining an expedited hearing would be greatly appreciated. In view of the redesign and public hearing history on Metro access to Nutley Street, review and approval should be perfunctory.

Thank you for your consideration and attention. Should additional information be necessary, please let me know.

Very truly yours,

HAZEL, BECKHORN AND HANES



Francis A. McDermott

cc: Honorable James M. Scott
M. Richard Miller (WMATA)
Jane Gwinn

SUBMISSION REQUIREMENTS FOR SE 82-P-032-1*

6. Statement of Proposed Use

A. Metrorail Transit Station (Vienna Station)

B. Initial Hours of Operation (assuming current schedule):

6:00 AM - 12:00 Midnight - Monday-Friday
 8:00 AM - 12:00 Midnight - Saturdays
 10:00 AM - 6:00 PM - Sundays

Ultimate Hours of Operation:

5:00 AM - 1:00 AM - 7 Days a Week

C. The following are the 1990 ridership forecasts for the Vienna Station. These forecasts are from the 1974 Net Income Analysis Study prepared by WMATA:

1990 Daily Transit Ridership (Two-Way Trips) 17,800

1990 AM Peak Hour Transit Ridership

Boarding Passengers	3,093
Alighting Passengers	432

1990 AM Peak Hour Ridership (Mode of Arrival)

	<u>To Station</u>	<u>From Station</u>
Park & Ride Passengers	1,336	--
Kiss & Ride Passengers	441	--
Bus Passengers	1,242	425
Walking Passengers	74	7
	<u>3,093</u>	<u>432</u>

D. It is estimated that approximately 7 Metro employees will be required to operate the Vienna Station. These employees are as follows:

- 2 Station Attendants
- 1 Transit Police Officer
- 2 Metrobus Supervisors
- 1 Metrorail Dispatcher
- 1 Custodian

In addition to the above, other Metro supervisory and maintenance personnel will be needed on regular but not full time basis to assist in the operation and maintenance of station facilities.

*Responses to questions 1-5 are included on the accompanying special exception application and/or plat.

E. WMATA is a public transportation agency established under provisions of Federal Interstate Compact legislation to construct and operate the rapid rail transit system serving the Washington Region. WMATA also owns and operates buses that feed the Metrorail system and serve other parts of the region.

F. Estimate of traffic impact of proposed use (see attached Vienna Station traffic analysis).

G. The Vienna Station will serve a spacially extended service area on both sides of I-66. The eastern boundary of the Vienna Station service area is located just east of Nutley. North of I-66, the service area boundary will extend in a northwesterly direction toward the county line south of Route 7. This northern portion of the service area will include the western end of the Town of Vienna, the lower part of the Difficult Run Watershed, the Chantilly area and portions of Reston. However, the operation of high speed buses on Dulles Highway to the West Falls Church Station is expected to reduce the very northern portion of the Vienna Station service area.

H. N/A.

7. Statement regarding properties required for station construction that are not presently owned by WMATA. (See attached statements.)

8. N/A.

9. N/A.

10. Under the Master Agreement between WMATA and Fairfax County, WMATA is not required to pay this filing fee.

PART 4 9-400 CATEGORY 4 TRANSPORTATION FACILITIES
9-403 Additional Submission Requirements

1. Following a January 9, 1973 General Plans Public Hearing, the location and design of the Vienna Station was approved by the WMATA Board of Directors on March 29, 1973.

2. The plans for the Vienna Station have been approved by the WMATA Board of Directors, Northern Virginia Transportation Commission, United States Urban Mass Transit Administration, Federal Highway Administration, and the Virginia Department of Highways and Transportation in accordance with all applicable public hearing and plan review procedures. The station plans have also been approved by Fairfax County in accordance with Sections 15.1-453 and 15.1-456 of the Virginia Code (as amended). The station is also a part of Fairfax County's Comprehensive Plan.

VIENNA METRORAIL STATION
1990 AM PEAK HOUR TRANSIT TRAFFIC*

Transit Traffic on Major Station Approach Routes

	<u>Transit Trips To Station</u>	<u>Transit Trips From Station</u>	<u>Total Transit Trips</u>	<u>Percentage Distribution of Transit Trips</u>
Nutley Road (From/To North)	267	58	325	14.54%
Nutley Road (From/To South)	403	87	490	21.92%
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I-66 (From/To West)	460	99	559	25.02%
	<u>1840 VPH</u>	<u>395 VPH</u>	<u>2235 VPH</u>	<u>100.00%</u>

1990 AM PEAK HOUR TRANSIT TRAFFIC

Two-Way Trip Distribution Using Individual Station Entrances

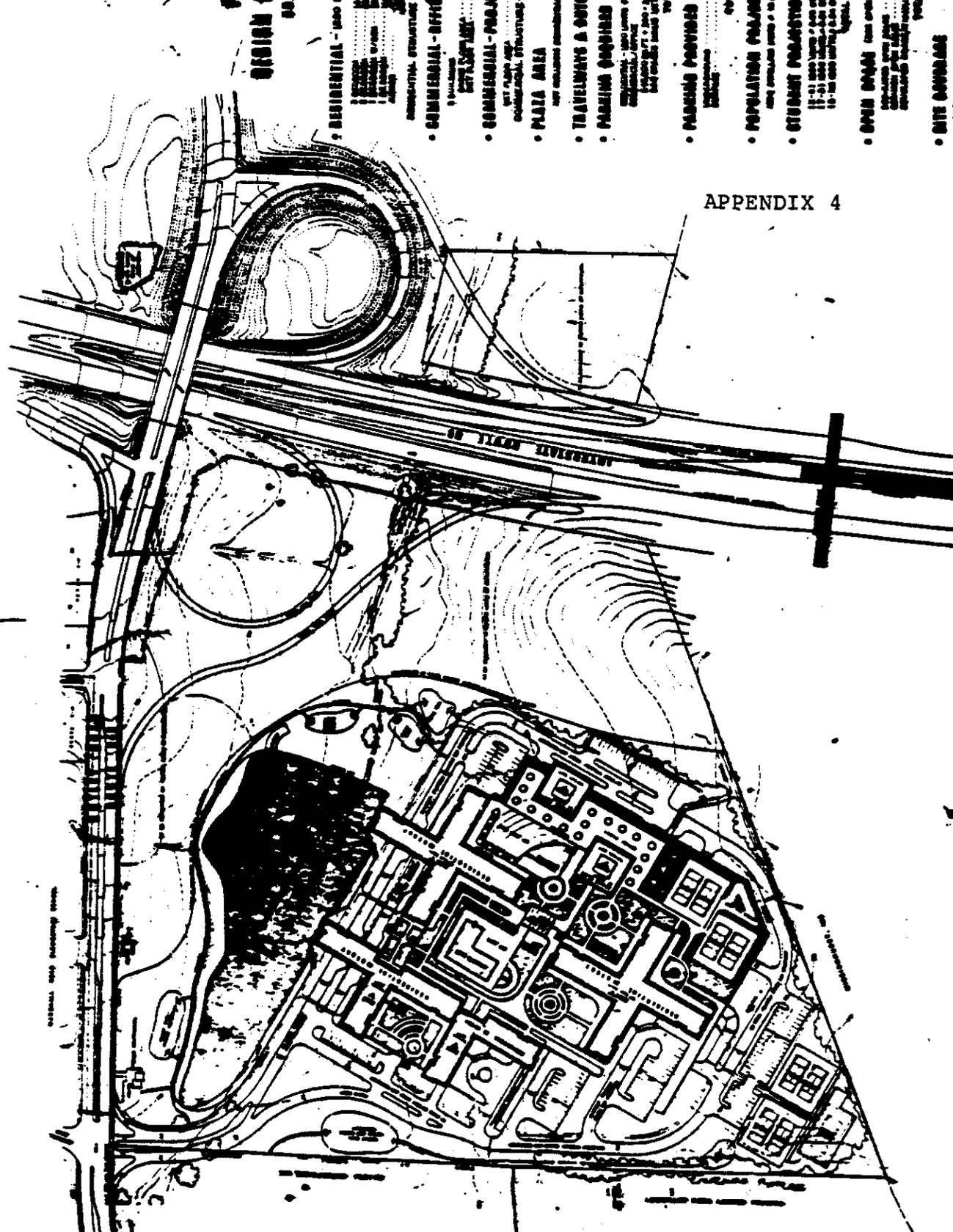
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*This analysis is based on a 1972 WMATA traffic study updated with information from the 1977-78 Systemwide Alternatives Analysis Study. The above information was used by VDM&T in conjunction with their recent traffic analysis of Nutley Road and the proposed expanded Nutley/I-66 interchange.

NOTE: The traffic volumes shown in the above table are a composite estimate of transit traffic in the 1990 AM peak hour. The above volumes include park & ride, kiss & ride, and bus traffic. For convenience of presentation, this table shows all transit traffic clustered into a single AM peak hour. Actual operating experience in other parts of the system has shown that various components of transit traffic peak at different times instead of occurring simultaneously in the same composite hour.

Since only some components of transit traffic peak simultaneously with the general traffic peak in the vicinity of the station, the actual transit traffic impact on area roads will be less than might be inferred from the above table.

Because of the limited availability of station parking, the park & ride traffic peaks substantially earlier in the AM peak period than does other transit traffic components or general traffic in the area. Lower exit rates of park & ride traffic has also been found to reduce the impact of transit traffic during the PM peak period.



FORM-20
DESIGN COMPUTATIONS
 03.000 03.010

- RESIDENTIAL - 1000 DWELLING UNITS
 1000 UNITS x 1000 SQ FT = 1,000,000 SQ FT
 1000 UNITS x 1000 SQ FT = 1,000,000 SQ FT
 1000 UNITS x 1000 SQ FT = 1,000,000 SQ FT
- COMMERCIAL - OFFICE
 COMMERCIAL STRUCTURE USE COVERAGE - 20% OF 1000
 20% OF 1000 = 200
- COMMERCIAL - PROJECT RETAIL
 COMMERCIAL STRUCTURE USE COVERAGE - 20% OF 1000
 20% OF 1000 = 200
- PLAZA AREA
 PLAZA AREA COVERAGE - 20% OF 1000
 20% OF 1000 = 200
- TRAILWAYS & OUTSIDE PARKING - 1000 SQ FT
 TRAILWAYS & OUTSIDE PARKING - 1000 SQ FT
 TRAILWAYS & OUTSIDE PARKING - 1000 SQ FT
- PARKING REQUIRED
 1000 UNITS x 1.0 CAR/UNIT = 1000 CARS
 1000 CARS x 300 SQ FT/CAR = 300,000 SQ FT
 1000 CARS x 300 SQ FT/CAR = 300,000 SQ FT
 TOTAL REQUIRED = 300,000
- PARKING PROVIDED
 TOTAL PROVIDED = 300,000
- POPULATION PROJECTIONS
 1000 UNITS x 3.5 PERSONS/UNIT = 3500 PERSONS
 1000 UNITS x 3.5 PERSONS/UNIT = 3500 PERSONS
 1000 UNITS x 3.5 PERSONS/UNIT = 3500 PERSONS
- STUDENT PROJECTIONS
 1000 UNITS x 0.5 STUDENTS/UNIT = 500 STUDENTS
 1000 UNITS x 0.5 STUDENTS/UNIT = 500 STUDENTS
 1000 UNITS x 0.5 STUDENTS/UNIT = 500 STUDENTS
- OPEN SPACE
 OPEN SPACE COVERAGE - 10% OF 1000
 10% OF 1000 = 100
- SITE COVERAGE
 TOTAL COVERAGE - 1000

APPENDIX 4

AGREEMENT

WHEREAS, DeLuca Enterprises, Inc., a Virginia corporation is the fee simple owner of approximately 50.205 acres of real estate located in the Providence Magisterial District of Fairfax County, Virginia, which property is more specifically designated as Tax Map Section 48-2 ((1)) Parcel 1-A; and

WHEREAS, the above referenced property was the subject of Rezoning Application C-663; and

WHEREAS, DeLuca Enterprises, Inc., in conjunction with the above referenced Rezoning Application, did submit to the Board of Supervisors of Fairfax County, Virginia, a proposed plan for the development of the aforesaid property, which development plan provided for the dedication of 18.0 acres, as more specifically shown on the development plan, to the Board of Supervisors of Fairfax County, Virginia, for public uses; and

WHEREAS, the Board of Supervisors on December 10, 1973, did grant Rezoning Application C-663 and did rezone the aforesaid property to the POH-20 category.

NOW, THEREFORE, as further evidence of its commitment to dedicate to the Board of Supervisors of Fairfax County, Virginia, the said 18.0 acres, as more specifically shown on the development plan previously approved by the Board of Supervisors in the grant of Rezoning Application C-663, DeLuca Enterprises, Inc. does hereby covenant and agree to hold and/or dispose of the said 18.0 acres, at the option of the Board of Supervisors, in either of the following ways:

1. Hold the said 18.0 acres in trust to be conveyed pursuant to the wishes and desires of the Board of Supervisors of Fairfax County.
2. Dedicate the said 18.0 acres to the Board of Supervisors of

SETTUS AND LANGE
ATTORNEYS AT LAW
FAIRFAX, VIRGINIA 22030
173-0010

Fairfax County.

3. Hold title to the said 18.0 acres, to be conveyed at such time and in such manner as may be desired by the Board of Supervisors of Fairfax County, and further, permit right of entry to the said 18.0 acres to the Board of Supervisors and its agents and employees for the purpose of conducting any necessary engineering and development tests or surveys, provided however, that title is to be conveyed to the Board of Supervisors or its assigns prior to the commencement of any construction or development on the said 18.0 acres.

WITNESS the following signatures and seals this 21st day of December, 1973.

DeLUCA ENTERPRISES, INC.

[Signature]
Attest: Secretary

[Signature]
John F. DeLuca, President

STATE OF VIRGINIA

COUNTY OF FAIRFAX, to-wit:

I, Russell S. Rosenau, a Notary Public in and for the County and State aforesaid do hereby certify that John F. DeLuca and Robert R. DeLuca, President and Secretary of DeLuca Enterprises, Inc., whose names are signed to the foregoing document, bearing date on the 21st day of December, 1973, have acknowledged the same before me in my County and State aforesaid.

BETTUS AND LANGEN
ATTORNEYS AT LAW
FAIRFAX, VIRGINIA 22030
175-0810

GIVEN under my hand and seal this 21st day of December, 1973.

[Signature]
Notary Public

My commission expires: July 12, 1976

EXHIBIT B



COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX

4100 CHAIN BRIDGE ROAD
FAIRFAX, VIRGINIA 22030

Appendix 5



May 28, 1982

Mr. John S. Egbert
Washington Metropolitan Area Transit Authority
600 Fifth Street, North West
Washington, D.C. 20001

Re: Special Exception
Number SE 82-P-032

Dear Mr. Egbert:

At a regular meeting of the Board of Supervisors held on May 24, 1982, the Board approved Special Exception Number SE 82-P-032 in the name of Washington Metropolitan Area Transit Authority, located as Tax Map 48-1((1))90,91B,96,97, 100A,103; 48-1((6))7A,8B,38A,48-2((1))1,2,4; and 48-3((4))27A,28, to permit a WMATA facility and to permit the establishment of said facility within a Floodplain Overlay District pursuant to Sections 3-104, 3-804, 6-105, 7-707, and 9-601 of the Fairfax County Zoning Ordinance, 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.

May 28, 1982

7. WMATA and the developer of the PDH zoned parcel north of the station site shall develop plans for a vehicular connection along the northeast station access drive that would 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 adjacent developer.
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 Northwest station access drive (known as Country Creek Road) to VDH&T standards by providing two of the lanes originally planned by WMATA in 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.

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 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.

SE 82-P-032

May 28, 1982

Under Section 9-014 of the Zoning Ordinance, this Special Exception shall automatically expire, without notice, eighteen (18) months after the effective date of the Special Exception unless the activity authorized has been established, or unless construction has commenced, or unless an extension is granted by the Board of Supervisors because of the occurrence of conditions unforeseen at the time of granting the Special Exception. A request for extension should be justified in writing, and should be filed with the Zoning Administrator not less than thirty (30) days prior to the expiration date.

If you have any questions concerning this Special Exception, please call me.

Very truly yours,

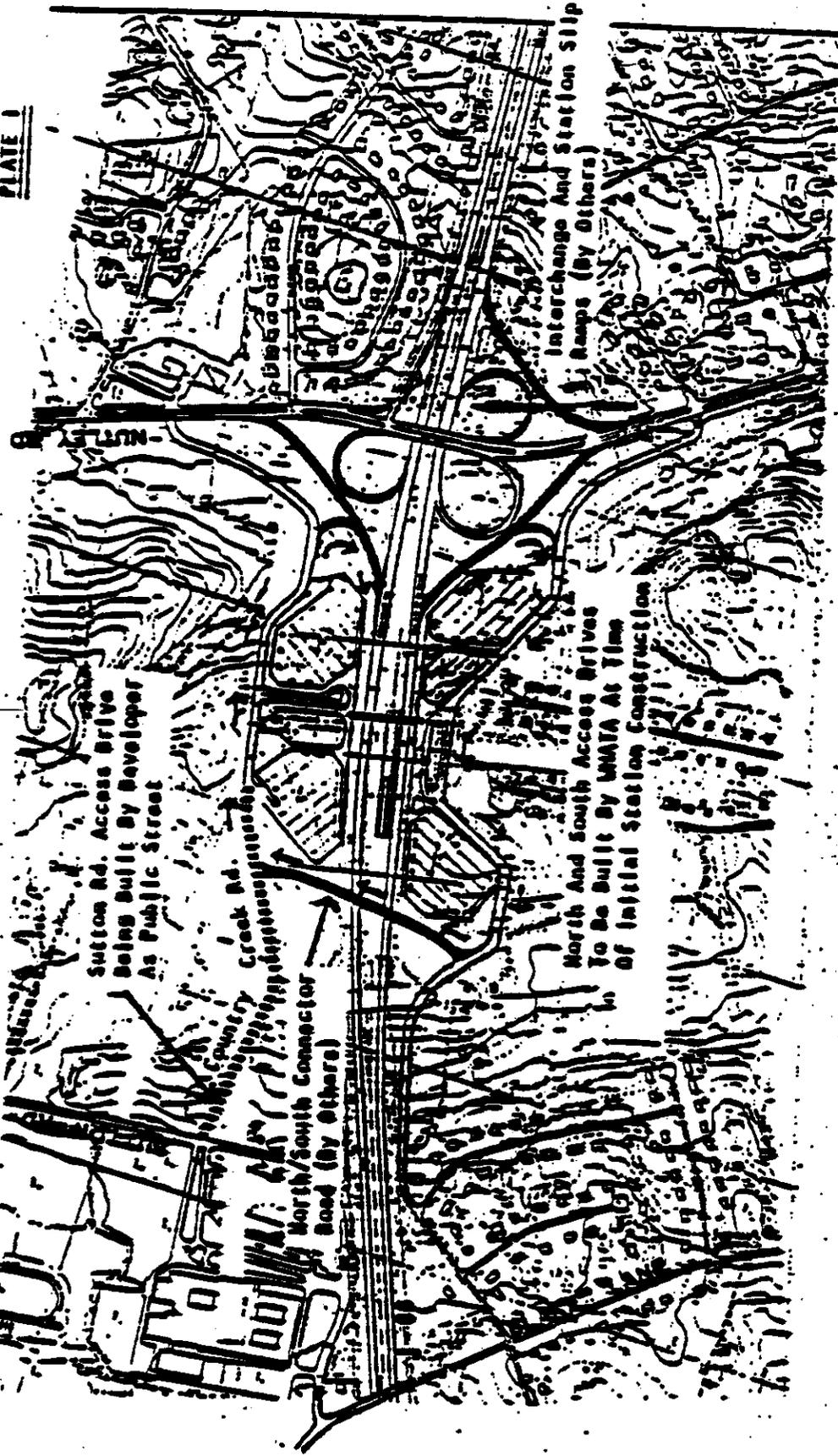
Ethel Wilcox Register
Ethel Wilcox Register
Clerk to the Board

EWR/vlc

cc: Mr. Patteson
Mr. Knowlton
Mr. Covington
✓ Mr. Montenegro
Mayor, Town of Vienna
Town Council of Vienna
Mr. Shiva Pant

ALTERNATIVE A - (Slip Ramps Off Expanded Nutley Road Interchange)

PLATE 1



Arrows Indicate Flow Direction
of 1-66 Transit Traffic

Includes C/S Road Along
50 Lanes of 1-66



proposed access - Vienna station

James Co., Va.
11-72

Washington Metropolitan Area Transit Authority

AFFIDAVIT

I, John S. Ebert, do hereby make oath or affirmation that to the best of my knowledge and belief the foregoing information contained in this application is true; and:

- 1. (a) That the following constitutes a listing of names and last known 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 having an interest in such land, and all attorneys, real estate brokers, architects, engineers, planners, surveyors, and all agents who have acted on behalf of any of the foregoing with respect to the application:

Name	Address	Relationship
WMATA	Washington, D.C.	Applicant
Fairfax County Fairfax, Va.	Owner of Deluca Tract dedication to be acquired by WMATA	
MHCE Associates c/o David Evans	8283 Greensboro Drive, McLean, Va 22102	
	Owner of portion of 48-4 001-1 to be acquired by WMATA	

- (b) That the following constitutes a listing of the shareholders of all corporations of the foregoing who own ten (10) per cent or more of any class of stock issued by said corporation, and where such corporation has ten (10) or less shareholders, a listing of all the shareholders:

Name	Address	Relationship
Not Applicable		

- (c) That the following constitutes a listing of all partners, both general and limited, in any partnership of the foregoing:

Name	Address	Relationship
Not Applicable		

- 2. That no member of the Fairfax County Board of Supervisors, Planning Commission or Board of Zoning Appeals owns or has any interest in the subject land or has any interest in the outcome of the decision.

EXCEPT AS FOLLOWS: (If none, so state)

Not Applicable

- 3. That within the five (5) years prior to the filing of this application, no member of the Fairfax County Board of Supervisors, Planning Commission, or Board of Zoning Appeals or any member of his immediate household and family, 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 outstanding bonds or shares of stock with a value in excess of fifty dollars (\$50), 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 fifty dollars (\$50) or more with any of those listed in Par. 1 above.

EXCEPT AS FOLLOWS: (If none, so state)

Not Applicable

WITNESS the following signature this 8th day of April, 19 82.

John S. Ebert
Applicant

The above affidavit was subscribed and confirmed by oath or affirmation before me this 8th day of April 19 82, in the State of District of Columbia.

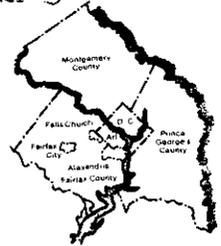
Rose M. Remund
Notary Public

My commission expires: Feb. 28, 1985



Washington Metropolitan Area Transit Authority

600 Fifth Street, N.W., Washington, D.C. 20001
(202) 637-1234



April 19, 1982

Mr. Harvey A. Mitchell
Fairfax County Office of
Comprehensive Planning
4100 Chain Bridge Road
Fairfax, Virginia 22030

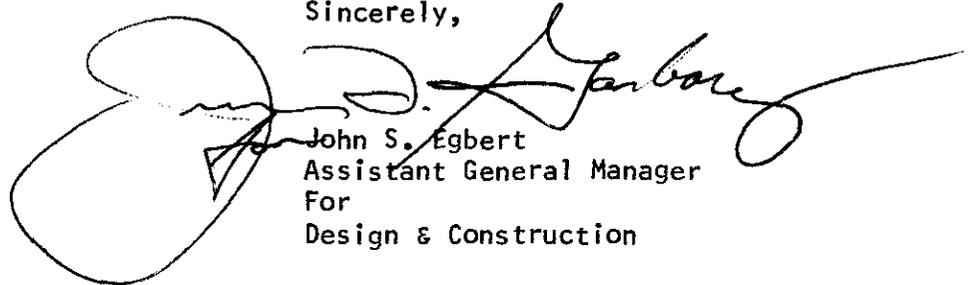
Re: Vienna Metrorail Station,
Section K-7i and K-7g

Dear Mr. Mitchell:

This is to request that the WMATA application for a Special Exception Public Hearing for the Vienna Metrorail Station be amended to indicate that portion of the construction of the station facilities are in the Flood Plain Overlay District for Hunters Branch (see attached County Tax Maps 48-2 and 48-4). The station facilities to be constructed in this Overlay District include: 1) a double box culvert along Hunters Branch north and south of I-66, 2) highway access ramps connecting the station with I-66, 3) portions of the northeast and southeast station access drives, and 4) portions of the northeast and southeast station parking lots.

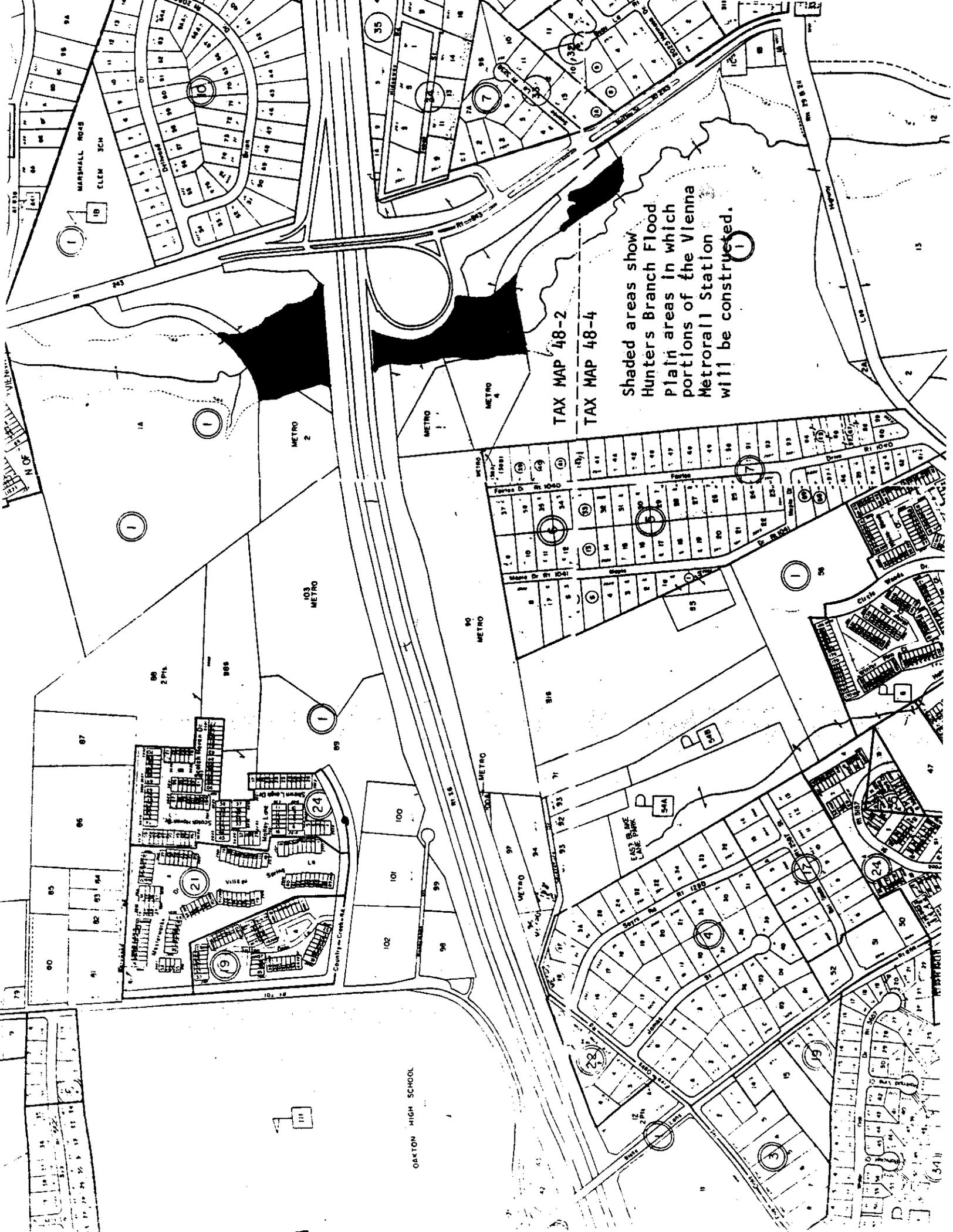
These facilities are shown on station plans (Sheets SE-1, SE-4, and other plan drawings) previously submitted to the County in conjunction with the Special Exception Public Hearing for this station.

Sincerely,



John S. Egbert
Assistant General Manager
For
Design & Construction

Attachment:
As Stated



TAX MAP 48-2
TAX MAP 48-4

Shaded areas show
Hunters Branch Flood
Plain areas in which
portions of the Vienna
Metro rail station
will be constructed.

OAKTON HIGH SCHOOL

EAST BARK
LANE PARK

SUBMISSION REQUIREMENTS FOR SPECIAL EXCEPTION APPLICATION

- I. Ten copies of all plats showing property owned or to be acquired by WMATA (see attached plats).
 - A. See attached plats and sheets SE-1,2,5-14.
 - B. Area of Vienna Station site (see attached plats and sheets SE-2).

Area North of I-66: 801, 692 S.F. or 18.4043 Acres
Area South of I-66: 1,384,463 S.E. or 31.7828 Acres
Total area: 2,186,155 S.F. or 50.1871 Acres
 - C. No existing structures on site
 - D. See sheets SE-1, 3 and SE-15
 - E. Approximate average width of perimeter buffer on north and south sides station site are 42 feet and 64 feet, respectively (see Sheets SE-6-13)
 - F. See Sheets SE-3 and SE-3a (It is requested that applicable County landscape and screening requirements be waived in favor of the landscape plan submitted with this application.)
 - G. See attachments plats and Sheets SE-2, 5-14
 - H. See Sheet SE-1
 - I. See Sheets SE-1, 6-13 Minimum distances parking lots to property lines:

Northwest Lot 50 Feet
Northeast Lot 65 Feet
Southeast Lot 85 Feet
Southwest Lot 100 Feet
 - J. See Sheets SE-16-22
 - K. All applicable items in this section (including emergency access, bicycle parking, fencing, landscaping and screening, outside lighting, etc.) will be covered in a later submission of detailed parking lot construction plans. Such plans will conform to all County and WMATA requirements. There are no loudspeakers outside the station structure. Loudspeakers in the station are audible only at mezzanine and platform levels. Outside lighting at this station will conform with the glare standards of the County ordinance.
 - L. See attached plats and Sheets 1-22
2. One copy of Fairfax County Zoning Section Sheets showing boundaries of Vienna Station sites outlined in red (see attachment).
3. Ground level photographs of Vienna Station site (see attached photo exhibit board and color oblique aerial photo).

4. Statement of Proposed Used

A. Metrorail Transit Station (Vienna Station)

B. Initial Hours of Operations (assuming current schedule)

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Since only some components of transit traffic peak simultaneously with the general traffic peak in the vicinity of the station, the actual transit traffic impact on area roads will be less than might be inferred from the above table.

Because of the limited availability of station parking, the park & ride traffic peaks substantially earlier in the AM peak period than does other transit traffic components or general traffic in the area. Lower exit rates of park & ride traffic has also been found to reduce the impact of transit traffic during the PM peak period.

- G. The Vienna Station will serve a specially extended service area on both sides of I-66 (see attached Vienna Station service area map and procedure used for defining station service areas). The eastern boundary of the Vienna Station service area is located just east of Nutley. North of I-66, the service area boundary will extend in a northwesterly direction toward the county line south of Route 7. This northern portion of the service area will include the western end of the Town of Vienna, the lower part of the Difficult Run Watershed, the Chantilly area and portions of Reston. However, the operation of high speed buses on Dulles Highway to the West Falls Church Station is expected to reduce the very northern portion of the Vienna Station service area.

South of I-66, the service area boundary will extend generally in a southwesterly direction to the county line south of Clifton. This southern portion of the service area will include the City of Fairfax, the northern part of the Pohick Watershed as well as the Clifton and Centreville areas.

- H. The Vienna Station is constructed of reinforced concrete with textured and rubbed surface finishes (see attached rendering). A glass and concrete enclosed mezzanine is located above the east end of the station platform. A concrete canopy will extend from the mezzanine and cover the rest of the eastern half of the station platform. An arched glass skylight will extend the full length of the mezzanine and platform canopy. The platform will be protected from the adjacent highway lanes by a concrete acoustical barrier wall and an earth berm. Access to the station mezzanine from both sides of I-66 will be by means of glass enclosed covered pedestrian bridges.

5. Statement regarding properties required for station construction that are not presently owned by WMATA. (See attached statements regarding acquisition and right of entry status).
6. Under the Master Agreement between WMATA and Fairfax County, WMATA is not required to pay this filing fee.

PART 4 9-400 CATEGORY 4 TRANSPORTATION FACILITIES
9-403 Additional Submission Requirements

1. Following a January 9, 1973 General Plans Public Hearing, the location and design of the Vienna Station was approved by the WMATA Board of Directors on March 29, 1973 (see attached certified copy of the staff report recommendations adopted by the WMATA Board).
2. The plans for the Vienna Station have been approved by the WMATA Board of Directors, Northern Virginia Transportation Commission, Urban Mass Transit Administration, Federal Highway Administration, and the Virginia Department of Highways and Transportation in accordance with all applicable public hearing and plan review procedures. The station plans have also been approved by Fairfax County in accordance with Sections 15.1-453 and 15.1-456 of the Virginia Code (as amended). The station is also a part of the 1975 Countywide Plan.

VIENNA STATION
SPECIAL EXCEPTION PUBLIC HEARING SUBMISSION

SECTION 9-OD6 GENERAL STANDARDS

1. The location of the Vienna Station, as approved by the WMATA Board of Directors in 1973, is shown on the adopted 1975 Countywide Plan and, therefore, can be regarded as being in conformance with the policies embodied in the plan. Specific plans for this station (to which present plans conform) were approved by Fairfax County in accordance with Sections 15.1-453 and 15.1-456 of the Virginia Code (as amended) on January 28, 1974 and October 14, 1975, respectively.

Since those approvals, there have only been internal changes in station plans to permit direct ramp access to the station from I-66 and to improve station operations based on system operating experience. In conjunction with those internal changes, the traction power substation building on the station site south of I-66 was placed underground beneath the northeast parking lot.

2. Under the 1978 County Zoning Ordinance, transit stations (including Vienna Station) are a type of use deemed compatible in each of the zoning districts in which WMATA proposes to locate such stations. Therefore, the Vienna Station can be regarded as being in harmony with the general purpose and intent of applicable zoning district regulations.

3. During the planning of the Vienna Station, great care was taken to insure that the location and design of the station would minimize possible impacts on surrounding residential communities, adjacent properties, and area roadways. A number of major design features are incorporated into the station plans to accomplish this objective.

The off-street station facilities are equally divided on both sides of I-66 to avoid unnecessary concentrations of transit traffic and to reduce the overall physical extent of these facilities. Multiple vehicular accesses radiating out around the station are provided to permit a balanced distribution of transit traffic. In addition to these, direct access ramps connecting the station and I-66 are provided to reduce transit traffic on Nutley Road in the immediate vicinity of its interchange with I-66. A North-South connector road just west of the station is provided to permit balanced use of station facilities on both sides of I-66 and to assist in the circulation of transit traffic (especially from I-66) without relying on surrounding arterial roadways. The I-66 direct access ramps and the North-South connector road will be built by VDH&T using Interstate Highway funding. The station plans also provide flexibility to permit the planned expansion of the Nutley/I-66 interchange in a manner which will significantly reduce the impact of this highway project on homes east of Nutley Road.

These and other design features, together with extensive internal landscaping and perimeter landscape screening of the station site, insure that the Vienna Station will not impact the surrounding communities it is intended to serve.

It should be pointed out that development has already occurred in anticipation of and in conformance with the present plans for this station. Other development projects in the vicinity of the station have been approved by the County based on the location and design of this station. The fact that such developments have been approved or constructed is evidence that the Vienna Station will not adversely affect the use or development of adjacent properties as envisioned by the Countywide Plan.

4. Pedestrian and vehicular traffic generated by the Vienna Station will not be hazardous to or conflict with existing and anticipated traffic in the areas surrounding the station. The majority of pedestrian traffic that will be generated by the station will occur within the station site. Transit pedestrian traffic from various parts of the station site to the station entrances will be accommodated on pedestrian walkways. Due to extended walking distances to the station platform, a far smaller amount of transit pedestrian traffic will be generated in areas around the station. Connections to the on-site pedestrian walkway system will be provided at appropriate perimeter locations. However, pedestrian access to adjacent undeveloped parcels will have to be worked out jointly in the future by WMATA, Fairfax County and adjacent property owners as site plans for these parcels are developed.

The extensive provisions in station plans to accommodate transit vehicular traffic and to minimize its impact on surrounding areas and roadways are described in Section 9-006 (Item 3) and in the Submission Requirements Sections (Item 4F). Based on system operating experience, various on-site improvements have been made to expedite the flow of transit traffic. Such on-site traffic improvements include right turn lanes and extended left turn storage lanes at entrances to parking lots, kiss & ride facilities, and bus loading areas. Increased off-street stacking space is also provided at parking lot and kiss & ride facility entrances.

5. WMATA systemwide design standards provide for a minimum of 5 percent interior landscaping within station parking lots. The Vienna Station plans were developed in accordance with these standards. Extensive landscaping is also provided at the perimeter of the station site and along the station access drives. Variable mixes and densities of evergreen and deciduous plant materials will be used at different locations to meet specific perimeter screening needs. Station landscaping and screen planting will conform to the accompanying general landscape plans. Detailed landscape plans will be developed as part of a later WMATA design contract and will be submitted to the County for review and approval in accordance with the provisions of the Master Agreement.

6. Open space areas at the Vienna Station are concentrated along the perimeter of the station site to provide greater protection of adjacent communities and to minimize on-site walking distances to the station entrances. The major open space elements at this station include two long perimeter buffer

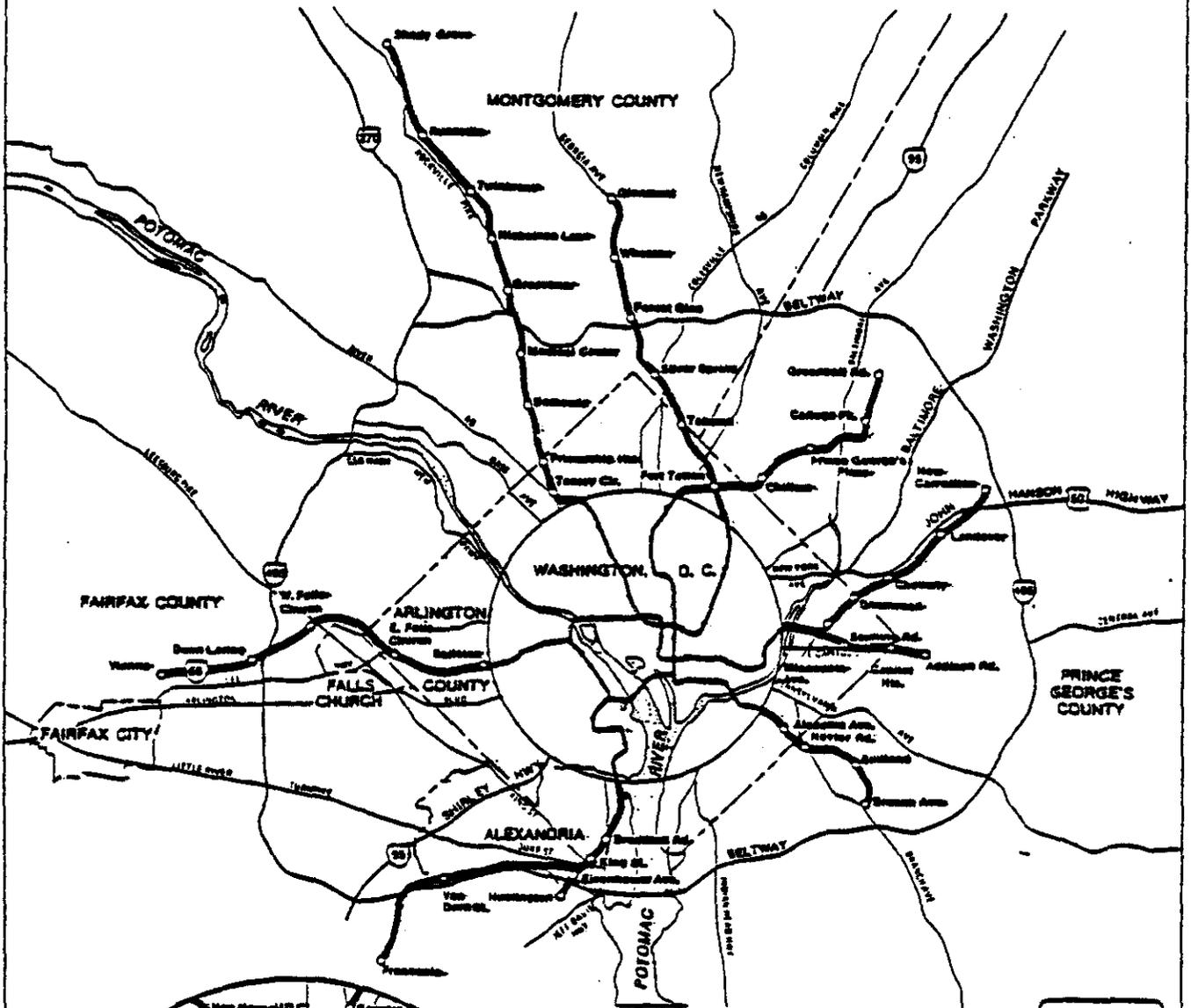
areas outside the station access drives. The approximate average width of the two perimeter buffer areas on the north and south sides of I-66 are 42 feet and 64 feet, respectively. Additional landscape planting areas are located inside the perimeter access drives along the outer edges of the station parking lots.

7. Adequate utilities are available to meet station and rail operations needs. The planned storm drainage facilities to be constructed by WMATA at this station conform to County standards. Park & ride, kiss & ride, and bus facilities at this station conform to WMATA programmed facility requirements.

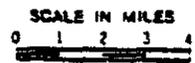
8. Most signing at this station occurs within the station mezzanine and at platform level. Such signing will conform to WMATA systemwide design standards. Signing beyond the confines of the station structure will be almost exclusively for purposes of traffic direction and control. Such signs will conform to the Manual on Uniform Traffic Control Devices for Streets and Highways approved by the Federal Highway Administration.

REGIONAL RAPID RAIL TRANSIT SYSTEM

Adopted March 1968, As Revised

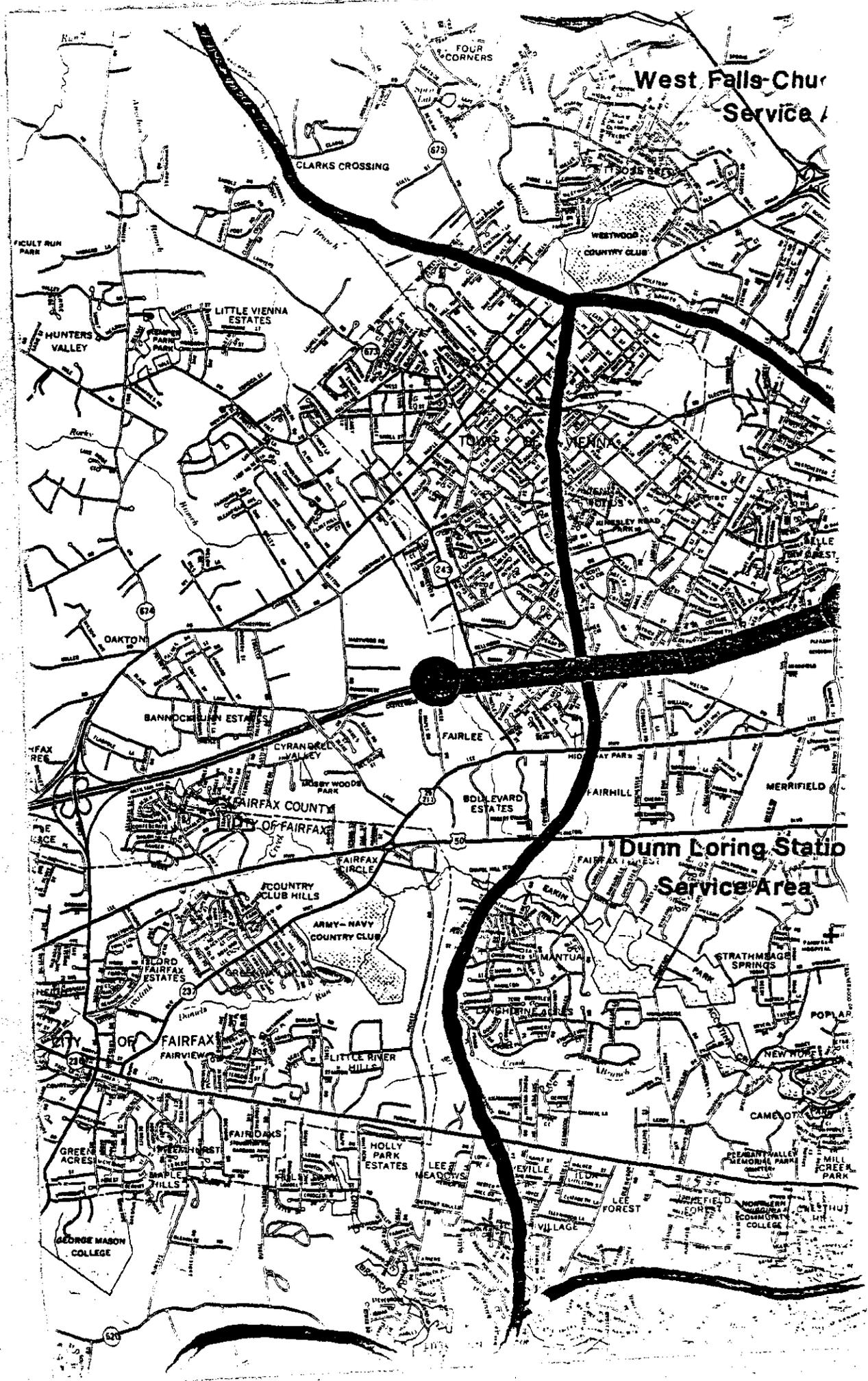


ROUTE & STATION.....



Washington Metropolitan Area Transit Authority
600 Fifth Street, N.W., Washington, D.C. 20001

West Falls-Chur Service Area

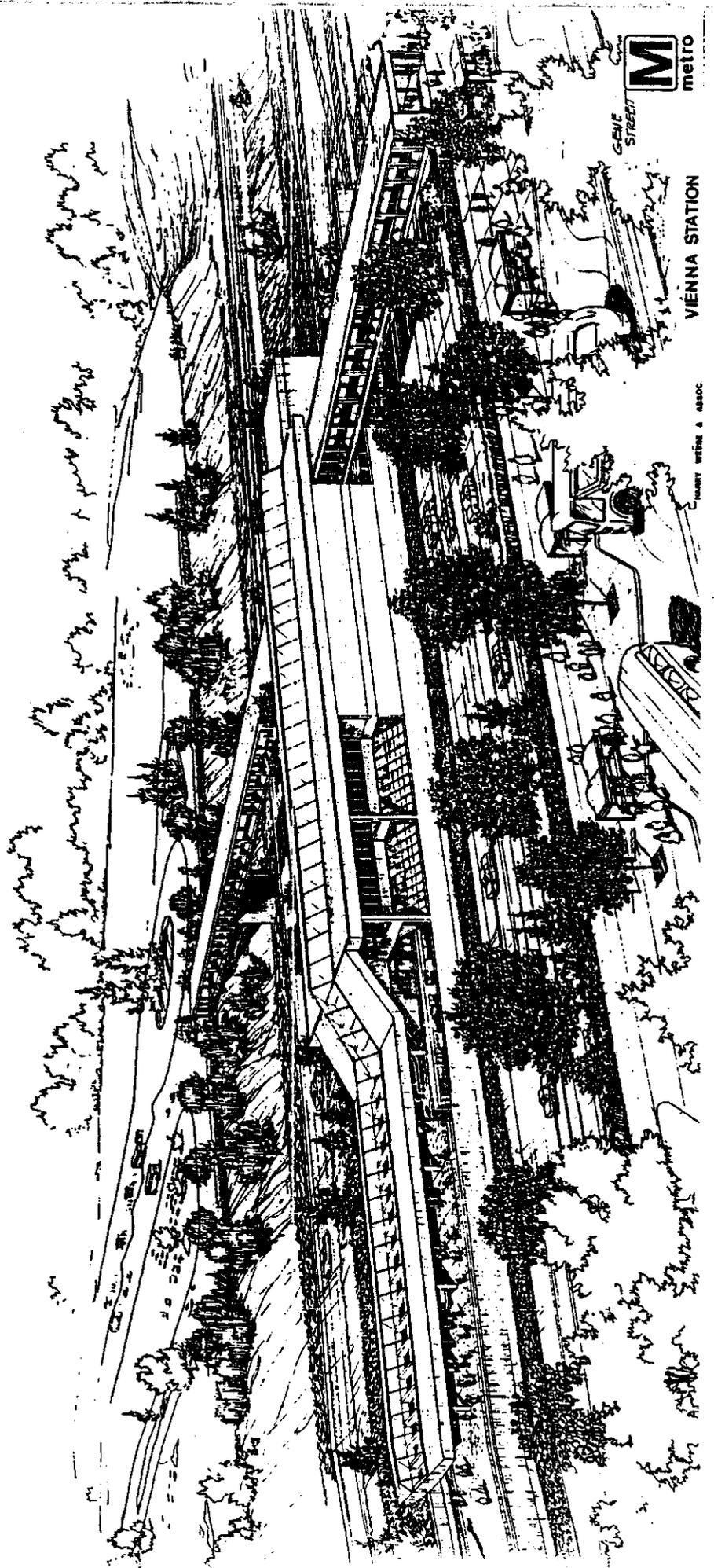


Dum Loring Station Service Area

FAIRFAX COUNTY CITY OF FAIRFAX

OF FAIRFAX FAIRVIEW

GEORGE MASON COLLEGE



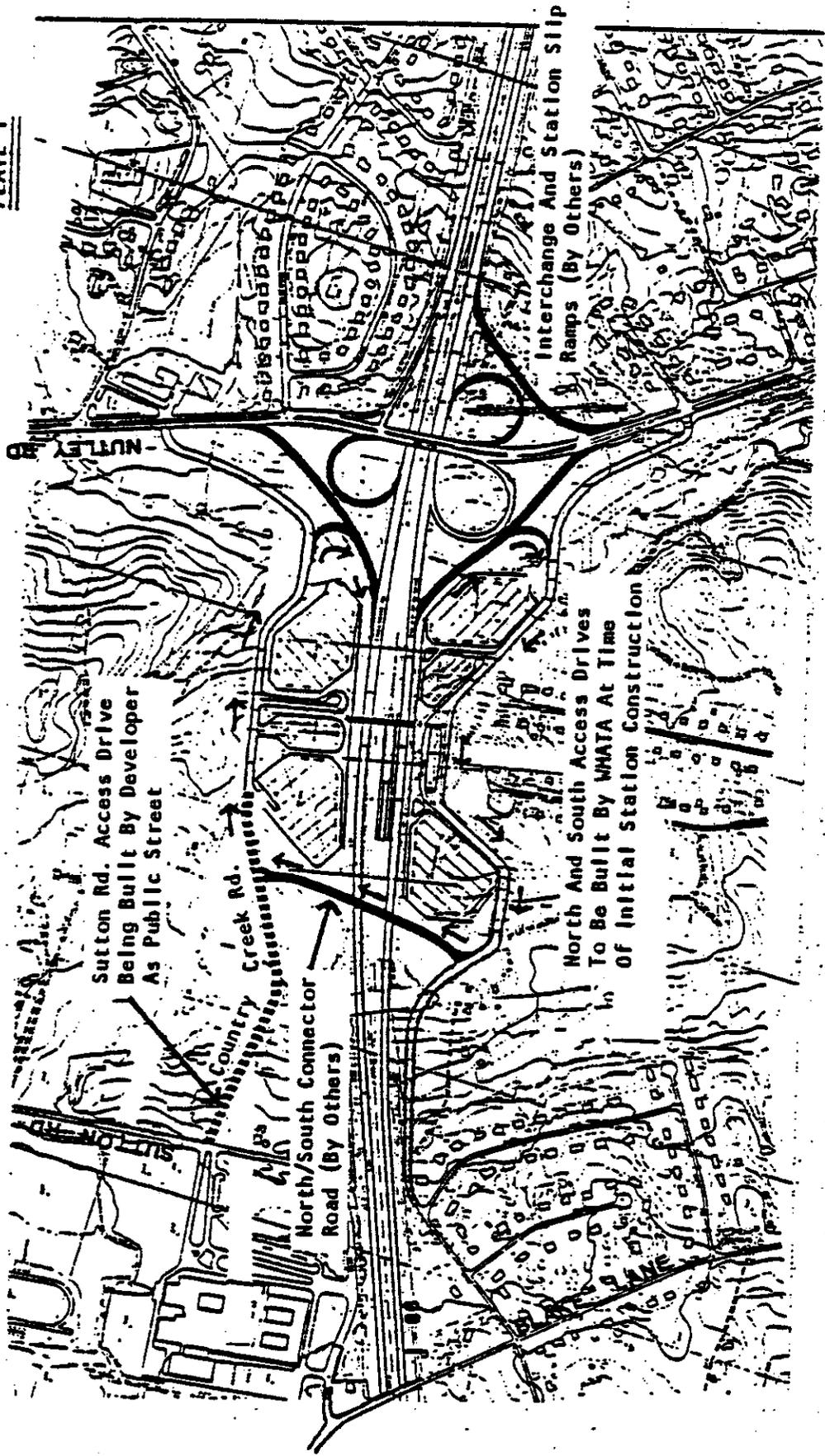
metro

GENE STREET
VIENNA STATION

HARRY WEISS & ASSOC

ALTERNATIVE A - (Slip Ramps Off Expanded Nutley Road Interchange) *

PLATE I



Sutton Rd. Access Drive
Being Built By Developer
As Public Street

Country Creek Rd.

North/South Connector
Road (By Others)

North And South Access Drives
To Be Built By WMATA At Time
Of Initial Station Construction

Interchange And Station Slip
Ramps (By Others)

Arrows Indicate Flow Direction
Of I-66 Transit Traffic



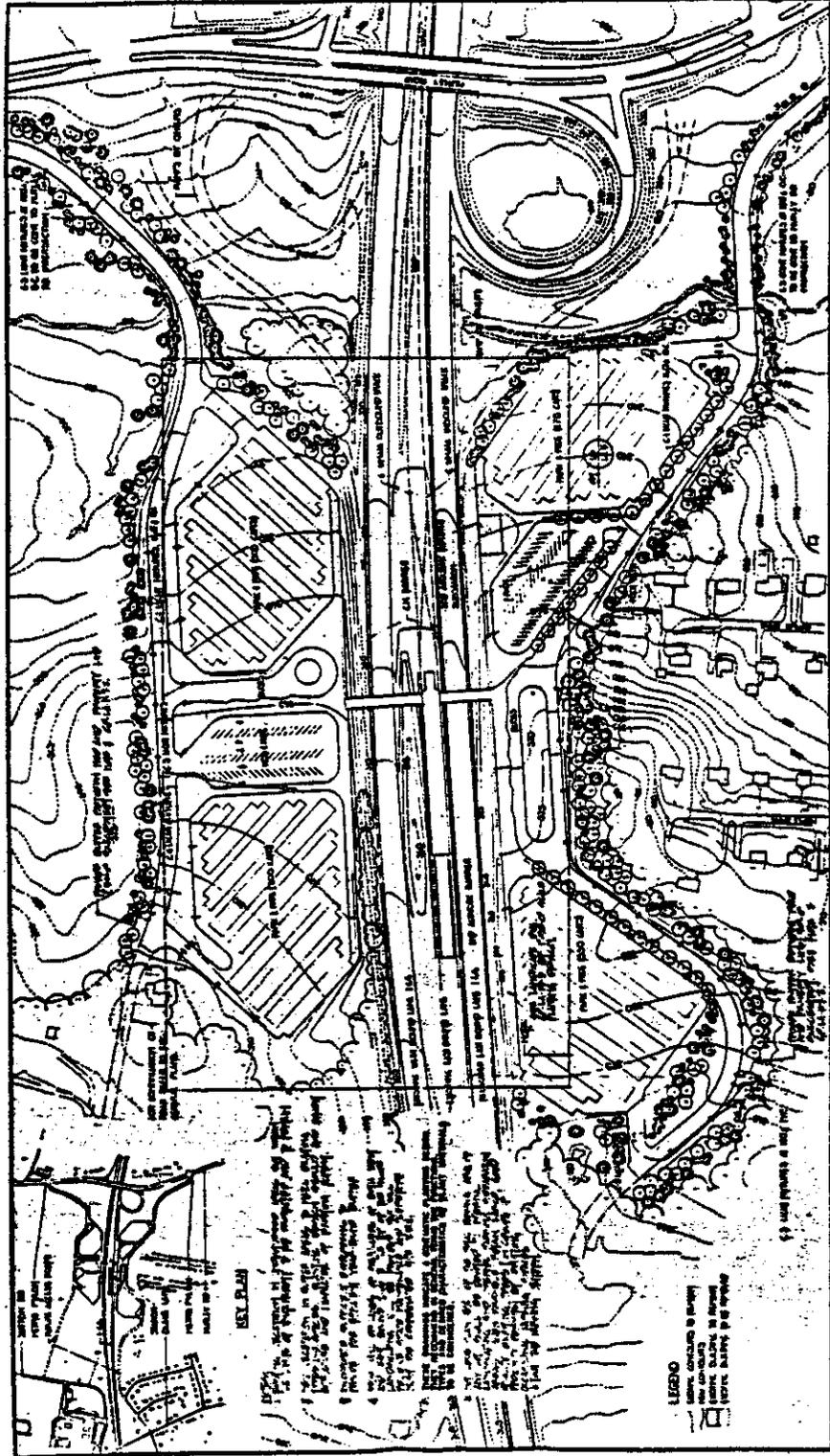
* Includes C/D Road Along
EB Lanes Of I-66



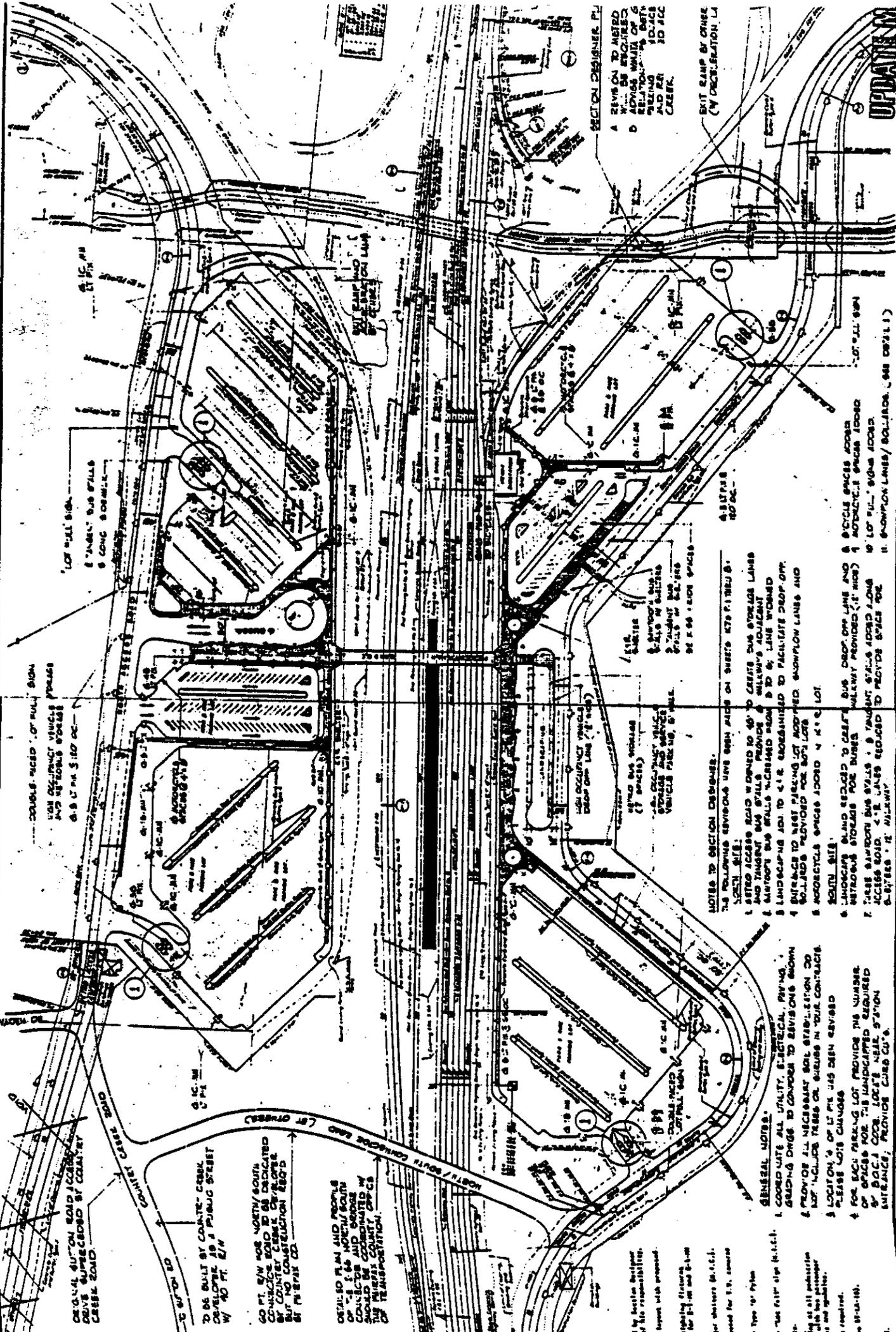
proposed access -- vienna station

inrfax co., va.
11-72

washington metropolitan area transit authority



COUNTY: DISTRICT OF COLUMBIA PROJECT: MT. VERNON STATION LIGHT RAIL GENERAL PLAN SHEET: 11.12-712	
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY PROJECT: MT. VERNON STATION LIGHT RAIL GENERAL PLAN SHEET: 11.12-712	
DATE: 11/12/03 DRAWN BY: [Name] CHECKED BY: [Name]	SCALE: AS SHOWN PROJECT NO.: [Number] SHEET NO.: 11.12-712
11.12-712	11.12-712



VIENNA STATION
 REVISED SITE PLAN & VICINITY PL

SCALE: 1" = 40' (SEE SHEET 101)
 DATE: 11/11/77

SECTION DESIGNER: P.J. [Name]
 A. REVISION TO NOTED
 B. ADVISE WALKWAY OF
 C. RELATING TO DATA
 D. BEING TO DOCS
 E. AND RR
 F. TO FCC
 G. CREEK

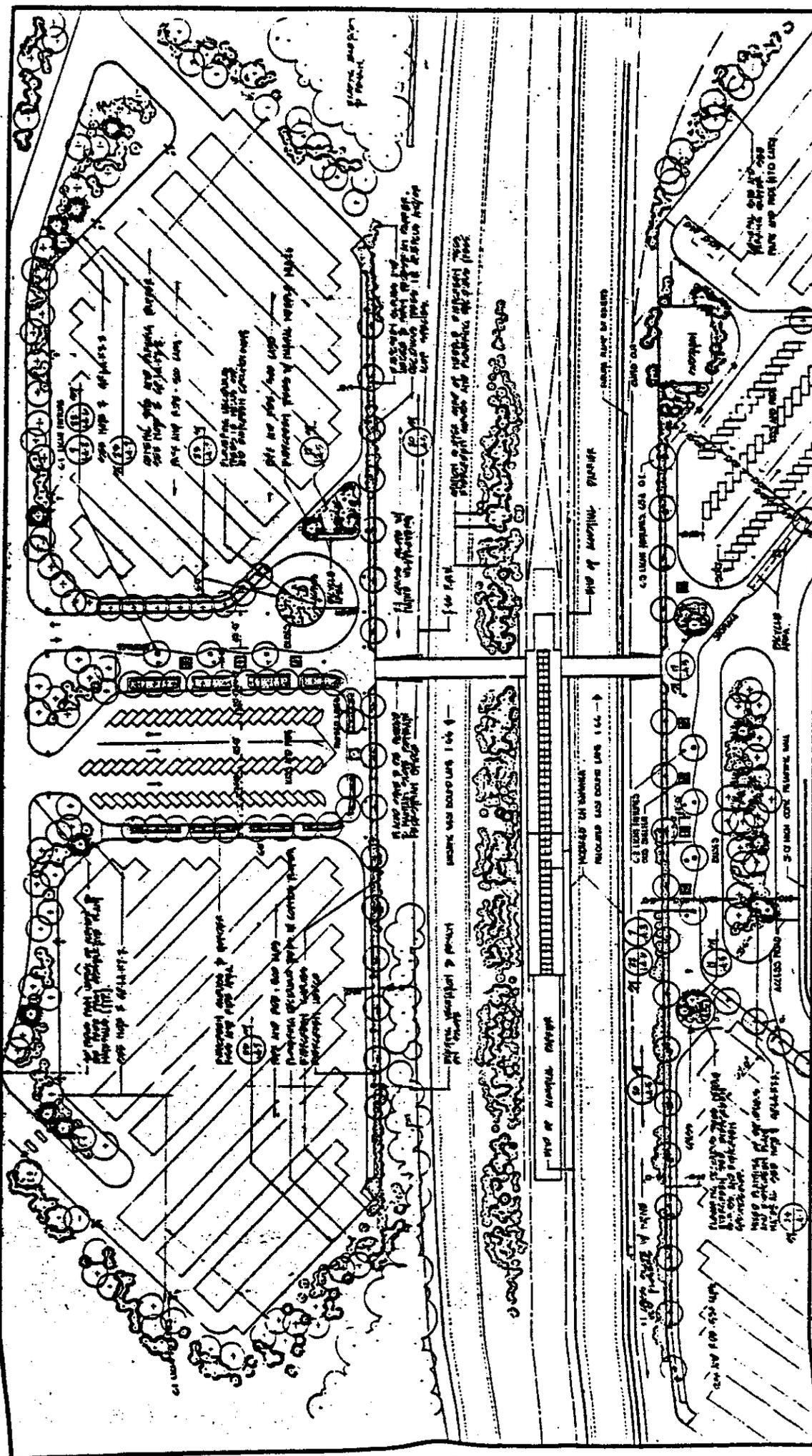
BIT RAMP BY CRANE
 (7' DEPRESSION) LI

NOTES TO SECTION DESIGNER:
 THE FOLLOWING REVISIONS HAVE BEEN MADE ON SHEETS 101 & 102:
 1. ADDED ACCESS ROAD TO WALKWAY TO CREATE BUS AVERAGE LANE
 2. ADDED TRUCK BUS STALLS TO PROVIDE WALKWAY ADJUSTMENT
 3. ADDED TRUCK BUS STALLS TO PROVIDE WALKWAY ADJUSTMENT
 4. ADDED TRUCK BUS STALLS TO PROVIDE WALKWAY ADJUSTMENT
 5. ADDED TRUCK BUS STALLS TO PROVIDE WALKWAY ADJUSTMENT
 6. ADDED TRUCK BUS STALLS TO PROVIDE WALKWAY ADJUSTMENT
 7. ADDED TRUCK BUS STALLS TO PROVIDE WALKWAY ADJUSTMENT
 8. ADDED TRUCK BUS STALLS TO PROVIDE WALKWAY ADJUSTMENT

GENERAL NOTES:
 1. CONFORM TO ALL UTILITY, ELECTRICAL, PHYSICAL, AND
 2. RECORDING DRAWINGS TO CONFORM TO REVISIONS SHOWN
 3. PROVIDE ALL NECESSARY SOIL STABILIZATION DO NOT
 4. INCLUDE TERMS OR CLAUSES IN YOUR CONTRACTS
 5. LOCATION OF LOT IS BEING REVISOR
 6. PLEASE NOTE CHANGES
 7. FOR EACH PARKING LOT PROVIDE THE NUMBER
 8. OF SPACES FOR THE UNDEVELOPED REQUIRED
 9. BY D.C.A. CODE. LOCALS NEAR STATION
 10. ENTRANCE, PROVIDE CURB CUTS

DETAILS PLAN AND PROFILE
 OF 6" E & W NORTH/SOUTH
 CONDUIT ROAD TO BE DEDICATED
 BY COUNTY CREAK DEVELOPER
 BUT NO CONSTRUCTION REQUIRED
 BY PERMIT ONLY

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
 THE LEWIS, GATHER & COMPANY
 SOCIAL ENGINEERING CONSULTANTS
 HARRY W. LEWIS & ASSOCIATES
 ENGINEERS AND ARCHITECTS
 APPROVED: [Signature]
 DATE: 11/11/77



WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY WARTA ADDRESS: 1100 ... PHONE: ... DATE: ...		H. LITE K P7: AERINA STATION SCALE: 1/4" = 1'-0" DATE: 11-1-80
PROJECT: ... DRAWN BY: ... CHECKED BY: ... DATE: ...		IN LIAISON WITH: ... ARCHITECT: ... ENGINEER: ... DATE: ...
REFERENCE DRAWINGS: NO. 1: ... NO. 2: ... NO. 3: ... NO. 4: ... NO. 5: ...		SHEET NO. 1 OF 1 TOTAL SHEETS: 1

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 policies embodied in 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 not adversely affect the use or development of the neighboring properties in accordance with the applicable zoning district regulations and the applicable provisions of 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 generated will not be hazardous or conflict with 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, except as may be qualified in the parts that follow for a particular category or use. However, the Board may impose more strict standards for a given use than those set forth in this Ordinance.

Standards For All Category 4 Uses

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

1. 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 except Use 5, WMATA facilities, shall be subject to the approval of a site plan prepared in accordance with the provisions of Article 17. WMATA facilities shall be established in conformance with the provisions of the agreement between that agency and the County.

The major traffic constrictions in the vicinity of the site are the signalized intersections of Lee Highway with Blake Lane and Nutley Street. Both of these intersections are estimated to be operating at an unacceptable level of service, level F. The level of service on most roads in the vicinity of the site is poor. I-66, which is a six-lane principal arterial with limited access, has been estimated to be operating at level of service F. Lee Highway is a principal arterial with one lane in each direction and a center turning lane. Blake Lane is a two-lane minor arterial with sections that have been widened to four lanes. Due to the large volumes of traffic carried by both these facilities, Lee Highway and Blake Lane are both estimated to be operating at level of service F. Nutley Street, a four-lane divided minor arterial experiences a satisfactory level of service. Courthouse Road, Sutton Road and Five Oaks are estimated to operating at level of service E largely due to narrow pavement and poor alignment.

Because the Vienna Metro Station will be the terminal station of the Orange Line in Virginia, it will attract patrons from a geographical area larger than those for other Metro stations. With approximately 2,000 parking spaces, "Kiss and Ride" facilities and extensive Metrobus connections, the traffic impact upon roads in the immediate vicinity of the site will be significant.

The applicant has submitted extensive data regarding ridership and traffic generation:

1990 Daily Transit Ridership (Two-Way Trips) 17,800

1990 AM Peak Hour Transit Ridership

Boarding Passengers	3,093
Alighting Passengers	<u>432</u>
	3,525

1990 AM Peak Hour Ridership

(Mode of Arrival)	To Station	From Station
Park & Ride Passengers	1,336	--
Kiss & Ride Passengers	441	--
Bus Passengers	1,242	425
Walking Passengers	<u>74</u>	<u>7</u>
	3,093	432

Transit Traffic on Major Station Approach Routes

	<u>Transit Trips To Station</u>	<u>Transit Trips From Station</u>	<u>Total Transit Trips</u>	<u>Percentage Distribution of Transit Trips</u>
Nutley Road (From/To North)	267	58	325	14.54%
Nutley Road (From/To South)	403	87	490	21.92%
Blake Lane (From/To South)	241	51	292	13.06%
Blake Lane (From/To North)	368	79	447	20.00%
Sutton Road (From/To North)	101	21	121	5.46%
I-66 (From/To West)	<u>460</u>	<u>99</u>	<u>559</u>	<u>25.02%</u>
	1840 VPH	395 VPH	2235 VPH	100.00%

1990 AM PEAK HOUR TRANSIT TRAFFIC

Two-Way Trip Distribution Using Individual Station Entrances

Nutley Road Entrance (North of I-66)	637 VPH	28.50%
Nutley Road Entrance (South of I-66)	736 VPH	32.95%
Sutton Road Entrance (North of I-66)	489 VPH	21.90%
Blake Lane Entrance (South of I-66)	<u>373 VPH</u>	<u>16.65%</u>
	2235 VPH	100.00%

The traffic volumes shown above are a composite estimate of transit traffic in the 1990 AM peak hour comprised of park & ride, kiss & ride, and bus traffic. The applicant notes that only some components of transit traffic peak simultaneously with the general traffic peak in the vicinity of the station and, therefore, the impact on adjacent roads could be less than might be inferred from the above table. For example, due to the limited availability of station parking, the park & ride traffic would peak earlier in the AM peak period than does other transit traffic components.

While the Metro Station will create significant traffic impacts upon roads in the vicinity of the site, there are a number of road improvements planned for this area which will help to alleviate these impacts. The transportation element of the Countywide Plan includes the following recommendations:

- o Nutley Street - Completion of the I-66/Nutley Street interchange to provide for all movements
- o I-66 - Construct bus lanes in the median between Lee Highway (in Centreville) and the Vienna Metro Station
- o Lee Highway - Widen to four lanes between Fairfax Circle and Falls Church

- o Blake Lane - Widen to four lanes between Jermantown Road and Lee Highway
- o Provide a connection from the Vienna Metro Station to Lee Highway (Circle Woods Drive)
- o Upgrade Sutton Road to an improved two-lane facility

VDH&T's programmed highway improvements include the construction of four lanes on Lee Highway from the Beltway to the City of Falls Church. Redesign of the I-66/Nutley Street interchange is in progress. The Vienna Metro Station has been planned in accordance with the interchange improvements and VDH&T and WMATA have coordinated arrangements to provide direct access to the station from I-66.

It is also anticipated that the Countywide Plan will be amended to recommend widening of Nutley Street to six lanes between Lee Highway and the Town of Vienna. This proposed amendment would be compatible with VDH&T's preliminary design for the I-66/Nutley Street interchange.

Access to the Surrounding Street System

As depicted in the applicant's plans, there would be six points of access to the station:

- o Connection from ramp taking eastbound I-66 traffic to southbound Nutley Street
- o Connection to ramp taking southbound Nutley Street traffic to westbound I-66
- o Access road to Nutley Street north of I-66 opposite Marshall Road Elementary School
- o Access road to Nutley Street south of I-66 opposite Swanee Lane
- o Access road to Blake Lane via Five Oaks Road south of I-66
- o Access road to Sutton Road via Country Creek Road north of I-66

In addition, there will be a bridge between the two Metro parking facilities which will enhance access to I-66. "Park-and-Ride" commuters entering the site from eastbound I-66 in the morning would be able to enter westbound I-66 in the evening by going over this bridge to the north access road and down to the ramp which carries traffic onto westbound I-66. This bridge eliminates the need for left turns at Nutley Street for this movement.

May 11, 1982

Conceptually there are no problems with the site access as proposed by the applicant; however, modifications to the planned access routes are recommended by this Office. These modifications are addressed in the following paragraphs.

Nutley Street. A left turn stacking lane is recommended to be built at the south entrance to the station on Nutley Street. The applicant should also provide a traffic signal at this intersection if required by VDH&T. At the north entrance on Nutley Street, the applicant should construct the median break and, if required by VDH&T, a traffic signal should be provided. Also, a right turn deceleration lane on southbound Nutley Street should be provided.

Coordination with the adjacent property. Arrangements should be made for granting access onto the station's 36' access road for the parcel just north of the station (parcel 1A, formerly, the DeLucca property). If the ensuing development of this tract requires an access road wider than 36', the additional construction should not be the responsibility of the applicant, WMATA. With intensive development anticipated on this tract, it would be preferable to coordinate access for both developments rather than have two separate heavily used entrances on Nutley Street.

Extension of Circle Woods Drive. For the Blake Lane entrance the applicant proposes to construct a 36' access road from the south parking lot to Five Oaks Road, narrowing to 24' wide as it meets existing pavement. Five Oaks Road is substandard and it would not be desirable to use the existing roadway to obtain access to the Metro Station as well as to adjacent residences. As an alternative or supplement to the access route proposed by the applicant, it is recommended that access could be obtained from Lee Highway and Blake Lane via Circle Woods Drive. On the Countywide Plan, a connection between the Vienna Metro Station and Lee Highway is recommended generally following the alignment of Circle Woods Drive. Half of the length of this four-lane facility has been completed. The extension of Circle Woods Drive to the Metro Station would provide access superior to that proposed by the applicant. It is recommended that a stub connection from the south access road be provided for the eventual extension of Circle Woods Drive. This connection would be accomplished upon development of the land south of the station.

Improvement of Country Creek Road. To obtain access to Sutton Road the applicant proposes to construct a 36' wide access road connecting to the end of Country Creek Road, which has 36' of pavement within a 90' right-of-way. It is recommended that the applicant improve existing Country Creek Road to a four-lane divided facility with appropriate transition to 36' of pavement width within the Metro Station site.

May 11, 1982

In WMATA's original plans for the Vienna Metro Station, it was intended that access to the north parking lot would be provided by means of a 36' wide roadway extending straight to Sutton Road through the then undeveloped Country Creek property. This would have entailed WMATA's acquisition of right-of-way and road construction for the entire length to Sutton Road. With ownership of the facility, WMATA could then have restricted access to it for all nontransit traffic. However, this plan would have severed the Country Creek site and created two additional entrances to Sutton Road for access to the remaining parcels.

During the review of the rezoning application for the Country Creek subdivision, which was approved by the Board of Supervisors on January 12, 1976, the applicant, WMATA and the County agreed that WMATA would delete acquisition and construction plans for their proposed access road to Sutton Road. Instead, the applicant for the Country Creek rezoning agreed to provide a 36' section within a 90' right-of-way between Sutton Road and WMATA's property which would serve both development and transit related traffic. This facility, and most of the Country Creek subdivision, has been completed.

Though it was recognized by the County and VDH&T that Country Creek Road should be a four-lane divided facility, the developer was understandably reluctant to provide the full four-lane construction with the uncertainty that the Vienna Metro Station would ever be built. The Board of Supervisors approved the developer's half-street construction which was adequate to meet the residential needs. However, such half-street construction did not meet with VDH&T standards and VDH&T indicated that Country Creek Road could not be accepted into the State secondary system until full four-lane construction is completed.

On June 22, 1981 the Board of Supervisors adopted a resolution requesting VDH&T to accept Country Creek Road, acknowledging that VDH&T would not be required to construct the other half section. The western two-thirds of the road is now in the secondary system. Without the Board's resolution, Country Creek Road could have remained in private ownership, subject to whatever control a developer may have wished to place on it. Conceivably, such control could have extended to the prohibition of its use by Metro-oriented traffic.

In 1976, when the agreements were made to have Country Creek Road built, it was estimated that the cost of the Vienna Metro Station was reduced by \$340,000 as a result of such agreements. It was also estimated that the cost of widening the road to four lanes with a median divider would have been only \$60,000, still representing a significant savings for WMATA.

A four-lane divided facility is justified because this road will serve as a major access to the Vienna Metro Station, attracting over 20% of the peak-hour transit traffic according to WMATA's estimates. In addition, it also serves a densely developed townhouse community. It is also probable that vacant land immediately south and east of Country Creek will be developed with comparable uses. These 21 acres of vacant land are currently planned for up to 8 du/ac. A plan amendment to designate this area for high intensity office use has been deferred pending further study. Further justification for the widening of Country Creek Road is to be provided in a technical addendum to this report.

Internal Circulation

Exclusive of the access issues referenced above, the internal circulation pattern exhibited in the applicant's plans appears satisfactory. A potential does exist for the use of the station access drives by through traffic. WMATA has not indicated how this activity could be discouraged without adversely affecting transit-oriented traffic. The WMATA staff has indicated that the sheer volume and turning movement friction of transit traffic will discourage through traffic. As an alternative, it is possible that speed bumps may be employed.

RECOMMENDATION

The Office of Transportation would strongly recommend approval of this application provided that the applicant:

- o Provides a left turn stacking lane at the south entrance on Nutley Street and signalizes this intersection if required by VDH&T
- o Provides a right turn deceleration lane at the north entrance on Nutley Street. The applicant should also construct the median break and signalize the intersection if required by VDH&T
- o Provides for access to the parcel north of the station to the applicant's proposed 36' access road. Upon development of this property (formerly De Lucca property), if additional pavement is required, WMATA should not be held responsible.
- o Provides for a stub connection to the future extension of Circle Woods Drive. The exact location of the extension should be coordinated between WMATA, the County and the adjacent landowner.

- o Improves Country Creek Road to a four-lane divided facility from Sutton Road to the parking lot with appropriate on-site transition to a 36' pavement width

It should be noted that the conditions recommended for the approval of this application would not affect the timing of construction of the station proper or the rail line.

RLM/JEG/hh

ENVIRONMENTAL SITE ANALYSIS

Project Number: SE 82-P-032 Location: 48-1, 2 and 3 Appendix 6
 Existing Zoning: R-1, R-8, PDH20 Proposed Zoning and/or Use: Metro Rail Station Acreage: 50.1871

Site Features	Presence		Comments
	yes	no	
A. Geology: Coastal Plain, Piedmont, Triassic			
1. shallow bedrock.....	<u> </u>	<u>X</u>	
2. groundwater resource.....	<u> </u>	<u>X</u>	
3. mineral resource.....	<u> </u>	<u>X</u>	
B. Topography:			
1. steep slopes.....	<u>X</u>	<u> </u>	Not extensive and exist mostly in the area south of I-66
2. irregular landform.....	<u> </u>	<u>X</u>	
C. Hydrology:			
1. water features.....	<u>X</u>	<u> </u>	Hunter's Branch of Accotink Creek, and its associated floodplain
2. critical location in watershed....	<u>X</u>	<u> </u>	
3. water supply watershed.....	<u> </u>	<u>X</u>	Headwaters of Accotink Creek watershed
D. Soils:			
1. marine clays.....	<u> </u>	<u>X</u>	
2. shrink-swell clays.....	<u> </u>	<u>X</u>	
3. highly erodible soils.....	<u>X</u>	<u> </u>	55 Soil
4. high water table soils.....	<u>X</u>	<u> </u>	10, 20, 1A Soils
5. soils with low bearing.....	<u>X</u>	<u> </u>	1A Soil
6. poor infiltration soils.....	<u>X</u>	<u> </u>	10, 20, 1A Soils
E. Vegetation, Wildlife & Open Space:			
1. quality vegetation.....	<u>X</u>	<u> </u>	Exists mostly in the area south of I-66
2. wildlife habitat.....	<u> </u>	<u>X</u>	
3. adopted EQC.....	<u>X</u>	<u> </u>	Along Hunter's Branch

Environmental Quality	Problems		Comments
	yes	no	
F. Noise:			
1. airport noise.....	<u> </u>	<u>X</u>	Although these two types of noise will impact the site, the proposed use is not incompatible
2. highway noise.....	<u> </u>	<u>X</u>	
3. railroad noise.....	<u> </u>	<u>X</u>	
4. other types of noise.....	<u> </u>	<u>X</u>	
G. Water:			
1. point source pollution.....	<u> </u>	<u>X</u>	BMP measures particularly in the parking lot will be desirable
2. nonpoint source pollution.....	<u>X</u>	<u> </u>	
H. Air:			
1. mobile source pollution.....	<u> </u>	<u>X</u>	The net result of the operation of this metro rail station should reduce air pollution
2. stationary source pollution.....	<u> </u>	<u>X</u>	
I. Aesthetics: For example: internal views, views from site, views of site from adjacent development	<u> </u>	<u>X</u>	The construction of the metro rail station will certainly change the landscape of this area, however, the proposed plantings as shown on the submitted plans are appropriate and should minimize its visual impact.
J. Other:.....			
		<u>X</u>	

CMM

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Sidney R. Steele, Chief May 17, 1982
 Zoning Evaluation Branch, OCP

FROM: Peter T. Johnson, Director
 Land Use Planning Division, OCP

SUBJECT: Special Exception 82-P-032; Tax Maps 48-1 and 48-2
 Name of Applicant: WMATA

PURPOSE

This memorandum provides comments in regard to those portions of the Comprehensive Plan which pertain to this special exception application requesting a change to the WMATA facilities at the Vienna Metro site.

PROVISIONS OF THE ADOPTED COMPREHENSIVE PLAN

The subject property is located in the Vienna Metro Station Complex Area of the Vienna Planning District in Area II. The most relevant text, on page 224, under Specific Recommendations (Transportation), reads:

"As indicated, current proposals would allow five entrances into the station for vehicular traffic from outside the study area.

Potential traffic problems will result on Nutley Street unless adequate ingress and egress are provided to abutting land, particularly north of I-66.

Access directly from I-66 is a necessity as is the internal crossover road. Entrances onto Nutley must be carefully arranged into tract G. Lee Highway is recommended for widening to four lanes, which will provide better service for the development recommended on the southern tracts.

Blake Lane and Sutton Road are recommended for improvement, with widening of Blake Lane to four (4) lanes. Sutton Road is only recommended for improvement, but this recommendation should be reevaluated later since Sutton may also need to be widened to four lanes.

As the terminal station for the Vienna line, feeder bus service should be provided from Vienna to the north and Fairfax to the south. Perhaps more importantly, good feeder bus service should be provided to developments along I-66 to the west where interchanges would allow efficient delivery to/from the station, and would substantially reduce vehicle miles travelled (VMT) and, therefore, air pollution."

May 17, 1982

Page Two

Also, on page 225 under Specific Recommendations (the first three paragraphs) the Plan reads:

"Blake Lane (Route 655). In consonance with other alternatives, study realignment to connect with Jermantown Road. Study desirability of widening to four lanes, with turning lanes between connection with Jermantown Road and Lee Highway.

Sutton Road (Route 701). Improve to two 12-foot lanes between Chain Bridge Road and Blake Lane. This will expedite movement into and out of the Vienna Metro Station from the Oakton area. Sutton Road should be reevaluated later to determine if four lanes are needed.

Five Oaks Road (Route 4949). Among other alternatives, study the desirability of improving this road to two 12-foot lanes between Blake Lane and the WMATA access road into the Vienna Metro Station."

Also, on page 224 (second paragraph of preamble in column 1) the Plan reads:

"The station itself will be located in the median of I-66 approximately 1,500 feet west of Nutley Street. The station will be at the same elevation as the highway and connected to parking/feeder bus service north and south of I-66 via an enclosed pedestrian bridge above the highway. The station is planned to have very good double-ended access on both sides of I-66. Access roads are to extend both to the north and south of I-66 from Nutley Street to Blake Lane. Station design also allows for vehicles proceeding east on I-66 to take an off ramp to the station, use the station, and then proceed to the westbound lanes of I-66 without having to use the interchange at I-66 and Nutley Street."

The Area II Plan map indicates the subject property as planned for the Vienna Metro Station (public facilities).

PTJ/KD/alc:0789Z

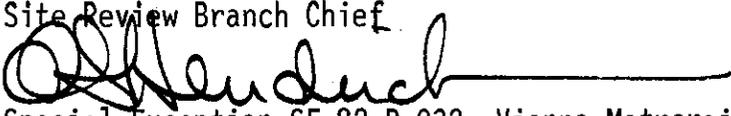
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FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Zoning Evaluation Branch **DATE** May 12, 1982
Office of Comprehensive Planning

FROM: O. S. Hendrickson
Site Review Branch Chief

FILE NO: 

SUBJECT: Special Exception SE-82-P-032, Vienna Metrorail Station, TM 48-1,
48-2 & 48-3, Providence District

REFERENCE:

We have reviewed the subject application and submit the following comments:

° The westbound half-section of Country Creek Road was constructed by the developers of Country Creek Subdivision, anticipating that Metro would build the eastbound half section. Metro has declined to participate in further widening of the street.

OSH:ZH:ej

cc: Plan Control
Office of Transportation

CMM

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Sidney R. Steele, Chief May 10, 1982
 Zoning Evaluation Branch, OCP

FROM: David W. Stroh, Director *DWS*
 Environment and Policy Division, OCP

FILE NO. 0786Z

SUBJECT: Environmental Site Analysis: SE 82-P-032

Please incorporate the following Environmental Analysis, which was carried out by Shengj-Jieh Leu, in the appropriate sections of the report. The detailed Environmental Site Analysis is attached and should be included as an Appendix to the report.

ENVIRONMENTAL ANALYSIS

The site lies in the headwaters of Accotink Creek watershed. Hunter's Branch flows through the eastern portion of the site. The valley walls of this stream are steep and consist of severely erodible soils. Efforts should be made to stabilize these stream valley walls. Erosion and sediment control methods should be utilized to prevent erosion of the slopes and the subsequent silt disposition into the stream. Consideration should also be given to providing an adequate BMP/stormwater management system.

Hunter's Branch, its associated floodplain and adjacent steep slopes are the components of the adopted Environmental Quality Corridor (EQC) on the site. This corridor should be preserved and creatively incorporated into the site design.

The area south of I-66 is completely wooded and consists of mixed hardwood-pine forest type. The implementation of EQC will retain most of the maple, river birch and yellow poplar growing in the low-lying areas. Efforts should be made to retain as many quality hardwoods as possible in the high ground area where development will occur.

To protect the Fairlee subdivision, sufficient tree buffer should be provided along the southern property line.

Any parking area in the new development should be properly landscaped to soften the expansive view of hard concrete or asphalt.

DWS:SJL:mcm
 Attachment a/s

FAIRFAX COUNTY, VIRGINIA

MEMORANDUM

TO: Richard D. Faubion, Director
Zoning Evaluation Division, OCP **DATE** March 6, 1985

FROM: Robert L. Moore, Chief *RLM*
Transportation Planning Branch, OT

FILE NO: 3-4, 3-5

SUBJECT: Transportation Impact

REFERENCE: DPA C-663-2, Fairfax Metro Associates, TM 48-2((1))1, 1A, 2
SEA 82-P-032-1, WMATA; TM 48-2((1)) part of 1A, TM 48-1((1))103,
part of 89

The above referenced applications propose a single joint entrance to Nutley Street from both the WMATA property and the PDH-20 property located in the northwest quadrant of the I-66/Nutley Street Interchange. This joint entrance as shown by the applicants would be located on Nutley Street opposite Marshall Road.

Currently approved plans for access to these properties show two separate entrances to Nutley Street; one from the PDH-20 property opposite Marshall Road and one from the WMATA property located mid-block opposite the Marshall Road Elementary School.

The Virginia State Highway Commission, however, recently approved an interchange design for the I-66/Nutley Street interchange which does not provide adequate spacing between the proposed interchange ramps from Nutley Street and the currently approved WMATA mid-block entrance to Nutley Street. This Office supports the proposed joint access revision, therefore, since it would alleviate the current spacing conflict regarding the approved interchange design as well as eliminate an additional entrance to Nutley Street in the mid-block vicinity.

Additionally, provision should be made for this road to be built to VDH&T standards for a four-lane road to be taken into the VDH&T secondary road system. The applicant should also make provision for a signal at the proposed access road/Marshall Road/Nutley Street intersection if VDH&T warrants show that a signal will be needed here.

RLM/CMG/vna

The following uses and topographic improvements, as qualified, may be permitted in a floodplain upon a determination by the Director that such use is permitted in the zoning district in which located, and that the use is in accordance with the provisions of this Part and the standards and criteria set forth in the Public Facilities Manual. Any such approval by the Director shall be in writing and shall specify such conditions deemed necessary to ensure that the proposed construction and resultant use conform to the provisions of this Part. Any use, including associated fill, permitted in the zoning district in which located, which does not meet the qualifications set forth below as determined by the Director, may be permitted upon the approval of a special exception by the Board.

1. Any use within a minor floodplain. As set forth in the definition of floodplain, a minor floodplain is a floodplain which has a drainage area greater than 70 acres but less than 360 acres.

The following uses and topographic improvements, as qualified, may be permitted in a floodplain upon a determination by the Director that such use is permitted in the zoning district in which located, and that the use is in accordance with the provisions of this Part and the standards and criteria set forth in the Public Facilities Manual. Any such approval by the Director shall be in writing and shall specify such conditions deemed necessary to ensure that the proposed construction and resultant use conform to the provisions of this Part. Any use, including associated fill, permitted in the zoning district in which located, which does not meet the qualifications set forth below as determined by the Director, may be permitted upon the approval of a special exception by the Board.

1. Any use within a minor floodplain. As set forth in the definition of floodplain, a minor floodplain is a floodplain which has a drainage area greater than 70 acres but less than 360 acres.

2. Agricultural uses such as general farming, pasture, grazing, outdoor plant nurseries, horticulture, viticulture, truck farming, forestry, sod farming, and wild crop harvesting; provided, however, that such use does not require the approval of a Building Permit or require major fill. All uses permitted by this paragraph shall be operated in accordance with a conservation plan prepared in accordance with the standards of the Northern Virginia Soil and Water Conservation District.
3. Residential uses accessory to single family detached and attached dwellings such as play areas, lawns, paved tennis or play courts, trails, gardens, patios, decks and docks, which do not require major fill.
4. Community, commercial and public recreational uses such as golf courses, driving ranges, archery ranges, picnic grounds, boat launching ramps, parks, wildlife and nature preserves, game farms, fish hatcheries, shooting preserves, target ranges, trap and skeet ranges, hunting and fishing areas, and hiking, bicycle and equestrian trails. This paragraph shall not be deemed to permit any paved tennis or play court exceeding 5000 square feet in area, swimming pool, or any use requiring the approval of a Building Permit or requiring major fill.
5. Off-street parking and loading areas including aisles and driveways which do not exceed 5000 square feet in area, which will have one (1) foot or less depth of flooding and which will not require major fill.
6. Metrorail, railroad track and roadway floodplain crossings meeting WMATA, VDH & T and/or Fairfax County design requirements and where any additional rise in water surface will not have an adverse effect upon the floodplain and/or will be set aside in an easement. A stream channel relocation proposed in conjunction with a crossing shall be subject to the provisions of the Public Facilities Manual.
7. Public and private utility lines, and all public uses and public improvements performed by or at the direction of the County, or as may be required by County ordinances, to include but not to be limited to channel improvements and erosion control, reservoirs, storm water management and best management practice facilities and similar uses provided the installation of such facilities is accomplished with appropriate easements or agreements and with the minimum disruption necessary to the floodplain.

Notwithstanding the above, ponds, reservoirs, storm water management and best management practice (BMP) facilities in floodplains which have a drainage area of 360 acres or greater and which are designed to serve a specific private development may be permitted only upon the approval of a special exception by the Board in accordance with the provisions of this Part.

8. Additions or permitted accessory structures to single family detached and attached dwellings constructed prior to August 14, 1978, subject to the following conditions:
 - A. The estimated cost of the addition or accessory structure is less than fifty (50) per cent of the assessed value of the existing structure.
 - B. The lowest part of the lowest floor of any such structure may be constructed less than eighteen (18) inches above the 100-year flood level provided it is determined that there is less than one (1) per cent chance of flooding the structure in any given year, i.e., the structure is higher than the 100-year flood level.
 - C. As may be required by the Director, the applicant and owners shall sign a "hold harmless" agreement holding Fairfax County harmless from all adverse effects which may arise as a result of the construction and establishment of the proposed use within the floodplain. Such an agreement shall be recorded among the land records of Fairfax County.
9. Topographic improvements which do not require major fill.

For the purpose of this Section, major fill shall be deemed to be any fill, regardless of amount, in an area greater than 5000 square feet or any fill in excess of 278 cubic yards in an area of 5000 square feet or less. The combined and cumulative area of any fill and pavement permitted under this Section shall not exceed an area of 5000 square feet for all uses on a lot.

In addition, the provisions set forth above which exclude uses requiring a Building Permit shall not apply when such Building Permit is required for structures such as retaining walls, fences, ramps or trail bridges.

Standards For All Category 4 Uses

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

1. 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 except Use 5, WMATA facilities, shall be subject to the approval of a site plan prepared in accordance with the provisions of Article 17. WMATA facilities shall be established in conformance with the provisions of the agreement between that agency and the County.

GLOSSARY

This Glossary is presented to assist citizens in a better understanding of Staff Reports; it should not be construed as representing legal definitions.

- BUFFER** - A strip of land established as a transition between distinct land uses. May contain natural or planted shrubs, wells or fencing, singly or in combination.
- CLUSTER** - The "alternate density" provisions of the Zoning Ordinance, which permits smaller lots and pipestem lots, if specified open space is provided. Primary purpose is to preserve environmental features such as stream valleys, steep slopes, prime woodlands, etc.
- COVENANT** - A private legal restriction on the use of land, recorded in the land records of the County.
- DEVELOPMENT PLAN** - Conceptual, Final, Generalized. A Development Plan consists of graphic, textual or pictorial information, usually in combination, which shows the nature of development proposed for a parcel of land. The Zoning Ordinance contains specific instructions on the content of development plans, based upon the purpose which they are to serve. In general, development plans contain such information as: topography, location of streets and trails, means by which utilities and storm drainage are to be provided, general location and types of structures, open space, recreation facilities, etc. A Conceptual Development Plan is required to be submitted with an application for the PDH or PDC District; a Final Development Plan is a more detailed plan which is required to be submitted to the Planning Commission after approval of a PDH or PDC District and the related Conceptual Development Plan; a Generalized Development Plan is required to be submitted with all residential, commercial and industrial applications other than PDH or PDC.
- DEDICATE** - Transfer of property from private to public ownership.
- DENSITY** - Number of dwelling units divided by the gross acreage being developed (DU/AC). Density Bonus is an increase in the density otherwise allowed, and granted under specific provisions of the Zoning Ordinance when developer provides excess open space, recreation facilities, moderately priced housing, etc.
- DESIGN REVIEW** - The Division of the Department of Environmental Management which reviews all subdivision plats and site plans for conformance with County policies and requirements contained in the Zoning Ordinance, the Subdivision Control Ordinance, the Public Facilities Manual, the Building Code, etc, and for conformance with any proffered plans and/or conditions.
- EASEMENT** - A right given by the owner of land to another party for specific limited use of that land. For example, an owner may give or sell easements to allow passage of public utilities, access to another property, etc.
- OPEN SPACE** - The total area of land and/or water not improved with a building, structure, street, road or parking area, or containing only such improvements as are complementary, necessary or appropriate to use and enjoyment of the open area.
- Common** - All open space designed and set aside for use by all or designated portions of residents of a development, and not dedicated as public lands (dedicated to a homeowners association which then owns and maintains the property).
- Dedicated** - Open space which is conveyed to a public body for public use.
- Developed Recreation** - That portion of open space, whether common or dedicated, which is improved for recreation purposes.
- PROFFER** - A Development plan and/or written condition, which, when offered by an owner and accepted by the Board of Supervisors, becomes a legally binding part of the regulations of the zoning district pertaining to the property in question. Proffers, or proffered conditions, must be considered by the Planning Commission and submitted by an owner in writing prior to the Board of Supervisors public hearing on a rezoning application, and thereafter may be modified only by an application and hearing process similar to that required of a rezoning application.
- PUBLIC FACILITIES MANUAL** - The manual, adopted by the Board of Supervisors, which defines guidelines which govern the design of those facilities which must be constructed to serve new development. The guidelines include streets, drainage, sanitary sewers, erosion and sediment control and tree preservation and planting.
- SERVICE LEVEL** - An estimate of the effectiveness with which a roadway carries traffic, usually determined under peak anticipated load conditions.
- SETBACK, REQUIRED** - The distance from a lot line or other reference point, within which no structure may be located.
- SITE PLAN** - A detailed plan, to scale, depicting development of a parcel of land and containing all information required by the Zoning Ordinance. Site plans are required, in general, for all townhouse and multi-family residential development and for all commercial and industrial development.
- SUBDIVISION ORDINANCE** - An ordinance regulating the division of land into smaller parcels and which, together with the Zoning Ordinance, defines required conditions laid down by the Board of Supervisors for the design, dedication and improvement of land.
- SUBDIVISION PLAT** - A detailed drawing, to scale, depicting division of a parcel of land into two or more lots and containing engineering considerations and other information required by the Subdivision Ordinance.
- USE** - The specific purpose for which a parcel of land or a building, is designed, arranged, intended, occupied or maintained.
- Permitted** - Uses specifically permitted by the Zoning Ordinance Regulations of the Zoning District within

USE - Continued.

Special Permit - A use specified in the Zoning Ordinance which may be authorized by the Board of Zoning Appeals or the Board of Supervisors in specified zoning districts, upon a finding that the use will not be detrimental to the character and development of the adjacent land and will be in harmony with the policies contained in the latest adopted comprehensive plan for the area in which the proposed use is to be located. A Special Permit is called a Special Exception when granted by the Board of Supervisors.

Transitional - A use which provides a modulation of intensity of use between uses of higher and lower intensity.

VARIANCE - A permit which grants a property owner relief from certain provisions of the Zoning Ordinance when, because of the particular physical surroundings, shape or topographical condition of the property, compliance would result in a particular hardship or practical difficulty which would deprive the owner of the reasonable use of the land or building involved. Variances may be granted by the Board of Zoning Appeals after notification, advertising, posting and conduct of a public hearing on the matter in question.

VPD - Vehicle trips per day (for example, the round trip to and from work equals two VPD). Also **ADT** - Average Daily Traffic.

ENVIRONMENTAL TERMS

ACOUSTICAL BERM - Usually a triangular-shaped earthen structure paralleling a highway noise source and extending up from the elevation of the roadway a distance sufficient to break the line of sight with vehicles on the roadway.

AQUIFER - A permeable underground geologic formation through which groundwater flows.

AQUIFER RECHARGE AREA - A place where surface runoff enters an aquifer.

CHANNEL ENLARGEMENT - A development-related phenomenon whereby the stream's bank full capacity is exceeded with a greater frequency than under natural undeveloped conditions, resulting in bank and stream bottom erosion. Hydrology literature suggests that flows produced by a storm event which occurs once in 1.3 years are the channel defining flows for that stream.

COASTAL PLAIN GEOGRAPHIC PROVINCE - In Fairfax County, it is the relatively flat southeastern 1/4 of the County, distinguished by low relief and a preponderance of sedimentary rocks and materials (sands, gravels, silts) and a tendency towards poorly drained soils.

dB(A) - Abbreviation for a decibel or measure of the noise level perceived by the ear in the A scale or range of best human response to a noise source.

DRAINAGE DIVIDE - The highest ground between two different watersheds or subheds.

ENVIRONMENTAL LAND SUITABILITY - A reference to a land use intensity or density which should occur on a site or area because of its environmental characteristics.

ERODIBLE SOILS - Soils susceptible to diminishing by exposure to elements such as wind or water.

FLOODPLAIN - Land area, adjacent to a stream or other surface water, which may be submerged by flooding; usually the comparatively flat plain within which a stream or riverbed meanders.

IMPERVIOUS SURFACE - A natural or man-made surface (road, parking lot, roof top, patio) which forces rainfall to runoff rather than infiltrate.

MONTMORILLONITIC CLAY - A fine grained earth material whose properties cause the clay to swell when wet and shrink when dry. In addition, in Fairfax County these clays tend to slip or slump when they are excavated from slope situations.

NEF - Noise Exposure Forecast - A noise description for airport noise sources.

PERCENT SLOPE - The inclination of a landform surface from absolute horizontal; formula is vertical rise (feet) over horizontal distance (feet) or V/H .

PYDNMONT GEOGRAPHIC PROVINCE - The central portion of the County, characterized by gently rolling topography, substantial stream dissection, V-shaped stream valley, an underlying metamorphic rock matrix (schist, gneiss, greenstone) and generally good bearing soils.

PIES/ENVIRONMENT - Project Impact Evaluation - A systematic, comprehensive environmental review process used to identify and evaluate likely environmental impacts associated with individual project or area plan proposals.

SHRINK-SWELL RATE - The susceptibility for a soil's volume to change due to loss or gain in moisture content. High shrink-swell soils can buckle roads and crack foundations.

SOIL BEARING CAPACITY - The ability of the soil to support a vertical load (mass) from foundations, roads, etc.

STREAM VALLEY - Any stream and the land extending from either side of it to a line established by the high point of the concave/convex topography, as delineated on a map adopted by the Stream Valley Board. For purposes of stream valley acquisition, the five-criteria definition of stream valleys contained in "A Restudy of the Potomac Watershed" (1989) will apply. The two primary criteria include all the land within the 100-year floodplain and the area along the floodplain in slopes of 15 percent or more.